

A new approach to sharing schemes in NSW

Consultation summary document

February 2026



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

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1. Have your say

The NSW Government knows that sharing schemes can play an important role in the transport network, helping connect people to public transport and jobs and providing a great way for people to explore our state. But services need to be provided in a way that is safe, respectful of public amenity and meets community expectations.

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), passed both houses of Parliament in November 2025 and has now assented. It changes the way sharing schemes will be provided in NSW.

The Bill was shaped by extensive engagement with councils, State Government land managers, NSW Government agencies, sharing scheme operators, peak and advocacy organisations, and a range of related stakeholders.

Transport for NSW (Transport) is now preparing related regulations and guidance materials to give effect to the new regulatory framework and enable it to be implemented and is seeking stakeholder feedback.

This summary document provides a high-level overview of the proposed:

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



Where relevant, specific clauses in the Act or draft Regulation are referenced throughout this document in square brackets, like so: [148ZV(2) of the Act] or [127H of the Regulation]

This document should be read in conjunction with the:

- Bill, as passed by NSW Parliament
- draft *Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026*
- draft Micromobility Sharing Schemes Data Guidance
- draft Bike and Micromobility Device Parking Guidance.



You can view these documents by visiting nsw.gov.au/sharing-schemes

We know that successful reform cannot be designed in isolation. It depends on the knowledge, experience and insight of councils, industry, government agencies, community groups and peak advocacy organisations. Your feedback will help shape the regulations and guide the transition and implementation of the new approach.

We invite you to engage with the draft regulations and supporting documents by responding to the questions below or providing broader comments. Submissions can reflect your organisation's

experience, your community's needs, or your views on how micromobility sharing schemes should be managed in NSW.

We will be hosting a webinar to explain the proposed changes and provide an opportunity for you to have your questions answered. To register visit nsw.gov.au/sharing-schemes.

You can submit your feedback in writing to Transport for NSW via haveyoursay.nsw.gov.au/e-micromobility-ssf.

1.1 Key questions to consider

When reviewing the draft regulations and guidance materials and providing your feedback, we would like you to consider the following guiding questions.

Draft regulations

1. How do the draft regulations support your needs?
2. Do you have any feedback on specific elements of the draft regulations?

Guidance and specifications

3. How do the draft guidance materials published for feedback support your needs?
4. Do you need additional guidance materials to support you to implement the new approach?

Roles and responsibilities

5. Do you have any feedback on the roles and responsibilities under the new regulatory framework?

Fees and funding

6. Do you have any feedback on the proposed per trip fee model?
7. Do you have any views on how fees can be set to support equitable access to shared devices?
8. Which initiatives and investments should be eligible for the council grants program?

Managing device numbers

9. Do you have feedback on the proposed dynamic approach to fleet management?
10. How can dynamic fleet management be successfully implemented in different urban and regional contexts across NSW?
11. Do you have any feedback on the proposed performance metrics for fleet scaling?

Providing and managing parking

12. Do you have any feedback on providing and managing parking for shared devices?
13. Is the guidance clear on suitable locations and layouts for shared device parking?

Micromobility data

14. Do you have any feedback on the mandatory data requirements or the data standards?
15. Do you have any feedback on the proposed alignment to the Mobility Data Specification and the General Bikeshare Feed Specification?
16. Do you have any feedback on the proposed shared mobility management platform approach?

Supporting implementation

17. Do you have any feedback on transition planning?

Statutory review

18. What are the key factors we should consider when carrying out the evaluation and statutory review?

2. New regulatory framework

2.1 Summary of proposed framework

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** and subordinate regulations.

NSW Government, local councils and State Government land managers (collectively known as local authorities)¹ will both play a role in approving and regulating sharing schemes.

Transport will approve operators of sharing schemes and ensure they meet minimum vehicle sharing service standards set in the regulations. This will mean one state-wide approval to check operators have safe devices and helmets for riders, the required insurances, and can provide data on trips and incidents in line with Transport's specifications.

Local authorities will then grant operating authorisations to approved operators before they can deploy devices within that authority's area. Authorities will continue to be responsible for managing public assets and will have powers to mandate parking arrangements, 'go-slow' and 'no-go' zones as part of the authorisation conditions. They will be able to penalise operators if they do not have devices parked where they are supposed to and if there are devices without a helmet attached.

Transport will also be able to suspend or revoke approvals, and both Transport and local authorities will be able to issue removal orders and seize vehicles that are unlawfully put on streets for hire without approvals.



A flow chart showing the new regulatory framework in action is provided at the end of this chapter in Figure 1



For more information on the current approach to managing sharing schemes, the need for change and consultation carried out so far, please see Appendix A: Background and drivers of change

¹ Authority means a local council or public authority prescribed by the statutory rules as an authority for a particular place

2.2 Target outcomes

The NSW Government has a goal of promoting and enabling micromobility as a safe, accessible and sustainable transport option in NSW.

