

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

**Submission No:** 758  
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### Submitter Comments:

Thank you for the opportunity to provide feedback into the e-mobility inquiry. From an overall perspective, e-mobility should be encouraged as it provides a way to remove cars from streets which is one of the most cost effective ways to reduce congestion. The State Government should be prioritising active transport and public transport over personal car travel to improve traffic congestion as well as reduce the costs to the community of vehicular initiated accidents. Its important that e-mobility is provided the required infrastructure to make it successful. Currently most of QLD does not have dedicated infrastructure for active transport which means that e-mobility uses come in direct conflict with either pedestrians (shared paths) or cars (roads). The cost for dedicated /separated infrastructure for active transport is a fraction of the cost of road infrastructure and can move a significantly larger volume of users compared to cars. Currently e-mobility suffers from an inconsistent definition and a wide range of legal and illegal devices are lumped together under the "e-mobility" label. The state government and local govt (LGAs) should be encouraging active transport that ranges from traditional "analog" bicycles, e-bikes (which require pedalling and conform to the 25km/hr pedal assist limits) through to e-scooters, e-skate boards, mono-wheels etc that conform to the speed limits. What shouldn't be allowed are electric motor bikes which bypass the legislation because they have a "legal" software setting for on-road and an "illegal" setting for "private property" usage. These are not e-bikes, they are effectively electric motorbikes with high speeds (60+km/hr) operating on shared paths/bike paths. It is the speed that causes accidents, and is similar to the issues faced in vehicular accidents. The same issue occurs with e-scooters. Those that are operated at the legal speeds are not a problem, it is the ones that are sold with the ability to do higher speeds are the issue. There needs to be an incentive / consequence for both the owner/rider and supplier of the illegal electric motorbikes. The supplier is profiteering by exploiting loopholes in the law. Although there have been a number of injuries and deaths associated with e-scooter and electric motorbike illegal behaviour, its important to put this in context to the deaths, injury and suffering that occurs currently in QLD due to motor vehicles. In terms of moving people around urban environments e-mobility is a more cost effective and safer option than driving. This is particularly true for schools. Legal use of e-mobility should be encouraged for school children, with separated active transport infrastructure provided. This will reduce dramatically the volume of cars associated with pick up and drop off during school time. Lastly a cost effective way to roll out improved active transport infrastructure is to focus on separated paths for higher urban roads (50km and above) and reduce the speed in local neighbourhoods (and around schools) to global best practice of 30km/hr.