



Transport for NSW

Responses to post-hearing questions

**Portfolio Committee No. 6 - Transport and the
Arts**

**Inquiry into use of E-Scooters, E-Bikes and
Related Mobility Options**

Thursday 31 October 2024

QUESTIONS ON NOTICE

QUESTION 1.

The Hon. MARK BANASIAK: The evidence that we've received was that the Centre for Road Safety actually recommended a speed limit of 10 kilometres per hour, and then this briefing paper is recommending a speed limit of 20 kilometres per hour, and the rationale for it is apparently that some riders feel a bit wobbly at 10 kilometres an hour. If we talk about other jurisdictions which you referenced, Queensland dropped to 12 kilometres per hour because of an increase in traumatic crashes; Victoria is at 10 kilometres an hour. **I'm interested in the advice that you've used to formulate a proposal to have 20 kilometres an hour speeds in shared zones. Are you able to, on notice, table that advice on what you're basing that speed limit on given that it differs from other States and, from the evidence we've received, actually differs from the Centre for Road Safety?**

ANNA BRADLEY: Yes. I will take on notice what we can table

ANSWER:

The NSW road environment includes both shared zones and shared paths, which are different infrastructure types with different designs, use and road rules applying.

Shared zones are a road or network of roads where pedestrians have priority over vehicles (including motor vehicles and bicycles). All shared zones in NSW display a speed limit of 10 km/h. There is no proposal to change this position, which also applies to e-scooters.

A shared path is a designated path (not a road) where pedestrians and people riding bicycles (and other legal wheeled devices like rollerblades, skateboards and foot scooters) share the same space. Other motor vehicles are not generally permitted to use shared paths.

Under the draft key rules that have been released for consultation, e-scooters would be able to ride on shared paths. The proposed speed limit for shared paths is a default 20km/h, unless a lower speed is signposted.

A lower speed may be more appropriate on some paths due to local factors, such as the quality or design of the path, or where there are higher pedestrian volumes, or around sensitive land uses like aged care or health care facilities or playgrounds.

This draft position has been reached based on available data and research. This includes safety research, the vulnerability of riders and other road users, feedback from the shared e-scooter trials and other considerations such as consistency and enforcement.

A default speed limit of 20km/h for e-scooters on shared paths would be consistent with the proposed maximum speed for e-scooters on roads (which includes bicycle lanes) and bicycle paths. This consistent speed across infrastructure types is intended to encourage riders to use infrastructure that separates them from motor vehicles.

Transport for NSW received feedback during the NSW Shared E-Scooter Trials that a 10km/h maximum speed was unreasonably slow and may encourage e-scooter riders to use the road even when a shared path is available.

Having consistency of speed limits on roads and shared paths is also intended to make it easier to communicate and enforce the rules. Stakeholders have provided feedback that it is important to have a consistent and easy-to-understand regime – so people can understand the rules and make it easier to comply.

This proposed speed limit for shared paths is consistent with the speed limit on shared paths in Victoria, which has a similar urban and regional environment to NSW and is similar to the 25km/h speed limit in ACT, Tasmania and Western Australia.

The 20km/h default speed limit on shared paths, coupled with the ability to signpost a lower speed limit of 10km/h where required, is proposed to balance the utility of e-scooters with safer outcomes.

Representatives from the Centre for Road Safety who are part of the Transport for NSW Safety branch provided input on different speed settings as part of Transport policy discussions. This formed one input in the development of the proposed settings.

The NSW Government is working hard to get the balance right – establishing rules that safeguard space for pedestrians and vulnerable users of e-micromobility devices, as well as providing a coherent set of rules that can be understood by the community in the context of the capability of e-micromobility devices and also providing opportunities for e-micromobility riders to be separated from motor vehicles.

QUESTION 2.

The Hon. MARK BANASIAK: The concern was raised with us in a previous session about those border towns where people are using it for ecotourism. They travel across the border and are suddenly breaking a rule that they didn't necessarily know. In the last session, we also heard about this initiative where you increased the e-bike capacity to 500 watts from 250 watts. People within the bicycle and e-bike industries can't fathom or put their hands on where the advice came from to do such a thing. They believe it's caused confusion within the industry, and confusion with the users, regarding this 500-watt e-bike capacity. **I'm wondering if you could come back to us as to where the advice came from. I believe it was Mr Stokes—Minister Stokes, at the time—who made that decision. I'm just wondering what was the advice around that decision,** because no-one from the industry can put their hands on why that was done. They say it's causing issues.

ANNA BRADLEY: We'll come back to you on what advice informed that decision.

ANSWER:

In November 2022, Transport for NSW provided advice to the then Minister for Active Transport on the potential to increase the maximum wattage of e-bikes in NSW from 250w to 500w.

The advice outlined the definition of 'electrically power assisted cycles' (EPACs) in the federal law and recommended that the Minister request a review by the Australian Government. The Minister, in approving this request to the Federal Minister, also requested that the change be implemented in NSW by early 2023.

In December/January 2022, relevant Ministers approved regulatory changes to increase the maximum permissible continuous rated output only of an electrically power assisted bicycle (permitting bicycles up to 500w). Other requirements that applied to EPACs, including the maximum speed at which the motor must progressively reduce and cut-out (25km/h), were retained.

Increasing the permitted wattage of an e-bike (specifically an EPAC) from 250w to up to 500w was intended to increase the appeal of e-bikes as a mobility option for parents carrying children, or riders with heavier loads and/or living in areas with steep inclines/hills. The Ministers were advised that there may be importation, enforcement and safety considerations associated with permitting use of e-bikes that were not aligned with the federal definition.

Transport for NSW conducted targeted consultation with key agencies and e-bike providers January 2023 in parallel to preparing the regulatory changes, which came into effect in February 2023.

QUESTION 3.

The Hon. NATALIE WARD: Thank you all for coming along and for your submissions and work for today. **I want to go to the interagency group that I think you mentioned. I think you said consultation is underway for that. Are you able to take on notice, perhaps, to provide details on what precise consultation has been undertaken, including what format it was in and what dates that was held?**

ANNA BRADLEY: Sure. I've actually got a document we would like to table, which is a summary of all the engagement we have undertaken to date in relation to e-micromobility. I can quickly, if you want me to, read out some of the highlights of that document.

