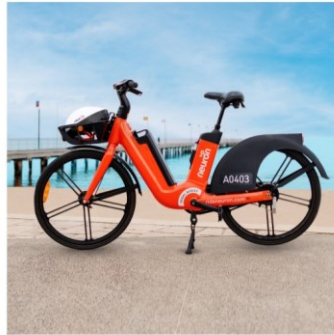CITY OF ADELAIDE

Shared Micromobility Discussion Paper Summary

Shared micromobility includes rentable fleets of small, fully or partially human powered or electric devices, including e-bikes, bikes and e-scooters. Vehicles can be rented through a mobile phone app and are collected and dropped off in the public realm.
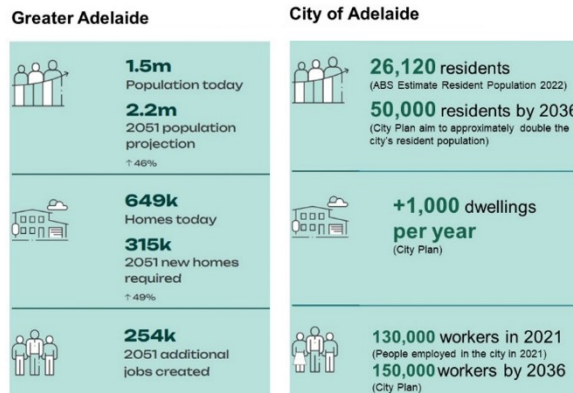

E-Scooters　　　　E-bikes　　　　Bikes

Shared micromobility is a way people can move around within the City of Adelaide (CoA) and between adjacent suburbs. In the future, there will be many more people living and working in CoA. It will be increasingly important to provide people with options to travel more sustainably, actively and efficiently than driving.

Greater Adelaide

1.5m Population today
2.2m 2051 population projection ↑46%

649k Homes today
315k 2051 new homes required ↑49%

254k 2051 additional jobs created

City of Adelaide

26,120 residents (ABS Estimate Resident Population 2022)
50,000 residents by 2036 (City Plan aim to approximately double the city's resident population)

+1,000 dwellings per year (City Plan)

130,000 workers in 2021 (People employed in the city in 2021)
150,000 workers by 2036 (City Plan)

The Integrated Climate Strategy highlights that increasing active travel is critical to meeting carbon targets and creating liveable neighbourhoods.

Benefits

Providing and effectively managing shared micromobility enables people to have more choice about how they travel as well as reduce reliance on motor vehicles. Key benefits include:

Accessibility
- Integrating shared micromobility and public transport enables an efficient and convenient door-to-door experience.

Equity, access and inclusion
- Shared micromobility can increase accessibility, especially for those who do not feel comfortable or are unable to cover long distances walking.

Public health and wellbeing
- Cycle share can increase physical and mental health and wellbeing [1], as well as uptake of active travel.

Urban liveability
- Improves access to everyday needs such shops.
- Contributes to social connection and community cohesion.
- Reduces levels of car traffic and improves place outcomes.

Economic [2]
- Contributes to nighttime and event economies
- Provides tourists a convenient way to get around

Environmental
- Shifting short driving trips to more sustainable modes is essential to achieve emissions reduction targets [3].

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[1] Healthy Streets Framework, Lucy Saunders

[2] Economic Benefits of Cycling in Urban Environments, Urban Future Exchange SA (2019)

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Challenges

- With existing City speed limits, current legislation prohibits e-scooters from travelling on roads, resulting in majority of e-scooter use being on footpaths, which can make people walking or wheeling feel uncomfortable.

- The State Government *may* change legislation allowing e-scooters on roads with speed limits up to and including 50km/h, however this would not be considered a safe outcome and research [3] suggests many people would still choose to use the footpath because they would be too scared on-road. Research[4] also indicates that mixing driving and scootering at 50km/h will increase serious injuries on our streets.

- The appeal of using cycle share is limited by the quality of supporting infrastructure. With few protected cycle lanes / cycle paths, people are often required to cycle on road, mixing with motor vehicles travelling at relatively high speeds. Without a comfortable environment for cycling, few people may choose to use cycle share, and it may not be financially viable.

