



**10.2** **ESCOOTER TRIAL UPDATE AND FUTURE APPROACH**

**EXECUTIVE MEMBER:** **BRIAN TEE, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT**

**PREPARED BY:** **KAREN ROACHE, COORDINATOR STRATEGIC TRANSPORT**

**1. PURPOSE**

- 1.1 To update Councillors on the current e-scooter trial which ends 5 October 2023 and consider Council's involvement in ongoing shared e-scooter scheme in Port Phillip.

**2. EXECUTIVE SUMMARY**

- 2.1 Outcome 5 of Council's Integrated Transport Strategy highlights the community benefits of new transport options and technology to move around, noting that these benefits rely on partnering with the Victorian Government and other councils to regulate, promote and manage these transport options (Action 38).
- 2.2 In 2019 Port Phillip was the first Victorian Council to support trialling a shared e-scooter scheme.
- 2.3 The subsequent Victorian Government led trial of e-scooters in City of Port Phillip, Yarra and Melbourne commenced in February 2022 and, after several extensions, is due to end on 5 October 2023.
- 2.4 Privately owned e-scooters which meet Victorian Government rules became legal on 5 April 2023. The impact of privately owned e-scooters on safety and amenity are not yet clear. Enforcement of speed, footpath riding, and other rules is a Victorian Police responsibility. Council has had no direct involvement in the management of private e-scooters.
- 2.5 Officers anticipate that the Minister for Roads and Road Safety (Hon Melissa Horne MP) will, prior to the end of the trial on 5 October 2023, announce that e-scooters will remain legal in Victoria.
- 2.6 Melbourne has been one of the highest demand cities for e-scooter use globally with records for trips per day being constantly broken around major events. To 30 June 2023 over 4.8 million individual e-scooter trips had been taken on the 2500 shared e-scooters across Melbourne (500 e-scooters are located in Port Phillip)
- 2.7 Whilst e-scooters have been popular, they have introduced issues that require management across multiple parties including Victorian Government, Police, operators and local governments. Issues have been raised around the following:
  - 2.7.1 Pedestrian safety, especially when e-scooters are ridden on footpaths
  - 2.7.2 Poorly parked e-scooters impeding pedestrian movement, particularly for persons that have a disability
  - 2.7.3 Amenity issues resulting from parking of shared e-scooters including clustering on border of trial area
  - 2.7.4 Unsafe and illegal rider behaviour such as riding without a helmet or carrying two people on one e-scooter.
- 2.8 Participation in the trial has enabled Council to seek to limit the adverse impact of e-scooters on residents, businesses and infrastructure including through agreements with



the two operators (Lime and Neuron). Council has advocated for restrictions on where e-scooters can be ridden, at what speed, and to advocate to ensure councils have a legal power to manage shared e-scooter schemes in their areas. Continued regulation, enforcement, education and use of technology is necessary to continue to improve the amenity and safety impacts.

- 2.9 Should the Victorian Government support the continuation of legalised e-scooters in Victoria, the following options are available to Council for shared e-scooters:
- 2.9.1 Continue to operate a shared e-scooter scheme either in partnership with Melbourne and Yarra with the possible future expansion across M9 councils or as a localised Port Phillip scheme,
- or**
- 2.9.2 Not participate in a shared e-scooter scheme following a notice period to operators.
- 2.10 Council's continuation in a shared e-scooter scheme is dependent on the Victorian Government providing a regulatory framework giving powers to local governments to manage e-scooter schemes through agreements with operators. Without these powers Council will not have the ability to regulate shared e-scooter schemes operating in City of Port Phillip which may result in multiple operators deploying e-scooters which Council's Local Law has limited capacity to control.
- 2.11 City of Port Phillip's agreements with e-scooter operators expire on the 5 October 2023 and operators would be required to remove all e-scooters from Port Phillip within 4 weeks if this agreement is not extended or renewed.
- 2.12 Should the Victorian government legalise the use of shared e-scooters and provide a role for Council beyond the trial, this report recommends that Council continues to participate in the e-scooter schemes to pursue the continued development and use of technology to improve the amenity and safety impacts.
- 2.13 This report does not recommend changes to the numbers of shared e-scooter operators (two) and recommends maintaining the current agreement with e-scooter providers that provides a maximum of 500 e-scooters in Port Phillip with the ability to increase the cap by agreement with Council. These limitations allow the market to develop and enable increased deployment of evolving technology to improve amenity and safety impacts prior to considering any increase in e-scooter numbers. The report does recommend that, together with other participating councils, Council undertake a procurement process to determine which two e-scooter operators will operate. These recommendations are conditional on:
- 2.13.1 The State Government to provide Councils power to Council's satisfaction to regulate arrangements with shared e-scooter schemes through contractual agreements.
- 2.13.2 Safety and amenity issues including those identified in this report continuing to be addressed through contractual agreements with e-scooter operators.
- 2.13.3 The costs for Council of entering and implementing any arrangements with e-scooter providers being funded by e-scooter providers.
- 2.13.4 Current agreements with existing e-scooters operators being extended until completion of the procurement process.



