

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

<b>Submission No:</b>	1011
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<b>Submitter Comments:</b>	

In response to item 2. *Safety issues associated with e-mobility use, including increasing crashes, injuries, fatalities, and community concerns;*

I live in the Brisbane CBD near the Botanical Garden. I no longer walk my dog during the AM and PM rush hour as it is simply too dangerous to walk on the sidewalk due to dangerous escooters and bikes. E- Scooters and bike should be in same category and only allowed on street or separated paths. Edwards street has a bike/scooter path, but 35% do not use the separated path and prefer to ride on the sidewalk, so they can avoid one light and drive even faster. When pointing out the available separated bike path to speeding riders, they shout out they can ride anywhere they like and in one instance on the sidewalk, they only stopped 6 inches from my dogs head and told me I ( a 70 year old woman)should walk in the street instead of them. In another instance I was hit by a delivery e-bike riding on the inside of the footpath coming around the corner of Charlotte into Edward Street. There are no rules or enforcement and Brisbane in particular has a real attitude problem from e-scooters and bikes. They ride as fast as they can. They ride tandem. They ride intoxicated. They ride in the Botanical Gardens rutting up and destroying the grass.

Why are there more than 30 awaiting e-scooters parked near the party boat departure area? This is just courting disaster. Brisbane Party boats disembark at maximum at least 949 of mainly intoxicated people **twice a day**, with numerous e-scooters available and waiting for them at the Botanical Gardens to run rampant and endanger the visitors and residents in the CBD. There are several smaller boats that also disembark guests so the total is more likely 2400 people or more on some days. The Botanical Gardens and CBD footpaths are not designed for an additional 2200 people a day, most intoxicated.

In response to item 4. *Suitability of current regulatory frameworks for PMDs and ebikes, informed by approaches in Australia and internationally;*

Just as cars are targeted for Drink Driving testing, all these scooter renters should be tested and/or ticketed and lose their license to drive scooters or any vehicle.

Perth removed scooters from sidewalks soon after the death of a Perth man  
WE have had 4 deaths in QLD this year but a review will not be completed until 2026. Why? How many more deaths and injuries do we have to endure. At current hospitalisation rates from e-scooter accidents, annual medical costs could exceed \$16 million statewide.

e-scooters are banned from sidewalks in 70-80-% of the developed world. The general consensus among worldwide cites is that escooters pose a significant risk to walkers especially in crowded city centres. (from chatgp)

In response to item 5. *Effectiveness of current enforcement approaches and powers to address dangerous riding behaviours and the use of illegal devices;* "Supplement to Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling" released by the QLD Department of Transport and Main Roads provides the minimum standards for shared footpaths in Queensland, although the specific minimum depends on the user volume. • A 2.5 m wide path is considered the lowest acceptable standard, mainly for areas with lower usage or physical constraints. • A 3.0 m wide path is preferred as it allows two people to walk side by side while a cyclist passes with adequate space and clearance. • Wider paths (e.g., 4.0 m) may be needed in locations with higher volumes of users or where passing and meeting movements are frequent. **Nowhere in Brisbane CBD is the footpath an unobstructed 3 meters wide, so the law is that footpath should not be shared. This is the law but enforcement is ignoring the actual law and allowing bikes and scooters on the CBD footpath.**

All e-mobility devices should be licensed and insured, with the ability for law enforcement to issue fines and remove licenses. Parents should be liable for their children. Fines and licensing would pay for the development of more separate paths for e-mobility devices. The fines for driving while intoxicated could be a huge revenue source that has been treated with a blind eye by the police. e-mobility devices should be registered in some way so that existing cameras can be used for law enforcement purposes.