

**Submission
No 83**

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

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Share bikes: a good idea on paper: but badly administer and poorly regulated. This is an example of cashed up starts up utilizing govt inertia and legislative loop holes and weaknesses to profit from the use of the "common"

The common is the public space or footpaths that are littered with these bikes. They block footpaths, building entrances. bus stops and myriad other public areas. This is a resource that I pay rates to the council for, which in return I expect to be able to walk on unimpeded. It is not designed as a space for private companies to make money. That is what private property is for. These companies pay nothing for the privilege of leaving these bikes, essentially wherever they like, whereas I pay the council for a parking permit to park on public land. Fair, I think not.

The average commute for work for a Sydneysider is 15K. This would probably be too far for what are essentially ergonomically poorly designed bikes. This begs the question what are these bikes designed for? In the CBD many people are happy to walk and something like half of all trips are made on foot. It would be better to encourage private bike use and provide more incentives to use public transport.

Short of banning them altogether. The following needs to be implemented:

- *There is too many providers. These companies utilize the network effect, whereby they saturate the areas with bikes, to make it easier to find one, which means that there is literally dozens and dozens of them littering the streets, parks etc. This may be achieved by having a business tender to the council for access to the LGA. This is done for a wide range of other services, and if you assume this is a service???, then these companies should pay for the privilege. If it needs legislation get on with it.

- *All bikes must be picked up and left at a designated parking area. No excuses. If they are not then both the company and the rider must incur a penalty. These areas are not to be located in residential streets, as this would be an absolute nightmare for the local residents.

- *As an interim measure prior to designate areas being established bikes must be picked up when they have been sitting unused for a period of 24 hrs. Bikes have been left in my street for weeks. Attempting to contact the companies to have them removed does not work, as phone calls, emails etc do not elicit any response.

- *Many riders use the footpaths, complete with no helmets at considerable speed. This is obviously illegal and very dangerous to a wide range of footpath users. Greater enforcement is required.

- *Limit not only the number of companies operating, but the number of bikes allowed to be distributed by the companies.

- *Please under no circumstances allow e scooters in NSW, as these provide another level of danger above the e bikes.

Although you may argue that this service will help us meet our greenhouse emissions targets, putting that aside, this is an industry that is crying out for legislative controls that have teeth, including the requirement to pay for the use of rate and taxpayers funded amenities