

Central Goldfields Shire

Motorised Mobility Device Strategic Plan



2022-2027

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FINAL REPORT: May 2022

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EXECUTIVE SUMMARY

Motorised mobility devices such as motorised scooters and electric wheelchairs have the potential to greatly increase the independence and quality of life of people with disabilities or mobility issues.

Commissioned by Central Goldfields Shire and the Transport Accident Commission (TAC), the aim of this strategy is to better understand the needs of people who use motorised mobility devices in Maryborough and to identify actions that will improve connections to key destinations such as shops, medical precincts, aged care facilities, recreational areas, schools and places of employment.

This strategy focuses primarily on motorised mobility device usage in the town of Maryborough. The rationale behind selecting just one town within the Shire to focus our energies on, rather than the entire Shire, is that the majority of motorised mobility device users in the Shire are known to live, work and study in Maryborough and that the majority of destinations that these users wish to access are based in Maryborough. There is, however, potential that some of the more general actions identified within this strategy could be rolled out in smaller towns in the Shire in the future.

Although the exact number of users in Maryborough is not known, usage of these devices appears to be higher than it is in many other towns, primarily due to the ageing community and the higher than State average levels of disability. Other factors such as relatively flat topography, compact central business district and lack of alternative transportation contribute to the high use in Maryborough. With the additional aged care facilities planned in Maryborough, as well as the continuing ageing of the community, demand for motorised mobility devices is likely to increase in Maryborough in coming years. Hence planning for a connected network of safe paths for motorised mobility users is paramount.

In order to provide a framework for future planning and investment decisions related to motorised mobility devices in the Shire, the following vision has been developed:

“Motorised mobility devices, supported by well-designed infrastructure, enable members of the Maryborough community to safely and actively participate in community life and retain their independence.”

The planning principles developed to support this vision include:

- Safety
- Awareness
- Connectivity
- Integration
- Independence
- Partnerships

Information about ‘hot spots’, infrastructure improvements, education, training, information, etc was gleaned from interviews with local services (aged care, disability, etc), government agencies and personal interviews with people who use motorised mobility devices. Council staff also provided valuable data. Each of the ‘hot spots’ was assessed by an independent traffic engineering firm. A series of prioritised actions have been identified focussing on:

- Information
- Education
- Council owned and leased buildings
- Policy
- Assessment
- Public toilets
- Markers
- Planning

- Implementation
- Public transport
- Parking of motorised mobility devices
- Infrastructure.
- Charging stations
- Signage
- Council communications

INTRODUCTION

Why have we undertaken this plan?

The purpose of this strategy is to understand the needs of people who live in Maryborough who use motorised mobility devices and to set in place a strategy that outlines objectives and directions for improved connections for the community. It specifically focuses on the following eight areas:

	The number of and profile of motorised scooter users in Maryborough, including their issues and needs		Existing situation – routes frequently used, gaps in the network, problem areas, proposed road / footpath works
	Rationale and motivation for people to use scooters, e.g. mobility issues, affordable form of transportation and inability to drive a car		Issues and barriers, e.g. lack of paths, kerb design, lack of lighting, cost of scooters and lack of skills.
	Potential future demand for motorised scooter use		Opportunities and enablers, e.g. provision of chargers, education training programs, information about safe routes and policy / planning regulation changes
	Health and wellbeing benefits of motorised scooter use, e.g. community connections, independence		Risks and injury data

Funding has been received from the Transport Accident Commission to undertake this strategy.

How does this plan integrate with other Council planning?

Safe access for people of all ages and abilities to key community destinations is an underlying theme throughout many of the Council and regional strategies developed. Specific recommendations regarding motorised mobility device usage have been incorporated into several other Council plans, as detailed below. Note that a more extensive literature review is included in the Background Report to help understand the context.

Council Plan

The vision contained within the Shire's Council Plan relates to the general intent of the Motorised mobility device strategic plan, i.e.: "To be an engaged, flourishing, lively and inclusive community."

Under the 'Community Wellbeing' strategic objective of the Council Plan, Council will:

- Support positive life opportunities for people living with a disability
- Implement the priorities of the Positive Ageing Strategy
- Work together with key partners and the community to promote and enhance community safety.

Under the 'Our places and spaces' strategic objective, Council has committed to:

- Improve and maintain our townships 'high streets' to be attractive, engaging, inclusive and safe.
- Increase the quality and number of walking and cycling paths and trails
- Plan for age friendly infrastructure such as footpaths, seating with a focus on main streets, near schools, aged care facilities, key services and high pedestrian routes.

