

Inquiry into e-mobility safety and use in Queensland

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Every Queensland
community deserves
to be a liveable one

27 June 2025

Committee Secretary
State Development, Infrastructure and Works Committee
Parliament House
George Street
Brisbane QLD 4000

By email: sdiwc@parliament.qld.gov.au

Dear State Development, Infrastructure and Works Committee,

RE: Inquiry into E-Mobility Safety and Use in Queensland

The Local Government Association of Queensland (LGAQ) welcomes the opportunity to provide feedback to the State Development, Infrastructure and Works Committee (the Committee) on the inquiry into e-mobility safety and use in Queensland and thank the Committee for the extension of time to make this submission.

The LGAQ is the peak body for local government in Queensland, advising, supporting and representing local councils since 1896, enabling them to improve their operations and strengthen relationships with their communities. The LGAQ does this by connecting councils to people and places; supporting their drive to innovate and improve service delivery through smart services and sustainable solutions; and providing them with the means to achieve community, professional and political excellence.

The safe integration of e-scooters into Queensland's transport network is of critical interest to the LGAQ and Queensland councils. Councils are actively working to support safer, more sustainable and accessible transport options to their communities. However, the rapid growth of e-mobility has presented significant challenges, particularly around safety, enforcement and infrastructure provision. This is reflected by the growing community concern in many parts of the state.

While local governments are responsible for planning, delivering and maintaining much of the infrastructure that supports active and micromobility transport, they remain the most financially constrained level of government, receiving just over three percent of total taxation revenue nationally. It is therefore essential that Federal and State Government leadership and investment accompany any regulatory or policy changes related to e-mobility. This is particularly important in Queensland, where the Queensland Audit Office has identified that 48 of 77 councils are at moderate or high risk of not being financially sustainable.

As part of the LGAQ's submission, a series of 9 recommendations have been provided for the Committee's consideration, which will be critical in ensuring that e-mobility can be safely integrated into Queensland communities.

The LGAQ asks outlined in this submission can be summarised as seeking commitments to:

- Strengthen collaboration between the State Government and local governments to identify high risk locations and ensure enforcement resources are deployed where they are needed most.
- Increase State and Federal funding for active transport infrastructure by ensuring councils are consulted on any changes to infrastructure standards, signage or operational requirements to prevent cost shifting.



- Expand community education and public awareness campaigns about PMD safety, speed limits, fire risks, and responsible use, supported by consistent messaging across Queensland.
- Maintain the State Governments responsibility for the enforcement of PMD regulations, with clear boundaries to avoid placing regulatory or financial burdens on local government.
- Advocate for Federal Government action on import standards through forums such as ITSOC and ITMM, to ensure consistent safety controls and prevent high powered devices from entering the Australian Market.

The LGAQ looks forward to further engagement with the State Development, infrastructure and Works Committee on the matters raised in this submission, as well as other challenges associated with e-mobility which impact local government.

Should you wish to discuss any aspect of this submission, please do not hesitate to contact Crystal Baker, Manager – Strategic Policy via [REDACTED] or Jarrod Hellmuth, Lead – Roads and Transport via [REDACTED] or phone [REDACTED].

Yours sincerely,

Alison Smith
CHIEF EXECUTIVE OFFICER



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Submission to the State Development,
Infrastructure and Works Committee

June 2025

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Contents

1.0	Executive Summary	4
1.1.	Recommendations	5
2.0	Introduction	6
2.1.	LGAQ Annual Conference Resolutions	7
3.0	LGAQ Response to the Terms of Reference for the Inquiry	8
3.1	Benefits of e-mobility devices.....	8
3.2	Safety issues.....	9
3.2.1	Community concerns	9
3.2.2	Infrastructure limitations.....	10
3.3	Issues associated with e-mobility ownership.....	11
3.3.1	Battery and fire safety risks	11
3.3.2	Battery waste.....	12
3.4	Suitability of current regulatory frameworks for PMDs	12
3.5	Effectiveness of current enforcement approaches.....	13
3.6	Gaps in Commonwealth Laws	14
4.0	Conclusion	15

About the Local Government Association of Queensland (LGAQ)

The Local Government Association of Queensland (LGAQ) is the peak body for Local government in Queensland. It is a not-for-profit association established solely to serve councils and their needs. The LGAQ has been advising, supporting, and representing local councils since 1896, enabling them to improve their operations and strengthen relationships with their communities.

