



Scooter Safe

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Scooter Safe

Acknowledgments

The Scooter Safe Project is funded by the NRMA-ACT Road Safety Trust conducted jointly by Council on the Ageing - ACT (COTA-ACT) and Able Access. The Scooter Safe Training Resource is one component of the project but its success depended on the co-operation and assistance of many people.

Chris Marcar of Able Access developed and conducted the Training Resource supported and assisted by Allan Brownsdon and other staff of COTA(ACT) in particular Evelyn Bray. A pilot study of three workshops was conducted to evaluate the programme. Each workshop relied on guest speakers who gave their time, namely, representatives of the Federal Police, Rod Aussel of Lightning Industries, and Scott Armour of Haig Park Offroad. ACTION buses also provided a bus and driver for each afternoon session. Able Access and COTA(ACT) are most grateful for the time and support given by these people.

Thanks are also expressed to Rhona Jason-Smith, Road Safety Officer of Queanbeyan City Council who openly shared her scooter programme in the quest for improving scooter safety.

Of course, without the scooter users, the workshops could not have been trialled. Their feedback and enthusiasm is acknowledged with thanks.



Scooter Safe

Content of the Training Resource

The training resource includes:

- The Training Handbook
- An IBM compatible disk containing a Power Point presentation of the modules
- Templates for overhead transparencies
- A User Guide for participants
- A training video, and,
- A resource list for further information.

The Training Handbook is written to support the User Guide which should be supplied to all participants. The contact disc includes a Power Point presentation for the information modules. The templates for overhead transparencies serve as another option to the Power Point presentation.

The User Guide was written integrating information from a wide range of resources for use in this workshop, but also as a stand-alone document for general distribution to users. Participants are able to reinforce their learning by reading the Guide, as well as listening and watching the Power Point presentation used by the speakers for each session. The Guide has been provided on the enclosed compact disc for reproduction if necessary.

The training video has been produced by CreaTV Productions to support the training resource, but with separate funding from the NRMA - ACT Road Safety Trust. It shows images of components of the pilot workshops and provides visual reinforcement of information contained in the training programme.

The resource list is included to provide information about additional literature that may be useful to issue to participants.

The following is a summary of the content of the workshop:

- Module 1: Rights and responsibilities of motorised wheelchair users
- Module 2: Safe motorised wheelchair driving practices
- Module 3: Australian Road Rules
- Module 4: Maintenance of motorised wheelchairs
- Module 5: Practical session



Scooter Safe

Overview of the Scooter Safe Project Training Resource

Over recent years the Council of the Ageing ACT and Able Access had received enquiries about training options for safe scooter use from Occupational Therapists, suppliers and users. A search of resources and services identified a lack of training programmes for safe scooter use and poor information about safe scooter driving practices, the impact of the new road rules on scooter users, legal and liability issues, registration issues and insurance issues.

The NRMA-ACT Road Safety Trust funded the Council of the Ageing (ACT) and Able Access in 2001 to investigate these issues and develop this training package to be used by all involved in the supply and prescription of scooters.

Terminology: ‘Motorised Scooter’ or ‘Motorised Wheelchair’

The term “motorised scooter” is used in the ACT to describe a motorised vehicle based on a platform design with three or four wheels and is used as such throughout this training resource.

In NSW the legal term used for these three and four wheel mobility aids are ‘motorised wheelchair’.

Who is the Training Resource for?

This resource is for training people who are already users of motorised wheelchairs and newer motorised wheelchair users. The issues discussed are ideally suited for people who are moving from being a car driver to being a motorised pedestrian.

It may also be of interest to suppliers of motorised wheelchairs, community health professionals and equipment services who prescribe wheelchairs as a mobility aid and therapists who wish to update their knowledge of motorised wheelchair user safety.

