

**Submission
No 54**

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

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Date Received: 9 July 2024

Submission regarding the use of E-transport, specifically the use of Electric Unicycles (EUC)

I am 78 years old and use and EUC most days in my farming business for transport around my farm home base. It is also used when vehicles are to be relocated around the farm. It can easily be placed in the back of my farm vehicle and ridden back the home base. I would use it to relocate vehicles to other parts of the farm if it was legal on the public road. I admit my use and experience is uncommon and would remain uncommon even if the legislation is changed. I make the point that even at my age this is a very useful and versatile form of personal mobility. When visiting my granddaughter in Canberra it is my main form of mobility.

My granddaughter in Canberra uses hers to go to and from work in the city every day. She does not own a car and never intends to own a car. The combination of the EUC and public transport is very efficient. She can ride to the light rail or bus stop, put the EUC on board beside her seat, then ride again to her destination. I ride with her when in Canberra and see how much better the world will be as such combinations of personal electric transport and public transport become the norm.

As with push bikes at present, and horses in bygone days, there are safety concerns. We learnt to deal with those safety issues by legislation and learning the hard way. We as the public, and you as legislators, can do the same with this technology to gain the benefits and minimize the risks. The type of vehicle is not as important for safety as how it is ridden. Riding any personal vehicle including bicycles, can be danger to the public. Active RFID tracking could be molded into the vehicle at manufacture so that a law enforcement officer would be able to identify the vehicle and registered owner without being close or giving chase.

In regard to those issues, I suggest:

All personal electric transport vehicles coming into the NSW market be fitted with a Radio Frequency Identification (RFID) device so that law enforcement officers can identify the vehicles.

Hire scooters and the like, not be introduced unless they are picked up and left at stations for that purpose. This is the way hire bicycles are managed in London and I presume other places. The litter of E-Scooters in Canberra is not something we should repeat in NSW.

I therefore submit, on behalf of myself aged 78, and my granddaughter aged 18, that:

A move away from the motor vehicle towards personal electric transport can have positive benefits

Risks to the riders and the public can be managed,

That those risks need be no greater than that of bike riding (or for that matter, horse riding).

Dr. Jeff Hoffmann PhD