- 2.13.5 Any subsequent agreements with e-scooter providers being for no more than 3 years and that, prior to the expiry of those agreements, Council review the benefits of e-scooters including amenity, safety and economic impacts and whether there should be changes to the number of e-scooters and the number of providers.

### 3. RECOMMENDATION

That Council:

- 3.1 Notes the feedback on the trial including uptake and safety and amenity concerns raised in this report.
- 3.2 Request that the Mayor write to the Minister for Roads and Road Safety requesting the public release of the Victorian Government e-scooter trial evaluation.
- 3.3 Endorses Council's continued participation in e-scooter schemes provided that Councils have the power to manage shared e-scooter schemes through contractual arrangements that can address safety and amenity.
- 3.4 Authorises the Chief Executive Officer (or their delegate) to undertake any procedures required to allow participation in a three year shared e-scooter scheme with up to two operators and (subject to agreement with Council) a maximum of 500 e-scooters including, in collaboration with other councils.

### 4. KEY POINTS/ISSUES

#### Background

- 4.1 Since February 2022, Port Phillip and Yarra have each allowed 500 e-scooters to operate. In September 2022 the City of Melbourne increased the number of e-scooters in their municipality from 500 to 1500 due to strong demand for the e-scooters as a transport mode. Both operators also approached Port Phillip to increase the number of devices, however, officers support addressing safety and amenity concerns prior to any expansion of the service.
- 4.2 Victorian Government rules for e-scooters differ from those in other states and the national Australian Road Rules (ARR) framework. For example, e-scooters are not permitted to be ridden on footpaths in Victoria and are limited to a maximum speed of 20km/hr. The ARR framework allows footpath riding and speeds of up to 25km/hr. While enhancing safety outcomes, this has created challenges incentivising operators to invest in technology not required in other jurisdictions and causes confusion for interstate visitors.
- 4.3 In late 2022, the Department of Transport and Planning (DTP) advised of a two-month extension of the trial. On 8 December 2022 a report to Council outlined the interim findings of the trial and the extension of the trial. Council provided approval for the CEO to extend agreements with e-scooter operators to align with Victorian Government trial extensions.

#### Extension timelines

- 4.4 On 30 March 2023, the Minister for Roads and Road Safety (Hon Melissa Horne MP) announced a further extension of the trial for a further six months to 5 October 2023 and released a "Summary of Trial Findings" (**Attachment 1**). The Victorian Government has not publicly released the full evaluation report. This report



recommends that the Mayor write to the Minister seeking the release of the full evaluation report. Council e-scooter operator agreements were extended to 5 October under CEO delegation. Councillors were informed of the extensions of the shared e-scooter trial.

- 4.5 The Victorian Government extension in March 2023 also expanded the trial to include
  - 4.5.1 privately owned e-scooters under trial conditions
  - 4.5.2 reducing the minimum age from 18 to 16 years of age
  - 4.5.3 permitting riding on roads up to 60km/hr extending the limit from 50km/hr roads
  - 4.5.4 allowing other councils to join the trial - Frankston and Melton have taken up the option.

