

Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Submission No: 0082

Submission By: Get Around Caboolture

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The Committee Members
State Development, Infrastructure and Works Committee
Parliament House
George Street
Brisbane QLD 4000
SDIWC@parliament.qld.gov.au

Dear Members of the SDIWC Committee,

Submission: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 – Community Stories

Get Around Caboolture is a community-focused NFP dedicated to practical, cost-effective solutions for transport challenges in our region. We understand the importance of order, safety, and responsibility. These are values that align with your government's commitment to protecting Queenslanders while ensuring our streets and paths remain accessible for all. Our work is built on common sense, local knowledge, and a deep respect for the needs of families, retirees, and hardworking residents who rely on affordable, sustainable transport options. We're not about radical change; we're about preserving independence, reducing congestion, and keeping our communities connected in ways that make sense for real people. Let's work together to create solutions that uphold safety, respect taxpayers, and keep Queensland moving forward.

Real people, real consequences: How the Bill affects our community

The proposed changes in this Bill will shape the daily lives of real people in our community. As you'll see below, families like Kirk's, business like Jen's, seniors like Bill, couples like Sandra and Stewart's, retirees like Perry, and community members like me, rely on eBikes and eScooters to stay mobile, independent, and connected. Below, we outline how the Bill's provisions could disrupt the lives of responsible riders and what fairer, more effective solutions would look like.

How the Bill Affects Responsible Riders in Our Community

Executive Summary

This submission highlights how the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 will disproportionately impact responsible eBike and eScooter riders in Caboolture and beyond. Through the stories of our local residents, we demonstrate how the Bill's restrictions, particularly around shared

path access, speed limits, and compliance standards, risk undermining safety, independence, and fairness for those who rely on these devices. We propose practical amendments to protect responsible riders while still addressing the Government’s safety goals to protect pedestrians on footpaths, remove illegal and high-risk eMobility devices, improve rider accountability and competency, strengthen enforcement against unsafe behaviours, and modernise device standards to reduce injuries and fatalities while ensuring public spaces remain safe for all users.

Our ask is simple: amend the Bill to grandfather existing safe eBikes, create realistic speed limits, and invest in protected infrastructure. These are solutions that align with your commitment to practical, cost-effective governance.

1. Kirk Lambie: A father protecting his family

Kirk and his wife use their eBikes to transport their two young daughters safely. The Bill’s restrictions threaten their ability to travel as a family, forcing them into dangerous situations.

"Our main issue is the wide path along Oakey Flat Road. There is a bike lane next to it but as we know, it’s only paint and doesn’t offer real protection - my wife feels terrified of the road compared to the foot path. The trailer is usually on my wife’s ebike to carry our 2 little girls as I’ve added a hook to her bike so she can tow it when needed. But a 10 km/h limit just isn’t suitable for that setup."

Provision in the Bill and related issues	How it affects Kirk’s family	A fairer solution
10 km/h speed limit on shared paths	Kirk’s wife tows a trailer with their 2 daughters on her eBike. A 10 km/h limit is impractical for this setup. It’s unstable, unsafe, and unrealistic for a family trying to move efficiently.	Set realistic speed limits. A slightly higher limit (e.g., 15 km/h) for families with trailers or cargo bikes would allow safe, stable travel without forcing them onto dangerous roads.
No protected bike lanes on arterial roads	The bike lane on Oakey Flat Road is just paint. It offers no real protection. Kirk’s wife feels terrified riding there compared to the footpath. Forcing families onto unsafe infrastructure is not a solution.	Create truly protected lanes. Use pop-up bollards or physical barriers to separate bike lanes from fast-moving traffic. This would give families like Kirk’s the security they need to ride without fear.

Provision in the Bill and related issues	How it affects Kirk's family	A fairer solution
Lack of safe alternatives for families	Without safe paths, Kirk's family may have no choice but to drive, adding to congestion and pollution. Worse, they might risk riding on unsafe roads, putting their daughters in danger.	Design streets for families. Safer speed limits (30 km/h) on local streets and provide connected, protected paths that link homes to schools, parks, and shops.

Why this matters:

Kirk's family represents thousands of Queenslanders who use eBikes to spend time together and save money. The Bill's restrictions threaten their safety and their ability to live the lives they've chosen. Families deserve streets that protect them, not policies that push them into harm's way.

2. Jen Ison: A small business owner facing staff transport challenges

Jen runs a local business where staff rely on eBikes and eScooters to commute. The Bill's licensing requirements and lack of safe infrastructure threaten her employees' safety and her ability to retain staff during the fuel crisis.

