

**Submission  
No 154**

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

**Organisation:** Liverpool City Council

**Date Received:** 16 August 2024

---

The Director, Portfolio Committee No. 6 Transport and the Arts  
Parliament House, Macquarie Street  
Sydney NSW 2000

Via email: [portfoliocommittee6@parliament.nsw.gov.au](mailto:portfoliocommittee6@parliament.nsw.gov.au)

Dear Director, Portfolio Committee No. 6,

## **Liverpool City Council Submission to Parliament Inquiry on Use of e-scooters, e-bikes and related mobility options**

Thank you for the opportunity to contribute to the Parliament Inquiry on Use of e-scooters, e-bikes and related mobility options, focusing on the issues detailed in the Terms of Reference.

Council supports electrified devices such as e-scooters and e-bikes as part of an integrated transport network with improved transport options that support healthier lifestyles. The availability and use of e-mobility devices support our active transport and integrated transport policy objectives identified in our Community Strategic Plan 2022-2032.

Council provides the following recommendations to encourage and support the use of e-scooters, e-bikes and related mobility options (e-mobility):

1. Implement Sydney-wide enforceable comprehensive regulatory framework
2. Provide safer conditions for e-mobility users by implementation of networks of connected separated cycleways
3. Design, manage and operate the road network to provide safer conditions for e-mobility users including lower vehicle speeds
4. Manage traffic signals to provide safer conditions for e-mobility users
5. Provide safer conditions for e-mobility users through improved vehicle driver behaviour and compliance
6. Provide safer conditions through improved e-mobility user behaviour and compliance.

Detailed comments and recommendations to the Terms of Reference are outlined in the Attachment A. Council requests that the recommendations in this submission are considered and prioritised by the Committee as part of the Parliamentary Inquiry.

Council is committed to Active Transport in all forms and welcomes the opportunity to work with Transport for NSW to trial new micro-mobility transport options in Liverpool Local Government Area to improve accessibility to major transport hubs, stations and growing precincts.

Should you require any further information, please contact

Yours sincerely

**Lina Kakish**  
Director Planning and Compliance

**Customer Service Hub** Yellamundie, Lower Ground Floor, 52 Scott Street, Liverpool NSW 2170

**All correspondence to** Locked Bag 7064 Liverpool BC NSW 1871

**Call Centre** 1300 36 2170 **Email** [lcc@liverpool.nsw.gov.au](mailto:lcc@liverpool.nsw.gov.au)

**Web** [www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au) **NRS** 13 36 77 **ABN** 84 181 182 471

## Attachment A – Terms and Reference response

Liverpool City Council (LCC) supports electrified active transport devices (e-mobility) such as e-scooters and e-bikes as part of an integrated transport network with improved transport options and connectivity and to support active and healthy lifestyles by improving footpaths, cycleways, paths and other infrastructure that promotes and supports active transport. We offer the following detailed comments and recommendations as contributions to the Terms of Reference as outlined below.

### **(a) the current and anticipated role of all three levels of government in enabling and encouraging safe electrified active transport options:**

To enable and encourage the use of e-mobility active transport options, we support the following roles of government:

- Federal government review and update regulations and standards for the manufacture and import of e-mobility devices.
- NSW State government to provide greater support to:
  - implement Sydney-wide enforceable comprehensive regulatory framework
  - implement networks of connected separated cycleways and streets with lower vehicle speeds
  - design, manage and operate the road network to provide safer conditions for e-mobility users including lower vehicle speeds
  - manage traffic signals to provide safer conditions for e-mobility users
  - provide safer conditions for e-mobility users through improved vehicle driver behaviour and compliance
  - provide safer conditions through improved e-mobility user behaviour and compliance.
- Local government to participate in trial projects and collaborate with other levels of government to implement the necessary infrastructure.

### **(b) opportunities to reform the regulatory framework to achieve better and safe outcomes for riders and the community**

The existing regulatory framework is complex and does not support the uptake of e-mobility in a safe and practical way. The following are opportunities to reform the regulatory framework:

- Under the current NSW Road Rule 240(2)(C), it is illegal for a person to travel in or on a wheeled recreational device including electronic scooters (e-scooters), if the device is wholly or partly assisted by means other than human power, on public roads, footpaths, and road related spaces.
- To enable a wide adoption of these e-mobility devices, appropriate infrastructure planning is required such as route planning, widening of existing footpaths, and providing dedicated carriageway (cycleway) for major e-mobility routes.

