<table>
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<tr>
<th>Parking models</th>
<th>Description</th>
<th>Positive considerations</th>
<th>Challenges</th>
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| Free floating (dockless) | Scooters can be left anywhere according to parking rules. | • Fast and low cost to implement  
• Allows greater convenience for users dropping off and picking up where they like. | • Can increase redistribution costs if users don’t naturally return scooters to places where they are required.  
• Can increase incidents of poor parking.  
• Can speed up increase opportunities for faster theft and criminal damage although this can occur in all models. |
| Geo-fenced* station / bay / parking zone based / virtual docks (no physical markings) | Scooters must be parked in areas marked only on the app | • Fast and low cost to implement, locations are added to apps although can still require planning and land agreements.  
• Flexible adjustment of stations as experience of use develops is possible. | • Reduces user’s ability to take the scooter to their final destination unless the network is extensive  
• Requires technology capable of enforcing bays alongside, strong user education, incentives or penalties to enforce.  
• Can speed up increase opportunities for faster theft and criminal damage although this can occur in all models. |
| Physical stations / bay / parking zone / dock with no-lock mechanism eg – painted and signed area. | Scooters must be parked in areas marked on the ground | • Relatively fast and low cost to implement depending upon TRO requirements  
• Visible advertisement for the scooters.  
• Clear locations for users to understand where to park and pick up scooters  
• Could allow greater surveillance of scooters in certain locations. | • Still requires work to plan, consult and agreements with landowners.  
• Reduces user’s ability to take the scooter to their final destination unless the network is extensive.  
• May still require strong user education, incentives or penalties for proper parking.  
• Can speed up increase opportunities for faster theft and criminal damage although this can occur in all models. |
| Physical station/bay with lock to mechanisms | Scooters must be parked using a physical device to which the scooter can connect. | • Visible location from which users can pick up and drop off scooters  
• Could create a barrier to pick up and drop off for users reducing utilisation.  
• Possible lack or delays in supply. | • Requires additional hardware to be bought and deployed which could add to implementation times.  
• Requires additional marketing content showing how the lock works.  
• Potential additional security as scooters cannot easily be removed without payment or breaking the security device. |
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<tbody>
<tr>
<td>Physical station/bay docks with lock-to mechanisms and charging</td>
<td>As above with charging</td>
<td>• As above reduces need for battery swapping and avoids low charge</td>
<td>Requires work to link up electricity which can be costly and time-consuming.</td>
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| Hire periods | E-scooter share | Priced to encourage short/last mile trips of few miles | • Encourages multiple use of each vehicle, maximising efficiency of the scheme  
• Supports short cross city and last mile multimodal trips  
• Pay only when using the scooters | Requires redistribution and higher cost of management  
• Costs harder to predict at least for new users |
| | Short term rental | A model which offers day hires from convenient pick up points, priced to encourage day hires. | • Allows users to take one scooter for their daily needs.  
• Encourages users to take responsibility for security.  
• Reduces Covid transmission.  
• Predictable costs | Responsibility on the user to look after during the day / carry on public transport.  
• Scooter will be out of use much of the day reducing efficiency of the fleet.  
• Pay for whole period when not in use |
| | Longer term rental | A model which offers rental for a week | • Allows users to take one scooter for their weekly needs and ensure it is there for all journeys including out of the city centre.  
• Require less pick up points and less use of an app to use.  
• Encourages users to take responsibility for security.  
• Less redistribution required  
• Reduces Covid transmission.  
• Predictable costs to add to budgets | Responsibility on the user to look after during the day / carry on public transport.  
• Scooter will be out of use much of the day reducing efficiency of  
• Pay for whole period when not in use |
| Lease          | A model where users sign up for a regular monthly payment in return to use one scooter allocated to them. | • Allows users to take one scooter for all their appropriate journeys including out of the city centre.  
• Allows coverage out of city centre.  
• Require less pick up points  
• Encourages users to take responsibility for security.  
• Reduces Covid transmission.  
• Less redistribution required. | • Responsibility on the user to look after during the day / carry on public transport.  
• Scooter will be out of use much of the day reducing efficiency of the fleet.  
• Pay for whole period when not in use |

*Marking out of geographical spaces virtually using GPS, blue tooth or other technology. The geo-fence links to the app to indicate where the scooter is and whether it is in a location it can be parked or not. The geo-fence can apply to, whole trial area perimeter, areas to park, or areas not to park.*