

## **Inquiry into e-mobility safety and use in Queensland**

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<b>Submitted by:</b>	eScootNow
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<b>Submitter Comments:</b>	

## Recommendations to inquiry of e-mobility safety and use in Queensland



Undertake WAPOL style operations where illegal devices are:

- **Confiscated** (via tilt tray) and disposed of at rider expense.



Equip QPS with more appropriate **tooling** such as:

- Using eScooters to augment existing motorbike and cycling mounted patrols.
- Capability to undertake risk assessment that considers “roadworthiness”, rather than just weights and measures.



For the short term hire scooters and long term eBike rentals:

- Require hire operators to self-**enforce their customers**, such as monitoring of helmet use and suspending access as penalty. Put KPI's on the operators for accountability of helmet compliance.
- Undertake eBike compliance awareness activities amongst the long-term eBike hire operators and their customers (**food delivery workers**). Most consumers of those assets are unaware of EPACs (200 watt, cut off 25km/hr or pedalling).



Presently, the State is paying near \$2.2M PA statewide to treat PMD related injuries. This is significantly less than the near \$350M in children falls, usually playgrounds – which is accepted as part of growing up. Too many **hard lessons** are being learnt through reflection while being treated. There needs be more **education** public to inform how to ride safely, through:

- Expanding education (StreetSmarts, Schools, community and at point of healthcare delivery) with programs that help riders learn safe riding skills, such as [EBSA](#) defensive riding materials.



Require riders to:

- **Use** an audible warning device on approach of other path users.
- Have solid white front **headlight** and rear taillight at all times.
- Wear full face helmet in **high risk** circumstances, such as where:
  - Device is capable of exceeding speed of 25km/hr and
  - is being ridden on a roadway that has > 40km/hr traffic speed.



Open access to some roads currently prohibited, such as those with dividing lines, where:

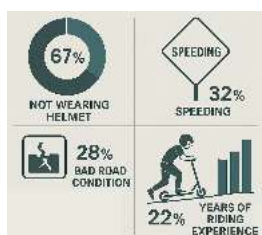
- Rider does not interact within 10 meters of motor vehicles.
- Rider possesses a motor vehicle licence.
- Rider has full face helmet, knee and elbow pads.
- Turn signals and rearview mirror are in use.
- Device has “full suspension”.



Discourage arrangements that encourage riders to undertake **risky, time saving journeys**, such as time-based hire or job-based food delivery. Presently, a 5klm hire journey is \$20, more if rider takes more precautions (time). Journey of this length is within the 2021 BCC e-mobility strategy and should be charged on a fixed basis, not time based.

Be mindful that limiting **device speed limits** on most makes/models of eScooters inadvertently limits device torque which impacts mobility in hilly areas.

1



Capture more data about incidents! **What happened?** Build a better picture to understand the circumstances of accidents. Require hire riders to pass a short quiz at start of ride or acknowledge an aspect of “the social licence”.



Have the Electrical Safety Office produce materials to inform PMD owners of safety considerations in relation to charging and water ingress.