"I'm lucky enough that my business is located on my property. However, my staff are now considering different transportation options now that we have a fuel crisis. We don't have a bus service, and the nearest footpath is nearly a kilometre away. So shared road options and e-transport are their only choice. Unfortunately, I don't think this will be a safe alternative for them due to the lack of pathway connectivity and having to share the road with inconsiderate/entitled road users who think these licences are a necessity. I'm saying this as an ex-motorcyclist."

Provision in the Bill and related issues	How it affects Jen and her staff	A fairer solution
Licensing requirements for eBikes/eScooters	Staff without a driver's licence won't be able to legally ride eBikes/ eScooters, even if they're responsible and experienced. This could force them to quit or risk riding illegally, leaving Jen short-staffed during a labour crisis.	Exempt low-speed eBikes (under 25 km/h) from licensing or offer a simple online safety course instead of a full driver's licence. This maintains safety without creating unnecessary barriers for workers.

Provision in the Bill and related issues	How it affects Jen and her staff	A fairer solution
No protected infrastructure	With no footpaths and no safe bike lanes, staff will have to share roads with aggressive drivers. Jen’s experience as an ex-motorcyclist shows how vulnerable eBike riders are in mixed traffic, especially on high-speed roads.	Fast-track pop-up protected lanes on key commuter routes in rural/outer suburban areas. Safer speed limits (30 km/h) on local roads to reduce risks for eBike riders sharing the road with cars.
Ban on riding non-compliant eBikes	Some staff may own older or modified eBikes that don’t meet the new EN15194 standard. If these become illegal, workers could lose their only transport option overnight, with no affordable replacement.	Grandfather existing eBikes that are safe but lack updated labels. Allow an extended grace period for riders to register or retrofit their bikes without penalty.
Lack of public transport alternatives	In areas without buses or footpaths, eBikes/eScooters are the only viable transport for many workers. Restricting their use removes a critical lifeline, especially during fuel shortages or car unaffordability.	Recognise eBikes as essential transport in transit deserts. Partner with local councils to map and improve safe routes for commuters who rely on eBikes/ eScooters.

Why this matters:

Jen’s story highlights how the Bill’s restrictions could disrupt local businesses and workers in areas with no public transport. eBikes and eScooters are essential for commuting, especially in crises like fuel shortages or car unaffordability. Forcing staff onto unsafe roads or out of jobs hurts the economy and community resilience.

3. Bill: A retired electrician facing loss of mobility and independence

Bill, a retired electrician in his 80s, relies on his eBike to stay active and connected to his community. The Bill’s speed limits and compliance standards threaten to cut off his lifeline, forcing him to choose between staying home or breaking the law.

“Bill, a retired electrician, is 80+ and for a number of years has had a routine of riding his push bike around our community on Wednesday and Saturday mornings, usually clocking about 8–10 km. Lately, though, he’s realised that he’s been getting out of breath more easily, and consequent to a trip to the doctors, has had something untoward diagnosed on his lung—doubtless a legacy of a career working with asbestos-lined electrical switch boxes. Like his lung, Bill’s world was gradually shrinking. That was until Bill was gifted an e-bike. Nowadays, with e-assistance, Bill travels further afield, undertaking trips of 20 km in one go.

Notwithstanding that Bill’s e-bike may become illegal on 1 July 2026, requiring that Bill rides in a hilly environment at no more than an impractical and unstable 10 km/h will mean that Bill will not ride anywhere and will stay at home—or will consciously break an unreasonable and indefensible law. Is this really how to reward hard-working, law-abiding members of the community?”

Provision in the Bill and related issues	How it affects Bill	A fairer solution
10 km/h speed limit on shared paths	Bill’s eBike allows him to travel 20 km comfortably, but the 10 km/h limit is impractical, especially in hilly areas. Forcing him to ride at this speed would make his eBike unstable and unusable, leaving him housebound.	Adjust speed limits for seniors and heavier eBikes (e.g., 15 km/h). This allows stable, controlled riding without endangering pedestrians or forcing retirees like Bill to break the law or stop riding altogether.
Non-compliant eBike standards	Bill’s eBike may not meet the new EN15194 standard, rendering it illegal overnight. For an 80-year-old retiree, replacing his eBike is financially and physically impractical.	Grandfather existing eBikes that are safe but lack updated labels. Allow a simple registration process for older riders to keep using their bikes legally.
Lack of safe alternatives	Without his eBike, Bill has no viable transport option as he can’t drive due to his health, and public transport is unavailable in his area. This leaves him with no practical way to stay mobile, undermining his independence and the health benefits of staying active.	Recognise eBikes as essential mobility aids for seniors. Expand safe, connected paths in residential areas so retirees like Bill can ride safely and stay independent.
No exemptions for medical needs	Bill’s lung condition makes manual biking impossible but the Bill offers no exemptions for riders with health issues who rely on eAssistance.	Create medical exemptions for riders with documented health needs. Prioritise safety and mobility over rigid compliance standards for vulnerable users.

