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

See my comments at the final question.

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?

One of my key observations is that, during many building, roadway, footpath or other construction activities, footpaths are frequently either closed, damaged, or substantially restricted. This is often bad enough for the ordinary pedestrian, and especially for older and infirm people. However, the construction and access restrictions on footpaths and roadways often result in special difficulties for mobility devices. All too often, the builder and the local government authority who issue the permits give no particular consideration to access by people with reduced mobility, and especially to people who require mobility devices in order to move around. How many times have I observed elderly and disabled people required to manage almost impossible access situations around damaged footpaths and construction sites! Often, they are forced onto the roadway, where they compete with construction equipment and other vehicles in both residential streets and business precincts for safe access around these sites.