

**Submission
No 143**

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

Organisation: Shoalhaven City Council

Date Received: 16 August 2024

SHOALHAVEN CITY COUNCIL SUBMISSION - Friday 16 August 2024 - Inquiry into the use of e-scooters, e-bikes and related mobility options

Energy Management Contractor - Shoalhaven City Council
Shoalhaven Water

6/08/2024

Action No. 3.7 in Shoalhaven Council's adopted Sustainability & Climate Action Plan is to support active and low-emissions transport options for our community. The Lead Team for this action is the Principal Traffic Engineer. E-bikes would fall into low-emissions transport and would therefore be supported by Council in areas "where they are safe" to be used and adhere to the rules.

Principal Traffic Engineer - Shoalhaven City Council
City Futures

29/07/2024

Shoalhaven City Council is broadly supportive of the use of e-scooters, e-bikes and related mobility options as an integral part of future transport options, the problem is that our current standard of infrastructure is not in keeping with a safe and seamless transition to these forms. In principle, Council is also broadly supportive of the points made by Bicycle NSW, in response to the current enquiry. It is not an option to shift e-bikes and e-scooters on to roads to keep pedestrians safe from these forms- because in rural and regional areas- the roads aren't to a standard that can accommodate this. To ensure that a shift to more e-mobility options will be safe and seamless, without passing a huge burden on to Council's, will require an absolute quantum increase in funding for active transport infrastructure, and this needs to happen – ahead of any opening of the flood gates to an expanse of e-mobility forms. Ie the infrastructure needs to be ready to accommodate it. Currently it is not. In the Shoalhaven alone, the current backlog of paths and crossing infrastructure city wide is in the order of over \$235M, and that doesn't include infrastructure that will be provided by the State or through developments (just those projects left for Council to construct to bring our communities up to standard). It also doesn't take into account every location where existing paths may need to be widened to make safe a higher use of e-mobility. And it doesnt take into account road upgrades to make safe the introduction of more e-mobility. In short – the infrastructure backlog is huge, and this needs to be addressed before any flood gates are opened to an expanse in e-mobility forms. The alternative- is that the State Government needs to accept the full responsibility of opening up e-mobility options ahead of infrastructure improvements (if it chooses to do so). There should be no burden on Council's already struggling to deal with the impacts of rising costs and compounding natural disasters. Council's position is to welcome future e-mobiity options, but in the first instance- to welcome an absolute significant increase in active transport infrastructure, from all levels of Government, which is required now to address current active transport infrastructure backlogs, regardless of the pending introduction of more e-mobility.