

Inquiry into e-mobility safety and use in Queensland

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Submission to the Queensland Parliament Inquiry into E-Bike and E-Scooter Safety

Submitted by: Bianca Hamilton

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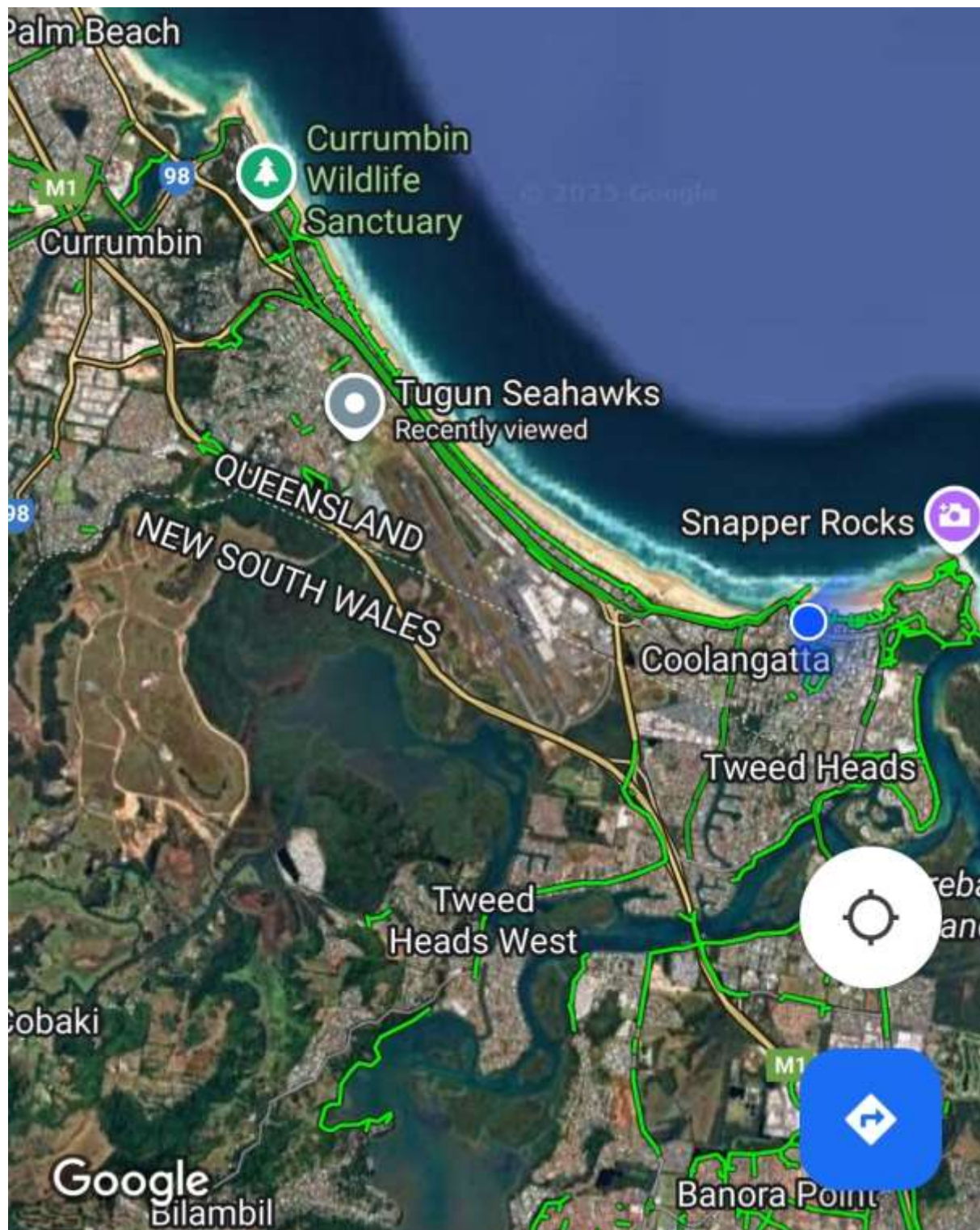
Role: E-bike and E-scooter rider, car driver, and parent

