Parking offer for shared e-scooters
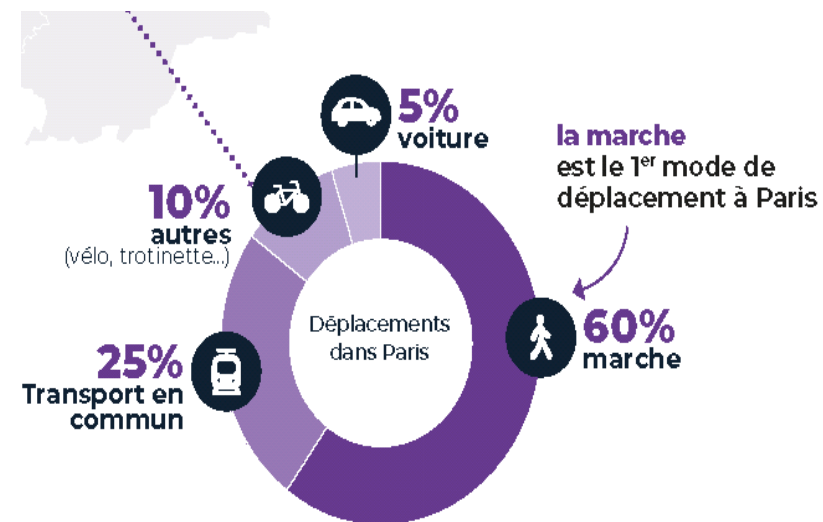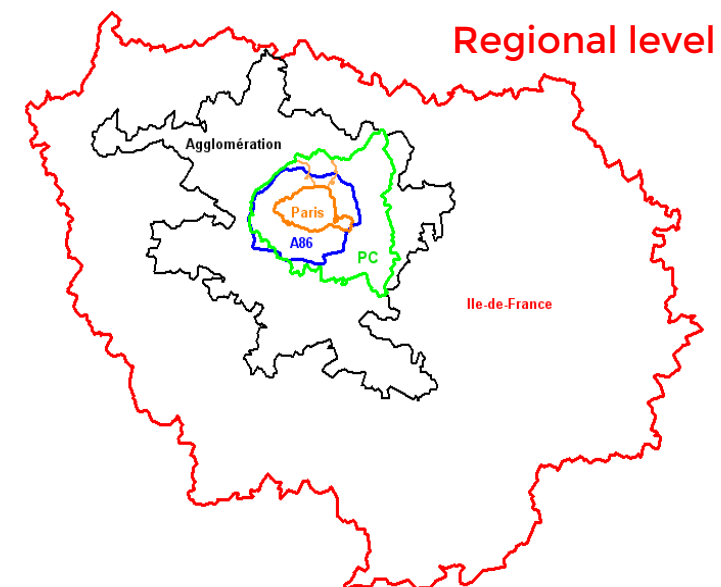
PARIS

City context

Key figures

- Ile-de-France Region : 12 m inhabitants, 12 000 km², 5.6 m jobs
- City of Paris : 2.2 m inhabitants, 105 km², 1.8 m jobs

Jurisdiction

- The organizing authority for transport and mobility is the Region
- The city of Paris has responsibility for :
    - traffic and parking regulations
    - roadway and public space maintenance

Mobility patterns

- Only 33,6 % of Parisian households own a car*
- Only 11% of economically active Parisians commute by car*
- High-quality, diversified and dense public transport system
- Ideal environment for shared micro-mobility services :
    - Vélib': docked-bike public service since 2007
    + 18 000 bikes (40% are e-bikes) + 1000 stations in Paris (every 300 meters)
    - Shared Micro-mobility: private supplies
    +35 000 dockless vehicles/devices (mopeds, e-scooters, bikes)

Regional level

5% voiture

la marche est le 1er mode de déplacement à Paris

10% autres (vélo, trotinette...)

