



Micromobility outcomes in Australia

Many cities face significant congestion and environmental challenges as a consequence of outdated and inefficient transport systems. Micromobility has been proposed as a solution which can provide a 'first and last mile' mobility option to improve access to public transport and an 'only mile' option for replacing cars for short trips. The focus of this presentation will be on electric scooters (e-scooters) which are one of the six types of powered microvehicles comprising 'powered micromobility' according to the SAE International taxonomy. Dockless shared e-scooter schemes have proven extremely popular since their debut in US cities in 2017. Despite their popularity and potential benefits, e-scooters have been difficult to incorporate within a legacy transport system built for either high-speed, motorised modes or low-speed pedestrian travel. The extent to which e-scooters replace walking and cycling (damaging for public health) instead of replacing car trips appears to vary across cities and concerns have been expressed for the safety of e-scooter riders and pedestrians who may be hit or fall over e-scooters left across footpaths.

This presentation will begin with an overview of the history and current status of micromobility in Australia, focusing on implementation and regulatory approaches. It will summarise what is currently known about injury outcomes and the challenges in measuring these outcomes in the Australian context. The results of two observational studies and a survey of users and non-users in Brisbane will then provide an insight into how private and shared e-scooters are used and the implications for safety for both riders and the pedestrians and cyclists that they encounter, as well as environmental outcomes. Finally, a risk management framework will be presented that enables micromobility, walking and cycling to interact safely.