

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr John White

Date Received: 30 July 2024

I understand that unpowered bicycles have been around for a very long time and that kids need to be able to ride on paths and road to learn to ride safely. They may be a hazard on paths sometimes but generally are well behaved and safe. Then we have what I would call powered cycles, simple bicycles with a battery are not much different a little more dangerous but generally acceptable. However they should not be allowed on the footpath. Now we have bicycle “tanks” or so called “fat” bikes which are not all dissimilar to fuel powered mopeds or scooters. These should be limited to roads only and be required to be registered and at a minimum third party insured, just as other powered motor bikes, for that is what they are “motor bikes”! Many times I see them moving very rapidly on footpaths or diving in and out of traffic they are large and heavy enough to cause serious injury to a person or damage to a vehicle, who pays for that? if it were a motor bike or moped they would be insured. It is said they are speed limited but not the ones I have seen. Indeed many adults are riding them on the road again not registered or insured, try that with a moped. In short you are not going to ban them but fat bikes should be registered and insured just like any other motor bike.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Michael Faulkner

Date Received: 1 August 2024

Currently it is allowed to purchase an electrically propelled mobility device (scooter, bicycle, mobility scooter) which has legal requirements on its use on public roads and paths. However, many of these devices are easily deregulated with the caveat that they are only for use on private land. This leads to many illegally modified devices on paths and roads moving at speeds of 40+ kph when the legal assistance limit is 25 kph and the assistance level is max 250 W. Being able to sell devices that are changeable with the push of a button is ridiculous. In addition, e-scooters are supposedly illegal in NSW outside of some trial zones. Where I live in Coffs Harbour there is not a trial zone but, there are plenty of unregulated (fast) e-scooters and e-bikes on our paths. I have taken this up with my local member Gurmeh Singh who was going to take it up with local police. While a fit person can easily pedal a bicycle at more than 25 kph in many situations and be dangerous, e-scooters with inadequate brakes and weighty e-bikes travelling at speed are a different equation. These illegally altered devices can cruise at speed with no input from the rider. The only solution I have is that it should be illegal to buy an electrical mobility device that can travel at greater than the legal limit for any use. Another may be a registration scheme. Yours sincerely
Michael Faulkner

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Miss Sharlee Wood

Date Received: 9 July 2024

I'm a user of these micro electric transport devices (PEVs) (electric unicycle, e-skateboard). I find them very convenient for the final length of my commute for work. Privately owned personal electric mobility devices are used across the country and around the world. PEVs are legal in Queensland, Tasmania, ACT, Victoria under trial and (soon a bill to be passed in South Australia to permit their use). NSW transport legislation is outdated and needs to be updated to reflect federal transport act and now established technologies. There are many benefits over ebikes, as a smaller size allows me storage in the back of a small car or unit storage lockers. As a female rider, the smaller and lighter electric unicycle is much easier to pick up and put in the car than an ebike and takes up far less room. PEVs share many benefits and infrastructure with cycling, however PEVs are more accessible to Australia's ageing population, people with disabilities, people who own small cars / no car, small houses, tourists and to workers who have no access to safe cycle lock up in their workplace.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Som One

Date Received: 22 July 2024

Long ago, when cars were first introduced, people were fearful. A person would walk ahead of the car with a red flag to warn others of its approach. There was also fear about women traveling by train, with concerns that the speed would harm their health, even causing their ovaries to fall. Society's apprehension toward new inventions continues today. Recently in NSW, individuals have been fined over \$2000 for riding an electric skateboard, whether for commuting or as part of their mental well-being. Additionally, NSW Police have introduced fines such as requiring a motorcycle license for using an electric scooter. Is this the type of society we want, where a person in a car faces lesser penalties than someone riding an electric skateboard? Personal Electric Vehicles (PEVs) such as electric scooters, bikes, unicycles, and skateboards offer a valuable alternative for transportation, alleviating congestion on our already overcrowded roads. Utilizing existing bike lanes can easily accommodate these vehicles. While other states have legalized PEVs, NSW is falling behind. It's time to stop wasting time and legalize PEVs, ensuring they become a permanent part of our transportation options.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Dennis Newsome

Date Received: 10 July 2024

In our modern society, we heavily rely on transportation, and with a growing population, this demand is greater than ever. Bike sharing services like Lime help keep Sydney moving, but there's a major issue: users aren't penalized for parking bikes in random spots. This poses dangers to pedestrians and leads to bikes being littered in public parks and waterways. It's ironic that companies like Lime (a subsidiary of Uber) spend hundreds of thousands on next-gen bikes but don't collaborate with local governments to designate proper parking areas. This lack of designated parking affects public bike racks, which are meant for personal bikes but often get clogged with Lime bikes. For example, every morning at Redfern station, I have to move rideshare bikes to park my own. Additionally, the NSW government penalizes the use of alternative transportation like foldable e-scooters, which are cheaper and more space-efficient than e-bikes. Removing these penalties could encourage people to invest in their own transportation, freeing up bike racks and reducing reliance on bike-sharing programs.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Jay Adams

Date Received: 19 July 2024

I am in favour of these hire bicycles that are used by a lot of people to travel around the city. It makes it overall a cleaner atmosphere and safer to walk around. However, the bicycles are left in gardens, in the middle of pavements, thrown on the ground, piled up outside train stations and generally an eye sore and hazard. I would recommend a point to point hire system. You pick the bicycle up at a point and return to another point, say outside train station, service stations etc. This is how this bicycle scheme works in other world cities, example Paris, and it cleans up the pollution of the abandoned bicycles and means there are bicycles available. This technology already exists and is used in other cities, it should be implemented in Sydney. (and other places that hire bicycles, scooters etc are available) It would probably help the bicycle companies who must lose thousands of bicycles a year.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Chris Carson

