

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: BAC-03-38 / 240129011851

REPORT TO: COUNCIL

DATE OF MEETING: 2 April 2024

AUTHOR(S): Vanessa Thompson, Senior Advisor Business and Centres
Shane Binder, Senior Transportation Engineer

SUBJECT: E-scooter Permit Renewal due 1 May 2024

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

1.1. This report seeks approval from Council for the continued engagement of Flamingo Scooters (Flamingo) as the preferred scooter share services provider in the Waimakariri District for a period covering up to three years from 1 May 2024 to 30 April 2027. Flamingo's existing permit is due to expire on 30 April 2024 following a permitting period of two years.

1.2. Key statistics relating to the Permit One and Two operating periods include:

- 48,836 total rides have occurred across the district to date for the Permit One operating period, covering 1 May 2022 to 30 April 2023.
- 36,688 total rides have occurred across the district to date for the Permit Two operating period, which commenced on 1 May 2023 and concludes 30 April 2024.
- 18 accidents have occurred over the last 21 months, with one being significant resulting in a knee injury due to rider error. There have been no accidents involving pedestrians.
- 26 parking complaints were referred by the Waimakariri District Council to Flamingo Scooters concerning scooters blocking pathways/access. 60 routine parking/riding complaints were received directly by Flamingo Scooters from the public concerning scooters falling over or blocking accessways. This equates to around 4.1 complaints a month over the last 21-month operating period.

1.3. Council has received income (GST exclusive) from Flamingo Scooters as part of their permit fee, as follows:

- Permit One - \$3,419
- Permit Two - \$1,271 (six-months of additional permit fees still to be calculated on 1 May 2024).

Council has incurred \$0 in public realm reinstatement costs associated with scooter misuse or vandalism during the last 21 months.

1.4. Recent public consultation canvassing relevant community groups and the wider community for their views about shared scooter services in the district resulted in the following feedback:

- Affected Organisations: The Waimakariri Access Group, Waimakariri Age Advisory Group, Grey Power, and the Youth Council were invited to provide feedback. Feedback was received individually from some members of the Waimakariri Age Advisory Group and collectively from the Waimakariri Access Group. While there was not firm opposition to the services continuing to operate in the district, there was concern that some of the original issues still remained – scooters being parked inappropriately and the need for parking training, a desire for helmet wearing to be made compulsory, and concern about obstructions (generally) on the footpaths. There was also a concern about the appointment of one supplier resulting in limited competition around price and infrastructure quality.
 - Community Survey: 66.7% want commercial scooters retained. 33.3% disagreed. Of the 539 people aware of the survey, 63 responded.
- 1.5. The continued presence of commercial scooter services in the district is strongly supported by Council's recently adopted Integrated Transport Strategy in Key Move 5, which aims to 'support alternative travel choices.' Commercial scooter services are also supported by Council's recently adopted Waimakariri Economic Development Strategy in Theme 1: Sustainable Future, where Priority 4 seeks to 'facilitate the widespread availability of alternative transport modes connecting to key business areas.'
- 1.6. The staff recommendation is to renew Flamingo Scooters' permit for (up to) three years while maintaining the existing geo-fencing restrictions, and to increase the permit fee slightly from \$0.07 to \$0.08 per ride that is returned to the Waimakariri District Council.

Attachments

1. 240320043855 – Let's Talk Consultation Detailed Survey Report
2. 240320044061 – 2024 Public Survey Comments

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 240129011851.
- (b) **Approves** (Option One) the continued engagement of Flamingo Scooters as the preferred scooter share services provider in the Waimakariri District for a period covering up to three years from 1 May 2024 to 30 April 2027.
- (c) **Approves** the Chief Executive having the authority to extend the permit by a further year (from 1 May 2026 to 30 April 2027) if the first two years operate smoothly under Option 1.
- (d) **Approves** a permit fee of \$0.08 per ride to be returned to the Waimakariri District Council. The revenue from this fee is proposed to be ring-fenced for infrastructure improvements that benefit scooter users.
- (e) **Notes** that staff from the Transport and Strategy and Business Units are happy to continue engaging Flamingo Scooters as the preferred supplier of commercial scooter share services in the district for a further three years. There is no objection to this appointment from the Health, Safety and Wellbeing Manager.
- (f) **Notes** that Council has not incurred any public realm reinstatement costs resulting from scooter misuse or vandalism during the last 21-months of operation.
- (g) **Notes** that the existing geo-fencing restrictions applied in response to public feedback and previously approved by the Council under the original scooter trial and two-year operating permit, are still appropriate and will be continued for the new permitting period.

- (h) **Notes** the scooter usage data from Flamingo Scooters' which is consistent with high level aggregated data captured from Ride Report's nationalised data platform.
- (i) **Notes** the accident reporting data which has been received from Flamingo Scooters during the past 21-month operating period covering 1 May 2022 to January 2024.
- (j) **Notes** that public engagement feedback shows support for the scooter share services continuing in the district and no firm opposition has been received from the directly affected community organisations who were invited to provide feedback – Waimakariri Access Group, Waimakariri Age Advisory Group, Grey Power and the Youth Council.
- (k) **Circulates** this report to the Rangiora-Ashley, Kaiapoi-Tuahiwi and Woodend-Sefton Community Boards for their reference.

3. **BACKGROUND**

Historical Elected Member Approvals:

- 3.1 Following Council approval in 2020 to progress investigations relating to a commercial e-scooter (scooter) trial, staff released a 'Request for Proposal' (RFP) document to five providers in late December 2020. The five providers included: Flamingo, Lime/Jump, Neuron, Beam, and Lava. One submission was received from Flamingo Scooters in early 2021. Lime/Jump expressed an interest in the opportunity but were unable to complete the requirements in time.
- 3.1. Flamingo Scooters was deemed a suitable provider for the trial and met all the pre-condition requirements. Following a period of consultation with affected organisations, on 7 September 2021 Council approved a six-month trial of scooter share services in the Waimakariri District with Flamingo Scooters as the commercial supplier. The trial ran from November 2021 through to April 2022.
- 3.2. Following the outcome of a successful trial, on 5 April 2022 Council approved a one-year operating permit for Flamingo Scooters covering 1 May 2022 to 30 April 2023. Delegated authority was also given to the Chief Executive to approve an extension of the permit for a further twelve months (through to 30 April 2024) if the first year of operation was successful. In accordance with his delegated authority, the Chief Executive approved the permit extension on 20 March 2023.

User data:

- 3.3. Usage data covering the permitted periods from May 2022 to April 2023 and May 2023 to January 2024 is as follows:

Permit One: May 2022 to April 2023	Permit Two: May 2023 to January 2024
	<i>Permit Two expires on 30 April 2024</i>
48,836 total rides across the district.	36,688 total rides across the district.
33,712 rides Rangiora (648 rides per week) 11,300 rides Kaiapoi (217 rides per week) 2,507 rides Pegasus (48 rides per week) 1,280 rides Woodend (25 rides per week) 30 rides Passchendaele Memorial cycle path 7 rides Rangiora Woodend Road cycle path	27,350 rides Rangiora (526 rides per week) 6,780 rides Kaiapoi (130 rides per week) 1,753 rides Woodend (34 rides per week) 648 rides Pegasus (12 rides per week) 157 rides Passchendaele Memorial cycle path
69% rides Rangiora 23% rides Kaiapoi 5% rides Pegasus 3% rides Woodend	75% rides Rangiora 18% rides Kaiapoi 5% rides Woodend 2% rides Pegasus
170 scooters available per week (average)	158 scooters available per week (average)

7.25 min average duration per ride.	7.29 min average duration per ride.
1.63 km's average per ride.	2 km's average per ride.
3,865 unique users.	3,015 unique users.
User demographics: 18-24 years at 38%. 25-34 years at 39%. 35-44 years at 14%. 45-54 years at 7%. 55-64 years at 2%. 65+ years at 0%.	User demographics: 18-24 years at 39%. 25-34 years at 38%. 35-44 years at 13%. 45-54 years at 7%. 55-64 years at 3%. 65+ years at 0%.
Speed averages: Rangiora Town Centre – 14.9 km/h Rangiora Residential Area – 17.9 km/h Kaiapoi Town Centre – 14.5 km/h Kaiapoi Residential Area – 17.4 km/h Woodend Residential Area – 16.6 km/h Pegasus Residential Area – 16.7 km/h	Speed averages: Rangiora Town Centre – 15.5 km/h Rangiora Residential Area – 18.1 km/h Kaiapoi Town Centre – 14.8 km/h Kaiapoi Residential Area – 17.7 km/h Woodend Residential Area – 16.8 km/h Pegasus Residential Area – 17.3 km/h

Financial information:

- 3.4. Council has received income from Flamingo Scooters as part of their permit fee for operating in the district.

Permit	Period	Income (to Council) GST exclusive	Expenditure (land damage reinstatement costs)
Permit One	May 2022 to April 2023	\$3,419	\$0
Permit Two	May 2023 to January 2024	\$1,271*	\$0

*Income period incomplete. Six months of permit fees due to Council after 30 April 2024.

