

# Beaming the first and last mile

data shows the value of e-scooters

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Media Release Beaming the first and last mile -

data shows the value of e-scooters

As authorities consider the outcomes of the first round of e-scooter trials in New Zealand, Beam Mobility is calling for a greater focus on the potential benefits of micro-mobility and the need for safer operations.

Data from Beam's two trial sites, Christchurch in New Zealand and Adelaide in South Australia, conclusively show that micro-mobility services like e-scooters are an effective and sustainable first and last mile, connecting users to public and private transport.

Singling out Auckland and the challenges faced by policymakers owing to the need for significant infrastructure spend and better connected public transport, Beam says that a safe and well run e-scooter service has the potential to deliver significant benefits and overcome some of the obstacles many of the experts say are cause for concern in New Zealand's largest city.

Auckland Transport's 2018-2028 regional strategy, with its vision of creating an accessible, well connected, safe and sustainable city is the perfect match for greener, affordable shared e-scooters playing a role connecting the first and last mile of commuter's journeys.

Beam's Head of Public Affairs, Brad Kitschke said that well run and safe trials that deliver real benefits to the community should be a focus of the forthcoming review of e-scooters in Auckland and other cities. This includes ensuring operators have appropriate insurance coverage so costs are not passed on to New Zealand taxpayers.

"We are finding that e-scooters are an essential part of the transportation ecosystem. When you examine the data from our operations there are very clear patterns emerging which demonstrate that e-scooters are being used as a transport service. In Christchurch, many Beam trips start or end right in the city centre, are connecting users to public transport hubs often as part of a morning or evening commute."

In Adelaide we piloted a specific program to connect people with e-scooters on the edge of the City where the light rail terminated, the results demonstrated that people will use e-scooters for that last mile in and out of the city.

This indicates that concepts like park and ride for e-scooters would be viable, encouraging people to catch public transport or leave private cars outside of the city center. This kind of concept would have environmental benefits, reduce congestion and utilise existing expenditure on infrastructure more effectively.

While they are fun to ride there needs to be a greater focus on the benefits of a properly connected and safe multi-modal approach to e-scooters. Given the challenges faced by a city like Auckland, it makes sense that e-scooter providers focus on meeting these challenges.

There is also a need to mandate better safety outcomes and reduce the imposition on taxpayers, owing to the number of accidents and injury claims to the ACC. Beam is the only provider that covers riders with accident insurance. We don't pass the burden onto the public purse," Mr Kitschke concluded.

Christchurch start and endpoints of trips.

Heatmap : Where Trips started

1Legend

Red : High-Demand Area

Bright-Yellow : Low-Demand Area=

Image demonstrating the increased demand for e-scooters at the South Terrace tram stop in Adelaide.

#### Additional information

Comparing rules and safety outcomes in trial cities in Australia and New Zealand.

#### Conditions and Outcomes

Adelaide

(Beam)

Brisbane

Christchurch

(Beam)

Auckland

#### Max Speed

15km/h

25km/h

15km/h

25km/h

#### Speed Governance

Governed so 15km /h downhill.

None speeds exceed 30km downhill

Governed so 15km /h downhill.

None speeds exceed 30km down fill

#### No go zones

Enforced scooters slowed to a stop and riders were required to exit the area

Not enforced

Enforced scooters slowed to a stop and riders were required to exit the area

Not enforced

#### Enforceable Geo Fence Boundaries

Enforced scooters slowed to a stop and riders were required to re-enter the approved area of operation.

Not enforced - scooters were regularly seen in the parklands and other Council areas able to be ridden with no restrictions

Enforced scooters slowed to a stop and riders were required to re-enter the approved area of operation.

Not enforced initially

#### Hospitalisations and Accidents

1

More than 132 Hospitalisations.

10 % of those required admission

A report by the Royal College of surgeons indicated that 28% had been injured when the scooter was travelling at a speed exceeding 30km/h, an indication that speed plays a significant role in serious injuries and proof speed was not governed.

1 Fatality

0

More than 7500 claims to the New Zealand Accident Compensation Commission

More than \$3m in claims

## 1 Fatality

### Insurance

Beam has accident insurance cover for its riders and is the only operator to provide this type of coverage.

Insurance experts have warned riders are not be covered for accidents.

Beam has accident insurance cover for its riders and is the only operator to provide this type of coverage.

Insurance experts have warned riders are not covered for accidents by the policies of the operator and this is why they are claiming against the Accident Compensation Commission in such extreme numbers.

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