Date Received: 23 July 2024

I think ebike/escooters is an important part of the transportation network if we want to move away from car use, especially in city and busy town centres. I think the expansion of the biking network in and around cities is vital for increasing usage as well. The rentabikes schemes are an important part of that, allowing residents and tourists to get around pretty easily, but the current scheme just brings clutter and mess to the streets. The bikes are left wherever and are constantly fallen over (some people even push them over), making the streets cramped, cluttered and causing obstacles, especially for those with mobility issues. I think having flexible parking for the bikes is convenient and encourages usage, however, I think it would be better if they had dedicated parking bays, or there were increased bike parking in general. Worst case would be a bike rental park bay similar to London, which while not as flexible, still works pretty well.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Sasha Blazquez

Date Received: 11 July 2024

Please apply strict laws to ebike riders and any other fast electric vehicle people are using on the side walk, Everyone is tired of sharing the pedestrian path with ubereat backpacker drivers who don't care, speak the langague or follow any laws and treat the streets like if they are in those countries where people ride motorbikes everywhere (malaysia/india) Seen too many accidents in the sideway, especially next to fastfood places. Last thing i wanna see is a backpacker going 40km/h straight into a pram and kill the child and making the mother quadriplegic, and then the offender just leaves back to his country to avoid facing legal consequences. Which similar cases have happened already. They spend painfully long amount of time building bike-only lanes and shortening the pathway for cars and pedestrians just for this same idiots to still drive their ebikes in the walking path. Example; All of oxford street darlinghurst.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Nathan Harman

Date Received: 13 July 2024

I'm a user of these micro electric transport devices (PEVs) (electric unicycle, e-scooter, e-skateboard). I find them very convenient for the final length of my commute for work. Privately owned personal electric mobility devices are used across the country and around the world. PEVs are legal in Queensland, Tasmania, ACT, Victoria under trial and (soon a bill to be passed in South Australia to permit their use). NSW transport legislation is outdated and needs to be updated to reflect federal transport act and now established technologies. There are many benefits over ebikes, as a smaller size allows me storage in the back of a small car or unit storage lockers. PEVs share many benefits and infrastructure with cycling, however with PEVs providing more accessible to Australia's ageing population, people with disabilities, small cars, small houses, tourists and where no access to safe cycle lock up is available.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Luke Renton

Date Received: 25 July 2024

Regarding use of e-bikes. I am not opposed to them being electric or not but the way any on street hiring has being handed is not thought through. The issue people have is that they're seen as litter all over the streets. In the way of driveways, in front of buildings and covering the streets, waterways and beaches. The geofencing doesn't work well and is not monitored. Why can't they be placed in racks like in London or Melbourne? Safe places for people to pick up and drop off? I believe this is a safer, cleaner way for them to be managed. It will need council support for adding in the bike racks, but at least I won't be walking on the road so I don't trip over a bike.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Mark Trener

Date Received: 14 July 2024

Absolutely appalling that state Governments cannot have a uniform approach to legalising personal electric vehicles like e-scooters and e-skateboards across this country. I implore you to legalise these personal electric transport vehicles which are green, reduce carbon foot-print and reduce road traffic congestion. They encourage active outdoor activities. Stop the hypocrisy of council-backed trials of commercial/rental PEV start-ups and listen to your constituents who are forbidden from promoting a greener planet by anachronistic laws applying unreasonable fines. The incidences of scooter hazards lying around CBD (Brisbane) and unsafe riding due failure to wear helmets or overload scooter with multiple riders is almost always from the casual riders who hire scooters. Private purchasers generally secure their valuable, portable asset and being PEV enthusiasts, use and promote safety gear.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Roberto Soares

Date Received: 9 August 2024

the very basic aim should be to encourage the use of bicycles, skateboards, e-scooters & e-bikes (from herein referred to as bikes) and get cars off the road. That is principle 1. Principle 2 - if you impose too many restrictions you encourage less usage, more cars, more pollution and less healthy people. Principle 3 - there will always be accidents. Better to consider less cars as leading to less accidents. Principle 4 - I strongly recommend that bikes be allowed on pavements as clearly there are not enough cycle lanes. In many areas you are supposed to use bikes on pavements. Let there be one rule. Suggestion: in lesser dense areas - use dedicated bike lanes. In dense areas have comingled pedestrian, bikes and cars, with cars having lowest priority.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Som One

Date Received: 19 July 2024

During Covid, NSW missed a significant opportunity to implement strategies for Personal Electric Vehicles (PEVs). Such measures could have facilitated easier commuting, reducing traffic congestion. Merely expanding freeways and motorways isn't the solution. We need to offer people the freedom to choose their preferred method of commuting, making it convenient for them. With more people enjoying outdoor activities and exploring new areas instead of staying home watching TV, local businesses like coffee shops stand to benefit. This influx of new visitors can also boost tourism, as people love exploring cities like Sydney. Leveraging our excellent bike infrastructure, which has been steadily developed, should be a priority. It's essential to uphold existing laws governing PEVs and maximize their potential. <https://www.productivity.nsw.gov.au/sites/default/files/2021-11/20211125-CIE-Final-Report-Personal-Mobility-Devices.pdf>

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Cameron Eccles

Date Received: 6 August 2024

E bike usage in my area has slowly grown and the benefits are easy to see. More people are getting out and enjoying the freedom of mobility. A huge advantage is the reduction in noise when people choose to ride over drive a vehicle. In my experience and the statistics show that the risks between E mobility and pedestrians is not there. There is however a big risk between vehicles and pedestrians. The only way to reduce that risk is to get people out of vehicles and onto other forms of transport and a big one is biking which is now more accessible with electric assistance.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mrs Jennifer Stuart

