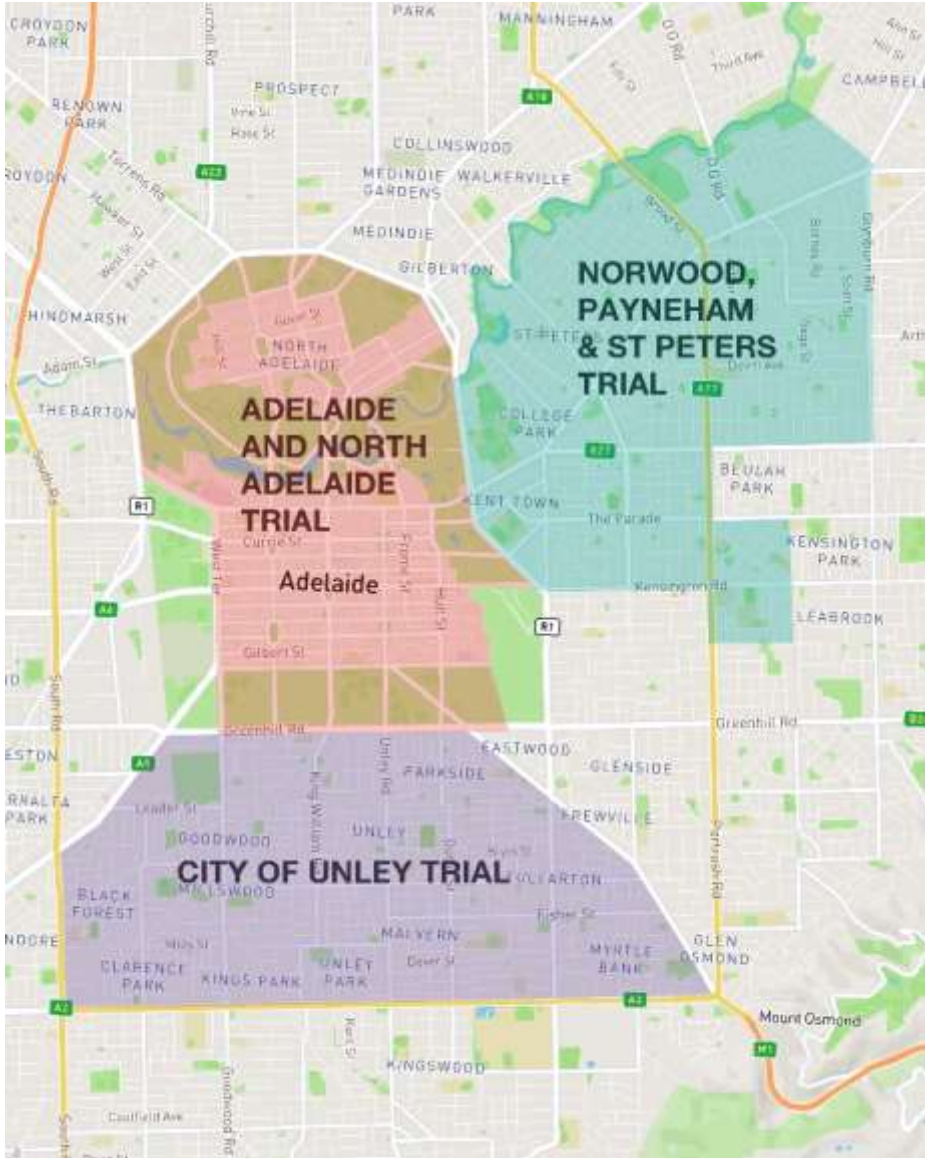


E-Scooter Parking Trial

Penelope Bennett MIEAust CPEng NER BSc BE (Hons) MUP
Senior Transport Planner

Background



South Australian Government issued Gazettes allow Councils to issue permits for commercial shared e-scooters.

