

Inquiry into e-mobility safety and use in Queensland

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12/06/2025

To The Queensland Parliamentary Enquiry into E-Mobility

RE: E-SCOOTER SAFETY THE IMPORTANCE OF EDUCATION AND ENFORCEMENT

We are an engineering consultancy specialising in active transport infrastructure planning and design and road safety education. We've worked on projects across Queensland planning affordable transport infrastructure where families need it. We've have engaged with over 1,000 parents and secondary school students on the Sunshine Coast as part of our infrastructure and education projects.

In 2023 we successfully applied for a Federal Government Road Safety Grant to develop a road safety education program for secondary students scooting, riding and walking. The resulting [ScootScool](#) program was based on an extensive literature review and builds on learnings from motorcycle licensing and children's road safety. It has now been delivered to almost 200 students. The results of pilots indicate that education delivered in school can provide fundamental traffic safety to student to and is likely to reduce risky behaviours such as riding too fast, without a helmet or doubling (see Section 2)

This submission outlines our experiences and learnings from engaging with parents and students on infrastructure needs and on the delivery of road safety education in Queensland schools. It outlines what we see as priorities for improvements in the management of e-mobility and the important role of education and infrastructure.

Kind Regards



Prue Oswin RPEQ CPEng
Director/Active Transport Engineer

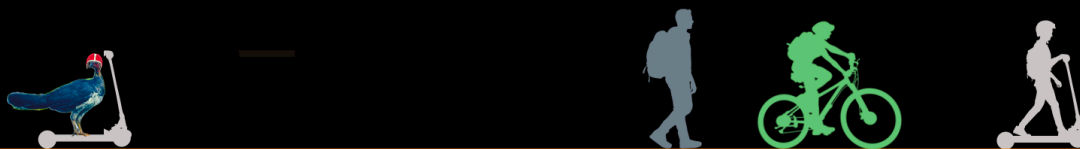
Part One: Five priorities for e-mobility review

Through our planning for children walking and riding to school and delivering road safety education to secondary school students, we've engaged with over 1,000 community members around road safety for people walking cycling and scooting. The table below summarises our learnings and these could be

Item	What we've learned	Details
1	Parents want safer infrastructure to enable kids to walk, ride and scoot to school.	<ul style="list-style-type: none"> • We've engaged with approximately 600 parents in our infrastructure planning work. • Overwhelmingly, parents say they want their children to be able to walk and ride to school and road safety is the main reason they can't • More investment in infrastructure that overcomes barriers parents identify is needed. • There's an immediate need for safer crossings to get students across busy roads, so they can stay on paths and quieter streets
2	People are frightened about e-mobility devices when walking and riding and want to see action from governments	<ul style="list-style-type: none"> • We surveyed Sunshine Coast communities about e-scooters in the preparation of our ScootScool curriculum. Results show large areas where people are frightened of e-scooters • Older community members expressed strong support for having education programs delivered at schools • Students responded well to learning about the impact on others
3	Targeted, evidence-based road safety education can change behaviours	<ul style="list-style-type: none"> • The ScootScool program piloted in 2024 and 2025 on the Sunshine Coast discourages students from using e-scooters and encourages less risky modes such as walking and cycling • Surveys from children who participated in the program shows reduced intention to engage in risky behaviours such as: <ul style="list-style-type: none"> ○ Riding close to pedestrians ○ Riding too fast ○ Not wearing helmets (see Section 2) • Students reported greater awareness of hazards and safe riding behaviour to keep themselves and others safe • When were shared information at open days, older community members were supportive of delivering education in schools
4	There is poor understanding of e-scooter rules in traffic professionals and the community	<ul style="list-style-type: none"> • The road rules around riding scooters on roads are overly complicated. E-scooter riders face similar risk to bicycle riders on roads. The rules for where they can ride on roads should be the same. The restrictions on riding on roads in the current e-scooter laws should be removed • E-scooters create fear for pedestrians; many risks can be better managed on quiet streets. And bike lanes. We should be encouraging e-scooter riders to use these places and update laws to reflect this.
5	Parents are experiencing pressure from children for e-mobility devices	<ul style="list-style-type: none"> • Parents need legal and regulatory support to push back on letting children ride e-mobility devices as their first mode of independent transport. • Support a minimum age of 16 for e-scooter riders, and a recommended age of 16 for e-bike riders.

Safe beyond the gate

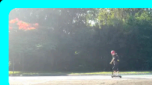
In April 2025, we delivered the ScootScool *Safe Beyond the Gate* program to 80 Year 6, 7, and 8 students at Montessori College on the Sunshine Coast. This presentation shows a snapshot of preliminary results from Year 6 participants



About us

Founded by Kate Ogg, from Oggy E-Scooters, and Prue Oswin, from Sidelines Traffic to combat critical safety issues for youth using micro-mobility devices.