People considering the purchase of a motorised wheelchair as a mobility aid may find information in the modules of interest; however, the resource is not designed as a tool for assessing a person’s potential for safe motorised wheelchair use. Professional advice on the selection and prescription of an appropriate wheelchair should also be sought.

The resource is written with the expectation that the facilitator would have knowledge of the function of a motorised wheelchair and how it is used, and an understanding of needs of people who may require the use of a motorised wheelchair as a mobility device.



Scooter Safe

Purpose of the Training Resource

The resource was developed to provide a package which could be used by:

- Community centres,
- Retirement villages,
- Independent Living Centres,
- Equipment providers, and
- Suppliers.

The purpose of the training resource is to:

- Provide a non-threatening programme for motorised wheelchair users to learn about safe usage,
- Provide up to date information about the legal and liability issues relating to motorised wheelchair use, and
- Provide the opportunity to practice safe motorised wheelchair driving skills in a non-threatening environment

Background Research

Discussions with Occupational Therapists and other providers of equipment and mobility training were conducted through meetings locally and listserv discussions on the Internet. These indicated that training was ad hoc, without any reliable or valid method being devised. Occupational Therapists, in particular, were keen to be able to access a package which could be easily incorporated into their service delivery.

A thorough literature search of research library databases, government departmental reports and unpublished research by health professionals was conducted to examine any research on training programmes for motorised wheelchair users. Very little empirical research has been conducted; however, information on the profile of users, and patterns of accidents by motorised wheelchair users was found and contributed to the design of the training package.

A public forum was also held in ACT to give the opportunity of all those involved in the prescription and supply of these mobility aids, to discuss issues relating to the safety and use of scooters. This meeting helped formulate the essential outcomes of the training programme.

Investigations by the project officers increased awareness of legal and insurance issues by local and state governing bodies. A group of representatives from statutory bodies was formed expressly to gain an overview of the issues and to ensure consistency across state borders. Involvement in these meeting provided up to date information for the workshop modules.



Scooter Safe

Presentation Guidelines

The resource is flexible in design as modules can be delivered in separate sessions, in any order or all in one workshop. This is especially convenient for those who are unable to conduct the practical session at the same time as the information modules. Evaluation of the programme indicated that motorised wheelchair users benefited more from the practical session if it was held after the information sessions.

Audience:

The optimum size of the group depends on the size of the venue and number of supervising staff. It was found that the optimum number of motorised wheelchair users was 10-15 with one Occupational Therapist and a volunteer involved. This is especially important in the practical session, in order to maintain supervision and safety around obstacles. Any number of their friends/family, health professionals and suppliers could also attend.

Users are encouraged to bring their motorised wheelchair especially to the practical session and for a general maintenance check during the training. This may be difficult for those travelling any distance, as there are some limitations to taxi use. If people cannot bring their motorised wheelchair, a local supplier may be able to loan motorised wheelchairs for the practical session.

Delivery:

Overheads or Power Point presentations provide additional stimulus for the motorised wheelchair users. Generally the group is of older aged people and people with disabilities so the pace of presentation will need to be adapted accordingly. Each module is estimated to take approximately 30 minutes.

The use of a microphone and a hearing loop in place around the training area will assist those with hearing impairments.

Discussion techniques rather than lecturing break down the barrier between the facilitator and users. This also provides the opportunity for motorised wheelchair users to share their experiences throughout the sessions.

Guest Speakers

The content of the training lends itself well to experts being involved in the sessions. This breaks the monotony of one speaker and reinforces the importance of the sessions. For example a police officer delivering the Module Three: Australian Road Rules makes an important impact regarding the need for compliance of the road rules. A supplier or service agent can also make an impact about the importance of servicing and maintenance of motorised wheelchair in Module Four.

Video: 'Something About Scooters' – developed in ACT

The video highlights some of the information presented in the training sessions. Screening the video during the breaks provides visual reinforcement of the information covered.



