



DRAFT SUBMISSION

E-micromobility sharing schemes reform

May 2026





Local Government NSW (LGNSW) is the peak body for local government in NSW, representing NSW general purpose councils and related entities. LGNSW facilitates the development of an effective community-based system of local government in the State.

OVERVIEW OF THE LOCAL GOVERNMENT SECTOR



Employ nearly **50,000 people**



Manage more than **1,800 community & public centres**



Maintain more than **168,000km of roads & bridges**



Manage more than **\$220 billion of community assets**



Recycle **1.75 million tonnes of waste**



Spend more than **\$2.5 billion each year on caring for the environment**



Operate more than **380 libraries that attract tens of millions of visits each year**



Make kerbside waste collections for more than **3.1 million households**



Manage an estimated **4 million tonnes of waste each year**



Spend more than **\$2.4 billion on culture and recreation**

Local Government NSW acknowledges and pays respect to the Traditional Owners of the lands on which we work, and the lands we travel through. We also acknowledge our Elders – past, present and emerging.

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Introduction

Local Government NSW (LGNSW) is the peak body for local government in NSW, representing NSW general purpose councils and related entities. LGNSW facilitates the development of an effective community-based system of local government in the State.

LGNSW welcomes the opportunity to provide feedback on the [draft regulatory framework](#) on the e-micromobility sharing scheme reform. On behalf of councils in NSW, LGNSW plays a key role in advocating for policy and legislation to enable and regulate active transport, including for e-scooters and e-bikes.

LGNSW acknowledges the extensive consultation Transport for NSW (TfNSW) has conducted with stakeholders. LGNSW has actively participated in this process, including through a number of local government briefing sessions and roundtables convened by TfNSW.

In preparing this submission, LGNSW consulted with councils and other stakeholders including and the NSW Roads & Transport Directorate (RTD). The RTD is a long-standing partnership between Institute of Public Works Engineering Australasia (IPWEA) NSW/ACT and LGNSW. The RTD focuses on addressing roads and transport-related matters for NSW local government.

Please note this submission is provided in draft form, subject to endorsement by the LGNSW Board. Any changes following Board consideration, will be advised.

Background

The NSW Parliamentary [inquiry](#) into the use of e-bikes and e-scooters, and related mobility options recommended the development of a comprehensive regulatory framework. In response, the NSW Government committed to progressing reforms governing the provision of shared e-mobility services in NSW. LGNSW previously provided a [submission](#) to this inquiry.

The NSW Government is now progressing reforms following the passage of the [Road Transport and Other Legislation Amendment \(Micromobility Vehicles and Smartcards\) Bill 2025](#), which received assent on 26 November 2025. These reforms will establish a statewide regulatory framework for mobility sharing schemes through amendments to the *Road Transport Act 2013*.

LGNSW understands that the NSW Government is progressively addressing key safety and compliance issues associated with privately owned e-mobility devices through separate legislative and regulatory channels.

The formal introduction of e-mobility devices into NSW's transport landscape will see increased use of these devices on council managed roads and public spaces, providing an affordable and sustainable alternative to private vehicle use. There has already been strong growth in the popularity of shared e-bikes and e-scooter trials in local government areas such as City of Sydney, demonstrating both demand and the need for appropriate regulatory settings. More recently, the fuel crisis has increased demand for e-mobility devices.

E-mobility sharing schemes are gradually playing an increasingly important role in the transport network by improving first and last-mile connections to public transport and facilitating short trips. Roads are a core responsibility for local government, with councils responsible for over 85 per cent of the NSW road network. Councils have long invested in infrastructure to support a broader range of road users, including bikeways, shared paths and active transport infrastructure.

The integration of e-scooters and e-bikes into the transport system is inevitable and must be supported by clear and aligned policy and regulatory frameworks. Strategic planning should be guided by the NSW Government, with implementation delivered in partnership with councils as the primary local road authorities.

LGNSW Response

TfNSW has provided a set of guiding questions to support stakeholder submissions. LGNSW's submission focuses on general comments and those issues of greatest relevance to local government.

Technical matters relating to device specifications and technological requirements are best addressed by subject matter experts, including sharing scheme operators.

General comments

LGNSW supports, in principle, the NSW Government's goal to enable e-mobility devices as a safe, accessible and sustainable transport option in NSW, including the nine key outcomes outlined in the draft framework:

1. **Improve safety outcomes** for riders, pedestrians and the wider community
2. **Reduce impacts of devices** on urban amenity and the environment
3. **Ensure equitable access** to shared e-mobility across diverse communities
4. **Clarify roles and responsibilities** for operators, councils, and state agencies
5. **Promote innovation and investment** in sustainable transport technologies
6. **Support data-driven planning** and enforcement through mandatory data sharing

7. **Enable seamless journey** across local authority boundaries, effectively integrating sharing schemes into the transport system and legitimising services as a transport option
8. **Minimise administrative burden**
9. **Enable costs of operating services to be appropriately distributed**, ensuring any new regulatory approach represents value.

