

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

**Submission No:** 523  
**Submitted by:** [REDACTED]  
**Publication:** Making the submission public but withholding your name  
**Attachments:** No attachment

### Submitter Comments:

•The use of e-bikes and e-scooters should be actively supported in Queensland, particularly in cities, as a strategy to reduce road congestion. Every person using a scooter or bike (electric or otherwise) should be seen as one less car on the road, rather than being viewed only through the lens of being inconvenience to drivers. •Government is encouraged to show long term vision in this review, and any subsequent legislative amendments. A modal shift away from private car use toward walking, cycling, and public transport in Brisbane would have immeasurable benefits for residents, particularly as the city grows, both in terms of reducing road congestion across the city and improvements in the mental and physical health of active transport users. •Consider that stronger regulations targeting individuals who are violating existing laws will not be effective. The introduction of this inquiry to Parliament highlighted that “most of the devices that are causing problems are illegal”. It is therefore stronger education and enforcement that is required, not stronger regulation. Stronger regulation will unfairly penalise those who are currently compliant (and inclined towards compliance with laws in general). •Developing a network of protected active transport paths (see London's "Cycleways", for example) would significantly improve accessibility, reduce accidents, and encourage greater use of these transport modes. •Protected active transport routes can also be used by children and youths on non-electric bikes and scooters to access schools and reduce car congestion associated with school drop-offs. Mental and physical health improvements would be substantial. •Creating a safe environment for the operation of e-mobility devices is a far more cost-effective solution than restricting their use and continually expanding road infrastructure for cars. •Note also that active transport users often still pay car registration for vehicles they use less, meaning they already contribute to road funding—undermining arguments that they should pay additional registration fees.