

**Frequently Asked Questions**

Question 1: What progress is being made at local government and Tasmanian government level about changing the form of our roads?

This question was asked with reference to the Hobart Transport Strategy, which identified the need for cycleways and noted that paths are already congested.

Response to Question 1: It is noted that the preferred space for the creation of cycleways is typically occupied by on-street parking.It is hoped that the micromobility trial will encourage people to use the e-scooters instead of cars.

It was advised that there are a number of things that would need to happen to replace on-street parking spaces with cycleways. Council’s officer shared that there is a Tasmanian government grant assisting City of Hobart to create a cycle lane to connect up existing cycle lanes.

Question 2: Are the rules for riding e-scooters specific to the City of Hobart or across Tasmania?

This question was asked with reference to the Hobart Transport Strategy, which identified the need for cycleways and noted that paths are already congested.

Response to Question 2: The legislation introduced in Tasmania is identical across all towns and cities in the state.

Question 3: Why did Council implement the trial before accessible scooters were made available so that people with a disability or those who are less mobile could participate in the trial too?

Response to Question 3: Council’s Manager Smart and Sustainable Hobart shared that there was consultation with disability advocates and groups working in the disability sector. They noted that Council has received feedback that, although they are not accessible models, the existing e-scooters are still providing people with increased mobility and movement. Accessible models are being introduced by at least one of the e-scooter operators.

Question 4: Many disability advocates and groups working in the disability sector met with State Growth with regards to the e-scooter trial and received a commitment from State Growth to develop a roundtable. What is the timing for this roundtable to be established?

Response to Question 4: The Department of State Growth have expressed the intention to hold a ‘Round Table’ event for key stakeholders of the Disability community soon.

Question 5: What happens if two scooters, one from each company, are blocking the same footpath?

Response to Question 5: Each of the two operators will move each other’s e-scooters to remove any obstruction caused by e-scooters from either company.

Question 6: Helmets are provided with each e-scooter, and helmets must be worn in accordance with legislation. How is each helmet kept hygienic?

Response to Question 6: Beam’s representative noted that operators access each scooter one to two times per day and use disinfectant spray every time. They also shared that riders may use their own helmet if they prefer.

Question 7: E-scooter riders may only ride on the carriageway of a road if it has no lane markings. What happens if an e-scooter rider is on a road with no footpath but which has lane markings? Where can they ride?

Response to Question 7: Council’s Manager Smart and Sustainable Hobart shared that, if a road has a 50km per hour speed limit, the road could be gazetted for micromobility use. If the road’s speed limit is greater than 50km per hour, the speed would firstly need to be reduced and then the road would need to be gazetted for micromobility use.

Question 8: Scooters are able to travel 15km per hour on the footpath but motorised wheelchairs are limited to 10km per hour. Why are scooters able to travel faster in the same space than someone who has a wheelchair? Who would be able to make the decision to reduce the speed limit of e-scooters?

Response to Question 8: Council’s Manager Smart and Sustainable Hobart shared that it may be possible to minimise speed by putting up signs or geofencing, or with technological advancements. They noted that a reduction to 10km per hour may be offputting for those riders who use the e-scooters for commuting.

They shared that the State upper and lower houses voted on the legislation, which includes the speed limits. The State government would need to make any change to the legislation, and that it would be up to the Department of State Growth to make recommendations to politicians.

Question 9: Is there some sort of technology that can be added to enforce people to wear helmets?

Response to Question 9: Council’s Manager Smart and Sustainable Hobart shared that Council have been very focused on safety aspects such as kids riding scooters or drink-riding.

The State government has been running the “Ride with Respect” campaign, which will be followed by an additional campaign led by Council and the two operators around the safety aspects of riding e-scooters.

The main reason for not having the helmets lock is that a lot of riders choose to use their own helmet. If riders choose to ride without a helmet at all, it is possible that the police may book and fine them.

Question 10: Is there insurance?

Response to Question 10: Yes, operators carry personal and third party insurance for legitimate riders who comply with the terms and conditions of use.