Date Received: 9 August 2024

I am all in favor of e-bikes. I am a 46 yr old Chartered Chemical Engineer and I own a e-mountain bike as does my husband. These bikes along with the e bikes that the teenagers ride are a great environmentally friendly transport option. They encourage people to get outdoors and get active. They promote independence in teenagers and encourage social interaction away from screens. I would hate to see registration requirements imposed and rules such that they are no longer an option. We should be encouraging these low/zero carbon transport options and people, especially teenagers to be outside in the fresh air with their friends.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Deirdre Duchesne

Date Received: 12 August 2024

E-bikes block footpaths and driveways. Riders abandon them, without consequence, on footpaths and in local parks. Thoughtless people use their baskets as waste bins and helmets are strewn about. E-bikes are very difficult to move as they are incredibly heavy. Riders often abandon them into garden beds. They are an eyesore and a menace. Other cities in the world provide orderly docking systems that ensure bikes aren't abandoned just anywhere. E-bike riders feel they can ride on the footpath with impunity and are a safety hazard to pedestrians.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Maxwell Campbell

Date Received: 17 July 2024

As an elderly resident of randwick i have always been Concerned as regards ebikes and escooters on the footpath as it is illegal for over 16yr old i was hit by an ebike on belmore rd randwick causing a chunk taken out of my leg being on blood thinners causing extensive bleeding he then saw what he did and absconded quickly. Reported this to the police randwick council and my local member there is still lots of bikes on the footpath thank you

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Miss Susan Clemow

Date Received: 10 July 2024

Please have the rental bikes being setup like they are in London, NYC - where you have to park them in a docking station. This way they are not all left on random footpats, garden beds. As for all of them - smoe how you have to ban them from the footpath. It doesn't matter that there are laws - people just ignore them. The police and council should be able to confisgate them if they are on the footpath (when not permitted).

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Zandra Stanton

Date Received: 10 July 2024

As an older (85 yrs old) resident of the area I wish to point out how these e-bikes are left randomly on the pavement, in the parks and generally without any care for pedestrian traffic. There are many elderly in the area and they are a danger to us. I don't have a problem with their usage but surely there can be designated parking areas or bike racks as in other cities of the world. Maybe fined for randomly discarding bikes.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

Name: Mr Pat Daley

Date Received: 25 July 2024

I am 73 years age. I am a former Police Officer and Northern Beaches Councillor. I have a regular push bike and I have always supported the use of bikes and the expansion of bike paths. However these fat wheeled E bikes which are driven like motor bikes on our footpaths at speed are causing much grief and anxiety particularly for seniors. They need to be registered just like motor scooters and they also need to be regulated. Enough is enough.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

Name: Mr Stewart Marsden

Date Received: 18 July 2024

It makes no sense to have bikes strewn all over the streets. I also don't get how bikes that are not in a condition to safely ride remain for hire. I don't get how you can hire a bike without working or in fact any helmets. If there were dedicated spaces for bikes to be picked up and returned that would be a good directionit's just one company after another dropping bikes in streets..

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Eric Tierney

Date Received: 9 August 2024

Rental companies should be encouraged to base their electric bicycles at outer suburban rail stations which are close to factories and warehouses. Sydney Trains would need to provide a convenient location to avoid the current practice of dumping the bikes where pedestrians must dodge them. Management of workplaces would need to provide a similar convenient storage. All day rental rates would need to be available. Employment advertising would need to include bicycle availability.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

Name: Mr Neil Richards

Date Received: 31 July 2024

Share bikes in the city of Sydney are a fabulous way of getting around the inner city however the way some users take no responsibility in returning them to a bike rack is not acceptable I want to see the users pay a deposit similar to what some supermarkets use to encourage the bike be returned to its stand either at its origin or its destination and not just dumped .

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Mark Berriman

Date Received: 18 August 2024

The use of any vehicle in NSW should be regulated to some degree. Speed and safety cameras to be installed along bike lanes particularly where bike lanes are crossed by pedestrian crossings or adjacent to bus stops. All e-bikes must be docked to a dedicated physical docking station away from access ways. Shared bike and mobility device operators to be fully regulated and responsible for vehicles left in unassigned places.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Raoul Davie

Date Received: 1 August 2024

I support e-bikes and cycling in general. But I'm frustrated by e-bikes continuing to be placed on footpaths in ways that block the pedestrian path. These commercial operations are endangering pedestrians (children, elderly, those with sight and mobility issues, those pushing prams...) by forcing them off the pavement and onto verges and roads. This also endangers other road users (cars, cyclists etc).

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mrs Janet Donald

Date Received: 19 July 2024

As a member of the public who walks everywhere at the age of 80, rental e-bikes are a serious public hazard. In the Sydney CBD they at times make it impossible to progress on a street, particularly with the restrictions caused by construction. They've become a menace to pedestrians. I'm completely fed up with their unrestrained use. Thank you.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

Name: Mr Warren Raynor

Date Received: 17 July 2024

As a long term local resident I have seen the continued investment in bike infrastructure and the logical extension to using it are e-scooters as they travel same speed as bicycles and are arguably more economical in terms of space and storage. We would use them extensively rather than take the car out.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Angus Laing

Date Received: 5 August 2024

Ebikes, scooters, and other micro mobility solutions are an important part of decarbonising transport and removing larger and more dangerous motor vehicles from city streets, so they should be encouraged. They also make public transportation more accessible by dealing with the last mile connection.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Mr Ames Muller

Date Received: 11 July 2024

I much prefer the clean and tidy idea that Paris has with Santander bikes. There are locations around the city where the bikes can be hired out of and checked back in. Keeps them off the footpaths and streets.

