

Inquiry into e-mobility safety and use in Queensland

Submission No:	1154
Submitted by:	Logan City Council
Publication:	Making the submission and your name public
Attachments:	See attachment
Submitter Comments:	

20 June 2025

LOGAN CITY COUNCIL SUBMISSION TO QUEENSLAND PARLIAMENT INQUIRY INTO E-MOBILITY SAFETY AND USE IN QUEENSLAND

Logan City Council appreciates the opportunity to provide a submission to the committee regarding the safety of e-mobility devices, including e-scooters and e-bikes, in Queensland. As a rapidly growing city, Logan is experiencing increased demand across all modes of transport. This includes a notable rise in the use of e-mobility devices, because of road congestion, limited parking availability, and the convenience of using a personal e-mobility device.

In 2021–2022, Logan City Council participated in a trial e-mobility project in partnership with a commercial provider, which attracted over 17,000 members. Although the service was discontinued in 2024 due to unforeseen circumstances, Council is currently negotiating a new, limited-scale operating licence. With similar services available in neighbouring local government areas, City of Logan residents have become accustomed to the convenience and accessibility of shared e-mobility options. As a result, there has been a noticeable increase in the use of privately owned e-scooters and e-bikes within the city.

Council would like the investigation to provide clear guidelines to local councils on the following issues:

1. Device Compliance and Enforcement

While Council is actively managing commercial e-mobility operations, there is growing concern over privately owned devices—particularly those that have been modified to exceed legal speed limits. The lack of enforcement around the import and use of such devices poses a significant safety risk on roads and footpaths.

2. Increased Police Enforcement

Council cannot enforce violations of the road rules, and we do not have the resources to do this. Queensland Police Service (QPS) has had some limited success in enforcing road rules related to e-mobility devices and issuing infringements for illegal use however e-mobility devices being used in illegal and unsafe ways continues to be a regular sight on roads and pathways in Logan.

3. Public Education and Awareness

There is a clear need for ongoing public education to ensure users understand the rules and responsibilities associated with e-mobility devices and are using these devices in a safe and responsible way. The QPS and Queensland Health already run safety campaigns regarding motorcycle and bicycle use, which should be extended to encompass e-mobility devices.

4. Safety and Injury data reporting

As crashes involving e-mobility devices are not covered by the Motor Accident Insurance Act there is no obligation to report crashes to QPS. Because of this, there is no reliable data source which represents a true representation of the number, severity, or

concentration of e-mobility crashes and associated injuries. Council would like to see equivalent data recorded by QPS or Queensland Health to enable all levels of government to investigate trends (such as the rise in injuries and fatalities linked to e-mobility devices) and inform policy and infrastructure development to address safety risks on the transport network.

5. Compliance risk and liability for Council

Footpaths and shared paths have not been designed to safely support the use of e-mobility devices, and certification of this infrastructure has not considered its safe use by these devices. At present, there are no known standards regarding:

- what design changes Council should make to ensure infrastructure is constructed to suitably provide for e-mobility devices.
- what operations and maintenance actions Councils should be taking to ensure all relevant duties of care are being achieved.

6. Individual liability for e-mobility users

Unlike registered vehicles (cars, motorbikes, mopeds) which have compulsory third-party insurance in Queensland, e-bikes and e-mobility devices lack mandatory third-party injury insurance. At the same time, public liability insurance for privately owned e-mobility devices is not readily accessible for individuals. This gap in insurance coverage has significant implications and leaves individuals liable for significant risk in the event they are responsible for significant injuries or loss. Council would like the inquiry to consider the best approaches to managing the risk and potential liability exposure related to injuries arising from e-mobility crashes.

7. Specific Safety Concerns

Council regularly receives community feedback and concerns regarding the use of e-mobility devices in Logan. These concerns can broadly be summarised to the following:

- **Irregular road and footpath use:** E-scooters and e-bikes are commonly used irregularly across footpaths, bike lanes, and roads, often in contravention of existing rules.
- **Breaching of road rules:** High powered e-mobility devices have the potential to travel in excess of 60km/h, meaning speeding on local streets is a regular occurrence. In addition to this, e-mobility devices are commonly seen passing motor vehicles in an unsafe manner and illegally passing through controlled intersections.
- **High-powered devices for minors:** Some parents unknowingly purchase non-compliant devices for children, increasing risk.
- **Licensing and registration:** Electric trail bikes, which function similarly to motorbikes, are not legally required to be registered and drivers licensed however the safety risks can be equivalent, particularly for more vulnerable users.

Yours sincerely



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