ANSWER:

The NSW Government recognises the community has concerns relating to e-micromobility and the negative impact that this technology can have. Recognising the urgency of these issues and the need to work collaboratively to address them, an **E-micromobility Interagency Group** was established in May 2024. This built on the work of the E-Scooter Shared Scheme Interagency Working Group established in 2022.

To enable e-micromobility to be a safe, sustainable and accessible transport option for the people of NSW, there are a range of intersecting considerations and issues that the Interagency Group has identified and is working through, which are detailed in the [E-micromobility Action Plan](#).

The Interagency Group has held meetings on:

- 6 June 2024 (face-to-face)
- 8 July 2024 (virtual)
- 30 July 2024 (virtual)
- 10 September 2024 (virtual)
- 17 October 2024 (virtual)

A further meeting is scheduled for 5 December 2024, and meetings will continue to occur in 2025.

As part of Transport for NSW's work on e-micromobility, there are regular meetings with colleagues from other agencies. Some of these are also members of the E-micromobility Interagency Group. Between June 2024 and the date of hearings, Transport for NSW representatives held smaller focussed sessions which were 45-mins or one-hour in length to discuss:

- E-micromobility considerations and reform priority areas
- potential regulatory reforms for the use of e-scooters
- potential regulatory reforms for sharing schemes.

These meetings provided for an open discussion and questions from the Interagency stakeholders.

From June 2024 until the date of the hearings, this included meetings with:

- 6 August 2024: NSW Police

- 30 August 2024: NSW Government land managers, including Greater Sydney Parklands, NSW National Parks and Wildlife Service, Placemaking NSW and Sydney Olympic Park Authority
- 2 September 2024: SIRA and NSW Treasury
- 3 September 2024: NSW Health
- 5 September 2024: Premier's Department, Placemaking NSW, Sydney Olympic Park Authority, Venues NSW and Transport for NSW's Major Events team
- 6 September 2024: NSW Police
- 6 September 2024: Office of Local Government
- 9 September 2024: NSW Productivity and Equality Commission
- 24 September 2024: Department of Communities and Justice
- 30 September 2024: SafeWork NSW
- 4 October 2024: Office of the 24-Hour Economy Commission

The overview above relates only to inter-agency consultation and does not include details of our external consultation with key stakeholders. A summary of our consultation on e-micromobility matters was tabled to the Committee at the hearing.

QUESTION 4.

The Hon. NATALIE WARD: I, in no way, mean any disrespect to anybody, as always, but I would submit, with respect, that it's a fairly straightforward question which I was giving the witness the opportunity to provide clarity on: **What was the number that the Centre for Road Safety gave?** It's a very simple question. But if we don't have clarity then that will form part of the view that I would take of that evidence. I was providing the opportunity to clarify. If you'd like to take that on notice, Ms Webb, in relation to a specific number, I invite you to do so. *[I might ask it this way: Did the Centre for Road Safety provide advice that it should be 20 kilometres per hour on shared paths?]*

SALLY WEBB: *They have given us advice regarding 20 kilometres an hour regarding the consistency with other jurisdictions and putting in a safe-systems approach, which has a range of settings. The idea is to provide a mobility option for the community with safety at the core, which includes a range of safety settings.*

I will go back and speak to the team, as you've requested, and take on notice whether there's any specific document in which a different number has been provided over time. *[I do know—and, Anna, you might speak to this further—that the shared schemes originally started with a speed setting of 10 kilometres per hour, so I'm sure, at some point, advice has been given regarding that setting as well.]*

ANSWER:

Please refer to the response to Question on Notice 1.

QUESTION 5.

The Hon. NATALIE WARD: It's not a trick question. We're just trying to reach on what [inaudible]. It's 20 kays. We know that was announced. **We just want to know who advised that and what the basis was. Did they ever say that the speed that they believe is appropriate—if you need to take that on notice, that's fine too—for shared paths is 20 kilometres?**

SALLY WEBB: The role of the Centre for Road Safety—those policy advisers within transport safety—is to provide advice. They provide advice that's informed by data and that's informed by research that looks at benchmarks across other jurisdictions.

ANSWER:

Please refer to the response to Question on notice 1.

QUESTION 6.

The Hon. MARK BANASIAK: Just going to Fair Trading; you might not be able to answer this or you can take it on notice. **How many resources have been dedicated from their office to actually enforce those standards that they have put in place; proactively going out to check shops to make sure that what is being sold meets those standards?**

ANNA BRADLEY: Yes, that's probably a question for Fair Trading. I can only speak to their participation in the working group. They have been quite proactive in developing that standard and putting it out.

ANSWER:

NSW Fair Trading has advised:

In August 2024, NSW Fair Trading designated and gazetted certain e-micromobility vehicles as 'declared electrical articles' under the *Gas and Electricity Consumer Safety Act 2017* (G&E Act), the highest level of regulation for electrical articles, which requires testing, certification and labelling. These requirements have been introduced to ensure that only safe and compliant products are available in the market, reducing the risk of fires.

It is important to ensure that industry is given sufficient time to comply with new regulatory requirements without severely impacting their ability to operate in the NSW market. Following feedback received from industry and NSW Government agencies, NSW Fair Trading will introduce the new requirements through the following staged process:

- **Stage 1** - from 1 February 2025- products need to be compliant with the prescribed standards but do not need to be tested, certified or marked.
- **Stage 2** - from 1 August 2025- products need to be tested and certified but they do not need to be marked.
- **Stage 3** - from 1 February 2026, products need to be tested, certified and marked in accordance with the G&E Act.

NSW Fair Trading will check for compliance with the new standards and provide educative inspections in Stage 1. Subsequent inspections will include enforcement action for non-compliances, as appropriate. To implement the above phases Fair Trading will also publish exemption orders under section 8(3) of the G&E Act.