25% Transport en commun

Déplacements dans Paris

60% marche

PARIS   * INSEE 2018

Dockless shared mobility – Lack of legal national framework until 2019

A progressive regulation starting **from** charters of good conduct to tenders

2016 **2017** **2018** **2019** **2020** **2021**

1st dockless moped in Paris

1st dockless bike

- 1st dockless e-scooter
- 1st carsharing free floating

April **July** **December**

Fee regulation

Implementation of Operational permits

- No prescriptions are possible
- Data sharing process is mandatory

National legal framework :

French Mobility Orientation Law (LOM in French)

Allows cities to instore some requirements specifications when delivering operational permits

3 e-scooter operators

Parking supply for e-scooters

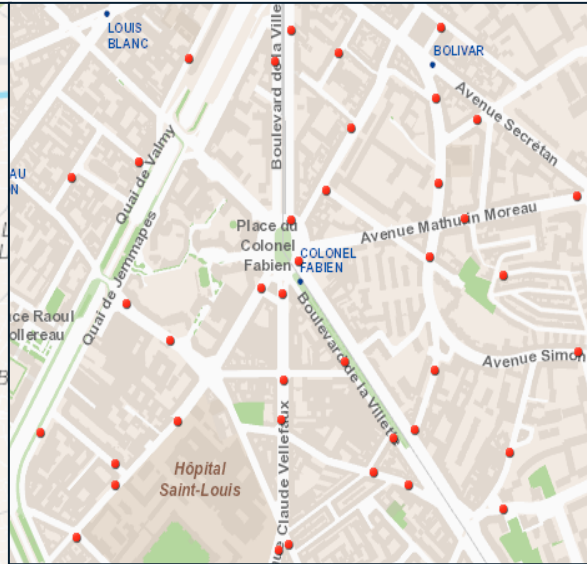3 new regulations for dockless vehicles : cars, Mopeds Bikes

Charters of Good Conduct for e-mopeds, bikes, & e-scooters

Tenders to limit fleets & operators

E-scooters

Mopeds (<45km/h speed)

PARIS

2500 parking spots were created for e-scooters using operator's data

Using data to define parking location : no more parking on pavement or sidewalks

At least 6 parking places for each spot : up to 15000 parking places

PARIS

Data-driven decision making and policy implementation

The location of each spot was determined using the data collected from operators and a new process carried out by Wintics (start-up taking part in the Data City working group, led by the General Secretariat of the City of Paris.

A selection of eligible locations was found by successive filters:

✓ paid parking places,

✓ upstream of a pedestrian crossing,

✓ spaced at least 100 meters from each spot to another.
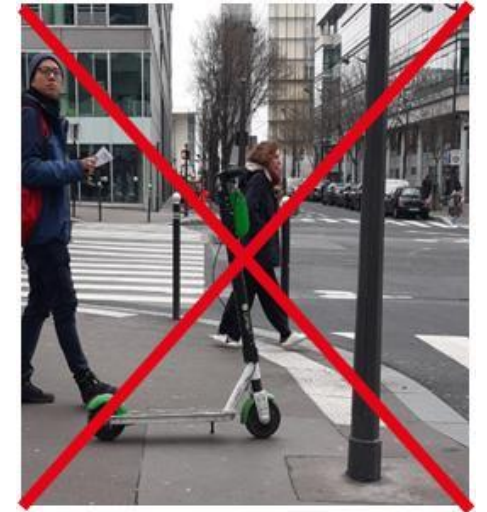
For each borough a target number of parking places was determined (indexed to the use of the area by e-scooter users and to the area of the borough).

PARIS

A competitive tender was launched in Dec. 2019 to select only 3 operators

From septembre 2020 : only 3 companies are allowed to operate (Dott, Lime, Tier)

- 15 000 e-scooters   >>>>   5000 e-scooters/operator

- 2 years permit (but reconducted for 6 months)

- Annual fee : from 50 to 65€ per e-scooter according to the fleet size

Annual fees per vehicle	From 1 to 499	From 500 to 999 (+10%)	From 1000 to 2999 (+20%)	From 3000 (+30%)
E-scooter	50 €	55 €	60 €	65 €

Parking : only on allowed specific spots

Main criteria selection

- safety for users (30%)

- environmental responsibility (40%)

- ability to manage and maintain their scooter fleet (30%)

Operators must comply to
- Highway code
- Permit prescriptions
- Their own objectifs fixed on their proposal for which they have won