The LGAQ does this by connecting councils to people and places; supporting their drive to innovate and improve service delivery through smart services and sustainable solutions; and providing them with the means to achieve community, professional and political excellence.

Equal Partners in Government Agreement

The LGAQ on behalf of all 77 Queensland local governments is a signatory to a three-year Equal Partners in Government Agreement¹ with the State of Queensland (signed 11 March 2025).

The Agreement details the key principles underlying the relationship between the state and local governments and establishes the foundation for effective negotiation and engagement between both levels of government.

The Agreement acknowledges that local government is the closest level of government to the community, affecting the lives of everyday Queenslanders and acknowledging Local Government as a genuine partner in the Australian government system.

The intent of the agreement was to continue the tradition of working in genuine partnership to improve the quality of life for all Queenslanders to enjoy. By identifying the roles and responsibilities of each party, it provides a solid foundation for effective negotiation and engagement between both levels of government.

The LGAQ is committed to working with the Queensland Government and will continue to be a passionate advocate for councils, to serve our joint jurisdiction for the people of Queensland.

Rural and Remote Councils Compact

The Rural and Remote Councils Compact¹ provides a platform to ensure issues of priority for these communities are properly considered by the Government when developing policies, programs, and legislation.

The Rural and Remote Councils Compact pledges to amplify the voice of and improve outcomes for the state's 45 rural and remote councils and their local communities by enhancing engagement between both levels of government.

¹ Rural and Remote Councils Compact – available online [here](#).

Inquiry Into E-Mobility Safety and Use in Queensland

1.0 Executive Summary

The LGAQ welcomes the opportunity to provide feedback to the State Development, Infrastructure and Works Committee on the inquiry into e-mobility safety and use in Queensland.

Overall, the Terms of Reference for the Inquiry are of considerable interest to the LGAQ and Queensland councils, noting the expansion of personal mobility devices (PMDs) across local communities, the need for State and Federal Government leadership in the regulation of PMDs and the role of councils' in delivering and maintaining much of the local infrastructure that enables these devices to be used safely in communities.

As such, local governments have a strong interest in ensuring the growth of e-mobility devices through Queensland supports safer and more accessible communities, with particular regard to matters that have been raised by Queensland councils at previous LGAQ Annual Conferences, including the need for:

- mandatory device limitations and standards to control the speed and capabilities of personal mobility devices.
- State-led community education on the fire safety risk of battery electric vehicles.
- financial assistance to local governments to support implementation of a practical system of signage and line-marking that is intuitive to riders and pedestrians and is effective in regulating speeds on the different designations of paths in Queensland.
- greater clarity in relation to the regulation of e-scooters regarding approved use, speed limits and enforcement provisions to ensure safety and greater uniformity across the state.
- targeted enforcement of helmet wearing for riders of personal mobility devices.

In 2022, the State Government established a PMD Safety Reference Group with key stakeholders including the LGAQ and Brisbane City Council and introduced a range of reforms targeted at improving community and rider safety, including release of the *PMD Safety Action Plan* in mid-2022 and new laws to introduce new offences, an obligation to ride with care around other path users and consistent post-crash responsibilities, such as calling an ambulance and exchanging details.

Importantly, the PMD Safety Reference Group provides an opportunity for local governments to receive latest updates as they relate to e-mobility. The LGAQ continues to be engaged with the Department of Transport and Main Roads as part of the PMD Safety Reference Group to ensure that the financial and regulatory impacts of e-mobility are not inappropriately shifted onto local government without adequate support, consultation and resourcing.

Should you wish to discuss any aspect of this submission, please do not hesitate to contact Crystal Baker, Manager – Strategic Policy via crystal_baker@lgaq.asn.au or Jarrod Hellmuth, Lead – Roads and Transport via jarrod_hellmuth@lgaq.asn.au or phone 1300 542 700.

