

NSW Government

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

Government Response

May 2025

nsw.gov.au/e-micromobility

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Recommendation 1

That the NSW Government develop a comprehensive framework to integrate private and shared e-mobility into the state's transport system which:

- supports the use of both private and shared e-scooters, e-bikes and other e-mobility devices as legitimate forms of transport
- clearly defines the responsibilities of state and local governments
- sets consistent safety, operational and accessibility standards
- provides targeted support to help councils effectively manage services and usage within their local contexts.

Response: Support

The NSW Government is enabling and supporting e-micromobility as a safe, accessible, sustainable transport option in NSW. This includes integrating e-micromobility devices, including shared devices into the broader transport network.

To achieve this, we are:

- using data and research to understand the role of e-micromobility, regular journey and trip types, demand and future projections and the implications of this in relation to policy, regulation and infrastructure.
- progressing reforms to legalise the use of e-scooters in public places and reviewing how sharing schemes operate.
- planning increased communication, education and engagement activity to support safe use of devices, behaviour change, uptake and shared respect between road users.
- working across government to enable shared understanding of risks and opportunities related to e-micromobility, and in developing and implementing actions to support safe use.
- establishing the risks and issues related to e-micromobility devices travelling on the public transport network to implement a risk-based approach for the carriage and management of these devices.
- maintaining information for customers on available parking for devices at stations.
- identifying future infrastructure needs to support multi-modal journeys.

As articulated in the NSW E-micromobility Action Plan, the NSW Government, local councils, advocacy groups, industry and other organisations all play a role in achieving

the State's e-micromobility goal¹. These roles and accountabilities are covered in the NSW Government's submission to the Inquiry.

¹ NSW E-micromobility Action Plan, NSW Government, Oct 2024

Recommendation 2

That the NSW Government manage tender processes for shared e-mobility schemes at the state level to eliminate duplication across councils, reduce administrative burdens for operators and prioritise safety measures, device maintenance and service reliability, in close consultation with local councils.

Response: Support in principle

The NSW Government is committed to integrating shared devices into the transport network and making these services available in as many places as possible in NSW, in ways that are safe and respectful of local amenity.

The NSW Government has been engaging with local councils, State Government land managers and sharing scheme operators about these matters since December 2023.

Councils and operators have been working collaboratively to improve service operations. While these efforts have been successful in some cases, councils have advised the NSW Government that their resources are increasingly being used to manage parking arrangements, work with operators, engage with the local community and address complaints.

To further improve outcomes and address these issues, we are exploring options to reform how sharing schemes operate, balancing the need for:

- flexibility in how services operate to respond to local conditions and circumstances
- consistency to enable seamless rider journeys
- administrative costs of providing services to be minimised as much as possible, for the State Government, councils and operators in the NSW market.

Transport for NSW is exploring lessons from other states, and recent changes in how sharing schemes are regulated in Victoria and will continue to engage with local operators, councils and land managers.

The NSW Government is committed to ensuring there is an appropriate and robust regulatory framework to support safety, amenity and service delivery outcomes and secure a strong future for sharing scheme services in the State.

Recommendation 3

That the NSW Government work with councils to establish a metropolitan-wide shared e-mobility device scheme and impose a cap on the number of operators.

Response: Support in principle

The NSW Government is exploring options to reform how sharing schemes operate, balancing the need for:

- flexibility in how services operate to respond to local conditions and circumstances
- consistency to enable seamless rider journeys
- administrative costs of providing services to be minimised as much as possible, for the State Government, councils and operators in the NSW market.

The NSW Government is committed to ensuring there is an appropriate and robust regulatory framework to support safety, amenity and service delivery outcomes and secure a strong future for sharing scheme services in the State.

Recommendation 4

That the NSW Government implement mandatory data sharing requirements for all shared e-mobility operators.

Response: Support

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum requirements for data to be shared with local government partners and State Government.

The NSW Government is engaging operators and councils to determine which data generated by sharing schemes in NSW should be made openly available.

Recommendation 5

That the NSW Government review its e-mobility device specifications against the national standards, including consideration of the maximum continuous rated power of electrically power-assisted cycles.

Response: Support

Since 2023, NSW has allowed e-bikes with a continuous rated power output of up to 500 watts to be used on roads and roads related areas. Prior to this, the maximum power output for legal e-bikes in NSW was 250 watts.

NSW remains aligned with national requirements for e-bike motor output to progressively reduce, as a rider accelerates above 6 km/h - and cut out when the speed of the e-bike reaches 25km/h, or when pedalling stops and the speed exceeds 6km/h. Devices that exceed specifications are illegal. For a compliant e-bike, whether 250 watts or 500 watts, the speed at which power is required to progressively reduce or cut out is the same.

In recent market research commissioned by Transport for NSW (October 2024), 57 per cent of respondents who own an e-bike indicated their device is over 250 watts.²

Other Australian jurisdictions, in alignment with the national definition, include a cap of 250 watts, which aligns with European e-bike standards.

It is acknowledged that some e-bikes have speed-limiting software that can be easily circumvented. Attitudinal research completed by Transport for NSW in 2024 has identified that circumvention of speed or power controls is common, with 38 per cent of respondents modifying their e-bike. This is higher in 18 to 29 year olds, where 57 per cent of respondents said they had modified their device. This can result in the use of illegal, higher-speed devices that pose road safety risks to riders and other road users.

The NSW Government will review the definition of an e-bike in the NSW Road Rules, with reference to a national definition and international standards. This review will consider safety, rider and community implications of reform and issues such as inconsistent wattage, and clarification of maximum continuous rated power, particularly for devices with on-road/off-road and high-speed motor capability.

The NSW Government will also continue to advocate to the Commonwealth Government to review and update to the national definitions of e-bikes and importation pathways, providing a consistent and updated framework that supports safe adoption of e-micromobility devices.

A comprehensive product standard has not yet been adopted nationally for e-scooters and other e-mobility devices. To support on-road use, the NSW Government will develop an e-scooter device definition, with reference to the definition adopted in the Australian

² NB: A further 16 per cent of respondents indicated they did not know the continuous rated power of their e-bike, or preferred not to say.

Road Rules, national motor vehicle law, the position in other jurisdictions, and device testing outcomes.

