

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:

I firmly believe that hired e-mobility devices are inappropriate for use in Queensland, particularly in an urban environment. My objections relate to a number of issues. 1. e-mobility devices provide a barrier to community access for persons with disability (PWDs) These devices are often left by users in random locations and parked inconsiderately, often blocking footpaths. My wife is a wheelchair user and is reliant on having a clear paved pathway to be able to move along the footpath. The urban environment with bumpy footpaths, rough crossovers, steep crossfalls already make it challenging for wheelchair users - having hired scooters & bikes now blocking those pathways creates more barriers. My wife does not have the strength or ability to move these devices out of the way if confronted by one. This goes against the concepts of access and inclusion for all. 2. Potential damage to motor vehicles In my own street, I have seen instances of: a) scooter parked on the roadway outside my house impeding vehicles trying to park, b) scooter parked on a median strip on a busy street and c) scooter parked on the sloped verge garden which could have easily fallen onto a parked car. Even when stationary, these e-mobility devices are a potential hazard to moving traffic and parked vehicles. In the case of an accident and subsequent damage to a vehicle, I can only assume the claimant would have to pay the insurance excess - I am sure that Lime would not consider themselves responsible. 3. Hired vs Owned equipment

Generally one only sees hired equipment parked inappropriately. Any users who actually own their scooters will take enough care to ensure their scooter is secured somewhere safe (and thereby not randomly left on the footpath). If used and parked appropriately, I don't mind the concept of e-mobility. 4. Compliance & enforcement I (like most other people I assume) have seen these devices being operated dangerously many times over. I work in the mining industry, where I am used to undertaking risk assessments and trying to come up with ways of doing things to keep people safer in the workplace - the widespread use of these units has provided far more hazardous situations. The rules of use for these devices are clear but I have seen them flouted on many occasions: users under 18 years old users not wearing helmet parked inappropriately riding on the roadway more than one person riding ('doubling') These rules are all in place to prevent people hurting themselves or others. Lime (for example) does list all of these rules clearly, but there is no clear practical way to enforce compliance. I don't believe that using Police resources for this purpose would be feasible. 5. Lessons learnt from other cities It is widely known that other cities around the world (Melbourne, Madrid, Montreal) have banned or placed tight restrictions on use of these devices. I would hope that the Inquiry is looking at lessons learnt in these cities and what has lead to laws implemented there. The question should be 'what is the difference here in Brisbane that means using a hired e-scooter is safer than those cities?'. If we can't answer that question, then hired e-scooters have no place here.