Submission
No 257

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

Name: Ms Catherine Jones

Date Received: 13 July 2024

PMD are a necessity in todays world and offer a versatile way if commuting without cars and the problems using them presents. (Lack of parking and costs)

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 August 2024

The current management (or lack thereof) of share bikes is appalling and shameful and shows utter contempt for pedestrians, not to mention, is discriminatory to the disabled. We must do better and I call on the government to make some tough decisions in this space. As a radiologist I know only too well the dangers posed by e-scooters and I urge the government NOT to pave the way for their roll out in any share scheme. If individuals wish to ride private e-scooters in bike lanes and on the road then I see no issue however most often these devices are being ridden on the footpath without helmets which poses grave danger to riders and pedestrians alike and an unacceptable future healthcare burden. E-scooters, unlike bikes, do not require any exertion from the rider, they are a lazy mode of transport and in a country like ours which has a high obesity and overweight burden, we must prioritise true forms of ACTIVE transport- walking and cycling. I support cycling and cycling infrastructure but tougher rules and regulations are required on share bikes to protect pedestrians who make up the bulk of footpath and road users and are the most vulnerable of all road users. I do not support share scooter schemes. I believe lowered speed limits in urban environments (30km/hr) as well as well connected bike lanes would result in an environment that is safe enough for adult cyclists to ride without a helmet. Government should give serious thought to lowering speed limits as the rest of the developed world are doing.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 28 July 2024

I wish to strongly complain about the use and management of e-bikes and scooters in the 2011 postcode area and beyond. 1. The random and reckless discarding of e-bikes on footpaths and roadside areas, blocks pedestrian access, causing danger and an unsightly mess in our community. Since it is illegal to irresponsibly dump household goods and store other personal belongings on the street, why is this freely allowed for e-bikes etc? This has been going on for far too long with little leadership from governments and even less from business operators. 2. A consequence of this type of mismanagement and bike/scooter misuse is broken or missing helmets and I regularly witness numerous cyclists riding unprotected without helmets. This is unacceptable and unlawful. 3. Rules for riding e-bikes and scooters have become as random and inconsistent as the storage of this equipment. They are ridden on both roads and footpaths at speed, with and without helmets and I wonder if users, especially visitors are even aware of the rules. 4. The careless abandonment and deteriorating condition of these bikes reflects and even encourages a wasteful and selfish society where property is not valued and the environment is nobody's responsibility. I urge the NSW Government to act responsibly and show some leadership by establishing fair and proper rules that are adhered to and supported by the community .

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 9 July 2024

The hire bikes across my suburb of Pyrmont - which was trial has had very poor outcomes. As well the amount of concerns complaints and stress upon the community has been almost unprecedented. Stating the obvious without clear regulations as well as clear penalties associated with poor conduct of bike companies and riders then it's just a mess. I became involved when an old lady attempted to move a heavy bike from the centre of a road on a Sunday morning close to the Star Casino. To me These bike companies should have caps that are policed and if abused they should lose their licence to leverage their privilege around locations. The bike companies should use their software to know where and when bikes are randomly located , or fallen or dumped in gardens etc , OR are in vlolume in a particular location. Bike rides should be fined heavily for just dumping a bike in the middle of a road And should be banned by the bike companies. Bike companies know where high turnover and destinations that create clutter, pathway hazards and should be regulated to patrol and collect bikes on a daily basis. Our City and my suburb are attractive but the volume and excess of bikes and their randomness is both an ugly sight as well as appears to highlight the NSW Government doesn't care.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 July 2024

This submission is from personal experiences and am in no way an expert in this field. I have travels to a number of cities around Australia with all having relaxed laws on the use particularly of E-Scooters, but inclusive of e-bikes etc. These devises have allowed me to safely return to my accommodation without being stopped in the street and have provide easy accessibility around major cities. The public use scooter available for use are regulated and have very specific safety rules and safety implementations to reduce the risk of user misuse. NSW Laws around the use of these Electric modes of transport and regressive and stop those with accessibility or mobility issues who may not be able to drive or catch public transport from traveling efficiently. Blanket bans do not work for devises like these, I do believe there should be regulation just like the use of bicycles, where users should have to wear helmets, can not operate whilst under the influence, and there be specific zone dedicated to keeping the devices away from highly populated areas. My personal experience of E-scooters, E-Bikes and mobility devises has taught me that these devices can be respected by the public and it come with a level of trust but also a level of oversight.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 August 2024

I am a resident of Cronulla, and am deeply concerned about the rapidly growing number of e-bikes constantly cruising through the pedestrian mall and footpaths with absolutely no regard for the law, or the pedestrians. Many of these are "Fatboy" type bikes, which are clearly illegal, having more power than the law permits, and most they have been modified to "throttle control" (no pedaling necessary). Add to this many are two or three (sometimes four) on a bike, generally without helmets. I have communicated with several council and government departments expressing my concern, and the reply generally outlines the existing law regarding these e-vehicles. As I see it the law is fairly clear, but NO ONE seems to take any action to enforce it. I've actually witnessed police speaking to teenage riders, who seem to realise that no action will be taken, so they're back the next day, riding through the pedestrian Mall. There are signs prohibiting any form of bikes in the Mall, but that makes no difference. Pity anyone or any car being hit by these "kids" who then bolt leaving the victim with no chance of compensation. Guys, it's not Rocket Science, the law is there, just needs ENFORCING !!

