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## **Mornington Peninsula Shire**

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# **Motorised Mobility Devices (Scooter) Background Paper, Policy Statement and Action Plan**

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Adopted June 2012

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## **Acknowledgements**

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## Executive Summary

The Motorised Mobility Devices (Scooter) Policy Statement and Action Plan 2012 or MMDs Policy Statement and Action Plan 2012 is a commitment by Council towards **creating safe, healthy and engaged communities** for all and contributes to Council's vision for a sustainable healthy community.

The MMDs Policy Statement provides a framework by which Council and Officers consider and include the needs of "all" community residents when planning. It also assists the Shire in its promotion of the independence, health and dignity of people who are older or less mobile and people with disabilities.

Presently Mornington Peninsula Shire (MPS) has a projected population of 152,895 people, from this we have almost 38,000 residents with a disability, and out of those almost 5000 are estimated to have a physical disability potentially requiring motorised mobility devices (scooters). By 2021 the estimated population for the 70 years and over age group will be approximately 34,100 which equates to more than 17 per cent of the total population. Research from the Australian Institute of Health and Welfare (AIHW) 2008 and the Survey of Disability, Ageing and Carers (SDAC) 2009 indicates that the rate of disability is impacted by population ageing, including the ageing of the baby boomer generation as they are projected to undergo the greatest increase in severe or profound limitations. Hence planning for the needs of older or people less mobile and people with disabilities within the Mornington Peninsula Shire is important to the work of Council.

As the number of older people in our community increases, it will be inevitable that more motorised mobility devices (scooters) will be in use in our community. Motorised mobility devices (scooters) are increasingly used by older or less mobile people and people with disabilities as a form of transportation to remain active and engaged with the community.

The exact number of motorised mobility scooters on the Peninsula is difficult to quantify because motorised mobility scooter users are not required under Australian road rules to register their mobility device and are considered the same as pedestrians. As a pedestrian motorised mobility device (scooter) users must observe the road rules applied under the Act, therefore, they must travel on a footpath and can only travel on the road where a footpath is not available, is being repaired or is unsafe due to damage.

Inherently, motorised mobility devices (scooters) are safe as a mode of transportation. However, there is mounting community concern over safety issues. A report published in March 2011 by Monash University targeted at injuries related to motorised mobility devices (scooters) found that 62 Australians aged between 60 and 90 have died from collisions or falls since the year 2000, and hundreds more have been hospitalised as a result of falling or losing control of their motorised mobility device (scooter). Tragically for Mornington Peninsula Shire a local resident travelling in his mobility scooter was hit by a car and killed in 2010, and some others have sustained lesser accidents and near misses causing injuries.

Contributing factors in the number of accidents and fatalities involving motorised mobility devices (scooters) users include:

- Little or no training for new scooter users
- Inadequate infrastructure
- Poor quality scooters (i.e. second-hand)
- Inappropriate sales and purchasing advice, and a
- Poor level of awareness of motor vehicles

In developing the MMDs Policy Statement and Action Plan, extensive research regarding motorised mobility devices (scooters) was undertaken; to date we have not been able to locate any such policy within local government. MPS MMDs Policy Statement is an innovative and proactive response by Council to continuously improve and meet the needs of the community through promotion and planning for safe use of motorised mobility devices (scooters) in the local community for all.

## **COUNCIL DECISION**

**Moved:** Cr. Pittock

**Seconded:** Cr. Eustace

Council formally adopted the following recommendations on the 12<sup>th</sup> of June 2012:

1. MPS Motorised Mobility Devices (Scooter) Policy Statement

“The Mornington Peninsula Shire is committed to enhancing the safe participation and health and wellbeing of people who use motorised scooters and other motorised mobility devices so that they maximise their independence and can remain active and engaged in community life. The Shire will promote and plan for safe use of motorised mobility scooters and motorised mobility devices in the local community for all.”

2. That Council endorses the implementation of the Motorised Mobility Devices (Scooter) Action Plan to underpin the policy statement with the following:

- Development of a Motorised Mobility Scooter Communications Strategy;
- Development of Mobility Maps for major activity centres, including consultation with businesses and Chambers of Commerce;
- Production of Mornington Peninsula Shire Council Scooter Information Brochure;
- Advocate to VicRoads for update of VicRoads Guide for Choosing and Using Mobility Devices 2006;

- Implementation of pilot Scooter Recharge Scheme;
  - Facilitation of Scooter Education Forums; and
  - Annual review.
3. That Council endorses an ongoing consultative process with users of motorised mobility scooters and motorised mobility devices and relevant Government and non-Government agencies to improve strategic planning and development of community infrastructure, including safe accessible footpath networks in key sites and towns that link to key community facilities and shopping precincts.
  4. That the (draft) Motorised Mobility Devices (Scooter) Policy Statement and Action Plan Framework be included within the Disability Action Plan.

