

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

**Submission No:** 788  
**Submitted by:** Nicholas Brook  
**Publication:** Making the submission and your name public  
**Attachments:** No attachment

### Submitter Comments:

I am a long time "casual/commuter" bike rider and early adopter in e-mobility (having previously owned and ridden e-bikes and e-scooters) with a background in traffic and transport engineering. For full disclosure I work in the public service however put forward my thoughts as an independent road user rather than in any formal capacity from my department or with any commercial in-confidence. I would like to (and suggest the inquiry approach it similarly) first separate the problem statement into three clear points of difference which I feel are different underlying issues that may require more discreet solutions for each: 1. Illegal devices - those not meeting the existing legislation (overpowered e-bikes and other PMDs) 2. PMDs (e-scooters / e-skateboards / hoverboards / e-unicycles etc) 3. e-bikes (legal and meet legislation) - treat as normal bikes with usual road / path use rules and remove from scope 1. As noted in parliament - restricting purchase and import of these would be primary protection but doesn't seem to be a controllable aspect (border force and Commonwealth), education into buying "legal" is only impactful for those that are perceptive and interested, and enforcement of illegal is hard / time consuming for an already stretched police service. Could at a national level an excessive tax be introduced (ie cigarettes x400%) to all e-mobility device purchases, and a state-level rebate returning the full taxed amount - on inspection by state compliance officers (or via authorised re-seller that have license to sell with risk of fines etc) deeming it to meet state legislation? Impounding indefinitely on site the illegal devices (as I presume is done with weapons or other illegal things) could be another deterrent at a local level. 2. Safe use of PMDs (that are legal) - physical space constraints and requirements of sharing space is going to force interactions between PMD users with other users (drivers, pedestrians), and is not dissimilar to normal bikes. It is not always the larger/faster road user (ie bike, PMD) at fault, as many pedestrians are headphones in, eyes on phone and wandering indirectly across the limited footpath space, who then acted shocked and offended when a bike or PMD passes them (even when slow, with bells and safely). General awareness increase and respectful shared use from all road users is required but is tough given human tendencies. Again education and enforcement can only go so far as some of the actions aren't illegal or unsafe. PMDs that have high center of gravity, less protection and increased incident risk (ie smaller or less wheels) are going to be more prone to poor infrastructure and space allowances. A movement and place method that prioritises people movement around key places (ie CBD) rather than vehicles could re-prioritise road space and traffic light time to better accommodate place usage and keep more time/space separation between the users reducing risk of dangerous moves (up and down driveways/kerbs) and reduce crash risk / severity. On the topic of geofencing / controlling PMDs (like with hire companies or drones) would be tough given its difficult to police current illegal traits (over power, wrong use etc) let alone controlling and forcing them to have a GPS and cellular network connectivity which would be required to enforce any geofencing option. How would it be tested, managed, kept updated etc? Enforcing via hire or shared fleet seem like the extent of options for that rather than personal devices. Finally, as a (normal bike) rider that prefers to share footpaths (rather than ride on the roads with cars/busses/trucks) for my own safety, I prefer a slower, shared route and riding respectfully around or behind pedestrians, this still has many awkward interactions and situations with pedestrians and other path users. Without true separation and physically dedicated path options, respectful sharing of space needs to be from all users, not just those on wheels.