

Inquiry into e-mobility safety and use in Queensland

Submission No: 534

Submitted by: [REDACTED]

Publication: Making the submission public but withholding your name

Attachments: No attachment

Submitter Comments:

This review is very important given: 1. related injuries and deaths to date; and 2. The danger presented to the general public by e scooters and some eBikes. In relation to e scooters I see some obvious solutions: 1. enforce the wearing of helmets. A high percentage of riders do not wear helmets, in fact they are often just hanging from the handlebars etc; 2. as per other states and countries, restrict public usage of e scooters to people 16 and over; and 3. ensure the scooter has a speed limiter of no more than 50KPH. Even better would be 25 KPH when riding on footpaths. In relation to E Bikes, it is critical to differentiate as to what actually constitutes an E Bike. My definition of an E Bike is one that actually requires the rider to pedal the bike for it to move. It can then be "power assisted" when pedaling but will actually slow and stop when not pedaling. Again helmets must be mandatory, and the speed should be limited to 25 KPH when on footpaths. A huge mistake in the current climate is that there are bikes that are powered by a battery and DO NOT REQUIRE the rider to pedal. They are throttle operated and the actual pedals are largely superfluous to the operation of the bike. These types of motorized E Bikes are in effect "motor bikes" but that do not require any license, or any monitoring. There is no age limit either. One can see these E Bike/Motor bikes on footpaths and roads being ridden by 12 to 16 year olds at speeds over 50 KPH, with no helmets and performing dangerous stunts. In my opinion these are extremely dangerous to the rider and pedestrians. If these simple issues are addressed and policed, I feel the problem can be curtailed. Thank you for considering this input and good luck addressing a problem which has grown so much in just a few years. [REDACTED]