

Inquiry into e-mobility safety and use in Queensland

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Inquiry into e-mobility safety and use in Queensland 2025

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Introduction

The opportunity to provide a submission to the Inquiry into e-mobility safety and use in Queensland is welcomed. I would additionally welcome the opportunity to present to the State Development, Infrastructure and Works Committee.

In Queensland Disability Strategy Plan 2022-27¹, under the outcome area of Inclusive Homes and Communities, there is an aim for Queensland that ‘the built and natural environment is accessible’ (p.18). Since the introduction of an e-mobility sharing scheme in metropolitan Queensland in 2018, the reality is that the built and natural environment has been inaccessible for many people with disability.

As such, I wish to respond to two clauses in the Terms of Reference for this Inquiry:

- Safety issues associated with e-mobility use, including increasing crashes, injuries, fatalities, and community concerns
- Effectiveness of current enforcement approaches and powers to address dangerous riding behaviours and the use of illegal devices

As a deafblind resident, and mobility cane user in Brisbane, my personal experience of navigating pedestrian areas that are shared by mobility devices, including e-scooters, has become increasingly difficult at best, downright dangerous at worst.

In this submission, I will outline the major issues encountered when trying to safely navigate pedestrian areas that are shared by e-scooter users, alongside recommendations to mitigate issues.

E-scooters: A dangerous obstacle

The issues that I have experienced navigating pedestrian areas since the introduction of the 2018 shared mobility device scheme in Brisbane have been universal across all parts of the city. The issues I have encountered include e-scooter users:

- Travelling at speeds higher than allowable limits along narrow footpaths (13+ km/hr) forcing me off the path, into bushes, trees, garden or grass – this is amplified living in the Bulimba peninsula

¹ The State of Queensland (2025). [Queensland's Disability Plan 2022-27: Together, a better Queensland](#)

- Not using bells or calling out to indicate that they are approaching coupled with overtaking from both sides
- Leaving scooters lying across pedestrian areas after use (see Figure 1) – this is a trip hazard often only identified after colliding with the scooter with my cane and has caused injury on one occasion after falling over a scooter in the Botanic Gardens near QUT.

There may be rules for people riding mobility devices² however it is apparent that either there is a lack of public awareness, or a blatant disregard of rules. People riding above speed limits, along shared footpaths is a frequently encountered experience.

Feeling unsafe is amplified when stepping outside my front door to navigate the obstacle course of the built and natural environment, due to sharing footpaths with a multitude of mobility types - skateboards, bikes, e-scooters and other mobility devices.

Further, crossing roads with scooters passing poses an additional challenge. I am already hyperalert to danger due to the silence of idling or slow-moving electric and hybrid vehicles slowing to allow me to pass. The need to be aware of e-scooters approaching from behind or in front merely makes this activity more fraught with risk of injury or death if I fail to detect with a vehicle or the e-scooter.



Figure 1: E-scooter lying on its side in a pedestrian area in Brisbane, detected by a white cane

² The State of Queensland (2025). [Rules for riders](#)

Recommendations

In conclusion, **it is strongly recommended that the Queensland Government bans the use of e-scooters in metropolitan pedestrian areas including footpaths.** The current rules are not enough to deter dangerous and reckless behaviours when using the scooters. It is time to recognise that attempts at rule enforcement are failing.

Additionally, the use of geozoning to keep scooters out of the main CBD area, especially the Queen Street Mall, has simply increased the issues faced by pedestrians outside the city centre, and into the suburbs.

Over the past 7 years, various recommendations posed to Brisbane City Council including lower speed limits and widespread availability of docking stations have not been adopted. This has included public advocacy, including being interviewed twice by ABC Brisbane about the possible solutions to mitigate risks to pedestrians, responded to on air by a Brisbane City Council representative.³

Approaching an Olympic Games in 2032, Queensland will presumably continue to see greater urban density with population increase in South-East Queensland. This will come with an increase in built-up areas with more pedestrian traffic. Meanwhile, a vision for inclusion and accessibility has been set out in a legacy plan, Elevate 2042.⁴

It is therefore essential that Queensland commits to lead in embracing inclusion and accessibility, including ensuring safety for pedestrians with disability. Queensland has a once-in-a-lifetime opportunity to position itself as a global leader in community accessibility and inclusion – start with making our pedestrian areas safer for all.

³ Hinchliffe, J. (2019, January 21) [Lime scooters are causing stress for Brisbane's vision impaired community](#). ABC News

⁴ The State of Queensland (2023). [Elevate 2042: Making our region better, sooner, together through sport](#)