Walking and cycling strategy

In 2017 Central Goldfields Shire undertook a walking and cycling strategy¹. This strategy noted:

“A key issue is the number of older people and people with mobility issues in the Shire who use motorised scooters for transportation. The need for clearly defined safe paths to the centre of towns is particularly important for this group to enable them to continue to maintain their independence. A link from aged care facilities to the centre of towns is therefore another priority of the Strategy. Further, given that a number of people who use motorised scooters for transportation may not be familiar with road rules; there may be an opportunity to develop a safe area for training sessions to be held at the proposed urban bike park, supported by local health professionals”. (pg. 7)

Disability Action Plan

Central Goldfields Shire also recently completed a Disability Action Plan which identifies the safe use of motorised scooters in the community as an outcome. Key strategies of relevance from this plan include:

- Provide an accessible Mobility Map that includes information about the location of accessible toilets, playgrounds, services, car parks and accessible businesses
- Meet standards for access into and within Council owned and leased buildings
- Provide accessible paths of travel into and within Council owned facilities
- Accessible public and community transport
- Enable safe use of mobility scooters

Integrated Transport Strategy

Although the Central Goldfields Shire Integrated Transport Strategy does not specifically mention motorised mobility devices, it does refer to actions that will make movement by pedestrians easier and safer (motorised mobility device users are considered to be pedestrians and the Australian Road Rules). Relevant actions from this strategy that would benefit motorised mobility device users include:

- Prioritise pedestrian movements at intersections using raised crossings and narrow pavement widths that make it easier for older residents to cross roads
- Prioritise traffic calming measures and improved crossings in areas of high risk to pedestrians and bicycle riders
- Engage with the community to close small sections of roadway to improve public open space and make pedestrian links
- Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough
- Develop an ‘all-access’ footpath network which links the shops, transport hubs, parks and recreational facilities in each town centre
- Prioritise construction of footpaths, raised pedestrian crossings and planting of street trees within 1km of town centres
- Amend the Planning Scheme to include objectives for walkability and accessibility, facilitating 20-minute and sustainable transport options
- Initiate an integrated planning team to focus on in achieving higher levels of walkability and accessibility through better co-ordination of land use and infrastructure (capital works) decisions.

¹ Central Goldfields Shire Council (2017) Walking and Cycling Strategy 2017-2026

What is a motorised mobility device?

A motorised mobility device is defined by the Australian Road Rules as a mobility scooter or a motorised wheelchair. To meet the definition of a motorised mobility device, these three or four wheeled scooters and wheelchairs, which are designed to travel on footpaths, must not be able to travel over 10km per hour on level ground and must not weigh over 110kg unladen. These devices are propelled by a battery-operated electric motor. Motorised mobility scooters are also sometimes referred to as gophers, buggies or powered scooters.

For the purpose of this strategy, we refer to motorised mobility scooters and power or electric wheelchairs as motorised mobility devices.



Motorised mobility scooter



Source: Country Care:
<https://www.countrycaregroup.com.au/product/peak-care-pioneer-scooter-range>



Power Wheelchairs



Source: Country Care:
<https://www.countrycaregroup.com.au/product/merits-maverick-14-wheelchair>

There are other types of scooters and motorised scooters used by people, however, these are not considered within the scope of this strategy. These include:

X

Electric moped / scooter



Source: EMOS: <https://emos.com.au/>

X

Electric scooter



Source: Amazon:
<https://www.amazon.com.au/Segway-Ninebot-E45-KickScooter>

What is our vision for motorised mobility devices in Maryborough?

Our vision for motorised mobility devices in Maryborough is:

“Motorised mobility devices, supported by well-designed infrastructure, enable members of the Maryborough community to safely and actively participate in community life and retain their independence.”

What type of planning principles need to guide our decision making and investment in relation to motorised mobility devices?

Six planning principles, which have been adapted from a number of local, regional and state strategies, have been developed in order to guide any infrastructure works or actions related to information and education. These planning principles are as follows:

Planning principle **What we mean by this...**

Safety The paths used by motorised mobility devices users are designed and maintained to meet relevant safety regulations and guidelines. Motorised mobility devices in usage meet relevant safety standards. The people who use these devices operate them in a safe manner so as not to cause harm to themselves, others or property.

Connectivity Paths in Maryborough connect key locations where people who use motorised mobility devices live to key destinations users wish to visit including retail, medical, support services, employment / training, social and recreational venues.

Independence Motorised mobility devices enable people with mobility issues to retain their independence by enabling them to travel un-aided to key destinations in Maryborough.

Awareness There is an increased awareness of and acceptance of motorised mobility devices by the broader community as a legitimate mode of transport in Maryborough and motorised mobility device users are aware of safe, designated routes to utilise.

Integration Infrastructure and services which support the safe use of motorised mobility devices are integrated into Council's planning processes, public transportation and major projects within the community.

Partnerships The responsibility for promoting safe use of motorised mobility devices is shared between various community organisations and government agencies.

MOTORISED MOBILITY DEVICE USERS

Who uses motorised mobility devices in Maryborough?

