

Shared E-Scooters and Personal Mobility Devices

Tuesday, 19 August 2025
Infrastructure and Public Works Committee

Strategic Alignment - Our Places

Program Contact:
Mark Goudge, Associate Director
Infrastructure

Public

Approving Officer:
Tom McCready, Director City
Infrastructure

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 31 August 2025.

On 13 July 2025, the South Australian Government implemented formal personal mobility device (PMD) legislation, legalising the use to ride PMD devices such as e-scooters, e-skateboards and e-solo-wheels across the state on certain public roads and paths.

The purpose of this report is to seek Council consideration and endorsement for the continuation of shared e-scooter operations through Business Operating Permits within the City of Adelaide beyond the current 31 August 2025 expiry.

RECOMMENDATION

The following presentation will be presented to Council on the 26 August 2025 for consideration.

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMEND TO COUNCIL

THAT COUNCIL

1. Notes the State Government has finalised the “*Road Traffic (Road Rules—Ancillary and Miscellaneous Provisions) (Personal Mobility Devices) Amendment Regulations 2025*” that governs the use of personal mobility devices, including shared e-scooters in South Australia, effective from 13 July 2025.
2. Endorses the transition from a trial-based arrangement to a formalised Business Operating Permit and formalises this arrangement through an Expression of Interest process undertaken as the next steps for continuing shared e-scooter operations in the City of Adelaide as outlined in paragraph 36 in Item 7.1 on the Agenda for Infrastructure and Public Works Committee held on 19 August 2025.
3. Endorses the extension of the current e-scooter permits until the Expression of Interest process has concluded and new Business Operating Permits are awarded to shared e-scooter operators as outlined in paragraph 36 in Item 7.1 on the Agenda for Infrastructure and Public Works Committee held on 19 August 2025.
4. Notes that the outcomes of the Expression of Interest process will be presented to Council for consideration prior to the award of Business Operating Permits.
5. Authorises the Chief Executive Officer or his delegate to award Business Operating Permits to shared e-scooter operators.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Supports inclusive, safe, and accessible transport options in public spaces.
Policy	Not as a result of this report
Consultation	Key stakeholders including the Department for Infrastructure and Transport, South Australia Police, existing shared e-scooter operators, accessibility advocates, local community.
Resource	Not as a result of this report
Risk / Legal / Legislative	Legal risk arises from unclear enforcement boundaries; mitigated by aligning permit conditions with state government PMD legislation.
Opportunities	Position City of Adelaide as a leader in micromobility with clear management of street space allocation and street outcomes to meet the needs of different users through management of e-scooter operators, the development of a Kerbside and Parking Management Policy, and delivery of infrastructure to support micromobility usage.
25/26 Budget Allocation	Existing operating budget for micromobility and permit administration.
Proposed 26/27 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Ongoing; tied to transport network performance
25/26 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Monitoring, regulatory administration, permit administration, and community communications.
Other Funding Sources	Explore state co-funding or federal mobility innovation grants.