Why this matters:

Bill’s story is about independence, health, and fairness. His eBike is a lifeline that lets him stay active, connected, and mentally healthy despite his lung condition. The Bill’s restrictions threaten his quality of life.

4. Sandra and Stewart Richardson: Independence at risk

Sandra and Stewart use their eBikes to maintain their independence and connection to the community. The Bill’s restrictions threaten their ability to travel safely and confidently.

“If we can not use or ride our E-bikes on shared footpaths neither of us will feel brave or safe enough to take on vehicles in our local Caboolture area or even further afield. My husband uses his E-bike to ride into Caboolture and to the train station where he rides from Burpengary station to a meeting once a week. He loves the independence having a bike gives him as we don’t have a second vehicle.

During term 2 & 3, I enjoy the slow relaxed start that riding my E-bike to and from work at a local Caboolture school gives me and I would be very disappointed to forego this daily experience. On my drive to work this morning I looked at the expected route on the shoulder beside the vehicles and it’s a big no from me. Furthermore, there are chunks where the shoulder is basically non-existent, unusable or too narrow all of which make the ride potentially dangerous.

Also, I am at a loss to understand the sheer waste of money as people’s E-bikes potentially will be illegal to ride. We purchased ours during Covid so I guess they won’t have the required information on them.”

Provision in the Bill and related issues	How it affects Sandra and Stewart	A fairer solution
Limited access to safe infrastructure	Sandra’s route to work includes sections where the shoulder is too narrow or non-existent. Without safe paths, she may have no viable alternative but to drive, increasing congestion and reducing the health benefits of active transport.	Open 1 lane on arterial roads to slower-moving users with pop-up bollards. This creates a protected space for eBikes, scooters and bicycles, separating them from fast-moving traffic and reducing conflicts with pedestrians.
Lack of clear, safe alternatives	Sandra enjoys the slow, relaxed start that riding her eBike to work gives her. If she can’t ride on shared paths, she may lose this daily experience and be forced into a car, adding to traffic and pollution.	Expand safe, connected bike lanes and paths that link residential areas to key destinations like train stations, schools and shops. This encourages more people to choose active transport, reducing car dependency and improving safety for all.

Provision in the Bill and related issues	How it affects Sandra and Stewart	A fairer solution
Stricter compliance requirements for eBikes	Their eBikes, purchased during COVID, may not meet the new labelling or technical standards. This could render their bikes illegal, wasting their investment and leaving them without a safe, reliable way to travel.	Grandfather existing eBikes that are safe but lack updated compliance labels. Focus enforcement on truly dangerous devices (illegal eMotorbikes and non-compliant high-speed eScooters) rather than penalising responsible riders.
Restrictions on riding eBikes on shared footpaths	Neither Sandra nor Stewart will feel safe riding on roads with fast-moving vehicles, especially where shoulders are narrow, non-existent or unusable. Forcing them onto these roads increases their risk of injury or collision. Stewart rides his eBike to Burpengary Station and into Caboolture. If he can't ride on shared paths, he may have no safe route to the train, forcing him to rely on a second car or abandon his trips altogether.	Implement 30 km/h speed limits on local streets. This reduces the kinetic energy differential between cars and vulnerable road users, making streets safer for everyone whether they ride, walk or drive.

Why this matters:

Sandra and Stewart’s story is about independence, health and connection. Their eBikes allow them to live active, sustainable lives without relying on a second car. The Bill’s restrictions threaten their ability to live the way they choose. We should be making it easier for people to travel sustainably, not pushing them back into cars.

5. Dave’s customer: A brain injury survivor relying on eScooters for independence and therapy

Dave’s customer, a man in his late 30s with a brain injury from a car crash, relies on his eScooters as his only means of transport and therapy. The Bill’s licensing requirements and lack of exemptions for medical needs threaten to strip away his independence and respite for his aging parents.