Motorised mobility devices are used by members of the community of all ages and abilities who may have limited mobility due to age, disability, chronic illness / disease, injury or surgery recovery. These devices provide an alternative form of transport rather than relying on taxis, public transport or lifts from family, friends or carers to key destinations.

The Australian Government's Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018) report² defines a disability as "any limitation, restriction or impairment which restricts everyday activities and has lasted, or is likely to last, for at least six months." The report notes that in 2018 there were 4.4 million Australians with a disability (17.7%). It also noted that 11.6% of people aged 0-64 years of age had a disability and that this percentage increased to 49.6% for people over 65 years of age.

According to the National Transport Commission³, research undertaken by Australian Competition and Consumer Commission (ACCC) reveals that just over half (51%) of motorised mobility devices users are aged 60 years or less. It notes that this is inconsistent with the perception that motorised mobility devices are only used by older people.

The National Transport Commission (2019) estimates that there are approximately 156,000 motorised mobility device users in Australia⁴. Data from the Australian Government's Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018) report⁵ estimates that in 2018 there were approximately 23,500 users of electric wheelchairs and motorised scooters in Victoria.

Type of mobility aid used	Lives alone in a household	Lives with others in a household	Lives in cared accommodation	Total
Electric wheelchair	900	5,000	1,700	6,400
Scooter	6,200	8,900	800	13,300
Total	7,100	13,900	2,500	23,500

² Australian Government Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018): <https://www.abs.gov.au/statistics/health/disability/disability-ageing-and-carers-australia-summary-findings/2018#data-download>

³ National Transport Commission Issues Paper – Barriers to the safe use of innovative vehicles and motorised mobility devices (2019): <https://www.ntc.gov.au/sites/default/files/assets/files/NTC%20Issues%20paper%20-Barrier%20to%20the%20safe%20use%20of%20innovative%20vehicles%20and%20motorised%20mobility%20devices.pdf>

⁴ Ibid

⁵ Australian Government Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018): <https://www.abs.gov.au/statistics/health/disability/disability-ageing-and-carers-australia-summary-findings/2018#data-download>

The township of Maryborough was estimated to have a population of 8,006 in 2020.⁶ Of these people:

- 30% of residents were over 65 (2,419) compared with 15.8% of Victorians⁷
- 1,944 (24%) of the population receive an aged care pension compared with 9.1% of Victorians⁸
- 29.5% of local residents (2,339) had some form of disability (compared with 18.4% of Victorians⁹) – of these 10.7% had profound or severe core activity limitation (847) compared with 5.1% Victorians¹⁰ and 15.8% had moderate or mild core activity limitation (1,249).

Although the exact number of motorised mobility device users in Maryborough is unknown as the devices do not need to be registered, what we do know is that:

- each of the major aged and disability services currently has a number of residents who use motorised mobility devices (Havilah Hostel has at least six users, for example)
- there were three young people at Maryborough Education Centre who used motorised mobility devices in 2021
- Maryborough District Health Services occupational therapists estimate that there are 20 assessments undertaken each year of local residents of all ages and abilities not connected to schools or services wishing to use motorised mobility devices
- a number of motorised mobility device users purchase a motorised scooter or electric wheelchair through a mobility device specialist, regular shop or second hand without ever being assessed or being linked to schools or services.

If the figures provided for Victoria (population of 5.93 million in 2016) are extrapolated against the population of Maryborough (population of 7,921 in 2016), we could feasibly expect to see 29 users of electric wheelchairs or motorised scooters in Maryborough. However, given the higher percentage of older adults and people with disabilities in Maryborough compared with Victoria, it is likely that the number of users well exceeds 29.

Why do people use motorised mobility devices?

People living in Maryborough use motorised mobility devices for a range of different reasons including:

- Retaining, or gaining, independence and not having to rely on others for transportation
- Being able to visit family and friends and take part in community life
- Visiting shops and businesses such as supermarkets, pharmacies, banks and the post office
- Visiting services such as doctors, podiatrists and Centrelink

⁶ Australian Bureau of Statistics: <https://dbr.abs.gov.au/region.html?lyr=sa2&rgn=201031016>

⁷ Australian Bureau of Statistics (2020) Region summary: Victoria:
<https://dbr.abs.gov.au/region.html?lyr=ste&rgn=2>

⁸ Ibid

⁹ Department of Families, Fairness and Housing: <https://providers.dffh.vic.gov.au/people-disability-victoria>

¹⁰ Australian Bureau of Statistics (2020) Region summary: Victoria:
<https://dbr.abs.gov.au/region.html?lyr=ste&rgn=2>

- Visiting recreational spaces such as Princes Park, Lake Victoria, Goldfields Reservoir, Leisure Centre and bushland
- Going to school
- Travelling to a place of employment or training
- As a cheaper form of transportation than a motor vehicle
- As an alternative to using a car, particularly if the person does not have, or is not able to obtain, a licence
- Walking pets
- Towing trailers.

What are some of the challenges that motorised mobility device users face?

