

NON-REGISTERED MOTORISED VEHICLES

Name: Name Suppressed

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Partially Confidential

INQUIRY INTO NON-REGISTERED MOTORISED VEHICLES

Re: Submission.

This submission is based on my observations as a 62 year old male who lives in the Southern Suburbs of Sydney. This inquiry should also consider including the following "motorised push bikes, mini bikes and last but not least, petrol powered remote controlled cars" these aforementioned should be considered as dangerous and distracting when operating a motor vehicle, though not in abundance they too have their own inherent dangers for NSW pedestrians and road users alike.

Mobility Scooters (scooters)

This mode of transport is vital for those in the community who are no longer able or be permitted to operate a motor vehicle on NSW roads, for some users these scooters are their sole means of getting out and about.

In saying that, we would also assume maybe unwisely, that the people using mobility scooters as a means of transport are safety conscious, are always aware of their actions and are situationally aware when using these scooters! Some who use scooters may have never held a motor vehicle drivers license in the state of NSW, others may be medically unfit to hold a NSW state driver's license, yet are free to use scooters, be unlicensed on footpaths and roads. An average scooter with passenger would weigh in at about 750 kg.

It is my opinion that all scooters should be registered and insured, maybe a sticker to confirm registration and insurance? (The ability to identify individual scooters should be mandatory especially for those who are maybe injured in an accident or where property is damaged).

Insurances against injury or damage to people and property must be along the lines of motor vehicle green slips and mandatory covering 24/7 use.

Scooter operators should also be licensed, this to ensure they have some idea about the dangers to others when driving on footpaths or crossing roads, especially on pedestrian crossings.

A Mobility Scooter Licence (MSL) would confirm:

1. The ability to control the scooter
2. Basic fitness to drive these vehicles
3. A conscious appreciation for safety of others using footpaths, pedestrian crossing and roadways.
4. Ability to safely negotiate obstacles and clear street furniture.
5. Entering and crossing roads from footpaths.
6. Applying safe speed limits and safe parking of scooters in all areas.
7. Scooters should be inspected by accredited dealers to ensure the scooter is in a good mechanical condition and fit for purpose at least once every four years.

Other points for consideration:

- A passive low level noise should be omitted from scooters to warn footpath users of the scooters approach.
- Hi-vis flag on an aerial, and hi-vis colours should also be part of the standard colour scheme to clearly identify scooters for road users and pedestrians alike.
- 4 way flashers and lights should be on at all times, maybe a strobe light both front and rear of the scooter should be considered?
- Scooters should comply with a standard, with all equipment checked prior to any licence or fit for purpose issued or given.

All scooters should have all this equipment fitted by distributors, prior to sale, either when second hand or new.

Electric Bicycles

Are a useful alternative to walking or driving, electric bicycles are quiet and pollution free, but they must also have a passive means of warning pedestrians of their approach, a high-vis flag high vis colour scheme to help motorist see them, lights for night use and a registration sticker, insurance of

some form, (the ability to identify ALL push/electric bike riders should be mandatory for those who maybe injured, or have property damaged)

Segways

Segways are dangerous and as such have no place on roads or footpaths, they are probably great fun to use but I would consider Segways very dangerous to non Segway users and as such should only be operated/used in Segway approved areas. Wherever they maybe! What weight would a Segway weigh and how much damage would it do to your person?

Quad Bikes

Quad Bikes are completely inappropriate and dangerous for road use, their ability to flip-up when too much power is applied to the engine is renowned, there is worldwide evidence of the dangers of Quad Bikes, and the numbers of American users who have sustained broken necks is documented for all to read. Ban these completely except for private properties; you would have to be a very brave person to approve Quad Bikes for road use!

In addition the banning of motorised push bikes, mini bikes of all types and remote controlled petrol driven cars MUST be considered, these are dangerous and distracting to motor vehicle drivers.

Once The Joint Standing Committee has by due process deemed any of the above vehicles dangerous vehicles, if those vehicles are considered dangerous or unfit for NSW roads then those vehicles should be confiscated when detected and then destroyed, not resold or auctioned.

Any action taken by the committee's investigations will only improve NSW road safety, as the numbers of vehicles increase the safety margins reduce dramatically.

P.S. Let's discuss trucks jamming all lanes on major arterial roads, and B-Doubles clogging intersections, two B-Doubles will jam a right turn lane?? Port Botany and the M5 appear to be under a siege mentality from large trucks, with drivers intimidating at every chance they get.

FYI, I hold a semi trailers licence