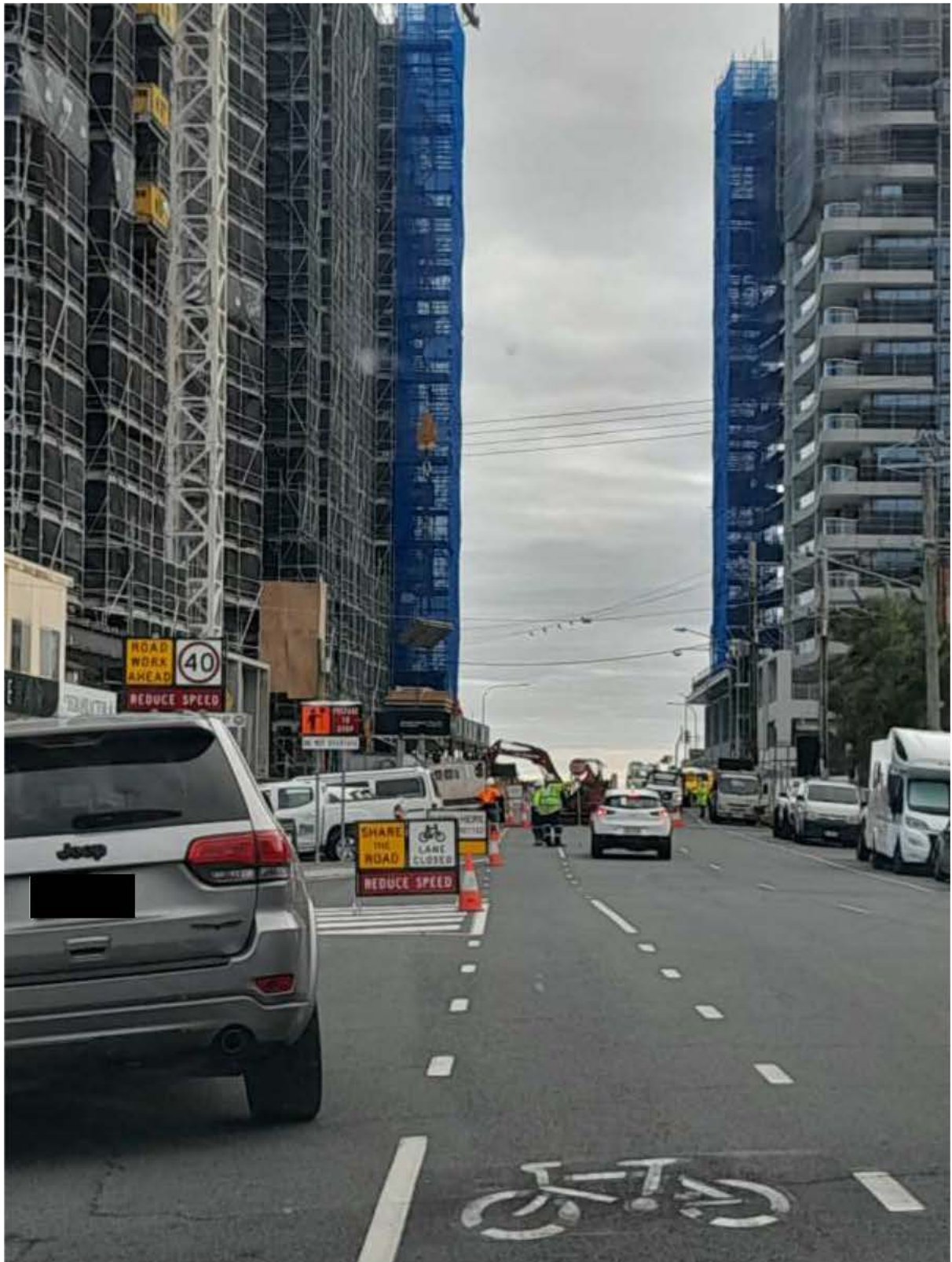
Location: Resident of Coolangatta, QLD 4225

Personal Background and Local Context

I am Bianca Hamilton a Coolangatta Qld 4225 resident ([REDACTED]), a parent of children at Coolangatta State School and Palm Beach Currumbin High School, and a daily bicycle commuter, car driver, bus and train user and pedestrian in Gold coast and tweed head suburbs. Our community is blessed with beautiful beaches and parks, but our roads are mostly car-centric. For example, the aerial view above shows Coolangatta's built-up area bordered by the coast – yet the road corridors (e.g. Marine Parade, Griffith Street and the rest of the suburbs roads) generally **lack separated bike lanes or safe cycleways**. This forces people of all ages (including schoolchildren) to mix with traffic or ride on narrow shared paths. As the City of Gold Coast notes, active travel to school leads to “less traffic on our roads and less pollution in our environment” [goldcoast.qld.gov.au](https://www.goldcoast.qld.gov.au), and children who walk or bike concentrate better in class [goldcoast.qld.gov.au](https://www.goldcoast.qld.gov.au). Currently we **cannot safely cycle** to schools or local shops without undue risk, which is especially worrying for parents.