Further information on the new safety standard is available at

<https://www.nsw.gov.au/housing-and-construction/safety-home/electrical-safety/lithium-ion-battery-safety/new-safety-standards-for-lithium-ion-batteries-e-mobility-devices>.

QUESTION 7.

The Hon. MARK BANASIAK: Ms Webb, you talked about education and you said it's a fairly

comprehensive program. I taught for 18 years. I'm aware of the Transport for NSW website that deals with this. Half a dozen web sheets for different stages, is not what I would say is comprehensive. **How do you draw teachers' attention to those resources and how do you get feedback as to whether they're utilising those resources? How engaging they are and how successful they are is the question.**

[SALLY WEBB: I would draw your attention to page 15 of the action plan, where we set out the initiatives that we're taking, also with police and education, just regarding ensuring that the right resources are in place to support any changes. But in terms of existing information, there is the Safety Town website that we have, which provides information.]

The Hon. MARK BANASIAK: That's primary]

SALLY WEBB: Then we also work with the curriculum designers at the Department of Education to build comprehensive resources for K-12 into their curriculum. **I will take on notice how much of that is on the website versus separate from the website.**

[The Hon. MARK BANASIAK: How do you know if it's actually being utilised or not? Obviously, teachers are very busy.]

SALLY WEBB: It's part of the PDHPE curriculum for older—we also have a program of getting road safety information into preschools as well.]

The Hon. MARK BANASIAK: It's part of the syllabus, yes, but your resources aren't necessarily mandated. Teachers can come up with their own resources. **I am wondering if you have ever gotten feedback as to whether they are age appropriate, targeted well, suitable, engaging, and all those sorts of things? If it's not engaging, then you're not hitting your mark and you're not reaching the kids that you need to. That's my point.**

SALLY WEBB: I know that we do ensure that they are pedagogically sound materials that have been developed. **But I understand your question and I'll take it on notice to provide further information regarding that.**

ANSWER:

The Road Safety Education Program is the NSW Government's leading model of support for educating children and young people about road safety in schools and early learning services.

The Program provides curriculum focused classroom resources and professional development to teachers and early childhood educators throughout NSW.

Transport for NSW has partnered with the Association of Independent Schools of NSW, Catholic Schools NSW, Department of Education, and *Kids and Traffic*, the NSW Early Childhood Road Safety Education Program at Macquarie University since 1986.

The partnership enables early childhood educators, primary and secondary teachers to access professional support, advice and teaching resources that empowers them to deliver road safety education programs to over 4500 early childhood services and 3000-plus primary and secondary schools across NSW.

The Road Safety Education Program's resources and activities are developed in collaboration with education experts from the NSW education sectors to ensure they meet NSW curriculum requirements, are quality assured and developmentally appropriate.

NSW is the only state in Australia with a comprehensive road safety partnership with the education sectors that includes a dedicated team of road safety education specialists to support teachers in the teaching of road safety as part of the NSW curriculum and the Early Years Learning Framework.

Each education sector employs a team of road safety education specialists who are qualified teachers and experts in their field. They provide professional development and advice to principals, teachers and schools about teaching road safety from the early learning years through to Year 12.

The road safety education specialists are experts in curriculum, syllabus implementation and road safety education. They provide professional development to teachers to equip them with the knowledge and skills to teach quality road safety education programs. They show teachers how to use Transport for NSW's resources in the classroom to create effective teaching and learning programs, and the development of teaching and learning materials based on the needs of their students and context of the local road environment. Transport for NSW's resources are available for schools to use and modify to suit their students. The Road Safety Education specialists in each sector, assist teachers to tailor and develop their teaching and learning programs.

The NSW education sectors provide feedback to Transport for NSW on any changes or updates to materials through their regular meetings with Transport for NSW. Anecdotally, Transport for NSW's materials are very well received by teachers, providing them with resources that are up to date and easy to access

In the 2023 calendar year, 2042 teachers from 1073 schools engaged in road safety professional development.

Road safety is taught in NSW schools as part of the Personal Development, Health and Physical Education (PDHPE) K-10 syllabus. This subject is mandatory for all students from Kindergarten to Year 10. The focus is on the development of knowledge, values, attitudes and behaviours to enable students to make informed decisions as safer pedestrians, passengers, wheels users and future drivers. In Years 11 and 12, students in government schools learn about road safety within the mandatory Life Ready course. In Catholic and Independent Schools, road safety in the senior years is addressed through student wellbeing programs.

Transport for NSW has collaborated with the NSW education sectors to develop teaching and learning resources that support safety on wheels. Schools make decisions as to what resources they use to teach about road safety based on their local context and student needs.

These resources are publicly available through the Transport for NSW website.

QUESTION 8.

ANNA BRADLEY: To your earlier question, I do have some preliminary data on mode shift and what the e-micromobility use is.

The Hon. MARK BANASIAK: Could you maybe table that or provide it on notice?

ANNA BRADLEY: Sure. That's no problem.

ANSWER:

Transport for NSW carried out market research to better understand the current uptake of e-micromobility in NSW. Our recent market research indicates:

Usage:

- 20 per cent of NSW residents own or use an e-bike
- 11 per cent of NSW residents own or use an e-scooter.

Mode shift:

- 34 per cent of e-micromobility riders shifting from private vehicles. Interestingly, this number is far greater in Regional NSW (45%) than in metropolitan Sydney (30%)
- 27 per cent are shifting from public transport
- 22 per cent of trips would otherwise have been walking
- 10 per cent would have otherwise been by push-bikes
- 6 per cent of trips wouldn't have otherwise been taken.

The impacts of e-micromobility by mode, including on trips taken by walking or conventional cycling, need to be further explored.

QUESTION 9.

The Hon. NATALIE WARD: Maybe this might be helpful: Could take on notice, **for each of the dot points on tables 0-1, 0-2, 0-3, 0-4 and 0-5, and come back to us on when they're scheduled for completion?**

ANNA BRADLEY: Sure. I will take that on notice. Apologies, I don't have the same references that you do in the version I have before me.

The Hon. NATALIE WARD: Sure. For those tables, there's a fair bit of action going on. **When are they scheduled to be completed?** If you could perhaps list those out, that would be helpful.

