Achievements and future actions

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• 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)
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
- 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?
• 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?