Council has not incurred any public realm reinstatement costs that might have resulted from scooter misuse or vandalism during the listed periods of operation.

Service Requests:

- 3.5. Council has received two scooter related service requests during the last 21-months. One was related to scooters falling over and the other about the permission process for commercial firms to operate in the Waimakariri District.

Crash and Safety Data:

3.6. Flaming Scooters has received the following complaints and/or accident data concerning the operation of their scooters in the Waimakariri District:

Month	Waimakariri District Council Service Requests			Waimakariri District Council Referrals to Flamingo			Flamingo Direct Feedback	
	Urgent Parking Safety Issues	General Parking or Riding Complaint	Other	Urgent Parking Safety Issues	Routine Parking or Riding Complaint	Routine Parking or Riding Complaint	Accidents	Accident Notes
Permit One: May 2022 to April 2023								
May-22				2		6		
Jun-22						2	1 - minor	Rider error
Jul-22					1	7		
Aug-22		1		3	1	1		
Sep-22				2		3		
Oct-22				2		3	2 - minor	Rider error Third party error: car driver
Nov-22				3	1	5		
Dec-22				1	1	5		
Jan-23				1		1		
Feb-23						1	1 - minor	Rider error
Mar-23			1			2	1 - minor	Rider error
Apr-23				1	1	4	2 - minor	Rider error
Sub-Total	0	1	1	15	5	40		
Permit Two (still active): May 2023 to January 2024								
May-23						3	2 - minor	Rider error
Jun-23							1 - unknown	Rider didn't return phone calls
Jul-23						5		
Aug-23							1 - minor	Rider error / Third party error: car driver
Sep-23						2	2 - minor 1 - significant	Knee injury as a result of rider error
Oct-23						3		
Nov-23				1		1		
Dec-23						2	2 - minor	Rider error / Third party error: car driver
Jan-24				3	1	4	2 - minor	Rider error
Sub-Total	0	0	0	4	1	20	18	
All Total	0	1	1	19	6	60	18	

Waimakariri District Council staff and management receive monthly accident reporting from Flamingo Scooters. 18 accidents have occurred over the last 21 months, with one being significant resulting in a knee injury due to rider error.

26 parking complaints were referred by the Waimakariri District Council to Flamingo Scooters concerning scooters blocking pathways/access. 60 routine parking/rider complaints were received directly by Flamingo Scooters from the public concerning scooters falling over, blocking pathways etc. This equates to around 4.1 complaints a month over the last 21-month operating period.

Strategic Context:

Waimakariri Integrated Transport Strategy 2035

3.7. The Waimakariri Integrated Transport Strategy, adopted by the Council in February 2024, plans for a future local transport network that is well-connected and multi-modal to deliver a safe transport system for the community/business, while supporting alternative travel choices.

Five key moves have been identified in the Strategy to respond to transport challenges facing the Waimakariri District. Key Move number 5 articulates the need for alternative transport choices, including micro-mobility. It recognises that as part of the Government's Emissions Reduction Plan, New Zealand needs to reduce the kilometres travelled by

private vehicles by 20% by 2035. Historically Waimakariri District Council has predominantly delivered infrastructure improvements that support vehicular travel, which is costly and has negative impacts on the environment and health. Support for micro-mobility services/infrastructure, alongside a range of other actions, can be less of a financial burden for the ratepayer, reducing reliance on motor vehicles for some in the community, and alleviating congestion and parking pressure.

Key Move 5: SUPPORT alternative travel choices

Key Principles:

- We will work towards ensuring all people can use their preferred mode of transport.
- We will balance investment across all modes, supporting transport choice.
- We will reduce light vehicle kilometres travelled and the associated emissions to align with our sustainability goals.

Key Implementation Action:

- Enable, encourage and support more micro-mobility services and infrastructure (e.g., electric scooter parking and charging stations) to support mode shift for longer trips.

Waimakariri Economic Development Strategy

- 3.8. The Waimakariri Economic Development Strategy, adopted by the Council in November 2023, includes a key action that aims to support alternative transport mode services operating in the district to help facilitate wide community access to key business areas.

Theme 1: Sustainable Future

Priority 4 – Facilitate the widespread availability of alternative transport modes connecting key business areas.

Action 16: Continue to support alternative transport mode services operating in the district (i.e. e-scooters) and work to secure new modes (i.e. shared bikes, social-leasing schemes for zero emission vehicles) to improve community access to alternative and affordable transport options when travelling locally and accessing key business areas.

4. ISSUES AND OPTIONS

Operating Controls:

- 4.1. Council has no current mechanism for preventing commercial hire scooter companies conducting their business activities in the district without Council permission. While the Parking Bylaw 2019 (clause 7) provides an ability to issue penalties and infringement notices for scooter parking that causes pedestrian obstruction or obstacles, Council cannot restrict the full operation of a scooter business within the bylaw as it currently stands. The Strategy and Business Unit are looking to create a Public Spaces Bylaw in 2024, that responds to a range of public space issues and uses that require Council approval. Commercial hire scooter operations will be addressed within this piece of work to provide Council with the legal mechanism to restrict the hire of commercial scooters in public places unless under Council authorisation, similar to the provisions within Auckland City Council's Public Trading, Events and Filming Bylaw 2022.

Community Engagement:

Affected Organisations:

4.2. The Waimakariri Access Group, Waimakariri Age Advisory Group, Grey Power and the Youth Council were invited to provide feedback on the last 21-months of commercial scooter operations in the Waimakariri District. Feedback was received individually from some members of the Waimakariri Age Advisory Group and collectively from the Waimakariri Access Group (with staff comments in italics):

- Respondent 1: For the trial and follow up permit, there was no choice of commercial supplier meaning that one provider has had a monopoly with no competition around user cost and infrastructure quality.
Before Council commenced the trial, staff approached five suppliers of commercial scooter services in the country (Lime/Jump, Neuron, Beam, Lava, and Flamingo) to test their interest in submitting a proposal to run the trial, with the potential of receiving an operating permit thereafter if the trial went well (subject to Community Board/Council decision). Only Flamingo Scooters expressed interest in submitting a proposal to operate in the district. However, this report includes an option for Council to consider going out to market to canvass general supplier interest, and to potentially appoint a new supplier.
- Respondent 1: Older residents are constantly concerned about the use of push scooters and push-bikes generally by school aged students in the shopping precincts of Rangiora, Kaiapoi and Oxford. Many can remember signs that prohibited the use of these devices/vehicles in town centre areas.
- Respondent 2: One member was supportive of the services continuing since there were no injuries sustained by riders hitting people on footpaths but recommended that the perimeter of the main shopping area be retained for the exemption of scooters.
The existing geo-fencing restrictions (for the town centres) will be continued into any new permitting period. Scooters are allowed in streets around the town centre under 15km speed restrictions but will remain prohibited from High Street for commercial use (while motorised) between Ivory/Ashley and King Streets.
- Respondent 3: Another member supported the continuation of the service but signalled a preference for helmet wearing to be made compulsory. They were also supportive of maintaining the current High Street restrictions.
The existing geo-fencing restrictions (for the town centres) will be continued into any new permitting period. At present, helmet wearing with scooters is not compulsory under New Zealand law.
- Respondent 4: The Waimakariri Access Group stated that they are not opposed to the commercial hire scooters as they do give people more choice about how they travel. However, they note that the issues they have raised previously still exist – scooters left anywhere and causing obstructions [on occasion]. They would like to see targeted education around appropriate scooter parking for the majority users (under 35's). They would also be supportive of Council conducting a wider campaign around the negative impact of obstructions – vehicles, signs, scooters or overhanging trees – affecting the footpaths. They note that people don't generally understand the difficulty this causes for a wide range of users when the footpath is obstructed in some way. Lastly, they are supportive of the current geo-fencing restrictions (especially for High Street) being maintained.

Waimakariri District Council Community Survey:

- 4.3. A community survey assessing the public’s perceptions about commercial scooters in the district was open from 4 - 17 March 2024. 2024 survey results have been benchmarked against the 2022 survey as a direct comparison.

	Survey 1: 2022 Related to 6-month trial. 213 visitors, and 163 responses	Survey 2: 2024 Related to last 21-months. 539 visitors, and 63 responses
Have you ridden a Flamingo scooter in the Waimakariri District in the last two years?	39.3% of respondents	57.1% of respondents
If yes, how many trips have you (approximately) completed?	37.5% (1-5) 21.9% (6-10) 20.3% (11-20) 20.3% (20+)	55.6% (1-9) 27.8% (10-29) 2.8% (30-49) 13.9% (50+)
What was your primary reason for riding the scooter?	34.4% (fun/recreation) 4.7% (to try the technology) 60.9% (as a transport device)	10% (fun/recreation) 2.5% (to try the technology) 87.5% (as a transport device)
For any trips where you used the scooter, what other method of travel would you have used most often if the commercial scooter wasn't available?	68.8% (car) 6.3% (bike) 21.9% (walking) 1.6% (bus) 1.6% (other)	37.5% (car) 6.3% (bike) 50% (walking) 4.2% (public transport) 2.1% (other)
Would you like to see e-scooters stay as an alternative transport option in the Waimakariri District?	58% wanted commercial scooters retained. 42% disagreed.	66.7% want commercial scooters retained. 33.3% disagreed.