DISCUSSION

1. From Sunday 13 July 2025, South Australians can legally ride e-scooters and other Personal Mobility Devices (PMDs) on public roads and paths in certain circumstances as presented to Council Members at the CEO briefing on 8 July 2025 and as detailed in the MyLicence website.
2. The purpose of this report is to seek Council endorsement for the continuation of the e-scooter hire company operations within the City of Adelaide beyond the current 31 August 2025 expiry.
3. The report also provides background and legislative context, an overview of past shared e-scooter trials from 2019 to 2025, relevant strategic context, and an outline of next steps, including a proposed Expression of Interest (EOI) process.
3. In January 2019, the City of Adelaide (CoA) and the State Government agreed to trial electric scooters (e-scooters) during the 2019 Fringe and Adelaide Festival season. The e-scooter trial commenced on 15 February 2019 for a period of four weeks following a select expression of interest process, as part of the trial, CoA issued a permit to one e-scooter operator for this period, and the State Government amended regulations to allow the use of e-scooters as part of the trial.
4. Following the conclusion of the trial and permit it was proposed that e-scooters should continue as a transport option in the city and an EOI process was undertaken for up to two operators for a six-month permit, with an option to extend based on performance.
5. The City of Adelaide has continued to operate a shared e-scooter scheme under a temporary permit system supported by exemptions to the *Road Traffic Act 1961*, granted by the Minister for Transport to enable regulated e-scooter use within defined boundaries under operational controls such as designated operating hours, parking zones and data reporting requirements.
6. The two current e-scooter operators were granted permits to operate through a competitive application process, with assessment based on compliance with the temporary permit conditions related to safety, parking and data sharing.
7. Most recently, a report was presented at the 15 April 2025 Infrastructure and Public Works (IPW) Committee seeking Council approval to continue the e-scooter trial ([Link 1](#)) which was subsequently approved until 31 August 2025 at the 22 April 2025 Council meeting ([Link 2](#)).
8. In response to a Council resolution, a commitment was made by the Administration at the Council meeting on 8 July 2025 to present a report to the IPW Committee meeting on 19 August 2025 in relation to the ongoing use and permits for shared micromobility prior to the expiry of the current permits ([Link 3](#)).
9. On 13 July 2025, the South Australian Government implemented Personal Mobility Devices legislation (the 'legislation'), legalising the use of e-scooters and other devices across the state such that the City of Adelaide shared e-scooter scheme no longer requires approval of the Minister for Transport.
10. The Department for Infrastructure and Transport (DIT) presented the legislation to the Council Members via a CEO briefing on 8 July 2025. The presentation reflected the information available on the MyLicence website ([Link 4](#)).
11. Under the new legislation, companies will need permission from local councils if they want to park or store e-scooters on footpaths and CoA retains the power to regulate these shared-use operations through conditions when awarding Business Operating Permits. The existing CoA e-scooter permit conditions have been updated following the implementation of the legislation. The updated permit conditions can be found at [Link 5](#).
12. Micromobility, which includes e-scooters and PMDs, has been considered in the development of the City of Adelaide Integrated Transport Strategy (ITS).

Use on Footpaths and Other Spaces

13. As the legislation permits e-scooter and PMD riders to utilise the footpath, there is no ability for CoA to require e-scooter and PMD users to use the road or bikeway rather than the footpath.
14. It is considered likely that many or most PMD riders will use the footpaths within the City of Adelaide area for safety reasons, particularly around streets such as King William Street and King William Road, O'Connell Street and North Terrace which are 50km/h streets with high volumes of motorised vehicles.
15. In the case that PMD riders choose to travel on unprotected cycle lanes on 60km/h roads, or on 50km/h roads, it is possible that serious injury crashes will increase on the City of Adelaide road network.
16. The Administration has commenced investigations of the transport network to identify any safety and route connectivity issues for PMD riders.

17. Addressing these safety and route connectivity issues for PMD riders will form part of the ITS implementation plan.
18. The State Government has also committed to undertaking a review 12 months from the operation of the new regulatory framework. This will include monitoring the use of PMDs on shared infrastructure environments, including footpaths and shared paths to ensure pedestrian safety.

Exclusion Zones

19. PMDs are prohibited from areas where there is already a “no bicycle sign” or “no wheeled recreational devices or toys sign”. In the City this applies to Rundle Mall.
20. Where it can be demonstrated by local councils that the use of PMDs is not suitable on footpaths or other areas managed by the local council, 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.
21. Any request for prohibition must be assessed by DIT. A standard application form detailing the location, reasons and proposed method of prohibition of PMD users must be completed by the local council and assessed by DIT’s Manager Traffic Services.