Recommendation 6

That the NSW Government update its *Road Rules 2014* by giving consideration to the Australian Road Rules 14th Amendment Package, using the proposals put forward by the Committee for Sydney and commit to a clear timeframe for implementation to improve safety and better integrate e-mobility devices into the transport system.

Response: Noted

The NSW Government is involved in ongoing maintenance and regulatory reform of the Australian Road Rules (ARR), which are model law managed by the National Transport Commission. This includes initiating reform suggestions to update rules where it supports safe outcomes for riders.

It is within the remit of states and territories to adopt the ARR (and amendment packages) to provide consistency in core road rules across Australia. Transport is reviewing the 14th package with a view to adopting maintenance provisions that are consistent with key policy positions in NSW in 2025.

The NSW Government acknowledges the Committee for Sydney's advocacy for mandatory helmets laws to be removed in areas with speed limits of 40 km/h or below and on paths.

This recommendation is inconsistent with robust safety evidence worldwide that establishes helmets save lives and reduce serious injury. Research shows bicycle helmets can reduce head injuries by about 70 per cent and reduce fatal head injuries by 65 per cent³. As a result, a change to this road rule is not supported.

³ Helmet STAR website, Transport for NSW: www.transport.nsw.gov.au/roadsafety/bicycle-riders/helmet-star#:~:text=superior%20crash%20protection.,Why%20are%20helmets%20important%3F,fatal%20head%20injuries%20by%2065%25.

Recommendation 7

That the NSW Government regulate the use of private e-scooters in New South Wales in close consultation with local councils, enforcement agencies, industry representatives and community groups.

Response: Support

Transport for NSW is progressing proposed regulatory reforms to legalise the use of e-scooters in public places in NSW.

The NSW Government published draft key settings (or rules) for e-scooter use in October 2024. This step followed engagement with a broad range of stakeholders, including key agencies and community and industry representatives. The feedback received through this engagement and through the Parliamentary Inquiry is important and will be factored into any future decisions related to e-scooter regulations, particularly to help improve safety outcomes.

The draft key settings for e-scooter use were informed by the work of the E-scooter Advisory Working Group in 2019, the work of the E-micromobility Interagency Group established in May 2024 (and its predecessor Shared E-scooter Trial Oversight Group), settings being tested as part of the NSW shared e-scooter trials, trial data and independent evaluation, data and lessons learned from other states and jurisdictions where it is legal for people to ride e-scooters, and road safety research and evidence.

The consultation process related to e-scooter regulation is one part of a broader engagement program run by Transport for NSW. Transport has directly engaged and listened to representatives from at least 186 organisations to:

- inform e-micromobility policy and potential regulatory changes
- inform education activities and other investments
- support e-micromobility to be a safe, accessible and sustainable transport mode.

Transport will continue to respect and value the diversity of perspectives and views that exist in relation to e-scooters and e-micromobility and will engage with stakeholders to ensure any initiatives and changes related to e-micromobility respond to the NSW context, address key risks and issues and enable safe uptake of riding.

Decisions on road rules to enable legal riding of e-scooters in NSW will be made considering all available evidence and community and stakeholder views.

Any changes to the road rules to enable legal e-scooter riding will be accompanied by road safety communications and engagement activities to raise awareness of the changes, educate road users about e-scooter road rules and promote safer riding behaviours.

Recommendation 8

That the NSW Government amend its draft e-scooter rules to allow riding on footpaths and shared paths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times.

Response: Noted

As indicated in the draft key settings for e-scooter riding in NSW, published in October 2024⁴, the NSW Government is proposing that people will be able to ride e-scooters on shared paths, with a default speed limit of 20km/h. This will be coupled with the ability to set a 10km/h speed limit in areas where there are a high number of pedestrians and around sensitive land uses (like playgrounds and medical centres). Riders of e-scooters on shared paths will continue to be required to give way to pedestrians.

The draft key settings for e-scooter use were informed by:

- road safety research and evidence
- E-scooter Advisory Working Group (2019-2020) and E-micromobility Interagency Group (2020 – 2025)
- outcomes of the [NSW shared e-scooter trials](#)
- settings in other states and jurisdictions where it is legal for people to ride e-scooters.

The proposed position for e-scooters supports mobility on infrastructure that is designed for sharing and enables a localised approach to address safety risks. Councils participating in the shared e-scooter trials called for this flexibility, and the ability to make local decisions about things like shared path speed limits.

A limit of 20km/h on shared paths is aligned with the proposed on-road speed limit for e-scooter riding, providing consistency for riders which may make it easier for them to comply with proposed rules. This may also support riding on infrastructure that is separated from traffic.

The proposed settings provide an option for the speed limit to be set at 10km/h on shared paths to match local conditions and address local needs. This is a safer interaction speed than a single, default 15km/h limit, and is more appropriate in areas with higher numbers of pedestrians or other hazards.

Transport for NSW will review road rules related to e-micromobility devices riding on footpaths and associated speed limits. This review will explore potential benefits and safety implications for riders and pedestrians.

If it is determined the proposal has merit, Transport for NSW will undertake further engagement with key stakeholders, including local councils and roads authorities,

⁴ Draft key settings for e-scooter riding: <https://www.nsw.gov.au/driving-boating-and-transport/bikes-e-bikes-e-scooters/e-micromobility-action-plan/related-projects-programs/legalising-e-scooter-riding#toc-draft-rules-for-e-scooter-use>

vulnerable road users, individuals and groups including pedestrian and walking groups, bicycle riding groups, and disability advocates.

If any road rule changes are progressed, they will be supported by detailed implementation plans, to ensure any risks are appropriately mitigated and benefits fully realised. This includes behavioural communications, education and engagement programs and initiatives and may involve infrastructure changes and/or consideration of speed zone reviews.

Recommendation 9

That the NSW Government:

- establish clear protocols for identifying and managing non-compliant e-mobility devices, including granting enforcement authorities the power to seize devices when necessary
- develop clear and consistent procedures for identifying and addressing unsafe riding behaviours on roads and shared paths, ensuring the safety of all users through effective enforcement and rider accountability
- review fines for e-mobility offences to ensure they are proportionate to the risk posed and effectively promote safer riding behaviours
- create an accessible public reporting system that allows the public to report non-compliant devices and unsafe riding practices, enabling timely investigation and intervention
- implement regular training programs for enforcement personnel on e-mobility device specifications and regulations to ensure consistent and effective compliance monitoring.