ANNA BRADLEY: Will do.

ANSWER:

Please refer to Appendix A: *NSW E-micromobility Action Plan*.

QUESTION 10.

The Hon. NATALIE WARD: **Is it correct that only two fines have been issued for e-scooter use during the trials?**

ANNA BRADLEY: I'd have to take that question on notice, apologies. I don't have that data in front of me.

ANSWER:

This is a matter for the NSW Police.

QUESTION 11.

The Hon. NATALIE WARD: **Could you just explain then how an e-scooter going 20 kays while a car is going 50 kays in peak hour is safe?**

ANNA BRADLEY: I'd have to take on notice any specific safety advice about that particular scenario.

ANSWER:

E-scooter riders, together with bicycle riders, are vulnerable to injury because they are relatively unprotected in a crash, both involving a fall and if there is a collision with other motor vehicles. This vulnerability is also a key safety challenge for bicycle riders who already use our road and path networks and generally do not ride at the same speed as motorists.

All road users, including those in motor vehicles, have a responsibility to share the road safely and measures are in place and being proposed to reduce risks.

E-scooters would only be permitted to ride on roads with a speed limit of 50km/h or less, at a maximum speed of 20km/h. It restricts the use of e-scooters on higher speed, multi-lane roads and movement corridors where e-scooter riders are at greater risk of death and serious injury and the speed differential between the riders and other traffic is higher.

Riders are also proposed to be required to ride single file. This is intended to support safe passing by other motorists.

The NSW Minimum Passing Distance rule (NSW Road Rule 144-1) currently applies to e-scooter riders who are part of the shared scheme trials and aims to provide safer interactions between drivers and riders.

Drivers who pass a rider must allow a distance of at least 1 metre. If drivers cannot pass a rider safely, they should slow down and wait until it is safe to pass the rider, leaving the minimum distance. To help drivers provide the minimum distance, some exemptions to the road rules apply. For example, they are permitted to cross a dividing line, as long as it is safe to pass the bicycle rider with the minimum passing distance and they have a clear view of approaching traffic.

Queensland, Tasmania and Western Australia allow riders to travel on roads with a speed limit of 50km/h or less when there are no dividing lines, noting these jurisdictions also allow footpath use. Victoria does not permit footpath use and allows riders to use roads with speeds limits of 60km/h or less.

QUESTION 12.

The Hon. NATALIE WARD: So we have a draft plan. We don't have a position on what the insurance would be if e-scooters under the draft plan can drive 20 kays an hour on a 50-kay road. **A practical example: they smash into a car, the window smashes and there are injuries. What's the present position of who's liable?**

ANNA BRADLEY: **That's a question for SIRA, but I confirm they are part of the group. We have been working with them, and the proposed settings will form part of their analysis.**

The Hon. NATALIE WARD: Can you take that on notice?

ANNA BRADLEY: Sure.

The Hon. NATALIE WARD: We don't have SIRA here. It's a government proposal. It would be helpful if we could have an understanding of what that would be under this draft plan. Given the Government has said it's taking notice of the recommendations and findings from the inquiry, it would be helpful to have clarity on that position because we're talking about a draft proposal here. It would be interesting to see how that in a practical sense would take place. It might be that we need another hearing date to have those agencies here to answer those questions if needed. It seems that police, SIRA and others might be able to provide those answers to us. But in lieu of another hearing day, I'd be appreciative if you could take that on notice.

ANSWER:

State Insurance Regulatory Authority has advised:

Compulsory Third Party (CTP) insurance can be complex, and it is not possible to detail all the scenarios in which a person injured in a crash involving an e-scooter and a car would (or would not) be eligible to claim under the CTP Scheme.

Work is in progress to identify potential impacts to the CTP Scheme which may result from expanded e-micromobility use. SIRA is continuing to collaborate with Transport for NSW on this action. Completion of this action item is reliant on the policy settings that will be determined by the broader action plan.

QUESTION 13.

The Hon. ANTHONY D'ADAM: Earlier I asked you about mode shift. **Was there any data that came out of the trials around mode shift that you might be able to share with the Committee?**

ANNA BRADLEY: There is. I might have to take it on notice, but I can talk briefly around mode shift more broadly, based on other research.

ANSWER:

Transport for NSW's initial analysis of shared e-scooter trials across Armidale, Wollongong and Kogarah provided early numbers on mode shift from walking, motor vehicle and public transport. The analysis also provided insights into which trips are new trips.

This data should be taken as a preliminary indication only, covering only three of our six trial sites and with small numbers. Transport for NSW plans to carry out more detailed analysis across all six sites to build more robust data points.

Category		Armidale	Wollongong	Kogarah
Mode substitution: Shared scooters replaced...	Walking	47.1%	47.1%	55.8%
	Motor vehicle	4.6%	12.4%	2.3%
	Public transport	4.6%	4.7%	2.3%
	New trip	34.6%	23.5%	25.6%
Mode integration: shared scooter trips paired with...	Walking	40.4%	29.4%	27.3%
	Public transport	5.8%	16.4%	30.0% (three train stations in trial area)
	Private car	5.1%	10.0%	9.1%

QUESTION 14.

The Hon. WES FANG: That is my great fear. You're effectively allowing these devices to use the roadway. **Are they going to lane filter? Do they have right of way on the lane? Is it going to impede the traffic flow that you would normally have, especially in peak hour? Is that going to frustrate motorists? Are we going to see this become a flashpoint and the road safety aspects haven't been properly thought through? That is my real concern here.**

ANNA BRADLEY: I will take on notice the question to give specific safety advice with respect to that road environment, if that's okay, unless you wanted to add anything?

ANSWER:

The draft rules released by Transport for NSW would allow e-scooters to travel only in bike lanes and on roads where the road has a speed limit of 50km/h or less. Riders would also be required to travel single file.

The proposed restrictions reflect that riders are vulnerable, and devices are speed limited. In addition, motorists are currently (as part of the NSW shared scheme trial) required to provide a minimum passing distance to improve rider safety.