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
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PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 13 August 2024

We have had a problem with e bikes and e scooters in our area. these bikes are like motor bikes. Children ride them on the foot path, flying along. As I leave my driveway to step onto the footpath I have to be careful not to get hit by one and also in shopping centres. The owners should have to have insurance and a licence as these bikes go as fast as motor bikes and who pays for the injuries to people, there has already been an injury to a child in our area. There is also a problem with the batters and charging them. On the road there is a problem because the riders go in and out of traffic, most of them are children and they are not wearing helmets. E scooters should not be allowed, people ride them too on footpaths and you cannot hear or see them coming from behind you and they hit you on the leg and just go off. I like to go for walks but it is becoming unsafe to walk on footpaths or cross the road as most riders do not obey the rules

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 August 2024

I cannot express enough the frustration, anger and disappointment towards the government that is felt by those of us with mobility issues when faced with blocked footpaths, accessibility ramps, doorways and accessways by the mismanagement of the share bikes. Please set a limit on the number of bikes and operators, please require them to use docking stations, preferably on the road where bikes belong. Please build proper bike lanes so that riders do not use the footpaths. Please set harsh penalties for their misuse and mismanagement. In regards to e-scooters, despite the fact that they are not legal for use in public in Sydney I have been very nearly injured on two occasions by riders on the footpath. Both times the rider was not wearing a helmet. I am yet to see a rider of an e-scooter wearing a helmet and I have only ever seen them on footpaths. Please do not pave the way for share scooter schemes to be rolled out and please do not approve the use of these lazy devices in general which pose no net benefit to society. If Paris can do without them, Sydney can too.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 23 July 2024

Thankyou for your enquiry. My submission mainly relates to the shared bikes which now litter our city. I gather from a City of Sydney publication that many residents share this concern that these bikes are now a form of refuse in our communities. They are graffitied, abandoned everywhere, blocking footpaths and roadways, often ending up in our waterways. I understand that now some action is being taken to encourage return of the bikes to a designated area. Could this please be the case for all of these bikes , with financial penalties if not done so. We have lived in Europe where bikes are abundant, however never abandoned, always placed in the docking stations at parks, shopping centres , universities etc. Presumably the firms which operate these businesses pay for the docking stations and that bikes left abandoned are impounded. As for E-bikes they are a dangerous hazard ridden at speed on footpaths, they need to be riding on the road. In addition I have not seen the issue of the lack of helmets addressed. Most of these bikes have long ago lost their helmets so that people are riding both dangerously and illegally.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 25 July 2024

As a resident of Moore Park Rd I already suffer the effects of the 'temporary' bike lane across the road, which effects parking and safety in the street. I am constantly directing share bike and delivery riders, off the footpath on the northside of the street, outside my home. They ignore the 'temporary' bike lane and even the old lane alongside parked cars on the north of the street. My husband has been knocked down by a bike on the footpath in nearby Oxford St and injured his shoulder. When he reported it to Paddington police, the officer was not even sure if riding on the footpath was illegal. It is certainly never prosecuted. And we are fed up with share bikes being left on footpaths all over the city, endangering pedestrians and creating a visual blight on the city. What is required is clarity of road rules and their enforcement. A limit to the number of bikes, scooters etc in the city and designated, on the street, parking spots enforced. Police enforcement of laws banning illegally modified bikes and excessive speed.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 16 July 2024

Let me start by saying these bikes are good for tourists so I feel positively towards that aspect. However at the moment there are no regulations governing their use and the impact they have on our space and our safety. There have been numerous times I've had to move them from blocking the fire exit of our building, this could potentially be life threatening. I arrived at work one morning to find my work neighbour waiting outside as she was unable to move the bike blocking the entrance to the building on her own, the bike was jammed in the doorway, it took several people working together to move it. They are often blocking the footpath, in which case we must walk onto the road to get past on a busy street. It's long overdue that regulations be introduced to enforce designated pick up and drop off locations, rather than these bikes being left all over the streets putting residents and visitors at risk. Something needs to change very soon.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 16 July 2024

The of share ebikes has become a huge problem. Share bike operators have been allowed to operate with minimal regulation. This means bikes left in the middle of footpaths, or in gutters. There are far more share bikes then needed. Riders often do not wear helmets and Police do not have enough resources to spend the time policing this issue. The injuries sustained by bike users are well known and a drain on our medical system. There is also irresponsible use of share bikes on footpaths where they are legally required to be operating on the road. This creates a huge risk to the general public, particularly in the Sydney CBD where footpaths can be narrow. Share bikes are also operated by foreigners who work has delivery providers and often who have no understanding about the road rules. This has been a long growing problem.share bikes need regulation and councils should be given that power.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 July 2024

The main issue is speed, and since there is no foolproof way of restricting the speed of electric bikes or scooters then they either need to be banned on public streets or regulated. It's too late to ban them, that cat is well and truly out of the bag so regulation it is. The regulation must provide the police with laws to control unruly riders and riders without helmets that can be enforced. The regulation must also provide protection for both riders and pedestrians, a GREEN SLIP. Having given the matter some thought over time I believe the only solution is to register the rider. Many bike clubs provide this insurance to their members and a licence for the rider that outlines their responsibilities. There is the class vehicle called "fat bikes" with smaller wider wheels which I believe are simply motor bikes and should be treated as such.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 August 2024

On 6 August ilcirca 6.30 am I was waiting on the corner of Moore Parkand Lang Road for lights to change at the pedestrian crossing so I could cross to walk to Oxford Street. The lights went green and I then walked to cross. Almost immediately I was stuck to the ground by an electric bike. The female rider admitted jumping a red light and I had not even seen her. It was very heavy and I suffered a nasty wound on my left arm when I fell a nasty wound My leg and rear were very sore. I think electric bikes riders need a licence to drive as cars do . It could have been much worse. The impact on a frail person would have been fatal . Electric bikes anywhere near pedestrians and in bike lanes is a fatality waiting to happen .