Scooter Safe

Practical Training:

This is an outdoor session providing the opportunity of reinforcing some of the principles learned in Modules 1-4. People use their own motorised wheelchair where possible to complete the tasks.

An obstacle course is constructed using features in the local environment to test skills. In order to test the speed and a flat unobstructed area of a minimum of 20m is required. A bus stop or flat area adjacent to the kerb is required for the trial of the bus.

Up to five motorised wheelchair users can be allocated to each component of the course with one staff member or volunteer appointed to supervise the obstacle. The facilitator is then able to provide extra advice or training as required. Of course if numbers are low, the number of staff required will be reduced.



Scooter Safe

Outline of Learning Outcomes

Module One: Rights and Responsibilities of Motorised Wheelchair Users

Learning Outcome:

- ◆ To understand their legal rights and responsibilities
- ◆ To learn the skills and abilities required for safe motorised wheelchair use.

Module Two: Safe Motorised Wheelchair Practices

Learning Outcome:

- ◆ To understand the importance of planning and preparation
- ◆ To learn general safety principles
- ◆ To be aware of safe motorised wheelchair practices.

Module Three: Australian Road Rules

Learning Outcome:

- ◆ To understand that motorised wheelchair users are deemed pedestrians and the implications under the Australian Road Rules.

Module Four: Maintenance of a Motorised Wheelchair

Learning Outcome

- ◆ To learn simple routine maintenance tasks
- ◆ To understand the need for regular servicing.

Module Five: Practical Training

Learning Outcome

- ◆ To learn and/or increase confidence in motorised wheelchair skills
- ◆ To experience the highest legal speed of a motorised wheelchair
- ◆ To practice boarding a public bus.



Scooter Safe

MODULE ONE: RIGHTS AND RESPONSIBILITIES

Learning Outcome: 1.2

- **For motorised wheelchair users to understand their legal rights and responsibilities.**
- **For motorised wheelchair users to learn the skills and abilities required for safe motorised wheelchair use.**

Overheads 1.3 - 1.8

Australian Road Rules.

In 1999, the Australian Road Rules defined a person using a motorised wheelchair as a pedestrian. He/she must therefore abide by pedestrian rules. This is covered more fully in Module Three. In this context, however, it is important to reinforce that motorised wheelchair users have the right to use walkways as a pedestrian would.

Legal Responsibilities

Motorised wheelchairs (both 3 and 4 wheeled) which are used as a mobility aid and cannot travel over 10km/hr (on ground level) and are less than 110kg are not required to be registered. If the motorised wheelchair has been modified to travel faster than 10km/hr, it must be registered as a vehicle and the driver must be licensed to drive the vehicle.

Users of motorised wheelchairs are not required to hold a licence and do not have to sit a formal test of driver skills. However, you are in charge of devices which can cause injury or damage if not handled correctly. You are therefore responsible for handling the motorised wheelchair in a safe manner.

Insurance Issues

In the case of an accident involving a third party, the Nominal Defendant Scheme covers the third party but only on road related areas, not in shopping malls. The Unregistered Vehicle Permit, which included third party insurance, is no longer available. Appendix 1 indicates the status of third party insurance coverage across the Australian states. Note that coverage is different across the states.

Users are recommended therefore to obtain additional insurance covering public liability, house and contents and personal effects, and personal accident. Often motorised wheelchairs can be included in house and contents policies, however, it is essential to have this clarified by the insurer.

Overheads 1.9 - 1.16

Skills & Abilities

In the absence of any driver testing or licensing, it is essential for motorised wheelchair users to be assessed for perceptual and motor skills required to safely operate. Preferably this should be done in the very early stage of considering the purchase or loan of a motorised wheelchair. Prospective users are encouraged to seek the assistance of an Occupational Therapist in



Scooter Safe

the choice of an appropriate mobility aid whether it is a motorised or powered wheelchair. If this is not possible the person can assess himself or herself with the use of the checklist in the User Guide.