Response: Support in part

The *Road Transport Act 2013*, includes powers to seize devices that are not road legal and therefore 'unregistered, registerable vehicles'. The NSW Government is exploring options to ensure these provisions remain fit for purpose in the context of the growth of e-micromobility.

The NSW Government is also considering appropriate fines and other penalties for unsafe e-micromobility behaviour as part of ongoing work to legalise riding of e-scooters. The penalty framework will aim to deter unsafe rider behaviours that pose serious road safety risks.

Transport for NSW will explore opportunities to enhance enforcement, including testing technologies to support roadside enforcement, in collaboration with NSW Police.

In addition, authorised officers of NSW Fair Trading are equipped with powers to enforce the *Gas and Electricity (Consumer Safety) Act 2017*, including regulatory requirements for batteries within e-micromobility devices to meet minimum standards. By August 2025, NSW Fair Trading's authorised officers will be checking for mandatory testing and certification of devices sold in NSW. By February 2026 certificate of approval marks or labelling requirements will be enforced. The certificate of approval marks will provide a visual marker to people purchasing a device in NSW that the device is compliant and meets minimum standards set by NSW Fair Trading.

The E-micromobility Interagency Group supports agencies to collaborate and identify ways to improve compliance and enforcement efforts, both at the point of retail sale and for devices being ridden on roads and public paths.

The NSW Government does not support the establishment of a new system for the public to report non-compliant devices and unsafe riding practices as it would have ongoing resourcing and monitoring implications.

Recommendation 10

That the NSW Government:

- establish safety standards and protocols for the use, storage and charging of e-mobility device batteries across all relevant settings
- develop emergency response protocols for managing battery-related incidents in various environments
- implement education campaigns to inform the public about safe battery usage, storage and disposal practices.

Response: Support

The NSW Government recognises the impact major fire events can have on the full range of emergency service organisations and functional areas, and the devastating impacts fires can have on human life, as well as major structural damage and cascading effects on air pollution, water pollution and evacuation protocols.

As a result, the NSW Government is committed to establishing safety standards and protocols to reduce the likelihood of battery failure resulting in fires and prioritise safety for the community and first responders when attending related calls for assistance.

To reduce fire risks, the NSW Government has developed prescribed pre-sale Standards that regulate the quality of construction of devices, as well as an Information Standard that provides crucial information on safe use, storage and charging of e-micromobility devices fitted with lithium-ion batteries.

The NSW Government recognises that the way people handle and use lithium-ion batteries can directly impact the risk of the battery failing, sparking a fire and the impacts of that fire. To support people to understand safe battery practices and fire risks, collaborative education efforts are underway.

In November 2024, the NSW Government launched a communications program to help people shop, charge, and recycle lithium-ion battery (LiB) powered products safely. NSW Fair Trading, Fire and Rescue NSW, NSW EPA and Transport for NSW are all progressing education and communication efforts, including:

- the delivery of a 'one-stop-shop' website for information on buying, owning, maintaining and disposing of e-bikes and e-scooters safely
- the development of an e-micromobility communications, education and engagement toolkit for stakeholders and government agencies to use to consistently promote safety messages
- media engagement by Fire and Rescue NSW in response to fire incidents suspected of involving a lithium-ion battery
- an online educative toolkit developed by Fire and Rescue NSW

- targeted paid social media campaigns by Fair Trading NSW to support implementation of reforms to the *Gas and Electricity (Consumer Safety) Act 2017* and the Fair Trading Regulation 2019 and safe battery practices
- education campaigns on battery disposal led by NSW EPA.

The NSW Government is currently evaluating further options and funding requirements for a major NSW Government community safety and awareness campaign with input from multiple agencies required to enhance community safety, safe travel, and safe disposal of batteries from e-micromobility devices.

In addition, emergency service agencies in Australia have been researching and investigating how to best manage battery-related incidents including:

- collaborating nationally and internationally on best practice through the Australasian Fire and Emergency Service Authorities Council (AFAC).
- investigations by Fire and Rescue NSW and NSW Fair Trading on e-micromobility devices involved in fires to establish factors relating to fire risk.
- research led by Fire and Rescue NSW on emergency service response to lithium-ion battery- and alternative energy-related incidents.

While each emergency services agency appropriately leads their own existing emergency response protocols, this research and evidence base is informing and improving emergency response protocols for managing battery-related incidents in various environments.

Technical Working Groups are being established with relevant representatives from the NSW and Australian governments and industry to investigate and develop requirements and options for protocols to apply in certain environments (including residential buildings, commercial spaces, public transport and waste management facilities) where batteries are becoming more prevalent and therefore the risk is increasing.

Recommendation 11

That the NSW Government:

- implement extended producer responsibility regulations, requiring manufacturers and retailers to fully fund battery collection, recycling and reuse programs
- introduce a deposit-refund scheme for e-mobility batteries, incentivising consumers to return used batteries for safe recycling
- strengthen the B-cycle stewardship program by setting specific collection and recycling targets, enhancing infrastructure and collaborating with industry stakeholders to improve battery recovery rates
- provide government subsidies or tax incentives to support businesses and local governments in covering the costs of battery collection and recycling
- promote innovation in reusable and recyclable battery design through grants and research and development incentives to reduce the financial burden of disposal.

Response: Support in principle

The NSW Government has committed to introducing legislation for mandatory battery product stewardship in 2025. These reforms intend to strengthen existing voluntary schemes for batteries such as B-cycle, while requiring suppliers of other priority battery types to meet product stewardship requirements.

The NSW Government notes the Inquiry's recommendation for a deposit-refund scheme for batteries. The option for refundable deposits to incentivise proper disposal is being considered as part of the proposed reforms for mandatory product stewardship.

The NSW Government supports in principle the Inquiry's recommendation to strengthen the B-cycle program. The proposed reforms to mandatory product stewardship aim to increase industry participation in existing schemes and address issues with 'free riders' who benefit from, but do not pay into, these schemes.

The NSW Government notes the Inquiry's recommendation to provide government subsidies or tax incentives to cover the cost of battery collection and recycling. Product stewardship reforms aim to ensure battery suppliers contribute financially to battery collection and recycling, consistent with the principles of product stewardship. Note that the NSW Government funds NSW's network of Community Recycling Centres (CRCs), which are operated by councils and accept problem household waste, free of charge. The NSW Government commenced a trial in September 2024 at 21 CRCs to accept embedded battery devices, helping to provide more safe disposal options for these battery types.