Geo-fencing and parking areas

22. The Administration has worked with the operators to introduce designated parking areas along numerous lengths of street, including on O’Connell Street, Grote-Wakefield and Grenfell-Currie, with geofencing also being used to restrict parking on adjacent streets with narrow footpaths.
23. The current permit has conditions to manage e-scooter parking on footpaths with high levels of pedestrian or on-street activities. For example, geofencing is in place to limit devices being parked within 5 metres of the Adelaide Central Market along Grote Street and Gouger Street.
 - 23.1. The permit also allows for Council to nominate geofenced areas to limit e-scooter use or parking, on a permanent basis or temporary basis for events.
 - 23.2. It is proposed to improve parking through a hybrid system, so in busier areas there would be designated parking zones, while in quieter residential areas there would be some designated parking but also allowances for ‘free floating’ parking for convenience, safety and inclusion.
 - 23.3. It is noted that locating parking zones in on-street parking bays, e.g. as ‘corrals’, makes footpaths clearer and more comfortable for people walking/wheeling. The allocation of street space for shared micromobility parking will be set out in the Kerbside and Parking Management Policy, which is a key ITS action.
24. With the legislation now in effect, it is appropriate for an EOI process to be undertaken to understand the current technologies and systems available within the shared e-scooter market to improve parking controls and compliance.
25. The aim of having the right technology and systems is to obtain accurate and transparent data reflecting real-time activity that enables CoA to make informed decisions with confidence and more effectively and efficiently.

Permit Conditions

26. Permits were re-issued from 10 July 2025 to 31 August 2025 with updated conditions of use, ensuring alignment and compliance to new legislation prior to its commencement on 13 July 2025.
27. As of 1 July 2024, the fee model was altered from a flat free regardless of e-scooter numbers deployed on street, to a per device/per day rate. The fee model incentivises e-scooter operators to deploy only those that are needed on street, as they are paying per device per day.
 - 27.1. Operators are charged \$0.50 per scooter per day up to a point set by Council, and then \$1 per scooter per day up to the maximum cap limit. If operators are found to be operating above this cap, ongoing breaches will result in the permit being revoked.
28. A 1–3-year licence term is proposed to be introduced within an EOI process that is subject to a performance review after the first 6 months, and 6 to 12 months thereafter up to 3 years. This encourages on-going compliance with Council’s permit conditions with the ability to renew or not renew.
29. This licence term provides e-scooter operators the opportunity to deploy and invest their latest technologies in Adelaide for up to 3 years subject to compliance and performance reviews.

Safety Standards

30. Enforcement of the PMD legislation is the responsibility of SAPOL, including speeds and where the devices are ridden (footpath or roads) for both private and commercial e-scooter users.

31. Enforcement powers by CoA are limited to the operations of shared e-scooters under the conditions of use set in the Business Operating Permit.
32. While CoA can put in place safety measures via the permit conditions, such as the ability to request operators to implement a geofence to restrict use of shared e-scooters in a street that is closed for an event, the same controls cannot be enacted on PMDs.

Incident Reporting

33. The existing permit conditions require the e-scooter operator to report to Council on any known incidents and injuries resulting in hospitalisation or paramedic attendance of a user or third party, within 24 hours of the incident occurring. This will be an ongoing requirement.
34. This obligation for e-scooter operators to report on safety and incidents will be maintained under the new Business Operating Permit.
35. As part of the EOI process, shared e-scooter operators will be required to confirm how their technology and systems can report and be shared with CoA.

Next Steps

36. Prepare and finalise an EOI for release to shared e-scooter operators under the new legislative framework.

Action	Timeline
Engagement and on-going collaboration with DIT, SAPOL and other adjoining local councils	August/ September 2025
Finalise EOI process and release for shared e-scooter operators seeking permits	September 2025
Data systems and reporting readiness	October 2025
Finalisation of Permit conditions of use	October 2025
Evaluation and appointment of operators	October 2025
Permit commencement	November/December 2025

37. An opportunity to expand the EOI for e-scooter operators to include shared bicycle and e-bicycle schemes exists and will be considered by the Administration prior to issuing the EOI to market.
38. Commence discussions to develop a consistent permit and compliance regime with adjoining councils.
39. Engage SAPOL and DIT on roles in education and enforcement.
40. Review designated parking zones and geofencing to improve device parking management, in line with the Kerbside and Parking Management Policy being developed in 2025/26.

DATA AND SUPPORTING INFORMATION

Link 1 – Report: E-Scooter Trial Extension and State Government Review update 15 April 2025

Link 2 – Council Decision: Item 12.2.3 Meeting Minutes 22 July 2025

Link 3 – MoN Decision: New E-scooter and Personal Mobility Device Regulations Council 8 July 2025

Link 4 – MyLicence - Personal Mobility Devices Website

Link 5 – Permit Conditions: CoA Updates in Track Changes

ATTACHMENTS

Nil