

**Submission  
No 175**

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

**Organisation:** Committee for Sydney

**Date Received:** 16 August 2024

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August 2024

Dear Portfolio Committee No. 6 - Transport and the Arts

**Re: Use of e-scooters, e-bikes and related mobility options**

We thank you for the opportunity to provide input and evidence to the inquiry into the use of e-scooters, e-bikes and related mobility options.

The Committee for Sydney is an urban policy think tank. We are advocates for the whole of Sydney, focused on developing solutions to the most important problems we face. We are proud to have over 160 members that represent key business, academic and civic organisations across Sydney.

E-scooters, e-bikes and related mobility options are transforming the way people get around. They make it easier, more convenient and more fun to use active transport. There are both private and shared e-mobility options that increase people's options and uptake.

Our submission details:

- Evidence as to how e-mobility is good for all
- Perceptions and reality of safety
- The need for safe infrastructure and slower speed limits
- Recommended actions for all three levels of government to enable and encourage safe e-mobility active transport options – both for private e-mobility and shared schemes
- Specific Road Rules to change
- Case studies of best practice from around the world

Perhaps most critically, micro e-mobility will help decarbonise transport – which is essential to meet our 2030 and 2050 net-zero goals. Transport is the next frontier in the decarbonisation agenda. In 2020 it was responsible for 18% of Australia's greenhouse gas emissions and is the largest emitter behind energy production (34%) and stationary energy (20%)<sup>1</sup>. Road transport accounted for around 85% of transport's total emissions (or about 16% of Australia's total emissions) in 2018<sup>2</sup>.

While policy seeking to reduce road transport emissions has largely focused on transitioning diesel vehicles to electric vehicles, the missing piece is a focus on encouraging and enabling active transport – including private and shared micro e-mobility. Considering more than two million daily car trips in Sydney are less than 2km in length, supporting an increase of e-mobility trips, will result in a significant reduction in carbon emitting transport use<sup>3</sup>.

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<sup>1</sup> [https://www.csiro.au/-/media/Environment/Net-zero/Infographics/CSIRO\\_TransitionsReport\\_Transport.pdf](https://www.csiro.au/-/media/Environment/Net-zero/Infographics/CSIRO_TransitionsReport_Transport.pdf)

<sup>2</sup> <https://www.climatechangeauthority.gov.au/sites/default/files/2021Fact%20sheet%20-%20Transport.pdf>

<sup>3</sup> <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/towards-net-zero-transport-and-infrastructure#:~:text=Australia's%20transport%20sector%20is%20the.largest%20in%20Australia%20by%202030.>



## E-mobility is good for all

Micro e-mobility has more benefits than simply being a cheap, easy and fun way to get around a hot and hilly city like Sydney. E-mobility improves people's wellbeing, is more accessible to women and children, has low to zero carbon emissions, makes streets and roads nicer places to be with less pollution and noisy traffic, is affordable and boosts spending in local economies.

### Health

Public health improvements made by more people using active transport can significantly reduce government expenditure on healthcare and increase people's quality of life. The World Health Organization's Health Economic Assessment Tool (HEAT)<sup>4</sup> has been developed to calculate the economic impacts of increased cycling through reductions in premature mortality.

### Gender

Women are big beneficiaries of e-mobility. A Sydney study<sup>5</sup> found e-bikes make riding more viable and accessible for women, including mums riding with their children, along with school bags or music and sports equipment, to school. E-bikes make hills easy, and journeys feel shorter. The Bicycle Network found women are almost twice as likely to commute on an e-bike as men, with 16% of women riders using an e-bike compared to 9% of men.<sup>6</sup>

A New Zealand study<sup>7</sup> also shows e-bikes make active travel more accessible for women. E-bikes boost women's confidence to ride, make riding more accessible those who are less fit or who perceive themselves to be 'not fit enough'. E-bikes accommodate and are more convenient for women with care responsibilities or who need to travel with kids, shopping, equipment or more.

### Children

Anecdotal evidence from the Northern Beaches Council area in NSW shows a significant uptake in e-mobility – particularly among school students. Walk the streets anywhere in the Northern Beaches just before or after school hours and you will see hundreds of kids getting around on their e-bikes. Research shows that children and teens who ride their bike to school report gains in social participation, self-esteem, relationships with friends and family, as well as increased participation in daily activities<sup>8</sup>. A Dutch study also found that riding to school was linked to increasing grades, with girls benefiting in particular<sup>9</sup>.

Northern Beaches Council is currently undertaking a program – Know the E-Bike Code – to educate riders on bike etiquette in response to community concern about e-bike safety. However, the real safety risk is the lack of safe, dedicated cycling infrastructure and fast traffic speeds that mean most kids ride off the footpath – as is their legal right to do so. Analysis from UNSW City

<sup>4</sup> <https://www.heatwalkingcycling.org/#homepage>

<sup>5</sup> [www.cityofsydney.nsw.gov.au/research-reports/on-the-go-how-women-travel-around-our-city](http://www.cityofsydney.nsw.gov.au/research-reports/on-the-go-how-women-travel-around-our-city)

<sup>6</sup> <https://bicyclenetwork.com.au/newsroom/2024/05/07/new-bike-count-data-shows-women-embracing-e-bikes/>

<sup>7</sup> Wild, K., Woodward, A. & Shaw, C., (2021) "Gender and the E-bike: Exploring the Role of Electric Bikes in Increasing Women's Access to Cycling and Physical Activity", *Active Travel Studies* 1(1).

<sup>8</sup> Schoen, SA, Ferrari, V, & Valdez, A 2022, 'It's Not Just about Bicycle Riding: Sensory-Motor, Social and Emotional Benefits for Children with and without Developmental Disabilities.', *Children (Basel, Switzerland)*, vol. 9, no. 8

<sup>9</sup> Van Dijk, ML et al. 2014, 'Active commuting to school, cognitive performance, and academic achievement: an observational study in Dutch adolescents using accelerometers', *BMC Public Health*, vol. 14, p. 799



Futures Institute found that only 13.5% of high school catchments in the Northern Beaches council area have access to safe cycling infrastructure<sup>10</sup>.