The NSW Government supports in principle the Inquiry's recommendation to promote innovation in reusable and recyclable battery design through grants and research and development incentives. Batteries used in Australia are predominantly manufactured overseas and imported. As such, there is limited scope for the NSW Government to influence battery design. There should be import standards on battery chemistries to

support safe and improved recycling for batteries that contain high-value materials. The Australian Renewable Energy Agency already support delivery of Research and Development focused programs for renewable technologies such as batteries.

Recommendation 12

That the NSW Government:

- develop and implement a state-wide strategy to establish a network of battery-swapping stations, prioritising high-demand areas such as urban centres and delivery hotspots
- collaborate with industry stakeholders, including e-mobility manufacturers, delivery platforms and local governments, to fund, build and maintain the infrastructure
- ensure that battery-swapping facilities adhere to safety standards for battery handling, storage and charging to minimise safety risks.

Response: Noted

While there are potential benefits to establishing battery-swapping stations, there are also significant risks with public safety that would need to be addressed. These include the highly variable quality of e-micromobility batteries, risks with storing and handling batteries in high-traffic areas and ensuring adequate systems to monitor and trace battery quality and lifespans.

The management, governance and operation of these facilities may also be a barrier to implementation given the requirement for involvement and cooperation of a wide variety of different businesses with competing interests.

The NSW Government may engage with industry, other jurisdictions (like New York City) and other stakeholders in future to:

- understand the maturity of the market in relation to battery swapping and charging facilities in NSW
- determine whether there is an appropriate role for the NSW Government to play in provision of these facilities
- inform financial, safety and benefits assessments related to the facilities.

Any decision to invest in facilities would be subject to thorough risk assessments and existing NSW Government investment decision making processes.

Recommendation 13

That the NSW Government prioritise and fund the delivery of the Strategic Cycleways Corridors Program as outlined in the Active Transport Strategy.

Response: Support in principle

Transport for NSW is committed to ensuring there is a network of infrastructure to support growth in riding driven by uptake of e-micromobility.

Our roads all connect, so we want people riding e-bikes and (in future) e-scooters to have seamless journeys too. These networks cross LGAs, and so there is an important role for the state in developing and implementing connected infrastructure.

The Strategic Cycleway Corridor Program provides the framework for establishing safe and convenient cross-city cycleway connections to better connect centres, precincts, and recreation hubs, and progressively expand bike networks.

Almost 160 cycleway corridors have been identified across Greater Sydney, the Lower Hunter and Greater Newcastle, Central Coast, and Illawarra-Shoalhaven extending more than 1260 kilometres through key centres and major points of interest.

Transport for NSW is preparing a business case for the highest priority corridors in these regions to inform funding needs to develop and deliver the highest priority projects. These priorities may change as analysis and development work progresses.

In addition to the Strategic Cycleway Corridor Program, Transport for NSW is developing a dedicated 10-year Regional and Outer Metropolitan Cycling and Micromobility Action Plan, in consultation with stakeholders including other NSW government agencies, councils, advocacy groups and research organisations.

The draft plan's 10 year vision is that 'people of all ages and abilities in regional and outer metropolitan NSW have access to attractive, safe and connected cycling and micromobility journey options'.

The plan seeks to deliver upon the vision through realising six key objectives and the 39 corresponding initiatives.

Development and delivery of Strategic Cycleway Corridors projects and any initiatives detailed in the draft Regional and Outer Metropolitan Cycling and Micromobility Action Plan is subject to required NSW Government infrastructure funding and assurance processes.

In addition the NSW Government continues to:

- support and encourage local councils across the state to identify local infrastructure needs and priority investments
- provide funding through Get NSW Active to support development and delivery of this critical infrastructure.

Recommendation 14

That the NSW Government develop a plan for the provision of parking infrastructure for shared e-bikes and e-scooters in cities and key regional centres, in collaboration with local councils and in consultation with shared scheme operators and disability community representatives and that this plan includes:

- e-mobility vehicle parking on all resurfacing or other road construction projects
- dedicated parking locations, ideally no more than 200 m apart in high-density areas
- exploring the feasibility of designated e-mobility parking in areas next to intersections where car parking is prohibited due to sightlines
- designated parking at all public transport stations
- allocating existing car spaces for e-mobility parking, where practicable.

Response: Support in part

Mis-parking including illegal parking or parking which obstructs others and vandalism of shared devices is a major community concern, with 60 per cent of people believing e-bikes and e-scooters are creating hazardous clutter on footpaths⁵.

Mis-parking can impact urban amenity and create a safety risk to pedestrians, disproportionately impacting people with disabilities and mobility needs.

In NSW, sharing scheme operators and councils are typically implementing a hybrid approach using:

- free-floating parking, particularly in quieter residential areas. This is where devices can be parked in any lawful location, without the operator specifically designating parking areas.
- designated parking areas in high-traffic or busy locations. Designated parking areas are often agreed by councils and enforced by sharing scheme operators through geofencing and shown on operators' in-app maps. These can be marked with signs and decals, or unmarked.

In the NSW shared e-scooter trials, a hybrid approach was found to be effective, balancing the need for orderly parking in busy areas and offering rider flexibility in residential areas.

Some councils, including City of Sydney and City of Wollongong, and Transport for NSW, have been physically marking dedicated shared device parking bays. Preliminary results from the Transport for NSW shared e-bike parking pilot show the designated and marked parking bays can help improve parking compliance and reduce street clutter. Visible parking demarcation also:

- helps the general community to understand what parking controls are in place
- makes it easier for riders to identify parking while riding, without using a mobile phone.

⁵ IPSOS market research, September 2024, Transport for NSW

City of Sydney Council has recently begun installing parking bays on-street for bicycles, with one car parking space providing parking for up to 10 shared e-bikes. Transport for NSW is working closely with the City to understand the benefits and key considerations of this approach. Re-purposing on-street areas for bicycle parking needs to be considered on a case-by-case basis to ensure safe outcomes.

Transport for NSW is developing guidance to support parking arrangements for shared devices. The guidance will:

- be based on best practice approaches, following a review of domestic and international experiences
- include guidance on appropriate density/spacing of parking bays
- provide templates for councils to make it easy for them to install parking on their assets
- showcase parking design options, including on-road parking
- consider risks and benefits, particularly in relation to safety
- continue to be developed with input from councils and sharing scheme operators.

