Inquiry into e-mobility safety and use in Queensland

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Inquiry into e-mobility safety and use in Queensland

The State Development, Infrastructure and Works Committee

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About Queenslanders with Disability Network (QDN)

Queenslanders with Disability Network (QDN) is a state-wide, not-for-profit organisation led by and for people with diverse disability. We are dedicated to advancing disability rights and advocacy in Queensland. QDN is the Executive Peak Body for people with disability in Queensland, providing overarching leadership and coordination across funded peak bodies around the state. QDN operates a state-wide network of over 3,000 members and supporters all over Queensland. Guided by our motto "nothing about us without us,"

QDN ensures that people with lived experience of disability are central to shaping policies, services and supports. Our vibrant and dynamic membership is made up of people with diverse disability who are at the centre of everything we do. QDN as an organisation is in a unique position of representing people with a diverse range of disability.

QDN's work is underpinned by a commitment to inclusion, co-design, collaboration, and innovation and is guided by the pillars of inform, connect, lead and influence. By partnering with communities, service providers, businesses, and government, QDN fosters systemic solutions that empower individuals, amplify the voices of people with disability, and create sustainable, inclusive systems of support, working toward a more equitable and inclusive Queensland.

Through a powerful and engaged network of individuals and 32 Peer Support Groups, QDN informs, leads and influences change on issues impacting the disability community. QDN's extensive body of work includes connecting people through peer support groups, supporting future leaders through the Emerging Leaders Program, and influencing government policies and programs through targeted advocacy. QDN's initiatives are co-designed and co-delivered with people with disability. QDN engages with diverse communities, including Aboriginal and Torres Strait Islander peoples, Culturally and Linguistically Diverse groups, and rural and remote populations across Queensland. We believe that Queenslanders with disability need to be empowered active and valued citizens, and fully included in the economic, social, civic and cultural life of Queensland.

Introduction and Acknowledgements

Queensland Disability Network (QDN) acknowledges the work of the State Development, Infrastructure and Works Committee and this inquiry. Issues around

the use of e-scooters and their impact upon the safety, risks and injuries to pedestrians with disability particularly people who use wheelchairs and mobility devices, people who are deaf and hard of hearing and people with vision impairment has been a consistent issue raised by QDN members since they were introduced in Queensland. QDN members have also raised the benefits of enabling e-mobility devices to safely access Queensland's transport network, enhancing sustainability, reducing traffic and parking congestion, and supporting multi-modal connections to rail and bus stations. Individual members who use e-scooters and e-mobility devices have also talked about the personal benefits to them in increasing access to community and connection to their services and supports. It is critical that the safe integration of Personal Mobility Devices (PMDs) within the state's infrastructure is achieved and that we can deliver a safe and accessible environment for all users.

QDN engaged with members with diverse disability to inform this submission and members considered nine key principles to inform the discussion:

1. Injuries
2. Education
3. Battery Safety
4. Parking
5. Import/Sale
6. Road Rules
7. Device Design
8. Enforcement
9. Infrastructure

The discussion centred on three key areas:

- What is working well?
- What is not working?
- Suggestions for improvement.

At the forum, members acknowledged the benefits of e-mobility, particularly for people with disabilities and low-income earners who rely on these devices for greater independence and accessibility. Participants supported improved infrastructure to accommodate these users, including designated pathways and parking solutions. At the same time, concerns were raised about safety, enforcement, and regulation. Key issues included risks associated with irresponsible riding, inadequate oversight of speed limits and helmet use, and insufficient rider education. Battery safety and

device modifications that increase speed beyond legal limits were also flagged, with calls for stricter regulation.