There is no official data to confirm how significant the uptake of e-bikes is in the Northern Beaches, or to understand the age and gender of riders, but the uptake of e-bikes in the Northern Beaches should be celebrated, supported and made safer for kids to ride to school with infrastructure.

### Environment

It is not possible to meet Sydney or Australia's net-zero targets without addressing transport emissions<sup>11</sup>. This means we must shift more trips from the car to active or public transport. A staggering 64% of trips that are less than 2km in Greater Sydney are made by car, 76% in outer metropolitan areas and 81% in regional areas<sup>12</sup>. These short distance trips can easily be made with e-mobility active transport options, which would significantly reduce carbon emissions.

### Business

E-mobility is also good for businesses, high streets and neighbourhoods. Not only is it good for safety – making streets traffic lite places –, it's also good for boosting local businesses and contributing to more vibrant high streets. Research from around the world confirms that:

Cycling has also been found to have a net increase in business, improving local economic performance<sup>13</sup>

The New York City Department of Transport new cycleways on 8th and 9th Avenues in Manhattan correlated with an increase in retail sales of up to 49% in that area<sup>14</sup>

A survey from Dublin showed that retailers on the main inner-city shopping streets systematically over-estimated spending levels of customers travelling by car and underestimated the spending of customers using other transport modes, including cycling<sup>15</sup>

In Copenhagen, cyclists contribute the most to the turnover of the retail sector<sup>16</sup>

A study in Portland also found that Cyclists spend more in the local convenience stores, bars, cafés and restaurants than people who drive<sup>17</sup>

The Austrian Government found that shopping by bike accounts for EUR 2.53 billion per year. Increasing the modal share of cycling by 1% would increase turnover by 0.2% or EUR 87.6 million per year<sup>18</sup>.

While the above statistics are scraped from places that have invested in research that captures the economic benefits of cycling, similar research for Sydney is almost non-existent. Research<sup>19</sup>

<sup>10</sup> Unpublished data. Analysis performed upon request by the Committee for Sydney. Can share detailed maps on request

<sup>11</sup> <https://sydney.org.au/wp-content/uploads/2022/08/Committee-for-Sydney-Decarbonising-Sydney-August-2022.pdf>

<sup>12</sup> [https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future\\_Transport\\_Strategy\\_0.pdf](https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future_Transport_Strategy_0.pdf)

<sup>13</sup> <https://www.cambridge.org/core/books/politics-of-cycling-infrastructure/safety-risk-and-road-traffic-danger-towards-a-transformational-approach-to-the-dominant-ideology/B427C3FDD69247B58704AB0BBF8563B9>

<sup>14</sup> <https://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

<sup>15</sup> O'Connor, D., Nix, J., Bradshaw, S., Shield, E. (2011). Shopping Travel Behaviour in Dublin City Centre. ITRN2011, University College Cork, Cork

<sup>16</sup> Kästrup M. (2013). Are cyclists good customers, City of Copenhagen

<sup>17</sup> Clifton et al (2012). Business Cycles – catering to the cycling market, Transport news 280, 2012: 26-32

<sup>18</sup> Lebensministerium Österreich (2010). Studie Radfahren und Einkaufen. Potentiale des Fahrrads für den Einzelhandel in Österreich

<sup>19</sup> Rissel, C et al. 2013, 'Evaluating the transport, health and economic impacts of new urban cycling infrastructure in Sydney, Australia—protocol paper', *BMC public health*, vol. 13, pp. 1–8



that cites a 2010 AECOM study commissioned by the City of Sydney which found that the Inner Sydney Regional Bicycle Network had a high cost-benefit ratio of 3.88:1. More research into the economic benefits of cycling for Sydney is needed.

We Ride Australia has found that the economic contribution of the Australian bicycle sector is \$16.9 billion, that up to 514,096 tonnes of CO2 emissions have been avoided due to cycling, and that the total spend on cycle tourism in Australia in 2022 was \$1.88 billion<sup>20</sup>.

## Perceptions versus reality of safety – demonstrating the need for safe infrastructure and speeds

Unfortunately, due to the lack of adequate and safe active transport infrastructure across NSW, as well as a lack of data on uptake, e-mobility can be perceived as unsafe or illegitimate by some in the community.

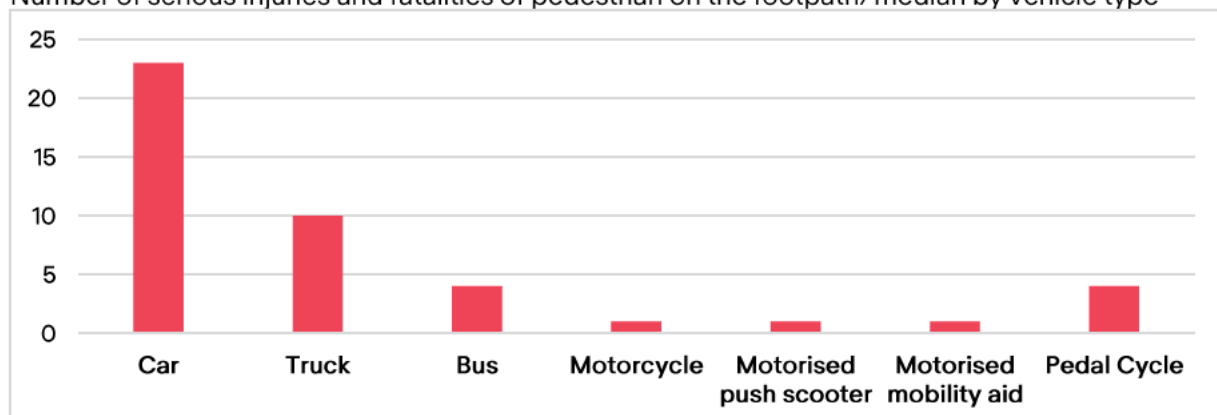
This sentiment largely centres around safety concerns, for both people using e-mobility devices and people walking on footpaths. Lack of dedicated cycleways – that would enable and encourage safe e-mobility use – along with fast traffic speeds mean that people often ride on the footpath to preserve their personal safety. In our view, this is a fault of Government, not people who use either private or shared e-mobility options.

