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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?

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

I have some concern at the number of mobility scooter users travelling at speeds greater than a fast youth running pace (approximately 15 - 20km/hr) within shopping malls, especially when the user appears to have displayed earlier difficulty at navigating or taking evasive action in congested areas.

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

Personal safety of the operator when travelling directly on public roads (NOT a footpath/cycle lane). Although enclosed, users are often unrestrained and largely unprotected in the event of a collision with another road user eg car, truck or bus.

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

Volume of users near Aged Care facilities within 2 km of a mall/plaza - eg travelling from Furness Street to Lansell Plaza in Kangaroo Flat, Victoria 3555 (Bendigo)

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?

Similar unregulated speeds of other road users ie cyclists.

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?

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

Motorised or not, versus classification in sports of ambulant versus propelled.

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

Yes.

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?

Data related to other devices that travel in similar vicinity and speed ie, Cyclists.