

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:

As a resident of a broader master-planned community, Aura on the Sunshine Coast, we are blessed to have a first-class network of bike and pedestrian paths throughout the entire neighbourhood, with more to come as the development progresses. These paths have a clear separation from the road and are wide & spacious with two-way bike lanes and a separate pedestrian path with ample room for side by side or passing walkers. I walk along Aura Blvd and Banya Ave most days and a couple of weeks ago, after my first encounter with an e-scooter, out of curiosity I decided to keep a tally of riders and habits as I went. The little bit of data I collected that day wasn't impressive, and it wasn't around school times. Along Aura Blvd alone, between 4pm and 5:20pm there was the following:

- Total number of riders - 39
- Total number wearing helmets - 17
- One scooter had two riders on it
- Total number of e-scooters and e-bikes - 33
- Total number of standard bikes - 6

All but five of the electric modes were clearly speeding, with one young lady on a scooter and without a helmet going almost as fast as a car. Scary stuff. Subsequent to that day I witnessed a group of four youths on e-scooters using the actual road network, turning at the traffic lights at the western end of Banya Ave, no helmets and the last one around was steering the scooter with one hand and mobile phone in the other, on speaker so he could communicate to others. Four days ago I witnessed an even more frightening act when, on the four lane intersection at the corner of Aura Blvd and Banya Ave, the southbound traffic turned right into Banya Ave, two lanes of traffic, and at the rear of the traffic were two e-scooters, one in each lane, ridden by teenage boys wearing no helmets, one with no shoes, and going as fast as the cars. Even on the dedicated bike paths along Aura Blvd it seems that the challenge for some is to keep up with the traffic travelling in the same direction. Irrespective, the majority of e-riders are speeding on the dedicated bike paths, many ignore the traffic signals at intersections and will dash across when they consider it safe to do so. I guess my point here is that after reading some of the previous submissions, it probably won't make a whole lot of difference to rider behaviour by adding dedicated bike or scooter paths in places of concern. We have the best paths you could wish for throughout our entire community, but unless rider behaviour changes there will be some tragedies to deal with. Not all these riders are youths but they are definitely the ones who are the thrill-seekers, and some days I just despair of what I see.