

Inquiry into the use of e-scooters, e-bikes and related mobility options: post-hearing responses - 31 October 2024

- 1. The Hon. MARK BANASIAK: I have a question to you all. We heard yesterday about a consultative committee about e-scooters and e-bikes that was conducted by the last Government. Were any of your groups part of that group that made recommendations, specifically around speed limits on shared paths?**

PDCN was not involved in the previous consultations on e-mobility.

- 2. The Hon. MARK BANASIAK: A few of you have spoken about being proactive rather than reactive in regulation. Given we are essentially reacting because these things have been on the market for quite some time now, and given that we're trying to legalise it now, what would that proactive regulation look like for your groups? What would you like to see in that proactive regulation?**

The Public Spaces (Unattended Property) Act 2021 does not proactively regulate or monitor the appropriate and safe storage of e-bikes and e-scooters. There is a reliance on the user of the e-mobility device and the scheme operator to responsibly store devices, and to take responsibility for abandoned items. This reliance on individual users and operators to responsibly store devices has proven ineffective since shared e-bikes and e-scooters have been introduced.

There is a need to amend the Public Spaces (Unattended Property) Act 2021 to ensure a proactive legislative process in response to abandoned shared e-mobility devices so that this process does not place the sole responsibility of the appropriate storage of e-mobility devices on individual users and operators. This can be addressed through regular monitoring of public spaces where shared e-mobility devices are common by local council and/or company representatives. A clear responsibility must be placed on local councils in partnership with private shared e-bike companies to regularly monitor locations of e-bikes and ensure these are not abandoned or left as a safety hazard to the public. Additionally, to minimise the number of abandoned devices it is essential that there are dedicated parking bays for e-mobility devices in public areas.

To proactively monitor shared e-mobility devices to ensure they are not causing a safety hazard and can be quickly addressed if abandoned, operators of share bike and scooter companies should be required to share anonymised data with councils to support infrastructure planning, traffic management, and safety improvements. Data can also be used to monitor usage patterns, inform regulation updates, and provide insights into popular routes or problematic areas.

To ensure the safety of users and pedestrians, a certification process should be implemented. for manufacturers to ensure devices meet safety standards before being sold in NSW. Certified devices could display a NSW compliance mark to inform consumers of safe products. Setting minimum safety standards, such as maximum speeds limits in areas shared or frequented by pedestrians (e.g., 10-20 km/h for footpaths and higher on dedicated

lanes), and weight limits is essential for the safety of pedestrians in shared and public spaces where e-mobility devices are used.

Importantly, there must be genuine consultation with people with disabilities in the development of any regulatory frameworks for e-mobility and ongoing feedback loops with people with disabilities regarding the implementation of any regulatory frameworks.