Parking challenges were discussed, with suggestions for geo-fencing rental scooters and improving infrastructure for safer parking, especially for people with disabilities. Regulatory concerns surrounding e-scooter imports and sales were debated, as some privately owned scooters are modified to exceed legal speed limits. Participants called for stronger enforcement, comparing Queensland's approach to more stringent regulations in Singapore. Questions were raised about differing speed limits for e-scooters and mobility devices and device design was another area of concern, with some scooters capable of reaching speeds over 70 km/h and the availability of sit-down scooters for users with fatigue-related conditions. Overall, member feedback highlighted the need for clearer regulations, improved enforcement, and better infrastructure to balance safety, accessibility, and innovation in e-mobility.

Members continue to raise that key actions of reforms need to focus on safe speeds and safe storage of e-scooters to ensure safety of pedestrians with disability, a strong enforcement of the rules, community education campaigns and training, research and engagement.

It is critical that any reforms that are taken forward include people with disability as part of the planning, design, implementation and evaluation of policy, legislation or systemic changes.

Terms of Reference

1. Benefits of e-mobility (including both Personal Mobility Devices (PMDs), such as e-scooters and e-skateboards, as well as e-bikes) for Queensland;

Queensland Disability Network (QDN) supports the United Nations Convention on the Rights of Persons with Disabilities, which promotes dignity, equality, and full participation for people with disability. Despite these principles, accessibility barriers in social and physical environments continue to limit opportunities for individuals with mobility impairments, restricting their community involvement and social inclusion. These challenges can lead some to withdraw from active lifestyles, contributing to long-term socio-economic and health impacts. QDN advocates for solutions that remove these obstacles and foster greater inclusion and mobility for all.

E-mobility, including Personal Mobility Devices (PMDs) such as e-scooters and e-skateboards, as well as e-bikes, offers significant benefits for Queensland. These devices provide an affordable, efficient, and sustainable transport option, reducing reliance on private vehicles and easing congestion in urban areas. They also contribute to environmental sustainability by lowering carbon emissions and promoting greener commuting alternatives.

For individuals with disability who may be unable to obtain a driver's licence, e-mobility devices offer greater independence and access to essential services, improving their ability to participate in social and economic activities. Additionally, e-mobility supports low-income earners by providing a cost-effective transport solution, reducing financial barriers to mobility.

Beyond personal benefits, e-mobility enhances tourism and recreation, allowing visitors and residents to explore Queensland's cities and natural landscapes in an accessible and enjoyable way. The integration of e-mobility into urban planning can further improve infrastructure, ensuring safer pathways and designated spaces for riders and pedestrian while fostering a more inclusive transport network.

As Queensland continues to embrace e-mobility, it is essential to address safety concerns, regulatory frameworks, and infrastructure development to maximise its benefits while ensuring accessibility and sustainability for all.

QDN Members expressed the following benefits of e-mobility for Queensland:

- *"I'm an advocate for E-scooters and e-mobility. I got this scooter, and it just gave me a little bit of freedom. And I absolutely would be lost without it"*.

- *"Places I most regularly go are Royal Brisbane, and across to Ashgrove for various medical appointments and it actually takes me less time and energy to use an E-scooter to get to both of those places than it does by public transport. I don't have access to a car, so it's not possible for me to drive. So to actually use some kind of personal mobility device is actually very much enabling me to get out and about in the community where I otherwise would not be able to"*.

- *"I think the zero-emission design also contributes to a more environmentally friendly and less noisy urban environment which I think when the correlation between disability and chronic health issues are made around pollution, I think that's an important thing"*.

(QDN) supports measures that promote greater mobility, accessibility, and independence in an environment that is safe for all people in particular:

- Recognise E-Mobility as a Vital Accessibility Tool
- E-mobility provides essential independence for people with disability, allowing them to access essential services, employment, and social opportunities.
- These devices are particularly valuable for those unable to obtain a driver's licence, ensuring equitable participation in community life.
- Invest in Inclusive Infrastructure
- Dedicated e-mobility lanes, improved footpath access, and secure docking stations should be incorporated into urban planning.
- Accessibility-first design must be prioritised to ensure safe and equitable transport options for riders of all abilities.
- Ensure Regulatory Frameworks Support Disability Inclusion
- Regulations should balance safety with accessibility, ensuring that restrictions do not limit mobility for people with disability.
- Public awareness campaigns should highlight the benefits of e-mobility for accessibility, sustainability, and community inclusion.
- Strengthen Collaboration Between Disability Advocates & Government
- Establish ongoing consultation mechanisms to assess the impact of e-mobility policies and improve accessibility outcomes.