Whilst motorised mobility devices can provide users with independence and freedom, some users of these devices will experience challenges such as:

Personal issues:

- lack of confidence in using the motorised mobility device due to changes in physical or cognitive abilities or due to unfamiliarity with road rules or using a motorised device
- over-confidence – skill and ability don't correlate; or thinking that 'I can do what I want'
- long distances to travel if they live on the outskirts of Maryborough
- perception of the general community that motorised mobility devices are for older people only
- inability to carry much (e.g. supermarket shopping) on a motorised mobility device

Traffic issues:

- fear of injury from vehicles at crossings and reversing from driveways in particular
- risk associated with lack of road rule knowledge
- towing trailers
- utilising motorised mobility devices on roadways as a motor vehicle

Footpath / public space / business design issues:

- fear of falling off the motorised mobility device due to steep curves or uneven footpaths
- potential danger from having to ride a section of the desired route on road where there are no footpaths
- lack of accessible toilets (heavy doors, narrow doorways, lack of space to manoeuvre, etc) for motorised mobility devices in Maryborough to utilise when out and about
- the wide check out at the supermarket is not always open, hence it is difficult for motorised mobility device users to undertake their grocery shopping with confidence
- narrow paths, therefore potential for conflict with other path users
- some pedestrian devices, e.g. textured strips used for the vision impaired at a road crossing or loose tiles on the pavement can cause sensory issues for users of motorised mobility devices
- footpaths with vegetation growing over them

Cost issues:

- insufficient funds to purchase and / or maintain a motorised mobility device

Public transport

- insufficient wheelchair lifters and fixing points for electric wheelchairs on public and community transport

Storage / parking issues:

- lack of a suitable space to store the motorised mobility device (as is the case with some of the aged care facilities in Maryborough)

Support, education and awareness issues:

- lack of awareness of the different types of devices available
- lack of awareness of what constitutes a quality device
- lack of awareness of the type of support that is available for education and training from occupational therapists
- lack of awareness of charging stations in Maryborough
- lack of awareness of accessible routes in Maryborough to key destinations
- uncertainty about appropriate place to park a motorised mobility device
- information about motorised mobility device usage takes the form of a long booklet – there is no information provided in video format or other languages for people with literacy, language and comprehension issues
- Inadequate consideration of road rule requirements

Where do people buy motorised mobility devices?

Motorised mobility devices can be purchased or hired from healthcare and disability equipment suppliers in Maryborough, Bendigo and Ballarat. Some people purchase their device from shops / online shops, or alternatively buy their device second hand. The devices need to be serviced regularly. This service is offered by most specialised companies / businesses that specialise in the supply of motorised mobility aids, but not mainstream businesses.

Prices range from under \$1,000 to in excess of \$10,000 for a new motorised mobility device, depending on features. Some people under 65 years of age on a National Disability Insurance Scheme (NDIS) package, can have a motorised mobility device supplied for them, if recommended by their provider following an assessment of their needs.

What is future demand for motorised mobility devices likely to look like in Maryborough?

Globally the mobility scooter market size was approximately AUD \$1.81 billion in 2019, according to Fortune Business Insights¹¹ and is projected to reach AUD \$2.58 billion by 2027. This equates to an increase of 42.5%. If this figure is extrapolated against the Australian Government's estimation of

¹¹ Fortune Business Insights: <https://www.fortunebusinessinsights.com/mobility-scooter-market-102079>

current motorised mobility device usage in Victoria, this would equate to an additional 12 users in Maryborough by 2027.

However, as more aged and disability facilities are established in Maryborough (e.g. the new units being established by Havilah near Maryborough District Health Services), and as the population continues to age, the number of people wishing to use motorised mobility devices is likely to continue to increase beyond 12 additional users.

ASSESSMENT AND TRAINING

What type of assessment and training do users of motorised mobility devices receive?

According to the National Transport Commission¹², research undertaken by Australian Competition and Consumer Commission (ACCC) indicates that:

- “Very few motorised mobility devices users receive safety training or advice.
- At the time of purchasing, only about half (51 per cent) of motorised mobility devices users sought advice or assessment from specialists.
- A quarter (25 per cent) had safety training with their current device.
- Occupational therapists, other health professionals, and retailers such as sales persons and suppliers were the key providers of safety training and tuition (RRATRC, 2018).”

Discussions with services and users of motorised mobility devices in Maryborough indicates that assessment and training varies considerably from person to person. Occupational therapists at Maryborough District Health Service undertake assessments and training of their local clients to determine whether or not a motorised mobility device is suitable for a potential user. However, it is not compulsory to be assessed or to have participated in training in order to utilise a motorised mobility device.

Similarly, other aged care or disability services such as Havilah Hostel may require residents to seek permission to bring their device on site with them or be assessed by an Occupational Therapist prior to gaining permission to acquire a motorised mobility device and obtaining their ‘licence’. Residents may be reassessed at a later stage. Training is provided with the assessment e.g. how to use the device, how to charge it, etiquette / rules, information about safe routes to the CBD and observation of use.