**Carried**

## Table of Contents

Acknowledgements .....	1
Executive Summary .....	3
1 What are Motorised Mobility Devices (Scooters)?.....	7
1.1 Definitions .....	7
2. Context.....	8
2.1 MPS support towards the MMDs Policy Statement and Action Plan.....	8
2.2 MPS MMDs (Scooter) Policy Statement and Action Plan links to Council documents:.....	8
2.3 National and State Policy Context.....	9
3. Background .....	10
3.1 Common issues concerning motorised mobility scooters.....	11
4. The Benefits .....	12
4.1 MPS MMDs (Scooter) Policy Statement and Action Plan - Benefits .....	12
4.2 Scooter RECHARGE - Benefits .....	12
5. Scooter safety and the rules that apply .....	13
6. Stakeholders .....	14
7. Community Consultation .....	15
8. The Projects and Resources .....	15
9. MPS Motorised Mobility Devices (Scooter) Policy Statement 2012 .....	17
10. MMDs Action Plan.....	23
References.....	25
Appendix .....	26

# 1 What are Motorised Mobility Devices (Scooters)?

## 1.1 Definitions

While there are a variety of motorised mobility devices available in Australia, the topic of this policy document focuses on the 'motorised mobility scooter' and will be referred to within this document as MMDs or mobility scooter.

A summary of the different type of motorised mobility devices is provided below:

**'Mobility scooters'** (or less commonly known as 'gophers') - are battery powered three or four wheeled mobility devices that are specifically designed to travel on footpaths. Mobility scooters are primarily designed for use by frail, aged or people with mobility impairment.



In general, electric scooters have a maximum speed of less than 10 kph. They are activated by a simple throttle, operated by the fingers, which controls both speed and braking. Steering is via a variety of types of handlebars that operate in a similar fashion to push bikes or motor bikes. They come with varying equipment levels depending on the level, from twin headlights, blinkers, visibility flags, even independent suspension, down to basic machines with simple controls.

**'Motorised wheelchairs'** - A motorised wheelchair is a wheelchair that is propelled by means of a battery operated electric motor rather than manual power. Motorised wheelchairs are useful for those unable to propel a manual wheelchair or who may need to use a wheelchair for distances or over terrain which would be fatiguing in a manual wheelchair. They may also be used not just by people with traditional mobility impairments but also by people with cardiovascular and fatigue based conditions.



**'Scooters'** - A scooter is a motorcycle with a step-through frame and a platform for the operator's feet and is intended to be driven on the road, not a footpath. Elements of scooter design have been present in some of the earliest motorcycles and those that are identified as 'scooters' have been made from 1914 or earlier. The photograph demonstrates an older version of the 'Vespa' and of course there are many and varied versions available today.



## 2. Context

Mobility scooters have become an indispensable form of transportation for a large number of people who wish to keep their independence and maintain their wellbeing in the community.

Presently Mornington Peninsula Shire has a projected population of 152,895 people, from this we have almost 38,000 residents with a disability, and out of those almost 5000 are estimated to have a physical disability potentially requiring a mobility scooter. By 2021 the estimated population for the 70 years and over age group will be approximately 34,100 which equates to more than 17 per cent of the total population. Research from the Australian Institute of Health and Welfare (AIHW) 2008 and the Survey of Disability, Ageing and Carers (SDAC) 2009 indicates that the rate of disability is impacted by population ageing, including the ageing of the baby boomer generation as they are projected to undergo the greatest increase in severe or profound limitations.

### 2.1 MPS support towards the MMDs Policy Statement and Action Plan

Within the Mornington Peninsula Shire there is a commitment towards people who use mobility scooters to maximise their safety and to promote their independence, health and dignity. This is found in the Shire's Strategic Plan 2009 -2013 which aims to create safe, healthy and engaged communities.

In addition, the Shire's 'Just not the same' - Access and Equity Policy 2002 states that MPS supports the facilitation of necessary conditions and opportunities to enable all people to have access to healthy places and spaces, healthy lifestyle choices, quality life opportunities, participation in active local communities and a sense of hope and belonging now and in the future.

Support for the MPS MMDs (Scooter) Policy Statement and Action Plan is also incorporated in the Shire's Health and Well Being principles:

The Shire supports community connectedness and social justice. It seeks to promote compassion and encourages opportunities for all citizens to live in peace and dignity, to reach their full potential and to realise their aspirations (MPS Health and Well Being Action Plan 2003).

Importantly, support is also incorporated in the Shire's Disability Action Plan 2005, which is a legislative requirement for local government bodies under the Disability Act – Victorian (2006) and the Disability Discrimination Act (DDA) – Commonwealth (1992).

