

Inquiry into e-mobility safety and use in Queensland

Submission No:	784
Submitted by:	Miriam Airey
Publication:	Making the submission and your name public
Attachments:	See attachment
Submitter Comments:	

Submission to the Parliamentary Inquiry into E-Mobility Safety in Queensland

From: Miriam Airey – Concerned Resident of Brisbane

Date: 17/06/2025

RE: Submission in relation to Term of Reference 2 – *Safety Issues Associated with E-Mobility Use, Including Crashes, Injuries, Fatalities, and Community Concerns*

Dear Committee Members,

I write to express my deep concern as a long-term resident of Brisbane regarding the safety risks posed by e-mobility devices, particularly **e-scooters**, in our community. While I acknowledge the environmental and transport benefits e-mobility may offer, my submission specifically addresses **Term of Reference 2**, focusing on the **alarming safety issues** associated with the use of e-scooters on **footpaths**, and the growing threat this poses to **pedestrian safety**.

Personal experience and observations

I have worked in Brisbane's CBD for more than a decade as an employee of the Queensland State Government. My office is located at the top of **Charlotte Street**, a high-foot-traffic area near the corner of George Street. I can personally attest to the **danger pedestrians face** on a daily basis due to e-scooters travelling at high speed along footpaths. During peak hours, e-scooter riders often weave recklessly through crowds, including people waiting at bus stops and commuters stepping out of buildings. The **simple act of stepping onto the footpath has become a hazard**.

I recently visited Sydney and was struck by the **contrast in pedestrian safety**. Walking through Sydney's CBD felt safe and predictable, largely because **e-scooters are not permitted on footpaths**. The same is true for many major cities around the world. In **London**, riding an e-scooter on the footpath can attract a **£50 fine**. Other cities and jurisdictions where e-scooter footpath use is banned include:

- **New York City, USA** – E-scooters are permitted only in bike lanes and roadways.
- **Berlin, Germany** – Footpath riding is strictly prohibited; scooters must be on roads or bike lanes.
- **Paris, France** – E-scooters were recently banned entirely from public hire due to safety issues.
- **Tokyo, Japan** – Strict regulations prohibit riding on sidewalks.
- **Singapore** – Riding e-scooters on footpaths has been banned since 2019 due to injury concerns.

Safety statistics and community risk

The statistics around e-scooter injuries and fatalities are deeply troubling. According to Queensland Health data and published injury reports:

- Between **2019 and 2023**, more than **2,400 people** were admitted to emergency departments in Queensland due to e-scooter-related injuries.

- The **median age of injured pedestrians** is rising, with many being **elderly individuals or children**.
- Brisbane has experienced **at least 5 fatalities** linked to e-scooter use in recent years, with **hundreds of serious injuries** occurring each year.

What is often lost in this data is the **psychological toll** and the erosion of the community's sense of safety. The **right to walk safely** on a footpath should not be negotiable. As someone who regularly cares for my **elderly aunt**, I now **actively avoid bringing her into Brisbane's CBD**. The risk of her being knocked over by an e-scooter is simply too great — a fall at her age could result in catastrophic injury or worse.

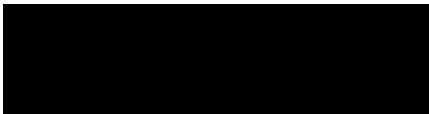
A call for responsible reform

I respectfully urge the Queensland Government to adopt a **sensible and safety-first approach** by **banning the use of e-scooters on footpaths**. This measure is not anti-progress; it is **pro-safety**. E-scooter use should be confined to **bike lanes and designated roadways**, with appropriate speed limits and enforcement.

Queensland has the opportunity to learn from international best practice and to **prioritise community wellbeing over convenience**. Continuing to allow high-speed e-scooters to travel on footpaths — spaces traditionally and legally reserved for pedestrians — is inconsistent with public safety, urban planning principles, and basic duty of care.

I thank the Committee for considering this submission and urge decisive action before more lives are lost or permanently changed.

Yours sincerely,

A solid black rectangular box used to redact the signature of Miriam Airey.

Miriam Airey