1.1. Recommendations

In total, the LGAQ has made 9 key recommendations for consideration of the Committee, which are detailed below:

- **Recommendation 1:** The LGAQ recommends the State Government ensures increased collaboration between the Queensland Police Service, the Department of Transport and Main Roads and local governments in identifying hotspots for e-mobility activity where State-led enforcement presence is needed and can be best utilised.
- **Recommendation 2:** The LGAQ recommends the State and Federal Government increase funding for Active Transport Infrastructure to support the delivery of improved active transport outcomes and e-mobility integration.
- **Recommendation 3:** The LGAQ recommends the State Government undertakes early and meaningful consultation with local governments prior to implementing any changes to infrastructure standards, signage requirements or operational guidelines relating to PMDs to ensure practical implementation and avoid unintended cost shifting to councils.
- **Recommendation 4:** The LGAQ recommends the State Government strengthens and expands community education efforts focused on fire safety risks associated with e-mobility devices.
- **Recommendation 5:** The LGAQ recommends the State Government, in partnership with the Federal Government, develops and funds long-term solutions to manage the disposal of battery waste, including the implementation of product stewardship schemes for various problem waste streams, that support the principles of a circular economy and reduces the financial burden on local government.
- **Recommendation 6:** The LGAQ recommends the State Government:
 - increases investment in public education campaigns focused on the rules and speed limits for PMD use, particularly on shared paths and footpaths, and
 - develops consistent statewide guidance and messaging to ensure clarity, enhance compliance and support local government efforts to educate their communities effectively.
- **Recommendation 7:** The LGAQ recommends the enforcement of PMD behaviour remains the responsibility of the State Government, and that no additional regulatory or financial burden be transferred to local governments.
- **Recommendation 8:** The LGAQ recommends the Federal Government implements importation reforms by introducing mandatory device limitations and standards to control the speed and capabilities of e-scooters prior to import.
- **Recommendation 9:** The LGAQ recommends the State Government advocates for import reform to be tabled at the national ITSOC and ITMM meetings, to support nationally consistent standards and improved safety outcomes.

2.0 Introduction

The LGAQ supports the Parliamentary Inquiry (the Inquiry) into e-mobility safety, recognising the need for a coordinated response to the growing use of personal mobility devices (PMDs) across the state. Since shared e-scooter schemes began expanding in 2020, Queensland councils have been at the forefront of managing community concern about safety, rider behaviour and infrastructure suitability. The Inquiry provides an important opportunity to examine those concerns and develop long term solutions that better support local governments and the communities they serve.

Across Queensland, councils are responsible for delivering a range of essential services and infrastructure that supports the liveability of their local communities. They do this while navigating a challenging financial environment as evidenced by the 2024 Queensland Audit Office report into local government financial sustainability, which found 48 out of Queensland's 77 councils are at moderate to high risk of not being financially sustainable².

This is further evidenced by research undertaken as part of the LGAQ's Cost Shifting Report³ which quantifies the impact of cost shifting by other levels of government on to councils and the communities in which they serve. This research found that local governments throughout Queensland are stepping in to provide extra services, outside of their core business, to ensure communities remain liveable.

As the level of government that is funded the least – earning around three cents in every dollar of taxation revenue compared to 80 cents for the Federal Government and almost 17 cents for the State Government – councils cannot continue to shoulder further cost and responsibility burdens from others. It is critical that any outcomes of this inquiry do not result in the transfer of new regulatory or enforcement responsibilities to local government. The enforcement of speed limits and regulation of private devices must remain clearly within the remit of the appropriate level of government.

Local government looks forward to working with the State Government and other stakeholders to better integrate e-mobility into local communities, however responsibility for management and enforcement should not be shouldered by the local government sector. Increased investment from other levels of government, along with comprehensive importation reform, are essential to supporting and empowering councils to safely integrate e-mobility through local infrastructure upgrades.

In preparing this submission, the LGAQ consulted with key stakeholders including the RACQ and a cross section of Queensland councils, to ensure the views reflect the practical experiences and concerns of both industry and local government.

