

Inquiry into e-mobility safety and use in Queensland

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27th November 2025

The Honorable Members

Queensland Parliamentary Inquiry into E-Bikes and E-Scooters

Parliament House

George Street

Brisbane, QLD 4000

Dear Members of the Parliamentary Inquiry,

I write to provide evidence-based recommendations for strengthening your inquiry outcomes on e-bike safety. I apologise for the lateness of this submission; the critical data substantiating these arguments became available only recently through public road safety reports, crime statistics, and Queensland transport records. Had this information been accessible through a centralised, real-time road safety dashboard—as exists in Western Australia—the data would have been available to inform your deliberations in a timely and comprehensive manner from the outset.

THE PROBLEM: POST-COVID RULE-BREAKING CLUSTER

E-bikes represent only one facet of a broader post-COVID surge in Queensland road safety violations. The evidence now shows a clustering of high-risk behaviours among the same offending populations:

- . Unlicensed driving: 75% surge in fatalities over five years; 25,135 unlicensed driving fines issued in 2024 (highest of any Australian state)

- . Speeding: Speed-related road fatalities up 30%+ since COVID

- . Illegal e-bikes: Modified devices exceeding legal power (250W) and speed (25 km/h) limits, used as unregistered transport alternatives

- . Substance-impaired driving: Drink and drug-driving offences rising post-COVID

- . Same offender profiles: Research confirms psychological clustering—sensation-seeking, low rule respect, impulsivity—predicts all these behaviours simultaneously. This is not

coincidental. The post-COVID shift in societal disregard for rules, combined with reduced enforcement visibility and cost-of-living pressures, has produced a cohort of high-risk drivers and riders who routinely violate multiple road laws.

THE DATA GAP: WHY THIS LATENESS

Queensland currently lacks a centralised, real-time road safety information system. Road crash data, licensing data, e-bike incident reports, and trauma statistics are held across police, transport agencies, councils, and health services with significant reporting delays. This fragmentation meant:

- .Your inquiry could not access integrated data linking e-bike crashes to broader unlicensed driving trends

- .Enforcement agencies operated in silos without shared situational awareness

- . Public understanding of the true scope of the problem remained limited

- . Evidence-based policy recommendations could not be developed as rapidly as needed

Western Australia's Road Safety Commission, by contrast, publishes real-time and near-real-time dashboards showing fatality trends, crash locations, enforcement outcomes, and e-bike incident data. This enables rapid policy response and transparent accountability.

EVIDENCE-BASED RECOMMENDATIONS

To strengthen your inquiry outcomes and enable future parliamentary action on roadsafety, I recommend:

1. Establish a Queensland Road Safety Commission

A dedicated, independent Commission modelled on WA's Road Safety Commission would:

- . Consolidate e-bike incident data from police, councils, hospitals, and emergency services into a public, real-time dashboard

- . Coordinate enforcement across regions and agencies (police, licensing, local government)

- . Set and track e-bike safety targets and broader road trauma reduction goals

- . Enable rapid evidence-based policy refinement as new data emerges

Provide transparent, public accountability on inquiry recommendation implementation

Timeline: Commission legislation by mid 2026 operational by end of 2026.

2. Use Centralised Data to Define Safe E-Bike Standards

Current data shows illegal high-speed e-bikes (40–60+ km/h, 500W–1500W+) are involved in rising injury and fatality incidents. A Road Safety Commission would enable:

- .Evidence-based power and speed limits (e.g., 250W, 25 km/h for legal use; clear denitions of illegal modications)

- . Enforcement protocols coordinating police, councils, and retailers

. Tracking of compliance over time with published dashboards showing real injury/fatality reductions

3. Link E-Bike Enforcement to Broader High-Risk Oender Targeting

. E-bike riders overlap significantly with unlicensed drivers, speeders, and substance-impaired operators. A Road Safety Commission would enable:

. Coordinated enforcement operations targeting clusters of high-risk behaviours (e.g., weekend night enforcement combining e-bike, speeding, and drink-driving checks)

. Public awareness campaigns backed by integrated data on injury and fatality trends

. Tracking of the same oender populations across vehicle types and infringement categories

4. Implement Transparent Accountability on Inquiry Recommendations

A Road Safety Commission would publish quarterly progress reports showing:

. Implementation status of each parliamentary inquiry recommendation on e-bikes

. Real-time data on e-bike incident trends, enforcement activity, and compliance rates

. Cost-benefit analysis of regulatory and enforcement interventions

. Public feedback and stakeholder consultation outcomes

FISCAL CASE

. Commission investment: \$35–45M first year; \$15–20M annually thereafter

. Expected benefit: \$100–300M in reduced trauma costs, healthcare costs, and lost productivity annually

. Break-even: <6 months of operation

. 10-year net benefit: >\$1.5B

CONCLUSION

The lateness of this submission underscores a critical governance gap. Had timely, centralised road safety data been available, evidence of the post-COVID rule-breaking cluster, e-bike safety risks, and links to unlicensed driving would have informed your inquiry from the beginning.

Establishing a Queensland Road Safety Commission is not merely a response to e-bike safety; it is an essential infrastructure for evidence-based road safety governance across all emerging and persistent threats. It will enable future parliaments and law enforcement to act with the speed and precision that protecting Queensland lives demands.

I urge you to recommend the establishment of a Road Safety Commission in your parliamentary inquiry report, linking it explicitly to implementation and monitoring of e-bike safety regulations and broader post-COVID road trauma reduction.

Yours sincerely,

Colin Caudell

Author