- 4.4. A very high proportion of the users from the 2024 survey (87.5%) are using the scooters as a transport device, with 37.5% of the sample stating they would use their car most often if the scooter wasn't available. 66.7% of the survey respondents want to see the scooters retained.
- 4.5. Verbatim survey comments are included at Attachment ii.

Flamingo Scooters' Survey

- 4.6. Flamingo Scooters conducted a survey of their Waimakariri riders to assess how Flamingo might have changed their travel habits. The survey had 693 responses, as follows:

How often have you travelled by personal car or motor vehicle since the introduction of electric scooter sharing in Waimakariri?	13.6% - A lot more 9.4% - More 37.3% - No change 29.8% - Less 10% - A lot less	} 23% } 39.8%
How often have you travelled by public transport since the introduction of electric scooter sharing in Waimakariri?	10.1% - A lot more 17.5% - More 43.1% - No change 19.4% - Less 10% - A lot less	

How often have you travelled by walking since the introduction of electric scooter sharing in Waimakariri?	11.3% - A lot more 14.6% - More 32.5% - No change 28.8% - Less 12.9% - A lot less
Are you in favour of allowing [retaining] scooter access in the laneways adjacent to High Street in Rangiora?	61.3% - Yes 12.7% - No 26% - Neutral
Do you support the creation of designated parking areas closer to High Street in Rangiora to enhance its accessibility as an end destination?	72.4% - Yes 8.8% - No 18.8% - Neutral

- 4.7. 27.6% of Flamingo’s survey respondents note that they use public transport a lot more since the introduction of the scooters, which could be indicative of the scooters’ use as a critical first/last kilometre connection to public transport.
- 4.8. The survey results signal high support for designated parking areas [or infrastructure] close to High Street to support its accessibility as an end destination. Under current geo-fencing restrictions scooters can already access the laneways adjacent to High Street but under 15km speed restrictions.

Community Boards:

- 4.9. The Rangiora-Ashley, Kaiapoi-Tuahiwi and Woodend-Sefton Community Boards (due to scooter services currently operating in Rangiora, Kaiapoi, Woodend/Ravenswood and Pegasus) were invited to give feedback on the current commercial services and presence of scooters in the district. Feedback was received from:
- The Chair of the Kaiapoi-Tuahiwi Community Board and another two board members signalled support for the services continuing in the district.
 - The Rangiora-Ashley Community Board discussed the matter at their meeting on 13 March 2024 and they agreed that the scooter services should continue.

Geo-Fencing Restrictions

- 4.10. The geo-fencing restrictions that were applied during the six-month commercial scooter trial and last 21-month operating period (Appendix 1) will be continued across any new permitting period, subject to any amendments from the Council. Geo-fencing technology enables Council to limit the locations that the scooters can access.

Existing restrictions include:

- High Street between King and Ivory/Ashley will be prohibited for commercial scooter access.
- High Street between King and Durham Street restricted to 15km.
- Conway Lane, Good Street and other laneways to High Street restricted to 15km.
- Alfred Street and the Service Lane restricted to 15km.
- Rangiora Service Centre site restricted to 15km.
- Williams Street between Hilton and Sewell Streets speed restriction of 15km.

Research Data

- 4.11. When shared e-scooter services were first introduced to New Zealand ACC claims increased for riders (Figure 1) but dropped once people became accustomed to the technology and operators adapted their practises to include better safety education. Figure 1 shows that skateboards and traditional kick-scooters resulted in more than three times as many injuries compared to e-scooters around the time of their introduction (Lieswyn, John, 2022).

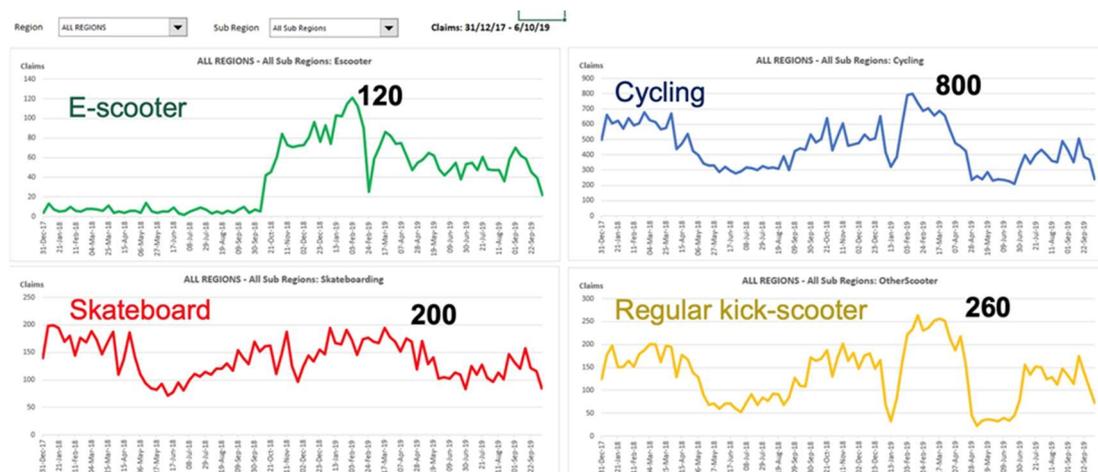


Figure 1 - ACC data from around the time of the e-scooter launch (Dec 2018 – Sep 2019).

Future Permit

- 4.12. Flamingo Scooters' existing permit is due to expire on 30 April 2024 providing an opportunity to either renew the permit and continue with them as the preferred supplier; undertake an invited supplier process from the pool of available commercial operators in the country and appoint a supplier that demonstrates an appropriate level of quality and value for money; or cancel the availability of the commercial services in the district.
- 4.13. Prior to the six-month inception trial that occurred across part of 2021/22, staff contacted five commercial scooter share service providers to invite them to submit a proposal to manage Council's six-month scooter trial. The invitees included: Flamingo, Lime/Jump, Neuron, Beam and Lava. One submission was received from Flamingo Scooters in early 2021. Lime/Jump expressed an interest in the opportunity but were unable to complete the requirements in time.
- 4.14. Recent engagement with a representative of Lime, has flagged a genuine interest in submitting a proposal if the Council opted to go back out to market, and they are supportive of a per-ride fee structure to Council of between \$0.08-\$0.10 cents per ride. They believe that the proximity of their large Christchurch operation would support a successful service in the Waimakariri District and the sustainable growth of low-emission trips locally.
- 4.15. Staff were also approached by a representative of Beam and 3KM (new to NZ) in 2023 who wanted to showcase the company services and/or express an interest in future Waimakariri District permit opportunities. The interest was largely driven by the same person across both companies, who worked for Beam but then moved to 3KM later in the year. Staff are unsure as to whether Beam (as a company) would be interested in the Waimakariri District or whether the interest was largely driven by that one individual. 3KM scooters does not appear to have a public presence (no website address) but there is a listing on the companies' office website for 3KM Technology Limited (8860628) which was registered in August 2023 and relates to bicycle hiring.

- 4.16. The recent interest does highlight the potential availability of alternative suppliers should the Council choose to go back out to market and test for commercial interest.
- 4.17. Some benefits of continuing with Flamingo or going back out to market include:

Benefits of continuing with Flamingo Scooters	Benefits of going out to market
<p>The market is only big enough to accommodate one operator and its less of an administrative burden for staff to continue with the existing operator.</p> <p>Permit can easily be rolled over without interruption to existing services as Flamingo is already set up to operate in the district.</p> <p>Current users of the service are familiar with the Flamingo technology and App.</p> <p>Flamingo has a solid understanding of operating in the district and the needs of our particular Council and community (from operating locally for the last 2.5 years).</p> <p>Maintain the good working relationship Flamingo has with Council staff.</p> <p>Council has an ability to influence the operating conditions and geo-fencing that is applied with an approved commercial operator.</p>	<p>New suppliers might have new and better technology (including health and safety improvements) that could be of benefit to the district and users of the service.</p> <p>An open process might result in more competitive bids providing good value to Council.</p> <p>Council has an ability to influence the operating conditions and geo-fencing that is applied with an approved commercial operator.</p>

- 4.18. Staff from the Strategy and Business and Rooding Units are happy to continue engaging Flamingo as the preferred provider of scooter share services in the district. The Health, Safety and Wellbeing Manager has no objection to this recommendation or any further comments to add. There have been no significant problems with Flamingo operating to date and they appear to understand the district well and have maintained a positive working relationship with Council.

