# How does Micromobility impact Active Modes?

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Electric micromobility is an emerging form of transport in New Zealand. Since 2018 and the introduction of commercially operated dockless e-scooter schemes, traditional modes and infrastructures have been challenged by new types of micromobility vehicles. While e-scooters make up the largest share of these vehicles, there is also a range of other constantly evolving devices (electric longboards, hoverboards, monowheels, segways, etc), each with their own use cases and user types.

These new travel modes are operating in a similar niche to traditional active modes (walking and cycling):

* Trip distances by micromobility are similar to active modes (generally under 2-3kms);
* The speed of micromobility vehicles is generally similar or slightly higher than that of a bicycle rider;
* Oftentimes, micromobility uses the same street spaces as active modes (footpaths, cycle lanes, shared paths).

The question of how the development of micromobility interacts with active modes is central to decarbonising transport as active modes are the most sustainable modes.

This paper is based on Abley’s current study of micromobility risk commissioned by Auckland Transport and ACC. It explores available data and literature to assess negative and positive impacts of micromobility on active modes:

* What are the safety impacts of micromobility on vulnerable road users where footpaths are shared? What speeds, behaviours and regulations are appropriate?
* Is the perceived low safety of walking around parked or ridden e-scooters deterring people from walking? Is it making the walking experience less enjoyable?
* Several surveys of micromobility users have suggested these modes often replace walking trips. Is micromobility replacing low-carbon walking trips, or is it supporting the ‘last mile’ conundrum by providing links to public transport?
* Does the presence of this new category of relatively slow and unprotected riders benefit future active modes provision in our towns and cities?