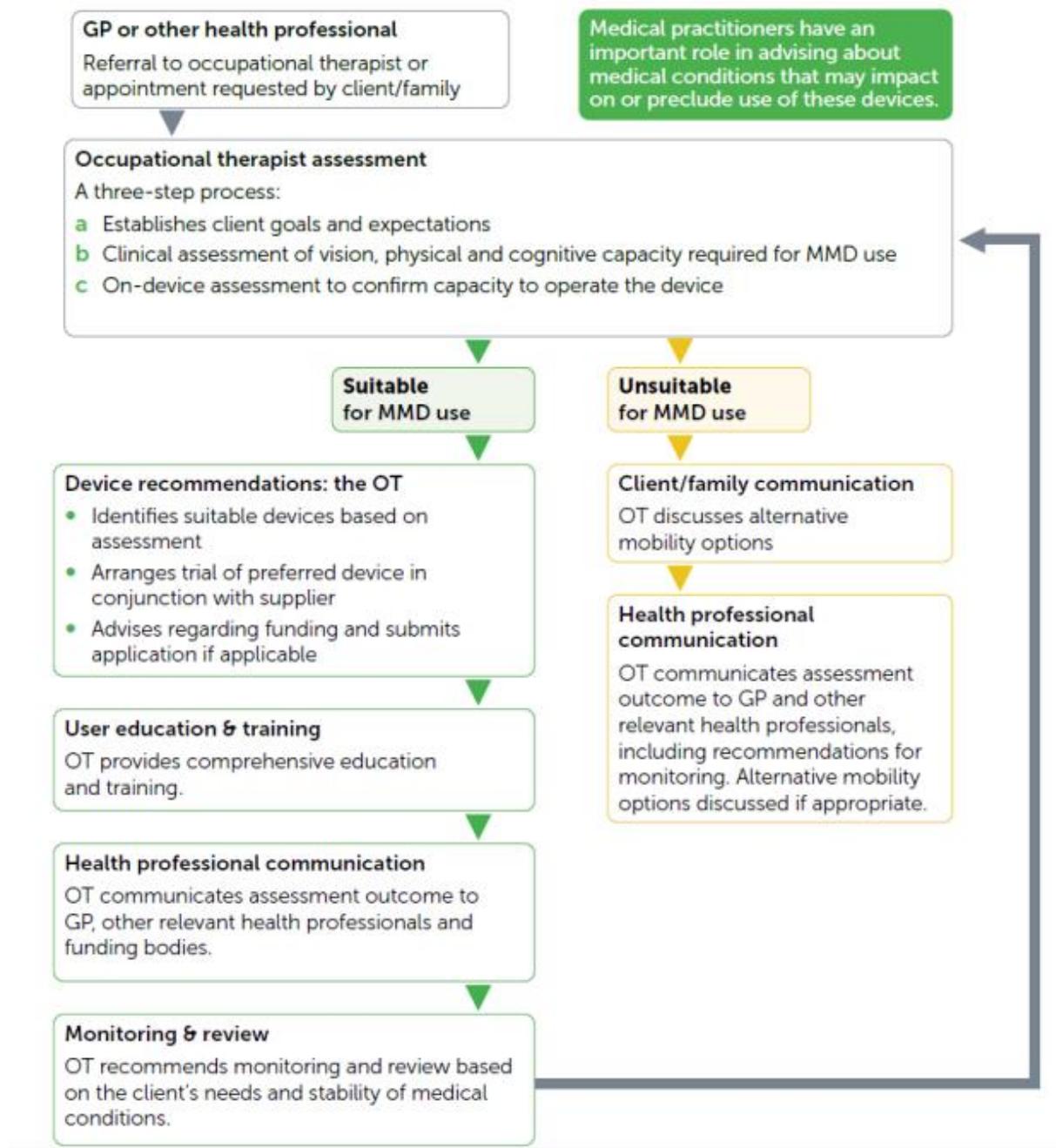
Retailers of motorised mobility devices may provide some education and training of motorised mobility devices and may provide advice as to which model may best suit their needs. Where someone has purchased a motorised mobility device second hand or from a mainstream business that does not specialise in such devices, it is assumed that no assessment nor training has occurred.

Some users acquire the VicRoads booklet, *A guide for choosing and using mobility scooters and powered wheelchairs* and the various fact sheets produced by VicRoads. This information is very comprehensive, however for people with literacy, language or comprehension issues, consideration could be given to producing this information in video format and in other languages.

In order to ensure a safe and enjoyable experience for motorised mobility device users, pedestrians and motorists, there is a need for more assessment and training. There are currently funding programs available from VicRoads for one-hour motorised mobility aid sessions – ideally suited to occupational therapists and aged care assessors.

