

Inquiry into e-mobility safety and use in Queensland

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I believe that the catalyst for this inquiry, is the increase of e-bikes in the Gold Coast community, over a more broader topic of e-mobility devices in general. Therefore, my submission will be focused more on e-bikes, and the importance in defining and distinguishing what is an e-bike and the different models and builds they come in and sold on the market. I would like to see e-bikes continue to be as the mode of transport my children take to school, over me adding to the traffic congestion and environmental impacts, morning and afternoon 5 days per week. I also fully support this inquiry, to better regulate the safety for them on their bikes, with the creating of specific safety standards that must be met, and, age limits/restrictions for the use of e-mobility devices in general. I want to support the need for regulations to ensure safety for all the community, those that ride them, and those that share the roads and pathways with them. Right now, I believe the inquiry is more likely founded on a dichotomy of 'e-bikes' and 'teenagers'. That all e-bike riders are teenagers, and all the teenagers that are riding them, are up to no good. I say this, as, only this week my 16 year old son rode his pedal assist, speed restricted e-bike to a local park with our dog to give her a run, and was asked sternly by a male stranger (presumed to be aged around 50+), just how well does his bike "pop wheelies". My son responded, "I don't know. I haven't done that to it, but I know there are riders that do it and I'm not one of them. It's too expensive a bike to ride it like that". My son reports that he felt at the time he was being tested, and that after this the older gentleman seemed to exchange good small talk with him. It is this example of how I hope to address how this inquiry by be driven, in submissions. A generalised tarnishing of those that use the devices safely and for functional purposes, with the same brush, and, be unfairly impacted. I could ask all who are involved in the inquiry to take a moment to reflect to a time in their own teenage years. Who would you see and what would you do in the hours after school on any given weekday. Or a weekend morning at a park perhaps with friends. Did you ever get on a skateboard and sit on it, with a friend, fingers under the board and race down a hill in a manner your mother would call 'reckless'? Or, have you mate stand on the back of your bike. You did, because your adolescent brain couldn't help you at that time to tell you that it was risky. I could go into an evidence-based report on brain development, and what is occurring IN the brain of adolescents that explains why they (and you, if you were able to take that reflective moment) do what they do, and why they have little control over impulsive, risk prone, behaviours. The inability to 'pause' thinking chains, like riding without a helmet, or at speeds and on footpaths, but it could take a long paper and I'd be just as happy to be contacted or invited to discuss, but it would only be reinforcing the stigma that the inquiry is more on e-bikes and teens, than on e-mobility and legislation introduction for safe riding practices. It is because of brain development, and the knowledge we now know have on adolescent brain development, that we have to provide the safe practices to support the use of environmentally friendly, and developmentally appropriate outdoor activity, to support the continued use of e-mobility devices for all people, young and old, for ongoing use. Something I can only see the community further needing, given the rapidly growing city and limited infrastructure to support additional cars in the community. Europe is a vast continent that holds many a city that embraces environmental practices, and environmentally aware transport is one of them. Ditching the car, and taking a bike to complete errands, school runs or social activities is a far better option for our environment, and our roads, than excessive cars on a rapidly growing city. The city of Amsterdam has more bicycles than cars. I fully support e-mobility devices, particularly when the local area I live in is desperately short on parking spaces, but there needs to be a true investigation into each type of e-mobility device, categories them, and determine which are 'road safe', and which are effectively 'unregistered electric motorbikes'. A clear definition between the e-mobility

devices is essential. Those that are 'pedal assisted' and those that are not. In my opinion, those that are not pedal assisted need to be investigated for determining classification as a vehicle requiring road registration, and those that don't meet those standards. A 'pedal-assisted' e-bike, with speed limiting, I support on the roads, with clear outlines as to bike lines, over footpaths and helmets as legally required for adults as well as children. Far too often I see adults who are not modelling what is to be expected by children. Why would children take it seriously, if what they see is adults who are effectively ignoring the law with an attitude of "do as I say, not as I do!" There is space for e-mobility use in our busy community, but only those that meet safety criteria that must be made to create symmetry for community and community practices. Would happily talk further about any points raised. Thanks for considering my submission.