People riding, or parking, e-mobility devices on the footpath has raised further concerns for the safety and mobility of people walking on the footpath. This concern is fair but could be abated by better infrastructure for cycling and scooting – where there is parking available in the kerb lane, along with a network of dedicated cycleways and slow streets. If people have the option to ride in a dedicated bike lane they won't be tempted to ride on the footpath for their own safety.

Furthermore, there is a lack of awareness from government and the community that people walking on the footpath have a far higher risk of being hit by a person driving a car or truck, than a person on a bike or scooter. NSW Crash data confirms this.

### People walking on the footpath are far more likely to be seriously injured or killed by a car or truck than by a bike

Number of serious injuries and fatalities of pedestrian on the footpath/median by vehicle type<sup>21</sup>



<sup>20</sup> <https://www.weride.org.au/>

<sup>21</sup> <https://opendata.transport.nsw.gov.au/dataset/nsw-crash-data/resource/1eba48dd-fa46-4de7-93f7-c33fb18e293b>



Committee  
for  
Sydney

If the government is serious about pedestrian and cyclist safety and a zero-death toll on roads it is critical that the default speed limit lowered, along with delivering safe active transport infrastructure. There is clear evidence that slowing streets down comes with significant improvements for our community's safety. If a person walking on the footpath is hit by a person driving a car at 50km/h, there is a 90% chance of death. At 40km/h, this chance drops 40% and at 30km/h it's 10%<sup>22, 23, 24, 25</sup>.

It's also important to note that riders, particularly women and gender diverse people, not only need to consider safety from traffic, but also safety from sexual violence and harassment. A Melbourne study<sup>26</sup> found:

- female cyclists are twice as likely to be abused or harassed on the roads
- drivers are significantly more likely to pass dangerously close to women than men
- 27.7% of women and gender diverse riders feel unsafe when riding in Melbourne and 15.1% are intimidated
- 37.9% of those who reported experiences relating to cycling, believe that sexism is the biggest motivation behind incidents of harassment or sexual assault they experienced, with 12.2% riders who indicated they would stop visiting the area as a result.

The good news is, the community's perception that e-mobility is unsafe can be addressed by the various roles of government outlined in section one of this submission – particularly by delivering more active transport infrastructure.

## Recommended actions for all three levels of Government

Actions that enable and encourage *private* electrified active transport also support the use of *shared* electrified active transport.

However, State and Local Government play a more specific role in enabling and encouraging shared electrified active transport schemes – so the two have been separated for clarity.

| Recommended actions to support and enable e-mobility options |              |                                  |   |
|--|--------------|----------------------------------|---|
| Government   | Intervention | Action                           | Why?  |
| Federal  | Policy       | Set a national mode-shift target | To encourage State and Territory Governments to invest in better active and public transport infrastructure and services, the Federal Government should set a national mode-shift target – there should be two distinct targets, one for metropolitan areas and one for regional and remote areas. Funding incentives should be used to accelerate the shift. |

<sup>22</sup> <https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>

<sup>23</sup> <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Pedestrian%20Safety.pdf>

<sup>24</sup> [https://www.victoriawalks.org.au/safe\\_speed/](https://www.victoriawalks.org.au/safe_speed/)

<sup>25</sup> <https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/speed-management-manual.pdf>

<sup>26</sup> <https://www.bicyclenetwork.com.au/wp-content/uploads/2022/07/Shes-A-Crowd-BN-Synopsis.pdf>

|         |                                 |  |  |
|---------|---------------------------------|--|--|
| Federal | Funding                         | <b>Fund dedicated cycling infrastructure as a priority</b>                       | State and Territory strategic cycleway networks should be included on the Infrastructure Australia Infrastructure Priority List, with associated funding.  |
| Federal | Regulation and enforcement      | <b>Enforce e-mobility device standards</b>                                       | While Federal Government has set legal standards for e-bikes and e-scooters in Australia, this has not been adequately enforced. Federal Government needs to ensure banned devices – that have unsafe batteries, uncapped speeds, or e-bikes that are not pedal-assist – do not enter the country.   |
| Federal | Funding                         | <b>Subsidise the purchasing of e-mobility devices</b>                            | E-bikes and e-scooters can be cost prohibitive for some to buy, especially for mothers who may want to buy a cargo bike that can carry kids and bags. To help enable and encourage people to purchase e-mobility devices the Federal Government should subsidise costs, just as is done to incentivise the uptake of electric cars.  |
| Federal | Data collection and publication | <b>Collect and publish more data relating to active transport and e-mobility</b> | Federal Government should collect and publish data on: <ul style="list-style-type: none"> <li>• mode-share for all trips</li> <li>• the number of e-bikes and e-scooters imported into the country each quarter and each year</li> <li>• number of bicycles, scooters, e-bikes and e-scooters owned per dwelling</li> </ul> This will help to understand use, help develop public campaigns, and help in funding and policy decisions. |
| State   | Legislation                     | <b>Set a mode-share target</b>   | In the absence of a national mode-share target, or in-line with one, the NSW Government should legislate a mode-share target to incentivise Transport for NSW and the Department of Planning, Housing, and Infrastructure to enable and encourage a greater share of trips to be taken by active or public transport.  |
| State   | Legislation                     | <b>Review and amend the Roads Act 1993 and the Road Transport Act 2013</b>       | This legislation needs to be amended to better reflect the needs of all road users and to align with Transport for NSW's strategic direction. Critically, this means legislation prioritises people walking and riding – as per recommendations in the Road User Space Allocation Review <sup>27</sup> .   |