¹² National Transport Commission Issues Paper – Barriers to the safe use of innovative vehicles and motorised mobility devices (2019): <https://www.ntc.gov.au/sites/default/files/assets/files/NTC%20Issues%20paper%20-Barrier%20to%20the%20safe%20use%20of%20innovative%20vehicles%20and%20motorised%20mobility%20devices.pdf>

The following diagram shows the clinical pathway for motorised mobility device assessment, device recommendation and training.



What type of things need to be assessed to determine whether or not someone should use a motorised mobility device?

Ideally a qualified professional such as an occupational therapist will assess a person's need for a motorised mobility device. The occupational therapist will assess the proposed user's physical, cognitive, perceptual and behavioural capacity in standardised environments such as a hospital corridor or set obstacle course as well as their performance in variable environments such as the home, shopping centre, school or workplace. This assessment will provide the therapist with an understanding of whether or not the potential user has understood their training and has practiced certain techniques and can operate the devices in an efficient and safe manner. Other key factors to consider include the need for additional equipment to be carried on the wheelchair or scooter, such

as carry bags, mobile phone, water bottle and large capacity urine bag; storage space and charging options at the residence; as well as the resources needed to maintain the wheelchair or scooter and specific transport issues that the device may or may not address.

Key components of an assessment should also include:

Physical Capacity Assessment	Decision Making Capacity
<ul style="list-style-type: none"> • Diagnosis • Medical history, treatment and complications • Physical attributes (e.g. muscle strength, balance, muscle tone and spasm, range of motion) • Body anthropometrics (e.g. weight, height, limb length, symmetry) • Physical complications that particularly affect function (e.g. fixed deformities, loss of sensation, ossification, hypotension) • Bowel and bladder function • Cardiovascular, respiratory function and swallowing. 	<ul style="list-style-type: none"> • Understand the facts • Understand the main choices • Express themselves • Weigh up the consequences of the choices • Understand how the consequences affect them • Communicate the decision • Road rule identification and understanding
Cognition and Perception	Specific abilities
<ul style="list-style-type: none"> • The user needs to be sufficiently alert • Able to maintain attention • Make judgments, including those concerning spatial requirements and predicting environmental changes (e.g. a person walking nearby changing direction) • Process information • Attend to detail • Make decisions • Plan • Problem solve • Remember and recall (visual and verbal) • Learn from errors. 	<ul style="list-style-type: none"> • The ability to manipulate controls, e.g. turn a key, adjust dials, use the accelerator • The ability to steer and turn, even in tight corners • The ability to turn the head to look to the side or behind if reversing • The ability to maintain balance when travelling across uneven or rough terrain • The ability to adjust body position when travelling up or down inclines • The ability to handle different weather conditions and long distances • The ability to be seated for extended periods • The ability to stand and walk short distances if required to leave the scooter.

What should a training program include?

A training program should include the following topics and skill assessments:

The wheelchair and user interface:

- Set up, components and adjustments, including joystick
- Use of the controller/drive modes and speeds, tilt and recline function, battery and charging
- User limits, protecting yourself and assistance
- Relieving pressure
- Reaching, bending and lifting
- Transfers

Safe practices:

- Planning, preparation and precautions
- Emergency skills (falling and recovery to seated position, evacuation, stairs, power breakdown)
- Wheelchair or scooter maintenance Inclement weather and night time safety
- Transport
- Road safety principles and rules
- Speed testing
- Night driving
- Towing
- Pets

Navigation skills:

- Thresholds, obstacles, ramps and slopes, cross slopes
- Manoeuvres: turning, doorways, tight environments and congested areas
- Crossing streets/intersections, curb cuts and curbs
- Smooth and rough terrain, tracks and grates
- Stairs, elevators and platform lifts, escalators
- Reversing

Physical skills:

- Driving on a flat surface
- Driving on a sloped or angled surface
- Driving on uneven terrain
- Using doors
- Using elevators
- Parking the mobility scooter
- Turning left
- Turning right
- Completing a U-Turn
- Completing a 3-point turn
- Appropriate speed selection and acceleration
- Driving backwards
- Manipulating the mobility scooter

- Manoeuvring obstacles
- Weave test/Zig-Zag /Figure 8's test
- Avoiding pedestrians
- Driving on footpaths
- Going up or down curbs.

DESTINATIONS

Where do people travel to in Maryborough using motorised mobility devices?