Related policies and technical directions will be reviewed and updated where appropriate to support implementation of parking solutions.

Transport for NSW is committed to identifying and allocating parking as needed in and around transport hubs (including train and Metro stations), pending final evaluation of the parking pilot underway.

Recommendation 15

That the NSW Government review the Housing and Productivity Contributions framework to require contributions from new developments for integrated active transport infrastructure, including parking and dedicated cycling pathways.

Response – Noted

The Housing and Productivity Contribution (HPC) commenced on 1 October 2023 and is levied on residential, industrial and commercial development across Greater Sydney, Central Coast, Lower Hunter and Illawarra-Shoalhaven regions.

Contributions collected under the new system will help deliver essential state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space.

Administered by NSW Treasury, it is not a full cost-recovery fund and is one of many infrastructure funding options available to Government.

New Infrastructure Opportunities Plans (IOPs) are being prepared by Urban Development Program Committees to coordinate and direct funding investment decisions across each of the HPC regions.

The HPC can fund active transport infrastructure. The HPC can help to deliver infrastructure in high-growth areas such as major transport projects including state and regional roads, and new metro and light rail stations. Where active transport forms part of delivering a new road or rail station, the HPC is already a possible funding option when delivered at a state or regional scale.

The NSW Government has committed \$520 million to provide active transport links and quality public open spaces in the Transport Oriented Development Accelerated Precincts. This demonstrates the Government's commitment to the early provision of active transport infrastructure to create liveable and vibrant communities identified for accelerated housing growth. This investment will be partially funded from the HPC, with program guidelines scheduled for release in mid-2025.

Parking and active transport solutions also require localised infrastructure solutions which may then connect to a regional network. Active transport infrastructure can be integrated with new development via design guidance at the development approval stage. Local council infrastructure contributions also remain an important means of funding this infrastructure through conditions of consent.

Recommendation 16

That the NSW Government, in allocating funds to active transport in the NSW Budget, ensure better alignment with the proportion of active transport trips taken and the United Nations recommendation for active transport to be allocated 20 per cent of transport budgets.

Response: Support in principle

Active transport projects and outcomes are delivered in a number of ways.

At a local level, Transport for NSW provides funding to Councils through grant programs such as the Get NSW Active Program. This Program funds councils to plan, develop and deliver local walking and cycling infrastructure. It is a rolling program. 2011-12, more than \$600 million has been allocated across NSW to deliver more than 1,500 projects and more than 600 kilometres of active transport pathways. Additionally, the program has delivered raised pedestrian crossings, active transport designs and active transport plans and strategies.

The Road Safety Program 2023-24 to 2025-26 aims to improve safety across NSW roads by minimising the occurrence of severe injuries and fatalities, with a focus on vulnerable road users such as pedestrians and cyclists. It has allocated \$194.8m (including \$73.7m specifically for local government) to walking and cycling infrastructure, which is 37.5 per cent of the \$518.3 million budget has delivered active transport infrastructure, including eight kilometres of footpaths, 15.4 kilometres of shared paths, 750 metres of on-road bike lane treatments, 80 wombat crossings and 355 signalised intersections, providing better pedestrian protection.

The Providing for Walking and Cycling in Transport Projects Policy requires active transport infrastructure to be built as part of major projects. This has impact. For example there is a new 5.7 kilometre shared path from Carlingford to Parramatta – delivered as part of Parramatta Light Rail, along with other place and active transport enhancements.

The NSW Government also wants to ensure there is a network of infrastructure, so people riding bikes and e-bikes have seamless journeys. These networks cross local government areas, and so there is an important role for the state government to play in planning for and delivering infrastructure.

This is why we are pursuing Strategic Cycleway Corridors (SCC) - to better connect centres, precincts and places, and support Council's local networks. The SCC network has been identified and we are now progressing the next stage of developing the first tranche of priority connections.

Transport also has standalone active transport projects that it is developing and delivering, of which \$97.9 million was allocated in Budget Paper 3 including Parramatta to Sydney Foreshore Link. It is noted that the additional \$60 million of funding announced as part of the NSW Government's election commitment is not included in this amount and will contribute to the continued development and delivery of active

transport infrastructure and supporting initiatives across the State, either by Transport for NSW, or in partnership with local government.

The NSW Government is also delivering improvements to Transport assets, by doing things like improving traffic signals to better prioritise pedestrians and providing bike parking at transport hubs and providing third-party grants through related programs like Safer Cities, reVITALise and the Vibrant Streets Package, which can deliver active transport outcomes.

As identified above, active transport improvements are delivered through many programs and projects, each funded in different ways. Allocations are determined through established funding processes for NSW Government programs, projects and initiatives, which take into account alignment with target outcomes and Government policy, demonstration of benefits and merit, and the overall fiscal context of the State.

Recommendation 17

That the NSW Government substantially increase the allocation of funds in the Get NSW Active program to ensure the delivery of infrastructure that supports e-mobility.

Response: Noted

Providing new active transport infrastructure can support increased uptake of bikes, e-bikes and e-scooters, as well as supporting walking trips across NSW. This can help reduce congestion and pressure on car parking, improve physical activity delivering health and wellbeing outcomes, and support sustainability outcomes.

The Get NSW Active program delivers active transport infrastructure through council delivery partners. This maximises delivery efficiency and ensures local knowledge is leveraged to deliver good community outcomes. Applications are open to all NSW councils and are assessed on a competitive basis against merit criteria.

Get NSW Active is a rolling program. Since 2011-12, more than \$600 million has been allocated across NSW to deliver more than 1,500 projects and more than 600 kilometres of active transport pathways. Additionally, the program has delivered raised pedestrian crossings, active transport designs and active transport plans and strategies.

Any additional allocations to Get NSW Active would be determined through established funding processes for NSW Government, which take into account alignment with target outcomes and Government policy, demonstration of benefits and merit, and the overall fiscal context of the State.

Recommendation 18

That the NSW Government set an ambitious mode shift target to drive policies, programs and funding that will transition trips away from private vehicle use to a far greater percentage of trips taken by public transport, cycling, walking, car sharing and e-mobility.

