

# E-scooter Trial Extension and State Government Review

Tuesday, 16 May 2023  
Infrastructure and Public Works Committee

Strategic Alignment - Thriving Communities

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Public

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## EXECUTIVE SUMMARY

The City of Adelaide (CoA) has been operating an e-scooter trial since February 2019. The current trial period is set to expire on 30 June 2023.

The State Government commenced public consultation on the future of e-scooters and other personal mobility devices in South Australia on 11 April 2023. The consultation is open until Sunday 21 May 2023 and feedback will be used to inform draft legislative changes. The timeframe for changes to existing Acts and/or Regulations is unconfirmed, but may not occur until 2024.

The CoA is finalising a Shared Micromobility Discussion Paper and draft Shared Micromobility Policy (shared e-scooters and cycle share). These documents outline the role and potential ongoing contribution of shared micromobility, including shared e-scooters, to the city.

It is recommended that Council authorise the Lord Mayor to write to the Minister for Infrastructure and Transport to request an extension of the trial for 10 months (to 30 April 2024). This will allow e-scooter operations to continue in the CoA whilst the State Government shared e-scooter trial and wider micromobility review is undertaken and legislative changes are made.

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## RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL  
THAT COUNCIL

1. Authorises the Lord Mayor to write to the Minister for Infrastructure and Transport, requesting an extension to the e-scooter trial for a further 10 months until 30 April 2024 whilst the State Government review is undertaken.
2. Authorises the Lord Mayor to write to the Minister for Police, Emergency Services and Correctional Services as part of the State Government's consultation process on personal mobility devices.
3. Notes that the Administration will continue to review and amend the permit conditions as necessary to improve safety and efficiency of the e-scooter operations.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	<b>Strategic Alignment – Thriving Communities</b> A safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes.
Policy	The Climate Neutral Strategy and the associated Draft Climate Action Plan includes an action to foster the uptake of electric or active micromobility devices and to advocate to the State Government to provide for their safe use on city streets. A draft Shared Micromobility Policy will be presented to the Committee in June.
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Further safety, equity and supporting infrastructure opportunities following the finalisation of the Micromobility Policy. Work with the State Government to draft legislation.
22/23 Budget Allocation	Not as a result of this report
Proposed 23/24 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The current Road Traffic (City of Adelaide Scooter Trial) Notice 2023 ceases operation on 30 June 2023.
22/23 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	In 2022/23, e-scooter operators pay a \$1,545 permit fee per week to operate in the City of Adelaide.

# DISCUSSION

## Background

1. The City of Adelaide (CoA) has been operating an e-scooter trial since February 2019. For e-scooters to operate, ministerial approval is needed under the *Road Traffic Act 1961* and CoA can then issue business permits to fleet operators.
2. At its meeting on 13 December 2022 ([Link 1](#)), Council extended the trial for six months to 30 June 2023.
3. The extension was published in the Government Gazette on 28 December 2022 ([Link 2](#)).
4. Pending Council’s decisions, permits for the current e-scooter operators would be extended.
5. Following the State Government decision about the future of shared e-scooters and personal mobility devices (PMDs) and any legislative changes, tender preparation will commence and CoA will go out to the market for micromobility operators. This way the operators that best meet the operating environment and State requirements can be sought.

## Shared Micromobility Discussion Paper and draft Policy

6. The 2022-2023 Annual Business Plan and Budget included the Strategic Annual Priority of “Develop a policy position on micromobility to enhance our advocacy on emerging modes of transport” which aligns with the Strategic Plan Key Action 1.11: Work with the State and Federal Government to future proof infrastructure for emerging modes of transport, and trial smart, sustainable forms of public transport.
7. The Shared Micromobility Discussion Paper and Shared Micromobility Policy (shared e-scooters and cycle share) will be presented to the Infrastructure and Public Works Committee in June 2023.
8. The Discussion Paper and Policy informs CoA’s directions for Shared Micromobility, including requirements for operators and the number of operators to issue permits to.

