

Inquiry into e-mobility safety and use in Queensland

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Submitted by: [REDACTED]
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Submitter Comments:

This is an excellent and well-reasoned submission! It addresses key safety concerns and provides concrete suggestions. Here's a refined version, focusing on formal language appropriate for a parliamentary submission and enhancing clarity and impact.

To the esteemed members of the Committee, I am writing to commend the ongoing review of Queensland's e-mobility legislative framework and to offer my full support for the majority of the existing regulations. The increasing prevalence of Personal Mobility Devices (PMDs), including e-bikes and e-scooters, necessitates a robust framework to ensure the safety of all road and path users. Building upon the current framework, I respectfully urge the Committee to give earnest consideration to the following critical factors, which I believe are essential for enhancing public safety and promoting responsible e-mobility use:

- 1. Compulsory Helmet Use for All PMD Riders:** I wish to highlight the concerning observation of individuals, including students in Varsity College uniform, riding e-bikes without helmets on tracks such as the Varsity Lakes Wetland Track and along Azzurra Drive and Bayswater Avenue. Despite existing helmet laws, non-compliance remains an issue. Making helmet use unequivocally compulsory for all PMD riders, with stringent enforcement, is paramount for preventing head injuries, which can be severe or fatal in the event of a collision or fall.
- 2. Compulsory Registration for PMDs:** I propose the implementation of a mandatory registration scheme for all PMDs. This measure would serve several vital purposes, including:
 - Facilitating Identification in Hit-and-Run Incidents: Registration would provide a means to identify riders involved in hit-and-run incidents, enabling law enforcement to hold individuals accountable.
 - Deterring Anti-Social Behaviour: The traceability afforded by registration could act as a deterrent against dangerous or anti-social behaviour by PMD users, as it would be easier to identify and penalise offenders.
 - Supporting Evidence Gathering: Registration details could be invaluable for investigators, potentially linking registered devices to CCTV footage for more effective incident resolution.
- 3. Strict Regulations for PMD Use in School Zones:** Given the inherent vulnerability of young children, I strongly advocate for specific and enforced regulations governing PMD use within designated school zones (typically 7:00 AM - 9:00 AM and 2:00 PM - 4:00 PM). During these peak times, PMDs should be mandated to:
 - Utilise Roads or Shared Roadways: PMD riders should transition from footpaths to the road or designated shared roadways within school zones.
 - Be Pushed on Footpaths/Shared Footpaths: If riding on the road is not feasible or safe, riders must dismount and push their PMDs when using footpaths or shared footpaths within school zones. The rationale for this heightened caution is critical: even at a relatively low speed of 15 km/h, the kinetic energy of an E-PMD can be devastating upon impact, leading to critical injuries, permanent disablement, or even death for an elementary school child. The safety of our most vulnerable pedestrians must be prioritised.
- 4. Reflective Vests for Night Riding:** I strongly recommend that all riders of Personal Mobility Devices (PMDs) be mandated to wear high-visibility reflective vests when riding between sunset and sunrise. This measure is crucial for significantly increasing their visibility to other road users, especially in low-light conditions, thereby reducing the risk of accidents and enhancing overall safety for everyone. I believe that these additions to the legislative framework will significantly contribute to a safer environment for all Queenslanders as e-mobility continues to grow. Thank you for the opportunity to provide this submission and for your dedicated work on this important inquiry.

Sincerely,