PMD Share Scheme Code of Conduct

For operators and outlets of personal mobility device (PMD) share schemes

Introduction

The recent rise in popularity of personal mobility devices (PMDs) in Queensland has seen the emergence of e-mobility schemes as a convenient and sustainable transport alternative to the private vehicle.

In response to the growing presence of PMDs, Noosa Council has developed this code of conduct, aimed at establishing a voluntary set of operating parameters for commercial operators and outlets of PMDs in Noosa Shire.

By establishing this code of conduct, Noosa Council aims to create a cohesive framework that enables PMD operators, outlets, residents, and visitors to navigate the local community harmoniously.

The primary objective of this code is to prioritise public safety, by making e-mobility a safe and enjoyable mode of transport for riders and all other road and pathway users, and to preserve the overall amenity of Noosa.

It is important to note this code of conduct specifically applies to PMDs hired from commercial fleet operators and not privately owned PMDs. However, all PMD users, regardless of ownership, are encouraged to abide by this code whenever possible.

Definitions

PMDs: Personal Mobility Devices as defined under the act including e-scooters, e-skateboards and self-balancing single wheeled devices such as e-boards and e-unicycles.

PMD Fleet Operators: Operators of fleets of available for hire PMDs, that public customers hire on a casual basis to assist their transport around Noosa.

PMD Outlets: Commercial outlets such as resorts, shops and hotels that have PMDs available for hire by customers, including docking and recharging facilities.

PMD Hirers: Public customers who hire PMDs from designated outlets and use them on a casual basis to move around Noosa.

Principles

By adhering to the following principles, PMD Fleet Operators and Outlets can contribute to the safe and responsible operation of PMDs within Noosa Shire. Cooperation will ensure transport innovation, public safety, and the community's amenity are maintained.

1. Access, speed and footpath compliance PMD

Fleet Operators are asked to apply



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geofencing technology to their PMDs, enabling remote halting of their operation in designated exclusion and speed restricted areas. This measure ensures PMDs do not operate in areas or at speeds where their presence may pose a safety risk or inconvenience to the community.

No-go zones

PMD Fleet Operators are asked to restrict PMD operation in the following busy pedestrian areas:

- Hastings St precinct from the Noosa Pde/Noosa Dr roundabout, including Main Beach boardwalk, Park Rd boardwalk and Noosa National Park, road and footpath
- Tewantin village shopping precinct on Poinciana Ave
- Noosa Junction shopping precinct, including Sunshine Beach Rd and Lanyana Way
- Thomas St Noosaville, permitted in bike lane as per State PMD rules
- Sunshine Beach restaurant precinct on Duke St
- Cooroy CBD.

Speed limits

PMD Fleet Operators should consider restricting PMD speed limits on pathways to 12km and 25km on approved roads to ensure rider compliance to Queensland PMD rules.

Active transport corridors

The following areas are highly used by recreational walkers, bike riders and by people with impaired mobility which may make it difficult to operate a PMD safely. Council will continue to monitor PMD safe operation in these areas:

- Noosa Pde from Quamby PI to the Noosa Dr/ Noosa Pde roundabout
- Noosa Dr from the J to the Noosa Dr/ Noosa Pde roundabout
- Tewantin Bus Station on Pelican St to the Marina.

2. PMD parking compliance

- PMDs are to be hired and returned exclusively to PMD Outlets with appropriate town planning approval for commercial PMD hire.
- PMD Outlets are responsible for ensuring that PMDs are stored within their boundaries and do not occupy public land or thoroughfares.
- PMDs should not occupy spaces designated for car parking as per town planning approval.
- PMD Hirers should be made aware of stopping procedures when pausing a ride.

This may include where to safely store the device while the ride is paused and of any consequences if the device is collected or moved due to unsafe or prohibited parking.

3. Effective management

- PMD Fleet Operators should have a local employee available to manage the fleet and promptly respond to complaints or instances of inappropriately abandoned PMDs.
- The response time for abandoned rides and scooters parked within no-go zones or on public land, should be within 30 minutes.
- PMD Fleet Operators are asked to provide Noosa Council with the contact information (phone number) of the local employee responsible for addressing public complaints or safety hazards related to PMDs.
- Fleet Operators should consider the implementation of safe night measures to ensure the safety of riders and pedestrians, as well as prevent inappropriate use by intoxicated riders. Measures may include, but not limited to:
 - o Limited hire locations after dark
 - Restricted to registered workers after dark
 - Lockout systems and breath testing for drunk riders.

4. PMD Hirer education

PMD Fleet Operators and PMD Outlets have a responsibility to educate PMD hirers about safe operation in accordance with the law and this code of conduct. This education should include, but is not limited to, familiarising hirers with no-go zones, parking procedures and the relevant regulations set by the Department of Transport and Main Roads, for example:

- PMDs are permitted to ride on footpaths and shared paths unless signed otherwise.
- Keep left and give way to pedestrians.
- PMD riders must be over 16 years of age, or over 12 with adult supervision.
- All riders are required to wear a helmet.
- PMD speed limits unless signed otherwise
 - 12km/h footpaths and shared paths
 - 25km/h separated bike paths
 - 25km/h on-road bicycle lanes where the road speed limit is 50km/h or less
 - 25km/h local streets where there is no dividing line and the road speed limit is 50km/hr or less.

For PMD rules in Queensland visit: www.qld.gov.au/ transport/safety/rules/wheeled-devices.



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