

Inquiry into e-mobility safety and use in Queensland

Submission No: 1096
Submitted by: [REDACTED]
Publication: Making the submission public but withholding your name
Attachments: No attachment

Submitter Comments:

I wish to make a submission to the committee across the following criteria listed for submission. I make this submission as a pedestrian user, and a motor vehicle driver
The benefits of e-mobility devices
Safety risks
Enforcement approaches
Communication and education
Stakeholder views.

The benefits of e-mobility devices --The introduction of e-mobility devices was first allowed in Queensland following the lobbying of government from companies with a vested interest and model of operation to maximize profit, not as a safe service to rider and pedestrians. The government has since then been playing catchup and only created this committee to close the gate after the horse has bolted. To this end the primary starting point should be the registration of all currently owned and operated e-mobility devices that use government roadways and pathways. This one factor alone will place the onus of a riders behavior back on to a known individual when infringements occur. At present a rider can collide with a pedestrian and ride away without any consequences. Compulsory third party insurance will give victims some recourse to cover any incurred health injuries from a rider.
Safety Risks --The human body has a head that is able to withstand a minimal amount of force. the wearing of helmets mitigates injury when e-mobility devices are ridden within the guidelines. Very few are. The wearing o helmets seems to be on a speedy decline from when it was implemented for bicycle riders as it is not seen as COOL to wear a helmet.physically the speed limit on these devices was set as, anatomically the human head can expect to survive an impact when below the regulated maximum speed, which strangely enough is below the maximum speed a human can run.
Enforcement approaches --With registration of all e-mobility devices the enforcement of riding a device and infringements action will make it decidedly clear for offenders rego plate to be recorded. Any device on the roadway or pathway in Queensland after the implementation date of this edict, without a rego plate, should be apprehended and immediately impounded and crushed. the ability to report bad behavior or inappropriate rule breaking puts the power back with the pedestrian on foot. A range of offense on mobility devices would incur demerit points which may lead to impoundment.The mind of young adults under the age of 16 riding these devices without parental supervision lets teenage actions rule, without understanding consequences.
Communication and education --Statewide schools [program explaining to all primary students the risks and rules that apply to children under 16 years.An education across media of the requirement for children who are 12-16 years that when they ride the must be in the presence of an adult. I have only ever seen this occur on 3 occasions early on in the life of mobility devices since introduction.Currently we have certain hospitals reporting the rise in injuries of rider on e-mobility devices, mainly under 16 year old riders. Commendable as it has brought on this review.It should also be mandatory to record individuals who report to an Emergency Department in Queensland for medical intervention after being impacted by an e-mobility rider. Statistics inform actions.
Stakeholder views --Incident 1. This stakeholder has had a near death experience with regard to the operation of high powered e-motor bikes being operated by under 16 year individuals. Walking my dog after dark one night and checking to cross the road, I was narrowly missed by a e-motor bike rider suddenly appearing who swerved to miss me. Had I been walking with my dog not strictly by my side it would have been killed by this device speeding at night, no light shining to be identified or seen as a warning, no bell or horn to warn a p[edestrian making a legal crossing at an intersection, and the rider exceeding the gazetted maximum speed riding without a helmet.If the rider had of ridden into me, the result, with a combined mass of 50kg rider plus weight of the e-motor bike and the speed at which it was travelling, would have resulted in considerable transfer of energy into my almost stationary frame

as I propped at the last minute to avoid impact. If my reflect action was delayed a split second, the resulting injury would have had health altering consequences. Fractured limbs, vertebra and subsequent head injurie when knocked to the ground. Incident 2. Walking in the Botanical gardens in Brisbane and was almost collected by a hire e-scooter with two 100kg individuals riding two-up.

A mass of 200kg plus travelling at 20klm/hour on a stationary pedestrian is considerable, just ask any medical person in our Emergency Departments. Please take the risk to pedestrians as a matter of priority when reviewing this legislation. It is far better to prevent the injury or death of a pedestrian then to combat the uphill battle of education and enforcement of laws governing rider and the power of these devices. The word on the ground with mobility devices is that it takes roughly 30 mins to modify a device to allow it to exceed the legal speed limit imposed.