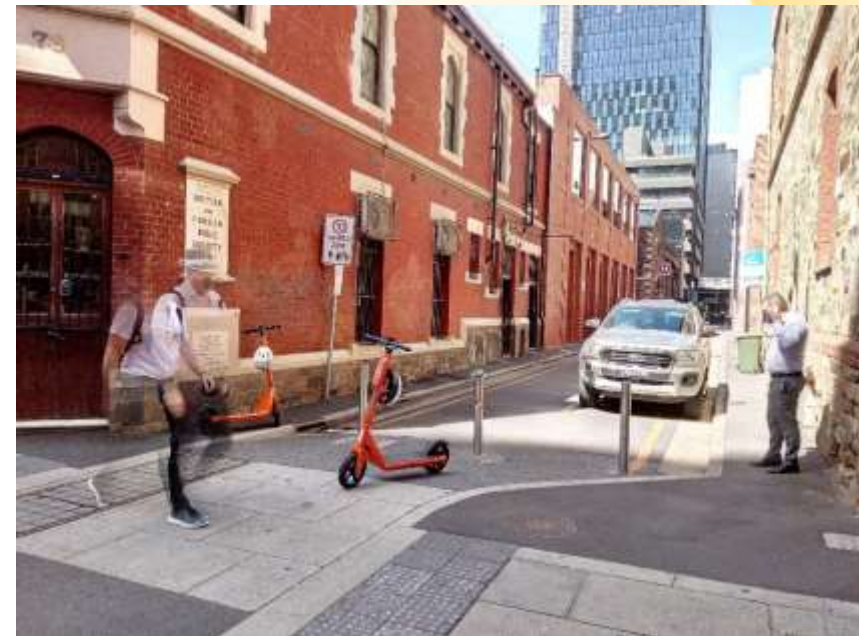
Private e-scooters can only be used on private property.

The public can use e-scooters to travel within and between the three