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

The increasing use of e-mobility devices, particularly e-scooters, has raised growing safety concerns in Queensland. Reports indicate that emergency department presentations due to e-scooter-related injuries nearly doubled between 2021 and 2023, with fractures being the most common injury. Head and facial wounds are also frequently reported, underscoring the risks associated with e-scooter use [1].

According to Queensland's Street Smarts Initiative, eight lives were lost in 2024, and 4,902 serious injuries were recorded due to personal mobility device use. However, serious injuries from e-scooter crashes are likely underreported, as not all emergency departments contribute data, and many injured individuals do not seek medical treatment. The most common injuries include fractures, dislocations, and head trauma, reinforcing the reality that Personal Mobility Devices (PMDs) are not just recreational tools - they pose significant risks that can lead to severe consequences [2].

Over the past four years, QDN members have continued to give a range of reports raising concerns about the impact of e-scooters and the way they are used. It is acknowledged that scooters enhance mobility for many, and concerns relate mainly to the adverse impacts felt by pedestrians, particularly those who are deaf or hard of hearing, blind or have low vision or use a wheelchair or other mobility device.

QDN members have emphasized the need for appropriate infrastructure to maximize safety for both e-mobility users and pedestrians. A tragic incident on October 16, 2023, in which a 72-year-old pedestrian died after a collision with a cyclist on the Bicentennial Bikeway, highlighted the dangers of poorly managed and unsafe environments [3].

Key safety concerns identified in the investigation of this incident include:

- The bikeway features various forms of line and pavement markings, making crossing points between pedestrians and riders confusing for all users.
- Construction fencing along the bikeway limits visibility and obstructs users' line of sight.

Following this incident, recommendations called for:

Adoption of 'The Safe Systems Approach' across all bike and pedestrian infrastructure. This approach—already standard in road infrastructure - is based on the principle that human error should not result in severe injury or death.

Comprehensive Review of Construction Standards by Brisbane City Council and Transport Main Roads to ensure that bike and pedestrian infrastructure aligns with the same stringent safety standards applied to roads [3].

A QDN member shared their firsthand experience:

- "*I watched a private rider on an e-scooter go along South Bank and literally hit an elderly gentleman on his wheelie walker.*"

QDN acknowledges the work councils have undertaken in creating designated parking areas for e-mobility devices; however, members have emphasised the need for additional safety measures, particularly for pedestrians with low vision. One member stated:

- *"We need some sort of tactile indicators if they're going to designate e-scooter parking areas—like at Queensland University in Brisbane. These tactile markers*

would ensure that when you come along with a cane, you don't accidentally walk straight into a pile of e-scooters."

Another member added:

- *"E-scooters are frequently left across footpaths, particularly on Newmarket Road, where the footpaths are already horrendous."*

To improve safety and accessibility in Queensland's e-mobility landscape, QDN supports the following measures:

- Adoption of 'The Safe Systems Approach' across all bike and pedestrian infrastructure.
- Increased availability and use of secure parking areas for e-mobility devices and education about this and why it is important.
- Implementation of a reporting system like the Cyclist Reporting of Incidents Tool (CRIT) [4] to improve the collection and understanding of e-mobility incident data, including:
  - Factors within the transport system contributing to e-mobility incidents.
  - Complex interactions between e-mobility devices and pedestrians leading to safety risks.
  - Commonalities between crash data and near-miss incident reports.