This submission addresses items 1-6 of the Terms of Reference, and highlights the importance of funding for, and the provision of active transport infrastructure.

The LGAQ looks forward to further engagement with the State Development, Infrastructure and Works Committee on matters raised in this submission as well as other challenges associated with e-mobility which impact local government.

² [QAO Financial Audit report - Local government 2023 \(Report 8: 2023-24\)](#)

³ LGAQ Cost Shifting Report (2024) – available online [here](#).

2.1. LGAQ Annual Conference Resolutions

The LGAQ is committed to member-driven advocacy and working with member councils to build stronger local governments and more resilient local communities. Since 2021, five resolutions have been passed by Queensland councils at previous LGAQ Annual Conferences of relevance to the Inquiry into e-mobility safety and use in Queensland, as outlined below:

Resolution 106 (2024) - Speed limiters for personal mobility devices

That the LGAQ calls on the Federal Government to introduce mandatory device limitations and standards to control the speed and capabilities of personal mobility devices.

Resolution 98 (2023) - Electric Vehicles and Fire Safety.

The LGAQ calls on the State Government to educate the community on the fire safety risk of battery electric vehicles.

Resolution 94 (2022) - Signage on Shared Paths and Bicycle Paths.

The LGAQ calls on the State Government to provide financial assistance to local governments on implementing a practical system of signage and line-marking that is intuitive to riders and pedestrians and is effective in regulating speeds on the different designations of paths in Queensland.

Resolution 59 (2022) - E-Scooter Regulation

The LGAQ call on the State Government to clarify the regulation of e-scooters regarding approved use, speed limits and enforcement provisions to ensure safety and greater uniformity across the state.

Resolution 77 (2021) - Enforcement of helmet usage

That the LGAQ calls on the Queensland Government to undertake more targeted enforcement of helmet wearing for riders of personal mobility devices.

3.0 LGAQ Response to the Terms of Reference for the Inquiry

In preparing this response, the LGAQ has considered the Terms of Reference for the Inquiry that includes:

1. benefits of e-mobility devices
2. safety issues and risks
3. issues associated with e-mobility ownership
4. suitability of current regulatory frameworks for PMDs
5. effectiveness of current enforcement approaches
6. importation laws
7. communication and education
8. stakeholder views.

Noting the Terms of Reference of most relevance to Queensland councils, the LGAQ has prepared a detailed response in this section to items 1-6 above.

3.1 Benefits of e-mobility devices

Queensland's population is continuing to grow rapidly, particularly in urban and regional centres where infrastructure and service networks are already under strain. This growth is expected to place significant additional pressure on the states transport networks, exacerbating congestion, increasing travel times and placing upward demand on road maintenance and public transport capacity.

Many parts of Queensland remain heavily reliant on private vehicles as the primary mode of transport, and in the absence of viable alternatives, residents and visitors alike will continue to default to car use. To support a more resilient and efficient transport network, it is essential that we continue to encourage the use of diverse transport options such as e-mobility.

For local government, e-scooters offer a range of benefits that align with broader transport, economic and sustainability goals. When safely integrated, these devices help reduce congestion, parking demand and pressure on existing transport networks, particularly in dense urban areas. This provides local communities with a low cost, flexible transport option for short trips and first and last mile connections, supporting greater access to public transport and reducing reliance on private vehicles.

E-mobility also presents opportunities for local economic development by enhancing access to activity centres, local businesses and events, particularly for those without access to private vehicles. From a planning and infrastructure perspective, this allows councils to support increased local mobility without the need for large scale infrastructure investment in lower demand areas. Additionally, with transport accounting for approximately 21 per cent of Australia's total greenhouse gas emissions, e-mobility offers a zero-emission alternative that directly supports state and national objectives to reduce emissions and transition toward a net zero future.

However, despite these benefits, other safety risks and challenges still remain as outlined throughout this submission.

3.2 Safety issues

3.2.1 Community concerns

Local governments are often the first point of contact for community concerns relating to the safety of e-scooters. Across the state, councils frequently receive complaints relating to unsafe riding behaviour, lack of helmet use, the use of high-powered or illegal devices, speeding on footpaths and shared paths, and the risk posed to vulnerable pedestrians, particularly children, the elderly and individuals with mobility aids.