### 2.2 MPS MMDs (Scooter) Policy Statement and Action Plan links to Council documents:

- Access and Mobility Study
- Accessible Tourism Guide
- MPS DriveSafe Strategy
- MPS Footpath Trading
- MPS Positive Ageing Strategy

- Ride Safe Maps
- MPS Shared Trails Strategy
- Tourism Development Strategy
- MPS Footpath Construction Strategy 2011
- Mornington Peninsula Bicycle Strategy Ridesafe 2010 – 2014

### 2.3 National and State Policy Context

The National Disability Strategy (the Strategy) sets out a commitment towards people with disabilities, their families and carers. The Strategy establishes the “policy framework to guide government activity across mainstream and disability-specific areas of public policy, and gives visibility to disability issues and ensure they are included in the development and implementation of all public policy that impacts on people with disability” (Commonwealth of Australia , 2011). The Strategy covers six policy areas:

- Inclusive and accessible communities
- Rights protection, justice and legislation
- Economic security
- Personal and community support
- Learning and skills
- Health and wellbeing

The promotion and planning of the MPS MMDs Policy Statement and Action Plan for safe use of MMDs provides inclusive and accessible communities for all its residents.

In developing the MMDs (Scooter) Policy Statement and Action Plan extensive research was undertaken within other Victorian Councils, to date no such policy has been located. However many other councils across Victoria have been involved in the implementation of projects to enhance accessibility for mobility scooter users. The development of Mobility Maps and the Scooter RECHARGE Scheme is one of those successful initiatives.

### 3. Background

As the number of older people in our community increase, it will be inevitable that more motorised mobility devices (scooters) will be travelling on our footpaths. The exact number of motorised mobility scooters is difficult to quantify because of the lack of registration of these products. Motorised mobility scooters have become not only an essential aid for people who are older or less mobile and people with disabilities, but a viable means for this group to maintain their independence and engagement with the community.

Most motorised mobility device users choose motorised mobility scooters as their preferred form of transportation for one or more of the following reasons:

- They have some kind of impairment that prevents long distance walking, or are unable to walk
- They have relinquished (either voluntarily or by necessity) their car licence
- They do not want to be stuck at home, dependent, or institutionalised
- They wish to do something about their carbon footprint by reducing their dependency on cars.

Inherently, mobility scooters are safe; however, there is mounting community concern over safety issues. Council of the Ageing (COTA) Australia's leading organisation advocating for the needs of older people, the Australian Competition and Consumer Commission (ACCC), the Department of Veterans Affairs (DVA), VIC Roads, and Seniors Citizens Groups have all expressed concerns over the number of scooter related accidents and fatalities which have occurred. A report published in March 2011 by Monash University targeted at injuries related to motorised mobility scooters found that 62 Australians aged between 60 and 90 have died from collisions or falls since the year 2000, and hundreds more have been hospitalised as a result of falling or losing control of their mobility scooter. Tragically for Mornington Peninsula Shire a local resident travelling in his mobility scooter was hit by a car and killed in 2010, and some others have sustained lesser accidents and near misses causing injuries.

Research by Monash University, shows that every year across Australia, about 500 people – aged in the 70s through to the 90s suffer head injuries and fractures due to mobility scooter related accidents. The report found that in 2000 there had been 71 fatalities in Australia from scooter related accidents. Research has also found 442 motorised mobility scooter fall injury hospitalisations occurred during July 2006 and June 2008 throughout Australia. With the total number of hospitalisations exceeding 700 if other accidents, such as collisions were also included in the findings.

The road/street and highway has been identified as the most common location for injuries, according to data on the frequency of emergency department presentations in Victoria, which has increased by 255% in the last 10 years.

In 2011 the ACCC partnered up with key stakeholders from the mobility scooter industry, health industry, injury prevention and aged care organisations, and other government agencies to develop and implement strategies for a uniformed approach to minimise deaths and injuries related to scooters.

### 3.1 Common issues concerning motorised mobility scooters

- **Little or no training for new scooter users.** If a person has not driven a scooter before, some basic training is critical for safety, even if they have previously driven a car. Some retailers will offer training but since there is no statutory obligation to do so, scooter users are not obliged to participate if they choose not to. Likewise, there needs to be training provided to sellers of these products on the safety issues for various models (especially 3 vs. 4 wheeled versions), matching a scooter to a purchaser's requirements etc.
- **Inadequate infrastructure.** Scooters have been around for more than 20 years and all levels of Government have not kept up with this new trend in local travel.
  - Footpaths and footpath 'laybacks' (junction between the road and footpath) are still in a very poor state in many areas and sometimes contribute to accidents, especially if the user is forced on to the road. ***MPS is making every effort to make our footpaths as safe as possible.***
  - The 'bull nose' lip at the layback can cause accidents, especially for three wheeler scooters.
  - Where there are wider roads with heavy traffic, there are too few pedestrian 'refuges' in the middle of the road
  - Overgrown foliage and shrubbery blocking views cause issues for cars reversing out of their driveways.
- **Poor quality scooters.** Not all scooters are created equal, despite the appearance or the sales pitch. Scooters come under the category of a 'medical device' and must therefore be subject to the Therapeutic Goods Administration requirements. Some less scrupulous importers are bypassing their obligations to have their scooters comply with these requirements and may not have the interest or expertise to select the correct scooter for the user. This problem is also exacerbated by the fact that many purchasers buy a second hand scooter or purchase a less appropriate model for their needs due to their own budget limitations.
- **Inappropriate sales and purchasing advice.** As mentioned above, people are sometimes sold scooters that are not suitable for them because they have not been adequately assessed to their individual needs. Similarly, people buying second hand scooters privately or through the internet may not buy a scooter that is safe for them.
- **Poor levels of awareness of motor vehicles,** especially at private driveways and roundabouts.