As noted by TfNSW:

- shared e-bikes are available in some local communities in Sydney
- shared e-scooters are being [trialled](#) in some areas in NSW, with agreements held between operators and councils.
- operators providing shared e-bikes do not need government or council approval before launching their services
- there are not regulated minimum standards for things like helmets, parking, insurances and data sharing.

LGNSW notes the above points and supports the introduction of minimum standards for shared e-mobility services, including requirements relating to helmets, safety features, speed controls and data sharing to ensure risks are appropriately managed and community safety is prioritised.

Based on council feedback and experiences from trial programs, several challenges remain. These include:

- riders using devices in inappropriate locations, such as footpaths
- riders failing to use helmets even where provided
- disorderly or unsafe parking/ dumping of devices
- impacts on pedestrian safety and accessibility.

Roles and responsibilities:

Under the proposed framework, operators must obtain approval from TfNSW before seeking authorisation from councils to operate within local government areas (LGAs).

Councils will be responsible for setting local conditions, including designated parking areas, no-go and go-slow zones, parking infrastructure and signage. Councils will also be responsible for enforcing compliance, including issuing infringement notices to operators for improperly parked devices and non-compliance with helmet provision requirements.

LGNSW notes that enforcement is directed at operators rather than individual riders. It is important that behavioural issues at the user level are strictly monitored and enforced by NSW Police. This includes riders not wearing helmets, riding on footpaths and in other no-go zones. Police will need to be resourced to undertake these additional responsibilities.

LGNSW also recommends that the NSW Government through NSW Health provide clear public health advice regarding the use of shared helmets, including hygiene and cleaning requirements. It is evident that many riders are averse to wearing helmets that have or may have been used by other riders.

While the framework places additional responsibilities on councils, their decision-making powers remain limited. In particular, TfNSW retains the ability to override council decisions in relation to authorisation of operators and the impositions of conditions that TfNSW considers to be excessive. LGNSW seeks further clarification on the practical application of these powers and the extent of local discretion available to councils in terms of authorisation, the number of devices and number of operators. It is imperative that councils have the powers to protect the interests and safety of their communities.

Fees and funding:

The proposed **per-trip fee** structure of up to \$0.80 per trip, with up to \$0.60 allocated to the NSW Government and up to \$0.20 to councils, represents a **75:25 revenue split** in favour of the NSW Government.

Councils are concerned that this allocation is insufficient to meet the full costs associated with the scheme implementation and ongoing management. These costs include:

- Establishing parking infrastructure, signage and road marking
- Maintaining local assets
- Managing compliance and enforcement on scheme operators
- Administering local authorisations
- Managing and responding to community complaints.

For example, Northern Beaches Council has identified that the cost of marking a single parking bay is approximately \$1997. Based on the proposed \$0.20 per-trip allocation, this would require broadly 10,000 trips per bay to recover costs, excluding community consultation and ongoing maintenance.

Similarly, Waverley Council has also installed about 60 shared bike parking areas. These include a mix of on street and off-street (footpath) sites. The cost of these varies per site, but the entire program has been installed using \$250,000 worth of materials or approximately \$500 per site), excluding labour costs.

At a recent local government briefing on 22 April 2026, TfNSW advised that the local government share of fee revenue at current levels of usage would be around \$1.6 million. This would average about \$100,000 per participating council. This is significantly below the costs of providing parking infrastructure, signage, street marking, administration and enforcement.

While TfNSW proposes to reallocate some of their share of revenue to councils through a grants program, there is no detail regarding funding levels, duration of the program, eligibility criteria and application process. LGNSW seeks clear commitments from the NSW Government to ensure councils are adequately funded and that there is sufficient budget provisioned to invest in active infrastructure. Councils are also concerned about:

- Upfront costs associated with establishing the scheme
- Uncertain demand and uptake of the service in different areas including metropolitan and regional NSW with wide variances expected between metropolitan LGAs and between regional LGAs
- Councils having no say in the determination of fees
- Revenue generated may be syphoned off to Consolidated Revenue rather than being reinvested into local infrastructure.

LGNSW seeks a commitment that all fee revenue will be directed to providing the necessary e-micromobility infrastructure and to support the e-micromobility framework.

As councils manage around 85 per cent of the road network and nearly all shared paths, it would be expected that councils will bear the largest proportion of the costs associated with parking infrastructure and signage.

Councils are ready to work with the NSW Government but require a strong commitment that this will not come at the expense of councils. It is recommended that TfNSW release detailed modelling to support the proposed fee structure and consider a more equitable revenue split. LGNSW consider a 50:50 split to be more equitable and realistic given council road network responsibilities.