#### **Interim feedback on trial**

- 4.6 Data collected through the trial has enabled councils to consider whether the scheme helps improve connectivity within the city and promotes a shift to a lower emission transport option, particularly for trips less than 3 kilometres.
- 4.7 Of the 4.8 million e-scooter trips across the metro area between 1 February 2022 to 30 June 2023 over 750,000 having been in Port Phillip (15.6%).
- 4.8 Over 1.6 million kilometres have been travelled on shared e-scooters in Port Phillip, with 77% of trips being under three kilometres with an average of 2.1 kilometres per trip.
- 4.9 Over 1.1 million user sign ups have been registered with the operators since February 2022. Survey results from operators show the percentage of riders that use e-scooters for commuting (Lime 51%) or connecting to public transport (Lime 40%).
- 4.10 Whilst the number of e-scooter related CRMs equals less than 0.05% of rides, there have been community concerns regarding the use of e-scooters. To understand the concerns and to inform Council consideration of the scheme, the following data has been sought and/or reviewed:
  - 4.10.1 Community requests received by Council
  - 4.10.2 Hospitalisation data resulting from e-scooter incidents
  - 4.10.3 Incident data from operators
  - 4.10.4 Local economic benefit data
  - 4.10.5 User data from the operators

#### **Concerns – Community Requests**

- 4.11 On 3 May 2023 Council received a petition containing over 1,000 signatures from residents of the City of Melbourne and the City of Port Phillip Council raising concerns about pedestrian safety due to food delivery bikes, cyclists, motorbikes and shared and privately owned e-scooters riding on Port Phillip and City of Melbourne footpaths.
- 4.12 Between 1 February 2022 and 30 June 2023 officers responded to 354 requests relating to the e-scooter trial (including Snap Send Solve requests). The most common concerns are:
  - 4.12.1 Footpath riding and safety of pedestrians



- 4.12.2 Improper parking of e-scooters obstructing movement along footpaths
- 4.12.3 Speeding
- 4.12.4 Underage riding
- 4.12.5 Tandem riding
- 4.12.6 Riding without a helmet
- 4.13 Thirty-one requests related to footpath riding and safety of pedestrians. Riders may be on the footpath rather than on a road because of inexperience, lack of confidence or confusion about road rules in Victoria (which differ to other states that were early adopters of this technology). To improve the safety of pedestrians, including vulnerable and older persons and persons with visual impairment or disabilities, officers recommend that, like bikes; e-scooters be restricted to shared paths, bike lanes and roads with speeds of up to 60 kilometres per hour.
- 4.14 Over 200 customer requests related to the parking of e-scooters on footpaths. E-scooter parking that impacts pedestrian access increases safety risks and amenity impacts.
- 4.15 Concerns around the speed of e-scooters have also been heard. E-scooters in the trial are limited to 20 kilometres per hour through onboard technology. In some areas this speed is reduced to 10 kilometres per hour. Private e-scooters are not subject to the same limitations, and it is up to the riders to comply with speed limits.
- 4.16 Customer feedback regarding underage people riding e-scooters was minimal and only Victoria Police can enforce this rule. In April 2023 the Victorian Government lowered the age for riding e-scooters from 18 to 16 years of age.
- 4.17 Tandem riding has had minimal reporting as an issue in Port Phillip and technological changes being introduced to the devices will assist in addressing this issue.
- 4.18 Reports of people riding without a helmet have also been received. All shared e-scooters are required to have a helmet locking device (Melbourne is the first Australian city where this was required) with education and enforcement by Victoria Police.
- 4.19 Council, together with other participating councils, have advocated for operators and DTP to take steps to improve the safety and experience for all road users.

**Hospitalisation and incident data**

- 4.20 Media reports have highlighted increased presentations to hospital since the e-scooter trial commenced. Council does not have direct access to hospitalisation records which may not differentiate between trial and private e-scooter user hospitalisation. DTP have advised that hospitalisation data will be released shortly.
- 4.21 Under their agreement with Council operators are required to report moderate, serious or critical incidents to Council. Minor incidents do not require hospital treatment (scrapes and bruises), moderate incidents require outpatient hospital treatment and serious incidents require inpatient hospital treatment (eg fracture, concussion or surgery).
- 4.22 The operators report less than 2 hospitalisations per 100,000km travelled. In Port Phillip there have been a total of 47 reported incidents over the 750,000 trips comprising 27 minor, 14 moderate and 6 serious incidents.



- 4.23 E-scooters, like bicycles, are not covered by TAC insurance unless riders are involved in an accident with a motor vehicle. Since the commencement of the trial exclusions to operator insurance coverage, including personal liability and third-party insurance exclusions where a rider was in breach of the road rules or conditions of hire have been removed through the introduction of comprehensive insurance cover for personal liability and third party. Officers recommend that this should be a minimum requirement in any future agreement.