adjoining municipalities with shared e-scooter trials.

Use within CoA is on footpaths and shared paths.

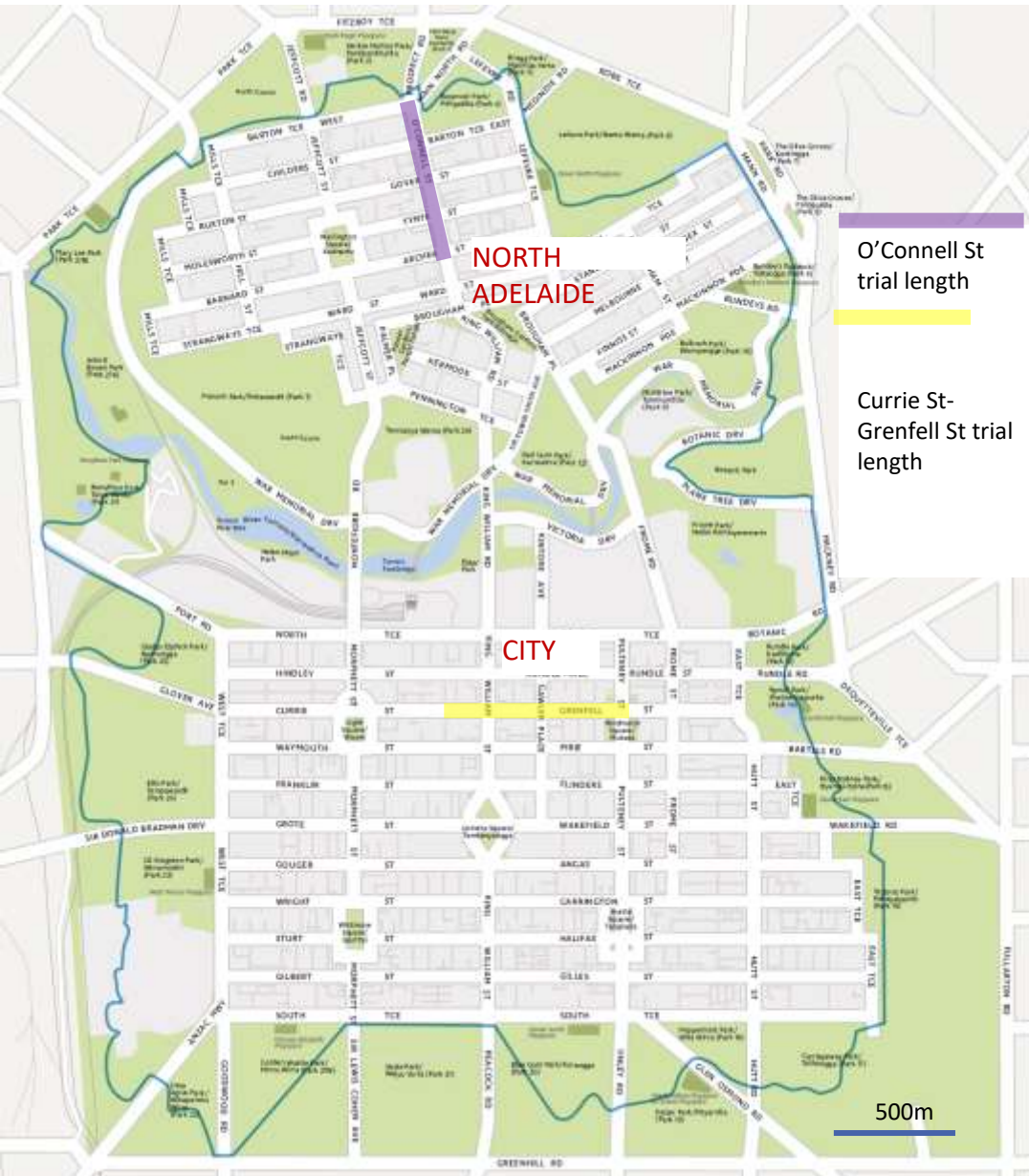
Parking Trial – Why?

