

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

**Submission No:** 1871

**Submission By:** Council on the Ageing Queensland

**Publication:** Making the submission and your name public

---



State Development, Infrastructure and Works Committee  
Queensland Parliament  
SDIWC@parliament.qld.gov.au

## Response to Transport and Other Legislation (Managing E-Mobility Use and Protecting Our Communities) Amendment Bill 2026

9 April 2026

To whom it may concern,

Council on the Ageing Queensland (COTA Queensland) welcomes the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

COTA Queensland, as the peak body for older Queenslanders, advocates across diverse areas that related to transport services, accessibility of transport, and transport infrastructure, which contribute to sustaining age-friendly communities. We outline key areas for legislative focus relating to e-mobility use and safety considerations as related to the recommendations of the 2025 E-mobility Inquiry, COTA QLD's original submission for the E-mobility Inquiry, and presentation of findings and considerations to the Committee as part of Inquiry hearings.

For all cohorts in age-friendly communities to feel safe as a user of Personal Mobility Devices (PMDs) and navigating shared spaces as a user of a mobility aide, as cyclist, pedestrian, and shared path user, the following needs to be considered at legislative or systemic policy level:

### 1. Regulatory reform and legal integration

- Development of a statewide standard for PMD operation.
- Mandate licensing and registration of PMDs that have capacity for higher speeds to align with other motorised transport systems (e.g., cars, motorbikes) and facilitate increased visible enforcement.
- In the context of shared public spaces, pathways, and shared public spaces, enforce right-of-way, spatial restrictions, and penalties for non-compliance.

### 2. Infrastructure and spatial planning

- Fund and prioritise infrastructure upgrades to create physically separated lanes for pedestrians, cyclists, and PMD users.
- Restrict PMD access to shared pedestrian paths in built-up, dense or vulnerable (physical safety/higher traffic) areas unless clear signage and safety measures in place.
- Ensure design principles are inclusive of older people and those with mobility, sensory, or cognitive impairments.

### **3. Education, training and public awareness**

- Introduce mandatory training programs, especially for younger people and first-time PMD users, which addresses road rules, etiquette, and safety practices.
- Fund public education campaigns that raise awareness of rider responsibilities, device safety, and shared space etiquette.
- Integrate mobility safety education into school curricula and community outreach programs.
- Content of education/training/campaigns should include information on minimum age requirements, device power limitations, and mandatory safety equipment.

### **4. Enforcement and risk mitigation**

- Establish clear enforcement mechanisms for breaches of PMD use laws, including fines, device confiscation, and penalties for repeat offences.
- Impose speed restrictions in high-traffic and vulnerable zones (e.g. near schools, aged care sites, shopping precincts), enforced via technology or patrols.
- Ensure that PMD hire companies share responsibility for device misuse, including the tracking and reporting of dangerous behaviour.

### **5. Insurance and accountability**

- Mandate third-party liability insurance for all PMDs, particularly those used in public spaces, to support compensation and accountability in case of injury or damage.
- Implement traceability systems for devices, including unique identification or registration plates to aid in enforcement.

### **6. Data collection and planning integration**

- Fund local governments to collect usage and incident data (in line with e.g., motor vehicles), enabling evidence-based infrastructure and policy planning.
- Integrate PMD considerations into broader transport and urban development strategies, including future-proofing design and mobility equity.

The use of electric PMDs alongside bicycles, mobility aides, and other devices is part of a growing active transport movement which we believe strengthens age-friendly communities through enabling more options for affordable transport and keeping people of all ages connected to services and activities in their communities. However, the community has voiced clearly the need for safety, equity, and accountability, and these qualities must guide the next wave of legislative reform.

Sincerely

Lisa Rusten

Director of Services | Council on the Ageing Queensland | [policy@cotaqld.org.au](mailto:policy@cotaqld.org.au)