

**Submission
No 95**

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

Name: Mr Robert Carrick

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Attn: Cate Faehrmann, MLC
Committee Chair,
Parliament House,
Macquarie Street, Sydney, NSW, 2000

Submission: Inquiry into the use of e-scooters, e-bikes and related mobility options

Dear Cate,

Cyclists Please Dismount!

I have been a cyclist for most of my life and until recently, the etiquette was that except for shared zones, pedestrians walked on the footpath and cyclists rode on the road.

Sydney City Council has made significant investments in cycleways and bike-racks based on this principle.

Before share e-Bikes, cyclists would dismount and walk bikes across pedestrian crossings or footpaths if they wanted to tie them to a post or a bike rack.

The advent of share e-Bikes has swept this protocol aside.

Share bike riders now think it is ok to ride on footpaths at speed through groups of pedestrians.

This is NOT ACCEPTABLE behavior, and steps need to be taken to change the culture.

Cycleways and distancing rules were conceived before pushbikes became electric motorbikes and after several 'near misses' while walking here in Millers Point, I think it is time for electric bikes to be regulated.

Motorbike owners pay registration fees, and their riders need to be licensed and can be fined for illegally parking or breaking road rules, but none of this seems to apply to electric bikes – and they go just as fast!

Significant investment has been made in cycleways and bike racks across the city and e-Bike owners and their riders should now be contributing and be subject to the same registration, regulation and licensing requirements that apply to motorbikes and motor scooters.

Also, e-Bike riders seem to want to have maximum respect from motorists while freely breaking road rules, riding on footpaths at speed, and not wearing helmets.

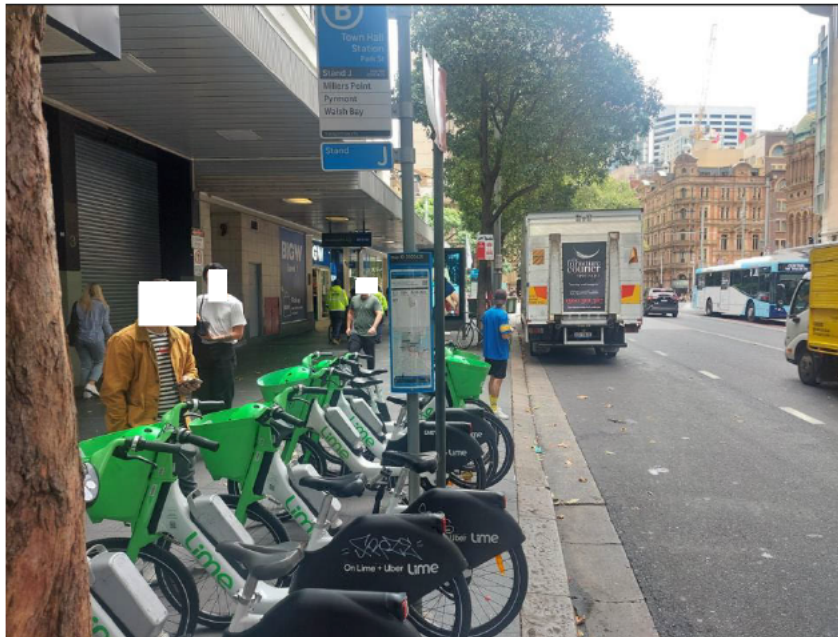
It is also not acceptable for e-Bike operators to simply dump bikes on residential streets, blocking footpaths and creating a trip hazard for the elderly.

Below are a number of photographs of e-Bikes creating hazardous situations:



(Shown above: e-Bikes blocking a pram on the footpath in High Street, Millers Point, NSW, 2000)

Below is another photo of e-Bikes racked up at the bus stop at Park Street in the city, making it difficult for passengers to get on an off the 311, 324, 325, 389 and other buses



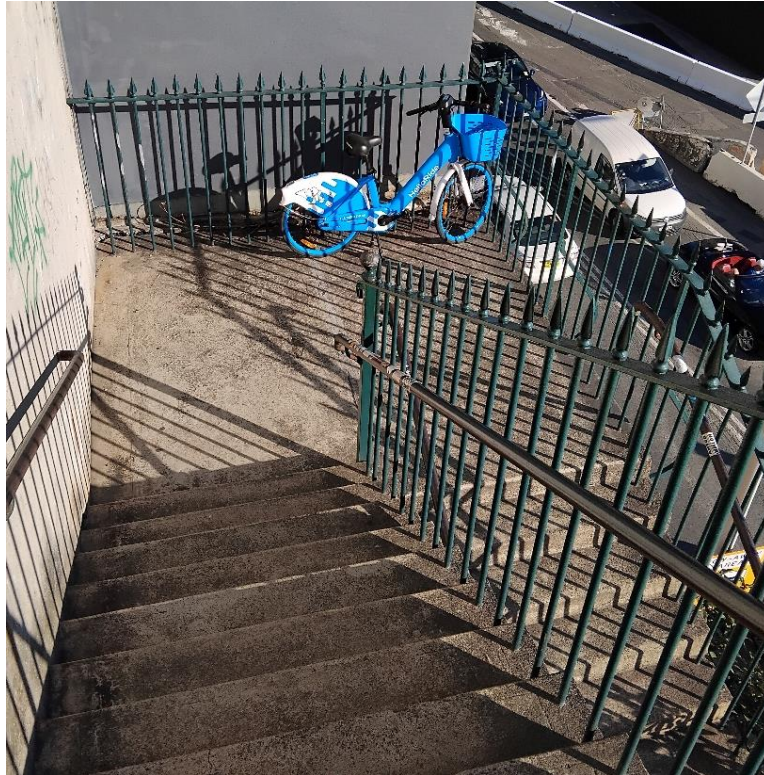
(Shown above: e-Bikes blocking a major bus stop at Park Street, Sydney near Town Hall)

To conclude, bikes that are owned by individual riders are looked after and cared for. Their owners also are familiar with how to handle the bike in traffic, at speed or around pedestrians. e-Bike riders in our area are often hiring bikes while intoxicated and ride without helmets, clutching their mobile phones, often without wearing helmets and flagrantly disregarding road rules.

Any 'green' benefit is offset by the fact that most of these bikes will have a short life and end up in landfill if they are not dumped beforehand – they are unloved.

It is also unacceptable for share bike companies to create business models that can exist only by exploiting loopholes in regulation.

For me the photo below, taken today, of an e-Bike abandoned halfway down the High Steps here in Millers Point, sums it all up – e-Bikes must be regulated.



(Shown above: an abandoned e-Bike at the mid-point on the High Steps in Millers Point. All revved up and no place to go.)

I call for the NSW State Government to regulate electric share bikes in the City of Sydney.

Regards,

Robert Carrick,