Permit Fees

- 4.19. Selwyn District Council base their permit fees on a \$145.58/m² + GST land value rate. Each sooter is charged at 0.5m² + GST equating to a \$72.79 fee per scooter for the commercial provider. The rate is currently under review and will likely increase in the future.
- 4.20. Christchurch City Council's land hire market rate is \$172.50/m² + GST. Each sooter is charged at 0.5m² equating to a \$86.25 fee + GST per scooter.
- 4.21. The Waimakariri District Council charges a permit fee of \$0.07 per ride. Council does not have a set commercial land rate, as this is determined and applied on a case-by-case basis.
- 4.22. Prospective income comparison based on Waimakariri's scooter utilisation per annum:

	Waimakariri District Council <i>7c per ride</i>	Waimakariri District Council <i>8c per ride</i>	Wellington and Porirua City Councils	Selwyn District Council <i>\$72.79 per scooter</i>	Christchurch City Council <i>\$86.25 per scooter</i>

			<i>11 per ride</i>		
Based on WDC's average of 158 scooters under Permit Two	\$3,419 (May 2022-April 2023, 48,836 rides total)	\$3,906* (May 2022-April 2023, 48,836 rides total)	\$5,371 (May 2022-April 2023, 48,836 rides total)	\$11,500	\$13,627

*Recommended fee increase for new permit period.

- 4.23. Flamingo Scooters have advised that the level of business currently generated within the Waimakariri District only supports a breakeven point for their operations at approximately \$0.07 per ride. Palmerston North City Council impose no fees at all.
- 4.24. The current commercial scooter service in Selwyn is limited (reduced) and Lime no longer operate in the district.
- 4.25. Utilisation of the scooters would be higher in Christchurch and Wellington due to the larger population base, so it makes sense that fee structures are greater in these cities given the (likely) higher profitability levels for the operators.
- 4.26. Staff recommend that current and future revenue from scooter permit fees be dedicated to new infrastructure to benefit scooter users. While a scooter-specific programme of works has not yet been developed, this could include activities such as dedicated parking areas, signage, and minor chokepoint mitigation.

Conclusion:

- 4.27. The district's commercial shared scooter services are providing a low-cost and environmentally supportive transport option helping to incentivise increasing access and mobility, while replacing some car trips locally.

Recommendation:

- 4.28. The following options are available to Council:
- 4.29. **Option One** - Approve the continued engagement of Flamingo Scooters as the preferred scooter share services provider in the Waimakariri District for a period covering up to three years from 1 May 2024 to 30 April 2027. This is the recommended option.
- 4.30. **Option Two** - Approve staff completing a public request for submission process to determine the level of interest from existing commercial suppliers in New Zealand. Staff have been satisfied with Flamingo's service over the trial and last 21-month operating period and do not see a need to contract a new supplier.
- 4.31. **Option Three** - Decline to approve the continued operation of scooter share services in the Waimakariri District and request that the public services be cancelled from 1 April 2024. Because of public support of and community benefits derived from the continued scooter share services, this is not a recommended option.
- 4.32. The **staff recommendation** is:
- **Option One:** Extend Flamingo's permit for a further (up to) three years on its expiry, meaning the new permit would cover a two-year period from 1 May 2024 to 30 April 2026. Staff recommend that the Chief Executive be given the authority to extend the permit by a further year (through to 1 May 2027) if the first two years operate smoothly.

- The permit to continue to allow up to a maximum of 400 scooters across the district, at the approval of staff and the Chief Executive.
- The permit fee to be increased to \$0.8 per ride that is returned to the Waimakariri District Council. The revenue from this fee is proposed to be ring-fenced for infrastructure improvements that benefit scooter users.
- The existing geo-fencing restrictions to remain in place for the new operating period, with the scooters permitted to operate in Rangiora, Kaiapoi, Woodend and Pegasus.
- That the Strategy and Business Unit create a new Public Spaces Bylaw in 2024 that will include provision for restricting the hire of commercial scooters in public places unless Council authorisation has been secured.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

4.33. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. The Waimakariri Access Group, Waimakariri Age Advisory Group, Grey Power and Youth Council, were given an opportunity to provide feedback about the last 21-months of commercial scooter operations in the district. Feedback was received from the Waimakariri Access Group and Age Advisory Groups and has been included at item 4.1.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The community were given an opportunity to provide feedback about the district's commercial scooter operations in a public survey that was open from 4-17 March 2024. The survey results are included at item 4.2.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report.

Council has received income from Flamingo Scooters as part of their permit fee for operating in the district. Income is based on a permit fee of \$0.07 per ride.

Permit	Period	Income (to Council) GST exclusive	Expenditure (land damage reinstatement costs)
Permit One	May 2022 to April 2023	\$3,419	\$0
Permit Two	May 2023 to January 2024	\$1,271*	\$0

*Income period incomplete. Six months of permit fees due to Council after 30 April 2024.

The staff recommendation is to increase the permit fee to \$0.08 per ride for any new permit period.

Council has not incurred any public realm reinstatement costs that might have resulted from scooter misuse or vandalism during the listed periods of operation.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. There is the potential for scooters to replace some vehicle trips over the course of the permit period potentially resulting in less transport emissions.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

Council may be subject to criticism/blame if there are scooter related accidents/incidents regardless of whether these might be due to Flamingo and/or scooter driver error. The likelihood of an accident occurring is moderate, and the impact in terms of injury could range from minor to severe. In managing risks for any new permit period staff will employ a range of mitigating factors such as:

- Ensuring Flamingo and their infrastructure is competent (as managed and assessed regularly through regular incident and maintenance reporting).
- Implementing scooter access/use restrictions (utilising geo-fencing technology).
- Monitoring operational matters throughout the permitting period in close partnership with the Flamingo and amending things as necessary to respond to any risks/safety issues as they arise.
- Working with the Council's risk unit to identify key risks (and new risks that might arise) and outlining ways to eliminate, isolate or minimise these.
- Keeping abreast of legislative changes linked to mechanised scooter use.

6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of certain recommendations in this report.

The provision of commercial scooters provides community members with access to motorised transport that can legally access the footpaths and roads. This can mean riders (and pedestrians) are at more risk for collision related injuries and falls by nature of scooters accessing these spaces. In managing some of these risks staff have laid out some mitigating steps by geo-fencing some areas as 'no-go' zones.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Land Transport Act 1988

Land Transport Management Act 2003

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.

Transport is accessible, convenient, reliable and sustainable

- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

Businesses in the District are diverse, adaptable and growing

- There are growing numbers of businesses and employment opportunities in our District.

7.4. Authorising Delegations

The Council has the authority to approve land access agreements for public land and.

APPENDIX 1: WAIMAKARIRI DISTRICT GEO-FENCING RESTRICTIONS

Area	Coverage	Apply a no-go zone	Apply preferred parking zone	Apply a no-parking zone	Apply speed restrictions	Special Access Areas	Notes
RANGIROA							
Rangiora	Outside the natural town boundary	Y					E-scooter access primarily contained within the natural town boundary
Rangiora Airfield	Merton Road, Fernside	Y					This is outside the natural town boundary so should automatically be excluded
High Street	Between Durham and Ivory/Ashley	Y					High pedestrian area
High Street	High Street between King and Durham				Y – 15km		High pedestrian area
Conway Lane	Between High Street and the Service Lane			Y	Y – 15km		High pedestrian area
Good Street	Between High Street and the Service Lane				Y – 15km		High pedestrian area
Mini laneways to High Street	Excludes Good Street			Y	Y- 15km		High pedestrian area

	and Conway Lane						
Service Lane	Entire footpath area				Y – 15km		High pedestrian area
215 High Street and 139 Percival Street	Council Service Centre and Rangiora Library				Y – 15km		High pedestrian area
Alfred Street	Between Percival and Victoria Streets				Y – 15km		High pedestrian area
Railway tracks	Rangiora wide			Y			Where roads intersect within the streets
BNZ Corner (70 High Street)	Western side of the site		Y				See photographs at Appendix 4
215 High Street (Rangiora Service Centre)	Designated section on the paved area		Y				See photographs at Appendix 4
Passchendaele Memorial Cycle Path	Entire path					Y	To allow e-scooter access between Rangiora and Kaiapoi
Rangiora-Woodend Cycle Path	Entire path					Y	To allow e-scooter access between Rangiora and Woodend
KAIAPOI							
Kaipoi	Outside the natural town boundary	Y					Scooter access contained within the natural town boundary
Pines Beach, Kairaki Beach and Waikuku Beach	Entire settlements and access roads	Y					Scooter access contained to the Kaiapoi township
Kaipoi Marine Poontoons/Wharf	Entire areas	Y					Not suitable for access
Banks of the Kaipoi River	Area in immediate proximity to the Kaipoi River but excluding the walkways and cycleways			Y			Not suitable for parking
Stopbanks	Pathways (and generally)			Y			Not suitable for parking

