

Recommendations

- Recommendation 1** **31**
 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.
- Recommendation 2** **31**
 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.
- Recommendation 3** **31**
 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.
- Recommendation 4** **32**
 That the NSW Government implement mandatory data sharing requirements for all shared e-mobility operators.
- Recommendation 5** **60**
 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.
- Recommendation 6** **61**
 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.
- Recommendation 7** **61**
 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.
- Recommendation 8** **61**
 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.

Recommendation 9 **63**

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.

Recommendation 10 **73**

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.

Recommendation 11 **74**

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.

Recommendation 12 **75**

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.

Recommendation 13 **93**

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

Recommendation 14 **95**

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.

Recommendation 15 **95**

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.

Recommendation 16 **96**

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.

Recommendation 17 **96**

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.

Recommendation 18 **97**

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.

Recommendation 19 **124**

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.

- Recommendation 20** **124**
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.
- Recommendation 21** **125**
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.
- Recommendation 22** **125**
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.
- Recommendation 23** **125**
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.
- Recommendation 24** **126**
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.
- Recommendation 25** **126**
That the NSW Government explore options for requiring shared scheme operators and food delivery platforms to share data on incidents involving e-mobility devices.
- Recommendation 26** **127**
That the NSW Government invest in a statewide social media campaign targeted at young people about safe and responsible use of e-mobility devices.
- Recommendation 27** **127**
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.
- Recommendation 28** **127**
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.

- Recommendation 29** 128
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.
- Recommendation 30** 128
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.
- Recommendation 31** 128
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.
- Recommendation 32** 129
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.
- Recommendation 33** 129
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.
- Recommendation 34** 130
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.