Aligned to this, the primary objective of the proposed reforms is to establish a consistent, safe and accountable regulatory framework for micromobility sharing schemes across NSW.

In making changes, the NSW Government is targeting nine key outcomes.

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 micromobility 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 journeys 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	

2.3 Legislation

Changes to the *Road Transport Act 2013* require:

- **operators to be approved** by Transport before being authorised to deliver services in NSW [148ZA and Division 2 of the Act]
- an **authorisation from authorities** before devices can be deployed in public spaces [148ZA and Division 3 of the Act]
- **authorities to consider applications** from operators and grant an authorisation, unless they determine it is unreasonable to do so (refer to section 2.6.2) [148ZY of the Act].

The new legislation will also set penalties for deploying devices without approval and/or an authorisation in place [148ZA of the Act].

To ensure sufficient oversight of operators, the new legislation will provide powers for Transport to [Subdivision 4, Subdivision 5 and Division 4 of the Act]:

- **audit operators or carry out checks** to ensure compliance with regulatory requirements without notice and without cause
- **suspend or revoke** operator approvals for non-compliance with regulations.

2.4 Regulations



You can review the draft regulations published for feedback by visiting nsw.gov.au/sharing-schemes

The new *Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026* will:

- set mandatory minimum requirements for operators, including:
 - data reporting [127N and 127O of the Regulation] and adherence to data specifications [127K, 127L, 127M of the Regulation]
 - device specifications [127D of the Regulation]
 - helmet standards [127E(2) of the Regulation]
 - the requirement for a helmet to be provided before a device is made available for hire [127E(1) of the Regulation]
 - insurances [127J of the Regulation]
 - business operating standards (including fleet maintenance [127I and 127G of the Regulation], complaints reporting and data management [Implementation Specification, as specified in 127L of the Regulation])
 - incident reporting [127Q of the Regulation]
 - other fleet requirements (need for a visible identifying number) [127F of the Regulation]
 - special events provisions [127P of the Regulation]
 - adherence to conditions of authorisations (go-slow, no-go zones and parking arrangements) [127W of the Regulation]
 - pre-rider safety messages [127H and 127G of the Regulation]
 - operators to notify Transport of new operating areas [127R of the Regulation].
- set mandatory minimum requirements for authorities, including:
 - authorities to notify Transport of new operating authorisation [127V of the Regulation]

- report complaints, feedback and infringements issued to operators by authorities
[Implementation Specification, as specified in 127L of the Regulation]
- set fixed provisions for determining numbers of devices

Questions – draft regulations

1. How do the draft regulations support your needs?
2. Do you have any feedback on specific elements of the draft regulations?

2.5 Guidance and specifications



You can review the draft guidance materials published for feedback by visiting nsw.gov.au/sharing-schemes

Transport will provide guidance and specifications to support authorities and operators to implement and use the framework. Some of these have been published for feedback as part of this consultation process, which can be accessed via the link above. Those marked with an asterisk* have not been released as part of this consultation but are intended to form a package of guidance documents to support the implementation of sharing schemes in NSW.

- draft Micromobility Sharing Schemes Data Guidance
- draft Bike and Micromobility Device Parking Guidance
- NSW Micromobility Implementation Specification*
- template application for operating authorisations*
- enforcement training for rangers*
- quick reference guides to support implementation and operation*
- reference materials and training to assist authorities to use the shared mobility management platform.*

Questions – guidance and specifications

3. How do the draft guidance materials published for feedback support your needs?
4. Do you need additional guidance materials to support you to implement the new approach?

2.6 Roles and responsibilities

2.6.1 Transport for NSW

Transport will:

- approve operators to provide services and publish and maintain list of approved operators
- deliver compliance, audit and enforcement functions to ensure operators adherence to legislative and regulatory requirements
- support industry development and mode management:
 - publish guidance for authorities to establish authorisation conditions (parking, go-slow, no-go zones) with hands-on support services
 - promote journeys and ensure services meet network and customer needs
 - integrate sharing schemes with journey planning
 - manage grants program
 - provide parking in and around transport hubs in operating areas
- maintain state road and active transport assets
- collect fees in line with regulation
- manage and evaluate the regulatory framework.

Transport will also have powers to:

- enforce legislation and penalise operators providing services without Transport approval and/or an authorisation
- enforce regulations (including minimum vehicle sharing service standards) and issue penalties and/or suspend/revoke an operator's approval to operate.

Note that NSW Police will continue to enforce Road Rules.

Ensuring standards are met

Under the regulatory framework, Transport will have the authority to:

- request mandatory micromobility data from operators and authorities to support the planning, regulation and delivery of a sharing scheme in NSW [Implementation Specification, as specified in 127L of the Regulation]
- apply minimum data standards to ensure the provision of accurate, complete and reliable data [Implementation Specification, as specified in 127K, 127L, 127M of the Regulation]
- utilise data to assess the effectiveness, compliance with and delivery of sharing schemes by authorities and operators
- suspend or revoke an operators' approval where there is evidence of a failure to comply with requirements [Subdivision 4 and Subdivision 5 of the Act]
- request additional data relating to the operation of a sharing scheme, beyond the mandatory data requirements [127N of the Regulation].