Williams Street	Between Hilton and Sewell Streets				Y – 15km		High pedestrian area
176 Williams Street (Ruataniwha Kaiapoi Civic Centre)	Adjacent to river facing side of the building		Y				See photographs at Appendix 4
1 Tom Ayers Drive (Paris for the Weekend Café site)	Designated area adjacent to the roadside		Y				See photographs at Appendix 4
WOODEND							
Woodend	Outside the natural town boundary	Y					Scooter access contained within the natural town boundary
Main North Road - North	Main North Road (from Chinnerys Road intersection)	Y					E-Scooters will be restricted due to limited road shoulder access on this section of Main North Road (SH1)
Main North Road - South	Main North Road (from Rangiora Woodend Road intersection)	Y					E-Scooters will be restricted south on Main North Road past Rangiora Woodend Road
School Road	Designated area in front of the Council owned toilet block		Y				See photographs at Appendix 4
51 Main North Road	Designated area on the lawn in front of The Woodend Tavern		Y				Alternative or additional preferred parking location option
PEGASUS							
Pegasus	Outside the natural town boundary	Y					Scooter access contained within the natural town boundary
2 Barnes Street	Designate section on the paved area		Y				See photographs at Appendix 4

Gladstone Road	Entire Road					Y	To accommodate Woodend/Pegasus access
Tiritiri Moana Drive	Entire Road to beach area carpark					Y	To provide access to the beach; may open up access to this area throughout the trial duration

Project Report

04 March 2024 - 18 March 2024

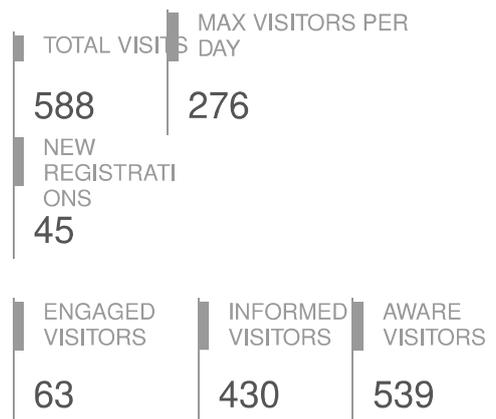
Let's Talk Waimakariri e-Scooter Survey 2024



Visitors Summary

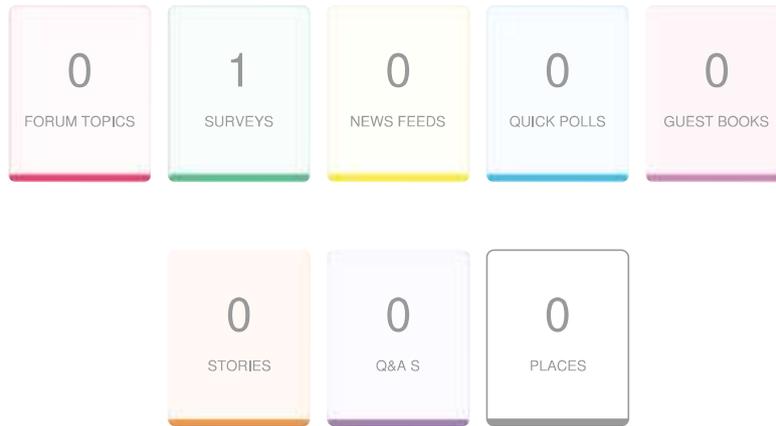


Highlights



Aware Participants		Engaged Participants	
539		63	
Aware Actions Performed	Participants	Engaged Actions Performed	
Visited a Project or Tool Page	539	Registered	Unverified
Informed Participants	430	Anonymous	
Informed Actions Performed	Participants	Contributed on Forums	0
Viewed a video	0	Participated in Surveys	63
Viewed a photo	0	Contributed to Newsfeeds	0
Downloaded a document	0	Participated in Quick Polls	0
Visited the Key Dates page	0	Posted on Guestbooks	0
Visited an FAQ list Page	0	Contributed to Stories	0
Visited Instagram Page	0	Asked Questions	0
Visited Multiple Project Pages	366	Placed Pins on Places	0
Contributed to a tool (engaged)	63	Contributed to Ideas	0

ENGAGEMENT TOOLS SUMMARY



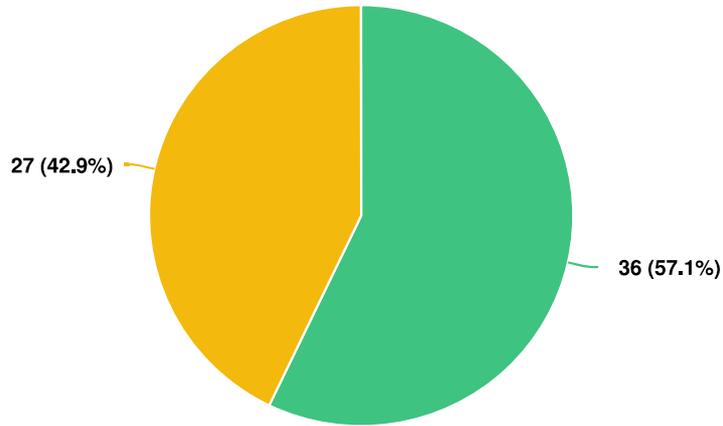
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Waimakariri District E-Scooter Survey 2024	Archived	429	63	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Waimakariri District E-Scooter Survey 2024

Visitors 429	Contributors 63	CONTRIBUTIONS 63
---------------------	------------------------	-------------------------

Have you ridden a Flamingo scooter in the Waimakariri District in the last two years?



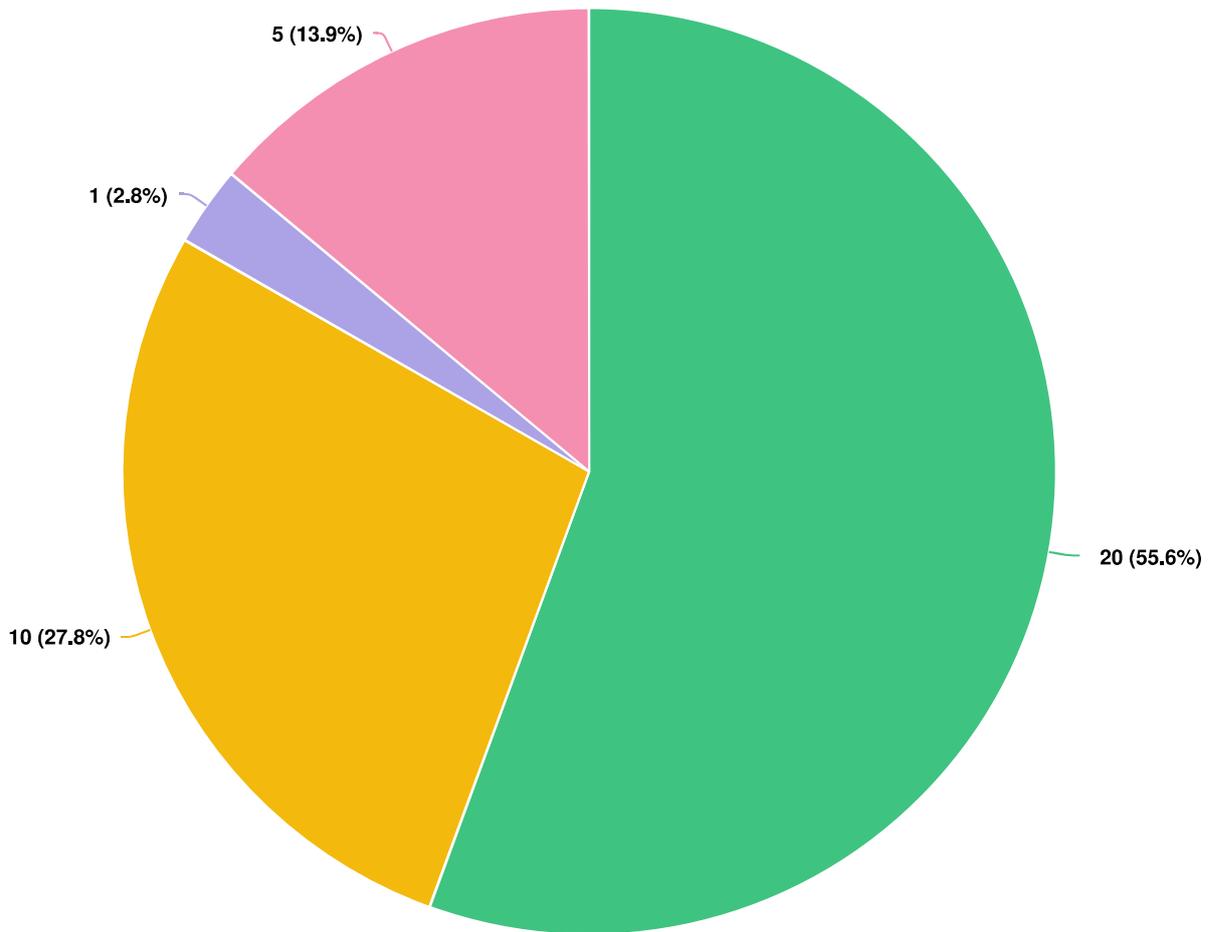
Question options

- Yes
- No

Optional question (63 response(s), 0 skipped)

Question type: Radio Button Question

If yes, how many trips have you (approximately) completed?