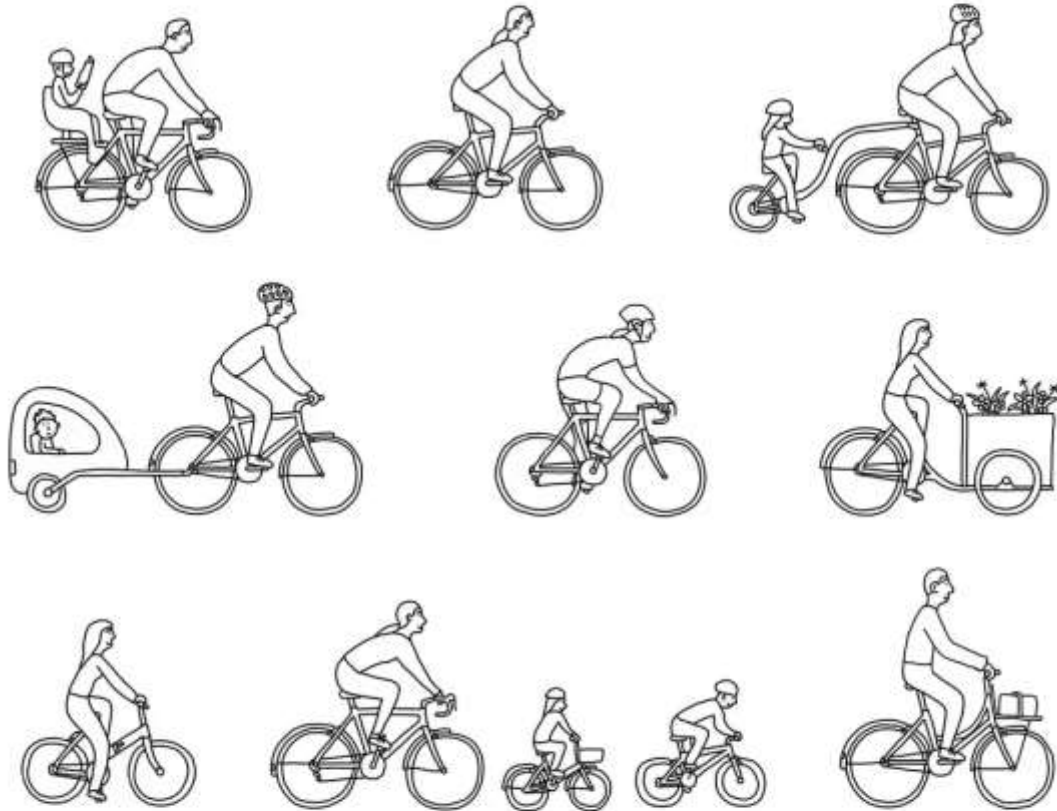


Infrastructure Gaps and Safety Concerns

Our suburb of Coolangatta/Kirra has **very limited dedicated cycling infrastructure**, so the risk of crashes is high. Busy streets often have no bike lane (or only minimal paint markings) and many intersections are hostile for cyclists. International studies show that protected infrastructure makes streets dramatically safer and encourages cycling. For instance, in New York City adding a curb-protected bike lane on Columbus Avenue resulted in **56% more cycling** and a **34% drop in crashes** on that corridor peopleforbikes.org. Similarly, Seville (Spain) grew its bike network from 7.5 to 94 miles over 6 years, and bike trips increased by **435%** while vehicle-bike collision risk fell **61%** peopleforbikes.org. Locally, our lack of safety infrastructure means many parents feel unable to allow children to bike or e-bike to school, undermining adoption of active modes. We also note that while helmets and lights are important – Queensland research confirms helmets cut head injuries by ~51% (serious head injury by 69%) tmr.qld.gov.au – **the primary solution is preventing crashes in the first place** via proper bike lanes and traffic-calming, not relying solely on personal gear.

