

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

**Name:** Name suppressed

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Partially  
Confidential

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**SUBMISSION for the Parliament of NSW inquiry into and report on the use of e-scooters, e-bikes and related mobility options.**

Submission lodged via <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/lodge-a-submission.aspx?pk=3052>

An NSW Parliamentary Inquiry has now been established into the use of e-scooters, e-bikes and related mobility options, which gives us all an opportunity to push for the changes that are urgently required.

Thank you for considering the public's on-the-ground lived experience and genuine requests in relation to the use of e-scooters, e-bikes and related mobility options. All of which are useful and sustainable means of transport for many people.

Personally, I am a city pedestrian prominently transport person, train and light rail and buses are a secondary transport option. All of which I do/use for work, groceries and living life, I choose not to own a car.

We support all Cities Majors commitments to creating their city for walking and cycling as a key part of their body of work to improve liveability and to address the climate emergency. It reduces emissions, makes it easier for people to walk and ride is also good for business and our community's health.

I trust that writing this submission helps myself and others like me which have been holding off on buying an e-bike or e-scooter. Instead choosing to wait for uniform (same all across NSW Cities) enforceable legislation, education/marketing of legislation, plus policy for multi-modality parking and charging stations to be in place that makes everyone safer and the streets cleaner (air and dumped bikes pollution). And Cities planning with NSW Government to manage road / footpath / cycle paths networks better together!

In my role as a pedestrian, I am seeing a massive increase in nuisance behaviour (riding in pedestrian only areas, ignoring traffic signals, sudden stops and speeding, while using e-bikes and related mobility options. I have witnessed several people fall off while using light electric vehicles. I have witnessed pedestrians being crashed into by light electric vehicles. I recently learnt of the tragic death of a pedestrian directly related to injuries from being hit by a light electric vehicle (St Vincent's Hospital, Darlinghurst).

Light e-vehicles parked on mass on the residential streets surrounding / shared with a casino's, large sports clubs, and other large drinking establishments in my personal experience has caused groups of parked light e-vehicles to be damaged on mass (anger/bad behaviour/intoxication/drugs), many times over. What a waste of money!

We understand, it's not practical to have a docking station at every popular street corner for electrically assisted bikes, scooters and vehicles.

To achieve long-term sustainability:

Will the NSW Government consider Smart Stations? And ensure our Council's collaborate?

Will NSW Government with City Councils take a State wide approach to the implementation of parking/charging facilities (Smart Stations), with access by payment/access card and CCTV cameras in place?

**Exemplary World-Wide E-transport for City Inspiration Links:**

PBSC E-Bike Sharing Schemes in 15+Cities Around the World

<https://www.pbsc.com/blog/2021/09/pbsc-e-bike-sharing-schemes-in-15-cities-around-the-world>

How the holy city of Medina is spearheading electric bike share as part of the Saudi Vision

<https://zagdaily.com/featured/how-the-holy-city-of-medina-is-spearheading-electric-bike-share-as-part-of-saudi-vision/>

E-bikes: Charging Toward Compact Cycling Cities

<https://itdp.org/publication/e-bikes-charging-toward-compact-cycling-cities/>

We understand, on 6 June 2024, the New South Wales Legislative Council's Portfolio Committee No. 6 - Transport and the Arts commenced an inquiry into the use of e-scooters, e-bikes (including shared schemes) and related mobility options. And that the inquiry aims to explore how these options can be safely integrated into our communities.

The explosion of Electric-Transport (e-bikes, e-scooters, e-skateboards) heated conversation is on repeat at many Council's meetings, community groups meetings, and talked about between neighbours is E-transport; speed, rule-breaking i.e. riding on pedestrian footpaths, parking, and discarding of e-bikes.

We understand the main benefits from replacing petrol trips; greenhouse gas reduction, improved public health, reclaimed street space and enhanced equity of mobility + + +.

We understand, that Councils do not have jurisdiction over E-transport shops under residential units. And that the Australian Competition and Consumer Commission last year called for improved national regulation and testing in the sector for e-bike batteries. Thank you, please crack down on this harder (safety risk/hazard)!

With determination, our community groups members and myself speak at local council meetings, write emails, talk to Majors, and write submissions to Transport NSW regarding share bike transport and I quote: 'Riders use footpaths because the roads are dangerous. And delivery drivers use the fastest possible route, regardless of pavements, parks, etc. We understand it's more complex than a number of new bike paths.'

We the community members of Cities, and have asked our Councils and Councillors and Majors repeatedly; 'How will our city turn up the pressure on the SNW Government to work smarter and harder, to regulate E-transport: more training, licence plates, audible E-transport, plus make high-use pedestrian areas either, E-transport free, or E-transport only?'

We understand the number of light e-transport users has drastically increased and we see on-the-ground excessive light e-transport creating unacceptable clutter/rubbish in bins (fire risk), and safety and access issues for people on footpaths and other public places.

The former NSW Governments, Public Spaces (Unattended Property) Act 2021, which makes operators responsible for removing share bikes quickly from public land if they are poorly parked, interfering with public amenity, or causing an obstruction or safety risk.

This Act does not provide Councils with the needed share bike legislation. Nor, does it provide any investigative powers. And seven days is too long to wait before Council's Rangers can move problematic bikes.

Further, the burden is placed on Councils to store impounded bikes before they can be claimed or disposed of. So, there remains an absence of NSW Government statutory requirements or incentives for bike share companies to comply any of the six Sydney councils' guidelines which set expectations for bike share operators.

We support an NSW Parliamentary Inquiry being established into the use of e-scooters, e-bikes and related mobility options. To secure a cap on the number of share bike operators in each local Council Area as well as setting expectations for equipment quality and safety, and circular economy obligation. And, change relevant NSW Road Rules to enable Councils to designate bike share parking areas on the road in locations where it is safe.

Also, we ask the Chief Executive Officer participates in all consultation process by Transport for NSW and the NSW Parliamentary Inquiry. And the Minister for Roads with Transport for NSW supports the NSW Government Police to crack down on e-bikes that have been illegally modified to allow the motor assistance to exceed 25km/h.

We will continue to strongly advocate for legislation change as mentioned above. And appreciate your time and consideration.

Pymont Resident