**Addressing concerns**

- 4.24 Technology to locate, use, park and manage e-scooters is evolving and is being utilised to address some of the amenity and safety issues raised by our community.
- 4.25 Whilst Council's Local Law team can impound vehicles obstructing footpaths, council's agreement with operators places the primary responsibility with operators to remove and relocate e-scooters within agreed timeframes.
- 4.26 Geo-fencing is used to know where e-scooters are and to encourage appropriate parking. Geo-fencing relies on GPS signal however, GPS drift can result in inaccurate measurements of up to 6 metres in areas that have poor signal (e.g. locations with multiple tall buildings).
- 4.27 Dual band GPS will increasingly be available to improve e-scooter location tracking, improve geofencing and enforce parking in designated areas. This technology can ensure e-scooters remain within the boundaries of the trial area and to enforce "no parking", "no riding" and "slow" zones. These zones have been trialled in locations where e-scooter parking is not appropriate or where there are significant impacts on pedestrian egress including school grounds, along parts of the Foreshore and on streets with narrow footpaths such as The Avenue, Gourlay and Fawkner Streets. Information from this testing will inform minimum technology requirements for any future scheme.
- 4.28 During the e-scooter trial, riders are directed and incentivised by the e-scooter app to park in specific areas. The operators have received fewer customer complaints about parking since a designated parking trial began. In-app "virtual" designated parking areas using geo-fencing are being tested on Clarendon, Bay and Barkly Street to encourage users to park e-scooters in appropriate locations. Parking symbols appear within the app prompting riders to move to a parking zone to successfully end and stop paying for their trips.
- 4.29 Future shared schemes could consider physical infrastructure to further encourage e-scooter parking in certain locations. As there are no Australian Standards for parking of e-scooters, Council officers are leading discussions with Melbourne, Yarra and DTP on parking guidelines which could identify appropriate parking locations.
- 4.30 Current operators are testing camera-based technology mounted on e-scooters to reduce footpath riding. The technology uses sensors to distinguish between footpaths and streets and shared paths and will provide audio warnings to riders to stop riding on a footpath.
- 4.31 Rider identification and verification systems to reduce the number of underage riders is being tested and alcohol detection and deterrence systems are being developed.
- 4.32 During the first year of the trial there was relatively little public communication to encourage responsible behaviour except from the operators directly to scheme users.



In June 2023 DTP launched a media campaign to educate Victorians on e-scooter rules and to reduce illegal riding.

- 4.33 Council has a web page on e-scooters with the current information and links for reporting issues. E-scooter operators use their platforms to encourage responsible riding including sharing safety videos across media platforms.
- 4.34 Operators use escalating disciplinary policies to address parking and illegal riding issues with riders, the final step being removal of access to the e-scooters.
- 4.35 Failure to wear a helmet, riding on the footpath and other breaches of the Road Safety Road Rules 2017 are traffic offences enforceable by Victoria Police and not Council's authorised officers.
- 4.36 Officers have the power to impound e-scooters that are dangerously placed, however during the trial the most effective approach has been a combination of new technologies, provision of designated parking locations and enforcing performance standards such as set timeframes for operators to action issues.
- 4.37 Council provided a submission to the Victorian Government's inquiry into the impact of road safety behaviours on vulnerable road users to assist future planning for new modes of transport.

#### **Future Approach**

- 4.38 Data available to Council from the trial has shown that this mode has been used to provide connections within the city to local destinations and events.
- 4.39 Prior to the end of the trial on 5 October, the Minister for Roads and Road Safety is expected to announce that e-scooters will remain legal in Victoria. Subject to this announcement, this report recommends that Council continue its involvement in the management of e-scooters to pursue the continued development and implementation of technology that improves the amenity and safety of all road users.
- 4.40 Council's continued involvement in the management of e-scooters would follow a procurement framework (**Attachment 2**) which considers:
  - On-street riding – Operators to demonstrate how they would detect and prevent footpath riding.
  - Parking – Operators to demonstrate how they will meet City of Port Phillip parking location requirements. This may include the use of technology to verify appropriate parking.
  - Exclusion zones – Operators to demonstrate the ability to institute permanent and temporary exclusion zones for events and locations where e-scooter riding is not appropriate.
  - Helmets – Operators to demonstrate how they would ensure users wear bike helmets.
  - Carrying passengers - Operators to demonstrate that they are able to detect, report on and prevent users from carrying passengers.
- 4.41 Other performance requirements would include meeting Victorian Government rules on speed limits; rider identity verification; locally-based customer service and operations staff; customer communications regarding appropriate behaviour; escalating disciplinary approaches for users who breach the rules; reporting and verification;



insurance requirements; and requirements to work with local businesses to promote economic development.