Response: Support in principle

The NSW Government Active Transport Strategy sets out a goal to double the number of walking and bike riding trips taken each year in 20 years⁶. This is an ambitious target and mode share targets may assist in driving investment and to better measure and enable behaviour change.

The tool available to Transport for NSW to measure mode share is the Household Travel Survey, a three year rolling survey that collects data on all trips made by a sample of the population in the Greater Sydney metropolitan area.

It is a useful tool for measuring mode share at a large geographic scale or for a large number of trips to a location like the Sydney CBD.

It is less suitable at smaller geographic scales as the volume of responses reduces and it may mask significant differences in mode share by location. For example, the mode share by public transport is very high to the Sydney CBD on weekdays, but it is quite low overall when all trips (including cars and active trips) within the City of Sydney local government area are considered.

In addition, the Household Travel Survey:

- is unable to fully support evaluation of projects to determine if investment in public or active transport in a corridor or a precinct has resulted in increased mode share.
- it does not cover all of NSW, only covering Sydney and surrounds, including the Central Coast and Blue Mountains, and extends to the Hunter region in the north and Illawarra in the south.

Given the limitations of existing data, Transport is investigating ways to better understand and measure mode share, and this may inform the setting of future mode share targets.

⁶ NSW Active Transport Strategy, Transport for NSW, 2022.

Recommendation 19

That the NSW Government:

- Optimise traffic signal phasing to prioritise pedestrians and cyclists and e-mobility users in appropriate locations
- Ensure local government authorities are provided with the resources to implement these changes.

Response: Support in principle

Transport for NSW already prioritises pedestrians through signal operations in key centres like the Sydney CBD, Parramatta and Wollongong amongst others.

A program has been established by Transport for NSW to identify other locations for pedestrian prioritisation, including in other centres and at key pedestrian generating locations including at schools and transport hubs.

This includes reviewing traffic signal timings whenever cycling infrastructure is delivered.

To optimise traffic signal phasing, infrastructure and major phasing changes are often required, supported by specialised input from programming teams. Implementation of such changes is subject to resourcing and capital funding availability.

Transport for NSW centrally manages the traffic signal network across the state, so there is no requirement for local government authorities to be supported to implement changes.

Recommendation 20

That the NSW Government reduce on-road speed limits in the appropriate local government areas, providing for:

- 30 km/h speed limits in the city centres, high streets, around schools, around childcare centres and playgrounds, around universities and health care centres
- 40 km/h speed limits in all other areas.

Response: Support in principle

The NSW Speed Zoning Standard (the Standard)⁷, was released in 2023 and outlines principles for determining and implementing speed zones on NSW public roads, including the consideration of road and roadside hazards.

The Standard outlines the road design requirements needed for each speed limit and specifically provides for the installation of 30 km/h and 40km/h speed limits if assessed as appropriate for the location. This is aligned to commitments in the Road Safety Action Plan 2026 to deliver safer speeds in urban areas, particularly 30km/h and 40km/h zones.

Speed zones are set to enable drivers travelling at a speed limit to safely respond to potential risks in the road environment. Street design is imperative to achieving real reductions in speed and compliance with lower speed zones.

In cases where a 30km/h zone is appropriate for a location, any school zone within the zone is reduced to 30km/h. School zones are not routinely installed around childcare centres because children attending must be accompanied by an adult.

Transport works in close partnership with local government in conducting speed zone reviews. Consideration of the movement and place functions of the road and streets is a key part of speed zoning. Comprehensive speed zone assessments are undertaken when considering area-based speed limit changes to ensure that the posted speed limit matches the place and street/road function of each individual road within that area being reviewed.

⁷ NSW Speed Zoning Standard – TS 03631, Transport for NSW, 2023

Recommendation 21

That the NSW Government prioritise the review of the *Roads Act 1993*, within the broader legislative framework review, in line with the recommendations arising from the update of the Road User Space Allocation Policy.

Response: Support

In February 2025, Transport for NSW launched a review of *Roads Act 1993* and invited feedback from the community and key groups for six weeks. The consultation targeted councils, cycling and pedestrian advocates, public transport providers (like bus operators), groups involved in street-based community events, urban planners, housing experts and freight companies.

This is a significant, once in a generation review of laws relating to streets and roads in NSW – that is designed to lead to real, tangible benefits for urban renewal, public transport, active transport, freight and use of roads and streets by local communities.

The NSW Government plans to create a more contemporary planning and management framework for roads and streets across NSW, better enable Transport and councils as decision makers and recognises the function of roads not only for vehicle traffic, but for all road users. The review intends to:

- enable more contemporary uses for roads and streets through the Act to guide how the law applies to a range of road users and inform a more simplified road classification system to improve road and street administration and regulation and contribute to improved road safety outcomes.
- enable faster local council and other roads authority decision making.
- create an easier to use statute that is adaptable and responsive to the future via planning.
- overcome operating challenges for roads authorities.

In addition to this critical review, the NSW Government is working to ensure other policy settings help make space for these new forms of transport.

This includes improving the way we design streets and how we set speed zones to make sure vulnerable road users feel safe and welcome in our communities.

In July 2024, a revised Road User Space Allocation Policy⁸ was published and training for Transport for NSW staff is being rolled out. The Road User Space Allocation procedure is now being updated. Transport is also working hard to support the adoption of the NSW Movement and Place Framework across NSW; and continuing delivery of the Towards Zero Safer Roads Program including Speed Management Program to providing safer infrastructure and speed settings across NSW.

⁸ Road User Space Allocation Policy -CP21000.1, Transport for NSW, July 2024

Recommendation 22

That the NSW Government institute a 15 km/h speed limit for e-mobility devices on shared paths and implement complementary measures, including enhanced enforcement and rider education programs, to ensure safe and responsible e-mobility use.

Response: Not supported

As indicated in the draft key settings for e-scooter riding in NSW, published in October 2024, the NSW Government is proposing that people will be able to ride e-scooters on shared paths, with a default speed limit of 20km/h. It is proposed that councils have the ability to set a 10km/h speed limit in areas where there are a high number of pedestrians and around sensitive land uses (like playgrounds and medical centres). Riders of e-scooters on shared paths will be required to give way to pedestrians. Refer Recommendation 8 for further information.

The NSW Government does not currently support a 15km/h speed limit for bicycles (including e-bikes) on shared paths. All bicycle riders are required to give way to pedestrians when riding on shared paths (or sharing footpaths where this is legal)⁹.