Speed : 20km/h & 10km/h (not legally mandatory, should be accepted by the operators)

2500 parking areas - Parking capacity for 15 000 e-scooters

Spatial distribution : max of 1/3 of capacity to be used by each operator

- 1372 single parking spots (only for e-scooters)

- 1134 double parking spots: for e-bikes and e-scooters

Open data paris.fr

Historique - Emplacements de stationnement des trottinettes en 2020 – Paris Data

Double zone : e-scooter and e-bikes

Data collecting tools are improving - Parking compliance control

% E-scooters parked <15meters from a parking spot
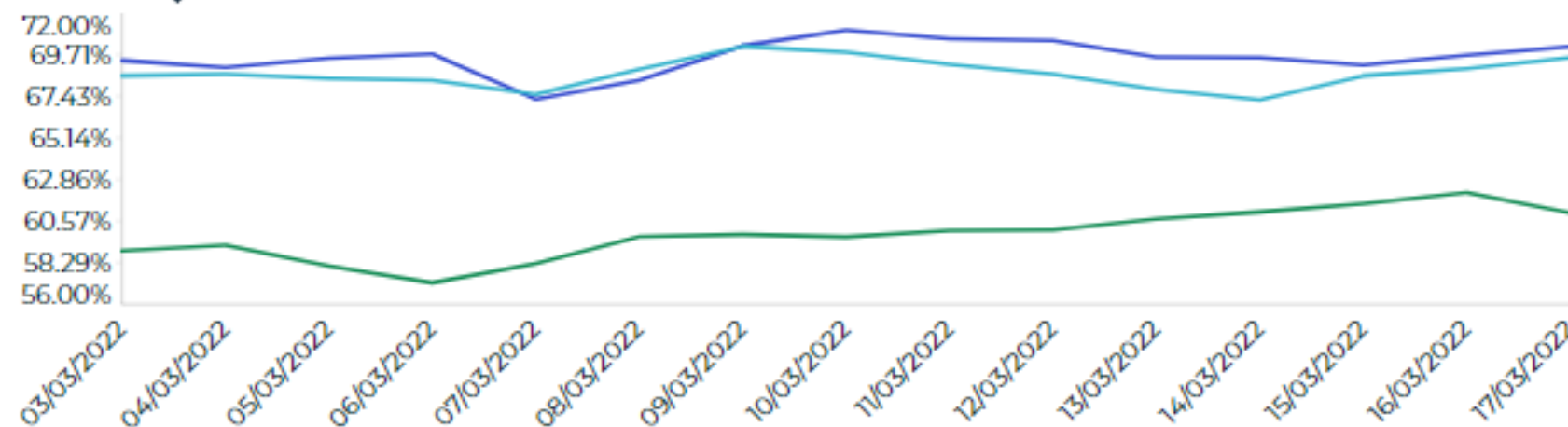
<15meters
65.50%
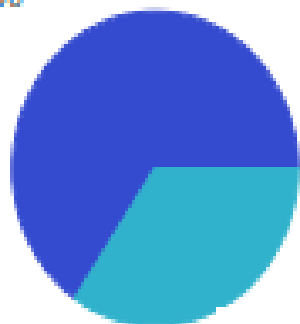
>15meters
34.50%

Légende

Operator A
Operator B
Operator C

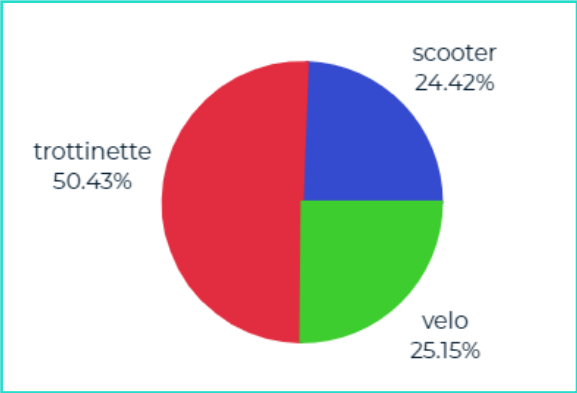### % per day of e-scooters available <15 meters from a parking spot