4.42 Should the Government support Council involvement in e-scooters in Victoria, the following options are available to Council for shared e-scooters:

**Option 1** Continue to work with Melbourne, Yarra and other Councils on the delivery of a shared e-scooter scheme post 5 October 2023.

This option recommends contractual agreements with up to two operators for a period of three (3) with a review after two (2) years. This option requires continued agreement with the Cities of Melbourne and Yarra and other participating councils on the procurement process and outcomes including the number of operators and the conditions of any subsequent agreement. Discussions with M9 Councils have commenced.

The City of Port Phillip would commence any new service with a maximum of 500 e-scooters to be deployed in our City. This number will be reviewed dependant on compliance with terms of agreements, sufficient evidence to support any expansion of the service and agreement from Council on any change.

Evidence from the current trial indicate that two operators in Port Phillip would provide sufficient market competition, options for the community and provide the minimum number of devices needed to provide a viable service. This is consistent with shared e-scooter schemes in other Australian cities.

#### **Benefits**

- Continue to offer a low emission transport option to residents and visitors.
- Working with other Councils provides a consistent regulatory approach to the delivery of shared schemes across municipalities and means there is no need to swap between providers and regulations between Council areas. It reduces the administrative load on any one council through collaborative approach to procurement and management of services in line with the Local Government Act and helps address concerns that e-scooters may be left at borders with other Council areas.
- Allows the collection of fees from operators in CoPP, access to operator data and ability to agree with operators on the use technology to address safety and amenity issues.
- Tenders could be sought from qualified operators that can demonstrate ability to comply with Victorian Road Rules and City of Port Phillip requirements.
- Determine performance standards, compliance and penalties for noncompliance through agreements with selected operators.
- Opportunity to further influence the safe use of e-scooters through continued advocacy to Victorian Government for frameworks and regulatory or legislative changes.





- Enables Council to work with e-scooter providers and the State Government on improved standards for insurance and technology as the service and technology matures.

**Option 2** Not to enter into future agreements for shared e-scooters at the end of the current trial by providing 4 weeks' notice to the operators to cease and remove all e-scooters.

#### **Benefits**

- While Shared and Private e-scooters could continue to operate within Port Phillip, there would be no requirement for Council resources to oversight the shared scheme. Council's involvement will be limited to implementation of local laws.
- Council would continue to advocate for safety and amenity improvements to the Victorian Government and Council would advocate for effective State wide regulation.
- This option does not expand the jurisdiction and work of Council and may reduce any legal risks associated with administering the scheme.

#### **Recommendation**

Option 1: Continue to work with Melbourne and Yarra and other Council's and deliver a shared e-scooter scheme post 5 October 2023. This requires the extension of current contractual agreements with current operators until early 2024 to allow for a procurement process.

## **5. CONSULTATION AND STAKEHOLDERS**

- 5.1 Integrated management of the trial takes place with a range of Council teams including ASSIST, City Permits, Partnerships and Transport, Communications and Engagement, Local Laws, Risk and Assurance, Economic Growth and Activation, Events, Safety and Amenity and Strategic Partnerships to ensure consistent messaging to the community and a consolidated approach to managing the shared scheme in Port Phillip.
- 5.2 Council officers are part of the DTP E-scooter Working Group to provide input directly to DTP, including sharing community feedback and to ensure the impacts on Port Phillip are considered in the evaluation.
- 5.3 DTP take feedback from the Working Group to the Victoria Police and the Transport Accident Commission to ensure local government perspectives are considered.
- 5.4 Participating councils have written to the Secretary of the Department of Transport and Planning requesting information relating to the trial and the evaluation results be made public. To date only a "Summary of Findings" (**Attachment 1**) has been released in March 2023.
- 5.5 Port Phillip Business Advisory Group and the Older Persons Advisory Committee.
- 5.6 Community feedback on the trial of shared e-scooters is actively monitored and adjustments to the services are made where appropriate.