<sup>27</sup> <https://www.transport.nsw.gov.au/system/files/media/documents/2024/Road-User-Space-Allocation-RUSA-Review-Report-v1.0.pdf>

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|-------|--------------------|--|---|
| State | Regulation         | <b>Update the Road Rules</b>   | Road rules should be updated to increase the safety of people using active transport. See below for detailed breakdown of which rules should be amended and how.  |
| State | Technical guidance | <b>Review and update all road-related technical guidance documents</b>     | Many technical guidance documents are outdated and do not align with Transport for NSW's strategic direction. This means that despite the best intentions of policy, cars are still being prioritised over people walking and riding due to old RMS guidance documents for street and road design.  |
| State | Funding            | <b>Prioritise and fund the delivery of the strategic cycleway network.</b> | Road space reallocation, to enable and encourage safe active transport, is critical. The NSW strategic cycleway network has been indicatively planned, and it must now be prioritised for delivery. This will require a coordinated approach with Local Council, but the NSW Government needs to take the lead and deliver cycling infrastructure on key State roads. |
| State | Funding            | <b>Set up a grant program to fund local cycleway networks.</b>             | Currently many Local Councils use the small pool of funding available through Get NSW Active to help deliver cycling infrastructure – which enables and encourages safe active transport, including e-mobility. There should be a dedicated grant program for Local Council cycling infrastructure.   |
| State | Regulation         | <b>Make the Temporary delegation to councils<sup>28</sup> permanent</b>    | This will make it easier and quicker for Local Councils to deliver more cycling infrastructure. This could be done as part of a Roads Act review and associated amendments – as per the Road User Space Allocation Policy review <sup>29</sup> .  |
| State | Data sharing       | <b>Publicise a state-wide cycleway network map</b>                         | An online interactive cycleway network map can help enable and encourage people to use safe active transport as they're able to map their journey. Cities around the world and in Australia, like London and Brisbane, do this.   |

<sup>28</sup> <https://www.transport.nsw.gov.au/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups-0>

<sup>29</sup> <https://www.transport.nsw.gov.au/system/files/media/documents/2024/Road-User-Space-Allocation-RUSA-Review-Report-v1.0.pdf>



|       |            |   |   |
|-------|------------|---|---|
| State | Regulation | <b>Lower the default speed limit</b>  | <p>To make it safer for people to ride on streets and roads where there is no dedicated cycling infrastructure, the NSW Government should lower the default speed limit to 30km/h. The default speed limit applies “on roads where there’s no speed limit sign in areas with street lights and buildings next to the road less than 100m apart”<sup>30</sup>.</p> <p>Evidence from around the world is clear that 30km/h speed limits encourage more people to walk, scooter and ride their bikes, creating safer streets and accelerating local economies – all important for Sydney’s future. slower streets are key to being a major international hub. For example, London, Tokyo, New York, Paris and Auckland, among others, have all implemented 30km/hr streets. In the world’s first scientific study of city-wide 30km/hr speed limit benefits<sup>31</sup>, results from 40 different cities (including Paris, London, Brussels and Zurich) found that on average, the implementation of 30 km/h speed limits in European and UK cities demonstrated:</p> <ul style="list-style-type: none"> <li>• a 23%, 37%, and 38% reduction in road crashes, fatalities, and injuries, respectively</li> <li>• carbon emissions decreasing by 18% on average</li> <li>• noise pollution reduction by 2.5 dB</li> <li>• fuel consumption reducing by 7%, indicating enhanced fuel efficiency and reduced environmental impact.</li> </ul> <p>The Government has a ‘Toward Zero’ road deaths initiative, as well as net zero by 2050 carbon emission commitments. Slower road speeds significantly aid both objectives.</p> |
| State | Regulation | <b>Set NSW e-mobility standards that mirror other states and the national standards</b> | <p>This means allowing the use of any e-mobility device (bike or scooter) that is allowed to be imported into the country on public roads and footpaths. E-scooters should be subject to the same regulations as e-bikes and bicycles. This means allowing e-scooters on roads and cycleways, just like e-bikes and bicycles. People under 16 years of age should be allowed to ride on the footpath and may be accompanied by an adult.</p>  |

<sup>30</sup> <https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/safe-driving/speed-limits-and-cameras/speed-limits>

<sup>31</sup> <https://www.mdpi.com/2071-1050/16/11/4382>

|       |                                 |  |   |
|-------|---------------------------------|--|---|
| State | Funding                         | <b>Subsidise the purchasing of e-mobility devices</b>                            | E-bikes and e-scooters can be cost prohibitive for some to buy, especially for mothers who may want to buy a cargo bike that can carry kids and bags. To help enable and encourage people to purchase e-mobility devices the NSW Government should subsidise costs, just as is done to incentivise the uptake of electric cars.   |
| State | Education campaign              | <b>Educate on e-mobility device standards and safe use of e-mobility devices</b> | Government should lead on an awareness and education campaign about e-mobility device standards, safe use, and the many benefits of e-bikes: environmental, economic, health, community. The policing of e-mobility device standards, and the safe and legal use of e-mobility devices, should be done carefully. E-mobility device standards and use-laws are relatively new and opaque to the public. Policing should be educational, where police work to warn and notify individuals who are using illegal devices, or riding illegally, with the intent to educate first, not charge or fine. It is critical that policing does not disincentivise or discourage active transport options. |
| State | Regulation                      | <b>Review traffic offence fines</b>  | Make fines consistent with the level of danger from the offence to others.  |
| State | Education                       | <b>Include bike and scooter riding in the school curriculum</b>                  | Develop school programs that teach kids how to ride bikes, e-bikes, scooters and e-scooters, along with teaching the relevant road rules.   |
| State | Data collection and publication | <b>Collect and publish more data relating to active transport and e-mobility</b> | State Government should collect and publish more data on: <ul style="list-style-type: none"> <li>• mode-share for all trips</li> <li>• traffic unit at fault in crash data</li> <li>• number and kilometres of cycleways</li> <li>• usage of shared mobility schemes.</li> </ul> This will help to understand use, help develop public campaigns, and help in funding and policy decisions.   |
| Local | Infrastructure delivery         | <b>Deliver cycling infrastructure</b>  | This includes both cycleways, to enable and encourage safe active transport, as well as parking infrastructure for e-bikes, e-scooters, as well as regular bikes and scooters, in the kerb lane. This will reduce clutter on the footpath and enable and encourage more people to use active transport for more trips.  |