## **4. The Benefits**

### **4.1 MPS MMDs (Scooter) Policy Statement and Action Plan - Benefits**

The benefits of MMDs Policy Statement and Action Plan are 'holistic' with a potential to impact the whole community. In essence MMDs Policy Statement and Action Plan provides an equitable and accessible community for all. In planning for the needs of the community, MPS aims to create a well maintained and connected environment for its residents, which would:

- Create a safer path of travel for scooter users, who would not need to venture onto the road
- Provide better access between key sites and landmarks
- Complement a Scooter RECHARGE Scheme that would maximise the ability of scooter users to not be stranded
- Offer increased social connectedness (reducing the incidence of loneliness or depression)
- Increase autonomy and independence for users
- Be incorporated into the principles of HACC's, Active Service Model
- Reduce risks of falls or preventable accidents to scooter users
- Reduce health care costs due to a lowering of scooter related accidents

### **4.2 Scooter RECHARGE - Benefits**

The 'Scooter RECHARGE Scheme' is a MetroAccess initiative (originally generated from the Nillumbik Shire) seeks to increase the mobility of people who use battery-powered, mobility aids by offering 'RECHARGE points' throughout the local community.

Since the inception of the RECHARGE Scheme various local businesses and community groups have joined the program. In local government areas where Councils have already implemented Scooter RECHARGE, evidence has shown that there are economic and social benefits associated with the implementation of such a Scheme. Businesses which offer a recharge point have an easily identifiable sticker on their front window and people who use battery powered mobility devices are able to call into any place displaying the 'Recharge Point' sticker and ask for a free recharge. The RECHARGE Scheme is an important component to encouraging the independence of older or less mobile people and people with disabilities. The benefits of these RECHARGE sites can also extend to other forms of electric powered vehicles, i.e. electric bicycles.

Consequently, residents and visitors with difficulties in walking will have the opportunity to access the local community with their motorised devices as a means of transportation, undertake healthy exercise and participate in activities across the environments of the Mornington Peninsula.

## **5. Scooter safety and the rules that apply**

### **5.1 Australian Road Rules**

The Australian Road Rules consider scooters the same as motorised wheelchairs and the rules that apply are the same as it applies to pedestrians. Under the Australian Road Rules, a person using a motorised wheelchair or scooter is classified as a pedestrian and:

- Cannot travel at a speed greater than 10 km/h on level ground
- Must have an unladen weight of less than 110kg
- Can only travel on the road where a footpath is not available, is being repaired or is unsafe due to damage
- Must observe all the same road rules that apply to pedestrians
- Must not carry any passengers

In addition there are no statutory requirements for scooters or scooter users to be licensed within Victoria.

### **5.2 Disability (Access to Premises – buildings) Standards 2010**

The purpose of the Disability (Access to Premises-Buildings) Standards (and corresponding changes to the Building Code of Australia and State and Territory building law) is:

To ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with a disability.

These standards seek to improve building access, enhance opportunities to access employment, education and services, and to connect people with disabilities with the broader community. These standards came into effect from May 2011 and any application for a new building or upgrade of an existing building on or after that date will trigger the application of the Premises Standards.

### 5.3 Safety standards for motorised mobility scooters

In Australia, the Therapeutic Goods Administration (TGA) regards mobility scooters as a Medical Device. However some retailers may import non TGA compliant scooters.

Currently Australia has no specific standards for mobility scooters. Australian Standards for mobility scooters are voluntary. There is however standards for electric wheelchairs that are claimed to apply to scooters. The standards that apply to mobility scooters are:

Standard	Name of Standard	What it deals with
AS 2142	Reflectors for pedal bicycles	Acceptable types of reflectors for visibility
AS 3696	Wheelchairs	<p>3696.1 Static stability</p> <p>3696.2 Dynamic stability</p> <p>3696.3 Efficiency of brakes</p> <p>3696.4 Energy consumption</p> <p>3696.5 Overall dimensions, mass &amp; turning space</p> <p>3696.6 maximum speed, acceleration &amp; retardation</p> <p>3696.8 Static, impact &amp; fatigue tests</p> <p>3696.9 Climatic tests</p> <p>3696.10 Obstacle climbing ability</p> <p>3696.14 Power and controls</p>
AS3744.1	Ignitability of upholstery	Smouldering cigarette
ISO 7176-7	Wheelchairs – seating dimensions	Size of & accessibility to seat

## 6. Stakeholders

Key stakeholders include Shire Staff, all community members, the DCC and PACE committees, people with a disability, Peninsula Health, GP Network, the elderly, scooter retailers, shopkeepers and Government partners like Vic Roads, VicTrack and transport providers.

