

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

**Submission No:** 630  
**Submitted by:** [REDACTED]  
**Publication:** Making the submission public but withholding your name  
**Attachments:** No attachment

### Submitter Comments:

Dear Committee of Inquiry into e-mobility safety

**Personal position** I am 67 years old and ride a human powered road bicycle and an e-powered mountain bicycle (e-MTB) which is restricted to 25km/h. I enjoy the health and recreational benefits of my e-MTB and am fortunate to live in the Redlands where there are a number of excellent MTB facilities such as Bayview and Redlands Track Park. At 67 years of age, with the usual mobility and physical challenges which come with healthy aging, it became necessary for me to move to an e-MTB to practically and safely continue to enjoy the trails. I would not be able to continue my exercise and sport without the support of an e-MTB. In the coming years, I anticipate that I will also need to, somewhat reluctantly, move to an e-powered road bicycle for my daily road rides based on the simple process of ageing. I have a wide circle of friends who are in exactly the same position of I am and who also own e-bicycles.

**Recommendation:** It is therefore imperative that e-bicycles remain available to all seniors to enable them to continue participating in their sport. Suggested changes to the existing speed restrictions Every bicycle rider understands that the current 25km/h limit is overly restrictive for regular road and mountain bicycle riding. Law abiding e-bicycle riders who also have to pedal to gain some "e" support are being penalised and restricted with an impractical 25km/h limit because of the real and recognised dangers to users and others relating to the use of illegal and unrestricted bicycles and scooters, many with top speeds exceeding 60km/h with no requirement for pedal support.

**Recommendation:** The limit for legal e-bicycles which require pedal support be raised a little to 32km/h as it is in New Zealand. Scooters, given they do not require any rider effort and are far less stable should remain limited to 25km/h or less. Illegal e-scooters and e-bicycles In the Redlands, everyday illegal e-bicycles and e-scooters ply the streets and tracks in greater and greater numbers at speeds regularly reaching >60km/h. These speeds are being reached by "e" power alone with no pedal or kick assist, unlike the legal e-bikes responsible riders use which require pedal power as well as "e" support. I know this because they pass my motor vehicle at times in excess of the road speed limit, sometimes doing wheelstands. Dangerous in the extreme. There is a vast and profound difference between a legal rider pedaling hard with some e-support to get to 25km/h (the weight of e-bicycles really means that speeds in excess of 25km/h are all but impossible on level or uphill gradients) vs an illegally mounted scooter or bicycle rider using pure e-propulsion at speeds approaching or exceeding the metro speed limit of 60km/h.

**Solution:** Illegal e-bicycles and e-scooters should be treated as registered motor vehicles requiring compliance, rider licencing and registration or removed from the roads, pathways and certainly from mountain bike parks. These two scenarios are profoundly different and require intelligent and completely different legislation and consideration. Ironically, while legal pedal assist e-bicycles speed limitations of 25km/h are overly restrictive for safe and practical use, especially in terms of senior riders, illegal e-bicycles and e-scooters are being procured and ridden everywhere (mostly in my observation by under driver's license age youth) with no requirement for pedal effort at speeds of 60km/h. Effectively and unfortunately, we have allowed our precious youth to procure and ride what are effectively unregistered "motorcycles" capable of road traffic speeds. Unfortunately, the government has allowed the importation of illegal e-scooters and e-bicycles and now has a major clean up problem. This illegal and now out of control situation must not be allowed to negatively impact on the legal use of e-bicycles and e-scooters; devices which should require "pedal assist" and have a reasonable upper speed limit imposed.