## State Government Review

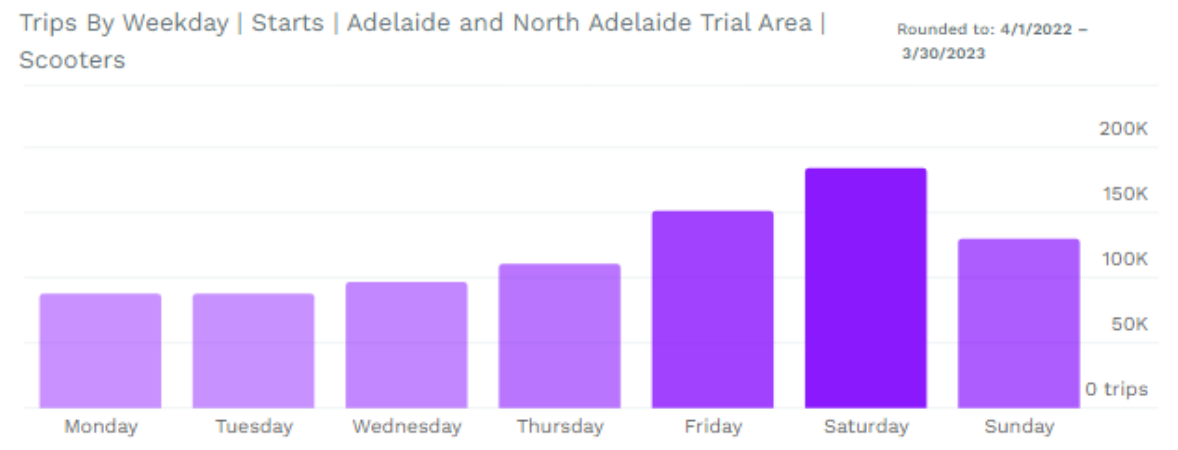
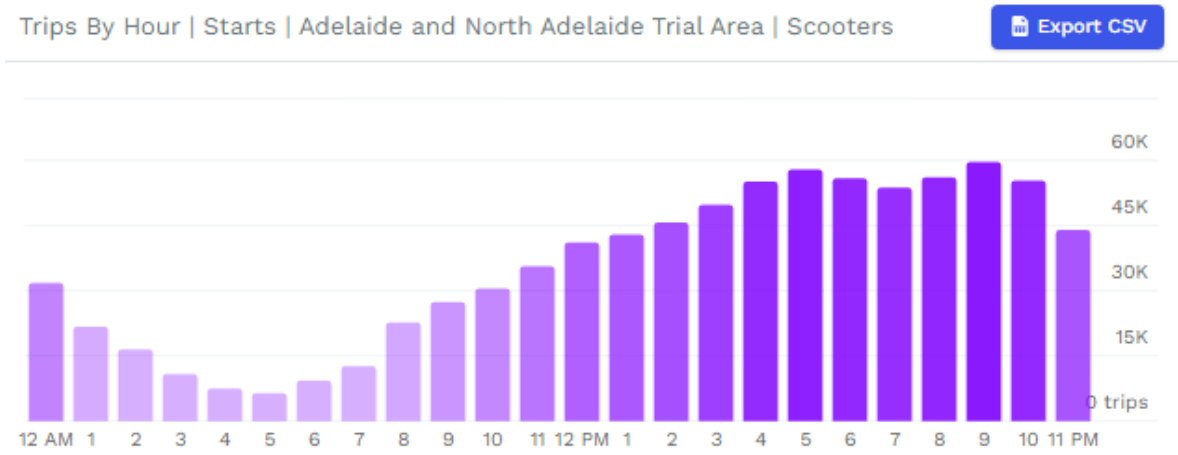
9. A Select Committee of the Legislative Council was established to inquire into and report on Public and Active Travel. Its report was laid on the table of the Legislative Council on 7 February 2023 ([Link 3](#)). The Report of the Select Committee included findings and recommendations about the use of e-scooters, which have been considered by Administration when writing the Shared Micromobility Discussion Paper.
10. The Department for Infrastructure and Transport is currently seeking community feedback on whether people would like the South Australian Government to allow use of e-scooters, e-skateboards and other PMDs on the road network ([Link 4](#)).
  - 10.1. PMDs can be defined as electric personal transporter, with one or more wheels, which is designed for use by one person and propelled by an electric motor.
  - 10.2. The consultation is open until Sunday 21 May 2023.
  - 10.3. Feedback will be used to inform draft legislative changes. The State Government has written to the Lord Mayor to invite the CoA to provide a submission. The submission will highlight Council’s previously raised concerns around the use and parking of e-scooters on footpaths as well as requiring more police enforcement of the laws around e-scooters and other PMDs as Council does not have the authority to do so eg Riding without a helmet or with another person. Motorised mobility devices (eg motorised wheelchairs) and power-assisted cycles are excluded.
11. The transport modes and their area of responsibility are listed below:

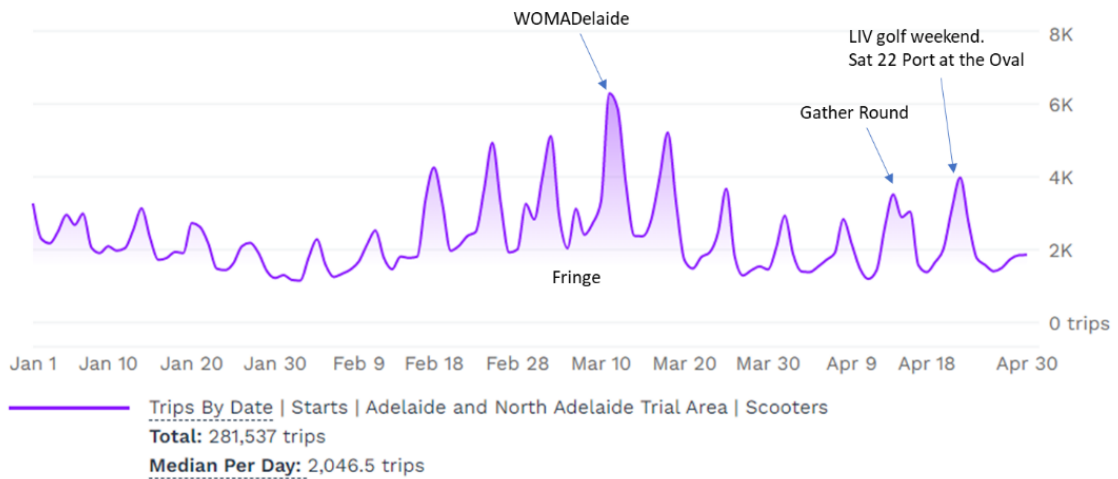
Shared Micromobility (via permit in CoA)		Personal Mobility Device (PMD)
Shared E-Scooters	Cycle Share	E-scooter, e-skateboards, segways, single wheel self-balancing devices
Require approval from Minister for Councils to issue permits to commercial operators. Under the Road Rules, treated as a Personal Mobility Device.	Shared bikes and shared e-bikes are treated as bicycles under the Road Rules and do not require Ministerial approval for permits.	Privately owned PMDs are not currently permitted for use on public roads and paths.

12. The timeline for the State Government’s review and any subsequent changes to Acts and/or Regulations cannot be confirmed but previous advice from DIT is that legislative changes may take upto 12 months.

**E-scooter trial**

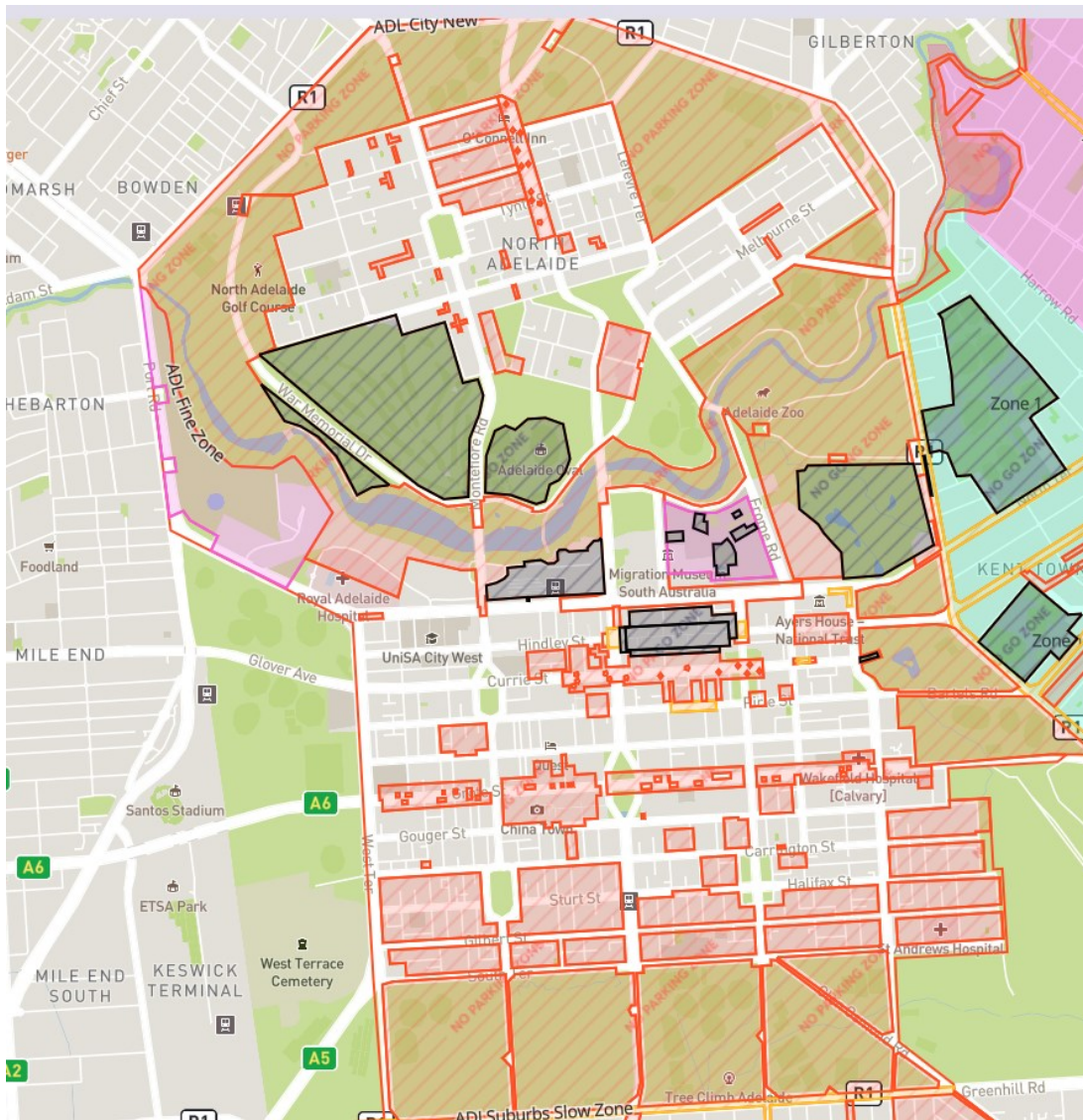
- 13. Shared e-scooters continue to provide city residents, workers and visitors with another transport choice for short trips and in combination with public transport.
- 14. In 2022 there were almost 872,000 e-scooter trips (well over 2,000 a day on average) that started within CoA, and over 1,274,000 km travelled.
- 15. An e-scooter rider survey undertaken by Beam for CoA found that 42% of riders surveyed would have otherwise driven their trip.
- 16. Rider trip data suggests e-scooters play an important role transporting people to and from events and key city destinations such as the Adelaide Central Market. Trip data also indicates that shared e-scooter trips support the night-time economy, as shown in the following graphs:





17. The current permits require operators to report on incidents. There has been a small number of crashes and even fewer involving third parties, with only a handful (per year) requiring medical treatment.
  - 17.1. To date in 2023 (to the end of March) there have been eleven reported shared e-scooter injury incidents, which have all been rider only – none involving a third party. Only one was confirmed to require minor medical treatment, with the majority rider self-reported falls. The operators follow up with riders and as riders do not call back, presumably most falls are without injury.
18. The report to Council on 13 December 2022 included the outcomes of the parking trial conducted in 2022.
19. Administration continues to work proactively with the operators to manage identified concerns and issues such as device parking. As noted above Council currently has limited rights for enforcement which is a key issue to be raised with the State Government during and beyond the trial period.
  - 19.1. The use of parking ‘hubs’ with physical infrastructure such as racks on footpaths or a car parking space to create more formal, legible and potentially more ordered parking areas would require additional budget and the trial to no longer be in place and instead permanent.
  - 19.2. Beam has implemented the following parking controls as demonstrated in the map below:
    - Red - No Park Zone
    - Black - No Ride Zone
    - Pink - Fine Zone
    - Yellow - Slow Zone





20. Neuron has implemented designated parking areas along:
  - 20.1. Currie Street and Grenfell Street
  - 20.2. O'Connell Street
  - 20.3. Grote Street and Wakefield Street
21. The current permit conditions allow Administration to request operators implement additional geofenced areas to manage parking, no ride zones and 'go slow' (reduced speed 10km/h) zones. Administration and operators continue to collaborate on this to seek better outcomes for all city users. However, 10km/h zones are not recommended across the city, but additional zones may be created based on the type of street and its uses and users.
  - 21.1. Neuron has introduced 'go slow' zones along parts of Waymouth Street, Pirie Street, North Terrace and East Terrace at various times.
  - 21.2. Beam has introduced 'go slow' zones along Pirie Street, Grenfell Street, North Terrace and East Terrace at various times.
22. The permit conditions require operators to report on measures to increase sustainability of operations, including use of different vehicles such as cargo bikes to swap batteries.
23. There are three other Councils participating in the trial:
  - 23.1. The City of Unley has been operating an e-scooter trial since 14 February 2022. At its meeting on 23 January 2023, the City of Unley extended the trial to 14 February 2024.
  - 23.2. The City of Norwood Payneham & St Peters (NPSP) has been operating an e-scooter trial since 13 May 2021 and its current trial runs to 30 June 2023. Officers from NPSP have advised they are also preparing a council report to seek Council support for a further extension.

23.3. The City of Charles Sturt is the only Council continuing to participate in the Western Alliance Councils Scooter Trial Extension, the Notice for which ceases operation on 31 October 2023.

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## DATA AND SUPPORTING INFORMATION

**Link 1** – Council, 13 December 2022

**Link 2** – The South Australian Government Gazette, 28 December 2022

**Link 3** – Report of the Select Committee on Active and Public Transport

**Link 4** – YourSAy page for State Government consultation on personal mobility device use in South Australia

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## ATTACHMENTS

Nil

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- END OF REPORT

