



Minister for Transport and Main Roads

Our ref: MC115681

21 SEP 2020

Mr Michael Berkman MP
Member for Maiwar
maiwar@parliament.qld.gov.au

Dear Mr Berkman

A handwritten signature in black ink that reads 'Michael'.

Thank you for your letter of 22 July 2020 about the use of e-scooters on roads and on public transport in Queensland.

The Palaszczuk Government supports alternative transport options that offer benefits to the environment, personal health and assist to reduce traffic congestion. This includes bike riding as well as other emerging innovative technologies such as personal mobility devices (or rideables), including e-scooters.

Queensland was the first state in Australia to legalise the use of rideables. The introduction of the laws was the result of work over a number of years to examine the safety implications of these devices, and also involved consultation with a range of stakeholders. The aim is to strike a balance between access and safety. For safety reasons, the laws do not allow rideables to be used on road bike lanes (which are generally located on main roads and busy thoroughfares). Rideables are also not permitted on multi-lane roads, main roads, or higher speed roads, including roads in central business district areas.

I note your suggestion to consider amending the *Queensland Road Rules* (QRR) to allow rideables to travel in on-road bike lanes to help reduce unsafe interactions between pedestrians and rideable users. However, for safety reasons, there are no current plans to change the laws to provide for this.

Rideables are by definition compact, lightweight and low-speed electric devices that are not built to travel long distances. Users of these devices are particularly vulnerable when interacting with traffic as the devices themselves offer little protection. Traffic volumes and the speed differential between rideables and other vehicles expose rideable users to an unacceptable risk and would also increase the road safety risks to bike riders on the road.

While bike riders similarly have less protection than drivers and remain a vulnerable road user group, bikes can travel at higher speeds and can interact with traffic in a safer manner due to their larger physical size (including larger wheels) and greater visible presence. Access to on-road bike lanes for rideable users would mean interaction between rideables and other vehicles on the road.

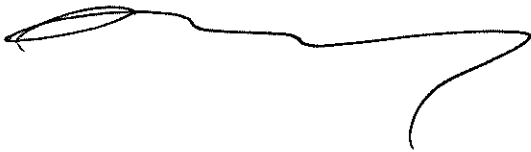
Under the QRR, there are obligations on rideable users to ensure that they are used safely, particularly around pedestrians. When riding on the footpath, rideable users must keep left, give way to pedestrians, travel at a safe speed (which is often much lower than the maximum speed limit for rideables of 25 km/h) and keep a safe distance from pedestrians to avoid a collision.

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I also acknowledge your suggestion to allow e-scooters to be taken onto public transport. Currently, e-scooters are not permitted on TransLink services in South East Queensland due to operational impacts and safety considerations within the onboard environment. However, this policy is currently under review. I am advised that TransLink is consulting with relevant stakeholders, including its service delivery partners, and will be able to provide an update on this policy in the coming months.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'MARK BAILEY', with a long, sweeping underline that extends to the right and then curves downwards.

MARK BAILEY MP
Minister for Transport and Main Roads