

E-Scooter Trial Extension and State Government Review update

Strategic Alignment - Our Places

Public

Tuesday, 15 April 2025
Infrastructure and Public Works Committee

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EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement for the continuation of the e-scooter trial beyond the current 30 April 2025 expiry.

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 April 2025.

The trial is approved by the Minister for Infrastructure and Transport under the *Road Traffic Act, 1961* as regulations around the use of shared e-scooters and other personal mobility devices (PMD) in South Australia has not been formally enacted, with specific operators authorised to operate within CoA via the issue of a business permit.

A total of five e-scooter trial extensions have taken place over the last six years to maintain shared e-scooter operations as an alternative mode of travel within the CoA, with the last extension from 30 April 2024 to 30 April 2025.

On 5 March 2025, the Lord Mayor wrote to the Minister for Infrastructure and Transport, urgently seeking an update and timeframe on the new regulations.

On 1 April 2025, the advice from DIT is that the anticipated new PMD framework and regulations will be in place mid-year with an education period to be conducted prior to that. This will likely include arrangements about what parts of the road environment PMDs can access and the speed at which they can travel.

RECOMMENDATION

The following recommendation will be presented to Council on 22 April 2025 for consideration

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

1. Approves the continuation of the e-scooter trial for an additional 6 months, ending on 31 October 2025, for the two current operators, Neuron Mobility and Beam Scooters.
2. Authorises the Lord Mayor to write to the Minister for Infrastructure and Transport to request an extension to the e-scooter trial for a further 6 months until 31 October 2025 or until such time that the State Government finalise the regulatory framework.
3. Notes that the Administration will:
 - 3.1. Continue to work collaboratively with the Department for Infrastructure and Transport and inform Council Members by way of an E-news on the progression of new regulatory framework and timeframes on the implementation of new legislative changes when received.
 - 3.2. Continue to review and amend the permit conditions as necessary to improve safety and efficiency of the e-scooter operations should e-scooter operations continue.

- 3.3. In preparation, documentation will be prepared to assist Council in its deliberations, should it wish to undertake an Expression of Interest (EOI) process for micromobility operators to align with new legislative changes once made.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained - the Strategic Plan 2024-2028 includes a key action to increase active and diverse transport measures.
Policy	City Plan 2036 identifies Transport Diversity as a Key Priority (Priority 2). The Integrated Climate Strategy 2030 notes that transport emissions account for about 45% of the community's carbon footprint and that increasing the range and uptake of low carbon transport options in the city is essential to meeting carbon targets and community expectations, and for creating liveable neighbourhoods. Supporting transport options including active transport and micromobility is a key component of the draft Integrated Transport Strategy currently under development.
Consultation	Not as a result of this report.
Resource	Not as a result of this report.
Risk / Legal / Legislative	In 2024, <i>the Statutes Amendment (Personal Mobility Devices) Bill 2024</i> passed parliament and was approved on 21 November 2024 to allow the use of privately-owned personal mobility devices on public roads and paths without requiring registration. However, until such time as the regulations are introduced, the use of e-scooters within CoA requires ministerial approval as per the existing trial conditions with the e-scooter operators. The current Road Traffic (Electric Personal Transporters) Notice No 1 of 2024 ceases operation on 30 April 2025.
Opportunities	Not as a result of this report.
24/25 Budget Allocation	Not as a result of this report.
Proposed 25/26 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report.
24/25 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	E-scooter operators pay a permit fee to operate in the City of Adelaide.

DISCUSSION

CoA e-scooter trial - 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 required under the *Road Traffic Act 1961* (the Act) after which CoA can issue business permits to e-scooter fleet operators.
2. Currently business permits have been issued to two fleet operators, Beam and Neuron, following an Expression of Interest (EOI) process undertaken in 2019.
3. Shared e-scooters were introduced as part of a broader effort to explore micro-mobility options, promote active transport and reduce car dependency in the city. E-scooters provide city residents, workers and visitors with another transport choice for short trips and in combination with public transport.
4. Transport diversity is a key pillar within our City Plan 2036, including a focus on improving pedestrian and walkable experiences, complemented by improvements to support active transport, such as cycling and e-mobility.
5. E-scooters play a part in our Strategic Plan to lead as low carbon emissions city by working with partners to increase active and diverse transport measures and prioritising sustainability in our decisions for the future.
6. E-scooters are considered a future mobility that form part of the draft Integrated Transport Strategy as a city living strength. They are also considered a pivotal transport option for people moving around the city, especially when traversing from precinct to precinct i.e. from the East End to the West End. Thus, enabling the streets to be less congested with vehicles during high impacted times of the year.
7. A total of five e-scooter trial extensions have taken place over the last six years to maintain shared e-scooter operations as an alternative mode of travel within the CoA.
8. A report was presented to the Infrastructure and Public Works Committee at its meeting on 20 February 2024 ([Link 1](#)) seeking an extension of the e-scooter trial. At its meeting on 27 February 2024 Council authorised the Lord Mayor to write to the Minister to seek an extension to the e-scooter trial (which was set to expire on 30 April 2024) until 30 April 2025 ([Link 2](#)).
9. The Minister for Infrastructure and Transport issued the e-scooter trial extension, published in the Government Gazette, Notice No. 30 of 2024, 26 April 2024 ([Link 3](#)). This enables the operation of e-scooters until 30 April 2025, in accordance with Council's Business Permit under the Act.