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 August 2024

The concept of e-scooters and e-bikes is great. But leaving the responsibility of wearing a helmet, staying within the road rules, parking the scooters and bikes appropriately cannot be left to the individual. Every time we have a new operator or owner of these mobility options, people ride with no helmets, disregard road rules and dump them anywhere. Ban them or legislate practical or technical rules for convenient and safe operating conditions. Surely the technology exists to know if a helmet (RFID) is on someone's head, police need to be able to enforce the road rules, especially around intersections and footpaths and the companies can be punitively fined for dumped scooters/bikes. The companies know exactly who rode them last and they can do cost recovery off the user. Come on council and NSW govt. get creative and build a framework. Otherwise ban them.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

We need designated parking bays for bikes across the City of Sydney and surrounding LGA's. These need to be dotted around the city and surrounds in a manner that allows them to continue to be utilised by everyone, rather than prohibitively dotted about. Look to what London have done, it works in my old council with is Royal Borough of Kensington and Chelsea. Also ensure responsible usage by leaning on these bike providers to fine bikes that aren't returned to docking bays. We need some system in place versus what we have now. While you are at it, add parking lines to ensure more cars can fit in, and fine cars that sit outside those lines. Again emulating what's happening in my other home in London, Its been an environmental win as big cars struggle and its added a handsome uptick in revenue for the council.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 17 August 2024

The use of e-bikes has multiplied exponentially in the past year. We have witnessed mostly minors riding said bikes without helmets, doubling (or tripling), weaving in and out of moving cars, without reflectors, or reflective clothing. The most alarming action, however, is the speed with which they travel. Faster than automobiles. The problem is that the use of e-bikes is not limited to roads. The aforementioned behaviour is also happening on footpaths with pedestrians. The elderly, pre school aged children and their parents, as well as drivers exiting their driveways have all been faced with e-bikes appearing at an alarming speed. There is no doubt that the popularity of e-bikes is great. Legislation around their use is seemingly nonexistent. I appeal to you to take my plea earnestly. Grave injury, or worse, is a certainty without interjection.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 22 July 2024

I wish to voice my support for NSW to Legislate the use of E Mobility Devices, the same that has been done in other states of Australia. Users of these devices do so in a safe manner, in my opinion if they are privately owned. They are an economical way to travel virtually anywhere, due to the fact they are portable and can be integrated into existing the public transport system. Riding an E Mobility Device such as an electric unicycle has many other benefits including being a fun way to get around. Please get rid of the draconian and backwards approach NSW currently adheres to. Targeting riders and fining them is not the answer to encouraging a less polluted and more connected city and state. Thank you for your time and please legalise them now.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 13 July 2024

As a regular walker on shared pathways I have witnessed and experienced near collisions with e/bike riders. Although it is a “shared pathway” it is not really wide enough for both walkers and riders to use comfortably, both parties feel they have the right of way! Having said that, I think the onus is on the rider to ring their bell and slow down when passing a walker, as the rider can see the walker from behind, not the other way around, this does not usually happen! Ideally two separate paths are best. I also feel that registration and insurance of all vehicles (cars, push bikes, e-mobility devices etc.) plus appropriate legislation of rules put in place and enforcement of those rules is essential for the safety and wellbeing of all people using the roads/pathways

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

The submission I make with reference to mobility scooter and alike is: 1. Lack of control. Many of these devices are used by unlicensed/uninsured mainly children on roads shared paths. 2. Speeds, They can and do speeds in excess of the local speed limits. 3. Liability in the event of an accident is not considered 4.Safety .There are many being used with disregard to the safety of themselves or others. Often seen not wearing helmets, weaving on and off pathway and roads, and around pedestrians , no respect to traffic rules. 5.Especially in high tourist areas,shopping centres use is wrong. Whilst I can see the benefit, the complete lack of policing currently for such things. I fear if they are permitted it will be a free for all with no control as it is totally abused now.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 July 2024

As a state, we need to provide other methods for travelling in regional and rural areas where people don't have to rely on a motor vehicle to travel to where they need to go. People can use personal mobility devices for short trips and should be encouraged to do this safely without feeling like they will be hit by a car. Please provide infrastructure for multi modes, like footpaths and separated paths for motorised scooters (for the oldies), e-bikes, bicycles and then separated paths for people walking or using a parm, etc. Physically separated cycle paths provide safety for everyone. Please also support local government areas to plan and have a strategy in place for moving people short distances. This needs to be addressed for people's health and also for our planet's health.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 20 July 2024

Where I live, in Glebe, the footpaths are not particularly wide. Whenever people leave share bikes on the footpath, they become a danger to pedestrians. The streets are hilly and the share bikes often tip over. This makes them harder to see in the dark, contributing to the danger. When they fall onto the road, motorists don't always see them clearly - or expect to come across them lying on the road. Also, share bikes look untidy scattered around the streets, but the main issue is that they are large and dangerous obstructions to pedestrians and motorists. Please introduce a system whereby the share bikes must be placed securely into a rack, where they will not fall over. Please ensure these racks are not in places where they obstruct pedestrians.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 August 2024

e-scooters and e-bikes should: - not be allowed on footpaths and in public malls they should be treated in the same way as the users of other motorized forms of transport- they are too dangerous to the public - should be registered and insured when they are on public roads just like other motorized forms of transport The riders of e-scooters and e-bikes should: - be of a minimum age just like the users of other motorized forms of transport - should wear safety helmets just like the users of other motorized forms of transport - be licensed just like the users of other motorized forms of transport In summary e-scooters and e-bikes are a motorized form of transport that should be subject to the same rules and regulations as other motorized forms of transport

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 3 August 2024

E-bikes and E-scooters need higher levels of regulation eg: designated parking areas for e-bikes and e-scooters (they are currently strewn all over footpaths, roads and community areas). Transparency by e-bike providers on how bikes and lithium batteries are disposed of. There is currently 300,000+ bikes per annum going into landfill. Reduction of the number of bikes being ridden on footpaths. For example, bike riders over 16 prohibited from riding on footpaths where safe designated bike lanes exist. Bikes prohibited on footpaths in busy shopping areas or where there are street dining barricades or footpath dining. Registration and insurance of all e-bikes and scooters. Mandatory wearing of helmets. A ban on 'fat tyre' bikes. Speed limited of 10km for all electrified vehicles on footpaths.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