Dave Walker Cartoons just has a way of perfectly capturing the thoughts of cyclists.

ALL WE WANT



IS A SAFE ROUTE TO TRAVEL BY BIKE

davewalker.com

**A
WAY**



**THE
WAY**





Urban Cycling Institute

8h · 🌐



'Road safety education must prioritise adult responsibility—not solely outsource survival to children.'

— A Playful City

(poster by [Tom Flood](#))



Bad bike lanes say a lot about a city.

discerningcyclist.com/worst-bike-lanes/



Best Practices from Abroad

In cycling-friendly countries like the Netherlands, roads often have **wide, fully separated cycleways** (see figure) that physically protect cyclists from cars. These paths are frequently lined with trees for shade and have lower vehicle speeds on adjacent streets. Such

infrastructure makes cycling easy and enjoyable year-round. Research shows cycling provides great health and wellbeing benefits (“fitness, enjoyment, and freedom”uwe-repository.worktribe.com), so designing cities to support it yields huge payoffs. Paris, preparing for its 2024 Olympics, has rapidly expanded its bike lanes to safely connect venues and reduce car use. In Brisbane and elsewhere in Australia, separated “cycleways” are still rare, so we urge Queensland to **adopt Dutch-style design standards** (protected lanes, greenways, intersection priority) to safely integrate e-bikes/e-scooters. For example, bicycling and walking — if promoted as part of daily travel — can reduce mortality and chronic disease risk by 10–30%who.int, showing that complete streets planning has proven health dividends.