The essential abilities as listed on the slides are discussed in detail:

Co-ordination and strength

Physical balance and endurance

Vision

Perception

Thought processes and memory

Feelings and judgement

Participants are encouraged to critically examine their own skills using the Self-Assessment Checklist in the back of the guide. If they find they are unable to confidently perform these skills, they should seek advice from an Occupational Therapist or GP. Adaptations or modifications to their motorised wheelchair may compensate for these skills, or another mobility option may be more appropriate to the person's level of skills.

For participants who have not already purchased a motorised wheelchair, it is also important for them to look critically at the way they will use the motorised wheelchair. For those only using the motorised wheelchair indoors, a smaller three-wheeled chair is suggested. For outdoor use a four-wheeled motorised wheelchair may be a better option. However, it should be noted that the larger motorised wheelchairs may not be accepted in a taxi, cannot fit onto buses and will be difficult to manoeuvre in toilets and lifts.



Scooter Safe

MODULE TWO: SAFE USE OF MOTORISED WHEELCHAIRS

Learning Outcome: 2.2

- **For motorised wheelchair users to understand the importance of planning and preparation.**
- **For motorised wheelchair users to learn general road safety principles.**
- **For motorised wheelchair users to be aware of safe practices.**

Overheads 2.3 - 2.5

Planning & Preparation

Unfortunately, the urban landscape has not been well constructed for motorised wheelchair users. In many areas there are no footpaths, few kerb ramps and in some instances the road verge is unsealed. Motorised wheelchair users must therefore know the local roads and footpaths and plan their routes carefully. This may require travelling the route in a car, or studying a bike path map, so as to avoid uncontrolled intersections, roundabouts and to know where kerb ramps allow crossing off/on the footpath.

If the participants are all from a local area, discussion as a group may be encouraged to identify safe routes, or hazards.

It is important that users are physically and mentally capable of operating the motorised wheelchair and that the device is in good working order.

Note: Medication can impair judgement as can alcohol.

Overheads 2.6 - 2.7

General Road Safety Principles

Some general safety hints are given which apply to tackling the urban landscape.

Overheads 2.8 - 2.16

Safe Practices

With the changes of the Australian Road Rules designating motorised wheelchair users as pedestrians, it is important for motorised wheelchair users to change their mindset from being a driver to being a pedestrian, and must think as pedestrians do. See Module Three for further details of the Australian Road Rules.

This especially applies to crossing at pedestrian crossings, avoiding roundabouts, using footpaths or keeping as close to the edge of the road as possible if there is not footpath.

Many motorised wheelchair users have had a driving licence in the past and find it difficult to think like a pedestrian, but must do so. These people can



Scooter Safe

use their driving experience to their advantage. They can understand some of the hazardous situations when pedestrians interact with vehicles. For example, they know how difficult it is to see a motorised wheelchair amongst other vehicles.

Methods of tackling different hazards are described on the slides and in the Guide:

Kerb ramps

Foot paths

Bike paths

The road

Crossing the road

Crossing intersections

Indoor use

Parking

Using your motorised wheelchair at night.



Scooter Safe

MODULE THREE: AUSTRALIAN ROAD RULES

Learning Outcome: 3.2

- For motorised wheelchair users to understand that under the Australian Road Rules they are deemed pedestrians.
- For motorised wheelchair users to understand the implications of the ruling.

Overheads 3.2 - 3.4

Motorised wheelchair users respond well to this module if presented by a member of the police force. The police officers involvement in the training reinforces the importance of compliance by users and the impact on their safety.

In October 1999, the Australian Road Rules designated that “a person driving a motorised wheelchair that cannot travel at over 10 kph on level ground” is deemed a pedestrian and must comply with the Australian Road Rules pertaining to pedestrians. This has totally changed the status motorised wheelchairs as they previously were considered vehicles, but did not need to be registered or require a licence to be driven.