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| Local | Infrastructure delivery and regulation | <b>Implement a suite of traffic calming measures on local roads</b>              | This can include measures such lowering speed limits, creating more shared zone streets, delivering more wombat crossings and removing roundabouts.  |
| Local | Education                              | <b>Offer community programs that teach adults how to ride bikes</b>              | e-bikes, scooters and e-scooters, along with teaching the relevant road rules.   |
| Local | Data collection and publication        | <b>Collect and publish more data relating to active transport and e-mobility</b> | Local Councils should collect and publish more data on: <ul style="list-style-type: none"> <li>• cycleway counts (of all types of users, including type of device and gender of rider)</li> <li>• sentiments of bike, e-bike, scooter and e-scooter users</li> <li>• sentiments about bikes, e-bikes, scooters and e-scooters of potential users and the community</li> </ul> This will help to understand use, help develop public campaigns, and help in funding and policy decisions. |

| <b>Recommended actions to support and enable <i>shared</i> e-mobility schemes</b> |                            |                          |  |
|---|----------------------------|--------------------------|--|
| <b>Government</b>   | <b>Intervention</b>        | <b>Action</b>            | <b>Why?</b>  |
| State   | Regulation and procurement | <b>Approve operators</b> | NSW Government should require and shared e-mobility operator to be approved, to ensure safety and service standards of devices and the operation are met – such as speed limited devices, geofencing capability, maintenance capability and a variety of available models for all types of users. Operators should have to prove they are able to meet these standards. These standards should be broad and flexible, as shared e-mobility schemes are constantly evolving with new technology. For example, a new market entrant in Australia, Ario, has e-mobility devices that can self-park if parked illegally, and that can identify if a helmet has not been returned to the device – enabling them to fine the member who did not return it. |

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| State | Policy                     | <b>Work with operators to develop a code of conduct</b>                       | This should set out expectations of operation. For example, operators may have to agree that complaints are responded to within a certain amount of time, that devices can be moved within a certain amount of time if necessary, and that they adhere to any Local Council policies that may include speed limits or geofenced areas. Once in operation, if they do not adhere to this code of conduct they could be fined and ultimately have their approval to operate revoked.  |
| State | Data access and regulation | <b>Provide Local Councils with aggregated data on shared mobility schemes</b> | Local Councils require access to aggregated data platforms of shared mobility schemes, such as Ride Report or Populus, in order for Councils to be able to regulate operators – as it allows them to ensure they've met the code of conduct. For example, such data can help Councils see if e-mobility devices have been dumped, where that is, and which operator. This allows Councils to follow up with local complaints as well as the relevant operator.  |
| State | Technical guidance         | <b>Provide technical guidance for shared mobility schemes</b>                 | NSW Government should provide technical guidance documents to Local Councils for all shared mobility schemes – including shared micro e-mobility and carshare. Technical guidance is required to ensure a uniform approach to the provision of shared mobility across Local Council boundaries – so that potential and existing users have the same experience and opportunity to utilise shared mobility no matter where they live.<br><br>Technical guidance should include: <ul style="list-style-type: none"> <li>• Design standards of shared mobility hubs in the kerb lane – where streets may have one car parking space for shared bikes and scooters, next to one car parking space for a carshare vehicle.</li> <li>• Design standards of docked shared micro-mobility parking, as well as dockless shared micro-mobility parking. For shared e-mobility bikes and scooters, parking can be as simple as an existing car parking space in the</li> </ul> |

|       |                |  |  |
|-------|----------------|--|--|
|       |                |  | <p>kerb with signage indicating it is only for shared micro-mobility devices.</p> <ul style="list-style-type: none"> <li>• Desirable locations for shared mobility parking, to ensure safety and uptake by all genders. This means prioritising locations that are well-lit, on active streets, and close to public transport.</li> <li>• Principles for what areas should be geofenced. Ideally geofencing should be used to stop shared e-mobility devices from being used in unsafe locations, such as on motorways or in canals. Dockless shared e-mobility devices should be able to traverse Local Council boundaries. Geofencing could also be used to slow riders in certain locations.</li> </ul> |
| State | Legislation    | <b>Update Road Rules to enable on-street parking for shared e-mobility schemes</b> | To facilitate on street bike share parking change road rule 166, relating to application of [Parking] Part to bicycles to append "This Part does not apply to a bicycle that is parked at a bicycle rail or in a bicycle rack" with "or designated bike parking area." See below for more recommendations on road rules to change to enable and encourage safe active e-mobility.  |
| Local | Policy         | <b>Create policies for shared mobility schemes</b>                                 | Policies should set out requirements for geofencing within the LGA, prohibiting riding in certain areas – like on motorways or in canals – and/or setting speed limits in certain locations.   |
| Local | Infrastructure | <b>Deliver on-street parking for shared micro mobility schemes</b>                 | On-street parking in the kerb lane will reduce clutter on the footpath, improving safety for all. Kerb shared micromobility parking should follow State technical guidance, which should outline desirable locations for shared mobility parking, to ensure safety and uptake by all genders. This means prioritising locations that are well-lit, on active streets, and close to public transport.   |

## Specific road rules to change

Queensland recently updated their Road Rules to have greater safety considerations for people riding bikes or e-mobility devices. The Australian Road Rules 14th Amendment Package<sup>32</sup> also made recommendations to update road rules to have greater consideration of the safety of people riding bikes or e-mobility devices, but these have not been adopted in NSW.