The draft key settings published is not the full list of requirements and rules that would apply to e-scooter riders if their broader use was to be permitted on NSW roads. Consideration is being given to how each relevant rule applies to e-scooter riders, with reference to the positions currently in NSW road rules for the shared scheme trial, the Australian Road Rules, and comparable jurisdictions (for consistency where possible).

Any changes to road rules in NSW are accompanied by clear communications to inform road users of their obligations and how to ride safely.

Appendix A – NSW E-micromobility Action Plan

Policy and regulation

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	Completion timeframe
P1	Get the policy settings in place to support the safe and legal use of e-micromobility devices	P1.1	We are: <ul style="list-style-type: none"> reviewing regulation of e-micromobility sharing schemes to better support customer and community outcomes. 	Transport for NSW	Office of Local Government NSW Police	<i>Regulatory reform is actively underway and the timing of completion of this item is a matter for the NSW Government.</i>
		P1.2	We are: <ul style="list-style-type: none"> reviewing the road rules in relation to e-micromobility. 	Transport for NSW	NSW Police State Insurance Regulatory Authority	<i>An active review of rules for e-scooter use is underway.</i> <i>Transport is also part of the ongoing national process to regularly review and update the Australian Road Rules, which are the model law that forms the basis of the NSW Road Rules. There is no fixed end date for improving Road Rules.</i>
P2	Get the policy and regulatory settings right to enable informed road space allocation decisions by governments	P2.1	We are: <ul style="list-style-type: none"> improving the application of the Road User Space Allocation Policy (2024) and NSW Movement and Place Framework across NSW. 	Transport for NSW		<i>An update of the Road User Space Allocation Policy has recently been completed (2024).</i> <i>An update to the Road User Space Allocation Procedure will be completed in 2025. The Procedure will outline the necessary requirements to adhere to the policy.</i> <i>Internal training for the Road User Space Allocation Policy has been completed and is available to Transport for NSW staff.</i> <i>Work to improve how the Movement and Place Framework is applied across NSW will be ongoing, with no fixed end date.</i>
		P2.2	We are: <ul style="list-style-type: none"> investigating a review of the Roads Act 1993 and the broader legislative framework, in line with recommendations made during the 	Transport for NSW		<i>Transport is currently finalising the scope of the review as part of completing an initial investigation.</i>

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	Completion timeframe
			Road User Space Allocation Policy review.			
P3	Improve policy settings and standards for safer lithium-ion batteries and e-micromobility devices	P3.1	<p>We are:</p> <ul style="list-style-type: none"> regulating e-micromobility devices under the Gas and Electricity (Consumer Safety) Act 2017. developing an information standard for consumers, providing information on the safety of e-micromobility vehicles, safe use practices and safe disposal. Under the Fair Trading Regulation 2019, sellers will have to provide consumers with this information at the time of sale. exploring options to better regulate the online marketplace, in line with the 2023 Statutory Review of the Gas and Electricity (Consumer Safety) Act 2017. reviewing the Gas and Electricity (Consumer Safety) Act 2017 to consider the inclusion of all high-risk extra-low voltage (ELV) products within the scope of the Act. 	NSW Fair Trading	Transport for NSW SafeWork NSW Fire and Rescue NSW NSW Environment Protection Authority	<p><i>New product standards were gazetted earlier this year but will come into effect in a three-stage process starting from February 2025. The staged process allows manufacturers and retailers to adjust to the new requirements.</i></p> <ul style="list-style-type: none"> <i>Stage 1: From 01 February 2025: All products sold must comply with the prescribed standards, but are exempted from testing, certification and marking.</i> <i>Stage 2: (12 months) From 01 August 2025: Manufacturers and retailers must sell compliant e-micromobility vehicles that have been tested and certified; however, no compliance marking is required.</i> <i>Stage 3 (18 months) From 01 February 2026: Manufacturers and retailers must sell compliant e-micromobility vehicles in NSW that have been tested, certified and marked.</i> <p><i>The consumer Information Standard was released on 4 November, with the consultation period concluding on 6 December. An amendment Regulation is required to implement the Information Standard, which will be introduced in early 2025.</i></p> <p><i>Further changes to the Gas and Electricity (Consumer Safety) Act 2017 will be pursued in 2025 as part of the process to introduce new building legislation.</i></p> <p><i>SafeWork NSW supports the implemented changes.</i></p>
		P3.2	<p>We are:</p> <ul style="list-style-type: none"> collaborating with Standards Australia on Standards for E-micromobility. 	Transport for NSW	SafeWork NSW	<p><i>Collaboration with Standards Australia is ongoing and does not have a fixed end date.</i></p>

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	Completion timeframe
		P3.3	<p>We are:</p> <ul style="list-style-type: none"> preparing a draft Regulatory Impact Statement with options to reform the product stewardship arrangements for all battery-powered devices supplied into NSW. 	NSW Environment Protection Authority	Fire and Rescue NSW	<p><i>The NSW EPA is collaborating with the Victorian Department of Energy, Environment, and Climate Action to deliver a draft Regulatory Impact Statement to a meeting of Australia's Environment Ministers in December 2024.</i></p> <p><i>NSW is intending to progress with product stewardship reforms for batteries. The draft Regulatory Impact Statement can be adopted by other jurisdictions to create a nationally-aligned approach as other jurisdictions implement schemes.</i></p>
P4	Create safe workplaces	P4.1	<p>We are:</p> <ul style="list-style-type: none"> reviewing the Work Health and Safety Act 2011, particularly in relation to responsibilities for businesses that are involved in the manufacture, sale, use, storage and maintenance of e-micromobility devices. 	SafeWork NSW	State Insurance Regulatory Authority	<p><i>SafeWork NSW has completed the review of the Work Health and Safety legislation and have developed a specific Li-B webpage that is now live and provides advice and guidance in this area to duty holders. Action is complete.</i></p>
P5	Provide strong policy settings to enable delivery of active transport infrastructure, benefiting e-micromobility users	P5.1	<p>We are:</p> <ul style="list-style-type: none"> provisioning for active transport infrastructure in urban renewal areas. This includes areas with transport-oriented development in metropolitan and regional areas. encouraging new major projects being delivered by NSW Government to deliver active transport infrastructure using NSW guidelines such as Transport's Cycleway Design Toolbox and Walking Space Guideline. improving standards for active transport infrastructure and services to include charging equipment, parking and storage, and bicycle paths. developing parking guidelines for both shared and private e-micromobility 	Transport for NSW	Department of Planning, Housing and Infrastructure NSW Ministry of Health	<p><i>Work to ensure the right infrastructure is provisioned in renewal areas is ongoing, with no fixed end date.</i></p> <p><i>Work to encourage new major projects being delivered by NSW Government to deliver active transport infrastructure in line with Policy guidance is ongoing.</i></p> <ul style="list-style-type: none"> <i>Draft Standard Bicycle Parking at Transport Stations,</i> <i>Mass Transit Stops and Ferry Wharves has been developed.</i> <i>Expanded Temporary Delegation issued to local governments in December 2023.</i> <i>Updated guidance for e-micromobility parking will be developed in 2025.</i>

