

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

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Submission By: Logan City Council

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Submission

RESPONSE TO TRANSPORT AND OTHER LEGISLATION (MANAGING
E-MOBILITY USE AND PROTECTING OUR COMMUNITIES)
AMENDMENT BILL 2026

**QUEENSLAND GOVERNMENT, STATE DEVELOPMENT
INFRASTRUCTURE & WORKS COMMITTEE**

Submitted by Logan City Council, April 2026

Summary and Recommendations

Logan City Council welcomes the Queensland Government's commitments to improving the regulation of prohibited bikes and improve safety for Queenslanders. Notwithstanding this, the proposed legislation will reduce active transport participation in Logan and limit the potential usage uplift being sought after by Council. Logan City Council calls for a review of the draft legislation, with restrictions to e-mobility devices being linked to substantially greater investment in active transport infrastructure to support increased mode share for not just personal mobility devices and e-mobility, but also conventional bicycle riders and walking. Recommendations include:

1. Reconsider and review the 10km/h speed limit on e-mobility devices, which does not comply with the Department of Transport and Main Roads own guideline TN130;
2. Reconsider or redefine the parameters of placing additional barriers to active transport participation including license requirement and age bans;
3. Encourage active transport uptake and improve first and last mile connections;
4. Greater investment in active transport projects, such as through to provision of continuous active transport corridors alongside all State government transport projects; and,
5. Reduce conflict between pedestrians, bicycle riders, e-mobility users and cars by investing in greater separation of conflicting vehicles and devices.

Improve our liveability

Logan is one of South East Queensland's most dynamic growth communities, strategically located between Brisbane and the Gold Coast with direct connections via the M1, Logan Motorway, South East Busway and the Brisbane Gold Coast rail line. Home to a young, diverse and entrepreneurial population. Our population is supported by established industries including advanced manufacturing, health and medical, food and beverage, logistics and an emerging leader in circularity and low carbon emission technology.

The City of Logan has many transport-related challenges that need to be addressed to improve our cities liveability. Currently only 5.4% of our residents use public transport, walk or cycle, with private vehicle dependence over 90%. Typically transport costs consume 15-20% of median household income, for a household earning Logan's median income of \$1,875 per week, this represents \$280 - \$375 per week or \$14,560 - \$19,500 annually in transport costs. Logan's employment is dispersed across South East Queensland, with only 40% of workers residing in the city remaining here for work. As 60% of the city's workforce leaves the city each day, they are often faced with long commute distances, with Logan's average commuting length being substantially longer than Brisbane's and similar to Ipswich or Moreton Bay. We have also identified that a majority of our city is underserved by public transport and there is minimal active transport infrastructure in the right locations to support mode shift. This puts our residents at a significant disadvantage when journeying to work, education, essential services or even to shops and restaurants.

Active transport is known to lead to better health outcomes through incidental exercise, where people walk or cycle as part of their daily routine, such as going to and from work. Our low active transport mode share (1.3% of trips) means most Logan residents do not do this and miss this opportunity, leading to a more sedentary lifestyle which contributes to illnesses like cardiovascular disease, type 2 diabetes and obesity.

E-mobility and personal mobility devices provide both a cheaper and healthier transport option for our population get around, particularly in order to support longer travel distances as required based on current demographics. Speed limiting these devices hinders future active transport uptake.

This is a known challenge for our region and Council is working to address this by enabling greater active and public transport uptake and transport mode choice through better planning, infrastructure and investment. E-mobility is an integral component to deliver this change.

Addressing the bill directly

Council would like to separately identify the areas of the draft bill which are supported, are opposed, or where further additions are suggested to improve clarity and transparency across the statutory framework for e-mobility devices.

Logan City Council **supports** the following measures being introduced under the bill. These changes make positive improvements toward the responsible use of e-mobility devices for transport use.

1. introduction of a definition of 'prohibited bike' alongside the introduction of powers to seize and dispose of prohibited bikes and introduce penalties for riders of prohibited bikes.
2. Enhanced enforcement powers to discourage drunk riding of e-mobility devices and bicycles.
3. Introducing enforcement capability for hooning behaviours.
4. Application of enforcement actions against parents of riders acting in an unlawful way; and,
5. Implementing e-mobility device definitions and standards regarding compliance labelling, dimensional limits, maximum design speeds, and helmet standards.

There are however several outcomes of the draft bill which **are not supported** by Council, including:

