

## 9.12. Draft Submission to the NSW Government Proposed Reforms to Micromobility and Sharing Schemes

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<b>ATTACHMENTS</b>	1. Draft NSC Submission to NSW Gov Micromobility Share Scheme Reforms [9.12.1 - 6 pages]
<b>CSP LINK</b>	<p><b>Outcome 4 – A connected LGA where safe, active and sustainable travel is preferred</b></p> <p>T1. Deliver infrastructure and programs that support healthy and active travel</p> <p>T2. Promote sustainable transport options and make it easier for people to get around without a private car</p> <p>T3. Ensure a fair allocation of assets, parking and road space to promote sustainable travel options and prioritise access for those who need it most</p> <p>T4. Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours</p>

### PURPOSE:

This report seeks Council’s endorsement of a submission to the NSW Government in response to the proposed reforms that will establish a statewide regulatory framework for micromobility sharing schemes.

### EXECUTIVE SUMMARY:

- The NSW Government is progressing reforms that establish a statewide regulatory framework for micromobility sharing schemes, implemented through amendments to the Road Transport Act 2013 (the Act) and related regulations. Feedback is now being sought to assist with the operationalising the regulatory framework.
- A draft submission has been prepared based on Council’s *Integrated Transport Strategy*, *Bike Action Plan*, and Council’s August 2024 submission to the Inquiry regarding the use of e-scooters, e-bikes, and related mobility options. The submission also includes community feedback received in relation to bike share schemes operating in the North Sydney Local Government Area (LGA).
- The key recommendations in the draft submission are as follows:
  - i Clarity of Roles Responsibilities
  - ii Fleet Management Approach
  - iii Provide Clear Approach to Micromobility Parking
  - iv Sustainable Funding
  - v Clarity and Consistency in Enforcement
  - vi Release of the Full Suite of Guidance Documents

**RECOMMENDATION:**

**1. THAT** Council endorse the draft submission attached to this report as a formal submission to the NSW Government in relation to proposed reforms for micromobility sharing schemes that will be implemented through amendments to the Road Transport Act 2013 (the Act) and related regulations.

## Background

The popularity of e-bikes has presented an opportunity for greater active transport uptake as well as presenting unique challenges in relation to regulation and safety for the State Government, NSW Police, and Local Governments. North Sydney Council has been actively advocating to the NSW Government for improved management of these challenges through regulation.

In response to advocacy, the NSW Government is progressing reforms that establish a statewide regulatory framework for micromobility sharing schemes, implemented through amendments to the Road Transport Act 2013 (the Act) and related regulations.

The Road Transport and Other Legislation Amendment (Micromobility Vehicles and Smartcards) Bill 2025 (the Bill), which passed both houses of Parliament in November 2025, will change the way sharing schemes will be provided in NSW.

Council was progressing a Memorandum of Understanding with Lime Bikes Pty Ltd to clarify standards of operations. Further development of this agreement is on-hold pending the outcomes of consultation and potential implementation of the proposed reforms to micromobility sharing schemes by the NSW Government.

## Report

The NSW Government's commitment to enabling micromobility as a safe, sustainable and accessible transport option, particularly for short trips and first and last mile travel, aligns with Council's Integrated Transport Strategy (2025-2035), which establishes a clear vision for;

*a connected LGA where safe, active and sustainable travel is preferred, explicitly prioritising walking, cycling and other low impact transport modes over private car use.*

Transport for NSW (TfNSW) is preparing related regulations and guidance materials to give effect to the new regulatory framework. As part of this preparation, feedback from share scheme service providers, councils, and landowners has been requested on the draft regulations and guidance materials developed by the NSW Government to support the proposed regulatory framework.

These reforms will give new powers to NSW Government and local authorities to control minimum standards for operators and support the safe use of e-bikes for communities. Submissions close on 4 May 2026.

TfNSW has requested feedback on the proposed reforms including:

- regulatory framework
- roles and responsibilities for TfNSW, authorities, and sharing scheme operators
- fee model and cost recovery
- approach to managing device numbers
- reform implementation and evaluation.

The documents related to the proposed reforms, which stakeholders have been requested to review include:

- [TfNSW A new approach to sharing schemes in NSW – Consultation Summary Document](#)
- [The Draft Road Transport \(General\) Amendment \(Micromobility Shared Arrangements\) Regulation 2026](#)
- [Draft Micromobility Sharing Schemes Data Guidance](#)
- [Draft Bike and Micromobility Device Parking Guide](#)

## Submission

Council staff have reviewed the documentation and developed a draft submission considering Council's *Integrated Transport Strategy*, Council's August 2024 submission to the NSW Parliament Inquiry into the use of e-scooters, e-bikes' and related mobility options, Council's *Bike Action Plan 2025*, and community feedback received in relation to bike-share schemes operating in the LGA.