2.6.2 Authorities

Under the regulatory framework, authorities (i.e. councils and State Government land managers) will:

- authorise operators to provide services in the area they are accountable for [148ZA and Division 3 of the Act]
- consider operator applications [148ZY of the Act] – noting authorisation must be granted unless it is considered unreasonable to do so [148ZY(3) of the Act] (see below)
- impose conditions as part of the authorisation to operate [148ZZA(2) and (3)], covering:
 - go-slow and no-go zones
 - parking arrangements
 - number of devices (subject to regulatory standard)
- set and collect fees from operators (in line with regulation) [148Z(1)(c)(v) and (d) of the Act and 127S of the Regulation]
- manage local complaints in relation to parking
- maintain local assets and provide parking on land managed by the authority
- meet reporting requirements, including providing deidentified data on complaints and feedback received [Implementation Specification, as specified in 127L of the Regulation].

Authorities will also have enforcement powers to issue infringements to operators for non-compliance with authorisation conditions (i.e. parking requirements) [127W of the Regulation] and a failure to provide a helmet with a device available for hire [127E(1) of the Regulation].

Improving the Public Spaces (Unattended Property) Code of Practice

The *Public Spaces (Unattended Property) Act 2021* (PSUP Act) already defines local authorities and their respective areas of operations for the purpose of authorising officers to carry out the enforcement functions of that Act.

To give effect to the new sharing scheme enforcement powers, the NSW Government plans to update the *Code of Practice for Class 2 Items - Shopping Trolleys and other Sharing Service Items* (the PSUP Code of Practice), under the PSUP Act. This will allow local authorities to leverage the existing enforcement framework, which provides for penalties per device not meeting the prescribed standards.

Authorisations

An authority will issue an operating authorisation to an approved operator. An authority may refuse to grant an authorisation if they have one or more operator and is satisfied that their area is adequately served by sharing schemes [148ZY(3)(a) of the Act].

If an authority refuses to grant an authorisation, the approved operator may apply to Transport for a review of the authority's refusal [148ZZ(2) of the Act]. Transport may affirm the authority's decision or direct the authority to grant the authorisation [148ZZ(3) of the Act] subject to specific criteria [148ZZ(4) of the Act]. A flow chart of this process is provided in Figure 2.

2.6.3 Operators

Under the proposed regulatory framework, Operators will:

- apply to Transport to be approved
- apply to local authorities for authorisation to operate
- provide and maintain a fleet of devices

- adhere to legislation, regulation and conditions of authorisations
- collect fees from riders and provide related customer service and complaints resolution
- respond to community complaints about mis-parked devices
- pay fees to authorities and Transport (in line with regulation)
- make fleet and other data available (in line with specifications)
- report on safety incidents and submit deidentified customer complaints reports.

Operators will have no regulatory enforcement powers and will maintain their existing powers to enforce the terms of the rider agreement.