NSW GOVERNMENT

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	Completion timeframe
			<p>devices and piloting approaches at Sydney Trains stations.</p> <ul style="list-style-type: none"> reforming delegations to streamline approvals for active transport infrastructure (like changes to the role of Local Traffic Committees). 			
P6	Identify impacts on statutory insurance	P6.1	<p>We are:</p> <ul style="list-style-type: none"> identifying impacts on statutory insurance and providing advice to government on the potential impacts to the CTP Scheme. 	State Regulatory Insurance Authority	Transport for NSW	<i>Work is in progress to identify potential impacts to the CTP Scheme which may result from expanded e-micromobility use. SIRA is continuing to collaborate with Transport for NSW on this action item. Completion of this action item is reliant on the policy settings that will be determined by the broader action plan.</i>
P7	Address the fire risk for infrastructure and buildings	P7.1	<p>We are:</p> <ul style="list-style-type: none"> reviewing safety risks on transport infrastructure and will implement controls as needed. 	Transport for NSW	Fire and Rescue NSW	<i>Sydney Trains, Sydney Metro and NSW TrainLink are reviewing risks associated with e-bikes on the heavy rail network.</i>
		P7.2	<p>We are:</p> <ul style="list-style-type: none"> reviewing risks to government property and will implement controls as needed. 	All agencies		<i>This work is ongoing as part of standard risk management practices in managing Government assets and property.</i>
		P7.3	<p>We are:</p> <ul style="list-style-type: none"> identifying options for safe battery disposal, reducing fire and safety risks in the waste industry. 	NSW Environment Protection Authority	Fire and Rescue NSW	<i>See P3.3 and I3.1 for work currently underway to increase safe battery disposal and reduce fire and safety risks in the waste industry.</i>

Education and engagement

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
E1	Support safe riding of e-scooters and e-bikes and safe interactions with other road users including pedestrians	E1.1	We are: <ul style="list-style-type: none"> maintaining website information and providing communications materials on the Shared E-scooter Trials, safe road user behaviours and road rules relating to permitted e-bikes and illegal and legal uses of e-scooters. supporting NSW councils to promote safe behaviours in and around Shared E-scooter Trial sites. delivering the 'Share the road' campaign, providing both riders and drivers with advice for travelling together safely. 	Transport for NSW	NSW Police	<ul style="list-style-type: none"> <i>The Transport for NSW website updates occur regularly and will continue without a fixed end date.</i> <i>Transport's support for NSW councils to promote safe behaviours in and around Shared E-scooter Trial sites will continue until the Shared E-scooter Trials conclude.</i> <i>The 'Share the road' campaign is planned to be in market this financial year, further consideration will align to NSW Advertising Act approval.</i>
			We are: <ul style="list-style-type: none"> Delivering Community Road Safety Grants to community groups to deliver small scale road safety projects to increase road safety awareness in local communities and promote safer behaviours on our roads. 	Transport for NSW		<ul style="list-style-type: none"> <i>Round 10 Community Road Safety Grants applications closed in September 2024 and are currently being assessed. Grants are determined by the Community Road Safety Grants panel against the program guidelines. The annual program usually opens in August.</i>
		E1.2	We are: <ul style="list-style-type: none"> developing and distributing teaching resources and fact sheets to educate school-aged children and their families on safe e-bike behaviour. 	Transport for NSW	Department of Education Association of Independent Schools of NSW Catholic Schools NSW NSW Police	<ul style="list-style-type: none"> <i>Transport's Road Safety Education partnership with the NSW education sectors is ongoing under a funded partnership agreement.</i>
		E1.3	We are:	NSW Police		<ul style="list-style-type: none"> <i>NSW Police enforcement operations will continue without a fixed end date.</i>

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
			<ul style="list-style-type: none"> undertaking enforcement operations in targeted locations. 			
E2	Educate the community about permitted e-bikes and lithium-ion battery fire risk	E2.1	<p>We are:</p> <ul style="list-style-type: none"> developing new materials to educate the community about e-bike safety, including, what to look for when buying an e-bike and preventing and responding to lithium-ion battery fires. 	NSW Fair Trading Fire and Rescue NSW Transport for NSW	NSW Police	<ul style="list-style-type: none"> <i>Web content developed in consultation with NSW Fire and Rescue, EPA, ACCC.</i> <i>NSW Fair Trading social media campaign executed from 22 July – 18 August 2024, reaching 633K+ people and achieving 1.6M+ impressions.</i> <i>Organic socials delivered on NSW Fair Trading and NSW Gov platforms with 20K unpaid reach.</i> <i>NSW Fair Trading included newsletter article on LiB in Fair Trading News July 2024 edition and content also published in Service NSW eDM, with 2M email opens and 12.5K clicks on LiB story.</i> <i>LiB fact sheets developed including five in-language fact sheets.</i> <i>Launch of LiB promotional video by Ministers took place on 25 November; cross agency campaign involving Fair Trading, Fire & Rescue NSW, EPA and SW. Each agency will now run agency specific content / campaigns through their channels using the cut down video and tiles.</i>
E3	Create safe workplaces	E3.1	<p>We are:</p> <ul style="list-style-type: none"> developing a workplace video safety alert and presentation on lithium-ion battery risks. educating employers about safety reporting requirements, particularly for lithium-ion battery fires. 	SafeWork NSW	Fire and Rescue NSW NSW Environment Protection Authority	<ul style="list-style-type: none"> <i>SafeWork NSW, video safety alert submission has been drafted and submitted, in progress. Likely completion date January/February 2025.</i> <i>SafeWork NSW, targeted specific webpage developed and implemented, further work ongoing through established networks and stakeholder engagements. Planned social media program for December to raise awareness across industry.</i>