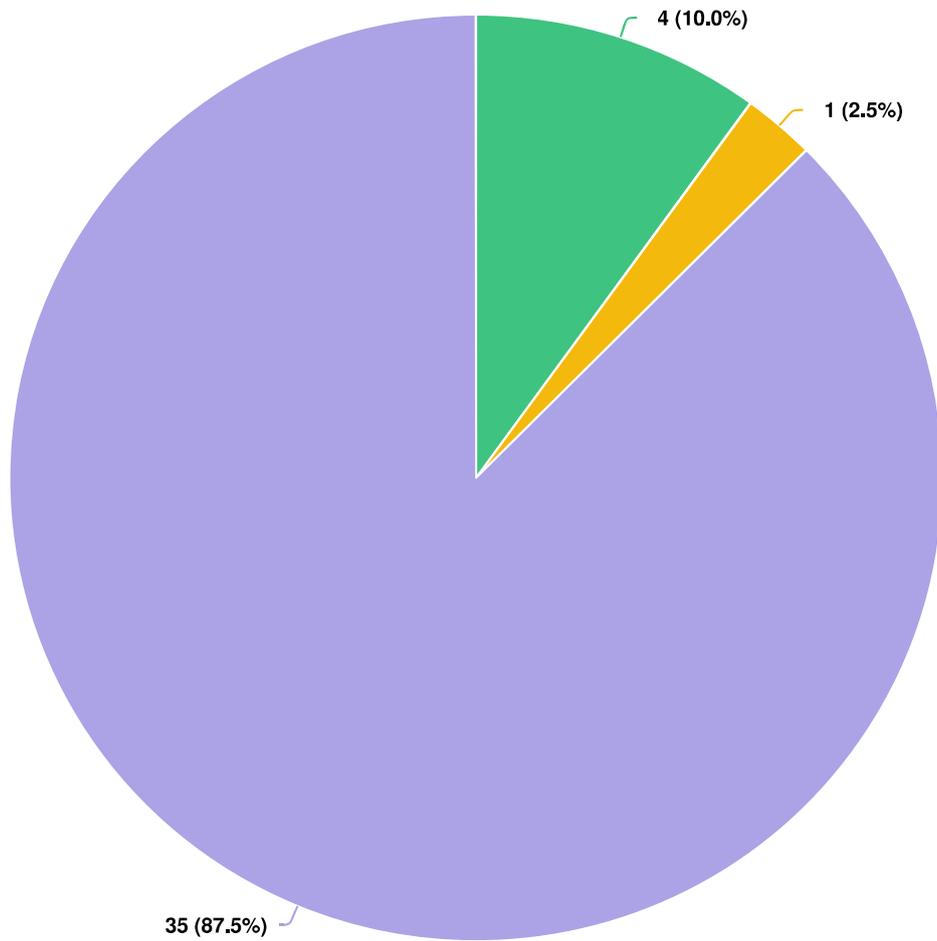
Question options

- 1-9
- 10-29
- 30-49
- 50-99

Optional question (36 response(s), 27 skipped)

Question type: Radio Button Question

What was your primary reason for riding the scooter?



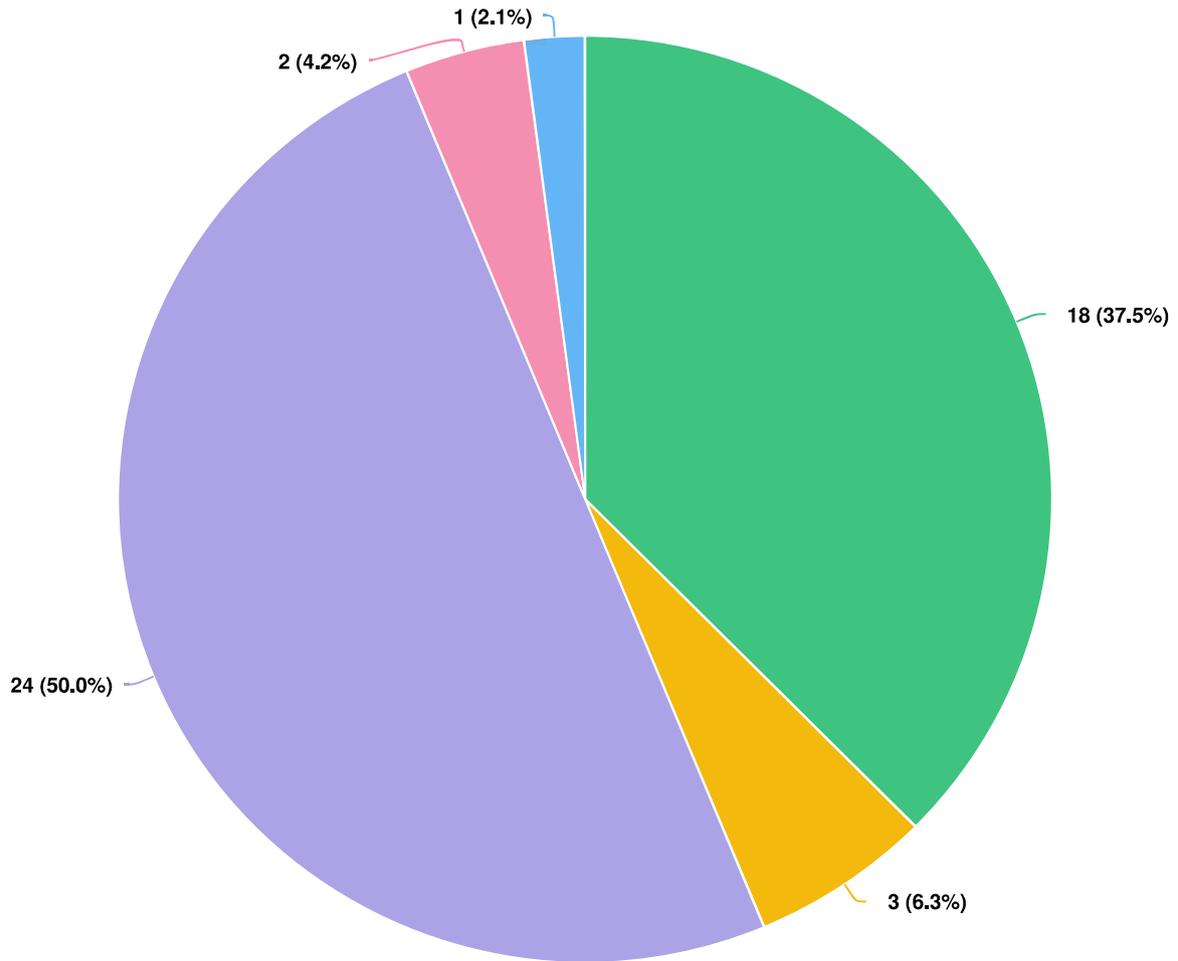
Question options

- Fun/recreation
- To try the technology
- To travel to and from a location

Optional question (40 response(s), 23 skipped)

Question type: Radio Button Question

For any trips where you used the scooter, what other method of travel would you have used most often if the commercial scooter wasn't available?