Questions – roles and responsibilities

5. Do you have any feedback on the roles and responsibilities under the new regulatory framework?

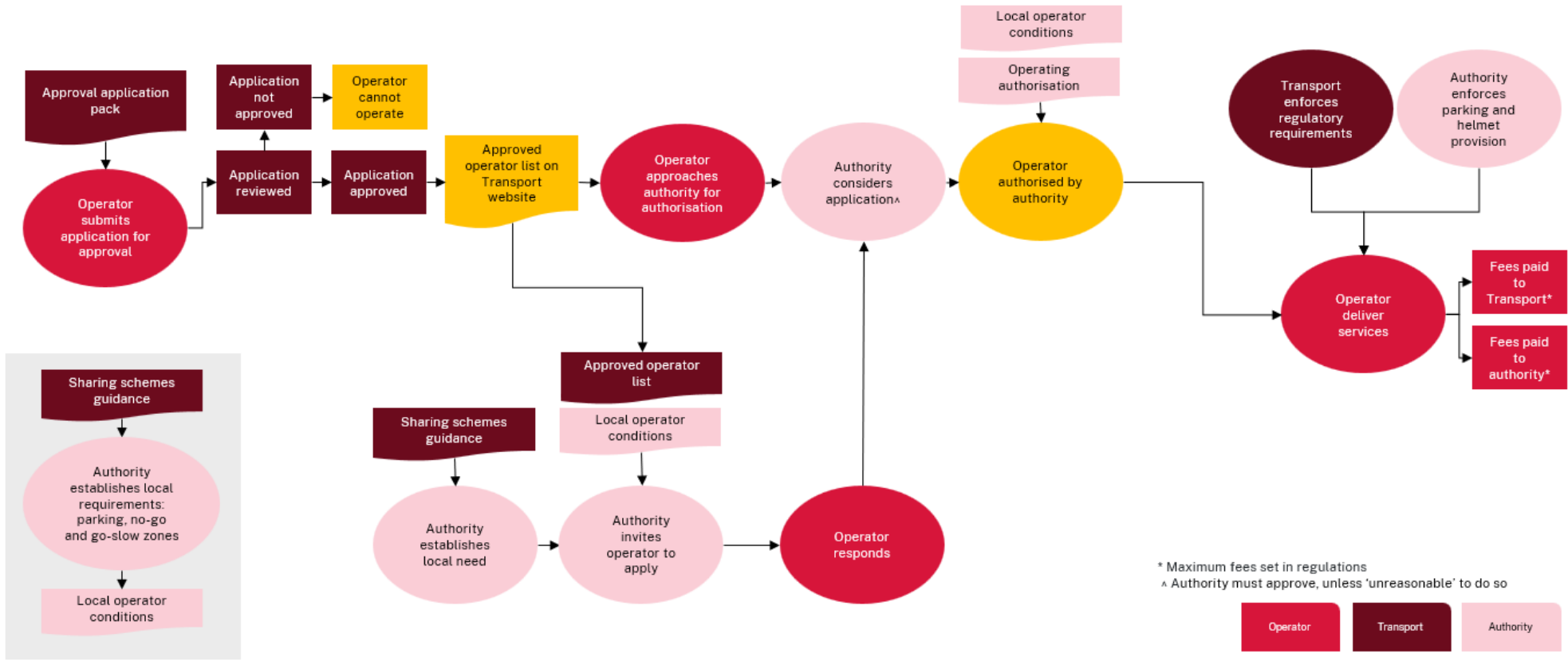


Figure 1 Setting up sharing schemes - the framework in action

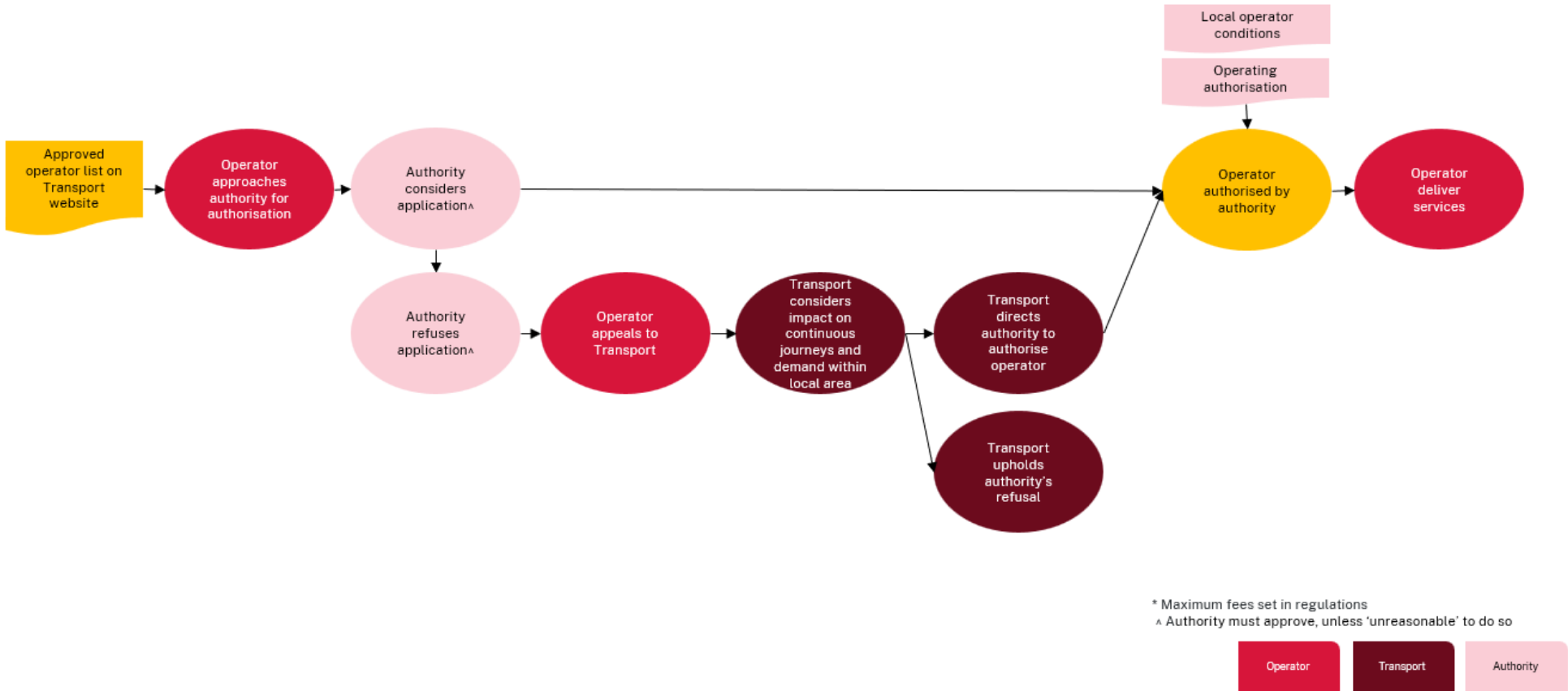


Figure 2 Appealing a refusal to grant an authorisation

3. Fees and funding

The NSW Government and authorities will be able to recover costs associated with delivering regulatory functions, industry support and infrastructure investments through fees payable by operators. This will ensure government agencies and local authorities can recover costs related to supporting and regulating sharing scheme services from private sector operators.

