

## AMENDED MOTION BY COUNCILLOR BROUGH

ITEM NUMBER: DIS315

ITEM TITLE: 12-MONTH COMMERCIAL TRIAL OF HIREABLE ELECTRIC SCOOTERS

DATE & TIME RECEIVED: Thursday 22 September 2022 6:14pm

**DIS315: AMENDED MOTION BY COUNCILLOR BROUGH**

**VOTING REQUIREMENT: ABSOLUTE MAJORITY**

**THAT the Committee Recommendation be ADOPTED with the following amendments:**

**Condition 7 to read:**

**7. Prior to deployment of e-scooters, an e-scooter program shall be submitted to the City of Albany for approval. Thereafter the e-scooter program shall be maintained and updated, to the satisfaction of the City of Albany.**

**Advice:**

- ***Permit Holders shall submit matching e-scooter programs.***
- ***The e-scooter program shall indicate:***
  - ***Operating areas***
  - ***Slow zones***
  - ***Incentivised parking areas and no parking zones***
  - ***No ride zones***
- ***The e-scooter program should address feedback from community members received during the co-design/education session.***
- ***The e-scooter program shall demonstrate compliance with the ATPPTLL & LGPLL.***
- ***The e-scooter program shall ensure e-scooters are only capable of operating on public land.***
- ***The approved e-scooter program shall be distributed to the Albany Police prior to deployment of e-scooters.***

**Condition 14 to read:**

**14. The Permit Holder shall ensure unused e-scooters left in no-parking areas are returned to the approved parking areas indicated within the e-scooter program.**

**Advice:**

- ***The Permit Holders will use all reasonable endeavours to ensure e-scooters left in no-parking areas are collected and redistributed to approved parking areas within 1 hour (60 minutes).***
- ***Driveways, walkways and carparks shall not to be obstructed.***
- ***It is permissible that unused e-scooters within the operating area (excluding no-park areas) may be flexibly left in their resting location rather than be redistributed to a designated parking area, notwithstanding the specifications enshrined in point 11.***
- ***A rider incentive scheme may be employed to encourage return of e-scooters to designated parking areas.***

### **Councillor Reason:**

The purpose of this amendment is to provide further clarity on the matter of flexible parking arrangements for e-Scooters. During the DIS committee meeting, both Beam and Bird expressed a preference for flexible parking, articulating that such a model enhanced the amenity of the service for consumers, without apparent downsides (e.g. clutter etc) in overall amenity for the engaged municipalities.

An amended motion was passed at committee level to achieve a flexible parking model, as is used in Esperance. I have gratefully received feedback that, although the motion passed at committee level captured this intent, there was scope to clarify said intent more explicitly.

Regarding the amendment: in point 7, by stipulating that there are incentivised parking areas and no-parking areas, it makes it clear that there are desirable parking locations, and areas where parking is explicitly prohibited. This sets up an opportunity for permissible parking in other areas within the operating area.

In point 14, by further clarifying the matter of unused e-scooters outside of preferred parking areas, the amendment makes it more clear that e-scooters may be left in situ, provided they are not inappropriately parked (as defined in point 11). This will promote further utilisation of the e-scooters due to enhanced access opportunities.

The concerns regarding e-scooters polluting the CBD and suburbia are valid and important. Reports have been positive regarding the power of financial incentives to encourage return of e-scooters to favourable/preferred parking locations. Both Beam and Bird have indicated a strong desire to adopt a collaborative approach with the City to ensure that the scheme works for the city; if there are municipality amenity problems (e.g. e-scooters left all over the shop), this amended motion retains the necessary control mechanisms for the City to modify the scheme over the duration of the trial.

In summary, this amendment affords the scheme an enhanced consumer experience, with appropriate safeguards in place to rectify any unforeseen parking/amenity problems that may arise during the trial.

Many thanks to the Councillors who expressed concerns with the amended DIS recommendation and encouraged me to redraft the recommendation for better clarity whilst retaining the original intent.

**Officer Comment:**

As the overarching intent of the recommendation is retained, officers have no concern with the proposed amendment.

Paul Camins – Executive Director Infrastructure, Development and Environment