

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

<b>Submission No:</b>	1151
<b>Submitted by:</b>	Queensland Tourism Industry Council - QTIC
<b>Publication:</b>	Making the submission and your name public
<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	



Committee Secretary  
State Development, Infrastructure and Works Committee  
[sdiwc@parliament.qld.gov.au](mailto:sdiwc@parliament.qld.gov.au)

To whom it may concern,

### **Re: Inquiry into E-mobility Safety and Use in Queensland**

The Queensland Tourism Industry Council (QTIC) welcomes the opportunity to provide input into the Queensland Parliament's inquiry into the safety and use of e-mobility devices, particularly e-scooters and e-bikes. As the peak body for the tourism, hospitality, and events sectors in Queensland, QTIC is committed to supporting policies that foster sustainable, safe, and future-oriented transport options that also enhance visitor experiences.

Micromobility devices including e-scooters and e-bikes play an increasingly vital role in Queensland's transport landscape. They offer sustainable, on-demand alternatives to private vehicles, reduce congestion, and are highly valued by tourists for their convenience, flexibility, and experiential nature. Recent [research led](#) by the UQ Micromobility Research Cluster, in collaboration with Brisbane City Council, found that beyond walking, micromobility is the preferred transport option for tourists exploring Brisbane. These services allow visitors to engage with the city more intimately and broadly, while encouraging spending at local business, often becoming a highlight of their trip creating a lasting memorable experience.

The study revealed that 80% of e-scooter users and 40% of non-users believed these services significantly enhanced their experience of Brisbane. They were seen not just as a transport solution but as part of the destination's appeal—comparable to major attractions. Importantly, even non-users expressed largely positive or neutral sentiments towards micromobility, citing it as reflective of Brisbane's active, green image.

QTIC regularly collaborates with our university partners to support advocacy on legislative matters impacting the tourism industry, ensuring alignment between research expertise and industry insights. In preparing this submission, QTIC has sought advice from Dr Richard Buning, University of Queensland, whose research explores active transport and micromobility as significant drivers of visitor behaviour.

To ensure micromobility can continue to flourish safely and inclusively, and to position Queensland as a national leader in active transport, particularly in the lead-up to the Brisbane 2032 Olympic and Paralympic Games, we make the following recommendations:

#### **1. Infrastructure Investment**

Prioritise the construction and maintenance of connected, separated cycling and e-scooter pathways and routes, especially in high-use tourist precincts. A robust, safe infrastructure network directly enhances user confidence and reduces conflicts between different transport modes while improving tourism experiences and related positive impact to the community

Proudly supported by our Corporate Network



**2. Tourist oriented education**

Tourists bring with them vastly different experiences regarding micromobility, for some their first experience with e-scooters occurs during their visit to Queensland, others use micromobility in their daily lives at home. Further, e-mobility legislation varies greatly across the county leading to much confusion and misunderstanding of road rules. We recommend consistent road rule education is tailored to tourists, including app-based guidance, port of entry info, and signage in high-traffic areas.

**3. Tourist-Oriented Wayfinding**

Develop clearly signed tourist walking and riding routes linking major attractions, event venues, and accommodation. Integrate local businesses along these corridors to encourage economic dispersal.

**4. Parking and End-of-Trip Facilities**

Provide well-marked micromobility parking zones at all major event and tourism precincts. Integrate with existing public infrastructure to reduce clutter and improve amenity.

**5. Incentives and Promotion**

Introduce incentives and subsidies to encourage both residents and tourists to adopt micromobility. Position Brisbane and Queensland more broadly as a green, clean, and accessible destination through targeted marketing campaigns.

**6. Policy Consistency and Clarity**

Standardise rules and guidelines across jurisdictions and clearly communicate what constitutes 'due care' for riders. A straightforward communication strategy should be established to support visitor understanding of Queensland-specific regulations.

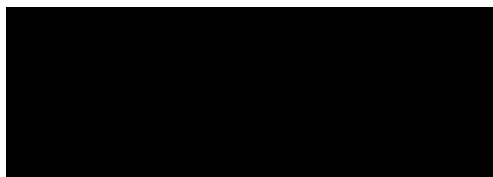
**7. Stakeholder Collaboration**

Continue collaboration with local councils, tourism operators, micromobility providers, and research institutions like the UQ Micromobility Research Cluster to monitor, adapt, and innovate best practices in micromobility use and policy.

Micromobility is no longer a novelty, it is a legitimate, sustainable transport mode supporting both everyday mobility and world-class visitor experiences. Queensland has the opportunity to set the benchmark nationally by embedding micromobility into its broader tourism and transport planning.

We appreciate the Committee's consideration of this submission and welcome further opportunities to engage on this topic. For further discussion regarding points raised in this submission, please contact QTIC at (07) [REDACTED] or [REDACTED]

Yours sincerely,



**Natassia Wheeler**  
Chief Executive Office  
Queensland Tourism Industry Council