

Councillor Cabada - QoN - E-Scooter Safety, Data Availability and Risk Management

Tuesday, 10 February 2026
Council

Council Member
Councillor Alfredo Cabada

Public

Contact Officer:
Tom McCready, Director City Infrastructure

QUESTION ON NOTICE

Councillor Alfredo Cabada will ask the following Question on Notice:

1. What data or information does the City of Adelaide currently rely on to assess the safety impacts of e-scooter use within the city, including risks to pedestrians in high-activity areas such as footpaths, outdoor dining precincts and retail streets?
2. Does Council have access to, or actively seek, information from external agencies such as SA Ambulance Service, SA Health or hospitals regarding injuries associated with e-scooter use within the City of Adelaide, and if so:
 - a) what is the nature of that information; and
 - b) how is it used to inform policy, infrastructure design or enforcement?
3. In the absence of comprehensive local injury or incident data, what approach does Council take to identifying and managing emerging safety risks associated with e-scooters, particularly given their speed and interaction with pedestrians?
4. How does Council currently assess the appropriateness of e-scooter use on footpaths versus bike lanes or roadways, and what factors are considered in balancing micro mobility access with pedestrian safety?
5. Given projections for increased residential density and pedestrian activity in the CBD, what preventative or evidence-based measures is Council considering to minimise the risk of serious injury from e-scooters as the city continues to grow?

REPLY

1. The Administration relies on the following information to assess the safety impacts of e-scooter use within the city:
 - 1.1. Annual crash statistics for crashes reported to SA Police (SAPOL) and provided by Department for Infrastructure and Transport (DIT) each year which summarises the crash data for the previous 5 years.
 - 1.2. Monthly reports from the Shared e-scooter operators which includes incidents, collisions, near misses and injuries. (as required by permit conditions)

- 1.3. Individual notifications from Shared e-scooter operations related to any known incidents and injuries resulting in hospitalisation or paramedic attendance of a user or third party within 24 hours of the incident time (as required by permit conditions).
- 1.4. Feedback and reports from the community related to observations and experiences within the City of Adelaide (CoA) area.
- 1.5. State Government legislation, regulations and supporting information, including guidance and advice from DIT.
- 1.6. Review by relevant CoA staff which may include site specific observations or other data collection.
2. The CoA does not have direct access to information from external agencies such as SA Ambulance Service, SA Health or hospitals regarding injuries however this information is summarised within the crash information provided by DIT to CoA each year that includes the crash data for the previous five years, which currently relates to the 2020-2024 period. This data includes information such as road location, crash type, crash severity, number of casualties, apparent error, unit type (e.g. powered scooter, motor car, pedal cycle etc).
3. The Administration continues to review crash data provided by DIT along with the other sources of information as outlined in point 1.1 to 1.6 to consider appropriate interventions to improve safety of all road users within the CoA area.
4. Researchers from SA Health and The University of Adelaide are currently undertaking a study into e-scooter crashes. The study hopes to better understand the link between crashes and different infrastructure/street typologies. The CoA is liaising with the Centre for Automotive Safety Research (CASR) who are involved in the study and understands the study is utilising CCTV footage from the CoA CCTV network.
5. Legal use of e-scooters (and other micromobility) on different locations such as footpaths, cycle lanes and carriageway is set by the State Government and enforced by SAPOL. It is understood the State Government will review the outcomes of the study as part of their future review of the operation of the recent legalisation of e-scooters to ensure the regulatory regime is fit-for-purpose, safe and enforceable.
6. In terms of the shared e-scooter scheme that is currently operating in the CoA area, a report was presented to the Infrastructure Public Works Committee on 19 August 2025 ([Link 1](#)) detailing CoA approach to managing the scheme including the Business Operating Permits conditions, insurance requirements, exclusion areas, geofencing and parking areas. The permit conditions, including changes following the legalisation of e-scooters by the state government, can be found here: [Link 2](#).
7. The City of Adelaide has ability to restrict shared e-scooter use within certain areas (geofencing) which currently occurs along Rundle Mall at all times (which also applies to personal e-scooters and Hindley Street from 6:00pm to 6:00am on Friday and Saturday nights).
8. In terms of all e-scooter use, the Administration is primarily focused on the implementation of safer speeds and safer infrastructure to encourage people scootering to use road carriageways and cycleways, instead of footpaths noting the use of e-scooters has been legalised by the State Government and are now able to utilise the footpath and also the roadway in certain circumstances (e.g. roads with 50km/h speed limit or less, or in a bike lane on roads with a 60km/h speed limit during bike lane hours of operation).
9. However, where it can be demonstrated that the use of Personal Mobility Devices' (PMD) is not suitable on footpaths or other areas managed by a local government, primarily due to concerns for safety of pedestrians, the use of these devices may be prohibited. An application to DIT is required to prohibit PMD use. The Administration has not made an application for the prohibition of e-scooters since the legalisation of e-scooters by the State Government on 13 July 2025.
10. In any application to prohibit the use of e-scooters on a section of footpath would be subject to DIT approval and, the Administration would consider a number of factors including the relative risk of e-scooters to people walking/wheeling on the footpath compared to risk of motorised vehicles to e-scooters on the roadway, and the practicalities of the method of prohibition e.g. sign posting.
11. The Administration's reviews are informed by the Integrated Transport Strategy (ITS) Shared Micromobility Discussion Paper which can be viewed at [Link 3](#). As this paper notes, a review of the research indicates that people scootering (and cycling) will choose to use cycle lanes or the carriageway, rather than the footpath, if it is safe to do so. Research also indicates that e-scooter use without safe cycling infrastructure, will most likely result in an increase of casualty crashes. This means that:
 - 11.1. Safe System aligned speed limits or protected cycle lanes or cycle paths are required, and
 - 11.2. Where CoA seek to prohibit footpath use without consideration of safer streets, casualty crashes may likely increase.

12. ITS identifies many key projects and services which will contribute to enabling e-scooter use off footpaths thereby making footpaths more comfortable for people walking/wheeling as population in the city increases.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 10 hours.
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