On a number of recent occasions, while walking along footpaths of the Northern Beaches, I and other people have been nearly hit by speeding e-bikes and e-scooters. The riders had given no warning bell ringing. They caused alarm and fear of serious injuries. Some riders and their pillion passengers wore no helmets for their own safety. I request that legislative & other measures be taken to: 1. improve policing of use of e-bikes and e-scooters (if permitted) to improve public safety, particularly on public footpaths & driveways; 2. require compulsory registration and third-party insurance of e-bikes and e-scooters 3. require affixed number-plates to be prominently displayed, fore and aft. 4. legislate fines for non-compliance and for injuries to other persons & property.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

After travelling all through Europe and seeing how other cities manage these bike i suggest you: Regulate share bikes to allow councils to enforce the rules Establish a licence for share bike companies to operate in NSW Cap the number of share bike operators in an area - there are way too many Limit the amount of share bikes a company can distribute in LGAs across NSW Create designated on-road pick up and drop off zones - stop them being dumped and financially penalise people who do not leave in a designated zone Penalties for not leaving the share bike in a designated zone Speed limits for ebikes including share bikes and fines for no use of helmet Bike safety standards and disposal requirements for operators

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

I request private e-scooters be legalised in the city area . With the push to encourage less cars it is a sensible option. We have been travelling around Japan , Europe and the USA and everywhere e-scooters are legal ! In other major cities in Australia they are legalised. Private scooter owners own the transport and are therefore responsible with them. They will not discard them in the streets as is often seen with hire transport. It is somewhat backward of an international city like Sydney to hold back t hi is form of transport which is environmentally friendly and takes up minimal space on the road or when parked. Thank you

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 18 July 2024

A lot of footpaths in NSW are not wide enough to cater for ebikes/scooters etc with pedestrians (prams, wheelchairs). They cannot all be on the same shared space. Even with shared paths ebike and scooter travel at much faster speeds than the average pedestrian, what consideration has been given to the speed differentials between these different modes and the risks to pedestrians. Bikes will be on footpaths going very fast, it is scary, they don't slow down and expect pedestrians to move off the footpath to give them way. And then you start to consider food delivery ebike with a big bag/box on the back which takes up even more of the footpath space.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 17 July 2024

My submission is from the perspective of a 60-year-old male, and lifelong keen bike rider. I was recently gifted an e-mtb, which provides welcome relief to the endurance required to ride a non-electric bike. I have no doubt that access to an e-bike will extend the time I expect to continue as an avid cyclist. My request is for the inquiry to support a modest increase in speed-limited e-bikes, from the current limit of 25 kmh to the higher limit applied in many other European countries of 32 kmh. The reason to support the increase is to ensure that e-bikes are able to ride on 30 kmh local roads without disrupting traffic flow.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 30 July 2024

Electric bikes should be registered and have third party insurance. The kids riding these bikes are young and are travelling at speeds eg 40kms passing cars driving on the road. Sometimes there are 3 kids on a bike which is very dangerous and sometimes they don't have helmets on. If I am walking on the footpath you can't hear them coming from behind you and they nearly knock you over. If I was to be injured there is no onus on the bike riders for blame or recompense. I also think there should be an age limit for these electric bikes. Some younger kids are inexperienced with riding such a heavy powerful bike.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 5 August 2024

Hi, I'd like to make a submission as a resident of Sydney who rides an e bike and normal bike for recreation and active transport. The only purpose for this inquiry should be to encourage further development of safe cycling infrastructure in this state. We have such a desperate lack of safe cycling infrastructure which precludes people from being able to safely ride bikes as transport. Govt needs to be doing so much more to educate on safe passing laws, and to prioritise bikes and walking over vehicles. We have a horrendous rate of injury and death due to cars and so the focus should be solely about keeping pedestrians safe from vehicles

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 9 July 2024

Currently, the use of an electric skateboard in public will result in being fined for operating an uninsured motor vehicle and operating an unregistered motor vehicle, as well as unregistered motor vehicle on a footpath if on a footpath. All of these charges are absurd, given the relative size and power of an electric skateboard compared to a car/truck/bus etc. I believe electric skateboards should legally be allowed to be operated in public, without having to register them, and should be allowed on public footpaths, or at the very least, be allowed on shared/cycleways if not the footpath. Speed limiting could be considered, perhaps at a limit of 25km/h. Regards.

INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES AND RELATED MOBILITY OPTIONS

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Let me start by saying I am a HUGE fan of cycling. Though many of us are frustrated with the share bike situation. My suggestions are: Regulate share bikes to allow councils to enforce the rules Establish a licence for share bike companies to operate in NSW Cap the number of share bike operators in an area Limit the amount of share bikes a company can distribute in LGAs across NSW Create designated on-road pick up and drop off zones Penalties for not leaving the share bike in a designated zone Speed limits for ebikes including share bikes Bike safety standards and disposal requirements for operators

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 July 2024

Re: Use of e-scooters, e-bikes and related mobility options I would like the Upper House to consider the following with regard to this inquiry: Regulation of e-bikes to allow councils to enforce the rules Establish a licence for e bike companies to operate in NSW Cap the number of share bike operators in an area Limit the number of share bikes a company can distribute in LGAs across NSW Create designated on-road pick up and drop off zones Penalties for not leaving the share bike in a designated zone Speed limits for e bikes including share bikes Bike safety standards and disposal requirements for operators Consider whether we want e-scooters on our streets and footpaths

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 1 August 2024

I object to e-scooters being left on footpaths and in public places where they are not properly parked and are lying on the ground and are a hazard to pedestrians. When I see them lying on their side in my neighbourhood, it's looks like discarded rubbish. There should be fines incurred by the users of e-scooters if they are not properly parked and the companies who own them should be responsible for removing them from obstructing the paths for pedestrians. There should be tighter controls and penalties for the users and companies who don't comply with standards.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 13 July 2024

