

# Mobility vehicles project

## Achievements and future actions

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# The current position

- Mobility scooters, manual and powered wheelchairs are referred to as “invalid carriages” in legislation. The primary legislation, the Chronically Sick and Disabled Persons Act 1970 defines an “invalid carriage” as “*a vehicle, whether mechanically propelled or not, constructed or adapted for use for the carriage of one person, being a person suffering from some physical defect or disability*”.
- There is no requirement for mandatory training or to have insurance cover. There is no legal eyesight standard to meet.
- **.....but with an aging population the demand for mobility vehicles is likely to increase**



# The Project

- “review the unladen weight limit for powered wheelchairs”
- “consider the case for mandatory eyesight testing”
- “review matters relating to insurance and the use of specialist training providers”
- “work with transport operators and the industry to enable a disabled person to have more confidence that they can travel with a mobility scooter”

(Norman Baker - Written Ministerial Statement, 1 March 2012)



# Why is training important?

## **Hit-and-run mobility scooter riders escaping punishment:**

- “Mobility scooter riders are escaping punishment for hit and run incidents in all but the most serious case because of a legal loophole. Two year old Madison McNair who was hit and dragged under a mobility scooter whilst out in town with her mum Kerry McNair” (The Telegraph)





## Why is insurance important?

# Shop mobility scooter bump cost my home

By **Ross McGuinness**

A DISABLED mother is being forced to sell her house to pay damages to a shopworker she injured with her mobility scooter.

Gloria Brown cannot afford to pay the £5,628 damages for negligence and £10,129 in costs without giving up the home where she lives with her husband and daughter.

She hurt 42-year-old Denise Bird's knee at the Morrisons store in Rhyl, Denbighshire, by knocking a packing trolley into her as she stacked shelves.

'How else could I find the cash? It wasn't even my fault, I was hit from behind by another mobility scooter, and there was a shunt,' the 61-year-old, from Rhyl, said.

'I'd gone to the milk counter when someone hit me. Then I ran into a flat-bed trolley which hit the assistant's leg. I was badly shaken and couldn't go on with my shopping. I paid for my goods then reported the accident to customer services and asked if she was

**> MOBILITY scooter rules need to be sorted out, MPs will say today. It is time to clarify who is allowed to drive the scooters in public places, according to the Commons' transport committee. Ministers failed to act on findings from a similar 2005 review, they say. 'Scooters are a vital aid – but we are concerned about the many injuries,' they will warn.**

ok.' Her claim that the accident in 2005 was caused after a woman – on one of Morrison's own mobility scooters – bumped into her has been backed up by at least one eyewitness although, during the case, Morrisons denied that was what had happened.

Miss Bird's mother, Valerie, said: 'No one likes to hear that someone is losing their home. Perhaps it would have been better if she could have paid in weekly instalments.'

There will be a hearing at Rhyl County Court next month to discuss Ms Brown's hefty bill.



# Achievements

- *Mobility scooters & powered wheelchairs- some guidance for users* (DfT), published in 2012
- Standard assessment form to assist trainers developed with stakeholders (2012)
- Eyesight testing protocol developed with Federation of Opticians (FODO), 2012/13
- Access to public transport – new database for mobility scooter users launched (2013)
- Draft Statutory Instrument to address revision of vehicle unladen weight to help wheelchair users with more acute clinical needs – in production



# Issues for further consideration (1)

- How do we ensure proper assessments (including eyesight testing)?
- How do we promote the take up of more training?
- How do we promote take up of insurance cover?
- How do we get DfT's Guidance out to a wider audience?
- How do we tackle the second hand market?



## Issues for further consideration (2)

- How do we improve the safety design of mobility vehicles?
- How do we publicise DfT's public transport access database?
- What are the wider implications of a growing market?
- How important are mobility scooters for leading independent lives?