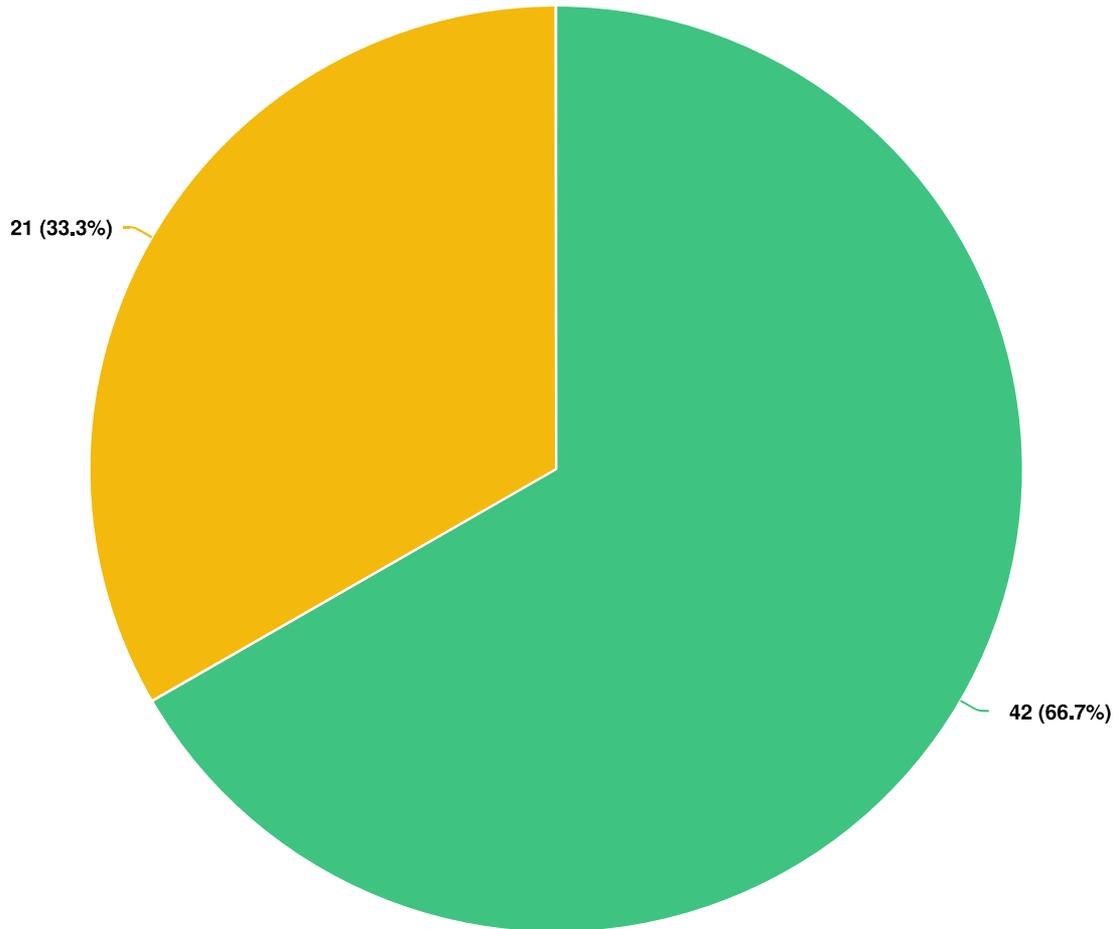
Question options

- Car
- Bike
- Walk
- Public transport
- Other wheeled recreational device, i.e., skateboard

Optional question (48 response(s), 15 skipped)

Question type: Radio Button Question

Would you like to see e-scooters stay as an alternative transport option in the Waimakariri District?



Question options

- Yes
- No

Optional question (63 response(s), 0 skipped)

Question type: Radio Button Question

Thinking about how you may have perceived hire e-scooters before they were available in the district, has your perception changed towards them over the past two years? Why?

Positive Observations

Negative Observations

No, they're a great resource. I often use them to catch public transport and in the Waimakariri district I used one to go between the central park and ride to the other bus stop at 14 Ashley street.

they are more dangerous than i thought

I like them, they are a wonderful convenience

Yes changed. They have been worse than expected, 'littering' the pavements when abandoned, going too fast in inappropriate situations, which, from NZTA Adverts, speed increases the risk of harm, combined with no vehicle or personal protection = madness!

Yes, better than expected

Hazards - people just leave anywhere. Big problem for anyone disabled.

Yes very convenient

It would be nice if people parked them properly so they aren't an eye sore..

No. They are great

I dislike them

No. They are a great addition and I see them frequently used (particularly by young people) around the Townsend subdivision.

No, not keen hasn't changed. Very disruptive and dangerous. Scooters get left in inconvenient places e.g. across driveways

<p>I agree there is a place for them in the community but as the husband of a mobility scooter user, the indiscriminate dumping of them on the footpaths etc creates a dangerous hazard, it appears the collection of used scooters is very spasmodic</p>	<p>No. I continue to see them as hazards due to speed, inexperienced riders, and when left after use, so often on the footpath.</p>
<p>Yes, because they are easier and cheaper and good for the environment.</p>	<p>Nothing has changed, they are not required in our area.</p>
<p>no because they take me places i need and they are fun and enjoyable to ride</p>	<p>As I have begun to use the cycleway and bus network more often in the last few years, I now think that a bike-share option would have been better than a scooter option. I also still have concerns over safety, especially when compared to bicycles.</p>
<p>they cool</p>	<p>I agree there is a place for them in the community but as the husband of a mobility scooter user, the indiscriminate dumping of them on the footpaths etc creates a dangerous hazard, it appears the collection of used scooters is very spasmodic</p>
<p>Yes they are amazing</p>	<p>Yes because they have both gotten more expensive while getting slower and in worse condition.</p>
<p>No they are good forms of transport and allow people to get to locations faster.</p>	<p>Yes, because they are used irresponsibly by teenagers.</p>
<p>I thought they were stupid but are actually very useful</p>	<p>Yes, the scooters have been useful for some of the district to use. They have become increasingly popular among younger parts of the communities but now I believe they are over ruling some main, busier parts of Waimakariri.</p>

they are convenient	Yes. Hate them more.
i like scooters	They are really annoying. Blocking foot paths, look ugly and are often left outside my residential address blocking the footpath.
scooters are fun	No hire! Too dangerous
yes they r more fun	
I used to think they were a bit pointless but now I think they are very useful in helping people get places quicker then walking and without using cars and producing unnecessary emissions.	
No they were always fun	
They aren't left over driveways! Most people are respectful.	
Same perception	
They do not seem to be a problem. No one I know has ever complained about a scooter or anyone riding a scooter.	

Would you like to see e-scooters stay as an alternative transport option in the Waimakariri District? Why?

Positive Observations

Negative Observations

I think it's a cheap and practical way for people to get around, without relying on a car or bus

Unsure if they are being used to access bus services or for work journeys or just for pleasure

They are very useful for getting between bus stops and assist those of us who can't rely on cars. They're very good for the climate and they're a cheap accessible option that complements public transport infrastructure.

too dangerous

They're a handy alternative. Shame they don't cover Sefton

most dangerous mode of transport in Rangiora

Easy to drop the car off for a service and scooter to work, saves drink-driving, fun short trips to see friends without taking the car.

I am opposed to any expansion / continuance of the current approvals. I would very much like to see their removal from our Urban & Rural environments. They have been a hazard to all, more so to pedestrians & mobility impaired people.

Cheap, easier to go to locations with lack of parking.

We see young people, 2 up riding on the roads no helmets! Only a matter of time before someone in our area gets badly hurt.

Fast and easy.

They are a big nuisance...I have been run off the footpath many times but fast scooter riders. Also nearly got hit by one coming around a corner. They are annoying left parked on the footpath everywhere and are a problem for people on mobility scooters.

<p>It's great for people to have an independent mode of transport. Particularly younger people who may not have a car. This means fewer cars wearing out and congesting the roads which saves the rate payers money. Win Win!</p>	<p>They are annoying when places on the footpaths</p>
<p>It is a great option for those who cannot drive, and it is great to keep the streets a little less congested with cars.</p>	<p>They are a hazard especially blocking the footpath</p>
<p>Handy</p>	<p>I think they are not used correctly by most of the people I see, I think they are dangerous and block footpaths</p>
<p>It's handy especially through summer when you don't want to use your car or can't and still would like to get to a destination quicker than walking</p>	<p>No benefit to community</p>
<p>They are great! Cheap and easy to get around</p>	<p>As mentioned above the hazards of hire e-scooters exceed any benefit they might provide.</p>
<p>Excellent for travelling around our area especially for young people.</p>	<p>Dangerous. Usually left abandoned in the middle of the cycle/walk-way.</p>
<p>They are an excellent alternative for those who do not have a vehicle or are too young to drive - faster than walking, easy to ride and better for the environment than a car.</p>	<p>Look untidy, either dumped in hedges or blocking footpaths, making it difficult to walk round.</p>

<p>Fun and useful. Makes me walk more places as I know I can hop on an escooter if I get too tired</p>	<p>Because they are unregulated.</p>
<p>They're very useful for the last few km from the bus to home, or for popping into town instead of taking the car</p>	<p>Dangerous use and pedestrian inconvenience</p>
<p>Despite personally preferring a bike-share system over scooters, I understand that scooter-share service is extremely convenient for people. I would only want e-scooter services removed if it is replaced by a (very) similar bike-share system.</p>	<p>They are left all over the town, so messy and in the way. People race on them, kids don't know road rules, they ride on foot path and don't move for walkers. Some ride in middle of road and don't move for cars. They make the town look messy.</p>
<p>They do fill a need for some residents</p>	<p>They are really annoying. Blocking foot paths, look ugly and are often left outside my residential address blocking the footpath.</p>
<p>Because it's easier for people who can't get dropped off anywhere and need to travel long distances.</p>	<p>Dangerous to pedestrians and themselves</p>
<p>its easy to use</p>	
<p>They are fun and useful as a last resort</p>	
<p>they cool</p>	
<p>Because they are quick and easy to use</p>	
<p>Faster method of travel. If someone is running late or wants to be efficient getting to places the scooter is an option. Removing them would be have more downsides than keeping them.</p>	
<p>because there fun</p>	

they are very fun and help

so i can get places faster

because they good

they are super good and you can go places easy and i like them

good transport

cus i cant drive yet

because they are fun and i can't drive anywhere because im too young

They are a good method of transport if you are needing some quick assistance to get to a place within biking distance. Some homeowners live quite far from their main street and need a fun, simple and affordable way to get there.

Because they are useful - they provide efficient transport-particularly with such poor public transport in the area. Plus they reduce car use.

