

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

**Submission No:** 1023  
**Submitted by:** Andrew Diete  
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### Submitter Comments:

A balance of freedom, fun, safety and utility. Communicate the basics of the rules! So many people still assume there aren't adequate rules. In the country we have very little infrastructure, our community is not only in the few streets we have in town. Traversing the open roads around towns by personal mobility device is required for equity. Personal mobility is not only for the city. Bicycle Queensland is most disappointingly not insuring the entire class of personal mobility devices. They are applying their own definition (to meet international definitions) to their insurance cover. One wheel designs, e-skateboards, anything but e-scooters are not covered. They may argue a bell on a handle bar is essential. A hand held bell or a voice works too. "the rise of illegal, high-powered e-scooters and e-bikes." There is no law against the power levels, and I agree to a large extent that power is not the problem. Speed and mass is an issue. The rules that I last saw allowed up to 60kg in weight. That is ridiculous for the pedestrian environment. 20kg to 25kg maximum is plenty with the technology available. I have an 11kg e-skateboard, if I ever have an accident involving another person, this is less likely to severely hurt them. 12km/h speed limits is hard to live with, as it is a slow speed to balance at. 15 or 16kph would have been better for the rider on foot paths. 25kmh is adequate on bike paths and cycleways. South Australia, and NSW are bringing in different pedestrian area speeds. Consistency would be nice. I've had a e skate since before the rules came in 2018, but have always worn helmet and not gone more than 25kmh (motor max speed). Thanks for working on this.