- Poor placement (risk, clutter) one of the key concerns about e-scooters in CoA
 - Community feedback
 - Council Motion
- Better understand how controls may improve or negatively impact different street users



Issues: footpath hazards and obstructions, placement blocking cycle parking, clutter/untidiness.

E-Scooter Parking Trial Locations



Currie-Grenfell trial commenced 10th of May 2022.

O'Connell Street trial 13th of July 2022.

Your Say Adelaide (YSA) feedback sought on both until the 1st of August 2022



Designated parking area, O'Connell St North Adelaide



Corflute signs on the trial streets invited the community to complete the Your Say Adelaide E-Scooter Parking Trial survey.

Engagement

YSA Engagement Tool	Visitors	Contributors	Contributions
Survey: Feedback form: Grenfell-Currie	163	78	78
Survey: Feedback form: O'Connell	36	10	10
City Map – E-scooter placement concerns	53	11	17

Two people wrote to CoA administration, providing detailed feedback about e-scooter issues



Social media comments



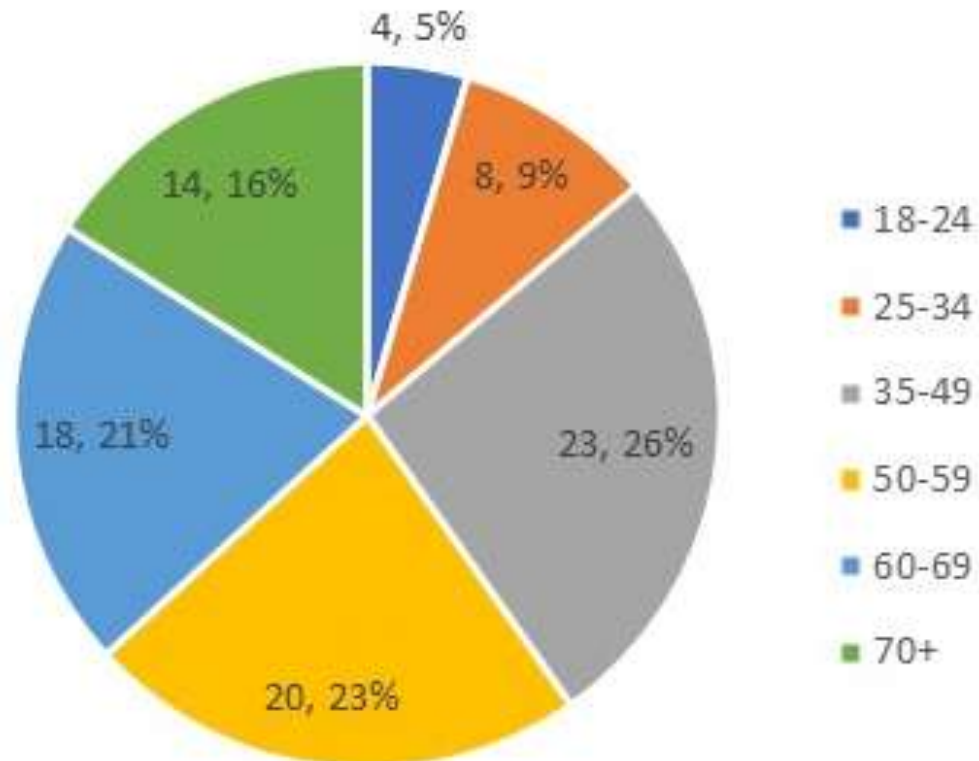
32

13 comments 1 share

Respondents: Demographics

- 49 residents, 39 from outside CoA
- 39 female, 45 male, 3 other identity.
- Seven people with limited mobility and six people with disability.
- Few younger, more older people responded.

Survey respondents by age group



Key themes

What are your thoughts about the outcomes for all street users related to the designated e-scooter parking areas? Are these outcomes positive, negative, or a combination? Please elaborate on reasons

- **General negativity about e-scooters**

E-scooters are dangerous, ugly, and create a general hazard... we shouldn't have them at all...

(negative)

- **Obstacles and Hazards**

it will make the footpaths a bit less dangerous for pedestrians...

(positive)

- **Convenience**

The whole e-scooter experience was the convenience to just hop on and hop off

(uncertain/mixed feelings)

- **Tidiness and/or legibility**

Anything that corrals e-scooters in an orderly manner so they don't obstruct the footpath is a good thing.

(positive)