“I have a customer who has a brain injury from a car accident, so he is unable to hold a driver’s license. His only means of transport is an electric scooter, which he uses every day (he owns 3 so he is never without). He lives with his parents still, even though he is in his late

30s. It is therapy for him as well and allows some respite for his aging parents. They have disadvantaged him immensely. This is discrimination on a new level.”

Provision in the Bill and related issues	How it affects Dave’s customer	A fairer solution
Licensing requirement (Section 78B)	He cannot legally obtain a driver’s licence due to his brain injury, but the Bill requires a licence to ride an eScooter. This would cut off his only transport option, leaving him housebound and dependent on his aging parents.	Create medical exemptions for riders with documented disabilities or health conditions. Allow eScooters to be used as mobility aids for those who cannot drive, with a simple registration process instead of a licence.
No recognition of eScooters as mobility aids	His eScooters are essential for his independence and mental health, acting as both transport and therapy. The Bill does not acknowledge this need, treating his scooters like recreational devices.	Classify eScooters as mobility aids for people with disabilities, similar to wheelchairs or mobility scooters. Remove licensing requirements for those who rely on them for medical reasons.
Lack of safe infrastructure	Without safe paths or lanes, he would be forced to ride on roads with aggressive drivers, increasing his risk of injury. His parents already struggle to care for him, losing his scooters would remove their respite and his autonomy.	Prioritise protected lanes and safer speed limits (e.g., 30 km/h) on local roads to create safer spaces for vulnerable riders. Expand footpath access for eScooters used as mobility aids.
Financial and emotional burden	Replacing his eScooters or facing fines would place a financial strain on his family, who are already supporting him. The emotional toll of losing his independence could worsen his mental health.	Grandfather existing eScooters for riders with disabilities. Provide subsidies or low-cost registration to ensure they remain accessible to those who need them.

Why this matters:

Dave’s customer’s story highlights how the Bill’s restrictions could devastate the lives of people with disabilities. His eScooters are essential for his independence, mental health, and his parents’ ability to cope. The Bill’s one-size-fits-all approach fails to consider the needs of vulnerable riders, forcing them into isolation or dependency.

6. Perry Jackson: A retiree facing unfair financial loss

Perry’s story is one of frustration and betrayal. He purchased his eBike in good faith, believing it met Queensland’s standards. Now, through no fault of his own, his investment is at risk.

“How does this new legislation affect me ? The immediate consequence is I will not be able to ride my 2 month old Ebike in public places because it will become illegal. I won’t go into a long diatribe re the health and lifestyle benefits that will be taken away and the serious consequences that will flow from this.

Basically my 2 month old Ebike specifically built to meet Qld’s legislation as of late 2025 / early 2026 will become illegal. It has a compliance sticker but the problem is the Committee have dropped the old en15194 standard the huge majority of currently compliant e-bikes are covered under and applied the updated version of the en15194 standard.

There is a tiny number of new e-bikes that meet this latest version of the standard that have been sold in Australia. Mine and thousands upon thousands of other peoples are not. Infuriating thing is my new ebike is mechanically and electrically IDENTICAL to e-bikes that will have the new en15194 standard plus a few extra letters and numbers printed on a piece of sticky tin foil.

Sadly, I think the Committee and the Government know exactly what they are doing with every one of these new laws as they want to be seen as tough on crime.

I spoke to a young couple with 2 children at yesterday’s Protest Ride to Parliament House who each rode a Riece and Muller Cargo Bike. Depending on model these retail from \$13500+ up to nearly \$19000 each. So if the LNP keeps with this hard line nonsense these poor buggers will be effectively over \$30 000 out of pocket and stuck with 2 unsaleable cargo bikes they can’t use !!! And here I am as a retiree whinging about \$4500 ?”

Provision in the Bill and related issues	How it affects Perry	A fairer solution
<p>Stricter compliance with updated EN15194 standard</p>	<p>Perry’s 2-month-old eBike, built to meet Qld’s late 2025/early 2026 standards, will become illegal overnight. His eBike is mechanically identical to compliant models, the only difference is a sticker. This is a financial and emotional blow to someone who trusted the system.</p>	<p>Honour the trust of riders like Perry. Grandfather eBikes that are safe but lack the updated EN15194 label. Focus enforcement on truly dangerous devices (illegal eMotorbikes and non-compliant high-speed eScooters) that threaten public safety.</p>

Provision in the Bill and related issues	How it affects Perry	A fairer solution
No transition period for existing compliant eBikes	Perry, like thousands of others, faces the prospect of his eBike becoming useless. For a retiree, replacing a \$4,500 bike is a financial burden that undermines his independence and quality of life.	Provide a reasonable transition period. Allow riders to retrofit compliance labels or register their bikes without penalty. Protect those who acted in good faith.
Impact on families with cargo bikes	Perry met a young couple at the Protest Ride to Parliament House who own two Riese and Müller Cargo Bikes, each costing between \$13,500 and \$19,000. If the LNP enforces these changes, this family could lose over \$30,000, money they can't afford to waste.	Recognise the value of these investments. These bikes are not toys; they're essential for families who rely on them for school runs, groceries, and commuting. Don't punish responsible riders for a labelling technicality.