Below are a number of detailed recommendations for updated the NSW Road Rules to improve the safety and consideration of people riding bikes or e-mobility devices.

| Road Rule Number               | What to append or remove   | Why  |
|--------------------------------|--|--|
| 64, 65, 72, 73, 74, 75, 80, 81 | Change road rules relating to give way to append "any pedestrian" with "or any rider of a bicycle or a personal mobility device".  | Essential for the safety of riders.  |
| 129                            | Change road rule relating to keeping to the far left side of the road, to append "(2) this rules does not apply to the rider of a motor bike" with "or bicycle or personal mobility device".   | Essential for the safety of riders.  |
| 111                            | Change road rule relating to entering a multi-lane roundabout, by adding an exemption to subsections (2)(b), (3) and (5).  | Essential for the safety of riders.  |
| 148                            | Change road rule relating to giving way when moving from one marked lane or line of traffic to another, to specifically include bike lanes, so that it is clear drivers must give way to bicycles travelling in the bike lane they are entering. | Essential for the safety of riders.  |
| 250-1                          | Remove road rule "Minister can Gazette footpaths where cycling by children under 12 is prohibited".  | Essential for the safety of children. It would be unsafe to force children under 12 (such as 10 years old, or under) to cycle on the road. TfNSW says children under 10 are not allowed to cross the road without holding an adult's hand. Rule 252 already covers "No bicycles" signs which have the same effect. |

<sup>32</sup><https://www.ntc.gov.au/sites/default/files/assets/files/Australian%20Road%20Rules%2014th%20Amendme nt%20Package%20Explanatory%20Document%20-%20January%202023.pdf>

|            |  |  |
|------------|--|--|
| 141        | Change road rule relating to passing on the left. Add new section (2)(A) "(3) A driver must not overtake a bicycle and turn left without five seconds of using the left indicator after making the pass". This is consistent with road rule 46 which says that a driver must give a change of direction signal for long enough to give sufficient warning to other drivers and pedestrians and in 46(3) specifies 5 seconds. | Essential for safety. So a driver about to turn left cannot pass a bicycle rider and immediately pull left.  |
| 247        | Remove road rule relating to riding in a bicycle lane.   | To improve the safety of riders. The rule is impracticable and dangerous, and misunderstood and misapplied even by police (they regularly apply it on a bicycle path, where it doesn't apply). It encourages riding in the door zone, the most dangerous part of the road.   |
| 48         | Change road rule relating to giving a right change of direction signal. Append "(5) this rule does not apply to (a) the driver of a tram..., or (b) the rider of a bicycle making a hook turn" with "or (c) the rider of a bicycle if the road conditions make it unsafe to indicate".   | To improve the safety of riders. A steep downhill grade and/or uneven surface can make it unsafe to take a hand off the handlebars and off the brake.  |
| 166        | Change road rule relating to application of [Parking] Part to bicycles to append "This Part does not apply to a bicycle that is parked at a bicycle rail or in a bicycle rack" with "or designated bike parking area."   | To facilitate on street bike share parking.  |
| 33 (3) (b) | Change road rule relating to making a right turn to append "turns into the left of the centre of the road the driver is entering, unless the driver is entering a one-way road" with "or unless the rider of a bicycle can safely make the turn into a bicycle path or shared path".   | To fix untenable anomaly. Currently you can only legally turn into a road, to the left of the centreline. But a rider may be turning into a nearside (right of centreline) bicycle path or shared path. Currently illegal to, for example, travel south on Kent Street cycleway and turn right into King Street cycleway, which is the design intent. Or south on Belmont Street into Huntley Street cycleway. |

|                           |  |   |
|---------------------------|--|---|
| 254                       | Change road rule relating to being towed to reflect the actual intent of the rule, by specifying "motor" vehicle:<br>"(1) A person must not ride on a bicycle that is being towed by <del>another</del> a <i>motor</i> vehicle" and (2) "The rider of a bicycle must not hold onto a <i>motor</i> vehicle...". | To fix untenable anomaly. This is so that it is not illegal for a parent to tow/push their child on a bike or scooter.  |
| All road rules in Part 15 | Append all road rules "for bicycles" with "and personal mobility devices".   | To fix anomaly. To include all personal mobility device options.  |
| 248(2)                    | Change road rule to allow bicycle riders to cross a signalised crossing using the green pedestrian light if there are no bicycle crossing lights.  | To save TfNSW money and time on the rollout of the bike network across Greater Sydney, especially for shared paths in areas of low walking and cycling.   |
| 256                       | Change road rule so that bicycle helmets for adults are only compulsory on roads where the speed limit is 40km/h or more, so that helmets are optional for adults on bike paths, shared paths and low speed roads. On a 2-year trial basis with a sunset clause.   | To reduce friction for cycling trips and build a healthier population. Cycling UK found that: <ul style="list-style-type: none"> <li>• Those who cycle regularly enjoy life expectancy two years above the average</li> <li>• The Government endorsed estimates that health benefits outweigh the risks of cycling on roads by a factor of 20:1</li> <li>• Given the 20:1 ratio, telling people to wear helmets would result in a net increase in early deaths (due to physical inactivity etc.) if more than one person were deterred from cycling for every 20 who continue, even if helmets were 100% effective at preventing ALL cycling injuries (i.e. not just head only injuries)<sup>33</sup>.</li> </ul> |

<sup>3333</sup> [https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence\\_cuk\\_brf\\_0.pdf](https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence_cuk_brf_0.pdf)



## Best practice in other Australian and international jurisdictions

### London – encouraging and enabling active travel

- Cycle Superhighways (where a dedicated street network only allows people access on foot, bike, scooter or bus)
- Signalised traffic lights for bikes on dedicated cycleways
- Public maps of bike infrastructure
- On-street shared e-mobility parking for docked and dockless schemes
- Mode-share target tied to executive pay
- Healthy Streets framework embedded in all GLA departments and agencies
- 20m/h default speed limit.