To illustrate the gradually increasing community concern associated with e-scooter use, data from one council alone shows that complaints have risen from 5 in 2020 to over 100 by 2024. Early figures from 2025 indicate this trend is continuing, with complaints already surpassing those received at the same point in the previous year.

This sustained escalation reflects broader public concern with unsafe rider behaviour, the mixing of fast-moving devices with pedestrians, and the lack of appropriate infrastructure to support their use. While not representative of every council, this is consistent with the experiences of many local governments across Queensland.

Community complaints about lack of helmet use and illegal device use are typically directed to local governments, despite these issues falling outside of councils' legislative remit. For example, under section 256A of the Transport Operations (Road Use Management - Road Rules) Regulation 2009, PMD users are required to wear an approved bicycle helmet (unless subject to specific exemptions listed in the Road Rules).

Despite enforcement responsibility resting with the State Government, many councils are increasingly being called upon to respond to community concerns regarding helmet use and illegal device use. As a result, councils often find themselves investing in signage, pavement markings and education initiatives in an attempt to address the concerns raised by their communities associated with e-mobility without receiving additional funding or resources to do so.

At the 2021 LGAQ Annual Conference, Queensland councils called on the State Government to undertake more targeted enforcement of helmet wearing for riders of personal mobility devices. This remains an ongoing advocacy priority for the LGAQ and local government, noting that the lack of helmet use has been a significant contributing factor to the severity of injuries sustained in e-mobility incidents.

At the time this resolution was carried, research in Brisbane revealed that 46 per cent of reported injuries were sustained by people riding without a helmet, despite operators of e-scooter shared schemes providing helmets, and despite this being a condition of use and legislative requirement.

Noting these ongoing challenges, the LGAQ calls for increased collaboration between the Queensland Police Service (QPS), the Department of Transport and Main Roads (DTMR) and local governments in identifying hotspots for e-mobility activity and where enforcement presence can be best utilised. Local councils field many complaints through their call centres and can help QPS identify non-compliance hotspots. Periodic operations in each local government area would help reduce poor e-mobility behaviour.

Recommendation 1: The LGAQ recommends the State Government ensures increased collaboration between the Queensland Police Service, the Department of Transport and

Main Roads and local governments in identifying hotspots for e-mobility activity where State-led enforcement presence is needed and can be best utilised.

3.2.2 Infrastructure limitations

While increased enforcement capacity would assist in addressing unsafe e-scooter behaviour, these measures must be supported by proactive planning and investment.

Many of the concerns currently being experienced from communities, stem from the growing numbers, diversity and combination of users, including pedestrians, cyclists and e-mobility device riders, accessing infrastructure that was designed prior to the growth in PMDs. In the absence of dedicated infrastructure, fast moving e-scooters are forced to mix with pedestrians on narrow footpaths and shared paths, or to share space with vehicles on roads, creating an environment which heightens the risk of conflict and injury.

Councils are actively working to address these issues through the development of strategic walking and cycling plans, but their ability to deliver safe, separated infrastructure is often constrained by limited funding and resourcing.

The rapid growth of e-scooter use has outpaced the pace at which the supporting infrastructure can be delivered. While the LGAQ welcomes the 2024/25 Federal Budget commitment of a \$100 million Active Transport fund as a step in the right direction, this falls significantly short of the funding required to meet the scale of infrastructure demand across Queensland.

The lack of dedicated infrastructure requires a coordinated and properly funded intervention. Research strongly supports an infrastructure led approach, with a Monash University Accident Research Centre recommending infrastructure development as a top measure to improve safety.⁴

As the most financially constrained level of government, there is a need for greater levels of State and Federal funding for grade-separated active transport infrastructure to safely integrate e-mobility into local communities

Recommendation 2: The LGAQ recommends the State and Federal Government increase funding for Active Transport Infrastructure to support the delivery of improved active transport outcomes and e-mobility integration.