Why this matters:

Perry's situation is about more than money. It's about fairness, trust, and respect for people who play by the rules. The Government's job is to protect its citizens, not penalise them for relying on the laws as they understood them. A hard-line approach may look "tough on crime" but it hurts the very people you're serving.

7. Wendy Nash: Needing safe, practical transport in the Caboolture area

As someone who rides daily in Caboolture and Morayfield, I've experienced firsthand the dangers of our current infrastructure, and the Bill's proposed changes will only make things worse.

"My eBike weighs about 40 kg and can carry up to 70 litres of groceries. At around 10 km/h, it's actually quite hard to keep it stable, especially on uneven footpaths or near driveways. In practice, you need a bit more speed than that just to ride safely. When I'm on the road, drivers regularly hurl abuse at me, e.g. "Get off the road you f(&king bitch". I've also had 3 or 4 close calls where drivers have nearly hit me at traffic lights even when I had the green signal in my favour. On footpaths, I've had at least 3 near collisions with drivers as well. Many homes and businesses in the area have high fences, so riders and drivers can't see each other at driveways. It makes collisions much more likely."*

Provision in the Bill and related issues	How it affects me	A fairer solution
No footpaths to key destinations	There are no footpaths to Pumicestone so I can't travel there at all. This limits my ability to access essential services and enjoy my community.	Build connected, safe paths. Ensure every resident can travel safely to key destinations, whether by bike, scooter, or on foot.
Unstable riding at 10 km/h	My eBike weighs 40 kg and carries up to 70 litres of groceries. At 10 km/h, it's hard to keep stable, especially on uneven paths or near driveways. Safety is about stability and control.	Adjust speed limits for heavier eBikes. A slightly higher limit (e.g., 15 km/h) would allow riders to maintain balance and react to hazards without endangering pedestrians.
Hostile road conditions	Drivers regularly hurl abuse at me, and I've had multiple near-collisions at traffic lights. Forcing riders onto roads where we're not welcome or safe is not the answer.	Calm traffic with 30 km/h limits. Slower speeds make roads safer for everyone, reducing aggression and giving riders the space we need to travel without fear.
Dangerous driveway visibility	High fences block visibility at driveways, creating blind spots where collisions are likely. This is a design flaw, not a rider problem.	Improve footpath and road design. Lower fences near driveways, add mirrors or warning signs, and ensure visibility for all users.

Why this matters:

I ride because I frequently bump into colleagues and friends, which helps me feel part of the community. It's also affordable and healthy. But the Bill's restrictions make my community less liveable and my life more lonely. We need policies that recognise the value of eBikes and eScooters, not ones that treat responsible riders as the problem.

A better way forward: Protect responsible riders, target real dangers

The stories of Kirk, Jen, Dave's customer, Sandra, Stewart, Perry, Bill and myself show that the Bill's restrictions will hurt the people who are doing the right thing. Instead of penalising responsible riders, let's focus on real solutions that make our streets safer for everyone:

1. Grandfather existing eBikes that are safe but lack updated labels. Don't waste thousands of dollars and betray the trust of riders like Perry and Sandra.
2. Set realistic speed limits for families and heavier eBikes. Safety isn't one-size-fits-all.
3. Trial pop-up protected bike lanes with physical barriers, not just paint. Give families like Kirk's the security they deserve.

4. Calm traffic with 30 km/h limits on local streets. Safer speeds save lives and make roads welcoming for all.
5. Invest in connected, safe paths that link homes to schools, shops, and transport. When people have safe options, they choose them.

This is about more than transport. It's about the kind of community we want to live in. One where families can ride together safely, retirees can stay mobile and community members like me can keep connected to colleagues and friends. We urge you to amend the Bill to reflect these realities and work with us to create solutions that protect all Queenslanders without unnecessary burden or waste. Let's build that community together.

We would welcome the opportunity to discuss these concerns and solutions with the Committee in greater detail.

Yours faithfully,
Wendy Nash