### Paris – encouraging and enabling active travel

- More than 1,000km of cycleway delivered in under five years to meet decarbonisation targets
- Shared bikes are allowed to park in dedicated 'velo' (bike) in-kerb bays, or at any bike rack
- The proportion of people who ride a bike now more than doubles those who drive in central Paris
- Streets near 300 Paris schools have gone car-free, making students' journeys to class safer while providing a natural space for outdoor activities and socializing before and after school.

### Copenhagen – encouraging and enabling active travel

- Copenhagen has not only built cycling infrastructure, but also a culture of cycling. They have achieved this by incorporating cycling educate, safety and training from a young age, throughout a child's schooling years:
  - Danish schools incorporate cycling education through games that teach collision avoidance and safe dismounting techniques
  - Preschoolers in Denmark participate in cycling activities and games to build cycling skills from a young age
  - Traffic playgrounds in Denmark simulate real-world cycling conditions, helping children learn about traffic rules and safety in challenging environments.

### Brisbane – encouraging and enabling active travel

- Significant investment in dedicated cycleways
- Public cycleway bike counters
- Bridges dedicated to public and active transport.



### Taipei – 'YouBike' bike-share service

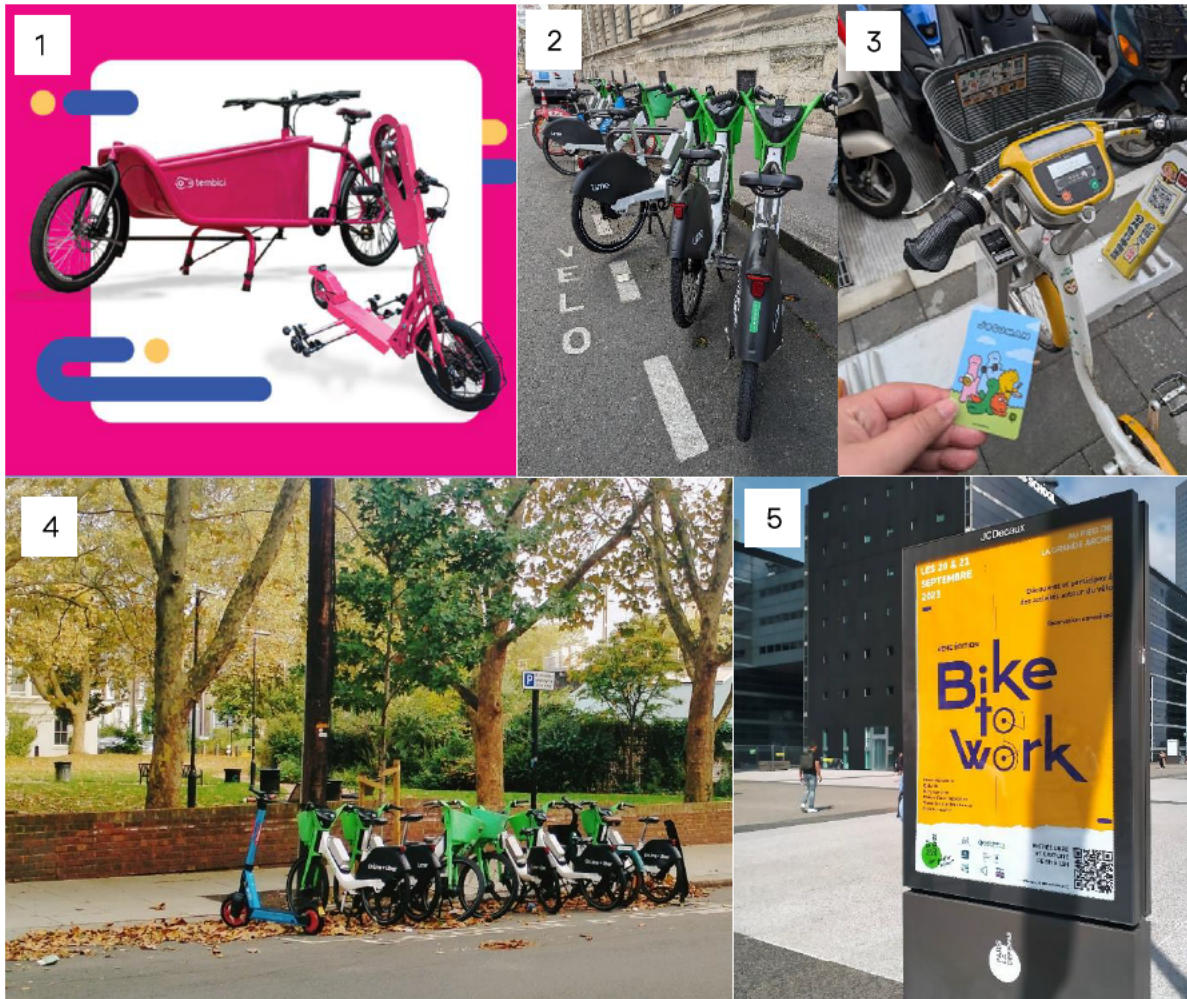
- Bike share service offered by the Taipei City Department of Transportation
- Affordable and easy for locals and tourists to use
- Conveniently integrated with the metro, but allowing you to use your transport card to use the system (credit cards are also easy to use)
- Taipei has a system of wide, generous shared paths.