In addition to large scale infrastructure investments, councils are also responsible for the delivery of smaller, but equally critical, projects that support the safe integration of PMDs. These include the management of e-scooter parking, pavement markings and regulatory signage, often implemented in response to public concerns. While these projects are less capital intensive than major infrastructure projects, they still come with substantial cost and resource implications for councils and must be factored into broader conversations.

The issue of disorderly hired e-scooter parking is a common concern that typically falls on local governments to resolve. Councils have experimented with painted parking areas for e-scooters, but there are calls for more hard infrastructure solutions like parking racks to manage clutter on pathways, and guidance around how PMD parking should be integrated into pathway designs.

⁴ [Injuries associated with e-scooters, e-bikes and other e-micromobility devices: analysis of Emergency Department presentations and deaths in Victoria, 2016 to 2023 \(Hazard Edition 93\)](#)

The LGAQ provided feedback in May 2022 on the proposed regulatory changes to PMDs, highlighting concerns around the resource implications of implementing supporting infrastructure and compliance measures. While the intent of the reform was supported, councils highlighted practical challenges associated with undertaking speed limit reviews for shared paths, and the cost of delivering new signage and pavement markings. These challenges have continued, with councils required to make ongoing investments in infrastructure to support safe e-mobility use. For this reason, it is strongly recommended that meaningful consultation is undertaken with local government prior to any changes to infrastructure standards or requirements.

Recommendation 3: The LGAQ recommends the State Government undertakes early and meaningful consultation with local governments prior to implementing any changes to infrastructure standards, signage requirements or operational guidelines relating to PMDs to ensure practical implementation and avoid unintended cost shifting to councils.

Ongoing State and Federal Government investment in active transport infrastructure will help to ensure Australia can increase its active transport mode share, while at the same time resolving e-scooter conflict concerns.

These benefits include a reduction in greenhouse gas emissions, reduced traffic congestion and better-connected communities.

3.3 Issues associated with e-mobility ownership

3.3.1 Battery and fire safety risks

Electrical and fire safety requirements are a critical component of both community safety and positive perception in the context of PMDs. In 2023, Queensland councils passed a resolution at the LGAQ Annual Conference calling on the State Government to take a more active role in educating the community on the fire safety risk of battery electric vehicles. This was prompted by growing public concern about fire hazards, particularly in relation to the charging and storage of electric vehicles and PMDs in multi-unit residential dwellings, where risks are perceived to be higher due to shared spaces and limited ventilation.

While lithium-ion battery fires remain relatively uncommon, when they do occur, they can be severe, often caused by low quality imported devices, unsafe charging practices or unsafe aftermarket chargers that fall outside of current regulatory frameworks. This includes behaviour such as leaving devices unattended while charging overnight or in unventilated or confined spaces, all of which contribute to increased fire risk. Education is a key mitigation strategy, and councils strongly support continued efforts by the State Government to lead public awareness campaigns around safe charging habits, proper storage, and the importance of using certified and compliant devices.

Recommendation 4: The LGAQ recommends the State Government strengthens and expands community education efforts focused on fire safety risks associated with e-mobility devices.

In passing this resolution, councils noted that the State Government is best placed to use its communication systems to educate the community, recognising this may assist in encouraging greater adoption of zero-emission transport options in general and realising the social, environmental, and economic benefits.

3.3.2 Battery waste

Consultation on the Draft new Queensland Waste Strategy commenced in May 2025, and has highlighted waste materials that need to be managed as a priority, with one of those being batteries, particularly rechargeable lithium-ion batteries commonly found in devices such as e-bikes and e-scooters.

Local government supports strong action by the State Government that seeks to reduce the risks posed to workers within the waste management industry due to fires in waste disposal vehicles and facilities that are caused from the inappropriate disposal of these batteries. Recognising this growing issue, the State Government has announced a 3-point plan for immediate action to reduce the risk from battery fires⁵ which includes:

1. \$2 million in grants to support councils expanding battery collection points,
2. Working closely with industry on practical waste to reduce fire risks, and
3. Education and awareness for Queenslanders on safe battery disposal.