Fines:

It is understood that revenue accruing as a result of fines issued by TfNSW will flow into NSW Government's Consolidated Revenue. Local government seeks assurance that revenue generated by councils issuing fines in the process of enforcing parking and helmet regulations will be returned to councils in full, to offset some of the costs of council's compliance and enforcement roles.

Furthermore, it is also understood that fines will be processed and collected by Revenue NSW. LGNSW notes that councils have expressed concerns about the efficiency of Revenue NSW and delays in processing fines. LGNSW seeks assurance that Revenue NSW has the capacity to efficiently process these additional fines.

Providing and managing parking:

Poorly parked devices impact pedestrian and community safety particularly for people with a disability and the elderly. They can also create clutter in public spaces

obstruction pedestrians and impacting on community amenity. Councils are also concerned about the vandalism, dumping and abandonment of these devices.

As outlined, councils will be responsible for identifying parking and no parking locations as well as enforcing compliance on operators. Parking bays will need to be delivered and maintained by councils, noting that this may need to be adjusted in response to demand. TfNSW has advised that the standard design of marked parking bays preferred dimension is 1.8m by 5m, with capacity for around 10 share devices, noting bay length may need to be varied depending on local demand.

Operators must ensure their devices incorporate appropriate technology, including geofencing requirement, to support compliance with local conditions. This includes ensuring users park correctly within designated spaces to prevent it from spilling outside the intended areas.

TfNSW has assured councils they will continue to have powers under the *Public Spaces (Unattended Property) Act 2021* (PSUP) to manage shared devices if they are causing a risk to public safety, access or amenity. It is important that operators are aware of their responsibilities under the legislation. Councils seek further guidance and clarity on how the legislation applies to shared e-mobility devices, particularly in relation to the definition of “unattended property”. Under the current legislation, “unattended” device requires that the property not be under direct control or supervision of the responsible person. Shared e-mobility devices do not easily meet this definition. The NSW Government needs to monitor and evaluate how PSUP laws operating in practice, including their interaction with emerging shared mobility models, to ensure the framework is fit for purpose.

Managing device numbers:

Extensive deployment of shared e-mobility devices can exacerbate amenity and safety concerns in certain council areas. While LGNSW recognises the need for flexibility in fleet sizes, councils should have a key role in determining appropriate fleet caps and operator numbers within their LGAs, reflecting local conditions and capacity.

Councils have raised concerns regarding cross-boundary trips, where users begin a trip in one LGA but end it in a neighbouring area (for example, between Mosman and North Sydney). This creates a risk of device accumulation in certain locations, highlighting the need for active fleet management and redistribution requirements to prevent oversupply and maintain balanced distribution across council boundaries.

Under the current proposal, TfNSW will instead play a primary role in managing fleet numbers. LGNSW's view is that councils are best placed to determine appropriate fleet numbers and that TfNSW should consult with councils on this matter before a decision is made.

Councils see value in having some limitation on the number of devices and operators that may offer shared schemes in a particular area. LGNSW does not have a formal position on what number this may be, and it may vary from location to location, Councils such as the [City of Sydney](#) have called for greater powers to cap the number of devices and operators in their LGAs to help limit the impact of public amenity and minimise accessibility issues for people on footpaths.

Key Recommendations

LGNSW recommends that TfNSW:

- **Recommendation 1:** Review the proposed fee structure to ensure councils receive a fairer share of revenue that is better aligned with the cost of implementing and maintaining the scheme. LGNSW maintains that a 50:50 split would be a more equitable arrangement.
- **Recommendation 2:** Commit to providing an ongoing grant funding program to enable councils to safely manage the growth of e-micromobility.
- **Recommendation 3:** Empower councils to manage local impacts, including greater power and decision making in determining the number of operators and fleet sizes within their LGAs.
- **Recommendation 4:** Confirm that revenue generated by councils issuing fines in the process of enforcing parking and helmet regulations will be returned to councils in full.
- **Recommendation 5:** Provide clear and practical guidance on grant processes and legislation (including clarity on how PSUP laws apply to shared e-mobility devices).
- **Recommendation 6:** Engage with NSW Health to provide public health advice regarding the use of shared helmets, including hygiene and cleaning requirements.

Conclusion

LGNSW supports the introduction of a consistent, statewide framework for e-mobility sharing schemes and recognises the important role these services can play in delivering sustainable and accessible transport outcomes. The successful implementation of the proposed framework will depend on achieving an appropriate balance of oversight between NSW Government and councils. Councils are committed

to working collaboratively with the NSW Government and operators to deliver safe and effective e-mobility outcomes, that retain their social licence to operate. However, this will require:

- greater clarity on roles and responsibilities
- a fairer and more sustainable funding model
- stronger decision-making powers for councils
- clear and practical guidance to support implementation.

LGNSW looks forward to continued engagement with TfNSW on this matter. For further information on this submission, please contact Anthony Luu, Senior Policy Officer via anthony.luu@lgnsw.org.au.