The objectives of the proposed reforms broadly align with Council's *Integrated Transport Strategy* by aiming to establish a consistent, safe, and accountable regulatory framework for micromobility sharing schemes across NSW, and the nine key outcomes:

- improve safety outcomes for riders, pedestrians and the wider community
- reduce impacts of devices on urban amenity and the environment
- ensure equitable access to shared micromobility across diverse communities
- clarify roles and responsibilities for operators, councils, and state agencies
- promote innovation and investment in sustainable transport technologies
- support data-driven planning and enforcement through mandatory data sharing
- enable seamless journeys across local authority boundaries, effectively integrating sharing schemes into the transport system and legitimising services as a transport option
- minimise administrative burden on Councils
- enable costs of operating services to be appropriately distributed, ensuring any new regulatory approach represents value

The key recommendations in the draft submission to NSW Government are:

**i. Clarity of Roles Responsibilities**

Reduce ambiguity between the roles of Council and State Government: adopt a simple model where NSW Government approves and caps operators and devices in consultation with councils.

**ii. Fleet Management Approach**

Adopt a static fleet for the first 18 months ensuring only modest, evidence-based adjustments, consider options of dynamic fleet management at an 18-month review.

**iii. Provide Clear Approach to Micromobility Parking**

Provide a clear, streamlined pathway to provide dedicated bike-share parking. This should include on-street parking in No Stopping zones at signalised intersections, particularly in constrained and high pedestrian areas.

**iv. Sustainable Funding**

Establish a sustainable funding model by allocating the \$0.60 per trip levy to councils and providing reliable, non-grant-dependent infrastructure funding.

**v. Clarity and Consistency in Enforcement**

Clarify enforcement by enabling on the spot fines for obstructions and unsafe parking, confirming helmet offences as non-moving and enforceable by councils. Clarity that customer removing the helmet is not a viable defence against no helmet being provided.

**vi. Release of the Full Suite of Guidance Documents**

Release the full guidance suite for consultation prior to commencement.

The primary objective of the draft submission is to ensure that the NSW Government aligns the Bill, Regulation, and all Guidance/Specifications so that Councils can effectively manage local impacts, support network continuity across LGAs, and support the delivery of a safe, orderly system without disproportionate administrative burden to Council.

A completed copy of the draft submission is attached to this report.

**Consultation requirements**

Due to time constraints no formal community engagement was undertaken in relation to this matter, however community concerns and feedback in relation to share-bike schemes have been incorporated into Council's submission

**Financial/Resource Implications**

There are no financial implications associated with Council making a formal submission to the NSW government in relation to the Road Transport and Other Legislation Amendment (Micromobility Vehicles and Smartcards) Bill 2025.

**Legislation**

Council's submission will inform amendments to the Road Transport Act 2013 (the Act) and related regulations.

# North Sydney Council

Submission to the NSW Government on Proposed Micromobility Sharing Schemes Reforms

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## Executive Summary

North Sydney Council (Council) supports the NSW Government's objective of promoting micromobility as a safe, accessible and sustainable transport option. This objective aligns with North Sydney Council's Integrated Transport Strategy (2025-2035), which establishes a clear vision for;

"a connected LGA where safe, active and sustainable travel is preferred, explicitly prioritising walking, cycling and other low impact transport modes over private car use".

Council also supports a consistent, statewide regulatory framework that improves safety outcomes, protects pedestrian amenity, enables equitable access, and provides certainty for councils, operators and the community.

Council's support however is contingent on reforms clearly defining the respective roles and responsibilities of Transport for NSW (TfNSW) and local government, enabling councils to actively manage impacts in streets and public spaces, and providing sustainable funding to support infrastructure delivery, education and enforcement.

Council's key recommendations are:

- i. Clarify roles and responsibilities between TfNSW and councils, including genuine local authorisation of operators and fleet sizes.
- ii. Adopt a static fleet management approach for the initial 18 months, with evidence-based adjustment following statutory review.
- iii. Provide a clear and efficient pathway to deliver dedicated micromobility parking, including expanded on-street options.
- iv. Establish a sustainable funding model, including directing the proposed \$0.60 per trip levy to councils.
- v. Provide clarity and consistency in enforcement powers.
- vi. Release the full suite of guidance documents for consultation prior to commencement.

## 1. Introduction

North Sydney Council welcomes the opportunity to comment on Transport for NSW's proposed micromobility sharing schemes reform, including:

- TfNSW A new approach to sharing schemes in NSW – Consultation Summary Document
- Draft Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026;
- Draft Micromobility Sharing Schemes Data Guidance; and
- Draft Bike and Micromobility Device Parking Guidance.

Council supports shared micromobility in principle and recognises its contribution to mode shift, first- and last-mile connectivity, and broader active transport outcomes when appropriately managed.

Council's Integrated Transport Strategy (2025 - 2035) aligns with the reform objectives through its direction to ensure a fair allocation of road space, parking and public assets to prioritise sustainable travel and protect pedestrian access and safety.

## 2. Legislation and Governance Framework

Council supports the requirement for compulsory TfNSW approval of micromobility operators prior to deployment in Local Government Areas and the retention of TfNSW powers to suspend or revoke operator approvals for non-compliance.

