

Inquiry into e-mobility safety and use in Queensland

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RACGP
Royal Australian College
of General Practitioners

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6 June 2025

Committee Secretariat
Queensland Parliamentary Committees
State Development, Infrastructure and Works Committee
Parliament House, Brisbane
via email: sdiwc@parliament.qld.gov.au

Dear Committee Secretariat,

Re: RACGP feedback on Inquiry into e-mobility safety and use in Queensland

The Royal Australian College of General Practitioners (RACGP) Queensland Faculty thanks the Queensland Parliamentary Committees State Development, Infrastructure and Works Committee for the opportunity to provide feedback on the *inquiry into e-mobility safety and use in Queensland*.

The RACGP is Australia's largest specialist medical college and stands at the forefront of our world-class healthcare system. We have more than 50,000 members, including over 9,000 members across Queensland. The RACGP train 90% of our nation's specialist general practitioners (GP), all of whom provide high-quality care to patients everywhere – from remote Aboriginal and Torres Strait Islander communities to our capital cities.

The RACGP set the standards for general practice, facilitates lifelong learning for GPs, connects the general practice community, and advocates for better health and wellbeing for all Australians. Every year more than 22 million Australians choose to see a GP for their essential healthcare, making GPs the most accessed health professionals in the country.

E-mobility is becoming increasingly popular as more Queenslanders seek affordable, sustainable and accessible ways to travel. While e-mobility offers potential benefits for the environment, can help reduce traffic congestion and promotes active transportation, encouraging people to be more physically active, there is growing concern about accidents involving e-mobility devices, with increasing reports of crashes, injuries, and fatalities.

Following consultation with RACGP members, concerns have been highlighted with the significant increase in injuries and fatalities involving e-mobility (including both Personal Mobility Devices (PMDs), such as e-scooters and e-skateboards, as well as e-bikes) in Queensland. General practitioners (GP) have observed a noticeable increase in injuries related to the use of PMDs, particularly as their popularity grows in urban areas.

In Queensland there has been a significant rise in e-scooter accidents, with a 112% increase in injuries from 2021 to 2024. Between 2021 and 2024, 4902 people were seriously injured in e-



scooter accidents, and eight people have died in Queensland while using e-mobility devices, according to the Queensland Government. Fractures, dislocations, and head injuries were among the top five types of injuries.

Between 1 January-30 September 2024 there have been 1050 presentations to participating Queensland Injury Surveillance Unit (QISU) emergency departments because of an e-scooter ride gone wrong. For the same nine-month period in 2023, there were 940 presentations. Patients suffered head and facial injuries which indicated some users were still not wearing helmets. Another concerning finding was the number of children who presented to emergency departments: 364 children aged 15 and under. The number of reported injuries is likely to be underreported, as not all emergency departments provide data and not everyone seeks medical help. ¹

While helmet use is legally mandated for e-scooter riders in Australia, compliance remains inconsistent. Research by the Centre for Accident Research & Road Safety – Queensland (CARRS-Q) has identified helmet non-use as a significant safety concern, particularly among users of shared e-scooters. In addition to helmet non-compliance, excessive speed and alcohol consumption have been highlighted as key contributors to the severity of injuries sustained in e-scooter crashes. These factors are strongly associated with an increased risk of head and facial trauma, reinforcing the critical importance of helmet use and responsible riding behaviour to mitigate serious injury outcomes. ²

E-scooters present a unique challenge in urban mobility planning due to their incompatibility with existing transport infrastructure. Their speed and weight make them unsuitable for pedestrian pathways, where they pose safety risks to walkers. There is a need for dedicated specifically for e-scooters and other small electric devices or clearer regulatory frameworks to guide their appropriate use. The current lack of adequate space for pedestrians, cyclists, and scooter users not only compromises public safety but also discourages the adoption of sustainable and active modes of transportation.

Excessive speed is a leading contributor to the severity of injuries sustained in e-scooter crashes. Riders traveling at high speeds have reduced reaction times and are more likely to lose control, especially on uneven surfaces or in shared-use environments. Research from institutions such as CARRS-Q has shown that higher speeds are strongly associated with serious trauma, particularly to the head, face, and limbs. When combined with other risk factors like alcohol use or lack of helmet compliance, the dangers of speeding on e-scooters are significantly amplified.

Spending time outdoors is highly beneficial to good health and exposure to sunlight assists in the reduction of stress, anxiety, and depression. It also supports the body's production of vitamin D, essential for bone health and immune function, cardiovascular health, and can improve mood and self-esteem. ³



E-mobility can contribute to these benefits by placing less physical strain on the body, making them a more accessible option for seniors and individuals with chronic conditions. They can also reduce the time spent in hot weather, lowering the risk of heat exhaustion or dehydration, an important advantage for vulnerable populations.

While E-mobility offers a low-cost transport option which may include some health benefits for many people, the RACGP recommends that the Committee considers a comprehensive, safety-focused framework for the use of PMDs. The growing burden on primary care and emergency services highlights the need for a coordinated safety strategy that includes speed regulation, rider education, and infrastructure improvements to support safer micro-mobility use.

For any enquiries regarding this RACGP submission, please contact Mr James Flynn, State Manager RACGP Queensland, on [REDACTED] or via email at [REDACTED].

Best regards,



Dr Cath Hester FRACGP
Chair RACGP Queensland

¹ Metro North Health Jamieson Trauma Institute Electric Personal Mobility Devices Surveillance patient survey study <https://metronorth.health.qld.gov.au/jamieson-trauma-institute/iti-news/emodes-reform-needed/>

² Research by the Centre for Accident Research & Road Safety – Queensland (CARRS-Q) e-Scooter Safety <https://research.qut.edu.au/carrsq/wp-content/uploads/sites/296/2021/12/e-scooter-safety.pdf>

³ The Role of Sunlight in Your Daily Health and Wellbeing <https://www.healthbenefitstimes.com/the-role-of-sunlight-in-your-daily-health-and-wellbeing/>