## 7. Community Consultation

In 2007 the Mornington Peninsula Shire Disability Consultative Committee (DCC) raised concerns about the safety of people using motorised scooters in the local area. These concerns were supported by a published article in 'Hazard (Edition 62, 2006). The DCC partnered with Mornington Peninsula Shire's Road Safety Program to further consult the community on issues for motorised mobility devices, raise awareness on safety issues, relevant laws, and provide information on these devices.

As a result, a number of forums were held throughout the Shire with approximately 50 participants. Participants expressed support for a Motorised mobility device (scooter) policy and the development of a Scooter RECHARGE scheme.

## 8. The Projects and Resources

8.1 The MMDs Policy Statement and Action Plan projects to be 'rolled out' include:

- All scooter users in the Shire would be invited to participate in a 'Mobility Mapping forum' (or forums). The forum will be organised to establish:
  - Which key sites should be linked in each town.
  - Which routes between the sites are the most consistently safe and use that as a framework for prioritised funding for repairs and retrofitting of laybacks and crossings.
  - Where the 'hot spots' for attention are currently on that selected route (that may include where 'refuge' islands are planned).
  - A prioritised list of towns where the RECHARGE Scheme should be implemented.
  - A prioritised list for the roll out of mobility maps.
- Reconfiguring priority status of footpath repair and maintenance program, in line with the results of the forum.
- New signage options to identify safe routes and networks to travel.
- Implementing the Scooter RECHARGE Scheme – would be based on a targeted selection of key activity centres in the Mornington Peninsula Shire as a starting point. Those towns would be neighbours with the potential to make a continuous connection with RECHARGE points at strategic sites along the way. After RECHARGE points have been established at the two key towns, a review of key venues where recharge points should be available throughout other areas within the Shire will be undertaken; additional RECHARGE points will be added.

Scooter RECHARGE points which could include - Senior Citizens centres, community buildings, RSLs, halls, shopping centres, cinemas, restaurants and cafes, bowling clubs, fast food outlets, sporting clubs, medical clinics and other health services etc.

- A formal partnership agreement with Council and retailers where they make a commitment to provide one to one training to all new scooter purchasers. The Economic Development Manager and the Director of Sustainable Communities, with the guidance of the Community Access Planner would invite local scooter retailers to the table for a series of meetings where they would reach a consensus on the requirement of mandatory scooter safety training for all new users. All participating partners to the agreement would be endorsed by Council and promoted on Council's website as 'preferred providers' of scooters. As part of the Partnership agreement with retailers – we will consider the feasibility of a pilot for a 'scooter safety' certificate (an informal drivers licence) in partnership with local allied health services and key scooter retailers. The opportunity exists for the results of this pilot to create a standardised industry requirement and potential certification requirement for sales staff and business owners selling scooter products.
- Facilitating 'scooter safety workshops' on a regular basis. The workshops would cover issues with ageing, the road rules and other impacts on driver safety
- Support scooter users in the community to create their own mobility scooter support groups for users, where relevant.

## **8.2 The resources to be developed include:**

- Designing and distributing scooter information brochure.
- Editing and publishing new-look mobility maps which will include safe, preferred paths of travel and other helpful information that includes anything accessible:
  - Accessible toilets – public and private (shopping centres, McDonalds', Pizza Hut etc.)
  - The location of accessible parking bays
  - Post offices
  - Libraries
  - Senior Citizens Clubs
  - Rest areas
  - Picnic areas
  - Police stations
  - Taxi ranks
  - Post boxes
  - ATM machines
  - Pedestrian crossings

## 9. MPS Motorised Mobility Devices (Scooter) Policy Statement 2012

Policy Number 12/31  
Adopted by Council 12 June 2012

<p><b>PURPOSE</b></p>	<p>To provide a policy statement and action plan that will assist Council in promoting and planning for safe use of motorised mobility devices (MMDs).</p>
<p><b>OBJECTIVES</b></p>	<ol style="list-style-type: none"> <li>1. To inform Council and Officers about the needs of users and potential users of motorised mobility scooters and motorised mobility devices and consider these in local planning and development of community infrastructure, especially footpath and road networks.</li> <li>2. To develop and implement an action plan that will             <ol style="list-style-type: none"> <li>a. promote the independence, health and dignity of people who are older or less mobile and people with disabilities who use motorised mobility scooters and motorised mobility devices</li> <li>b. encourage maximum safety for people who use mobility scooters and motorised mobility devices and improve community safety for the wider community</li> </ol> </li> <li>3. To encourage a partnership approach with local business operators to support and safely cater to users of motorised mobility scooters and motorised mobility devices</li> <li>4. To meet Federal and State compliance requirements and the Shire's Strategic Plan obligations to enhance the participation of people who use motorised scooters and other motorized mobility devices to remain, independent, active and engaged in the community life.</li> </ol>
<p><b>SCOPE</b></p>	<p>Mornington Peninsula Shire's (MPS) commitment towards people who use mobility scooters and motorised mobility devices is found in the MPS Strategic Plan.</p> <p><b><u>MPS Strategic Plan 2009 - 2013:</u></b></p> <p><b>Goal 3</b> Creating Safe, healthy and engaged communities</p> <ol style="list-style-type: none"> <li>3.2.1 To enhance the independence, health and dignity of all residents to reach their full potential and realise their aspirations.</li> <li>3.4 Planning, developing and maintaining community assets</li> </ol>