If a motorised wheelchair user wishes to use these a device that has the capacity to exceed 10km/hr, the user must be licensed to drive the vehicle and the vehicle must be registered for on-road use. If registered as a vehicle, the motorised wheelchair cannot be used off-road.

The Australian Road Rules are available at the website:

<http://www.rta.nsw.gov.au/traffic/pts1-21.pdf>.

Extracts of the Australian Road Rules of particular relevance are as follows:

Dictionary (p413)

Wheelchair means a chair mounted on 2 or more wheels that is built to transport a person who is unable to walk or has difficulty in walking, but does not include a pram, stroller or trolley.

Rule 15 (p34)

What is a Vehicle?

A **vehicle** includes:

(e) a motorised wheelchair that can travel at over 10 kilometres per hour (on level ground)

Rule 18 (p35)

Who is a Pedestrian?

A **pedestrian** includes:

114. a person driving a motorised wheelchair that cannot travel over 10 kilometres per hour (on level ground).

Part 14 Rules for Pedestrians, Australian Road Rules, therefore apply to motorised wheelchair users.



Scooter Safe

MODULE FOUR: MAINTENANCE OF A MOTORISED WHEELCHAIR

Learning Outcome:

For users to learn simple routine maintenance tasks.

For users to understand the need for regular servicing of their motorised wheelchair.

A supplier or agent who services motorised wheelchair best presents this module using a motorised wheelchair for demonstrations. He/she or another service agent may also be co-opted to conduct a quick maintenance check of the motorised wheelchairs throughout the day. This provides instant feedback to the user and reinforces the importance of the maintenance of their motorised wheelchair.

Weekly and annual maintenance is essential for motorised wheelchair users to understand because of their vulnerability in the case of a break down. The main elements the user should understand are care of the battery, tyres and control panel on the tiller.

Most motorised wheelchairs have two dry cell batteries which are sealed and housed at the rear of the device between the motors. The user should not have to handle the batteries except in some cases when dismantling the motorised wheelchair for transport. The batteries should be charged nightly to avoid the batteries from being discharged below 30% of the power. This lengthens the life of the battery. In some motorised wheelchairs the chargers are incorporated within the device, others are separate.

It is important to identify participants who own motorised wheelchairs with wet cell batteries. These are rare, but may be found on older device and require specific maintenance. The water level must be checked nightly and topped up with distilled water if necessary. If white powder builds up on terminals, they should be coated with petroleum jelly.

It is important to emphasise the need to keep electrical components dry. This applies when cleaning the motorised wheelchair and also when out in wet weather. The control panel on the tiller is particularly vulnerable. If any electrical problems occur, they should only be serviced by qualified agencies suggested by the supplier.

Correct tyre pressure must be maintained to reduce the wear and tear of the tyre. The supplier should be able to assist with recommendations of tyre pressure according to the terrain on which the motorised wheelchair user is expected to travel. The pressure can be modified to the person's needs, for example, if jarring aggravates joint pain, the pressure can be reduced to give a softer rider.



Scooter Safe

MODULE FIVE: PRACTICAL SESSION

Learning Outcomes:

- To learn and/or increase confidence in practical skills.
- To experience the highest legal speed of the motorised wheelchair
- To practice boarding a public bus.

This session requires more staff and is the longest of the modules. It is best held after the information sessions to reinforce the participants' learning. It is not always possible to structure the workshop this way, and the practical session may be conducted at a separate venue.

There are three components of the session:

1. Obstacle Course
2. Bus Access Check
3. Speed Testing

1. **Obstacle Course:**

The competencies included in the obstacle test are derived from other pilot training programmes and research (Dawson et al 1994). They include:

Turn right at an intersection

Turn left at an intersection

180° turn

Drive backwards

Control in congested areas

Manoeuvre between obstacles

Avoid unexpected obstacles

Share public space.

