

Inquiry into e-mobility safety and use in Queensland

Submission No: 778
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Publication: Making the submission and your name public
Attachments: No attachment

Submitter Comments:

I'm a 53 year old male living on Bokarina and my e-scooter is a lifeline I would struggle without. Without access to a car, I rely on the e-scooter to enable my visits to the Stockland Birtinya shopping centre (most frequently) and Kawana Shopping World (occasionally). The former isn't easily achievable on public transport, although the latter is. I also make trips to other retail and community facilities using the e-scooter (e.g. GP surgery, bank, post office). I am happy that my travel is emissions-free and environmentally-friendly, as I charge the e-scooter during the day with solar PV power, and don't add to the traffic on the roads with these journeys. If there are issues with safety I would argue these are about breaking the law, not inherently about the e-scooters. There are also issues with drivers of cars, motorbikes and pedal bicycles breaking the law, yet there are not 'media frenzies', reactive voxpops or hyperbolic campaigning to have those machines banned - it is the users who are at fault and those operating the machine outside the law are targetted and dealt with, not the machines. It strikes me that compliance efforts are insufficient. Living close to both lake and beach, I regularly see people riding pedal bikes without the required helmet or head protection - this includes families and parents. It's become commonplace and seemingly without risk of penalty. So if it is widely observed that existing laws and requirements may be ignored with impunity - or are treated by the authorities as no longer as necessary - it might be assumed that the same would apply to newer technology. The solution is not to outlaw newer, less familiar, technology but to ENFORCE the laws and rules, as they stand, for ALL forms of transport. Clearly more resources are needed. One aspect which adds to the risk of misuse of e-scooters is the overriding of the speed limiter. My own remains limited to 25kmh but I see others which demonstrably are not. I suggest it should be a specific offence to interfere with the limiter, either through commission (paying someone to do so, including this already having been done at the point of purchase) or action (interfering with it oneself, either as retailer or user). Any move to ban e-scooters would be unfair and restrict my own freedom of movement and ability to stay mobile, point-to-point, without a car. Having invested in my e-scooter, I would also be financially harmed if suddenly it was rendered useless. Thank you.