Supported by an Australian Government road safety grant, ScootScool is an evidence-based program that draws on research from motorcycle and young road user safety.



Designed for youth between 11 and 16



Incorporating virtual reality modules and training



Content focus, mitigate risky behaviour, improve hazard perception



Provides knowledge, rules and skills to support safer decisions



Broad road safety focus that supports walking and riding bicycles



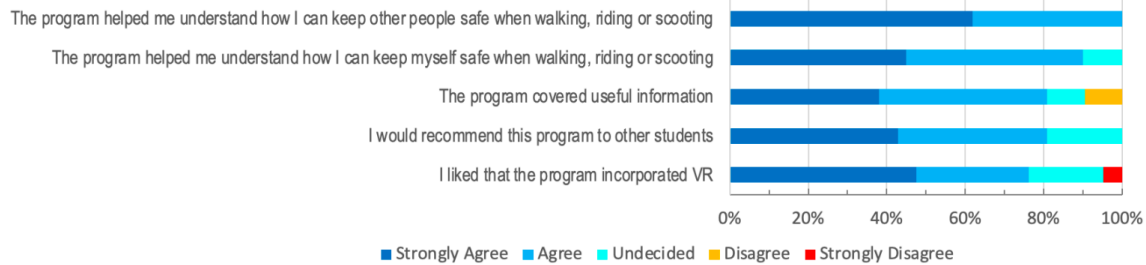
Discourages early uptake of e-scooters

What students thought of the program

100% of students agreed the program helped me understand how I can keep other people safe when walking or riding

90% of students agreed the program helped them understand how they can keep themselves safe when walking or riding

Percent of Students likely to use safe behaviours before and after ScootScool



Year Six Students - April 2025 N = 22

ScootScool

How likely are students to use safe behaviours covered in the program? *Before and After*

Significant improvements across all behaviours.

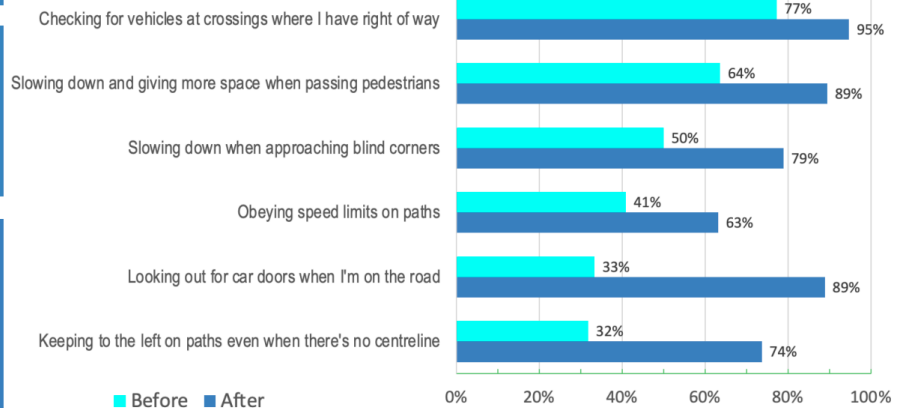
The largest increases were:

- Looking out for car doors (+55%)
- Keeping left on paths (+42%)
- Slowing and giving more space when passing pedestrians (26%)

Post training

- 95% of participants said they are very likely to check for vehicles at crossings where they have priority
- 89% said they are very likely to slow down and give more space to pedestrians.

Percent of students who said they were likely to use safe behaviours before and after participating in ScootScool program



Year Six Students - April 2025 N = 22

ScootScool



The Helmet Results

Wearing helmets, in the last two weeks and in the future - how do student's intentions to wear a helmet compare to previous behaviours

Before Participating in Program

How often did you wear a helmet in the last 2 weeks when riding a bike or scooter?

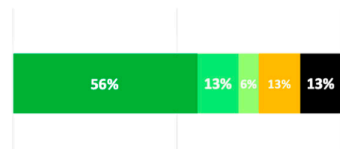
- ALWAYS (56%)
- Never (13%)

After Participating in Program

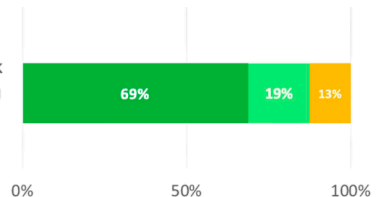
In future, how often do you think you will wear a helmet when you ride a bike or scooter?

- ALWAYS (69%)
- Never (0%)

How often did you wear a helmet when you rode a bike or scooter over the last two weeks?



In future, how often do you think you will wear a helmet when you ride a bike or scooter?



Legend: Always (dark green), Often (medium green), Usually (light green), Sometimes (yellow), Rarely (orange), Very rarely (red), Never (black)