3. Issues associated with e-mobility ownership, such as risk of fire, storage and disposal of lithium batteries used in emobility, and any consideration of mitigants or controls;

Ownership of e-mobility devices such as e-scooters and e-bikes introduces several challenges, particularly concerning lithium battery safety, storage, and disposal. Fires linked to lithium-ion batteries are a significant risk, especially when batteries are damaged, improperly charged, or exposed to extreme temperatures. Research from the Queensland University of Technology (QUT) Energy Storage Research Group highlights that lithium-ion battery fires in e-mobility devices can result in thermal runaway, leading to intense fires that are difficult to extinguish [5]. The study, conducted in partnership with iMOVE Australia Ltd, Insurance Australia Ltd (IAG), EV FireSafe, and Standards Australia, aims to establish best practices for the safe use and storage of lithium-ion batteries. For people with disabilities, emergency evacuations in the event of a fire can be particularly challenging, as mobility limitations may

prevent rapid escape. The presence of lithium-ion batteries in shared spaces further heightens concerns, requiring improved fire response protocols and accessible safety measures.

Safe storage of e-mobility devices is another pressing issue. In homes and apartment buildings, poorly stored batteries can increase fire hazards, while in public spaces such as transport hubs and workplaces, insufficient regulation around storage creates accessibility concerns. Research examining fire safety hazards in residential settings has shown that e-scooter fires can cause significant damage, with smoke and toxic gas exposure posing additional risks to occupants [6]. People with disabilities, particularly those who rely on mobility aids, may struggle to navigate areas where e-scooters and e-bikes are improperly stored, creating physical barriers that limit movement. Stricter enforcement of designated storage areas and improved urban planning would help mitigate these risks.

Disposal of lithium batteries is another area of concern, as these batteries contain toxic materials that require specialised handling. Current recycling infrastructure remains inadequate, increasing the likelihood of improper disposal, environmental contamination, and exposure to harmful substances. A report by CSIRO for the Australian Competition and Consumer Commission (ACCC) highlights the need for improved lithium battery recycling and end-of-life management [7]. People with disability, especially those with respiratory conditions or sensitivities to pollutants, may be disproportionately affected by improper waste management. Governments and manufacturers must implement comprehensive battery collection and recycling programs that ensure safe handling while addressing accessibility needs.

Regulatory oversight is crucial in managing these risks, with the introduction of standardised national safety regulations for lithium battery storage and disposal. Public education campaigns should be developed to inform users on best practices for charging, handling, and storing e-mobility devices. Importantly, these education initiatives must be co-designed by people with disability to ensure accessibility and relevance [6] and people should be actively involved in shaping the content and delivering the information ensuring that it is available in multiple formats, including easy-read documents, Auslan videos, and audio descriptions. This approach would empower individuals with disability to make informed decisions while promoting safer e-mobility practices.

Striking a balance between innovation in e-mobility and safety is essential to creating a sustainable and inclusive transport landscape. For people with disability, thoughtful

regulation and infrastructure improvements can help ensure that the benefits of e-mobility are realised without compromising safety or accessibility.

4. Suitability of current regulatory frameworks for PMDs and ebikes, informed by approaches in Australia and internationally;

QDN recognises the transformative potential of PMDs and e-bikes in enhancing accessibility, reducing vehicle dependence, and promoting sustainable transport options. However, current regulatory frameworks require further refinement to ensure safety, accessibility, and effective urban integration.

Australia has recently updated its regulatory framework to accommodate PMDs, including e-scooters and e-bikes. The National Transport Commission (NTC) reviewed the Australian Road Rules (ARRs) to remove barriers preventing the safe and legal use of PMDs [8]. These changes now allow PMDs to be used on shared paths, separated paths, and bicycle paths, with maximum speed limits and footpath access subject to state and territory laws.

