

Inquiry into e-mobility safety and use in Queensland

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Submitted by:	Sophia Tyrrell
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From: [sophia tyrrell](#)
To: [State Development, Infrastructure and Works Committee](#)
Cc: [Burleigh Electorate Office](#); [Division 13 - Cr Daphne McDonald](#)
Subject: Urgent Need for Stronger E-Bike Regulation and the Removal of E-Bikes From Pedestrian Paths
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To the Queensland Parliamentary Committee on e bike Reforms

Dear Committee Members,

I am writing as a parent, a resident of Palm Beach, and someone who has witnessed firsthand the growing and unacceptable dangers posed by electric bikes (e-bikes) on our pedestrian pathways. As Queensland prepares to legislate e-bike reforms in 2025, I urge you to implement measures that genuinely protect children, elderly residents, and all pedestrians who rely on our footpath network.

1. Remove E-Bikes From Pedestrian Paths Entirely — The Most Critical Reform

Electric bikes are fast, heavy, and virtually silent completely silent meaning there is no way for us as pedestrians to hear them come behind us and know that there are near .

They are fundamentally incompatible with footpaths used by children, elderly residents, families with prams, dog walkers, and people with mobility devices.

The long pedestrian path beside the sound wall in Palm Beach—leading to the pedestrian bridge to Currumbin—has multiple blind corners where neither pedestrians nor oncoming e-bikes can see each other. When a high-speed, silent motorised bike meets a pedestrian around a blind corner, there is no opportunity to avoid a collision.

Our footpaths were never designed to accommodate motorised vehicles capable of accelerating quickly and travelling at road-level speeds. Leaving e-bikes on our footpaths means pedestrians are at daily, unavoidable risk of injury.

2. The Reality: it will be hard to inforce

If e-bikes remain on pedestrian paths it will make it hard for the for the Queensland Police to enforce this regulations.

- monitor under-age riders
- identify illegal modifications
- track unregistered vehicles
- respond to daily complaints
- enforce speed rules on footpaths

The result is a system that looks regulated on paper but remains dangerous in practice.

Removing e-bikes from pedestrian pathways will ensure , enforceable, and effective option.

3. The Injuries: Severe, Life-Altering, and Increasing

Collisions with an e-bike—even at relatively low speeds—can cause catastrophic injuries. These include:

- traumatic brain injuries
- spinal injuries
- fractures requiring reconstructive surgery
- lifelong disability
- permanent loss of mobility
- chronic pain and long-term rehabilitation requirements

These injuries are not theoretical.

They are happening right now in our own community , please with the new reform help us stay safe to keep walking on our footpaths and parks as if you will not ban them from footpaths pedestrians will ne forever in danger from life altering injuries from electric bike collision .

4. Real Case: 67-Year-Old Woman Seriously Injured by Two 12-Year-Old E-Bike Riders

One of my friends about a year and half a go , a 67-year-old woman

, was struck in Palm Beach/Currumbin near the Dune Café on the foothpath by two 12-year-old children riding an e-bike together

The impact shattered her shoulder. She required major reconstructive surgery, followed by more than a year of physiotherapy. Due to her age and the severity of her injury , her shoulder will never be the same again farther to the permanent medical she withstand there was also a big financial medical coast and physiotherapy she had to pay from her own pocket.

This single example demonstrates how devastating an e-bike collision can be—especially to older people who are least able to withstand forceful impact and have the longest recovery time.

5. The Hidden Reality: While Deaths Are Recorded, Injuries Are Not

Please take that in mind, council, and government reporting severely under-represent the true number of e-bike injuries.

While fatalities are formally recorded, the countless injuries—minor, moderate, or severe—are not comprehensively captured. Many incidents:

- are never reported
- are not logged as e-bike related
- happen outside monitored areas
- are treated in GP clinics, physiotherapy clinics, or privately
- involve children who do not report anything to authorities

In high-risk corridors near schools like PBC High School, injuries happen daily. They simply do not appear in official data. This creates a false impression that the problem maybe on a smaller scale when it is, in reality, widespread and escalating.

6. Personal Testimony: My 7-Year-Old Daughter Was Hit by an E-Bike

My seven-year-old daughter was struck by an e-bike on her way to school

on the pedestrian bridge between Palm Beach and Currumbin as she rode her bike to Currumbin State School from palm beach her case was presented to the Queensland parliament by our **Mp Hermann Vorster** to the importance of creating this ebike state inquiry .

A few weeks ago on 12.11.25 on the same pedestrian footbridge as my daughter was hit , another young schoolgirl riding home from school was hit by an e-bike ridden by a PBC High School student.

her case was brought to her local Mp as her parents witness the accident .

7. Living Near PBC High School: Extreme Volume of Illegal and Under-Age E-Bike Riders

We live very close to PBC High School, where hundreds of students ride e-bikes daily—many of them:

- under the legal age
- riding illegally modified high-speed bikes
- doubling passengers
- not wearing helmets
- ignoring traffic expectations
- using narrow footpaths designed for slow-moving pedestrians
- doing wheelies on our footpath and cant see anyone Infront of them at this position

This volume, combined with blind corners on foothpath and silent vehicles, is a recipe for ongoing harm .when you have a corner on a road with two way traffic its very different then having a blind corner on a very narrow footpath .

8. Registration, Number Plates, Insurance, Road-Rules Exam, Minimum Age of 16

If e-bikes are kept on the road—where they belong—then accountability is essential:

- compulsory registration
- visible number plates
- mandatory third-party liability insurance
- minimum age of 16
- ID carried at all times
- a short online road-rules exam

This ensures riders understand road responsibilities and can be held accountable when they violate them.

9. Altered E-Bikes Must Be Confiscated and Destroyed

There must be a strong, immediate deterrent for illegally altering e-bikes, many of which are modified to reach extremely dangerous speeds.

I strongly recommend:

Any bike found to be illegally altered should be confiscated and destroyed immediately.

This is the only effective way to:

deter young people from modifying bikes

,discourage the importation and sale of illegal high-powered models ,

prevent the growing trend of backyard modifications.

Once an e-bike is altered, the braking system often becomes faulty and cannot function properly, making the bike extremely dangerous for both the rider and everyone around them. These bikes have:

reduced braking distance ,warped or overloaded brakes ,weakened cables and discs

faster acceleration than the braking system can safely handle.

This creates a vehicle that is unsafe at any speed.

Immediate confiscation and destruction is necessary to stop these bikes from returning to the community and causing avoidable injuries—or worse.

Conclusion:

If e-bikes remain on footpaths, the dangerous conditions we face today will continue unchanged. Pedestrians will remain unprotected. Injuries—often life-altering—will continue.

The only action that will save lives and prevent injuries is:

Remove e-bikes from all pedestrian pathways.

Then implement registration, licensing, insurance, and road-rule education.

I urge the Committee to act decisively to protect Queenslanders—especially our children and elderly—from preventable harm.

Thank you for your time and your commitment to public safety.

Kind regards,

Sophia Tyrrell