

Inquiry into e-mobility safety and use in Queensland

Submission No: 1202
Submitted by: Adam Kellermann
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Submitter Comments:

RE: inquiry into E-scooter and E-bike safety

Dear Parliamentary committee,

I am an avid user of E-bikes and E-Scooters for both commuting and recreational. They have been great in saving time and money as well as environmental benefits. My Vehicle usage has dropped from 15000km to 7000km per year, meanwhile I enjoy e-mountain biking twice a week.

However I recognise there is a need to improve how e-mobility solutions are managed with many (younger) people abusing the opportunity they present.

Could you consider the following solutions:

Speed Limits: should be variable. EMD have vastly different specifications with quality of tyres, wheels, suspension and brakes all being a factor. While public hire scooter should be limited, licenced persons should be allowed to ride capable devices faster up to a reasonable limit. The current limit is too low. If an EMD is capable of travelling above a base limit, the EMD should be allowed to have a once off registration on it to allow it to travel above the base limit with a licenced operator.

Pedestrian areas: Where there is pedestrian "wandering", then EMD speed should be controlled to e.g. 20kph, just as motor vehicles are required to travel slower in these areas even though they are capable of travelling orders of magnitude faster.

Licencing: should mirror a road-based licencing system. If you do an e-mobility safety course, you should be allowed to ride faster. School aged kids can ride up to 32.5kph with a course, 15kph with out doing a safety course depending on the vehicle.

Insurance: insure the EMD operator rather than the device. This could be done via Bicycle Queensland.

Road and path use: designate non-main road corridors for all PMD, not just EMD. A lot of the bike path networks are meandering recreational rather than commuter. Roads that are EMD / PMD friendly could integrate with public transport corridors, local roads, crossings, and bike pathways.

Young Persons: While often demonised, and often operating unsafely, EMD have given younger people a lot of mobility where they would otherwise not have any. Appropriate regulation and parental onus for younger persons should be considered without limiting the benefits for everyone else.

I would be more than willing to discuss my experiences in more detail.

With thanks

Adam Kellermann

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