

The Greens' position on rental e-scooters in the City of Melbourne

On 6 August 2024, Melbourne City Council voted to end its agreement with commercial hire e-scooters, against the advice of Council's transport planners. The Greens Councillors voted against this decision because it was brought on without notice, without sufficient evidence, and without genuine opportunity for Melburnians to have their say.

The motion, moved by the Lord Mayor Nicholas Reece, saw the City of Melbourne act unilaterally, despite having entered into the agreement with two neighbouring councils. What was a congruent scheme is now split into two separate, disconnected schemes, without consideration of the positions of those two councils, or the viability of isolated local schemes.

The motion also pre-empted new regulations by the State Government, which will now not be able to be tested in the central city.

We feel strongly that policy decisions ought to be made on the best available evidence and quality research. That did not happen on this occasion, thanks to knee-jerk tactics of a Lord Mayor in election mode.

There's no denying that e-scooters have been massively popular in Melbourne. Many of the 800,000 users of hire e-scooters have come to depend on them as a quick, affordable, convenient and sustainable mode of transport. E-scooters are a boon to shift workers and others needing to get around when public transport is scarce.

When Council's decision comes into effect on 25 September, thousands of people will be deprived of a convenient transport option. Removing rental scooters could make our streets and footpaths more dangerous if it leads to a rise in the use of faster, uninsured private e-scooters.

Footpath riding and badly parked e-scooters endanger pedestrians. Rectifying such significant problems is essential for Greens on Council to consider their reinstatement.

For some people with disability, injury or chronic pain, e-scooters are a mobility aid. At the same time, concession hire rates make e-scooters a path to transport equity for people on low-incomes. Transport equity – whether for disabled people, people on low incomes or in areas poorly served by public transport – means being able to travel to shop, work and get an education, see friends, family and health professionals, and generally participate in society on an equal basis with others.

Keeping Melburnians safe as they move freely and efficiently around the dense central city is one of the most important duties of the City of Melbourne. For that reason alone, it is essential that the next Council returns to careful, evidence-based decision making and integrated transport planning.

Roxane Ingleton

Lord Mayor candidate for The Greens

Tues 24 September 2024

VOTE 1

ROXANE INGLETON

**FOR LORD MAYOR
MELBOURNE CITY COUNCIL**

I respectfully acknowledge the Traditional Owners and Custodians of the Country on which the City of Melbourne electorate is located, the Wurundjeri Woi Wurrung and Bunurong People of the Kulin nation.

Authorised by M. Shield, L1/50 Queen Street, Melbourne, VIC 3000.

THE GREENS

The image is a campaign poster for Roxane Ingleton, a candidate for the Greens in the Melbourne City Council. It features a green background with a white diagonal banner containing the text 'VOTE 1', 'ROXANE INGLETON', and 'FOR LORD MAYOR MELBOURNE CITY COUNCIL'. A photograph of Roxane Ingleton, a woman with blonde hair wearing a black blazer, is positioned on the right side. The Greens logo is in the bottom right corner. Small text at the bottom left acknowledges the Traditional Owners and Custodians of the land and provides authorization details.