	<p><b>3.4.2 To develop and implement road safety initiatives</b></p> <p>The Shire recognises the importance of a safe, accessible and inclusive community for all through a number of specific plans and policies, which include; the existing Disability Action Plan 2005, the (Draft) Disability Action Plan 2012 – 2015, and is linked to the Access and Equity Policy 2002 and the objectives of the Health and Wellbeing Plan 2003, MPS Footpaths construction strategy, MPS Bicycle Ride Safe Strategy 2011, and Positive Ageing Strategy which values healthy places and spaces; healthy life choices; active local communities; quality of life for all and a sense of hope and belonging.</p> <p>The MPS Motorised Mobility Devices (Scooter) Policy Statement and Action Plan will inform Council's best practice framework in complying with relevant legislative responsibilities, to provide equitable access to premises, facilities and services.</p>
<p><b>DEFINITIONS</b></p>	<p><b>Motorised Mobility Devices (MMDs)</b></p> <p>MMDs refer to the following devices commonly known as:</p> <p><b>Mobility Scooters</b></p> <p>Also known as 'gophers' are battery powered three or four wheeled mobility devices that are specifically designed to travel on footpaths.</p> <p><b>Motorised wheelchairs</b></p> <p>A motorised wheelchair, electric wheelchair or electric powered wheelchair is propelled by means of a battery operated electric motor rather than manual power.</p> <p><b>Access</b></p> <p>People who are older and less mobile and people with disabilities have equal rights to access the physical environment, information, communication and services including education and employment, recreation, health and accommodation services and participation as citizens.</p> <p><b>Inclusion</b></p> <p>All people, including those with disabilities, have the right to live in an inclusive community where they are able to make the most of their talents and abilities in learning, training and work.</p> <p><b>Participation</b></p> <p>People who are older and less mobile and people with disabilities have a basic human right to participate in all aspects of the community.</p>

<p><b>POLICY DEVELOPMENT &amp; CONTEXT</b></p>	<p><b>Development</b></p> <p>The development of this policy has been guided by community consultation, forums, and broader Victorian Government initiatives.</p> <p><b>The Context</b></p> <p>Mobility scooters and motorised mobility devices have become an indispensable form of transport for a large number of people who wish to keep their independence and maintain their wellbeing in the community.</p> <p>It is estimated that the number of mobility scooters and motorised mobility devices in use on our footpaths will increase due to our population demographics.</p> <p>There is clear evidence of increasing number of accidents and fatalities involving motorised mobility device users. Contributing factors include:</p> <ul style="list-style-type: none"> <li>Little or no training for new scooter users</li> <li>Inadequate infrastructure</li> <li>Poor quality scooters (i.e. second-hand)</li> <li>Inappropriate sales and purchasing advice, and a</li> <li>Poor level of awareness of motor vehicles</li> </ul> <p><b>Safety</b></p> <p>The Australian Standards for motorised mobility devices are voluntary.</p> <p>Australian Standards for Access and Mobility stipulates a continuous path of travel is fundamental to an accessible environment and should cater for pedestrians, mobility scooter users and people with other forms of motorised mobility devices.</p> <p><i>(Ref: Australian Disability Standards and Guidelines – Access to Premises – buildings 2010)</i></p> <p>The Australian Road Rules classifies mobility scooter users as a pedestrian therefore they must observe all the same road rules as any pedestrian would and they must remain under 10 km/h on level ground.</p> <p>Mobility scooter users can only travel on the road where a footpath:</p> <ul style="list-style-type: none"> <li>• is not available</li> <li>• is being repaired or</li> <li>• is unsafe.</li> </ul>
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	<p><b>Benefits</b></p> <p>Increased safe usage of mobility scooters and other forms of motorised mobility devices has the following benefits for the community:</p> <ul style="list-style-type: none"> <li>• Lowering of health care costs due to a reduction of scooter related accidents</li> <li>• Maintaining people independently in their homes and within the community</li> <li>• Increase in the wellbeing of people who are older and less mobile and people with disabilities</li> <li>• Reduction in greenhouse emissions</li> <li>• Offer increased social connectedness (reducing the incidence of loneliness or depression)</li> <li>• Promote safe and connected routes of travel within the Shire's key activity centres reducing the need to venture onto the road</li> <li>• Be an innovative response by Council to continuously improve and meet the needs of all community members.</li> <li>• Raise community awareness about the positive contribution that older and less mobile persons as well as people with disabilities can provide.</li> <li>• Be incorporated into the principles of Home and Community Care (HACC) Active Service Model being implemented.</li> <li>• Reduce risks of falls or preventable accidents</li> <li>• Complement a Scooter Recharge Scheme that would ensure scooter users would never be stranded</li> </ul>
<p><b>POLICY</b></p>	<p><b>Statement</b></p> <p>"The Mornington Peninsula Shire is committed to enhancing the safe participation and health and well being of people who use motorised scooters and other motorized mobility devices so that they maximise their independence and can remain active and engaged in community life. The Shire will promote and plan for safe use of motorised mobility scooters and motorised mobility devices in the local community for all."</p>