However, more support for local government is needed to fund long-term solutions that target reuse of these materials as the first priority, complemented by product stewardship schemes that place the responsibility for managing end-of-life materials such as batteries, onto the producer, rather than shifting the burden onto local government.

Recommendation 5: The LGAQ recommends the State Government, in partnership with the Federal Government, develops and funds long-term solutions to manage the disposal of battery waste, including the implementation of product stewardship schemes for various problem waste streams, that support the principles of a circular economy and reduces the financial burden on local government.

3.4 Suitability of current regulatory frameworks for PMDs

In considering the suitability of current regulatory frameworks for PMDs, the LGAQ acknowledges the reforms introduced by the State Government on 1 November 2022, which included:

- Reducing speed limits to 12km/h on footpaths and shared paths, unless otherwise signed.
- Increasing fines of up to \$1078 for dangerous offences involving speed, illegal road use and holding a mobile phone while riding.
- Mandating bells for devices with handlebars.
- Permitting access to bike lanes on roads with a speed limit of 50km/h or less, and bike lanes that are physically separated from the road (for example, by bollards or kerbing).
- Aligning PMD rider rules with bike riders to ensure they are required to follow general road rules, such as stopping at red lights.

While these changes were a welcome step towards enhancing safety and clarity, local governments continue to face challenges in managing the practical implications of PMD use. As mentioned in Section 3.2, councils continue to receive complaints regarding unsafe riding behaviours and regarding the use of high-powered devices on the pathway network. The reforms reflect an attempt to address safety concerns without unduly restricting the use of e-mobility devices for commuting and short distance travelling. However, in practice variable speed limits can be difficult for members of the public to understand, with many unclear regarding the difference between 'shared' and 'separated' pathways.

⁵ [Local Government Battery Collection Program](#)

Recommendation 6: The LGAQ recommends the State Government:

- increases investment in public education campaigns focused on the rules and speed limits for PMD use, particularly on shared paths and footpaths, and
- develops consistent statewide guidance and messaging to ensure clarity, enhance compliance and support local government efforts to educate their communities effectively.

3.5 Effectiveness of current enforcement approaches

Queensland is widely recognised as leading the nation in implementing comprehensive and proactive regulatory measures for PMDs. Through recent reforms, Queensland has introduced clear speed limits, aligned PMD rules with existing bicycle regulations and strengthened penalties for dangerous behaviour, placing the state at the forefront of e-mobility safety in Australia. While these measures are well intentioned, their effectiveness is significantly hindered by enforcement challenges.

Achieving voluntary compliance with these regulatory measures relies heavily on robust enforcement capability, clear public awareness and sufficient resourcing. While enforcement efforts focussed on speeding and helmet use are occasionally undertaken in high volume areas like Brisbane, many councils have noted a lack of enforcement due to the practical and resourcing challenges faced by their local QPS offices.

Enforcement against high powered PMDs is difficult, given their capability to rapidly accelerate and reach high speeds, which creates significant safety risks associated with pursuit.

Further, the prioritisation of enforcement against unsafe PMD use, including speeding, is inherently difficult given the extensive range of public safety responsibilities already managed by QPS. As a result, despite regulatory intentions, meaningful enforcement remains limited, undermining overall compliance and community safety outcomes. Refer **Recommendation 1** above.

While local governments have the ability to create local laws and regulate shared e-mobility schemes, they are not equipped nor resourced to enforce individual rider behaviour on public pathways.

Councils have no capacity to physically restrain or intercept unsafe riders, and the enforcement of individual behaviour often falls well outside of their remit.

This limitation is further compounded by the reality that local QPS officers experience difficulties in enforcing compliance, particularly with devices capable of significant speeds.

As such, enforcement should not be viewed as a responsibility that can be devolved to local government. A coordinated and properly resourced state level response is essential to managing the growing safety risks associated with e-mobility use.

Recommendation 7: The LGAQ recommends the enforcement of PMD behaviour remains the responsibility of the State Government, and that no additional regulatory or financial burden be transferred to local governments.

Local governments already manage a wide range of local law enforcement responsibilities, including matters such as parking, animal management, illegal dumping and local nuisance

complaints. Each of these functions requires significant staffing, administrative oversight and community engagement.