Travel up a kerb ramp

Travel down a kerb ramp

The obstacle course is set up using existing features such as kerb ramps, ramps, and confined spaces to provide the opportunity to practice each of the skills. If these are not available plastic cones and electrical tape or chalk drawn on the ground can be used to provide the necessary skills.

If possible locate the course in a public place. This provides more realistic obstacles and also the element of sharing the area and sometimes the necessity to avoid obstacles.

The obstacle requires staff to supervise and assist users with techniques for achieving the task. If participants are new users a staff member may need to focus solely on them. If possible, encourage the participants to watch each other to give feedback on their skill. This provides a two-way opportunity for learning.

Consultation with users indicated that they did not want to be rated or tested in any way, so scores were not given for the tasks included in the obstacle



Scooter Safe

course. However, staff need to ensure that each participant can achieve each skill at a competent level.

The skills required for each task are:

<i>TASK</i>	<i>COMPETENCIES</i>
<i>Turn right at an intersection</i>	Ensure right wheels don't touch obstacle Ensure the turn is tight
<i>Turn left at an intersection</i>	Ensure right wheels don't touch obstacle Ensure the turn is tight
<i>180° turn</i>	Check the person can turn their head to see where they are going. Ensure the turn is tight.
<i>Drive backwards</i>	Check the person can turn their head to see where they are going. If they cannot, check they can use their mirror. Ensure the person has control over the speed and steering to keep close to the line.
<i>Control in congested areas</i>	Ensure the person has control over the speed and steering.
<i>Manoeuvre between obstacles</i>	Ensure the person has control over the speed and steering.
<i>Avoid unexpected obstacles</i>	Check the person is alert to obstacles around him/her. Ensure the person has control over the speed and steering.
<i>Share public space</i>	Check the person is controlling motorised wheelchair appropriately according to the needs of the people around him/her.
<i>Travel up a kerb ramp</i>	Ensure person approaches the ramp head-on so that both wheels will be on the middle of the ramp. Check ability to turn sharply on to the path.
<i>Travel down a kerb ramp</i>	Ensure person checks for hazards eg cars before moving on to the ramp. Ensure person approaches the ramp head-on so that both wheels will be on the middle of the ramp. Ensure person has control over speed.

2. Bus Access Check:

New taxi guidelines limiting the carriage of motorised wheelchairs to particular brands have resulted in many motorised wheelchair users being unable to use



Scooter Safe

taxis for transport. Feedback from the local bus service indicated low use of buses by users. Discussion with users indicated that they were too afraid to try to get on wheelchair accessible buses for fear of holding up the bus, or not being able to manoeuvre into position.

The Bus Access Check provides the opportunity for participants to practice boarding the bus without the pressure of time and being watched by others on the bus. It also provides the opportunity test what size motorised wheelchair could be manoeuvred in the tight allocated space, giving important feedback to the bus driver and motorised wheelchair users.

A bus stop or flat area adjacent to the kerb is required for the trial of the bus.

3. Speed Testing

The controls on the motorised wheelchair tiller only indicate slow to fast speed and do not state the speed in kilometres per hour (kph). It is essential for users to know the speed they are travelling as 10kph is the maximum speed a motorised wheelchair user can travel as a pedestrian. If the device can go faster, it must be registered as a vehicle and the driver licensed to use it.

The speed is controlled in newer model motorised wheelchairs by computer and is set by the supplier at the time of purchase. If motorised wheelchairs are purchased second-hand however, the maximum speed may not be known. Also emphasis for safe travel, especially in shopping malls or crowded areas, is to travel at walking pace.

A police officer is required to record the speed of the motorised wheelchair user at walking pace and at full speed provided important feedback on the pace expected and whether their controls required adjustment.

This requires a level, flat space of about 20m or more away from other people. The person is encouraged to travel as fast as possible over the space and told of the speed they were travelling. They then travel at walking pace (approx 8kph) and check where their speed control is positioned to achieve that speed.



