

Fran Hardwidge

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What characteristics need to be considered when defining what an innovative vehicle is?

What differences between motorised wheelchairs and mobility scooters need to be recognised by this project?

Some mobility scooters are purely used to get around your weekly shopping. They are pulled apart and carried in car to be used solely for shopping and not used as a car to get around.

What uses of innovative vehicles need to be considered as part of this investigation?

For those who travel on roads yes it is needed to be looked at for rego and insurance

What key factors need to be considered when determining safe rules of operation (including speed) for innovative vehicles on roads and road-related areas?

Most importantly speed needs to be regulated in shopping centers. If used as a car on roads they need to be speed regulated.

What are the practical and measurable outcomes required from a nationally-consistent policy and regulatory framework for innovative vehicles?

What evidence-based distinctions between acceptable and unacceptable levels of risk associated with the use of innovative vehicles could be considered to inform the way innovative vehicles are regulated?

I used a pull apart mobility scooter until I had knees and hips replaced but it was purely used for shopping. For those used to go on roads they need to be regulated but it must be recognized there is a difference for those that travel in boots and used purely to get around shopping centers.

What barriers and health or safety risks are associated with the use of a motorised mobility device that does not meet the needs of a user because of the current restrictions?

People must be able to show they have a genuine reason for the need to use the scooter

How do current classifications of drivers of wheelchairs as both 'pedestrians' and 'vehicles' in the Australian Road Rules create confusion?

As above

Is there a need for construction and performance requirements for motorised mobility devices to ensure safe use on public transport infrastructure?

Not necessarily but could be for the larger scooters that use the road

What evidence is available on the road safety risks associated with motorised mobility devices that could be used to inform the way motorised mobility devices are regulated?

At the moment there isn't any that I am aware of.