Different fee models were assessed, including a flat fee, per device, or per trip fee.

- A **flat fee** charged to each operator is likely to discourage new market entrants and spur market consolidation.
- A **per device fee** is the most common fee model in Australia. It encourages deployment of devices in the most lucrative areas to increase the number of trips for each device. While high utilisation is desired, a heavy focus on utilisation could discourage providing services in smaller activity centres.
- The draft Regulation introduces a **per trip fee**, as it provides the most flexibility for new market entrants as all operators pay fees proportionate to their market share and size. It encourages the State and operators to actively promote trips, and the fee per trip can reduce over time to reflect efficiencies and growth in market.

Under the proposed regulatory framework, the maximum fees that can be charged will be set in the Regulation [127S of the Regulation].

The initial regulated cap proposed is \$0.80 per trip:

- Fees set by Transport will be assessed on **all trips initiated within NSW** up to a maximum of \$0.60 per trip.
- Fees set by local authorities will be assessed on all trips **initiated within the area** under the control of the local authority up to a maximum of \$0.20 per trip. Per trip fees will be paid directly to the relevant authority.

The fees payable to local authorities are largely designed to cover labour and operational expenses incurred to manage local authorisation conditions and carry out compliance accountabilities. Other costs related to infrastructure improvements, including delivering parking bays, will be covered by a grants program managed by Transport.

Transport and local authorities will be able to set lower fees to incentivise different service offerings and entice and attract operators to new markets to match transport needs or achieve strategic objectives. For example, the NSW Government might reduce its fee take in set areas during major periods of rail disruption, or in regional areas and outer metropolitan areas to supplement available public transport services; or a local authority may reduce their fees to attract operators to service its tourism economy or achieve its sustainability goals.

Fees should be set by Transport and local authorities to recover costs directly related to the administration, management and operation of sharing schemes. Actual costs should be tracked over time, and operator fees adjusted in response, as needed.

There will also be fines for operators for non-compliance with regulatory requirements and authorisation conditions. Fines issued to operators by Transport will flow to general government revenue. Fines issued to operators by local authorities will be collected by Revenue NSW and dispersed to the relevant authority as per current processes.

Questions – fees and funding

6. Do you have any feedback on the proposed per trip fee model?
7. Do you have any views on how fees can be set to support equitable access to shared devices?
8. Which initiatives and investments should be eligible for the council grants program?

4. Managing device numbers

4.1 Options for managing device numbers

Large numbers of devices can exacerbate amenity and safety concerns. Adequate and well managed parking and geofencing controls can go some way towards alleviating these issues. However, to prevent operators “flooding” new areas of operation, and to manage sharing schemes effectively, local authorities and Transport need to ensure:

- devices are available to meet rider demand and enable growing ridership
- there are not too many devices for the rider demand that exists.

Transport has used feedback from councils, land managers and operators to consider a range of options on fleet sizing and scaling. We have drawn inspiration for the regulatory framework from other jurisdictions across Australia and internationally.

In many jurisdictions, a blunt device cap is applied to operators for a prescribed area – in Australia this tends to be at a local government area scale. There are challenges with this approach:

- adjusting the approved fleet size often takes place as part of contract and performance reviews, which can be administratively burdensome and infrequent (i.e. annually)
- if this cap is too low, riders may not be able to find a device when they want to use one, stunting trip numbers and reducing the utility of sharing schemes
- caps reduce flexibility for operators to respond to factors that might increase ridership and demand, including seasonal variation and special events
- managing device numbers at a small scale (i.e. metropolitan local government area level) can result in service inequities and challenges with cross-boundary trips.

4.2 Proposed approach for feedback

Under the new regulatory framework, we are proposing a dynamic approach to fleet management, with Transport overseeing operator fleet numbers, rather than individual authorities.

This approach provides operators with the autonomy to scale fleets proactively to meet demand without an overly restrictive process, subject to performance against a set of defined metrics.

All performance metrics will be monitored by Transport using the shared mobility management platform (see section 6.2).