Internationally, cities with well-developed cycling infrastructure report lower incidences of e-scooter-related issues. In Singapore, urban planning ensures clear lane separation between scooters and pedestrians, reducing conflicts and improving safety. A QDN member highlighted this approach:

- *"you can walk along in Singapore, and there's certain sections of the road are set aside for the scooters, and certain sections of the road set aside for footpaths"*.

Similarly, European cities have successfully integrated e-mobility into active transport networks, demonstrating that proper infrastructure reduces safety risks and improves accessibility. Other QDN members contributed,

- *"Places in Europe that have already got good cycling infrastructure report very low incidences of problems with these scooters. So what we should be doing is making alliance between the cyclists and the scooter riders to actually get the infrastructure in place so that we can have more active transport. Keeping people out of cars, keeping people in the bikeways shared paths"*.
- *"I'm aware that there's been a few trial settings in local governments where providers have begun to explore inclusive micro mobility and I think that would be an important step towards greater accessibility*".

While e-mobility offers greater independence for people with disability, poor infrastructure and inadequate regulations can create significant barriers. A recent study found that shared e-scooter and e-bike schemes can benefit people with disability and low-income earners, providing affordable transport options [9]. However, accessibility concerns remain, particularly for people with vision impairments. A QDN member shared their experience navigating e-scooter parking:

- *"We need some sort of tactile indicators if they're going to designate e-scooter parking areas - like at Queensland University in Brisbane. These tactile markers would ensure that when you come along with a cane, you don't accidentally walk straight into a pile of e-scooters."*

Another member highlighted the hazards of improperly parked e-scooters:

"E-scooters are frequently left across footpaths, particularly on Newmarket Road, where the footpaths are already horrendous."

Additionally, people who are blind or vision impaired face trip hazards due to e-scooters left on footpaths, making urban navigation dangerous and unpredictable. QDN supports targeted regulatory improvements informed by international successes and local experiences:

- Investment in Dedicated Active Transport Infrastructure
- Establish clear lane separation between cyclists, e-scooter riders, and pedestrians to reduce conflicts and improve safety.
- Integrate protected lanes and shared pathways modelled after successful European cities.
- Collaboration Between E-Mobility Users and Cyclists
- Promote active accessible integrated transport solutions to reduce car reliance and improve urban mobility.
- Expansion of Inclusive Micro-Mobility Trials
- Support local government pilot programs aimed at exploring safe, accessible micro-mobility solutions.
- Ensure people with disability are key stakeholders in the planning, design, implementation and evaluation of any reforms and measures.
- Enhanced Education and Enforcement Measures
- Implement clear guidelines and public awareness campaigns to ensure responsible e-mobility use.

- Strengthen enforcement mechanisms to address dangerous riding behaviours and improper device parking.

5. Effectiveness of current enforcement approaches and powers to address dangerous riding behaviours and the use of illegal devices;

The enforcement of dangerous e-scooter riding behaviours and the use of illegal devices remains limited and inconsistent, despite the introduction of stricter penalties and increased patrols in November 2022. Several factors contribute to ongoing enforcement challenges.

E-scooter riders can easily evade police intervention by shifting between roads, footpaths, and off-road areas. The lack of effective tracking systems makes identifying and penalising offenders difficult in real time. Additionally, existing classification and policy gaps create challenges in conducting DUI tests on e-scooter riders, particularly those using footpaths or other off-road areas. This significantly limits efforts to deter impaired riding [10].

Emerging technologies have yet to demonstrate meaningful enforcement impact. The "Rider Check" in-app impairment test, used by shared e-scooter providers, identified and suspended only one out of 34 riders who self-reported impairment, highlighting limitations in digital-based enforcement. While enforcement remains weak overall, penalties do play a role in discouraging risky riding, particularly among high-risk groups. Males are significantly more likely than females to cite a lack of enforcement as a reason for non-compliance, including helmet non-use, speeding, and riding under the influence [10] .

