

Inquiry into e-mobility safety and use in Queensland

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Submission for Inquiry into E-mobility Safety and use in Queensland

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Safety of other users on footpaths is threatened by both parked e-mobility devices and those in transit. My focus in this submission is parked e-mobility devices.

Despite being in our seventh year of hire micromobility, a city-wide scalable solution that ensures e-mobility devices are parked responsibly is yet to be successfully implemented. Instead, every day across our cityscape, devices and helmets are left strewn on our footpaths, parks and elsewhere across our public domain. They block footpaths, creating barriers to accessibility for other users, particularly those most vulnerable such as people with disabilities and the elderly.

In April this year, I witnessed a person in a motorised wheelchair nudging an e-scooter off the path to enable him to pass (refer Figure 1). As a resident, my expectation would be that e-mobility vendors and government agencies (who are responsible for the safety and comfort of all users) are:

1. assessing and reviewing this type of known occurrence
2. undertaking a 'lessons learnt' to understand the 'root cause' of the issue
3. using the review and analysis of the 'root cause' to improve systems and procedures
4. enabling new systems and procedures to ensure e-mobility devices are parked responsibly
5. Ensuring clear unobstructed and safe access (at all times) for the safety, comfort and walkability for all users in the public realm

One of the 'root causes' appears to be rider behaviour—specifically, the irresponsible parking of devices and littering of helmets. International examples, such as Tokyo's locker system (refer Figure 2). demonstrate that practical solutions exist, whereby access on pathways is unobstructed.

It could be said that e-mobility vendors and Government agencies have had adequate time to trial, assess & improve this mode of transport. Accordingly, one might argue that they do not have the capacity nor the means to ensure the safety, comfort and walkability for other users, particularly given that we're now in our seventh year of hire micromobility, and the same issues of persist with no city-wide remedy in sight.

While hire micromobility offers enhanced connectivity, it should not come at the expense of the safety, walkability and comfort of other users.

I'm hopeful this inquiry will result in a reset/prioritisation of footpaths for pedestrians.

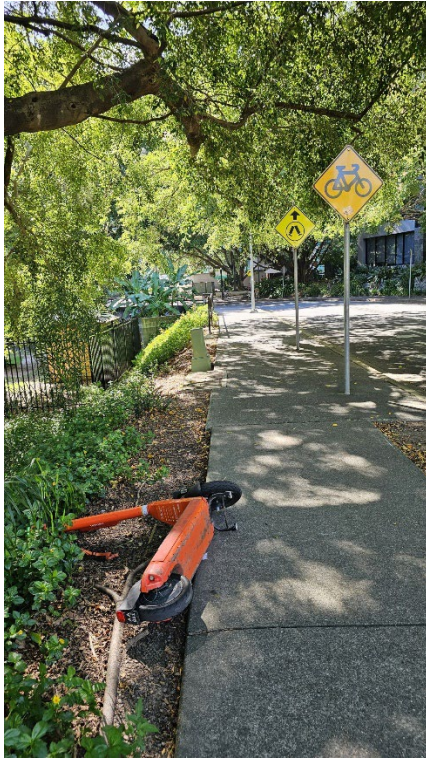


Figure 1 – E-scooter nudged off the path by a wheelchair at approximately 10am on April 8, 2025.



Figure 2 – Locker system for E-scooters in Tokyo.