Note that the proposed approach to dynamic fleet management is not included in the current draft regulation released for consultation and Transport is seeking input on how dynamic fleet management could be successfully implemented in NSW

Our proposed approach to dynamic fleet management is based around several key principles:

- flexibility for operators to scale fleets based on demand (i.e. seasonal, special events)
- limit administrative burden on Transport, operators and authorities to manage fleet scaling
- ensure equitable distribution of devices within and across operational areas to drive equitable access
- manage shared device clutter in public spaces

- set clear metrics for operators to adjust fleet sizes
- provide a time-limited penalty-free environment for operators to adjust fleets appropriately in new markets
- enable service delivery in a range of communities, including dense inner metropolitan areas, outer metropolitan areas and regional centres.

We are seeking detailed feedback from operators and authorities on how dynamic fleet management can be implemented in a way that responds to these principles.

We know that to be measured against performance metrics, there needs to be a fleet size figure defined in the third-party data platform, although this can be active deployed fleet, a baseline or a ceiling.

In NSW, existing areas of operation cross council and land manager boundaries. This creates challenges in setting and assessing appropriate fleet sizes within and across jurisdictions.

When approving operators, Transport plans to ask operators to nominate an initial operating area and an initial fleet size, with a justification (i.e. population, land use, tourism, transport hubs, demand projections, comparable markets, etc).

Transport will consider the individual operators nominated fleet size, but also the cumulative fleet sizes of all operators to ensure a reasonable number of devices are deployed across all operating areas.

To support appropriate growth in deployment, Transport proposes **two key performance metrics** that operators will be required to meet to adjust their fleet sizes. These are:

- based on active deployed fleet, **3 trips per vehicle per day that are at least 1 minute in duration**, during each of the 30 days prior (rolling monthly average)
- based on active deployed fleet, **a minimum 95% compliant parking**, that is, less than 5% failed parking attempts, during each of the 30 days prior (rolling monthly average) with an allowance of a 1.5 metre radius around designated parking areas to account for GPS drift.

It is proposed that if an operator can meet or exceed the proposed performance metrics, they may scale their available fleet without any approvals from Transport or authorities. For repeated non-compliance with the performance metrics, operators may be penalised with fleet reductions.

Questions – managing device numbers

9. Do you have feedback on the proposed dynamic approach to fleet management?
10. How can dynamic fleet management be successfully implemented in different urban and regional contexts across NSW?
11. Do you have any feedback on the proposed performance metrics for fleet scaling?

5. Providing and managing parking



You can review the draft guidance on parking for feedback by visiting nsw.gov.au/sharing-schemes

While shared devices are a valued transport option for many people in NSW, poorly parked devices can impact pedestrian safety and create clutter in public spaces. These issues can be exacerbated in places of high pedestrian activity, including near transport hubs or during special events.

To meet community expectations and integrate sharing schemes with transport networks, local authorities, transport and operators must improve parking arrangements for sharing schemes.

Transport has developed the draft Bike and Micromobility Device Parking Guidance, which outlines how to identify sites for parking, the different types of parking that can be provided and includes a template design for marked parking bays.

Transport will:

- identify and deliver dedicated marked parking to service transport hubs and cultural institutions. These parking bays will be geofenced through the shared mobility management platform (see section 6.2)
- maintain best practice guidance and provide ‘flying squad’ support services for authorities to identify and deliver additional parking bays within their area of operations
- deliver grants to support local authorities to deliver parking
- consider penalties and/or revocation of approvals to operators for repeated non-compliance.

Operators can be required to adhere to parking requirements set by local authorities as a condition of local authorization [127W of the Regulation].

Using this approach, local authorities can:

- identify parking bays and no-parking zones within their area of operations using Transport guidance and require these to be geofenced through the shared mobility management platform. These can be marked or virtual.
- recover related costs through Transport grants program
- penalise operators for non-compliance with parking arrangements.

12. Do you have any feedback on providing and managing parking for shared devices?
13. Is the guidance clear on suitable locations and layouts for shared device parking?

6. Using data to support management and compliance

6.1 Reporting and data requirements

The effective management and regulation of sharing schemes requires quality data.

As a result, operators and authorities will have data-specific regulatory obligations. This includes producing and sharing mandatory data in accordance with minimum standards and aligned to the relevant international data standards.

The mandatory data includes:

- vehicle data that allows operators to register and update the properties of the devices in their fleet
- event data about the last-known status of the device
- real time or near-real time telemetry and GPS data about a device
- stop data including the total number of devices available
- trip data relating to trips taken on a device such as the start and end time, location and distance
- an open data feed, compliant with the General Bikeshare Feed Specification (GBFS)
- safety incident data including the incident severity, collision type and a description of the crash
- aggregated customer complaints and feedback data, including the complaint category and sub-category (i.e. public amenity or infrastructure).



Further detail on the minimum data requirements is outlined in the draft Micromobility Sharing Schemes Data Guidance by visiting nsw.gov.au/sharing-schemes

The draft Micromobility Sharing Schemes Data Guidance will be complemented by the NSW Micromobility Implementation Specification, once published.