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
		E3.2	We are: <ul style="list-style-type: none"> working with delivery and courier businesses to educate their workforce on road rules and battery safety for e-bikes. 	SafeWork NSW NSW Police	Transport for NSW	<ul style="list-style-type: none"> SafeWork NSW has completed some works in this space. Food delivery rider webpage has been updated, further engagement with platform PCBUs and targeted social media postings leading into Xmas with key point messaging.
		E3.3	We are: <ul style="list-style-type: none"> working with e-micromobility industries, including service providers and service centres, sharing scheme operators, warehouses, manufacturers, retailers and delivery companies to improve safe work outcomes. 	SafeWork NSW Fire and Rescue NSW	Transport for NSW	<ul style="list-style-type: none"> SafeWork NSW. New activity, in planning at this stage. Requires workplace visits and inspections with verification. Likely time frame January/February 2025.
E4	Explore training opportunities in e-micromobility sectors	E4.1	We are: <ul style="list-style-type: none"> exploring training opportunities for the maintenance and repair of e-micromobility devices. 	TAFE NSW	Transport for NSW	<ul style="list-style-type: none"> The TAFE NSW Industry Collaboration Reference Group for e-mobility will be meeting on Wednesday, 4 December, to explore training opportunities for the maintenance and repair of e-micromobility devices. The findings are planned to be shared from consultations with industry and other stakeholders by 28 March 2025.

Infrastructure, parking and public space management

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
I1	Deliver new active transport infrastructure to service the needs of e-micromobility riders	I1.1	<p>We are:</p> <ul style="list-style-type: none"> delivering the Get NSW Active grants program, providing local councils with funding for projects that create safe, easy, and enjoyable active transport trips. piloting demarcated share bike parking at select Sydney Trains stations. planning for the Strategic Cycleway Corridors program, a network of connected infrastructure to support the future uptake of active transport and e-micromobility. 	Transport for NSW		<ul style="list-style-type: none"> <i>Get NSW Active</i> <i>The shared e-bike parking pilot recently commenced and will initially be underway for six months.</i> <i>Planning for the Strategic Cycleway Corridors Program is ongoing through the development of a Business Case that will continue to help inform future investment decisions, which will be subject to Government consideration.</i>
I2	Support safe speeds on NSW roads to encourage safe e-micromobility trips	I2.1	<p>We are:</p> <ul style="list-style-type: none"> continuing delivery of the Towards Zero Speed Management Program to providing safer speed settings across NSW in alignment with the 2023 NSW Speed Zoning Standard. 	Transport for NSW		<ul style="list-style-type: none"> <i>The Towards Zero Safer Roads Program (TZSRP) and Speed Management Program is continuing to deliver safer roads and speed setting projects aimed at sustainable and long-term road trauma reductions across the NSW road network.</i>
I3	Explore safe disposal options for lithium-ion batteries	I3.1	<p>We are:</p> <ul style="list-style-type: none"> working with local councils through the Community Recycling Centre network to ensure safe disposal options for lithium-ion batteries are available for the community. 	NSW Environment Protection Authority	Fire and Rescue NSW	<ul style="list-style-type: none"> <i>In September 2024, NSW EPA commenced a trial in partnership with local councils for 21 Community Recycling Centres across NSW to accept embedded batteries. These include items that contain embedded batteries such as electric toothbrushes; e-scooters, e-bikes, and hover boards; Bluetooth speakers, remote controlled toys, vacuum cleaners, and vapes. The trial will run to September 2026.</i> <i>Household quantities of vapes are also now accepted at Household Chemical CleanOut events.</i>

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
I4	Support safe delivery of major events	I4.1	We are: <ul style="list-style-type: none">working collaboratively with councils, land managers, event operators, and with shared bike and e-bike providers, across NSW to actively identify risks and opportunities related to e-micromobility during major events.	Transport for NSW	Premier's Department	<ul style="list-style-type: none"><i>Work to improve transport options and operations during major events are ongoing, with no fixed end date.</i>

Data and research

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
D1	Establish data needs for all projects and activities	D1.1	We are: <ul style="list-style-type: none"> establishing an E-micromobility Data Program to identify data and insights needed to support policy reform, new investments and education and engagement programs. identifying opportunities for data-sharing across State Government, councils and industry. 	Transport for NSW	All	<ul style="list-style-type: none"> A Data Program has been stood up, including the establishment of a cross-agency E-micromobility Data Working Group. Work to identify opportunities for data-sharing will be ongoing, facilitated through the Data Working Group, without a fixed end date. The Working Group will be defining immediate priorities and a plan for delivery to support implementation from early 2025. This will include resolving data sharing barriers to drive high quality data insights around both private and shared e-micromobility usage and risks. SafeWork NSW, developing project plan to appropriately extract relevant data information. In progress.
D2	Build partnerships to deliver research, develop insights and embed data in decision-making	D2.1	We are: <ul style="list-style-type: none"> engaging across Government to identify, assess and address barriers to data collection, sharing and visualisation. developing a best-practice data strategy to support e-micromobility in partnership with operators. 	Transport for NSW	All	<ul style="list-style-type: none"> A Data Program has been stood up, including the establishment of a cross-agency E-micromobility Data Working Group. The Working Group will be defining immediate priorities and a plan for delivery to support implementation from early 2025. This will include resolving data sharing barriers to drive high quality data insights around both private and shared e-micromobility usage and risks.
		D2.2	We are: <ul style="list-style-type: none"> sharing fire incident data and collaborating on the Safety of Alternative and Renewable Energy Technologies (SARET) Research Program. 	Fire and Rescue NSW		<ul style="list-style-type: none"> Data is shared through the E-micromobility Interagency Group, and this will continue with no fixed end date. Incident data will continue to be published on the Fire and Rescue NSW website.
D3	Deliver pilots to gather data and	D3.1	We are:	Transport for NSW	NSW Police NSW Health	<ul style="list-style-type: none"> The Shared E-scooter Trials are continuing. The timing of their completion is not yet confirmed and will be