However, Council is concerned about ambiguity between the Consultation Summary and the draft Regulation regarding the extent of local government authority—particularly in relation to determining the number of operators and devices within a local government area.

If TfNSW alone sets fleet limits without meaningful local input, councils risk being relegated to managing impacts solely through geofencing, enforcement and no-go zones. This approach does not reflect local experience and may undermine safety, amenity, kerbside management and public acceptance.

Council recommends a simple and transparent governance model whereby:

- TfNSW approves operators against minimum statewide standards;
- Fleet caps are established by TfNSW in consultation with councils; and
- Councils authorise operators locally and manage performance against agreed terms.

## 3. Roles and Responsibilities

Clear allocation of roles is essential to avoid duplication, uncertainty and unintended impacts.

Council supports TfNSW responsibility for:

- Operator accreditation and minimum operating standards;
- Statewide data standards and platform management; and
- System-wide compliance oversight.

Councils should be enabled to:

- Select and authorise approved operators within their area;
- Suspend operators within their areas for repeated breaches of regulations.
- Set and manage local fleet limits within approved caps;
- Refuse additional operators for fixed terms where appropriate;
- Manage parking supply, kerbside allocation and public domain impacts; and
- Undertake local compliance and enforcement.
- Immediately impound devices that are not appropriately parked.

The ability for TfNSW to override reasonable council determinations risks repeating issues experienced under open-market dockless bike share schemes and may negate local land-use planning, safety and amenity outcomes.

## 4. Fleet Management and Operator Numbers

Council recommends a static fleet management model at commencement, with device numbers set by agreement between TfNSW and councils and adjusted only on a measured, evidence-based basis.

A static approach during the initial establishment phase will:

- Allow time to plan, fund and deliver appropriate parking;
- Enable monitoring of utilisation, complaints and compliance; and
- Reduce premature oversupply and footpath obstruction.

Consideration of dynamic fleet management should occur at the statutory 18-month review, informed by:

- Utilisation and trip data;
- Complaint volumes and types;
- Compliance and enforcement outcomes; and
- Parking provision and capacity.

## 5. Guidance and Supporting Documents

TfNSW has released only two of the seven foreshadowed guidance documents. The following remain outstanding:

- Implementation Specification;
- Operator Application Template;
- Ranger Training Materials;
- Quick Reference Guides;
- Shared Mobility Platform Training Materials.

Given the interdependencies between the Regulation and the guidance suite, Council cannot provide fully informed comment until the complete package is available.

Council requests:

- Release of all guidance documents prior to commencement; and
- A staged or extended consultation period to allow proper review of the consolidated framework

## 6. Parking and Public Space Management

Footpath obstruction complaints associated with micromobility devices are significant and materially affect community acceptance and impacting Council's limited resources.

Under the proposed framework, councils will bear primary responsibility for providing appropriate parking infrastructure. This task is complex, resource-intensive and often contentious, particularly in high-demand and constrained locations.

Critical enablers include:

- Permitting designated on-street micromobility parking within No Stopping zones at signalised intersections (subject to safety criteria);
- Streamlining TfNSW concurrence processes for parking on state roads;

- Providing standard drawings, works authorisation procedures and template traffic management plans; and
- Recognising that fleet growth without commensurate parking supply will inevitably result in footpath obstructions and reactive enforcement.
- Council strongly supports predictable base funding rather than grant-dependent models for recurrent parking delivery

## 7. Enforcement

Councils currently rely on the Public Spaces (Unattended Property) Act 2021 to address obstructions and unsafe parking.

Council seeks clarity that:

- Helmet compliance offences are classified as non-moving offences;
- Councils have authority to issue on-the-spot infringements;
- It is not a defence that the hirer removed the helmet—operators must maintain effective helmet availability and accountability systems; and
- Operators must provide a unique device identifier (in lieu of registration) to support road and parking enforcement.

Clear and practical enforcement powers are essential to ensure public confidence and compliance.

## 8. Fees and Funding

The proposed grant-based funding model and fee split are insufficient to support ongoing council responsibilities.

While access to a TfNSW-provided data platform is welcomed, it will generate ongoing costs for:

- Data analysis and reporting;
- Infrastructure planning and delivery;
- Compliance and enforcement; and
- Community education and behaviour change programs.

Council recommends:

- Direct allocation of the proposed \$0.60 per trip levy to councils; and
- Establishment of non-grant, predictable funding streams for micromobility and active transport infrastructure.

A shared-cost staffing and delivery model—similar to the Road Safety Officer program—should also be considered.

## 9. Conclusion

North Sydney Council supports a shared micromobility system that is safe, accessible, well-regulated and integrated across local government boundaries.

Achieving this outcome requires:

- Clear and aligned legislative and guidance instruments;
- Genuine local authorisation and fleet management;
- Practical parking delivery powers; and

- Sustainable, reliable funding.

With the amendments and clarifications outlined in this submission, the proposed framework can better achieve its objectives without transferring undue risk and administrative burden to councils.

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