People using motorised mobility devices live in all parts of Maryborough and access many different parts of the town. They tend to visit shops, medical services, family / friends, employment, clubs/ organisations and recreational facilities. There does, however, appear to be a higher percentage of local residents living in aged care or disability facilities as compared with the general community. These key facilities are listed below. From conversations with motorised mobility users and services where they reside, a list of common destinations has also been identified (see below):

Common starting destination	Common end destination
Alma Street Public Housing	<ul style="list-style-type: none"> • Aldi – 111 Burke St • Bushland
Asteria Services – 20 Christian Street	<ul style="list-style-type: none"> • Central Goldfields Shire Council Offices – Nolan St • Centrelink – 16 Campbell St
Havilah (3 sites) – 11 Harkness Street; Palmerston Street; and Raglan Street	<ul style="list-style-type: none"> • Clarendon Medical Centre – 4 Neill St • Coles - in Goldfields Shopping Centre - 92/96 Burke St • Goldfields Reservoir – Reservoir Road • Hearing Australia 95-97 Nolan St • K-Mart - in Goldfields Shopping Centre - 92/96 Burke St • Library / Resource Centre – 91 Nolan St • Maggie’s Café - 141 High Street
Schoolhouse Village (retirement village) – 60-62 Gillies Street	<ul style="list-style-type: none"> • Maryborough Community House – 88-90 Burke St • Maryborough District Health Service – 75/87 Clarendon St • Maryborough Education Centre – Balaclava Rd • Maryborough Highland Society - 35 High St
Wattle Rise Nursing Home – 75-85 Clarendon Street	<ul style="list-style-type: none"> • Maryborough Hospital – 6 Neill St • Maryborough Sports and Leisure Centre – 40 Gillies St • Pharmacies: Priceline - 101 High St and Guardian Pharmacy Maryborough - 131 High Streets
Wintringham Supported Accommodation – 14 and 19 Campbell Street	<ul style="list-style-type: none"> • Phillips Gardens - corner Inkerman and Alma Streets • Podiatrist - 97 Nolan St • Post Office – 69a Clarendon St • Princes Park and Lake Victoria – bounded by Lake Rd, Holyrood St, Park Rd and Earl St
People’s homes throughout the town	<ul style="list-style-type: none"> • Shops in CBD – High St, Nolan St • Supported employment centre - 64-68 Nelson Street • Woolworths – 34-36 Tuaggra St

Where are the key ‘hot spots’ / issues in Maryborough for users of motorised mobility devices?

The following locations have been identified by users of motorised mobility devices and key stakeholders, as well as through observations by the project team, as ‘hot spots’ in Maryborough that should be addressed if possible to improve safety and accessibility:

Location	Details
Albert Street	<ul style="list-style-type: none"> Lack of footpaths on Albert St
Burns Street	<ul style="list-style-type: none"> Need more paths from Havilah Hostel in Burns Street into CBD area Need a safe crossing over Burns St from McDonalds (5-7 Tuaggra St) to Goldfields Shopping Centre (92/96 Burke St) between Sutton Rd and Mark Twain Drive Vegetation growing over the footpath.
Christian Street	<ul style="list-style-type: none"> Need a clear path into the CBD from Asteria site. Currently clients travel down Christian Street, cross over Napier Street, travel through the Woolworths car park, travel down Tuaggra Street to the pedestrian crossing in front of the craft shop (between Alma Street and Nolan Lane), then along Tuaggra Street, turning left into High Street. Ideally should travel along Christian Street, turn left in Napier Street, cross near the roundabout (currently no crossing there) and then travel along the south side of Tuaggra Street to High Street.
Clarendon Street	<ul style="list-style-type: none"> The area around the post office – cars coming in and out constantly – hard for scooter users to cross here.
Derby (Ballarat) Road	<ul style="list-style-type: none"> Difficult to cross as there are dual lanes on both sides and no crossings, hence users need to cross 4 lanes at once. Derby Road – rail crossing.
Gillies Street	<ul style="list-style-type: none"> Maryborough Schoolhouse Village is located at 60-62 Gillies Street Residents travel via scooter into the CBD by turning right down Gillies Street, turning left at Argyle Road (there is a rough grass section between Gillies Street and Argyle Road that needs a concrete path and a depressed kerb), then need a crossing over McKean Street, and then go under the railway bridge into the CBD area Residents also walk left from the Village along Gillies Street to the milk bar on Majorca Road. They need a crossing from the south side to the north side of Gillies Street and then a footpath from that crossing point to the Majorca Road intersection. Need accessible paths to the Leisure Centre.
Golden Wattle Drive	<ul style="list-style-type: none"> Need a crossing over Golden Wattle Drive from Taylor Street to Giddings Street where people cross the train line to enter Princes Park.