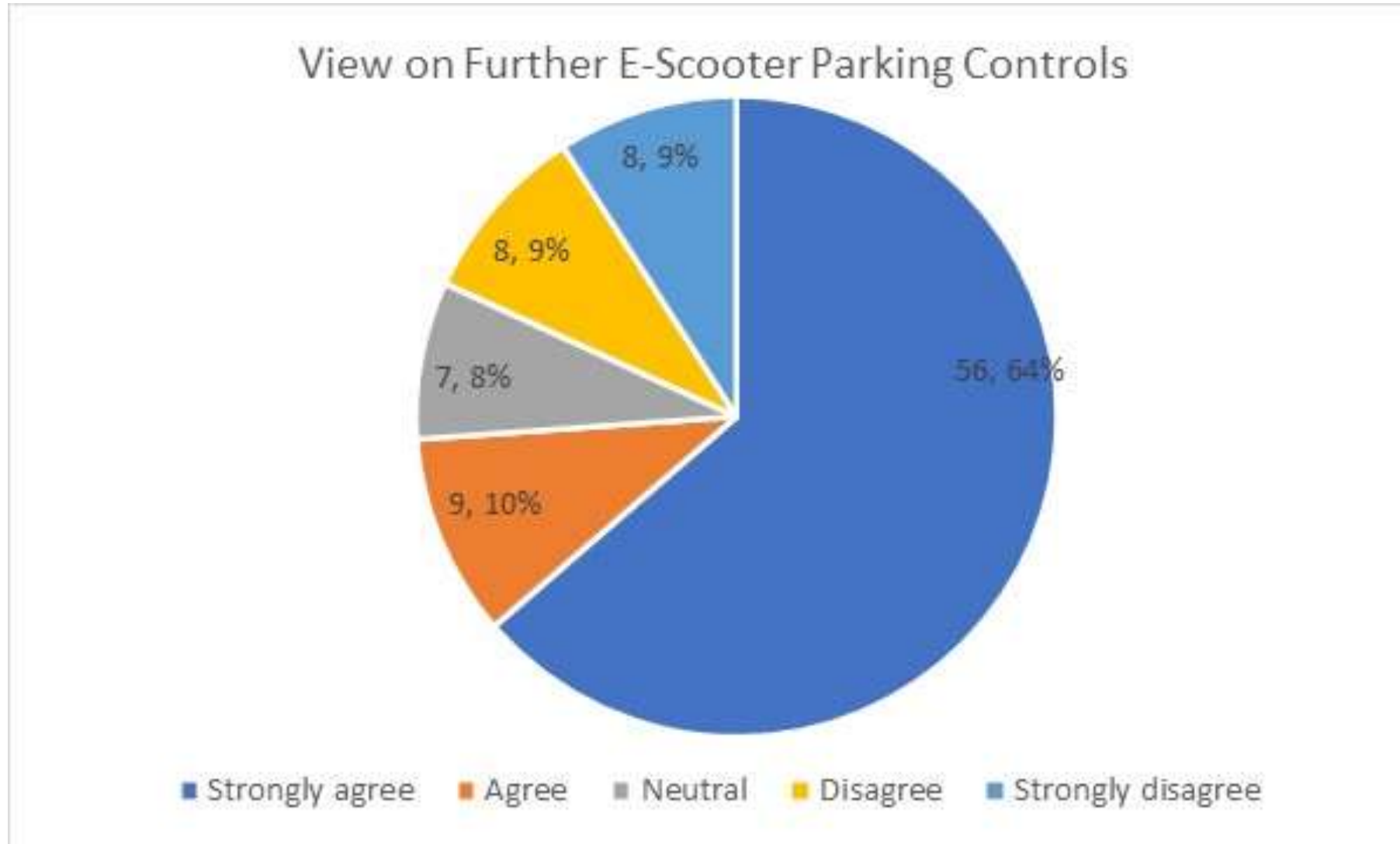
- **Careless parking irrespective of trial/still issues**

When the parking is used it is good, but there are always still scooters all over the place on the footpaths as well.

(uncertain/
mixed feelings)

Views on Further Controls on E-Scooter Parking Across CoA

Q7. Further controls should be put in place regarding where e-scooters can be parked across the City of Adelaide (city and North Adelaide)



Insights from Trial – Community

Diversity of community needs

- Not ‘e-scooters are bad for people with disability’.
- Not just a ‘tech bro toy’
 - **Potential to increase (inclusive) accessibility**

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

Female CoA resident, disagrees with further controls across CoA

[parking restriction] *“**reduces convenience/ utility of scooters as you can't get as close to destination or find scooters where you want them**”*

Male with disability and limited mobility

Complexity: 'right' to public space

“E-scooters should travel on the road and park on the road leaving the **footpaths clear for pedestrians...**”

“Any e-scooter 'parking' is an "externality" - it's a **private use being made of public space...**”

“...lots more scooters could fit in the same amount of space a car takes up.”



➤ Micromobility Policy or Kerbside/Streetscape Management Policy?

Findings – Operator Feedback

- User change and adjustment
- ✓ Usage not noticeably impacted
- × GPS, QR codes
- × Decal cost, durability.
- × Obstruction by other e-scooters



Summary – Future (Pending Council Decisions)

Mixed feedback, including considering gender diversity and disability/mobility

Accessibility key

Council area wide designated parking impractical in terms of design, implementation, cost, user outcomes.

Street space allocation/mix of users



E-Scooter docking station in Stockholm [100 new e-scooter parking racks will contribute to solving clutter in Stockholm \(voi.com\)](https://www.voi.com/en/100-new-e-scooter-parking-racks-will-contribute-to-solving-clutter-in-stockholm)

Maintain designated
parking areas



Additional trial
parking areas



Mobility hubs at
key locations

Docks / more
permanent areas

Virtual parking controls as necessary (where generally free floating)

Potential (winter) fleet size/
parking area number controls