

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:

Dear Committee Members, I am writing to express my serious concerns regarding the current use and regulation of electric scooters (e-scooters) in our communities. While I understand the appeal of micromobility options in a modern urban environment, I believe e-scooters present significant and growing safety issues that must be urgently addressed.

Lack of Consistent Regulation There appears to be a troubling lack of clarity and enforcement surrounding the rules for e-scooter use. Age limits, helmet compliance, speed restrictions, designated riding zones, and parking protocols are all inconsistently applied or poorly enforced across local councils and states. This regulatory gap creates confusion for both riders and the broader public, making it difficult to hold users accountable for dangerous or unlawful behaviour.

Safety Risks to Riders and the Public The safety concerns are numerous and well-documented. Riders frequently travel at unsafe speeds, often without helmets or any formal training. E-scooters are also being ridden on footpaths, in shared spaces, and in traffic, putting pedestrians—especially children, the elderly, and those with disabilities—at risk. Hospitals are reporting increasing rates of serious injuries related to e-scooter accidents, many involving head trauma or collisions with vehicles and pedestrians.

Inappropriate for Public Roads In my view, e-scooters have no place on our roads. They are not road-registered, are difficult for motorists to see, and do not have the structural protection of other vehicles. Their presence in traffic increases the risk of accidents, both for riders and for drivers who must now navigate an unpredictable and fast-moving obstacle.

Quality of Life Concerns Beyond physical safety, e-scooters are impacting the quality of life in our neighbourhoods. Abandoned scooters clutter public footpaths, creating hazards and visual pollution. Their use late at night contributes to noise disturbances, and some riders operate them under the influence of alcohol or drugs, endangering themselves and others.

Call for Stronger Measures I urge the committee to consider the following actions:

- A thorough, nationwide regulatory framework for e-scooter use.
- Mandatory helmet use and rider licensing for those over 16.
- Prohibiting e-scooters from roads, unless specifically designed and regulated for bike lanes only.
- Stricter enforcement and penalties for illegal or dangerous use.
- Greater investment in public education around responsible micromobility behaviour.

Micromobility innovation must not come at the cost of public safety. Until comprehensive rules are developed and enforced, I believe the risks posed by e-scooters far outweigh their convenience. I ask the committee to act decisively to protect all road and footpath users.

Yours sincerely,
Lynne Healey