They are great for not having to drive, instead you can use the scooter

Because they are enjoyable and useful

It's convenient. I have a back injury so can't always walk as far as I like and these are helpful.

Spokes Canterbury supports active transport including e-scooters. We support e-scooters using cycling infrastructure as it protects more vulnerable people including pedestrians and scooters. E-scooters help reduce car use and emissions benefiting all.

They are a great eco choice.

Great for alternative transport options for youth, students and for a quick option if carless

Handie, fast, great alternative to slow walking, no problems finding a park, encourages people away from driving.

They are handy and if you need to get quickly around the metro area without a car they are great

**Would you like to see e-scooters stay as an alternative transport option in the Waimakariri District?
Why?**

Positive Observations

Negative Observations

I think it's a cheap and practical way for people to get around, without relying on a car or bus

Unsure if they are being used to access bus services or for work journeys or just for pleasure

They are very useful for getting between bus stops and assist those of us who can't rely on cars. They're very good for the climate and they're a cheap accessible option that complements public transport infrastructure.

too dangerous

They're a handy alternative. Shame they don't cover Sefton

most dangerous mode of transport in Rangiora

Easy to drop the car off for a service and scooter to work, saves drink-driving, fun short trips to see friends without taking the car.

I am opposed to any expansion / continuance of the current approvals. I would very much like to see their removal from our Urban & Rural environments. They have been a hazard to all, more so to pedestrians & mobility impaired people.

Cheap, easier to go to locations with lack of parking.

We see young people, 2 up riding on the roads no helmets! Only a matter of time before someone in our area gets badly hurt.

Fast and easy.

They are a big nuisance...I have been run off the footpath many times but fast scooter riders. Also nearly got hit by one coming around a corner. They are annoying left parked on the footpath everywhere and are a problem for people on mobility scooters.

<p>It's great for people to have an independent mode of transport. Particularly younger people who may not have a car. This means fewer cars wearing out and congesting the roads which saves the rate payers money. Win Win!</p>	<p>They are annoying when places on the footpaths</p>
<p>It is a great option for those who cannot drive, and it is great to keep the streets a little less congested with cars.</p>	<p>They are a hazard especially blocking the footpath</p>
<p>Handy</p>	<p>I think they are not used correctly by most of the people I see, I think they are dangerous and block footpaths</p>
<p>It's handy especially through summer when you don't want to use your car or can't and still would like to get to a destination quicker then walking</p>	<p>No benefit to community</p>
<p>They are great! Cheap and easy to get around</p>	<p>As mentioned above the hazards of hire e-scooters exceed any benefit they might provide.</p>
<p>Excellent for travelling around our area especially for young people.</p>	<p>Dangerous. Usually left abandoned in the middle of the cycle/walk-way.</p>

<p>They are an excellent alternative for those who do not have a vehicle or are too young to drive - faster than walking, easy to ride and better for the environment than a car.</p>	<p>Look untidy, either dumped in hedges or blocking footpaths, making it difficult to walk round.</p>
<p>Fun and useful. Makes me walk more places as I know I can hop on an escooter if I get too tired</p>	<p>Because they are unregulated.</p>
<p>They're very useful for the last few km from the bus to home, or for popping into town instead of taking the car</p>	<p>Dangerous use and pedestrian inconvenience</p>
<p>Despite personally preferring a bike-share system over scooters, I understand that scooter-share service is extremely convenient for people. I would only want e-scooter services removed if it is replaced by a (very) similar bike-share system.</p>	<p>They are left all over the town, so messy and in the way. People race on them, kids don't know road rules, they ride on foot path and don't move for walkers. Some ride in middle of road and don't move for cars. They make the town look messy.</p>
<p>They do fill a need for some residents</p>	<p>They are really annoying. Blocking foot paths, look ugly and are often left outside my residential address blocking the footpath.</p>
<p>Because it's easier for people who can't get dropped off anywhere and need to travel long distances.</p>	<p>Dangerous to pedestrians and themselves</p>
<p>its easy to use</p>	
<p>They are fun and useful as a last resort</p>	
<p>they cool</p>	

Because they are quick and easy to use

Faster method of travel. If someone is running late or wants to be efficient getting to places the scooter is an option. Removing them would be have more downsides than keeping them.

because there fun

they are very fun and help

so i can get places faster

because they good

they are super good and you can go places easy and i like them

good transport

cus i cant drive yet

because they are fun and i can't drive anywhere because im too young

They are a good method of transport if you are needing some quick assistance to get to a place within biking distance. Some homeowners live quite far from their main street and need a fun, simple and affordable way to get there.

Becasue they are useful - they provide efficient transport- particularly with such ooor public transport in the area. Plus they reduce car use.

They are great for not having to drive, instead you can use the scooter

Because they are enjoyable and useful

It's convenient. I have a back injury so can't always walk as far as I like and these are helpful.

Spokes Canterbury supports active transport including e-scooters. We support e-scooters using cycling infrastructure as it protects more vulnerable people including pedestrians and scooters. E-scooters help reduce car use and emissions benefiting all.

They are a great eco choice.

Great for alternative transport options for youth, students and for a quick option if carless

Handie, fast, great alternative to slow walking, no problems finding a park, encourages people away from driving.

They are handy and if you need to get quickly around the metro area without a car they are great

Any other comments about the technology or Flamingo Scooters.

They're quite good, a bit heavy. I generally use them in the bike lanes. I would like it for them to be able to be parked in more diffuse locations rather than huddled at points because of the way i use them being complimentary to public transport, and so they should be in areas near and far from public transport so i can use them in conjunction.

- '- They go too fast
- Any use, should have a mandate requiring the use of suitable & approved head protection.

I am all for technology and transport improvement as long as every one in our community remain safe in their environment, and foot path space. As a walker I often have to step aside as scooters come at me at speed!

Get rid of them. People travelling on the roads on the scooters are also a problem...they come out of nowhere. They don't wear helmets and don't think they have to follow any road rules.

Less scooters on footpaths also make people using them wear helmets for safety

I think they are ideal and easy to locate and use with an app, don't let those that don't use them get rid of them

Lime is better...

Hire E-scooters are problematic as there is no control over usage and disposal when no longer needed. Privately owned scooters are different as there are owners who can be expected to act responsibly. E-scooters in general offer an unproven benefit as there is no health gain from exercise, while the risk to users (no safety equipment) and those around them ultimately becomes a charge to ACC and the health system. Has any benefit, other than risky entertainment, been established for their existence in general and Waimakariri in particular?

Keep them!!! They are a cheap and easy way to get around. Having them around may even stop drunk drivers getting in their cars after a few drinks.

They are easy to use and locate. It's terrific to see people using them instead of cars, having fresh air and exercise.

I am sure there will be complaints from certain elements that these scooters are prohibiting them from using the footpaths or making them feel unsafe. I hope that the use of eScooters is not removed as an option because of pearl-clutchers. My experience has been that they have been parked safely on the berm, or in a location that does not impede travel.

As the boundaries of Rangiora extend (for example: the Flaxton Road business park, Townsend Fields, Bellgrove), having alternative transport options available will be tantamount to ensuring accessibility and convenience. While I am not a regular user of these eScooters, I have found them very helpful in getting around while my vehicle is undergoing repairs or getting a WOF.

It is great that they are geofenced to stop them being used in inappropriate places or to slow them where there are more pedestrians. If only the same was possible for cars!?

The reason I prefer a bike-share system is because bikes are both inherently safer, but also because most bike-share systems have beginning and end 'stations', rather than being able to park anywhere. I feel that this is better because scooters are more often than not parked rather inconsiderately to pedestrians and cyclists. An example of this I have seen is on the uni-cycle cycleway in Christchurch where scooters are often parked exactly in the centre of the cycleway.

Please make them faster you feel unsafe riding on the side of the road much slower than the cars. Cyclists pass you when you are riding down the side of the road.

more speed and less amount of codes written on

They are amazing

get them out in swannanoa

i like them so many fun

dont use them i broke my arm.

don't use them they are dangerous i broke my wrist on one when a car hit me

Flamingo scooters need to be more clear on their policies. It is set to 18+ but they still allow younger people to use them on their app. Personally, 16+ is a better age but legally, it will likely not work with NZ regulations around safety.

I am pro scooter use. However, the speed should be limited...and there should be "policing" on HOW and where they are used. It is dangerous for them to hoon fast along the pavement (for other pavement users and the scooterer) but it is also dangerous for them to be on the road. I don't have the answer re this aspect...but maybe they should have the same rules as a bike. Thag being the case, helmets should be mandatory.
Good work doing a survey on this.

shouldn't be 18+

Keep them. They are great.

Just get rid.

Most e-scooter users are courteous and considerate, but some more education on the use and parking of e-scooters would help allay some concerns. Making e-scooters legal in cycle lanes would also help remove faster e-scooter users from footpaths. If the numbers of e-scooters increase then some dedicated parking might also help.

Would be good for them to be collected from neighbourhoods a bit quicker than they are. Our street currently has 6 scooters waiting to be collected and repowered

People would miss them if they were removed.