

**Submission  
No 41**

## **NON-REGISTERED MOTORISED VEHICLES**

**Name:** Ms Janelle Read

**Date Received:** 29/04/2013

In my role as Road Safety Officer for Local Government I conduct workshops for older pedestrians and motorised wheelchair/scooter users providing them with information from the NSW centre for Road Safety

(Roads & Traffic Authority) on the general skills needed to operate motorised wheelchairs so that they and other road users are safe.

The workshop is called "Walking Safely"

Currently users need

- \* Good sight, coordination, balance and concentration to safely operate a motorised scooter/wheelchair.

- \* Users are in charge of a vehicle that can travel at a maximum speed of 10km/h on the footpath.

- \* Users may consider an assessment by an occupational therapist prior to purchasing a motorised wheelchair but this is not mandatory.

It is known that increasing use of these vehicles results in more people sharing public roads and footpaths.

They are mostly used responsibly but these non registered vehicles can impact on other vulnerable road users and themselves.

In rural areas they encounter problems if there are no adequate pedestrian facilities and the users have to go on the road, they are encouraged to choose quieter streets and if possible check out a new route beforehand to make sure it is suitable for use by a motorised scooter .i.e "plan a safe route".

They are also encouraged to report problem access areas to Council.

But lack of pedestrian facilities and pathways sometimes forces the user to take the non registered vehicle on the roadway.

An added safety feature to address the problem of speed on footpaths could be a speedometer which would let the user know the speed at which the scooter/wheelchair is travelling.

Users are currently reminded to drive at walking pace near other pedestrians.

In my findings as a Road Safety Officer, I believe motorised vehicles such as scooters and wheelchairs should be registered, fitted with a speedometer and users should be assessed by medical authorities to ensure they have the skills to safely operate and manoeuvre the vehicles with more provisions such as pedestrian facilities and shared pathways be developed across regional areas to better handle the increase demand of these vehicles as the population ages.