

Inquiry into e-mobility safety and use in Queensland

Submission No: 1084
Submitted by: Darren Geddes
Publication: Making the submission and your name public
Attachments: No attachment

Submitter Comments:

It is really important to consider e-mobility in the broader context. Motor vehicles kill more than e-mobility devices. European cities are moving towards more active transport to manage the lack of public transport and parking for motor vehicles. They reduce pollution and in the case of pedalac e-bikes provide a modicum of exercise. Speed limits in built up areas without cycling infrastructure should be reduced to 30 km/hr for vehicles and increased for pedalac bikes to the same to enable a more consistent transport experience along shared roads. Shared paths are a compromise with dogs on long leads or off lead and pedestrians taking to pathways with noise cancelling equipment. There is a distinct lack of situational awareness compounded with inexperienced riders of highly capable electronic mobility devices. The lack of capabilities of public transport to provide for active transport eg 2 devices in designated carriages and none on public transport mean private use of active transport for denser areas of travel and lack of end of trip facilities except for end of work further compound this issue. We spend millions on explosive vehicle infrastructure when active transport could provide an avenue to reduce the health impact of obesity, allow for greater density of travel without needing to increase spending on public transport or significant infrastructure projects. A focus on ensuring that ebike/scooter devices are configured according to manufacturers compliant standards (and are compliant in the first place) ie limited to 25km/hr, scooters aren't used on roads except where legal would be a good legal start within the existing framework. The reality is current policing don't have a focus on this no doubt for good reason from an objective risk perspective.