We would like to see better regulation of pavement use by powered vehicles such as e-bikes and scooters because of the danger to pedestrians. We have observed: 1. excessive speeds 2. throttle operated vehicles on pavements 3. close shaves 4. deaf people not aware of the danger approaching and elderly people who cannot move quickly enough 5. no helmets 6. aggression from riders We are aware of the increasing number of accidents and injuries, consequent sick leave and lack of compensation as riders do not require any form of registration or insurance - the victim bears the pain and cost.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

Short-term rental bikes, as well as food delivery bikes, are a complete hazard in our area. They are dumped and scattered across footpaths, making it incredibly difficult to walk. I do not own a car, and walk a lot - particularly to/from work each day. Leaving my home on Victoria Street, then proceeding along Darlington Road to Oxford Street, I come across these wretched bikes, usually toppled over, all along Victoria Street and Darlington Road. Stations need to be set-up to house these bikes safely, and keep them off footpaths.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Regulate share bikes to allow councils to enforce the rules Establish a licence for share bike companies to operate in NSW Cap the number of share bike operators in an area Limit the amount of share bikes a company can distribute in LGAs across NSW Create designated on-road pick up and drop off zones Penalties for not leaving the share bike in a designated zone Speed limits for ebikes including share bikes Bike safety standards and disposal requirements for operators E-bikes are often abandoned blocking streets, foot paths, drive ways.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Regulate share bikes to allow councils to enforce the rules. Establish a licence for share bike companies to operate in NSW. Cap the number of share bike operators in an area. Limit the amount of share bikes a company can distribute in LGAs across NSW. Create designated on-road pick up and drop off zones. Penalties for not leaving the share bike in a designated zone. Speed limits for ebikes including share bikes. Bike safety standards and disposal requirements for operators

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Regulate share bikes to allow councils to enforce the rules Establish a licence for share bike companies to operate in NSW Cap the number of share bike operators in an area Limit the amount of share bikes a company can distribute in LGAs across NSW Create designated on-road pick up and drop off zones Penalties for not leaving the share bike in a designated zone Speed limits for ebikes including share bikes Bike safety standards and disposal requirements for operators

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 25 July 2024

I find share bikes disruptive for cycling and walking in the city of Sydney. People leave them in inappropriate places like footpaths, blocking driveways, in garden bags and in cycleways. E.g. the darling harbour cycleways leading to King St..... I dislike the large numbers of them everywhere and would prefer they operated similar to London or Barcelona with designated parking areas. Please consider regulating them so they aren't dangerous at worst and annoying at best

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 12 August 2024

E-scooters and e bikes need to be kept completely off footpaths They pose a danger to pedestrians , and are a visual blight Their presence on the footpath is discriminatory against the disabled as they limit passage They should only be ridden on the road They should only be parked at dedicated bays also on the road - any found on the footpath should be impounded and the operators fined

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

As there have been injuries caused by people riding motorised skate boards and bikes I believe that any motorized conveyances should come under the same laws as motor bikes or cars. Riders should have to get a licence to ride them particularly children who have not developed the ability to assess their behaviour in riding them. They are dangerous when ridden on footpaths or shared bikeways.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 13 July 2024

Create designated pickup up and drop off locations, this will stop the visual eye pollution, and reduce cluttering to improve the safety of the area. Penalties for bike share companies if the bikes are not returned to designated locations, this is used in other highly populated cities e.g Brazil. Regulate share bikes to cap the numbers across local area governments or the state.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 28 July 2024

I have been living in the Stanmore area for the last few years and every single day there is a new e-bike (particularly the LIME bikes) trashed fallen over on the pathway. My entrance is in a lane and there are always bikes laying broken in my driveway and surrounding streets. More needs to be Done to regulate these bikes. Thank you

Submission
No 302

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 15 July 2024

dear committee, the use of e-scooters and e-bikes on footpaths is an accident waiting to happen. it is hazardous for the elderly, the infirm and small children. pedestrians must be made to feel safe on any pedestrian thoroughfare. even if it were only one in a hundred to be hurt, would you like to be the 'one'. regards

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 17 July 2024

Many of the products under consideration are use limited on purchase, but very easy to modify by owners, such that they then become dangerously fast and non-compliant. If regulation is to be serious, the onus needs to be on the manufacturers to supply products that are compliant and cannot be modified.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 2 August 2024

E-scooters are a cost effective solution for the final step in a commute. I would like to be able to ride to the train station and back, but am currently limited to a car due to the distance. Would be great to find a sustainable way to simplify this area.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 9 July 2024

E scooters have been a bane in suburbs where they are located. They take up precious public spaces for private profit. They are left in places where they present a hazard to pedestrians and are driven in a manner which makes it unsafe to walk or cross roads.

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 16 July 2024

This e-bikes terror needs to stop. They leave the bikes anywhere they please, creating danger for the pedestrians, cars etc. I really appreciate if the council could tackle this problem, they also go very fast on the pathways, blocking the traffic on the roads and acting silly

Submission
No 307

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Electric bikes need a designated docking area, so they do not pose a risk of damaging parked cars, or blocking pedestrian pathways

Submission
No 308

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 10 July 2024

Adopt personal mobility device rules for legal, public use similar to Canberra or Queensland.

Submission
No 309

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 8 July 2024

I think all motorised vehicles should by law have third party insurance

Submission
No 310

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 17 July 2024

Submission is to keep Campbell Street, Waverley free from e bikes.

Submission
No 311

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 11 July 2024

No car space useful to replace my car

Submission
No 312

**INQUIRY INTO THE USE OF E-SCOOTERS, E-BIKES
AND RELATED MOBILITY OPTIONS**

PARTIALLY CONFIDENTIAL

Name: Name suppressed

Date Received: 8 July 2024

Make e-scooters legal in NSW