

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

Submission No: 1913

Submission By: City of Gold Coast

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Mr James McDonald
Chair
State Development, Infrastructure and Works Committee
Parliament House
Cnr George and Alice Streets
Brisbane Qld 4000

Dear Sir,

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

The City of Gold Coast (the City) is pleased to provide a submission to the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

To advance the Gold Coast toward a sustainable transport future, the use of **pedal e-bikes** needs to be supported and encouraged for local trips, daily commuting, school travel, cycling tourism, and bridging the first and last segments of public transport journeys.

The primary safety issue is the reckless operation of high-speed e-motorbikes on paths and in open space areas – not pedal e-bikes. Unfortunately, the proposed legislation risks creating barriers for legitimate e-bike users that would significantly setback our transport planning ambitions for a high-growth / high-visitation city.

By regulating e-motorbikes through the same vehicle, user, and infrastructure measures applied to cars, trucks and motorcycles, the root cause of the problem can be mitigated and the need for restrictive and counterproductive rules on pedal e-bike use disappears.

From an operational perspective, the City has undertaken independent studies and implemented shared path treatments to manage e-mobility and pedestrian safety. An invitation is extended to the State Development, Infrastructure and Works Committee to meet with City officers to discuss the outcomes of these initiatives.

Please find attached the City's submission which focuses on:

- Licensing Requirements
- Age Threshold
- 10km/h Footpath Speed Limit.

Please contact Sonny Suharto on [REDACTED] or via email [REDACTED] should you wish to discuss this submission further.

Yours faithfully



Duncan Greeney
General Manager – Infrastructure Operations

For the Chief Executive Officer
Council of the City of Gold Coast

The City of Gold Coast (the City) supports enhanced regulation of Personal Mobility Devices (PMDs) to bolster public safety and curb nuisance and anti-social behaviour. While modern device definitions, expanded police enforcement powers and a revised offence regime are welcomed, certain measures within the Bill require further consideration and refinement. To ensure the legislation is practical, equitable, and creditable, additional research and stakeholder consultation is essential before the Bill is passed into law.

Primary Safety Issue

The primary safety issue with e-mobility is the reckless operation of high-speed e-motorbikes on paths and in open space areas – not pedal e-bikes. Unfortunately, the proposed legislation risks creating barriers for legitimate e-bike users that would significantly setback the City's sustainable transport planning ambitions for a high-growth / high-visitation city.

By regulating e-motorbikes through the same vehicle, user, and infrastructure measures applied to cars, trucks and motorcycles, the root cause of the problem can be mitigated and the need for restrictive and counterproductive rules for pedal e-bike use disappears.

Licensing Requirements

- Requiring a driver licence excludes a significant portion of the population who either don't need or cannot obtain one.
- Older people and individuals with a disability who are unable to pass a driving test but can safely ride a pedal e-bike will unfairly lose their mobility independence.
- Will prevent e-bike use by many international tourists and students.
- Removes a vital travel mode for people who have lost their licence but still need to commute to work.

Age Threshold

- The 16+ age limit castigates younger teenagers who use pedal e-bikes for school commutes.
- A threshold of 12 years is more logical, aligning with the transition to secondary school when typical independent commuting begins.

Uniform 10km/h Footpath Speed Limit

- If high-speed e-motorbikes are effectively removed from the path network, a restrictive 10km/h limit becomes unnecessary.
- 10km/h is not a creditable speed limit for pedal e-bikes to travel risking rider compliance and discouraging e-bike use as a meaningful travel choice over a car.
- Riding at such a low speed reduces stability and rider control ("wobble" effect), paradoxically creating a greater safety hazard for both riders and pedestrians.
- The City will face an unaffordable financial burden to signpost tens of thousands of path segments, an unjustifiable public expense for negligible safety returns and contribute to sign proliferation in already cluttered pathway and roadside environments.
- Legislative ambiguity could extend this limit to shared paths, foreshore bikeways, and rail trails, effectively criminalising e-bike commuting and tourism.
- Gold Coast crash data (January 2022 to December 2024) shows that fatal and serious injury crashes involving e-mobility devices predominantly resulted from conflicts between motor vehicles, rather than interactions with pedestrians on footpaths. This suggests that the substantive risk to pedestrians may be overstated and measures that encourage PMD riders to transition from footpaths to the road network may increase exposure to higher-severity crash risks.
- The City does not have the resources, training or equipment to enforce speed limits in public spaces.
- The City suggests a default 20km/h speed limit (unsigned) as being more creditable with lower signposted speed limits in high pedestrian areas.