1. The proposal to restrict all personal mobility devices to 10km/hr on footpaths and shared paths.
 - The Department of Transport and Main Roads Technical Note 130 – Speed management on shared paths identifies the operating speeds for cyclists as typically between 15 km/h and 25km/h. This note states that analysis by TMR of permanent bicycle counters in SEQ found that the average speed is 20km/h. This is much faster than the 10km/h limit applied to e-mobility devices. The note also acknowledges that bicycle ride quality becomes unstable at speeds below 11km/h.
 - Most of the shared paths in the city are principal cycle network routes providing safe routes for all non-car movements. Non-electric mobility devices such as traditional bicycles will continue to use these pathways built for their use and their speeds are not restricted to 10km/hr. This will cause a speed disparity between traditional bicycles and e-mobility.
 - This change will have a significant impact on Council's network of shared pathways, rail trails, and off-road paths which have been the primary form of cycling infrastructure provided in the city and were constructed in order to divert bicycles and e-mobility devices off the road. These shared pathways have been designed to allow for higher speeds and a speed restriction is not consistent with the constructed infrastructure.
2. The structure of proposed changes allowing for differences in the way signed speed limits can be applied on shared paths.
 - Based on the draft bill, traditional non-electric active transport (including bicycles, skateboards, scooters, etc.) are able to use a footpath or shared path at up to the adjacent road's speed limit, while e-mobility devices are limited to 10km/hr unless otherwise signed.
 - To avoid having shared paths limited to a default e-mobility speed of 10km/h, Council will be required to individually sign post speeds on shared paths. This results in significantly larger number of signage clutter, particularly for road-side shared paths. This will result in higher infrastructure delivery costs and increased potential for confusion between the road's speed limit and the shared path's speed limit. This will also impose a speed limit on non-electric active transport users.
 - The signing of a limit for shared paths also will apply unevenly, with e-bikes and non-electric bicycles able to travel at the posted speed limit, while personal mobility device users will remain limited at 10km/hr despite the limit.
 - These changes create a confusing regulatory environment for all vehicles on both the road and the shared path.
3. Changes to the prohibition for on-road riding of personal mobility devices from roads with a speed greater than 50km/hr to roads with speed greater than a 60km/hr.
 - This change increases the safety risk for e-mobility users by encouraging more personal mobility devices and e-bike riders onto roads with a greater variance of speeds with motor vehicles.
 - This impact is exacerbated by the combined impacts of the 10km/hr speed limit on footpaths and shared paths, which will force more personal mobility device users onto the road, where the 25km/hr speed limitation of personal mobility devices, which means riders will now have a 35km/hr speed differential from drivers on a 60km/hr road. This safety risk is extreme and places personal mobility device users at considerable safety risk.

- Logan City Council's preferred solution is for the state government to provide more funding through the Active Transport Grants Program to support the delivery of dedicated, separated or off-road cycling and e-mobility infrastructure.
4. Requirements for licencing of e-mobility users and associated impacts on social inclusion and equity.
- New e-scooter and e-bike riders will need at least a learner licence before riding. The licence costs \$77.55 and requires users to be aged over 16, navigate a formal application process at a Queensland government office, which is likely to discourage uptake of e-bikes altogether. This is particularly problematic in a city with some of the most disadvantaged communities in the state, as reflected in SEIFA scores. Expecting residents to pay a significant fee simply to ride or even hire an e-mobility device is unreasonable and risks excluding the very people these investments are designed to benefit. This will also lead to reduced active transport participation and puts more traffic on our already congested roads, especially around the school time peak.
 - The social impact of licencing requirements on members of the community who are otherwise unable to drive, such as people with learning or developmental disabilities, acquired brain injuries, or epilepsy has not been considered. Personal Mobility Devices provide an important opportunity for mobility and independence for these people as they are excluded from driving. This new restriction then further excludes and isolates these people, particularly if residing in places with poor or no public transport as an alternative form of mobility.

In addition to the above, Council has identified areas where the principles of the proposed change are not opposed, but suggestions for other changes have been identified which would improve clarity across the statutory framework:

1. Amended penalties for speeding with motor vehicle penalties given the lack of alignment of risk and impact of speeding with motor vehicle penalties.
 - The draft bill introduces amended penalties for using an e-mobility device in excess of the speed limit to align with similar penalties for motor vehicles, despite the bill also imposing differentiated speed limits between motor vehicles and e-mobility devices traveling on the same road. Under the draft bill, a scenario exists where a personal mobility device travelling at the device's limit of 25km/hr on a 50km/hr road may pick up speed going downhill, and if their device rises to 30km/hr, then the user may be fined for speeding, however a motor vehicle, a non-electric bicycle or an e-bike travelling behind them at the same speeds would not be fined.
 - It is worth noting that the relative impact of speeding by an e-mobility device is not the same as the same speeding by a motor vehicle. A car travelling at 65km/hr in a 60km/hr zone is creating a substantially greater public safety risk than an e-bike travelling at 15km/hr on a shared path (with a new default speed limit of 10km/hr). While some update and coordination of fines may be appropriate, Council does not agree that the e-bike in the above scenario justifies a fine of \$333 (based on the fine for exceeding the speed limit by less than 11km/hr being two penalty units). A sliding scale of penalties is suggested, with penalties varied according to context and relative safety impact.
2. Providing a definition for 'e-mobility'
 - The draft bill provides definitions for 'personal mobility device,' 'electrically power-assisted cycle', and 'Shared e-mobility provider', but there is no definition of e-mobility devices to clarify that e-mobility includes both personal mobility devices and electrically power-assisted cycles, which may or may not be shared devices. This would clarify categorisation of devices and coordinate restrictions to usage across different types of e-mobility devices.
3. Clarity regarding the definition of an 'electrically power-assisted cycle'
 - Given the variety of models of e-bikes on the market, the proposed definition of 'electrically power-assisted cycle' is not clear for a range of potential models, particularly given the strict definitions of 'personal mobility devices' under the act. Under the definitions proposed, there are models which could be assessed under multiple definitions, which confuses the applicability of other restrictions on users.
 - Council suggest the definition of an 'electrically power-assisted cycle' is amended to clarify that this classification does not include a 'prohibited bike' or a 'personal mobility device'.