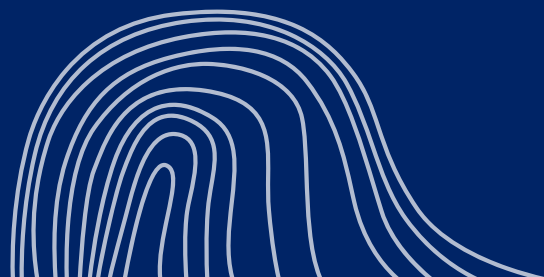
Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
	test new policy options		<ul style="list-style-type: none"> delivering Shared E-scooter Trials including gathering data to understand trip demand and safety incidents. commissioning an independent evaluation. 			<i>structured to align with any potential changes to regulations for e-scooter use and sharing schemes.</i> <ul style="list-style-type: none"> An evaluation report for the Shared E-scooter Trials (carried out to date) will be published by end Q1 2025.
		D3.2	We are: <ul style="list-style-type: none"> exploring data visualisation pilot opportunities to better understand shared bikes, e-bikes and e-scooters. 	Transport for NSW		<ul style="list-style-type: none"> An initial trial period with third-party mobility data platform providers will be completed by Q3 25 with options to extend use through to end 2026.
		D3.3	We are: <ul style="list-style-type: none"> delivering a pilot of corralling and parking options for shared bikes and e-bikes at stations and transport hubs. 	Transport for NSW		<ul style="list-style-type: none"> The shared e-bike parking pilot recently commenced and will initially be underway for six months.
D4	Undertake research to support policy development, education and engagement and infrastructure delivery for e-micromobility	D4.1	We are: <ul style="list-style-type: none"> sourcing data to understand how people are using e-bikes and e-scooters and the benefits this can bring. researching rules and parameters for e-micromobility interstate and in international jurisdictions and exploring lessons learned in relation to use, standards, education, and safety. engaging with high school students to understand e-bike use, behaviours, drivers and perceptions. participating in research providing new data and insights 	Transport for NSW		<ul style="list-style-type: none"> Efforts to source new and improved data are ongoing, with no fixed end date. Transport monitors arrangements in other jurisdictions, and this will continue, with no fixed end date. Engagement took place with selected High Schools in mid 2024. Further research and engagement may occur in 2025. NSW Government will continue to participate in research projects to gather new data and generate new evidence. There is no fixed end date for this work.

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
			on e-bikes and e-scooters, including the Australian Cycling and E-scooter Economy Report ¹ .			
		D4.2	We are: <ul style="list-style-type: none"> defining high risk workplaces, including places where repairs, warehousing and charging occur. 	SafeWork NSW	Fire and Rescue NSW State Insurance Regulatory Authority	<ul style="list-style-type: none"> SafeWork NSW, accurate data through existing tools not available. With what we have believe waste and recycling to be highest risk. As indicated previously, project planning in place to develop existing systems to capture required and appropriate data.
		D4.3	We are: <ul style="list-style-type: none"> investigating the population-level impacts of e-micromobility (and in particular, e-scooters) on active-transport-related physical activity and public health more broadly. 	NSW Ministry of Health	Transport for NSW	<ul style="list-style-type: none"> Agency discussions on an agreed approach to investigate the population-level impacts of e-micromobility (and in particular, e-scooters) on active-transport-related physical activity are in the early stages. No fixed end-date can be confirmed at this early stage
		D4.4	We are: <ul style="list-style-type: none"> progressing elements of the SARET research program to inform the management of fire and explosion risks. 	Fire and Rescue NSW		<ul style="list-style-type: none"> The SARET research program is ongoing and expected to progressively provide outcomes in the coming years.

¹ 2023 Australian Cycling and E-scooter Economy Report, WeRide: <https://www.weride.org.au/australiancyclingeconomy/>

Coordination and collaboration

Action #	Action	Sub action #	Description	Lead agency	Collaborating agencies	September 2024 - Agency update
C1	Coordinate activities across Government and support collaboration	C1.1	We are: <ul style="list-style-type: none"> running the E-micromobility Interagency Group, to coordinate NSW Government activities in relation to e-micromobility and to oversee this Action Plan. 	Transport for NSW	All	<ul style="list-style-type: none"> <i>The E-micromobility Interagency Group will continue to coordinate activities across NSW Government. There is no fixed end date for this Group.</i>
C2	Use established engagement forums and programs to collaborate with stakeholders and coordinate across the three tiers of government	C2.1	We are: <ul style="list-style-type: none"> using established forums to engage with other Australian jurisdictions. convening stakeholder roundtables on an as-needs basis in relation to e-micromobility. 	All		<ul style="list-style-type: none"> <i>Work to engage across jurisdictions and with external stakeholders will continue without a fixed end-date.</i> <i>SafeWork NSW, working with Operational Practice team to liaise with SafeWork Australia and Heads of Workplace Safety Authorities with intent to drive national reform and development of appropriate resources.</i> <i>SafeWork NSW has completed power point training pack that has been approved for external use, stakeholder engagement and education program being implemented, in progress.</i>
		C2.2	We are: <ul style="list-style-type: none"> engaging with stakeholders involved in NSW Government Programs where e-micromobility may support precinct outcomes, including Uptown, Purple Flag Precincts, Special Entertainment Precincts and Community Improvement District pilots. 	Office of the 24-Hour Commissioner Transport for NSW		<ul style="list-style-type: none"> <i>Work to identify opportunities to encourage e-micromobility as part of existing precinct programs will continue, with no fixed end date.</i>



© Transport for NSW

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.