In addition to educating riders on the road rules, Transport for NSW encourages riders to adjust their speed to the environment, ride at a speed that doesn't endanger the rider, or the people around the rider, and ride according to the path environment, the rider's experience and skill set.

In implementing the proposed reforms to legalise e-scooter riding, the NSW Government will deliver a comprehensive communications and education program. This includes:

- updates to the Driver Knowledge Test online to include rules and safety messages for safe interactions with e-scooter riders a communications campaign (refer Recommendation 28)
- development of an online learning and testing module that includes key safe use rules and messages. Transport will also explore opportunities to maximise voluntary uptake of this resource (refer Recommendation 28)
- community outreach through events and activations
- updates to road safety education materials for schools and families
- updated web information and resources.

Transport for NSW is also refining its integrated communication program, designed to support and enable e-micromobility as a safe, accessible, sustainable transport option. This includes safe riding messages for e-bike riders and plans for paid campaigns to encourage and support safety outcomes. Further detail on this is provided in response to Recommendation 26).

⁹ Footpath riding for bikes and e-bikes is currently illegal, with a range of exemptions in place as detailed [here](#).

Recommendation 23

That the NSW Government amend the *Road Rules 2014* to allow e-mobility devices and bike riding on footpaths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times.

Response: Noted

Transport for NSW will review road rules related to e-micromobility devices and bicycles riding on footpaths and associated speed limits.

This review will explore potential benefits and safety implications for riders and pedestrians as well as broader impacts.

If it is determined the proposal has merit, Transport for NSW will undertake further engagement with key stakeholders.

If any road rule changes are progressed, they will be supported by detailed implementation plans, to ensure any risks are appropriately mitigated and benefits fully realised. This will include behavioural communications, education and engagement programs and initiatives and may involve infrastructure or speed zone changes.

Recommendation 24

That the NSW Government collect data on e-mobility devices separately to that of conventional bicycles and work with other jurisdictions to establish a nationally standardised crash database.

Response: Support

The E-micromobility Action Plan recognises the need to ensuring access to the data and insights needed to guide decision making and support policy development and community education activities. As e-micromobility is an emerging transport option, there are limitations to the quality, breadth and availability of data.

Transport for NSW is assessing the current arrangements for collecting and quantifying e-micromobility crash and trauma data in NSW to determine how to improve the accuracy and quality of the data.

This includes ongoing collaboration with the Commonwealth and other jurisdictions through the Road Safety Data Working Group, where opportunities will be sought to harmonise classifications and reporting wherever possible.

Recommendation 25

That the NSW Government explore options for requiring shared scheme operators and food delivery platforms to share data on incidents involving e-mobility devices.

Response: Support in part

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum requirements for data to be shared with local government partners and State Government.

The NSW Government is engaging operators and councils to determine which data generated by sharing schemes in NSW should be made openly available.

Transport will ensure alignment with any changes to state-wide trauma data approaches.

Recommendation 26

That the NSW Government invest in a statewide social media campaign targeted at young people about safe and responsible use of e-mobility devices.

Response: Support in principle

NSW Government research of adults across NSW, shows a higher proportion of people aged 18-29 years use e-micromobility devices, compared to people 30 years and older. This age cohort values e-micromobility as a transport choice to save money compared to other modes and is more likely to use e-micromobility as part of a linked journey.

Market research is now underway to further develop the Government's understanding of ownership, use, trip types, benefits, attitudes and awareness of rules in people aged 12 to 17 years.

These findings will help Transport for NSW refine its integrated communication program, designed to support and enable e-micromobility as a safe, accessible, sustainable transport option.

The integrated communications, education and engagement program includes plans for paid campaigns to encourage and support safety outcomes and uptake. An appropriate campaign will support any road rule changes, including proposed changes to legalise e-scooter riding.

Other campaigns are also being considered for both riders and other road users to ensure respect for all people using public infrastructure.

Concurrently, Transport for NSW:

- is developing an e-micromobility communications, education and engagement toolkit, with input from other Government agencies, councils, road user groups, disability groups and young people. The toolkit will enable agencies across Government, and key stakeholder groups to deliver engagement, communication and education activities at a local level.
- will consider including e-micromobility road rules in Road Rules Awareness communications, held three times a year.
- is developing a refreshed road safety communications strategy, co-designed with young people, to enhance engagement and education. This strategy will be considered when creating new campaigns for this audience.

All communications activities, including paid advertising campaigns are designed to target different rider cohorts, including young people, using the best channels for reaching defined audiences, including social media and online.

All paid advertising campaigns are:

- subject to NSW Government policies and processes, including the NSW government advertising cap

- subject to funding being available
- are aligned with other communications, education and engagement activities to ensure behaviour change outcomes are supported.

The planned activities build on previous communications and education efforts across Government, as detailed in Recommendation 10.

Recommendation 27

That the NSW Government, to enhance rider and public safety, mandate ongoing safety training for food delivery platform riders, enforce compliance through regular audits and penalties and ensure all riders, particularly those using e-mobility devices, adhere to road rules and safe riding practices.

Response: Support in principle

NSW is the only jurisdiction in Australia to have introduced work health and safety regulations for delivery riders, with specific provisions included in the Work Health and Safety Regulation 2017.

Part 4.1 of the regulation requires the operators of platforms used by delivery riders to provide onboarding and induction training for all engaged food delivery riders. This includes requirements for the platforms to give riders detailed advice on road safety and safe riding practices and links to additional resources. This induction is mandatory and must be completed prior to any rider undertaking work.

SafeWork NSW is satisfied that platform operators are meeting their obligations and that the content of the training and induction is robust and appropriate for the work being undertaken.

SafeWork NSW has completed several field verification activities and engage with platform operators to consult them periodically including in relation to onboarding and training to confirm compliance and verification arrangements are in place and operating. Compliance audits can also occur on an as-needs basis.

There are penalties assigned within the regulation for noncompliance by either party.

NSW Police is responsible for enforcement of road rules for all road users, including delivery riders.

Transport for NSW is developing an online education module for e-micromobility users to support safe use and build awareness of the road rules.

This will be publicly available, and Transport for NSW will ensure food delivery platform operators are aware of this resource and will encourage them to promote it to riders, as an opportunity for voluntary refresher training to complement their mandated induction training (see also Recommendation 28).

