

Inquiry into e-mobility safety and use in Queensland

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E- Scooters - Improve Safety and Address Community Concerns Inquiry

As a regular user of footpaths, I wish to provide the following stakeholder views to the Inquiry:

- Legislation and enforcement have failed to keep pace with the roll out of e-scooters and such devices result in multiple risks to the community. The unregulated environment in Queensland has allowed unacceptable behaviours to develop for footpath users.
- Adults transport underage children on e-scooters and such devices without restraints. If the same children were transported in a vehicle, they would wear a seatbelt or be restrained in an appropriate car seat.
- Adults and parents fail to supervise children riding e-scooters to schools, sport or for recreational purposes resulting children riding out of control, three a breast on congested highways.
- E-scooters and bikes are proportionally larger and heavier than pedestrians, but they use the same inadequate sized pathways. No signage relating to right of way, speed or behaviour are displayed on footpaths that were originally build for pedestrians and not mobile devices.
- E- scooters under Queensland's current law allow travel at 12 kilometres per hour. Walkers and joggers do not match that speed and are disadvantaged when collisions occur on a footpath.
- Most existing footpaths due to their width are not designed for bikes, e-scooters, pedestrians, joggers, prams, and elderly mobile devices to be used simultaneously – which is the current situation. Where a variety of device users access the same footpath at the same time, who has right of way?
- E- scooters and mobile devices are not all fitted with warning bells. There is no standard for use of warning bells and/or the volume of the ring. Often warning bell signals are not heard due to the location of footpaths beside noisy road traffic.
- When collisions occur on crowded footpaths – who is at fault, what action can a pedestrian take in relation to injury or damage?
- Where an e-scooters collides with a motor vehicle – what claim does the driver have for damage to their vehicle?
- There appears to be no proactive control or policing of footpath behaviour by Police and/or Council.