Mois Année ❯ Jour

72.00%
69.71%
67.43%
65.14%
62.86%
60.57%
58.29%
56.00%

03/03/2022 04/03/2022 05/03/2022 06/03/2022 07/03/2022 08/03/2022 09/03/2022 10/03/2022 11/03/2022 12/03/2022 13/03/2022 14/03/2022 15/03/2022 16/03/2022 17/03/2022

PARIS

SOLUTIONSplus & MOBI-Mix training on shared e-mobility - May 2022
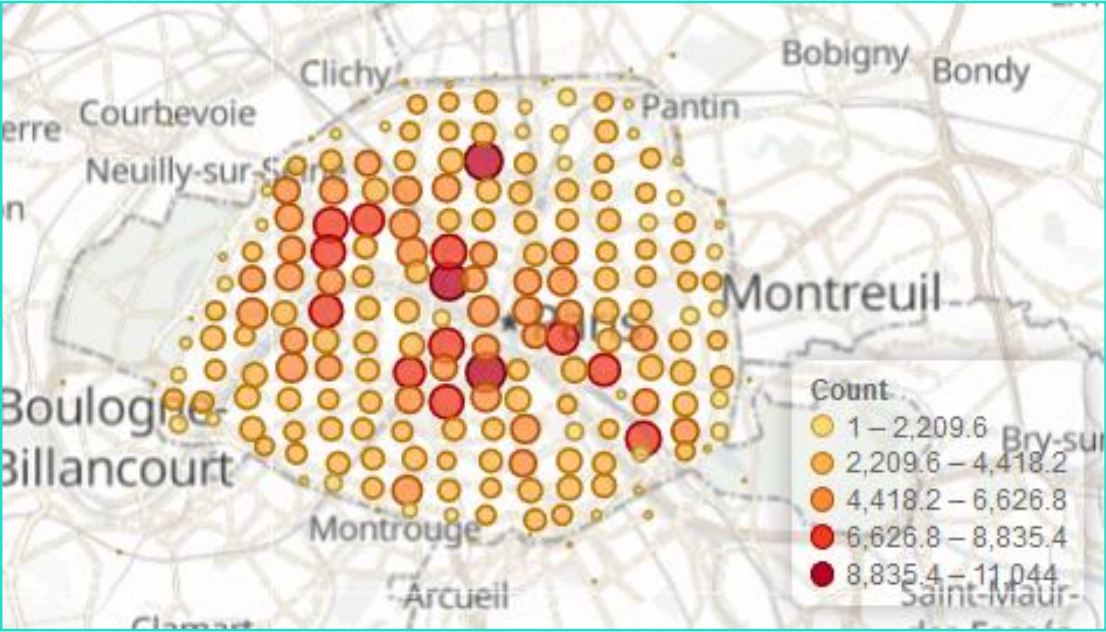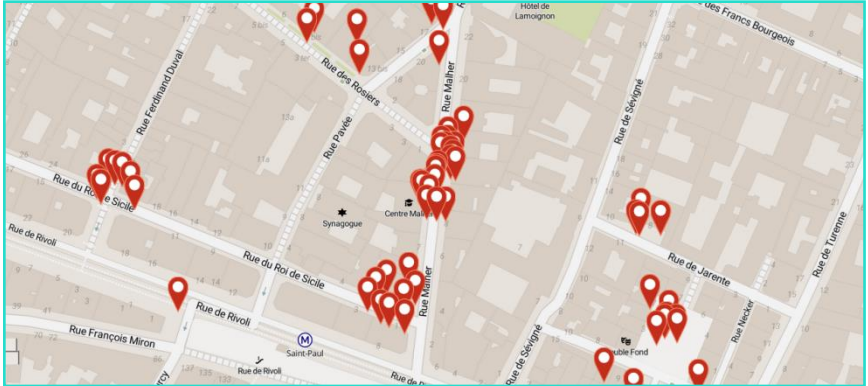
General indicators and monitoring
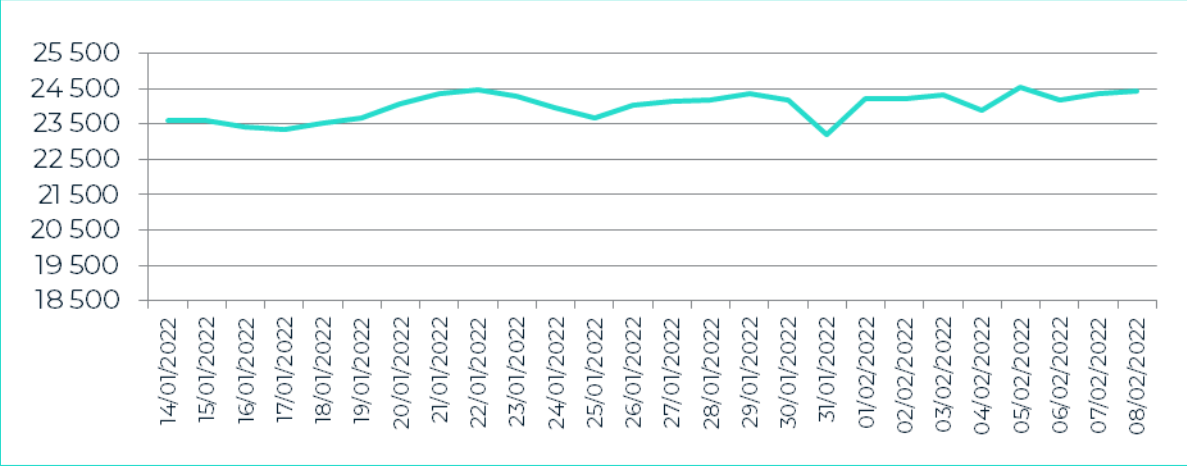
Daily evolution of the fleet size (e-scooters, bikes and mopeds)