<b>PROCEDURE/ACTIONS</b>	<p>1. That the Mornington Peninsula Motorised Mobility Devices (Scooter) Policy Statement And Action Plan (see detailed Plan attached) be implemented through a number of projects and a selection of scooter related resources will be developed which include:</p> <ul style="list-style-type: none"> <li>• Development of a Motorised Mobility Scooter Communications Strategy;</li> <li>• Development of Mobility Maps for major activity centres;</li> <li>• Production of Mornington Peninsula Shire Council Scooter Information Brochure;</li> <li>• Advocate to VicRoads for update of VicRoads Guide for Choosing and Using Mobility Devices 2006;</li> <li>• Implementation of pilot Scooter Recharge Scheme</li> <li>• Facilitation of Scooter Education Forums</li> <li>• Annual review</li> </ul> <p><i>Refer to attachment 1 – Mornington Peninsula Shire Scooter Policy Action Plan 2012 – 2015</i></p> <p>2. That a Motorised Mobility Scooter Communications Strategy be developed and implemented by the Social Planning and Community Development Unit in partnership with the Communications Unit to support the community awareness process, including a range of identified forums and training opportunities</p> <p>3. That the implementation of the Mornington Peninsula Motorised Mobility Devices (Scooter) Policy Statement And Action Plan be driven by the Community Access Planner in conjunction with the MetroAccess Worker, as part of an e-team comprising of partnerships with other key staff who work within the community services, infrastructure, health, local businesses and the tourism sector.</p>
<b>RESPONSIBILITY</b>	Community Access Planner for development and review of the policy. E Team which will be the key drivers of the actions from the policy Peninsula Advisory Committee for the Elders (PACE) which will be advisors to the scooter policy.
<b>RELATED PLANS &amp; POLICIES</b>	Just not the same' - Access and Equity Policy 2002 Health Hope and Happiness Plan – Health and Well Being 2003 Disability Action Plan 200
<b>RELATED LEGISLATION</b>	Commonwealth Disability Discrimination Act 1992 Victorian Disability Act 2006 Road Safety Act 1986 and Road Rules – Victoria

<p><b>REFERENCES</b></p>	<p>Deb Whitecross resources, ©2011  MPS Community safety forums report 2007  Nillumbik Shire Council 'Scooter Recharge Scheme'  Scooter working group public meeting outcomes 2008  Scooters Australia Pty Ltd 2009  Submission to ACCC Scooter Reference Group, September 2009  VicRoads – a guide for choosing and using motorised mobility devices.</p>
<p><b>REVIEW</b></p>	<p>This Mornington Peninsula Motorised Mobility Devices (Scooter) Policy Statement And Action Plan shall be subject to review and feedback to Council as part of the evaluation of the MPS Disability Action Plan.</p>

## 10. MMDs Action Plan

What we will do:		How will we know it's done?		Who will do it?	How will the project be resourced?	When?
<b>Projects:</b>						
<b>1.</b>	Communications Plan	Promote community awareness of issues identified in the Action Plan.	Communications Plan is developed to support the Action Plan.	<ul style="list-style-type: none"> <li>▪ Social Planning and Community Development Unit in partnership with the Communications Unit.</li> </ul>	Funded through Social Planning and Community Development Unit and Communications Unit	2012/15
<b>2.</b>	Mobility Maps	3 'Wheelies Forum' at key activity centres throughout the Shire	Forum/s facilitated	<ul style="list-style-type: none"> <li>▪ E Team</li> <li>▪ Community Access Planner</li> <li>▪ MetroAccess</li> </ul>	Up to 3 Maps funded through existing priority project. Seek external/matched funding for future maps  Reconfiguring footpaths funded through footpaths / shared paths / bike paths / boardwalks – rehabilitation project	2013/15
		Reconfiguring priority status of footpath repair and maintenance program	Priority reconfigured			
		Roll out of Mobility Maps developed for key activity centres (up to 3)	Maps published and distributed			
<b>3.</b>	Scooter Information Brochure	Scooter Information brochure developed	Brochures are published and distributed	<ul style="list-style-type: none"> <li>▪ E Team</li> <li>▪ Community Access Planner</li> <li>▪ MetroAccess</li> <li>▪ PACE</li> </ul>	Funded through existing priority project 2011/12	2012