6.2 Shared mobility management platform

To enable a common operating picture for sharing schemes, Transport will procure and provide access to a shared mobility management platform, with user-based access available for local authorities at no charge.

The shared mobility management platform will ingest data from operators and will provide tools for data analysis and scheme management for all NSW authorities.

It will ensure improved monitoring, reporting, transparency, planning and evaluation while reducing the administrative and compliance burden that can come with the operational management of sharing schemes.

The platform will allow users to:

- see the location of devices in near real time
- draw insights on trip and parking patterns, supporting decision making on the provision of parking bays and other infrastructure
- establish and communicate operator conditions such as parking bays, go-slow and no-go zones to all operators, to ensure appropriate geofencing can be applied
- generate fee notices
- track user growth and trends and integrate services with the wider active transport network.

Throughout 2025, Transport has been trialling a shared mobility management platform in partnership with several local councils. This trial is helping us to understand how a management platform can be utilised in the future and will guide future procurement.

To support implementation and the future use of the management platform, Transport will provide tools, resources and training to local authorities.

Questions – micromobility data

14. Do you have any feedback on the mandatory data requirements or the data standards?
15. Do you have any feedback on the proposed alignment to the Mobility Data Specification and the General Bikeshare Feed Specification?
16. Do you have any feedback on the proposed shared mobility management platform approach?

7. Supporting implementation

As explained in section 2.6.1, Transport will establish new functions to ensure sharing schemes are well integrated into the transport network, and experience growing ridership and trip numbers.

This means, Transport will:

- enable direct fee take for local authorities to support cost recovery
- publish guidance materials to support operators and authorities meet their obligations and deliver their functional accountabilities
- introduce a ‘flying squad’ with Transport team members to support authorities to establish plans for parking, no-go and go-slow zones
- provide user-based access and training for authorities to use a shared mobility management platform (refer to section 6.2) where they can view data about trips, determine new places for parking bays, draw trip reports for fee statements, and support compliance activities
- provide a grants program to support implementation and rollout of marked parking bays on local assets (refer to Fees and funding 3).

Transport will be engaging with operators and authorities on transition arrangements to ensure the new regulatory arrangements are implemented in a way that minimises disruption to services and realises benefits as quickly as possible.

We are aiming for the sharing scheme reforms to take effect in mid-2026.

7.1 Planning for ‘go-live’

In readiness for transition, local authorities can proactively identify relevant authorisation conditions for operators using the draft guidance released for consultation.

This can include work to identify and/or deliver parking bays, and identify areas where shared devices may not operate (no-go zones) or may be required to be speed limited (go-slow zones).

Where possible, authorities should consider options to digitise or spatially visualise (such as through a KML file) the proposed locations and progress internal discussions on more complex locations.

Transport is already working with local authorities to support these decisions, discussions and liaison with operators and will continue to do so.

This early planning work will speed up implementation and readiness for enforcement.

Authorities should track any expenditure related to this early work.

Questions – supporting implementation

17. Do you have any feedback on transition planning?

8. Statutory review

The NSW Government is committed to the success of these reforms and will work in partnership with authorities and operators to review and evaluate the regulatory framework.

As detailed in **279B of the Act**, a statutory review of Part 5.7 must be conducted as soon as practicable 18 months after the commencement of section 148ZA and a report must be tabled in each House of Parliament after the review is undertaken.

Work is underway to define key parameters to measure the impact of the reforms against the outcomes set (refer to section 2.2).

Questions – statutory review

18. What are the key factors we should consider when carrying out the evaluation and statutory review?

Appendix A: Background and drivers of change

Sharing schemes in NSW: current state

Shared e-bikes and e-scooters (collectively, shared devices) are provided by private companies who make them available for people to hire. These companies are called sharing scheme operators or operators.

Shared devices are parked in public spaces to make them easy for people to find and use.

Micromobility sharing schemes are playing an increasingly important role in the transport network, connecting people to public transport and making short journeys easier and more enjoyable.

Sharing schemes currently operate under voluntary arrangements. There are no consistent minimum standards for safety, parking, insurance, or data sharing, and limited enforcement powers for state and local governments.

Currently in NSW:

- shared e-bikes are available in some local communities in Sydney
- there are no minimum standards in place for operators providing services
- there are no limits on the number of shared e-bikes in operation
- operators providing shared e-bikes do not need government or council approval before launching their services and there is no requirement for operators to adhere to conditions set by councils or land managers
- there is no regulatory recourse for governments to recoup costs related to managing and improving the way sharing schemes are provided
- shared e-scooters are being trialled in some areas, with agreements held between operators and local councils.

In some cases, land managers and councils have set out expectations of operators, through negotiated arrangements, a voluntary code (Inner Sydney Bike Share Guidelines 2017) and/or memoranda of understanding.

The need for change

Transport is committed to integrating sharing schemes into the transport network and making these services available in as many places as possible in NSW, in ways that are safe and respectful of local amenity. The current voluntary approach to management has been successful in some cases. However, there is evidence a stronger regulatory approach is required.