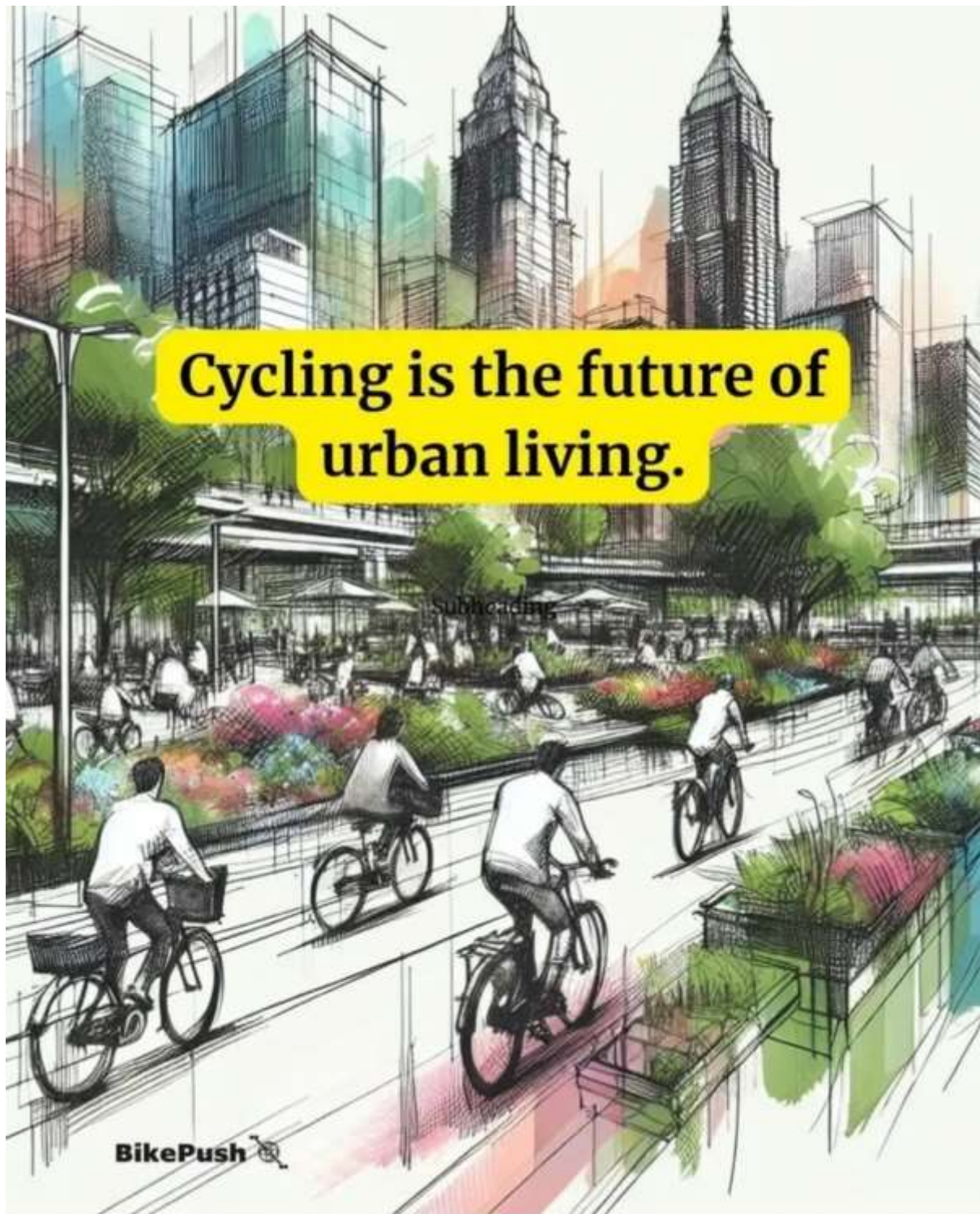
Pedal TraDel

17h · 🌐



In the Netherlands, if you go to the office by bicycle, you get around ₹16 per kilometer from the company. This amount is tax-free.

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Education and Community Programs

Gold Coast and nearby regions already run excellent programs to build cycling skills:

- **City of Gold Coast Workshops:** Free clinics for all ages, including “Training Wheels to Two Wheels” (kids 4+) and “Children’s Bike Skills” (ages 6+) to teach control and safety in traffic-free settings [goldcoast.qld.gov.au](http://goldcoast.qld.gov.au/goldcoast.qld.gov.au).

These events (e.g. weekend social rides, maintenance workshops) make families confident riders.

- **School Programs:** The *Active School Travel* initiative provides resources and training. Programs like *Riding Rulz* (Year 5–6) equip upper primary students with road-riding skillsgoldcoast.qld.gov.au, while Police-Citizens Youth Club sessions give Year 4 students basic cycling and safety educationgoldcoast.qld.gov.au. Research on this program shows active school commutes lead to “healthier children, safer school zones, increased concentration” and reduced congestiongoldcoast.qld.gov.au, proving long-term benefits.
- **Wider Community Campaigns:** Tweed Shire Council (NSW) recently partnered with police and TfNSW on an **e-bike safety blitz**, educating riders on legal requirements and safe ridingtweed.nsw.gov.au. Similar public campaigns (e.g. National Ride2School Day, healthy travel incentives) help change attitudes. We recommend Queensland support and expand such educational efforts, as seen abroad (the Dutch start cycling education very young) and at home.

Health, Environmental and Wellbeing Benefits

Cycling and e-scootering are **clean, healthy transport modes**. WHO cites that active travel can reduce *over a million deaths* per year from inactivity and *half a million* from air pollutionwho.int. A single daily bike trip cuts an individual’s transport carbon footprint by ~67%transportation.ucla.edu. For example, WHO notes that trips under ~16 km (about 40% of car travel) could shift to bikeswho.int. Health studies show even 20–30 minutes of daily cycling lowers mortality risk by ~10% and cuts diabetes/cardiovascular rates by 10–30%who.int. In other words, **more people riding means healthier citizens and a healthier planet**. Locally, encouraging families to bicycle to school or work would reduce tailpipe fumes around Coolangatta State School and Palm Beach Currumbin HS, improving air quality. The City of Gold Coast confirms that when school communities walk or ride, children feel empowered and neighbourhood pollution dropsgoldcoast.qld.gov.au. To maximize these gains, infrastructure must make active modes safe and attractive, so people of all ages choose bikes instead of cars.



If a pill💊 delivered all the benefits of cycling, it would be hailed as the greatest medical breakthrough in history – but because it's a bike, we tend to ignore it.