4.	Scooter Recharge Scheme	Implementing the Scooter Recharge Scheme and then a gradual roll out across the Shire	Initially in Hastings, Mornington & Rosebud completed and evaluated	<ul style="list-style-type: none"> <li>▪ E Team</li> <li>▪ Community Access Planner</li> <li>▪ MetroAccess</li> <li>▪ Economic Development</li> </ul>	Funded through Council; staff. Seek local trader support/partnerships	2013/15
5.	Scooter Education Forums	Partnership agreement with Council and retailers to provide training to all scooter users Agreement drafted	Agreement drafted	<ul style="list-style-type: none"> <li>▪ E Team</li> <li>▪ Community Access Planner</li> <li>▪ MetroAccess</li> <li>▪ External Professional</li> <li>▪ PACE</li> </ul>	Funded from existing priority project for first year	2012/15
		'Scooter safety workshops'	Workshops facilitated			
		Support community members to create localised scooter support groups	Scooter supports groups in place			
		'Pilot' for a 'Scooter safety certificate'	'Pilot' phase completed and evaluated			
6.	Scooter Policy review	Annual evaluations and redrafts when necessary. Full review in line with DAP		<ul style="list-style-type: none"> <li>▪ E Team</li> <li>▪ Community Access Planner</li> <li>▪ PACE</li> </ul>	Funded through Social Planning and Community Development/ Community Access Planner	Annually evaluation & Full review 2013

## References

Australian Bureau of Statistics 2010, Survey of Disability, Ageing and Carers, Australia: Summary of Findings 2009 - no. 4430.0, ABS.

Australian Competition & Consumer Commission, Help cut mobility scooter accidents 2010

Australian Institute of Health and Welfare 2008, Disability in Australian: trends in prevalence, education, employment and community living - bulletin no 61, Australian Institute of Health and Welfare, Canberra.

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Keeping you SAFE in the rider's seat: a safety initiative for the veteran community 2003

MPS Community safety forums report 2007

MPS Scooter working group public meeting outcomes 2008

MPS Submission to ACCC Scooter Reference Group, September 2009

Nillumbik Shire Council 'Scooter Recharge Scheme'

Scooters Australia Mobility Scooter Safety, 2009

"Stay safe: the safe way to use motorised scooters and wheelchairs in the community, City of Bendigo, 2006.

VicRoads – a guide for choosing and using motorised mobility devices, 2006.

VTC Monash University Accident Research Centre Injury Surveillance Unit, 2011: Targeted Study of Injury Data Involving Motorised Mobility Scooters.

## Appendix

The following recommendations have been drafted by the MetroAccess worker at Nillumbik Shire.

### Step 1: Consultation strategy

Get the Disability Advisory Committee involved, disability service organisations, retirement homes, general community and mobility aid specialists, as well as relevant areas of Council. It may also be useful to promote the concept of the RECHARGE scheme in the local paper/newsletters/notice boards to let community members know what the RECHARGE scheme is about, while generating interest from potential businesses.

**Planning the pilot phase** - Target five to ten businesses for a pilot program. Think strategically about which businesses might be commonly visited by a broad range of people. Try contacting a few businesses that are open after hours, or are open 24 hours a day – this allows for greater flexibility if someone needs to RECHARGE their scooter. Businesses that could be engaged as part of the pilot include banks, pharmacies, health centres, cafés, service stations and retail outlets (supermarkets, general stores, book shops).

### Step 2: How to follow up with businesses

If necessary, entice participating businesses by mentioning they will receive free promotion on the RECHARGE website. Use local newspapers and newsletters to provide businesses with further exposure (this serves a dual purpose to inform the community of RECHARGE point locations). The costs to a business are under 20 cents for the electricity used to recharge an electric scooter or wheelchair for an hour's charge (charging users are discouraged).

### Step 3: Formally affiliating businesses with the RECHARGE scheme

The RECHARGE scheme has its own branding and there are window stickers available to place at the entrance of a business. This sticker indicates they are accessible for scooters or wheelchair users and that a recharge facility is.

### Step 4: Listing affiliated businesses on the RECHARGE website

It is a simple process to add a new location to the website.

### Step 5: Launching the RECHARGE scheme in your area

Hold a mini-launch to celebrate the implementation of the RECHARGE scheme in your LGA. If you can, hold this event at a business already affiliated with the RECHARGE scheme. It will generate lots of discussion and the businesses participating on the day will feel ownership as part of the initiative. It is also a great way for businesses to hear from people who don't use the RECHARGE scheme but now go out more as a result, confident that support is available if they need it.