Key challenges to address

Safety risks

There are no minimum standards for shared devices or sharing schemes, including for safety features, safety messages for riders, or insurance. This means there are many devices available for hire in NSW without a helmet available for the rider. There is also no regulatory control over parking, leading to mis-parked devices blocking footpaths, emergency exits, entries to building and stations, bus stops, kerb ramps and traffic lights.

This increases safety risks and access for riders, road and public transport users, pedestrians and emergency service personnel, and disproportionately affects people with disability, older persons, and

parents with prams. The access issues are exacerbated during special events, with increased potential for conflict between poorly parked devices, riders and crowds.

Public amenity and environmental impacts

The mis-parking of devices creates urban clutter, impacting the visual amenity of streets and public spaces. The existing regulatory powers under the *Public Spaces (Unattended Property) Act 2021* (PSUP Act) are insufficient to manage device distribution and parking and do not allow for proactive controls.

Enforcement challenges and cost impost

Despite being accountable for the management of public spaces and local roads, local authorities have limited regulatory control over the way sharing schemes are provided.

There are few regulatory standards for the operators to adhere to, and no mechanism for the state government or local authorities to penalise operators for poor device management, safety outcomes, or service levels.

This has led to frustration among local communities and a rising number of complaints to councils, land managers and Transport. Voluntary and negotiated arrangements have increased administrative burden, and there is limited regulatory power for authorities to recoup associated costs.

Access to data

For effective management and integration of sharing schemes into the broader transport system, data on ridership and safety incidents is required. Transport and local authorities have no regulatory power to compel operators to provide data, or for provided data to be supplied to meet specifications related to format and timing.

Market uncertainty

The voluntary approach currently in place has led to operators facing unclear expectations and variable local rules. This undermines investment and innovation in the industry.

Equity concerns

Without regulation, services may cluster in high-demand areas, leaving lower-income or less dense communities underserved.

Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options

Between June 2024 and May 2025, the *Portfolio Committee number 6 – Transport and the Arts* held a Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options.

The Inquiry received 314 submissions on a range of matters related to the terms of reference. An analysis of submissions found that 44 per cent commented on sharing schemes. This is a disproportionate number, given services were only available in eight local government areas (LGAs) at the time of the Inquiry (this equates to 6.25 per cent of LGAs in NSW).

Community members, operators, key stakeholders and councils participating in the Inquiry overwhelmingly desire increased regulatory oversight of sharing schemes and operations. This is supported by Transport market research, that found 60 per cent of people believe shared devices are creating hazardous clutter on footpaths (IPSOS, Oct 2024).

This is reinforced in one of the Committee's three findings related to sharing schemes, below.

Finding 3: Shared e-bike operators claim to have the technology and adequate staffing to manage parking and pathway obstruction issues. However, the committee finds that these problems persist and are

increasingly impacting public amenity and safety, demonstrating a disconnect between operator claims and the reality on the ground (Parliamentary Inquiry Report into the use of e-scooters, e-bikes and related mobility options, Feb 2025).

Seven of the Inquiry's recommendations related to improving sharing schemes (recommendations 1, 2, 3, 4, 14, 25 and 31).

Insights from engagement to date

Transport has been engaging with councils, State Government land managers, operators, disability advocates, NSW Government agencies and other road user groups on the way sharing schemes are regulated since late 2023.

This has included several workshops, roundtable discussions and meetings. In addition, the related Parliamentary Inquiry provided rich community and stakeholder feedback on sharing schemes.

Stakeholders broadly support the need for regulatory reform, with strong consensus on the need for:

- **consistency and accountability:** clear rules for operators, including insurance, data sharing, and safety obligations
- **parking and amenity controls:** designation of parking areas and use of geofencing and penalties to prevent footpath obstruction and improve public space management
- **helmet provision and safety standards:** consistent rules to reduce injury risk and align with road safety objectives, and consistent and strong insurance provisions
- **accessibility and equity:** measures to ensure services are inclusive and available beyond high-demand urban centres
- **data transparency:** requirements for operators to share usage and safety data to support planning and enforcement
- **solutions that support cross-local government area riding.**

Transport also heard:

- community and councillor support are essential for successful implementation and long-term acceptance of shared micromobility
- council resourcing impacts need to be minimised. Concerns were raised about the costs of establishing parking zones, data and management platforms, and staffing for compliance
- operator resourcing impacts need to be minimised. Concerns were raised about the potential for operators to need to negotiate and verify their credentials within every local government area
- active transport infrastructure investment is critical to support safe and widespread uptake
- clarification and solutions are needed for parking and operations on state-managed assets, including at train stations and transport hubs to support safe and connected journeys
- there is a need to deliver initiatives to support safe rider behaviour and compliance with road rules. Stakeholders reaffirmed the need for public awareness campaigns and other education activities to build community trust.



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