

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

**Submission No:** 1929

**Submission By:** Which-Way Cultural & Community Care Inc

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

---

# Submission to the State Development, Infrastructure and Works Committee Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Organisation: Which-Way Cultural & Community Care Inc.

NFP - Registered Charity

Email: whichwayqss@outlook.com

Phone: [REDACTED]

## Level of approval:

Submitted on behalf of Which-Way Cultural & Community Care Inc. with organisational approval.

## Position

- I support stronger action to address dangerous and unlawful e-mobility use in Queensland.
- Communities have every right to be concerned about unsafe riding, prohibited bikes, reckless behaviour, speeding, lack of helmets, and the risks being created for pedestrians, riders and the wider public.
- I support strong enforcement where behaviour is dangerous, repeated, illegal, or puts others at risk.

**However, if the goal is to genuinely improve safety, enforcement alone will not solve this issue.**

This Bill responds to real community concern. My submission is that it will be strongest if it is supported by practical education, early intervention, and broader community responses that help prevent unsafe behaviour before it escalates.

## Community perspective

- As a mother of five, including a teenager, I understand why this issue is causing concern for families and the wider community.
- My own children do not own electric scooters, but many young people their age have friends who do. It is easy to see the appeal of freedom, fun, social connection and having somewhere to go, especially at night.

### **That does not excuse unsafe or unlawful riding.**

But it does mean this issue is not always driven by deliberate recklessness alone. In many cases, it is also about young people looking for independence, enjoyment, connection and movement in environments where there are not always enough safe outlets, safe transport options or clear education around risk.

That is why I believe Queensland needs a response that is not only tougher, but smarter.

## **Submission to the State Development, Infrastructure and Works Committee Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026**

### **“Education and early intervention must sit alongside enforcement”**

One of the strongest points I wish to raise is that unsafe e-mobility use is also a behaviour and awareness issue. **Young people need practical, engaging road safety education before unsafe habits become normalised.**

I have already applied through a TMR grant for a youth road safety education initiative called Safe Starts VR. This program is designed to engage young people aged 12–17 through immersive virtual reality and driving simulation experiences that address distraction, speeding, hazard perception, fatigue, pedestrian risk, and unsafe passenger behaviour.

It will be a structured, practical education model aimed at improving awareness, decision-making and safer behaviour before unsafe road use becomes normalised.

Safe Starts VR is designed to be delivered through facilitated face-to-face sessions in schools, community settings and youth environments, using simulation, discussion and workbook activities to reinforce safer choices and real-world risk awareness.

I raise this as a practical example of what should sit alongside legislative reform. If the Government is serious about long-term safety, education, redirection and practical alternatives must form part of the solution.

#### **Transport gaps are also part of the problem**

In outer suburban and regional communities, some young people are not using scooters and similar devices purely for fun. They are also using them to get to work, school, training, sport, friends' homes and other everyday activities because local transport options are limited.

This does not excuse unsafe or unlawful riding. But it does highlight that some unsafe e-mobility use is also filling a transport gap.

#### **If safer alternatives do not exist, some young people will continue to use what is available to them.**

For that reason, I believe the Government should also consider practical local transport responses within communities, particularly for young people. In some areas, a small community shuttle or loop-style service may help reduce unsafe reliance on scooters and similar devices for short local trips.

## **Submission to the State Development, Infrastructure and Works Committee Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026**

This would not replace enforcement. It would complement it.

### **Safer outlets should also be considered**

For some young people, e-mobility use is not only about transport. **It is also about fun, independence, social connection and adrenaline.** If there are no safe and appropriate places for them to ride, there is a greater risk that this behaviour will continue to occur on roads, footpaths and in other public areas where it becomes dangerous for both riders and the community.

In the same way some areas provide designated spaces for motorbike riding or other recreational activities, there may be value in exploring safe, designated e-mobility / adrenaline spaces or riding areas as part of a broader long-term prevention response.

Again, this would not replace enforcement. It would provide a safer outlet and help redirect some of the behaviour that is currently occurring in unsafe public spaces.

## **A stronger overall response**

I support strong penalties and enforcement for genuinely dangerous conduct, particularly where prohibited bikes, reckless riding, hooning-style behaviour, repeated offending, or conduct that puts others at risk is involved.

However, the strongest and most effective response will be one that combines:

1. Strong enforcement for dangerous and unlawful behaviour
2. Practical education and early intervention for young riders
3. Community-based transport alternatives where transport gaps are contributing to the problem
4. Safer and more appropriate outlets for recreation and riding

Without that balance, there is a risk that the law will respond to the symptoms without addressing some of the underlying causes.

# **Submission to the State Development, Infrastructure and Works Committee Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026**

## **Recommendations**

1. That the committee support strong enforcement measures for genuinely dangerous and unlawful e-mobility behaviour, particularly involving prohibited bikes, reckless riding and conduct that puts the public at risk.
2. That the committee recommend the reforms be supported by funded education and behaviour-change initiatives for young people, families, schools and communities, including practical road and e-mobility safety education programs.
3. That the committee recognise that in some outer suburban and regional communities, unsafe e-mobility use is also being driven by limited local transport options for young people.
4. That broader practical responses, including community-based transport alternatives and safer recreation outlets, be considered alongside the reforms as part of a longer-term safety strategy.

## **Conclusion**

- I support the intent of this Bill and the need to improve safety.
- But if Queensland wants to truly protect communities, the response cannot be enforcement alone.

**We need strong laws where behaviour is dangerous, strong education before behaviour escalates, and practical alternatives where young people are currently filling gaps with unsafe options.**

That is how we improve safety in a way that is not only tougher, but smarter.

Submitted by:

Which-Way Cultural & Community Care Inc. NFP

ABN: 34 712 991 872

whichwayqss@outlook.com