State Government Review of e-scooters - Background

10. As part of the Infrastructure and Public Works Committee Report on 20 February 2024 Council was advised that a Select Committee of the Legislative Council had been established to inquire into, and report on Public Transport and Active Travel. Its report was laid on the table of the Legislative Council on 7 February 2023 ([Link 4](#)).
11. A state-wide consultation was undertaken between 11 April 2023 and 21 May 2023 by the State Government seeking views on whether the South Australian Government should enable the use of e-scooters, skateboards and other personal mobility devices (PMDs) on the road network in South Australia.
12. On 18 December 2023, the Minister for Infrastructure and Transport, Tom Koutsantonis MP, announced the outcomes of the state-wide consultation and is now considering any future regulatory or legislative changes relating to the use of e-scooters and other PMD in South Australia. Support for e-scooter use was 87% ([Link 5](#)).

State Government Review of e-scooters - Update

13. In 2024, the *Statutes Amendment (Personal Mobility Devices) Bill 2024* passed parliament and was approved on 21 November 2024 ([Link 6](#)) to allow the use of privately-owned PMDs on public roads and paths without requiring registration. However, until such time as the regulations are introduced, the use of e-scooters within CoA requires ministerial approval as per the existing trial conditions with the e-scooter operators.
14. On 9 December 2024, the Department for Infrastructure and Transport (DIT) hosted an engagement session, gathering stakeholder feedback on new regulations, with particular focus on PMD types and specifications, access and authority, speed limits, and rider age and rules.
15. DIT advised the feedback from the engagement session, alongside research and expert advice, will shape the final regulatory framework with the laws expected to commence in late February / early March 2025, pending government approval.

16. The State Government has also committed to a comprehensive review of the new e-scooter laws after the first year of completion ([Link 7](#)) to ensure that the regulations are effective, safe, and align with public expectations.
17. On 5 March 2025, the Lord Mayor wrote to the Minister for Infrastructure and Transport, urgently seeking an update and timeframe on the new regulations ([Link 8](#)).
18. On 1 April 2025, the advice from DIT is that the anticipated new PMD framework and regulations will be in place mid-year with an education period to be conducted prior to that. This will likely include arrangements about what parts of the road environment PMDs can access and the speed at which they can travel.
19. Details about the new framework are currently subject to Government approval processes, with further information to be available about the new framework over the coming months.
20. Confirmation of an e-scooter trial extension requirement in the form for a letter to the Minister was also noted from DIT.

E-Scooter Trial – Usage in City of Adelaide

21. In 2024, there were over 543,000 e-scooter trips (average over 1,300 trips a day) that started within CoA, covering over 688,000 km travelled. (Rider trips peak during the Adelaide festival session and leading up to Christmas and New Year ([Link 9](#)).
22. E-scooter rider usage for 2024 is summarised per month in the table below.

Total per month and average per day for 2024	Total Trips per month	Average trips per day	Total trip distance (km) per month	Average trip distance (km) per day	Total e-scooters deployed per month	Average e-scooters deployed per day
January	48,785	1,574	62,640	2,021	38,293	1,235
February	53,121	1,832	67,130	2,315	40,132	1,384
March	76,285	2,461	93,096	3,103	45,876	1,480
April	54,165	1,806	69,573	2,319	41,908	1,387
May	40,768	1,315	48,860	1,576	43,074	1,389
June	32,030	1,068	36,671	1,222	37,635	1,255
July	31,653	1,021	39,627	1,278	29,714	959
August	33,629	1,085	41,816	1,349	28,767	928
September	34,840	1,161	43,624	1,454	30,032	1,001
October	39,003	1,258	49,566	1,599	35,798	1,155
November	47,504	1,584	61,758	2,059	37,371	1,246
December	51,337	1,656	70,547	2,276	38,541	1,243
TOTAL	543,120	1,485	684,908	1,881	447,141	1,223

E-Scooter Incidents

23. From January 2024 to December 2024, a total of 73 incidents were reported between both fleet operators, noting the services was utilised by 447,431 users. Further details can be viewed in [Link 10](#).

E-Scooter Trial - Permit Operations and Fees

24. Fleet operators must pay the relevant permit fees as set out within the permit conditions of operations ([Link 11](#)). Fleet operators are charged a surplus fee (per surplus scooter) if found to be operating beyond the agreed standard limit.
25. Fleet operators must monitor the location of all e-scooters daily and collect e-scooters when required to avoid clutter or clustering of e-scooters in any one location.