Transport for NSW is liaising with SafeWork NSW in relation to regulatory reforms and will ensure any changes to the NSW Road Rules, are adequately communicated to food delivery platforms and workers in the context of their WHS obligations.

In developing and delivering new communications and education activities for road safety and battery safety, the NSW Government will collaborate across agencies and consider how to reach delivery riders as a specific targeted group.

Recommendation 28

That, after the *Road Rules 2014* have been updated regarding e-mobility devices, the NSW Government:

- adapt the Driver Knowledge Test to include elements relating to e-mobility device use
- explore options for making this test mandatory for all e-mobility device users over the age of 16, including food delivery platform riders.

Response: Support in part

The Driver Knowledge Test Online (DKT-O) was launched in 2024 and is a four to six hour interactive course that teaches drivers about road safety and road rules in NSW. It includes the test a driver must pass to get their learner licence.

The DKT-O includes a mandatory module on sharing the road safely with vulnerable road users such as pedestrians and bicycle riders.

When road rule changes are made to legalise e-scooters, this, and test content, will be reviewed and updated to include rules and safety messages for safe interactions with e-scooter riders.

Updates will also be made to the supporting suite of road rules and safety communications, including the Road User Handbook, Bicycle Rider Handbook, relevant NSW Government websites and road safety education materials for schools and families.

The NSW Government is not proposing a requirement to hold a driver or rider licence (and associated knowledge testing requirements) to ride an e-scooter. This is consistent with the current policy for the shared e-scooter trials, for bicycle (including e-bike) riders in NSW and for riders of bicycles and e-micromobility options in other states and territories. This setting will maximise the accessibility of emerging e-micromobility options.

Transport for NSW will develop and make publicly available an online learning and testing module that includes key safe use rules and messages. Transport will also explore opportunities to maximise voluntary uptake of this resource, including consideration of:

- promoting the testing module with and through partners including local government, shared e-scooter operators, SafeWork and food delivery rider platform
- paid promotional opportunities
- direct incentive options or partnership with retailers
- integration with the proposed Online Education Centre, being launched by Centre for Road Safety in 2025.

Recommendation 29

That the NSW Government explore options for an online road rules and safety knowledge test for e-mobility device users targeted at those under the age of 16 years.

Response Support

The NSW Government will explore options for an online road rules and safety knowledge test for e-bike users under the age of 16 years. This will also include appropriate messaging related to other e-mobility devices, noting it is proposed that e-scooter use will be restricted to riders aged 16 years and over.

The Centre for Road Safety has several established and in-progress education online platforms that could be leveraged to deliver this learning, such as Safety Town and On the Move, which are key resources under the Road Safety Education Program.

Additionally, the Centre for Road Safety's quiz builder tool, used at events and online, as well as the upcoming Online Education Centre, launching mid-2025, can also address e-micromobility education.

Transport will explore opportunities to maximise uptake of learning tools and resources (as explained in Recommendation 28).

Recommendation 30

That the NSW Government establish and regulate consistent, statewide standards for clear, up-to-date and easily understood signage about road rules for e-mobility device users and provide targeted funding to local governments for the installation and maintenance of this signage on road and path infrastructure.

Response: Support in principle

As part of a proposal to legalise e-scooter riding, Transport for NSW will review regulatory signage needed to give effect to new road rules.

Transport for NSW is also planning to review statutory signs and guidance on safety signage and the design of shared paths to identify opportunities for improvement.

This review will be done in consultation with key stakeholders including bike groups, disability groups, local councils, other vulnerable road user groups to ensure a wide range of needs and considerations are captured through the review.

Transport will also work with, and support stakeholders including local councils to address and deliver changes identified through the review, including updating standards, guides and templates.

Recommendation 31

That the NSW Government implement a requirement that all shared scheme operators ensure that users are aware of basic road rules and safe riding practices.

Response: Support in principle

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum safety requirements for sharing schemes in NSW. This includes the potential for minimum requirements for pre-ride messages to be delivered in-app by operators.

Transport for NSW is developing an e-micromobility communications, education and engagement toolkit. This will include ideas for engaging shared device riders and other road users to support safe outcomes and tools and resources to communicate key messages.

This toolkit builds on a similar toolkit developed to support councils and operators to deliver shared e-scooter trials in NSW and an e-micromobility communications toolkit released in late 2024 by the Centre for Road Safety.

Recommendation 32

That the NSW Government mandate retailers to provide necessary advice on safety and legal use of e-mobility devices at the point of sale, including online sales.

Response: Support

The NSW Government has mandated retailers to provide key safety and legal use information and advice to consumers through the mandatory Information Standard on e-micromobility vehicles prescribed under the Fair Trading Regulation 2019.

The Information Standard came into effect on 19 February 2025 and applies to all suppliers, including online sales, as well as hire arrangements in NSW.

Recommendation 33

That the NSW Government investigate, as a matter of urgency, potential settings to create a viable model for e-mobility insurance, including compulsory insurance for owners/riders.

Response: Support in principle

The NSW Government commits to exploring options for e-micromobility insurance, including potential settings, considering the need for people injured by devices to be effectively supported, affordability, existing insurance settings and viability of those arrangements.

As better data on e-micromobility devices is collected the NSW Government will be able to better assess the viability of different insurance models and determine the most appropriate insurance framework for riders.

Recommendation 34

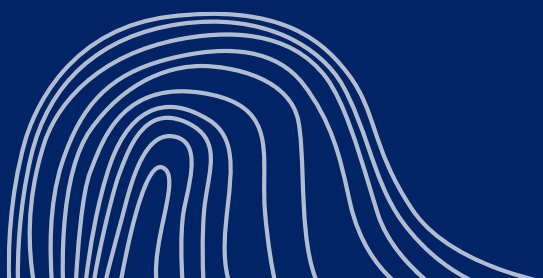
That the NSW Government refer the potential settings of a viable model for e-mobility insurance and government position on the issue to Portfolio Committee No. 6 - Transport and the Arts for further public consultation.

Response: Not supported

Referral of potential settings of a viable model for e-mobility insurance to the Committee is premature.

The NSW Government will first determine the appropriateness and effectiveness of current insurance settings for e-micromobility devices, in line with Recommendation 33.

The NSW Government will then consider the most appropriate avenue for further public consultation or stakeholder engagement.



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