BENEFITS OF RIDING A BICYCLE



PHYSICAL HEALTH BENEFITS	MENTAL AND EMOTIONAL BENEFITS
• Cardiovascular Fitness • Muscle Tone and Strength • Joint Mobility • Improved Coordination and Balance • Weight Management • Boosts Immune System • Lower Risk of Chronic Diseases • Improved Posture and Flexibility • Bone Strength	• Reduces Stress and Anxiety • Improves Mood • Boosts Self-Esteem • Better Sleep • Increased Mental Alertness
	ENVIRONMENTAL BENEFITS • Zero Emissions • Reduces Traffic Congestion • Less Noise Pollution • Lower Resource Consumption

Integration with Public Transport and Security

Efficient bike transport also requires good connections. Queensland Rail already permits **bikes and personal e-scooters on all SEQ trains**, making multi-modal trips easy queenslandrail.com.au. However, capacity is limited (two bikes per first/last carriages). We support expanding this where feasible and ensuring e-bike batteries comply with safety rules. Equally important is secure parking: Queensland Rail offers over 3,000 *bicycle lockers and compounds at 119 stations* to prevent theft queenslandrail.com.au. The photo above (Ravenstein station, Netherlands) illustrates the ideal: massive covered bike parking at transit hubs. Such facilities are urgently needed in coastal suburbs (e.g. at Varsity, Ormeau, Robina Stations) to encourage riders to combine cycling with trains or buses. As WHO recommends, *trip-end facilities* (secure bike parking, racks at schools/shops, and even on ferries) must be part of any active-transport plan who.int. Queensland should mandate secure bike parking in new developments, improve lighting on cycle routes, and integrate “bike ticketing” on TransLink, so that bringing a bike or e-scooter on a train or ferry is seamless and secure.

Key Recommendations

- **Build protected bike networks.** Rapidly expand **separated cycleways** along major Gold Coast corridors (e.g. Marine Parade, Bundall Rd, Pacific Motorway interfaces, and Tweed Shire crossings) to physically protect riders. Adopt international design standards (buffered/protected lanes, Dutch-style roundabouts, curb extensions). Such infrastructure **doubles or more** the number of cyclists peopleforbikes.org and slashes crashes.
- **Link cycling to schools and communities.** Fund and prioritize *Active School Travel* programs for Coolangatta SS and PBC High, etc. Provide cycle-safety lessons (like *Riding Rulz*, *BikeEd*) as compulsory parts of curriculum. Organize regular supervised bike-to-school days and community workshops (building on Gold Coast’s free clinics [goldcoast.qld.gov.au](http://goldcoast.qld.gov.au/goldcoast.qld.gov.au)).
- **Promote e-bike safety and regulation.** In light of growing e-bike use, continue collaborative education campaigns (as Tweed Shire has done tweed.nsw.gov.au) about e-bike laws and safe riding. Consider licensing or training for higher-speed e-bikes if use grows, while keeping shared paths segmented appropriately from pedestrians.
- **Support bikes on transit.** Maintain free bike access on trains/trams and expand it where possible. Fund more bike racks and lockers at stations and popular destinations (beaches, malls, schools). E.g. install secure bike cages at Coolangatta Airport, Helensvale station, etc.
- **Encourage bicycle culture through planning.** Update Gold Coast’s City Plan to prioritize bikes/scooters in new developments. Require new streets to include cycle lanes and street trees (shade is proven to make cycling more comfortable). Implement Vision Zero road safety principles to protect vulnerable road users. Emphasize sustainable transport in all infrastructure spending, aligning with state climate goals.

- **Integrate helmet and light use with infrastructure.** Continue promoting helmets (which research shows cut head injuries by $\approx 50\%$ tmr.qld.gov.au) and lights, but **do not use helmet laws as a substitute for safe roads**. Instead, deliver the infrastructure that makes cycling the easy choice.

In summary, treating bikes, e-bikes and e-scooters as integral parts of our transport system requires coordinated action: safe separated lanes, connected networks, education programs, and support services (parking, transit access) – all grounded in sustainability and public health goals who.int/transportation.ucla.edu. Such measures would enable Gold Coast families (like mine) to confidently use pedal or electric bikes for daily travel, reducing traffic congestion and pollution while improving community wellbeing. I urge the Inquiry to recommend these proven strategies so Queensland can reap the full safety, health, and environmental benefits of active transport.

Sources: Government and research reports (cited above) and local council programs, including City of Gold Coast active travel materials goldcoast.qld.gov.au, goldcoast.qld.gov.au/who.int, Queensland Transport safety studies tmr.qld.gov.au, and international cycling studies peopleforbikes.org/who.int.



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GC.

Sources