- While some streets have designated parking spaces allocated for shared micromobility or restrict them entirely, on most streets parking is 'free-floating' or unrestricted. This results in shared micromobility devices being left on footpaths, taking up valuable walking space in busy urban environments. Poorly parked devices can also become trip hazards, especially for older adults and people with disability.

What we've heard

E-scooters should travel on the road and park on the road leaving the footpaths clear for pedestrians…

Shared E-Scooter Parking Trial Feedback 2022

I didn't feel safe walking home alone … but now I feel safe on a quick e-scooter and I often go out more … It is important to me that I park outside my house.

Female CoA resident, Shared E-Scooter Parking Trial Feedback 2023

E-scooters are a useful tool… moving fast gives a greater sense of safety because it's harder to be stopped

Gender and Safety Focus Groups 2023

"E-scooter parking restrictions could reduce convenience/ utility of scooters as you can't get as close to destination or find scooters where you want them"

…lots more e-scooters could fit in the same amount of space a car takes up.

Shared E-Scooter Parking Trial Feedback 2022

Male with disability and limited mobility Shared E-Scooter Parking Trial Feedback 2022

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[3] The e-scooter gender gap – Jennifer Dill, Ph.D.

[4] Cloud, C., Heß S. & Kasinger, J. (2023). Shared e-scooter services and road safety: Evidence from six European countries, European Economic Review, 160 https://doi.org/10.1016/j.euroecorev.2023.104593

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Case Study: Shared Micromobility Parking in Wandsworth Council, London

Wandsworth Council in South London supports shared e-bikes as a 'convenient travel option', recognising them as a clean and sustainable way of getting around. However, they do acknowledge the importance of managing end-of-trip parking, as devices left on footpaths in busier areas can significantly impact people walking or wheeling.

Wandsworth Council utilise a hybrid system for shared e-bike parking, with it being mandatory for people to park devices in a designated bay in busier town centre areas. In quieter parts of the council area, there will be designated parking areas (bays), which people are encouraged to use but 'free-floating' parking is still allowed. One of the reasons cited for this decision is to enable people, especially women, to feel safer and park close to home at night. They have installed over 100 parking bays for shared micromobility across the council area (approximately 34 km^2).

Opportunities

Many people would like to cycle, but do not feel safe enough to do so [5]. People have a strong preference for protected cycle lanes/paths, for safety throughout their journey[6].**Error! Bookmark not defined.** Similarly, people using e-scooters seek conditions where they feel safe. Investing in a micromobility network and better parking management will mean more people can choose to cycle and use shared micromobility, while creating better outcomes for people walking and wheeling.

Seven **key strategic moves** have been identified to support and improve shared micromobility:

Optimise our streets to create safe corridors for people to use micromobility devices (shared and personal) with managed parking provisions on busy City Streets to ensure there are comfortable spaces for people walking and wheeling.

Manage parking through designated parking bays or docks in busier areas. Provide some designated parking in quieter residential areas but have allowances for 'free floating' parking for safety and inclusion.

Establish micromobility networks to improve connections with key destinations (including public transport). Identify 'no go zones' (streets and paths where scootering and/or cycling are to be excluded).

Lower speed limits to promote and enable safer on-road micromobility conditions and minimise potential conflicts on footpaths with people walking and wheeling.

Integrate shared micromobility with public transport through creating micromobility hubs at public transport interchanges and stations. Joint promotion and pricing structures could also be explored with State Government and micromobility operators.

Have operators deploy **more inclusive devices** such as e-scooters with seats to improve accessibility and enable longer journeys for more people. Investigate **schemes for different pricing models** to promote shared micromobility as a viable transport option for people with limited existing transport means.

Make improvements to recreational trails within the Park Lands to promote shared micromobility as a tourism activity that enables visitors to explore the Park Lands and adjacent city destinations.

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[5] L. Pearson, B. Gabbe, S. Reeder & B. Beck (2023) Barriers and enablers of bike riding for transport and recreational purposes in Australia

[6] City of Melbourne Transport Strategy Discussion Paper – Bicycles for Everyday Transport https://participate.melbourne.vic.gov.au/download_file/4287/1349