Split by type of vehicles

Detection of clusters or under-used parking spots

PARIS

What data is being collected ?

Data shared by operators :

- Mandatory detailed data (3 APIs)

- Monthly statistical reports

Data shared by the City :

- Daily updates of parking data published on the city's open data portal

- Operators are expected to integrate it into their apps

- Occasional transmission of data sets to operators

- Construction of a GIS application, shared by the City and private operators, to work on new speed restrictions

Users and uses

A new survey on « uses » and « users » has been carried in March. Results comming soon...

Merci

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Mobility Agency / Shared Mobility / DVD
City of Paris

Further information

Charter of Good Conduct for dockless fleets operations in Paris
(moped, bikes, e-scooters)

The Charters did not substitute any other regulation that already applied in Paris

They helped to:

Instore a dialogue with operators and newcomers

Clarify City's strategy, rules and encourage a smooth collaboration between the City and operators

Charters include:

- ✓ **regulatory framework** (parking and traffic rules)
- ✓ **engagements** taken by operators (in terms of road safety and security, respect of all users, fleet deployment)
- ✓ **relationship** with the **City**
- ✓ **sustainable development** approach
- ✓ **data sharing** process

National decree defining "powered personal mobility devices" in the Highway code

October 23rd 2019

- ✓ They may only be used on cycle paths and city roads with a speed limit of 50kmh or less

- ✓ Top speed capped at 25km/h

- ✓ Users must be aged 12 or over

- ✓ Only one rider allowed per device

- ✓ No mobile phone use allowed

- ✓ Riders will not be allowed to wear headphones while on their scooter

- ✓ Wearing a helmet is recommended but not mandatory

- ✓ High-visibility clothing

Law orientation for mobility (LOM), promulgated on December 2019

National framework – Article 41 of the law instructs authorities on regulating free-floating services

Operators require a permit from local authorities in order to be able to operate in a City.

1. Data sharing : local authorities may ask operators to share data (GDPR format) to ensure compliance with licensing criteria.

2. Fleet size : The LOM allows public authorities to cap fleet sizes via a competitive tender procedure.

3. Spatial conditions for vehicle deployment : define the operational area (including parking and no-ride zones) after consultation with operators.

4. Compliance with riding and parking rules

5. Removal of unavailable vehicles

6. Polluting emissions and greenhouse gases

7. Advertising restrictions on the vehicles:

8. Respecting neighborhood tranquility