


Inquiry into e-mobility safety and use in Queensland

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Submission: E-Bike Safety, Infrastructure, and Responsible Use
As a parent who bikes two children to and from school daily—rain or shine—I'm passionate about safe and practical e-bike use. I regularly see children riding unsupervised and without helmets, often reaching speeds well over 30 km/h on public roads. Many appear to be underage, and it's alarming. In contrast, I ride with care, carrying two children at speeds between 18–25 km/h, using the throttle only when necessary. From my experience, anyone riding over 35 km/h is simply going too fast—it becomes dangerous not only to themselves but to pedestrians, children, and other cyclists. Speed like that belongs on a racetrack, not shared roads and pathways. For those of us using e-bikes as a genuine alternative to cars, the throttle is a crucial safety tool, not a luxury. It allows me to:

- * Overtake parked cars safely without swerving into traffic.
- * Enter and exit roundabouts smoothly without awkward stops.
- * Climb hills with the added weight of two children on board.
- * Travel safely through flooded or muddy pathways without unsteady pedal-assist surges.
- * Pass pedestrians at a slow, consistent pace (around 3 km/h) on narrow footpaths.

Without it, I would be forced to ride recklessly just to keep momentum. That's not safe for me, my kids, or anyone else. We've now become a one-car family of four, which is a major achievement in today's world. E-bikes have enabled us to reduce our reliance on cars and increase our outdoor time—even when weather and pathway conditions aren't ideal. That said, I've also witnessed serious e-bike accidents, often involving underage or inexperienced riders with no helmets. Regulation must catch up with reality. I strongly support:

- * A minimum age limit for throttle-enabled e-bikes.
- * A simple rider card or safety certification to ensure users know basic road and safety rules.
- * Strict helmet enforcement with significant fines.
- * Standard speed caps—e.g., throttle and pedal-assist cutting out at 30 km/h, enforced at the manufacturer or seller level.

Throttle use should not be banned, but speed and rider education should be properly regulated. The throttle helps responsible riders stay safe. Misuse by others shouldn't take that away from families like mine. Beyond regulation, local councils must actively support and plan for the growth of e-bike and cargo bike use. This is not just a mode of transport—it's a lifestyle shift that gets kids off screens and outside, and keeps adults, including older generations, active and connected with the outdoors. In Queensland especially, e-bikes let people enjoy our incredible natural beauty, coastlines, and open spaces. To support this shift, we need:

- * Dedicated, clearly marked bike and e-mobility paths separated from roads.
- * Wider shared paths that account for growing use of cargo bikes and e-scooters.
- * Urban planning that supports cycling tourism and local access.

A great example is the trail network in Central Otago, New Zealand, which has transformed local communities and driven tourism. Similarly, bike trails in Germany, built alongside roads with protective curbing, offer world-class safety and accessibility. These kinds of networks are more forward-thinking than costly tramline expansions across the coastline. Let's build cities and communities that are safer, more active, and more connected—starting with real support for the e-bike revolution.

Sincerely
A bike loving mum.