


Inquiry into e-mobility safety and use in Queensland

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Submitted by:	
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Submission to the

Inquiry into e-mobility safety and use in Queensland

This submission is as a community member responding to item 2 of the ToR: Safety issues associated with e-mobility use, including increasing crashes, injuries, fatalities, and community concerns.

My response relates specifically to e-mobility use on footpaths.

From my perspective, e-mobility devices should not be allowed on footpaths because of unmanageable risk to other footpath users.

This is because:

1. Every two weeks or so I experience or observe an e-mobility device go too close to someone at a speed that would cause collision and injury if either person deviated slightly. These incidents are effectively near misses. In addition some of the many (unsightly) skid marks on pavements will also be an indication of near misses.
2. Riders are going too fast and too close. Many riders are travelling well above the 12 kph limit. There is no minimum distance regulation. A rider going past at a speed and proximity, particularly from behind, where you feel the rush of air, is always startling, happens too often and discourages walking around Brisbane.
3. The regulated limit of 12 kph is questionable anyway. Average walking speeds are about 5 kph, and it is this speed that pedestrians generally anticipate from other footpath users. For example, a pedestrian stepping out of a doorway onto the footpath does not usually expect someone to be going past at 12 kph (often much faster in reality).
4. The timed usage of rented e-mobility devices and delivery pressure on couriers using e-mobility devices doesn't encourage sensible riding.
5. E-mobility user behaviour tends towards pushing through and not stopping despite heavy pedestrian densities, or past places where pedestrians can suddenly appear, e.g., doorways and around corners. In the last 2 weeks, I have seen e-scooter riders riding along the yellow safety line at the Cultural Centre bus stop (Museum side). If there was one place e-scooters and the like should not be able to ride through, it is bus stops. My concern also includes smaller bus stops or shelters, particularly where visibility is obstructed by the walls of the shelter, e.g., by advertising. People in the shelter often move suddenly, without looking, to hail a bus.
6. It is obvious that governments cannot adequately regulate the current rules, let alone reset to safer limits and so reduce risks to acceptable levels, which suggests that continued e-mobility device use of footpaths is not an option.
7. Another safety risk to footpath users is the hazardous clutter of commercial e-scooters and bikes scattered over footpaths.
8. I doubt there is a social licence for e-mobility device use on footpaths in Brisbane - put it to a vote!

Ends.