Background

Logan City Council previously submitted to the Queensland Parliament Inquiry into E-Mobility and Safety Use in Queensland on 20 June 2025, submission number 1154.

Council has a focus on increasing non-car mode share, to make our city more liveable, healthy and reduce future infrastructure costs

Logan City Council is actively working to increase participation in active and public transport to respond to community concerns about congestion, journey times and travel distances. However, achieving meaningful behaviour change cannot occur without strong support and direct action from the Queensland Government. Incentives such as education campaigns, safe and inviting streetscapes and infrastructure, and measures that encourage people to walk and ride more are essential to enable this shift.

A complicated legislative environment, particularly for young people aged 16 to 18 will not help drive the mode change we are seeking. As this cohort is unable to drive independently, those living in areas with limited or no public transport have very few options for getting around. This significantly restricts access to employment, education and social opportunities, and is a growing concern in our growth areas such as Yarrabilba and Greater Flagstone.

The success of our city's liveability, vibrancy, culture and economic performance is fundamentally tied to how people move around. Places that support walking, cycling, e-mobility and public transport create active streets and economically diverse centres, outcomes that attract people, investment and talent. These environments foster casual interaction, support local businesses and create a sense of place that cannot be achieved with our current car-dominated environment.

Logan's centres, however, are currently structured around private vehicle access and large areas of car parking. This limits our ability to attract higher-density, knowledge-based industries such as professional services. These industries generate high job densities and depend on a workforce and customer base that can access jobs flexibly and efficiently throughout the day. Transport choice is critical in enabling this, workers need viable alternatives to driving, and customers need to be able to access services without adding to congestion or competing for limited parking. Professional services and similar industries also rely on a broader economic ecosystem. They are typically supported by ancillary businesses such as cafés, hospitality venues, graphic design studios and other small enterprises that benefit from high foot traffic and active street frontages. Without sufficient active and public transport infrastructure, this ecosystem struggles to emerge. In Logan today, limited-service levels and fragmented active transport networks mean many residents have little practical choice but to drive, reinforcing car dependency and constraining the evolution of our centres. This is not an isolated City of Logan challenge, many similar growth area local governments including Gold Coast, Ipswich and Moreton Bay share these challenges.

Legislation and policy settings that actively support walking, bicycle riding, e-mobility and public transport, while maintaining safe outcomes are essential to breaking this cycle. Expanding transport choice enables people to make shorter, more local trips, supports higher-value land use outcomes, and creates the conditions needed to attract investment and generate more local jobs. Over time, this shift will drive South East Queensland to become a more liveable, productive and attractive city.

We are undertaking a set of actions to improve the daily lives of our residents

To prepare for the Brisbane 2032 Olympic and Paralympic Games, we are enacting a set of precinct improvements to Woodridge and Logan Central, which will be home to the future Logan Indoor Sports Centre. We are undertaking these improvements to leave a lasting legacy for our city and community, which will also support better outcomes for the Queensland Government's Logan Gold Coast Faster Rail project. The visitor experience at upgraded stations will be shaped by how well the surrounding precincts function. Imposing a 10 km/h speed limit on e-mobility devices, while allowing conventional bicycles to travel faster creates an inconsistent and inequitable active transport environment. This mismatch discourages uptake of e-mobility, reduces the appeal of active travel to and from stations, and risks reinforcing car-dependent public transport nodes. Over time, this will undermine precinct accessibility and degrade the overall user experience for visitors in 2032.

We are undertaking the Logan Plan, a new planning scheme that will guide how our city grows and develops into the future. The plan provides a clear framework for land use, housing, infrastructure, employment, design quality and environmental protection. It focuses on unlocking more homes in the right locations, particularly close to public

transport, major centres and existing services. This new framework will also need to encourage people to walk, cycle or catch public transport to take pressure of local and state roads.

The Queensland Government's support is essential to driving positive change for Logan. We know that we need a legislative environment that encourages bicycle, e-bike and e-mobility uptake, which includes clear definitions, standardised policies, greater infrastructure investment and education and promotional campaigns.

We invite you to engage with us and other local councils throughout Queensland to understand how we can work together to encourage bicycle and e-mobility uptake as a safe viable option for people to get around the state.

Important resources

TN130 Speed Management on shared paths, Department of Transport and Main Roads

https://www.tmr.qld.gov.au/ /media/busind/techstdpubs/cycling/speed-management-on-shared-paths.pdf?sc_lang=en&hash=549881C8570C1A17C1DCD8F9B25C4AA0

Logan City Council's submission to the Inquiry into e-mobility safety and use in Queensland

<https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/IQ-3C82/submissions/00001154.pdf>

We welcome you to contact us for further information and discussion

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Submission Requirements

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