Scooter Safe

Panel Discussion

It is important for all participants to regroup after the practical session. An open panel discussion involving all the guest speakers provides the opportunity for participants to ask questions, confirm information and share their experiences and feedback of the day. It is useful to give a short summary of each module, inviting the guest speakers to answer questions from the floor.

Some participants found it useful during this session to share contact addresses to form a support network amongst themselves.



Scooter Safe

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Scooter Safe

Resource List

Australian Road Rules: <http://www.rta.nsw.gov.au/traffic/pts1-21.pdf> This website provides the easiest site to download the parts of the Act which are relevant to pedestrians.

Independent Living Centres in each state for assistance in the selection and modifications of scooters and other supporting literature:

ACT - Ph: 02 6205 1900

NSW - Ph: 02 9808 2233 or 1800 800 523

QLD - Ph: 07 3397 1224

SA - Ph: 08 8266 5260

TAS - Ph: 03 6334 5899

VIC - Ph: 03 9362 6111 or 1800 686 533

WA - Ph: 08 0381 0600 or 1800 800 523

Roads and Traffic Authority, NSW: Road Safety Branch, Ph: 02 9218 6306, Fax: 02 9218 6745. Provide booklets and pamphlets:

"Information for Motorised wheelchair Safety" Published 2000

"Pills & Potions. A checklist of drugs that can affect your driving." RTA/CUU 99.003 Jan 1999

"Ten tips for senior pedestrians. Ten tips for senior drivers."

"Road Users' Handbook" Published Feb 2000



Scooter Safe

Appendix 1 The Status of Scooters and Third Party Cover

Compiled by John Brown of NRMA Motoring and Services.

2002

JURISDICTION	STATUS	CONDITIONS OF USE	CTP INSURANCE STATUS AND COMMENT
NSW	Exempt Registration	Not capable of a speed exceeding 10km/hr or weight exceeding 110kgs	Covered by the Nominal Defendant.
Tasmania	Not a motor vehicle	Not capable of a speed exceeding 10km/hr	A motorised wheel-chair is not classified as a Motor Vehicle. Hence there is no Nominal Defendant Scheme in operation. Essentially insurance is a matter for the operator.
Victoria	Not a motor vehicle	Not capable of a speed exceeding 10km/hr	A motorised wheel-chair capable of a speed of not more than 10Km/Hr which is used solely for the conveyance of an injured or disabled person is not classified as a Motor Vehicle. Hence there is no Nominal Defendant Scheme in operation.
Western Australia.	Not a motor vehicle	Not capable of a speed exceeding 7 km/hr	Exempt wheelchairs treated as pedestrians.
Northern Territory.	Exempt Registration	Not capable of a speed exceeding 10km/hr	Covered by the Nominal Defendant.



Scooter Safe

South Australia.	Exempt Registration	Must be driven by a person with a physical infirmity that requires use of a wheel chair.	Automatically covered for CTP Ins at no cost. 37 claims over the past 5 years reported.
ACT	Exempt Registration	Not capable of 10km/hr on level ground	A person injured through the fault of a person in charge of an “exempt registration” wheelchair can claim against the Nominal Defendant.
Queensland	Exempt Registration	No restriction	All motorised wheel-chairs must be registered.

Filename: Facilitator Handboo
Directory: C:\Documents and
Settings\Administrator\Desktop\Powerpoint
Template: C:\Office\Templates\NRMA.dot
Title: FACILITATOR HANDBOOK
Subject:
Author: Chris Marcar
Keywords:
Comments:
Creation Date: 5/12/2002 12:42 PM
Change Number: 20
Last Saved On: 30/12/2002 1:17 PM
Last Saved By: jbrown
Total Editing Time: 390 Minutes
Last Printed On: 4/02/2003 3:10 PM
As of Last Complete Printing
Number of Pages: 22
Number of Words: 4,955 (approx.)
Number of Characters: 28,247 (approx.)