Although stricter penalties have been introduced, enforcement remains ineffective due to practical challenges in monitoring e-scooter riders. Increased visibility of penalties and enforcement efforts could help reduce non-compliance, especially among high-risk groups. To improve effectiveness, authorities may need to explore enhanced tracking technologies, clearer DUI enforcement protocols, and greater police presence in areas where violations are prevalent.

Limited policing resources have significantly impacted the enforcement of e-scooter regulations in Australia. Research indicates that traditional police enforcement is ineffective due to underdeveloped laws and a lack of dedicated patrols. Officers struggle to monitor e-scooter riders in real time, as they can quickly shift between roads, footpaths, and off-road areas.

A study by the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) found that enforcement efforts are sporadic and insufficient. In Brisbane, for example, only one fine was issued for every 300 unhelmeted rides on shared e-scooters between late 2022 and early 2023. This low rate of enforcement has led many riders to believe they are unlikely to be caught, reducing the deterrent effect of penalties [12].

Police resources are already stretched thin, with enforcement prioritised for major road safety concerns such as speeding, drink driving, and driver distraction. As a result, e-scooter violations often receive less attention, despite public concerns about safety risks. Some cities have attempted alternative solutions, such as geo-fencing and speed-limiters, to ease the burden on police. However, these measures have limitations, particularly for privately owned e-scooters.

The Queensland Police Service has issued thousands of infringements for illegal e-scooter use, including helmet offences and riding in prohibited areas. However, enforcement remains reactive rather than proactive, with police relying on public reports to identify unsafe riders.

6. Gaps between Commonwealth and Queensland laws that allow illegal devices to be imported and used;

The regulatory inconsistencies between Commonwealth and Queensland laws has created loopholes that allow illegal e-scooters and other PMDs to be imported and used. While federal laws govern importation and product standards, state laws regulate on-road use, leading to inconsistencies in enforcement and compliance.

One of the key issues is that Australia's import regulations do not always align with Queensland's operational safety standards. The Commonwealth permits the importation of e-scooters with higher speed capabilities and non-compliant safety features, but Queensland law restricts their use on public roads and footpaths. This discrepancy allows individuals to legally purchase high-powered e-scooters, which are then used illegally in Queensland.

Additionally, enforcement challenges arise due to the lack of a national registration system for e-scooters. Unlike motor vehicles, e-scooters do not require registration, making it difficult for authorities to track and regulate non-compliant devices. This gap enables riders to circumvent local restrictions by purchasing devices online or from interstate suppliers.

A report by the Queensland Parliament's State Development, Infrastructure and Works Committee highlights concerns about the increasing prevalence of illegal e-scooters and the difficulties in enforcing compliance. The committee has called for greater coordination between federal and state governments to address these gaps [13].

Furthermore, Queensland's StreetSmarts initiative outlines the legal requirements for PMDs, including speed limits, helmet use, and designated riding areas. However, enforcement remains reactive, with police relying on public reports rather than proactive monitoring [2].

QDN calls for nationally consistent regulation, particularly on importation standards, battery safety and enforcement powers. Public awareness about the risks of illegal e-scooters can be co-designed with the community and people with disability to ensure inclusivity and relevance for all. Engaging advocacy groups and diverse community members in the process helps shape messaging that resonates across different demographics. This approach could incorporate accessible communication strategies, such as easy-to-read materials, captioned videos, and tactile resources for individuals with visual impairments. By integrating lived experiences, awareness campaigns can highlight the unique safety concerns for pedestrians, mobility aid users, and those with sensory sensitivities. Community-led workshops and collaboration with enforcement agencies can provide practical insights, fostering greater public understanding. Through inclusive design and active participation, awareness efforts can be more effective, ensuring everyone—regardless of ability—feels informed and empowered to contribute to safer urban mobility.