## **6. LEGAL AND RISK IMPLICATIONS**

- 6.1 Council Officers continue to review risks to Council throughout the trial.



- 6.2 Both operators have now extended their insurance cover to include “no fault” third party insurance to cover third parties injured by an e-scooter rider even if the rider is not adhering to the rules. Council would seek to include this provision in any future procurement and agreements.

## 7. FINANCIAL IMPACT

- 7.1 City of Port Phillip receives annual revenue of \$182,000 (based on \$1 per scooter per day and a maximum of 500 e-scooters). This recovers officer time and other costs associated with management of the scheme.

## 8. ENVIRONMENTAL IMPACT

- 8.1 Independent analysis in October 2022 for the Act and Adapt Review found that private vehicle use is responsible for 14% of our City’s greenhouse gas emissions and that transport is our biggest growing emissions source. By 2040 on-road travel will make up nearly 50% of community emissions despite a reduction in absolute emissions since other sources will reduce more quickly.
- 8.2 Reduction of community greenhouse gas emissions will require attractive sustainable transport options to achieve a shift away from private vehicles.
- 8.3 Operator surveys and DTP estimates are that at least 30 per cent of scooter trips replace car journeys. This suggests riders in Port Phillip have saved approximately 81 tonnes of greenhouse gas emissions.

## 9. COMMUNITY IMPACT

- 9.1 E-scooters offer an affordable transport option for residents and visitors to access businesses, work, destinations and events across our city.
- 9.2 Over 750,000 trips have commenced in Port Phillip between February 2022 and 30 June 2023 showing that the e-scooters are well utilised as a transport mode.
- 9.3 During the trial the e-scooter operators contributed to events in our city with pop ups to promote safe riding at St Kilda Festival, South Beach St Kilda and the Esplanade.
- 9.4 There are safety and amenity impacts on our community around obstruction of footpaths and footpath riding.

## 10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 A shared e-scooter scheme delivers on key objectives from the “Liveable, Inclusive and Sustainable sections of the **Council Plan 2021-31**.

- 10.1.1 **Liveable:** A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safer and easy to connect and travel within

The Plan identifies “Getting around our dense inner City of Port Phillip” is one of eight long-term challenges and the need to address issues including:

- 10.1.2 **Inclusive:** A City that is a place for all members of our community, where people feel supported and comfortable being themselves and expressing their identities.

Port Phillip is a place where people of all ages, backgrounds and abilities can access services and facilities that enhance health and wellbeing through universal and targeted programs that address inequities



10.1.3 **Sustainable:** A City that has a sustainable future, where our environmentally aware and active community benefits from living in a bayside city that is greener, cooler, cleaner and climate resilient.

10.2 Council's ***Move, Connect, Live Integrated Transport Strategy 2018 – 2028***, Outcome 5 recognises that – Our community benefits from new transport options and technology to move around.

10.3 The strategy recognises that emerging technologies will play a major role in addressing both contemporary challenges and the transport requirements of future generations. It recognises the need to partner with others to manage shared transport services.

10.3.1 Action 38 : Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies.

## IMPLEMENTATION STRATEGY

### 10.4 TIMELINE

#### October 2023 – Early 2024

- Extend current contractual agreements with current operators.
- Continue to advocate to the Victorian Government to create a state-wide policy framework for the operation of shared micromobility schemes including ensuring legal power for councils to manage schemes, set minimum requirements (insurance and technology)
- Advocate for the release of the full trial evaluation report to the community.

#### 2024

- Procurement of a new three year shared e-scooter service agreement in collaboration with other Councils.

### 10.5 COMMUNICATION

#### 10.5.1 Key messages include:

- A well-regulated shared transport service including e-scooters may offer an alternative, sustainable and affordable transport option for our community, particularly for first/last mile trips.
- E-scooters are a cost-effective and eco-friendly way to travel around and play a role in addressing transport challenges for our community.
- Council is committed to improve safety and amenity impacts.

## 11. OFFICER DIRECT OR INDIRECT INTEREST

11.1 No officers involved in the preparation of this report have any material or general interest in the matter.

- ATTACHMENTS**
1. Victorian Government "Summary of Trial Findings"[↓](#)
  2. Procurement Approach for E-scooters[↓](#)