

NSW E-scooter
Shared
Scheme
Trial

transport.nsw.gov.au

Summary: Key Trial Parameters

August 2022



Please Note: This is a summary of the key trial parameters for shared e-scooter use in trial areas only. For further details of the Road Rules applicable to e-scooters, please see NSW Road Rules (<https://legislation.nsw.gov.au/view/html/inforce/current/sl-2014-0758>). Further information and requirements that apply to the trials can also be found in the Guidelines (Guide for councils and providers interested in participating in the NSW E-scooter Shared Scheme Trial).

Operating Environment	Requirement	Explanation
Operating Domain	E-scooter users can travel on: • bicycle paths • shared paths • roads (including bicycle lanes) on which the speed-limit is up to 50 kilometres per hour. E-scooter users cannot travel on footpaths.	These requirements balance the opportunity for e-scooters to be trialed as a mobility solution with the safety risks for its users, pedestrians, and other road users. An e-scooter is prohibited from travelling in a bicycle lane if the road has a speed limit of greater than 50 kilometres per hour
Trial boundaries / No-go and slow speed zones	Trial boundaries to be prescribed and clearly marked. No-go and (potentially) slow speed zones (areas with a 10 kilometres per hour speed limit) to be identified and signposted.	It is a specific offence for a person to use an e-scooter outside the trial area or in an area (within the trial area) where signs indicate bicycles are prohibited (penalties apply).
Use at night	The use of e-scooters will be prohibited between 12am to 5am with an option to enable a 24 hour location if appropriate and approved by TfNSW. If e-scooters are used at night or in hazardous conditions, they must display a front white light and a rear red light, as well as a red reflector visible from the rear.	The risks associated with the use of e-scooters, including lower visibility to other motorists, as well as antisocial behaviour and riding under the influence of drugs or alcohol, increases at night. It is considered that by prohibiting the use of e-scooters between midnight and 5am except where otherwise agreed some of these risks may be mitigated.

Vehicle Requirements	Requirement	Explanation
Vehicle Design Requirements	Only two-wheeled e-scooters provided by a share scheme permitted.	To be permitted for use an e-scooter must meet the following definition: (a) has a footboard supported by two wheels aligned one in front of the other, and (b) is steered by handlebars that control the front wheel, and (c) is designed to be used by a single person, and (d) is propelled by an electric motor or motors, and (e) may also be propelled by — (i) gravity, or (ii) the user pushing one foot against the ground, and (f) when propelled only by the motor or motors, is not capable of going faster than 20 kilometres per hour on level ground, and (g) is fitted with an effective stopping system controlled by using brakes, gears or motor control, and (h) does not have a seat or saddle. E-scooters must have a bell, horn, or similar warning device, in working order. If used at night or in hazardous conditions, they must display lights visible from the front and rear, as well as a red reflector visible from the rear.
Maximum operating speed	• 20 kilometres per hour on bicycle paths/lanes and roads. • 10 kilometres per hour on shared paths	The maximum speed is consistent with the maximum speed permitted in the Victorian e-scooter trial. It is considered these maximum speeds appropriately balance the safety of pedestrians and other road users with the convenience and useability of e-scooters.
Privately owned e-scooters	Privately owned e-scooters are not permitted to be used. Significant fines continue to apply to persons who use privately owned e-scooter in public areas or on a road or road related area in NSW, both within and outside trial areas.	E-scooters that are not hired from a commercially operated shared scheme that is approved by the relevant local council are not permitted to be used. E-scooters hired from an approved commercially operated shared scheme must be speed limited and can be geo-fenced to prevent use in higher risk areas. In addition, shared scheme e-scooters required to be clearly identifiable to the community and NSW Police. This will help prevent the misuse of the e-scooter.

User Requirements	Requirement	Explanation
Driver Licence	Not required.	A person is not required to hold a driver licence to ride an e-scooter in the trial. This will support the primary objective of the trial, which is to provide a new mobility option.
Minimum age	Minimum age of users is 16 years old.	16 years is seen as appropriate and allows more young people to participate in, and benefit from, the trial. It is considered that this will support the overall mobility aims of the trial.
Mobile phone use	Handheld use not permitted.	This is a key safety consideration.
Helmet use	Required at all times (approved bicycle helmet).	This is a key safety consideration.
Passengers	Not permitted.	This is a key safety consideration.
Dangerous/ negligent/furious /reckless/riding	Offences apply to e-scooter riders who ride their e-scooter in a dangerous, negligent, furious or reckless manner.	Given the safety risks posed by e-scooters, it is important to have offences in place for e-scooter users who ride in this manner.
Impaired riding	Prescribed concentration of alcohol (PCA) offences and drug-driving offences apply to e-scooter users. The Blood Alcohol Concentration (BAC) limit is 0.05 grams for all e-scooter users.	To reduce the risk of impaired riding, NSW Police will be able to conduct breath and drug testing of riders, as they would the driver of any other motor vehicle. Drink and drug driving offences, that carry significant penalties, will continue to apply for unsafe behaviour.

Insurances	Requirement	Explanation
Public liability insurance, third-party	Required to be held by e-scooter shared scheme providers.	To protect the public, riders and council in the event of serious injuries, death, or property damage.

insurance, and
personal accident
insurance