

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

Submission No: 1926

Submission By: Story Bridge Active Travel Alliance

Publication: Making the submission and your name public

Public Submission on the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 – Story Bridge Active Travel Alliance

Dear committee members,

As the organiser of the Story Bridge Active Travel Alliance, I make this submission to urge you to reconsider the e-mobility reforms put forward in this bill.

I have had the benefit of reading the excellent submissions especially from Bicycle Queensland and Brisbane South Bicycle Users Group (Brisbane South BUG), which I believe effectively lay out the many issues with this bill and the impact on legal, pedal-assist bicycle riders.

Rather than directly restate their concerns, I would like to share my own experience and some of the potential economic, social and political effects of this bill, should it pass as drafted.

Much has been said about the difference between legal pedal-assist bicycles and illegal e-motorbikes, but some members of the committee still seem confused about the difference. I will again refer members to the excellent submission by Bicycle Queensland for a clear explanation of this difference.

A large proportion of pedal-assist bicycle riders are older people, possibly even the majority. Pedal-assist bicycles are particularly appealing to older people who are not as fit, may have mobility issues which prevent them from riding push bikes, or simply do not have the stamina to ride a non-assisted bike for long periods of time.

The number of older people on legal pedal-assist bikes cannot be understated. Visit any caravan park in Queensland and you will see most motorhomes and caravans have two pedal-assist bikes on the back for their owners to get around town.

I am both surprised and confused that the LNP would introduce a bill which so disproportionately affects older people, a core LNP constituency.

I have spoken to many older pedal-assist bicycle riders. Many are unaware that the proposed changes will actually apply to their own bikes. Thanks to a failure of media and public education, most people assume that the proposed changes (banned for under 16s, requiring a licence, speed limits on shared paths) apply to the illegal e-motorbikes that are causing issues and injuries.

Most older pedal-assist riders I have spoken to, many who are self-professed lifelong LNP voters, are surprised and dismayed that the committee has come up with such damaging laws for legal pedal-assist bikes.

However, the vast majority of people, including older people, are still totally unaware of the true impact of these laws on legal pedal-assist bicycles. It is extremely easy to foresee a situation where if the laws are passed as drafted, a pedal-assist rider's first knowledge of the full extent of the laws is when they are pulled over by police on their afternoon ride along the shared path to the shops, for a speeding fine and

licence check. I find it difficult to believe that this will be a favourable outcome for the LNP at the next election.

This is not to mention the considerable amount of public funds that will be required to have police enforce these laws. Is pulling over old ladies with wicker baskets and families on cargo bikes for licence checks really going to demonstrate that the LNP is taking crime seriously and using police resources wisely? I can only imagine this would inspire wide-spread derision when the first “crackdown on e-bikes” is publicised.

In 2025, Brisbane City Council closed both footpaths of the Story Bridge without notice for urgent repairs. In the subsequent months I organised several protests, including one that was shut down by a court action, not before attracting national media attention on the state of the footpaths.

Brisbane City Council has spent over \$7 million on a temporary fix for both footpaths to open them again as soon as possible. I believe this was at least in some small part due to the expense and political embarrassment following this national media attention on the neglect of the footpaths.

The practical effect of these laws, if passed as drafted, would be to push legal-pedal assist bicycles and scooters off the Story Bridge footpaths and onto the road. It is patently obvious that this is not a safer situation for anyone involved – not pedestrians, not riders, and not drivers.

This same situation would play out on roads all across the state. It is, again, patently obvious to any reasonable person that pushing legal pedal-assist bikes onto high speed roads instead of the dedicated infrastructure built for them to travel on is not a reasonable situation. Will the LNP government want to be known as the government that put more cyclists on the road, delaying motorists?

Consider the situation in 2032 when thousands of international tourists arrive for the Olympics. The government’s own transport plan calls for thousands of people to use e-mobility and active transport to travel between venues. Are we going to have police standing outside Olympic venues checking licences before tourists are allowed to get on a hire e-bike? Only one other jurisdiction in the world is so strict on pedal-assist bicycles – North Korea. Draconian restrictions on bicycles are certainly not going to look favourable for Brisbane on an international stage.

There is still time to reconsider these laws to exclude legal pedal-assist bicycles, while addressing the problem of illegal e-motorbikes. If you proceed as drafted, the LNP will doubtless face embarrassment on both a national and international scale.

Kathryn Good

Organiser, Story Bridge Active Travel Alliance