7. Communication and education about device requirements, rules, and consequences for unsafe use;

Effective communication and education about e-scooter regulations must be inclusive, accessible, and co-designed with people with disability to ensure relevance for all community members. Many individuals with disability rely on mobility aids and pedestrian infrastructure, making unsafe e-scooter use a significant concern.

Current education efforts often fail to address the specific risks posed to people with disability, such as collisions with mobility aid users, unpredictable riding behaviours, and barriers to safe footpath access. QDN has advocated for clearer messaging around e-scooter rules, including speed limits, helmet requirements, and designated riding areas, ensuring that information is available in multiple formats such as easy-

read guides, captioned videos, and tactile resources for individuals with sensory impairments.

Additionally, community-led education initiatives can improve compliance and awareness. QDN has hosted forums where members share their experiences with e-scooters, highlighting safety concerns and proposing solutions. These discussions reinforce the need for collaborative education campaigns, where people with disability actively contribute to shaping policies and public messaging.

QDN supports the following measures to enhance communication for all community members regarding e-mobility:

- Co-design safety campaigns with people with disability to ensure messaging is relevant and accessible.
- Use diverse communication formats, including braille, audio descriptions, and sign language translations.
- Increase public awareness about the impact of unsafe e-scooter use on pedestrians, particularly those with disability.
- Strengthen enforcement visibility, ensuring riders understand the consequences of non-compliance.
- By integrating lived experiences into education strategies, Queensland can foster a safer and more inclusive e-mobility environment for all.

Broad stakeholder perspectives, including from community members, road user groups, disability advocates, health and trauma experts, academia, the e-mobility industry, and all levels of government

Queenslanders with Disability Network (QDN) has engaged a broad range of stakeholders to shape discussions on e-mobility safety and accessibility, ensuring diverse perspectives inform policy and infrastructure decisions. Community members have highlighted both the benefits and challenges of e-mobility, particularly for people with disability who rely on Personal Mobility Devices (PMDs) for independence. A QDN members shared their recommendations below at a recent forum:

- *"What we need to do is come up with a way of seeing them used responsibility so that they're an asset to the public".*
- *"I think a more inclusive approach to E-scooters would be doable, better design, stronger regulation and genuine co-design with people with*

disability. So this includes enforcing proper parking, rules to protect access, trailing, adaptive micro mobility devices in public schemes, and investing in public awareness campaigns and about respectful shared space. I think it also requires embedding universal design principles into transport, planning and making sure people with disability are involved in decisions about public space, safety and mobility. So, I think without that, these scooters risk deepening existing barriers".

Recommendations for Systems Level Reform

To ensure inclusive, accessible, and safe e-mobility in Queensland, QDN supports the following recommendations:

- Co-Design Policies and Infrastructure – Collaborate with people with disability to shape regulations, ensuring lived experiences guide policy development.
- Improve Accessibility in Infrastructure – Develop dedicated e-mobility lanes, secure docking stations, and accessible footpaths to reduce mobility barriers.
- Strengthen Regulation and Enforcement – Enhance speed limit monitoring, helmet compliance, and unsafe riding penalties, while restricting non-compliant imported devices.
- Improve Lithium Battery Safety – Tighten storage, handling, and disposal regulations to prevent fire hazards and ensure safe emergency evacuations.
- Expand Education and Public Awareness – Co-design accessible campaigns with disability advocates, incorporating easy-read guides, Auslan videos, and tactile resources.
- Align Federal and State Laws – Bridge regulatory gaps between Commonwealth import laws and Queensland's safety standards, including a national registration system.
- Enhance Data Collection and Reporting – Establish a centralised incident reporting system, similar to CRIT, to improve monitoring of e-mobility risks.
- Foster Ongoing Collaboration – Strengthen consultation between government, industry, and disability advocates to ensure policies remain equitable and effective.

By implementing stronger regulation, improved infrastructure, and inclusive education, Queensland can create a safe, sustainable, and accessible e-mobility environment.

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