26. During the peak season of October to April, each operator may deploy up to a maximum of 700 e-scooters (450 in Adelaide and 250 in North Adelaide) for a fee of 50 cents per e-scooter per day. If an operator chooses to deploy additional e-scooters, they can do so up to a maximum of 800 e-scooters per day in total. The fee for each surplus e-scooter is \$1 per e-scooter per day.
27. During the Off-peak season of May to September, each operator can deploy up to a maximum of 500 e-scooters (350 in Adelaide and 150 in North Adelaide) for a fee of 50 cents per e-scooter per day. If an operator chooses to deploy additional e-scooters, they can do so up to a maximum of 600 e-scooters per day in total. The fee for every surplus e-scooter is \$1 per e-scooter per day.
28. Fleet operators are invoiced quarterly and charged based on actual deployment figure as outlined in the below table.
29. From 1 July 2024 to 31 December 2024, fleet operators have paid a total of \$101,179 in permit fees to CoA.

Locations	October to April (Peak) 212 days		May to September (Off-peak) 153 days		Event @ 50c per event day per E-Scooter
	Standard (50c)	Surplus-inclusive (\$1)	Standard (50c)	Surplus-inclusive (\$1)	
Adelaide <i>(across both operators)</i>	900	1000	700	800	1400
North Adelaide <i>(across both operators)</i>	500	600	300	400	600
Total E-Scooters <i>(across both operators)</i>	1400	1600	1000	1200	2000
Total E-Scooters Per Operator <i>(assuming 2 operators)</i>	700	800	500	600	1000

30. Both fleet operators include insurance coverage that responds to incidents affecting innocent third parties, even in situations where the rider is riding illegally or against the terms and conditions. Under each of the policies, payments to the affected third party would not be voided by the rider's action. Depending on the action of the rider, the insurer may seek compensation for the claim from the rider. This means that the liability for injuries to an innocent third party is transferred from the third party to the insurer and/or the rider.
31. This level of insurance was not in place when the e-scooter trial first began, however was activated by both operators in CoA from December 2023.

E-scooter Trial – Lessons Learnt

32. Over the last six years, the Administration has continually collaborated with the fleet operators to review and improve the operations and services provided. Improvements to the service to reduce potential impacts to the community include:
 - 32.1. Geo-fencing: restricting access into certain places and areas.
 - 32.2. Slow-go zone: reducing the speed of e-scooters in certain places and areas during specific times where increase in pedestrian movements are known.
 - 32.3. No parking/ designated parking zones: a rider's trip will continue until the e-scooter is parked within a designed parking area or not parked within certain areas and places.
 - 32.4. Changes to rider's accountability with warning and penalties applied for poor behaviour and breach of conditions of use.

33. The Administration has also identified future opportunity to review e-scooter technology that reduces incidents and prevent e-scooters lying flat on the ground, such as free-standing e-scooters or other technological improvements, which will form part of any future EOI process.

E-scooter Trial – Next steps

34. Following the State Government decision about the future of shared e-scooters and PMDs and any legislative changes, tender preparation would commence, and subject to Council approval, CoA will go out to the market for micromobility operators. This way the operators that best meet the operating environment and State Government requirements can be sought.
35. However, noting the details of the State Government's new regulatory framework and timeframes for implementation, it is recommended that the Lord Mayor write to Minister for Infrastructure and Transport to request an extension to the e-scooter trial for a further 6 months until 31 October 2025 or until such time that the State Government finalise the regulatory framework. This will provide certainty to e-scooter operators and the community regarding on-going use and availability of e-scooters within CoA.
36. Alternatively, Council could choose to suspend the current trial on 30 April 2025, ceasing all shared e-scooter operations within CoA, and reconsider the provision of shared e-scooters and micromobility within CoA once the State Government has finalised the regulatory framework.
37. Note this option would result in reduced revenue of approximately \$200,000 based on the current permit fee structure fleet operators pay to operate within the City of Adelaide.

DATA AND SUPPORTING INFORMATION

Link 1 - Infrastructure and Public Works Committee Report, 20 February, 2024

Link 2 – Council Meeting Minutes, 27 February 2024

Link 3 – The South Australian Government Gazette, 29 April 2024 (Notice No 30 of 2024)

Link 4 – Report of the Select Committee on Active and Public Transport

Link 5 – YourSAy page for State Government consultation on personal mobility device use in South Australia

Link 6 – The *Statutes Amendment (Personal Mobility Devices) Bill 2024*

Link 7 – Media Release, Hon Tom Koutsantonis MP, 13 November 2024

Link 8 – Lord Mayor Letter to Hon Tom Koutsantonis MP, 5 March 2025

Link 9 – E-Scooter Usage Data Graph

Link 10 – Reported Incidents January 2024 to December 2024

Link 11 – CoA E-Scooter Permit Conditions

ATTACHMENTS

Nil

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