



Australian
Institute of
Architects

TRANSPORT & OTHER LEGISLATION: MANAGING E-MOBILITY USE & PROTECTING OUR COMMUNITIES AMENDMENT BILL 2026



Queensland Parliament Submission to the State
Development, Infrastructure and Works Committee

ROYAL AUSTRALIAN INSTITUTE OF ARCHITECTS

Submission date: 7 April 2026

ABOUT THE INSTITUTE

The Royal Australian Institute of Architects (Institute) is the peak body for the architectural profession in Australia. It is an independent, national member organisation with more than 13,500 members across Australia and overseas.

The Institute exists to advance the interests of members, support professional standards and contemporary practice, and advocate the value of architects and architecture to the sustainable growth of our communities, economy and culture.

The Institute actively works to maintain and improve the quality of our built environment by promoting better, responsible and environmental design.

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- + At the time of this submission the National President is Adam Haddow FRAIA.
 - + At the time of this submission the Queensland President is Peter Gardiner FRAIA.
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CONTACT DETAILS

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The Royal Australian Institute of Architects recognises the unceded sovereign lands and rights of Aboriginal and Torres Strait Islander peoples as the First Peoples of these lands and waters.

This recognition generates acknowledgement and respect for Aboriginal and Torres Strait Islander Countries, Cultures and Communities, and their ways of being, knowing and doing.

Caring for Country practices including architecture and place shaping have existed on this continent since time immemorial.

The Institute recognises a professional commitment to engage and act meaningfully through reciprocal partnership and relationships with Aboriginal and Torres Strait Islander peoples. Together we will support and develop the emergence of new possibilities for our shared future.

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

1. Introduction

The Royal Australian Institute of Architects welcomes the opportunity to provide this submission on the *Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026*.

The Institute supports efforts to improve safety, accessibility and the responsible use of e-mobility devices in Queensland. E-mobility is now part of the contemporary public realm and should be managed not only as a compliance and enforcement issue, but also as a matter of street design, public space, movement, accessibility and urban integration.

The Institute's interest is in ensuring that regulation of e-mobility devices supports safe and inclusive public environments and recognises that many of the tensions currently being experienced are partly a product of how streets, paths and shared spaces are designed and managed.

2. General position

The Institute supports the objective of improving safety for pedestrians and other users of the public realm. The explanatory materials indicate that the Bill seeks to respond to community concerns and strengthen the regulatory framework applying to compliant e-mobility devices, including rider qualification, enforcement powers, parking controls and speed management on footpaths and shared paths.

The Institute supports measures directed to:

- protecting pedestrians, particularly older people, children and people with disability
- reducing unsafe behaviour in shared public spaces
- discouraging the use of non-compliant and unlawful devices
- improving the management of poorly parked devices that obstruct paths and movement corridors.

However, the Institute considers that the long-term success of the reforms will depend not only on enforcement, but also on the quality of the public realm into which e-mobility devices are being introduced.

3. Built-environment considerations

The explanatory materials note stakeholder concerns about unsafe interactions on footpaths and shared paths, and that the reforms seek to protect pedestrians by improving the management of e-mobility use in these spaces, including a default 10 km/h speed limit on footpaths and shared paths and a new offence for parking devices in a way that obstructs pedestrian or vehicle movement.

These are important measures, particularly for accessibility and public safety. They also highlight a broader issue: many public spaces are being asked to accommodate more users and more movement modes than they were originally designed for.

From the Institute's perspective, e-mobility is not solely a rider-behaviour issue. It is also a street-design and public-realm issue.

Key questions include:

- whether footpaths are of sufficient width and quality to support pedestrian priority safely
- whether shared paths are appropriately designed for mixed-speed use
- whether sufficient separated infrastructure exists to reduce unnecessary conflict between pedestrians, bicycles, e-bikes and other devices
- whether parking and end-of-trip arrangements are designed to avoid obstruction and visual clutter
- whether town centres, activity centres and other high-footfall places require more place-specific management responses.

4. Recommendations

The Institute recommends that the Committee support a broader implementation approach alongside the Bill, including:

Recommendation 1: Pair enforcement with design guidance

The Queensland Government should accompany the legislative reforms with practical guidance for councils and relevant agencies on how street design, path design and kerbside and public-space management can reduce conflict between pedestrians and e-mobility users. This guidance should support a consistent approach across state agencies and local governments, particularly in centres, transport corridors and other high-use public environments.

Recommendation 2: Prioritise pedestrian safety and accessibility

Implementation of the Bill should explicitly prioritise pedestrian safety, including the needs of people with disability, older Queenslanders, children and others who are disproportionately affected by path obstruction, speed differentials and unclear movement hierarchies.

Recommendation 3: Encourage place-based responses

Different settings require different approaches. Busy centres, school precincts, tourism areas, suburban shared paths and local neighbourhood streets may require tailored operational and design responses rather than a one-size-fits-all approach.

Recommendation 4: Use the Bill as part of a wider public-realm strategy

Regulation of e-mobility devices should be linked to broader work on active transport, safer streets, shared-path design, local-centre accessibility and public-realm quality.

5. Conclusion

The Institute supports the intent of the Bill to improve safety and respond to community concerns. We encourage the Committee to recognise that e-mobility is not only a compliance issue, but also a built-environment issue. Better outcomes will be achieved where legislative reform is accompanied by thoughtful design, a clear movement hierarchy, accessible public space and place-based infrastructure responses.

The Australian Institute of Architects would welcome continued engagement on the built-environment dimensions of e-mobility policy in Queensland.

Yours Sincerely,



Peter Gardiner
Queensland Chapter President
Australian Institute of Architects



Kim Richards
Executive Leader, Queensland
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