



**Blind Citizens Australia
(Tasmania Branch)**



Statement on use of Personal Mobility Devices (PMD) on footpaths

With the introduction of e-scooter and other personal mobility devices (PMDs) hiring in Hobart, Launceston and Burnie, organisations representing the rights and interests of people with disability, young children and older Tasmanians have consistently expressed concerns about their effect on pedestrians.

During the trial period community organisations met with the Department of State Growth, representatives from local governments and e-scooter hire companies to work on strategies to address our concerns.

The trial is now being evaluated and the organisations identified above submit the following points on better regulations and conditions for PMDs to operate on public footpaths to help address important safety concerns and ensure inclusive communities.

1. A maximum speed limit of 10 kph on public footpaths.
2. In designated shopping strips or other areas where commercial activities are permitted on public footpaths PMDs only permitted on public footpaths with minimum widths of 2.5 metres, clear of any approved commercial use.
3. Prohibit use of PMD's on public footpaths where bicycle lanes are provided.
4. State Government to designate for-hire PMDs as public transport.
5. Progressive partnership arrangements between state government and local government to increase the availability of bicycle lanes to be used by PMD users including on roads with a maximum speed up to 50 kph.
6. For-hire PMD's are clearly identifiable by their number-plates with accessible elements including braille and raised tactile and push button audio output.
7. Rigorous enforcement of rules by police and council rangers together with penalties applied for infringement of rules, including parking outside of designated areas and PMDs left in a position that may result in harm to pedestrians.
8. Compulsory public liability or third party insurance for rental service providers that allows injured parties to claim against rental operators directly.
9. A vigorous investigation and analysis of legal liability issues and establishment of measures which mitigate risks associated with the use of PMDs; including compensation of injured third parties
10. Continuing education campaigns.
11. Continuing refinement of geo-fencing capacity.
12. Adoption of a common (LG and rental operators) accessible reporting mechanism such as Snap Send Solve reporting system for PMD left in situations that may result in risk for pedestrians.

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