### Barcelona – 'Bicing' bike-share service

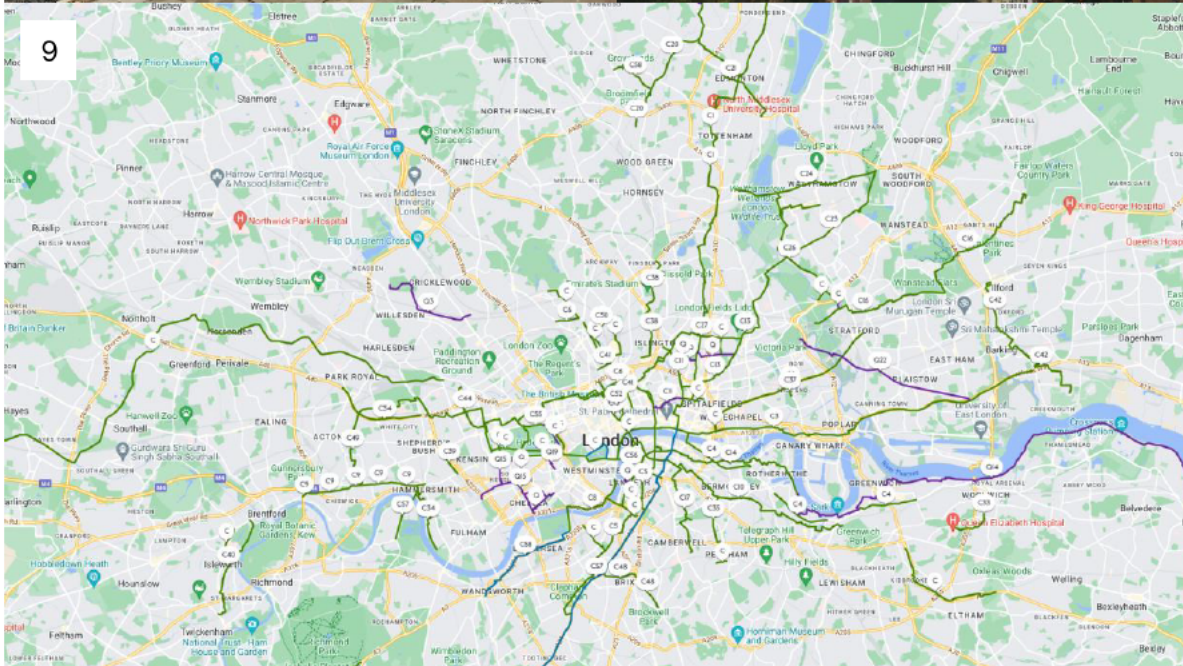
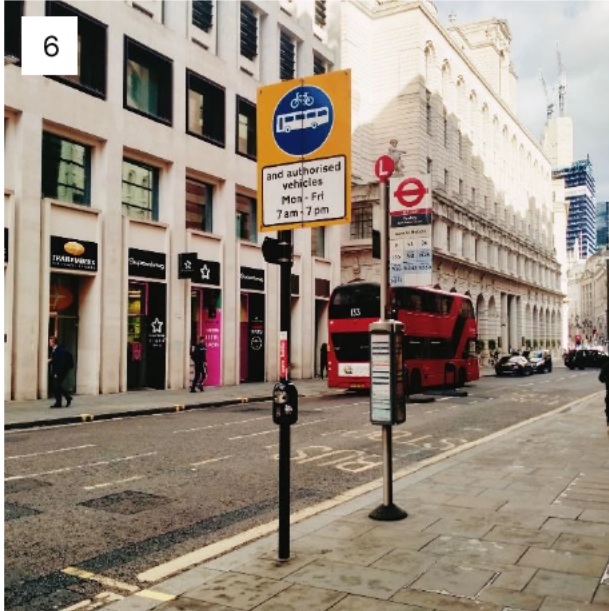
- Barcelona introduced paid parking throughout the city in 2005
- At the same time, a mobility fund was set up to capture surplus revenue from parking – around €12 million per year – to pay for active transport improvements
- The fund is now used solely to finance Bicing, the city's public-private bikeshare service, which was established in 2007
- Barcelona has converted more than 1,000 on-street parking spaces into Bicing stations
- In the first three years of Bicing's service, the city installed an extra 150 kms of bike paths
- Before Bicing, there were roughly 30,000 bike trips in Barcelona each day, three years after the service was established there were roughly 100,000 bike trips per day, with just under half via Bicing.

### Bogota – 'Tembici' bike-share service

- Covers a 27 km<sup>2</sup> area with 3,000 bikes, serving 81,000 users monthly
- Offers affordable, accessible options for all residents, regardless of physical abilities, age, or gender
- Provides a variety of bikes, including cargo bikes, attachable child seats, hand-bikes for wheelchairs, and e-bikes for longer distances. Low-income residents receive a 20% discount
- Engaged over 425 individuals, 54% women, during planning to address gender gaps in bike use. This resulted in 100+ gender-sensitive recommendations, including optimal bike design and features for care-related journeys.



1. Bogota's shared cargo and hand pedal bikes
2. Paris' on-street parking for shared bikes
3. Bogota's shared cargo and hand pedal bikes
4. London's on-street parking for shared bikes and scooters
5. Paris' bike to work public campaign



6. London's bike and bus only streets (enforced with cameras)

7. London's 20m/h speed limit

9. London's cycle superhighway network



Thank you again for the opportunity to provide evidence and input to the inquiry into the use of e-scooters, e-bikes and related mobility options. We would be happy to provide further information or assistance if requested.

Yours sincerely,

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