

## Inquiry into e-mobility safety and use in Queensland

**Submission No:** 480  
**Submitted by:** Kathryn O'Donnell  
**Publication:** Making the submission and your name public  
**Attachments:** No attachment

### Submitter Comments:

1. Benefits of e-mobility (including both Personal Mobility Devices (PMDs), such as e-scooters and e-skateboards, as well as e-bikes) for Queensland; Comment: I support in principle the adoption of active transport infrastructure and regulations to promote uses other than private vehicle. 2. Safety issues associated with e-mobility use, including increasing crashes, injuries, fatalities, and community concerns; Comment: All road users are at risk when using our road network. I observe it is NOT just the use of e-bikes and e-scooters that are causing traffic accidents, it is my personal experience that cyclists are more prevalent in disrupting traffic flow and disregarding road rules. I have witnessed countless near misses and been involved in some of them myself at no fault of my own as a motorist. 3. Issues associated with e-mobility ownership, such as risk of fire, storage and disposal of lithium batteries used in e-mobility, and any consideration of mitigants or controls; Comment: More laptops and iPhones spontaneously combust when charging causing most house fires. What of this education programme and mitigants or controls? 4. Suitability of current regulatory frameworks for PMDs and ebikes, informed by approaches in Australia and internationally; Comment: If designed to use the road network, regulations should reflect this; licensing / training requirements, registration, and accountability as a road user like any other. 5. Effectiveness of current enforcement approaches and powers to address dangerous riding behaviours and the use of illegal devices; Comment: There is currently no effective method to report dangerous riding of e-bikes OR bicycles- a motorist cannot report dangerous riding as bikes are not identifiable with a registration plate; cyclists can report a motorist but a motorist cannot report a cyclist. I note motorised disability scooters pay a registration fee and display plates though their speeds and use are considered safe (rather than e-bikes), and, they use recreational footpaths.

6. Gaps between Commonwealth and Queensland laws that allow illegal devices to be imported and used; Comment: Decide dedicated and lawful uses for both recreational paths and road/traffic networks and create consistent legislation. 7. Communication and education about device requirements, rules, and consequences for unsafe use; and Comment: Like any registered road user/ chargeable device user. 8. Broad stakeholder perspectives, including from community members, road user groups, disability advocates, health and trauma experts, academia, the e-mobility industry, and all levels of government. Comment: Include cycling groups as a stakeholder. Our road networks are designed and funded for bicycle lanes - education should extend to all road users/groups. I support a user pays system for use of our road and traffic infrastructure regardless of mode. Whether bikes or e-bikes, scooters or e-scooters, if the intended use is for use on our roads it follows that regulations should align for all road users. Our dedicated footpaths and cycleways intended for recreational purposes for bicycles, pedestrians and scooters should be supported and expanded upon with educational signage. These types of modes have limited speeds and are not in the road traffic. Other modes intended for being part of our traffic network should at minimum be required to pass a test with the rules and regulations all road users are required to, and, display a registration number for accountability purposes. Such a designation and differentiation between intended uses could see regulation around allowable speeds e-bikes/scooters i.e. higher speeds prohibited unless appropriately licensed to participate as a road user at appropriate speeds, where intended for recreational use this speed mechanism should be limited accordingly.