

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:

Ebikes and e scooters have become a blight in many areas in Queensland. They have become a tool for children and youths to behave in an unsafe and unacceptable manner and often at high speed and in multiple rider unsafe gangs in urban areas. In the right hands and for their intended use as a contemporary form of transport, used in compliance with current legislation and with appropriate policing of their use and engineering, registration, user training, licensing, and insurance, they have a role. Clearly though with the levels of abuse being currently experienced, the legislation needs to be changed and tightened regarding their use, engineering user training and licensing, registration, insurance, and much more extensive and effective policing. There are current rules in relation to their use and engineering, which are being abused, ignored and not effectively if at all policed. The police clearly do not have the resources to police and control the engineering and the safe use of both ebikes and e-scooters, therefore alternative policing needs to be considered, e.g. ebike and e-scooter wardens and there remains considerable lack of clarity in relation to the rules and regulations that currently apply. My understanding is that ebikes and e-scooters can only be used by adults over 16. and by children between 12yrs and 16yrs with parental supervision, which is being ignored. My understanding is that double riding is not allowed on e-scooters and only on ebikes with two or double seats, which is also being ignored. My understanding is that there are engineering and speed limitations which are also being very clearly ignored. Therefore, it is very clear that the current legislation and policing of the legislation is insufficient to provide a safe public environment within which ebikes and e-scooters can be used, for the benefit of riders and members of the public at large. As a result the legislation needs to be changed and/or tightened considerably. My suggestions in that regard are as follows and these would have to be implemented and effectively policed: - Children under 16 should not be allowed to use ebikes or e-scooters under any circumstances. Only adults over 16 years allowed to use ebikes and e-scooters. Ebikes and e-scooters must not be used for travelling to schools. All ebikes and e-scooters must comply with the current engineering and design, that is pedal assisted for ebikes and therefore speed standards. Helmets have to be worn at all times. Double riding not allowed on any e-scooter or ebike. All ebikes and e-scooters to be registered with a registered owner over 16 years. The registered owner to be fully liable for all the legislative, safety, technical, compliance of the registered e-scooter or ebike and for any abuse by any other party by use of the registered ebike and e-scooter, including riding by those under 16 years of age. All e-scooter and ebike riders to complete a formal training programme and be issued with an ebike /e-scooter rider licence, which has to be carried at all times by the e-scooter rider. All e-scooters and ebikes to be registered with a clear number plate mounted on the front and rear of the ebike or e-scooter, with when registered the e-scooter and ebike compliant with the required engineering standards. The ebike and e-scooter checked annually for registration and compliance. Registration and annual compliance to be outsourced to third party specialist ebike and e-scooter retailers and the user charged for the service at a reasonable and acceptable cost. All ebikes and e-scooters to be insured comprehensively to cover injury to the rider, the value of the ebike or e-scooter, and any hospital costs and injury to the rider and injury or damage to others by the ebike or e-scooter. Mobile phones not to be used at any time when using an ebike or e-scooter. Front and rear lights to be used on ebikes and e-scooters at all times even in daylight.