- Due to increasing popularity of e-scooters, most states in Australia have started trials to assess the safety implication of permitting e-scooters on the public road network. The NSW State Government is operating trials of shared scheme e-scooters to allow e-scooters to be used in trial areas.
- Following the trials, it is recommended that the state government review the trial outcomes and provide further guidance and regulatory framework for permitting uses of e-scooter and e-bikes within public areas.
- Fire and safety guidelines and regulation to e-mobility devices, particularly for the products with lithium batteries.
- Review the overall lifecycle of e-mobility devices including disposals and recycle of these devices.
- The relevant transport legislation and Road Rules are reviewed and updated to encourage and support the use of e-mobility devices.

**(c) local council, industry and stakeholder perspectives on the utilisation and impact of e-mobility devices in the community**

Liverpool Council supports use of e-mobility devices. The Liverpool CBD and developing town centres are viable areas of opportunity for e-mobility use. Council suggests the following overarching principles to encourage safe use of e-mobility:

- Provide safer conditions for e-mobility users by implementation of networks of connected separated cycleways
- Design, manage and operate the road network to provide safer conditions for e-mobility users including lower vehicle speeds
- Manage traffic signals to provide safer conditions for e-mobility users
- Provide safer conditions for e-mobility users through improved vehicle driver behaviour and compliance
- Provide safer conditions through improved e-mobility user behaviour and compliance.

Local business(s) generally supports initiatives to increase foot traffic and business opportunities. However, adequate route planning is required to ensure that uses of e-bikes and e-scooters will not create road safety issues for people walking along footpath. E-scooters have operating speed limit of 25km/h within the trial area for riding on road. Low on-road operating speeds for e-scooter users may result in impatient motorists, verbal abuse or inappropriate driving behaviours and potential road safety risks.

Parking management and ongoing maintenance responsibilities of e-scooter and e-bike operators is a concern.

**(d) opportunities to improve mobility, the customer experience, safety for users and the community**

Network planning is required for operational areas of e-scooter and other e-mobility devices with supporting infrastructure including:

- Route and network planning to improve safety and missing links to cater for uses of e-mobility devices;
- Better integration experience with other transport modes such as train and bus services with price incentives;
- Improve user software for integrated transport services and other place of interests to promote local businesses and community services.
- Public and fast e-mobility charging infrastructure should be considered to ensure safe and convenient charging points as an incentive to increase e-mobility devices used as Active Transport.

**(e) the potential benefits and risks of existing regulatory and policy settings, including the *Roads Act 1993*, Road Rules and Road User Space Allocation Policy and other related legislation regarding safety, traffic, and personal convenience**

Under the current NSW Road Rule 240(2)(C), it is illegal for a person to travel in or on a wheeled recreational device including electronic scooters (e-scooters), if the device is wholly or partly assisted by means other than human power, on public roads, footpaths, and road related spaces.

Technical review and safety assessment are required to the Roads Act 1993, Road Rules and transport management regulations to identify restrictions to permit new e-mobility devices

**(f) the extent that e-mobility devices have positive community benefits such as encouraging mode shift, relieving congestion, addressing social disadvantage and tourism**

E-mobility devices are an enhanced version of devices considered as Active Transport. They have all the community benefits as Active Transport and provide greater opportunity for more people to use Active Transport including encouraging mode shift to more sustainable transport modes and reducing traffic congestion.

The current e-scooter trial is limited to e-scooter providers/operators only. No private e-scooter can be used on a public road. More trials or road safety assessment should be carried out for any personal use of e-scooter device and other e-mobility devices that may be excluded from use on public roads.

**(g) opportunities across government to improve outcomes in regard to e-scooters, e-bikes, and related mobility options**

Application of recommendations provided and further collaboration between TfNSW and local governments for e-mobility network and infrastructure planning and policy and legislation changes to enable the uptake of e-mobility devices.

**(h) best practice in other Australian and international jurisdictions**

Currently under the NSW Road Rule 240(2)(C), it is illegal for a person to travel in or on a wheeled recreational device including electronic scooters (e-scooters), if the device is wholly or partly assisted by means other than human power, on public roads, footpaths, and road related spaces.

E-scooter trials are being carried out in NSW Victoria, Queensland, South Australia and ACT. Learnings can be applied to improve conditions in NSW. For example, in Western Australia, electric scooters or e scooters are classified as Personal Mobility Devices (PMDs). These devices typically have two wheels, are powered by an electric motor, and are designed for one person to stand and operate. Personal Mobility Device laws apply to e scooters & must be followed to legally ride an e-scooter in Perth and the rest of Western Australia. A study is recommended to be carried out to identify any road safety risks if the road rule permits e-scooter or personal mobility devices on public road in Western Australia.

**(i) the economic analysis of e-mobility contribution to safe transport at night for shift workers and women, to mode shift and to first and last mile transport, and**

It is recommended that TfNSW is to prepare an economic analysis based on the current trials in NSW or other states and national and international best practice.

**(j) any other related matters.**

Nil