



Personal Mobility Device Safety Action Plan





The Department of Transport and Main Roads acknowledges the Traditional owners and the land and waterways. We also acknowledge their ancestors and Elders both past and present. The Department of Transport and Main Roads is committed to reconciliation amongst all Australians.

“Travelling” by Gilimbaa

Licence



The material in this work is licensed by the Department of Transport and Main Roads under a Creative Commons.

Attribution 4.0 International licence (CC BY 4.0), with the exception of:

- the Queensland Coat of Arms
- this department’s logo
- any third party material, and
- any material protected by a trademark.

More information on the CC BY licence is set out as follows:

- Creative Commons website—www.creativecommons.org
- Attribution 4.0 international (CC BY 4.0) – <https://creativecommons.org/licenses/by/4.0/>

Copyright: This publication is protected by the Copyright Act 1968. © State of Queensland, 2022.

Third party copyright: Third party material that is not licensed under a Creative Commons licence is referenced within this document:

- all photographs are all rights reserved.

Please contact the Department of Transport and Main Roads (the copyright owner) if you wish to use this material.

Translating and interpreting assistance



If you need an interpreter call the Translating and Interpreting Service (TIS National) on 131 450.
If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service:
www.relayservice.gov.au

Disclaimer

While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement of advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Contents

Foreword	4
Short-term actions	5
Medium-term actions	6
Long-term actions	7



Foreword

In recent years, we have seen a boom in the popularity of Personal Mobility Devices (PMDs) across Queensland. PMDs include a range of new and innovative devices, including e-scooters, e-skateboards and self-balancing devices, such as solo wheels and segways. These devices present the potential for great benefits for improved mobility, reduced traffic congestion, greener commuting, tourism and recreation.

I'm proud to have introduced the first comprehensive safety laws for PMDs in Australia in 2018. Since that time, several other Australian jurisdictions have followed Queensland's lead in enabling the use of these innovative devices. Queensland's PMD laws have created significant economic opportunities with many hire, share and retail companies opening up, bringing jobs and economic activity to our state.

As with any new technology, there is a need to continually review and adapt our approach to managing the safety of PMDs in Queensland. In recent years, the boom in both shared schemes and personal ownership has created some issues as PMD users share a range of infrastructure with other existing users. In particular, safety concerns have been raised by pedestrians as they interact with faster moving PMDs on footpaths.

In response to these safety concerns, I have taken a broad and consultative approach to planning how to improve the safety of PMDs in Queensland. In late-2021, I convened a roundtable discussion that brought together all relevant stakeholders, including PMD industry and users, pedestrian and disability advocates, health and trauma specialists, police, state and local government as well as cyclist and motorist organisations. This event gave everyone a chance to share their views about the relevant safety issues and how best to resolve them.

Since the roundtable discussion, I have considered all relevant views and submissions and, in conjunction with stakeholders, worked to develop discrete and tangible actions to improve PMD safety in Queensland. This action plan represents the outcome of this work. The action plan sets out a range of actions across the short, medium and longer term. While the Queensland Government has a key role to play in these reforms, improving PMD safety is a collective effort and I look forward to working with stakeholders across industry, the disability sector and all levels of government to deliver on these actions.

These actions present a balanced and measured approach to improving the safety of PMDs in Queensland. They will also continue to evolve the best practice model Queensland first developed and it is my hope that, in time, other jurisdictions look to adopt a similar approach to achieve greater national consistency.

PMDs have an emerging and important place in the broader mobility ecosystem, particularly as Brisbane looks forward to hosting the 2032 Olympic and Paralympic Games. However, PMDs and their users must build and operate within a social licence where they can coexist safely alongside all other path and road users.



Hon. Mark Bailey MP
Minister for Transport and Main Roads



Short-term actions 1 to 3 months



1. Establish a combined government and industry Personal Mobility Device Safety Reference Group.
2. Advocate for improvements to the safety of shared e-scooter use. For example:
 - improved helmet compliance through targeted education
 - increased use of geofencing to support no or slow riding in high-volume pedestrian areas and safe night precincts
 - increased use of lockouts at high-risk times and locations to reduce the risk associated with drink and drug riding
 - work with shared e-scooter providers to provide better education and training available to users as part of signing up for an account and commencing a trip.
3. Establish better data sharing amongst organisations. For example, between shared e-scooter providers and research organisations (such as the Jamieson Trauma Institute) to understand trends in injuries based on usage and the impacts of regulatory amendments.
4. Advocate for Commonwealth Government to review importation requirements for personal mobility devices to limit non-compliant devices being imported into Australia.
5. Establish an e-scooter parking working group to create clear rules for e-scooter parking to keep footpaths clear for pedestrians and people with disabilities.



Medium-term actions 3 to 6 months



6. Introduce a package of personal mobility device road rule amendments to:
 - set a reduced speed limit of 12km/h for use on footpaths
 - support efficient enforcement of devices that can travel faster than 25km/h
 - mandate warning devices
 - allow users to wear an approved bicycle or motorcycle helmet
 - increase penalties for dangerous behaviours.
7. Investigate greater scope to allow personal mobility devices to be used in on-road bike lanes.
8. Partner with the e-scooter parking working group to investigate solutions for improved parking.
9. Improve personal mobility device signage and road markings to ensure they are user friendly.
10. Develop a safety campaign to educate users on the road rules, safe parking and their responsibilities.
11. Partner with Queensland Police Service to schedule high-profile enforcement blitzes.
12. Develop materials for police officers to support awareness and enforcement of the rules.
13. Advocate for all levels of government to accelerate the roll out of physically separated bike path infrastructure.
14. Develop educational resources to increase awareness of personal mobility device rules and support safer riding behaviours.
15. Partner with industry to provide educational resources for new users at point of sale.



Long-term actions 6 to 12 months



16. Investigate options to crack down on drink and drug riding. For example:
 - random breath and saliva testing
 - blood alcohol concentration limits
 - appropriate penalties.
17. Partner with a research organisation to investigate best practice personal mobility device specifications. For example:
 - the effectiveness of noise generators
 - safety implications of increasing the maximum dimensions
 - ways of improving the visibility of devices and users.
18. Advocate for the National Transport Commission to adopt the Queensland regulatory changes into the Australian Road Rules model law to support national consistency.

