

Inquiry into e-mobility safety and use in Queensland

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Sent: Tuesday, 10 February 2026 3:12 PM

To: Lockyer Electorate Office [REDACTED]

Subject: E-Mobility Inquiry – Request to decouple Wattage from Speed

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Dear Mr McDonald,

I am writing to you in your capacity as Chair of the State Development, Infrastructure and Works Committee regarding the current E-Mobility Inquiry.

I strongly support the safety goals of the inquiry, but I am concerned that the current 250W power limit creates a "weight-based barrier" to sustainable transport. For heavier riders or those carrying cargo/groceries, 250W is often inadequate for maintaining safe momentum on hills or starting from a standstill in traffic. A 250W motor on a hill with a 100kg+ rider (or a parent with a child seat) is a safety hazard because the device can stall or behave unpredictably in traffic. They also have a tendency to overheat and fail under heavier riders.

I am asking the committee to consider a shift in regulation that decouples motor power from speed caps. Specifically:

- Maintain strict speed limits (e.g., 25km/h) to ensure public safety. (Although, 32km/h would be more practical and usable, particularly for commuters. 25km/h is just a bit too slow, which can also be unsafe in traffic. Speed can still be further restricted with posted signage and policed in shared areas).
- Relax wattage/torque limits to allow for higher-powered motors that provide the necessary "grunt" for heavier loads and inclines without increasing top speeds. Anything up to 1000W (1.3 horsepower) is still easily within the safety margins of most bicycles and is still a far cry from motorcycle-like power.

This change would make e-mobility more inclusive for all Queenslanders, regardless of their body type or practical transport needs, and would help achieve the government's goal of reducing car dependency. Problem users who abuse it by hacking speed restrictions can be policed much as they are now by enforcing speed limits and reckless behaviour. I would also add that the current problem users are far exceeding even these suggestions above. These are usually easily identified by their behaviour, misidentifying e-motorcycles like Surrans as eBikes, and not having pedals as the primary means of propulsion. Just targeting these factors without being concerned about the vast majority of users (who may not be technically with the law) will address the main problem without causing unnecessary harm to the huge benefits that e-mobility devices bring to society.

I look forward to seeing these considerations reflected in the committee's final report due in March.

Kind regards,

Darren Stribning
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[REDACTED]
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