The introduction of additional responsibilities related to enforcement would place additional pressure on already constrained local resources. It is therefore essential that regulation and enforcement of e-mobility remain appropriately led and resourced by the State Government, ensuring a consistent, safe and effective approach across Queensland.

3.6 Gaps in Commonwealth Laws

Queensland councils continue to experience the impacts of regulatory gaps in Commonwealth law relating to the importation and classification of PMDs.

Under the current *Road Vehicle Standards Act 2018 (RVSA)*, e-scooters imported into Australia are not required to undergo mandatory import approval provided they meet a certain criteria, including a maximum speed limit of 25km/h. However, high powered and non-compliant devices can still legally enter Australia, often marketed for off-road or private use only. Once these devices are in circulation, enforcing restrictions on their usage becomes increasingly challenging for State Authorities, resulting in increased safety risks to the community. This regulatory gap arises from a misalignment between transport and consumer laws, as the Commonwealth's current regulatory framework does not sufficiently control or restrict the entry of non-compliant devices at the point of importation.

In response to this, at the 2024 LGAQ Annual Conference, Queensland councils called on the Federal Government to introduce mandatory device limitations and standards to control the speed and capabilities of PMDs. This resolution follows several years of mounting community concern around the speed and performance capabilities of private e-scooters, coupled with experience showing enforcement and regulation alone is not a sustainable solution to this issue. Council's have consistently reported that these high-powered devices are the primary source of public complaints and safety risks, reinforcing the urgent need for federal import reform.

Recommendation 8: The LGAQ recommends the Federal Government implements importation reforms by introducing mandatory device limitations and standards to control the speed and capabilities of e-scooters prior to import.

A significant portion of negative community perception toward e-mobility stems from the speed and power capabilities of non-compliant, privately owned devices. In contrast, shared scheme e-scooters which are subject to tighter contractual controls, speed restrictions and operator oversight, are generally viewed more favourably by public and councils due to higher levels of accountability and safety compliance.

This challenge is not unique to Queensland, with several jurisdictions across Australia experiencing similar issues with high-powered, non-compliant e-scooters in public places. The lack of consistent national standards has resulted in a fragmented regulatory landscape, with enforcement burdens falling disproportionately on State and local governments. To address this, coordinated Federal Government action is essential.

The national Infrastructure and Transport Senior Officials' Committee (ITSOC) and the Infrastructure and Transport Ministers' Meeting (ITMM) meetings are an important avenue for national level discussions. With the recent parliamentary inquiry in New South Wales further highlighting the scale and urgency of this challenge, it is clear that e-mobility regulation and import reform should be elevated as a priority for national coordination. Addressing these

issues through ITSOC and ITMM would provide an effective platform to drive nationally consistent standards and relieving the downstream pressures currently being experienced by councils nation wide.

Recommendation 9: The LGAQ recommends that the State Government advocates for import reform to be tabled at the national ITSOC and ITMM meetings, to support nationally consistent standards and improved safety outcomes.

Local governments are ready to support safer e-mobility outcomes, but without federal import reform, the burden of managing the consequences will continue to fall disproportionately on councils and communities.

4.0 Conclusion

There is, justifiably, growing community concern regarding the injuries, fatalities and conflict associated with the unsafe use of e-scooters, particularly where fast moving devices operate near pedestrians. This sentiment has placed local governments at the centre of the issue, often facing the pressure of community expectations without the tools or authority to meaningfully intervene. Despite investing in signage, pavement markings, and educational campaigns, councils remain reliant on the State Government for the enforcement of regulations applicable to PMDs.

The continued integration of e-mobility into Queensland's transport network presents both an opportunity and a challenge. Without coordinated planning and investment from all levels of government, councils will be unable to meet the growing infrastructure needs.

The LGAQ supports a whole-of-government approach that includes stronger import controls, consistent national standards, and significant investment in active transport infrastructure to ensure e-scooters can be safely accommodated. With the right policy settings, partnerships and funding commitments, e-mobility can contribute meaningfully to a more connected, sustainable and accessible future for all Queensland communities.