Location	Details
Harkness Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located at 11 Harkness St. There is one motorised scooter user currently residing here. • Residents travel along Holyrood and cross into Princes Park at the fire track (near Coronation Park Playground), past the netball courts and the oval and come out on Park Road (which eventually becomes High Street) near the Park Hotel • There are 110 residents at present, but an extension to the northern end of this facility will result in 135 beds.
High Street	<ul style="list-style-type: none"> • Difficult to see motorised scooter users as they enter the pedestrian crossing areas due to the position of parked cars and due to the fact that motorists often don't stop • High Street shopping area foot paths are cluttered by store merchandise and eateries now on foot paths, some places not enough room for pedestrians let alone scooters. Consider use of metal disks on footpath showing businesses the limitation of their goods on the footpath • Uneven footpath that slopes downwards near the corner of High St and Tuaggra St.
Holyrood Street	<ul style="list-style-type: none"> • Need footpath from Havilah in Harkness Street to Holyrood Street (via the horseshoe shaped lane), a crossing across Holyrood St, a footpath to the corner of Holyrood Street and Park Road (which will lead into High Street).
Inkerman Street	<ul style="list-style-type: none"> • Need a safe crossing over Inkerman Street near the Coles Fuel Station (53-55 High St) • The roundabout at the Coles Fuel station (53-55 High St) - dangerous • Footpaths on Inkerman St are in poor condition • There are overgrown gardens on Inkerman Street and raised concrete near the school crossing • The Inkerman/Majorca Road railway crossing is not able to cater for large or wide scooters. The right-angle turn is too sharp and narrow for such vehicles to pass through. Therefore, users of larger scooters have to use the road, and often end up waiting a long time before it is cleared of motorised traffic. Recognise that this is a Department of Transport issue.
Lake Victoria – Lake Road	<ul style="list-style-type: none"> • Path needs improvement on grandstand side • Safe access to Lake Victoria from Wills St, flatten walking track around lake (in some places on the grandstand side it becomes narrow and slopes dangerously downhill towards oval).
Majorca Road	<ul style="list-style-type: none"> • This road is used by scooter users and will be an access route to the Nelson Street Asteria supported employment / training site.
Neill Street	<ul style="list-style-type: none"> • May need to include additional pedestrian crossings or access for scooters/parking in new hospital precinct planning.

Location	Details
Nelson Street	<ul style="list-style-type: none"> • Need footpaths for clients to access Asteria supported employment centre (64-68 Nelson Street - right next to McPhersons).
Nolan Street	<ul style="list-style-type: none"> • Some of the tiles in front of the library / resource centre are loose and can be heard and felt moving under scooters. • Nolan Street crossing near the car dealership (35 Nolan St) does not align, therefore have to drive motorised mobility devices on the road a little • The first crossing ramp just up from the Shire Offices (12-22 Nolan St) and the Cambrian Hotel (26 Nolan St) does not have a ramp at the pub kerb, hence you have to ride on the road a bit. • A crossing on Nolan St (on the way to Coles – Goldfields Shopping Centre) has holes right near the kerb and the only way to safely navigate this section is to approach it at the right angle, otherwise you may fall off your scooter.
Palmerston Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Palmerston St. There are currently five motorised scooter users who live there. • Wattle Rise Nursing Home is situated on the corner of Palmerston and Nightingale Streets - it has 40 beds.
Raglan Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Raglan St. There are nine independent living units there and some residents may have motorised scooters. These residents travel down Havelock into town, or along Palmerston and then into Neill Street to visit the doctor and the hospital. • There is a large empty block on corner of Raglan and Neill Streets that will be turned into a 2-storey 26 bed facility with 4 independent units.
Tuaggra Street	<ul style="list-style-type: none"> • Need a safe crossing from Goldfields Shopping Centre to Mitre 10 (20 Tuaggra St) - in the section between Burke and Burns Streets) • Need a safe crossing from Park View Bakery (21 Tuaggra St) to ALDI (111 Burke St) between Napier and Burke Streets • Vegetation over footpath on south side of Tuaggra St (directly opposite Woolworths) • Footpath is sloped on corner of Tuaggra St (south side) and Alma St (west side).
General	<ul style="list-style-type: none"> • Need footpaths on streets with no footpaths (between Inkerman St and Dundas St, for example) • Deep guttering when crossing roads makes riding the scooter very stressful.

RULES AND REGULATIONS

What are the rules around usage of motorised mobility devices?

People who use motorised mobility devices are considered under the Road Safety Act and Victorian Road Safety Road Rules (2017) to be pedestrians.

This means that motorised mobility device users must:

- travel on the footpath unless impractical to do so
- face oncoming traffic if they have to travel on the road
- use the shortest possible route to cross roads
- give way to cars entering or exiting a roundabout
- give way to cyclists when crossing a bicycle path
- not obstruct the path of a driver or another pedestrian
- not park in an area that blocks the path of other pedestrians.

Further, motorised mobility devices must have a maximum speed of 10km/h on level ground and weigh no more than 110kg without the user or luggage on board.

Such devices are only permitted to be used if a person has an injury, disability or other medical condition that affects their ability to walk.

Australian Standards for the design, manufacture and testing of motorised mobility devices have also been developed to ensure high quality and safety (AS / NZ 3695 and AS / NZ 3696). No registrations or driver licences are required in Victoria for motorised mobility use. However, in Queensland, users are required to be registered (but don't need a licence).

A discussion paper was released by Austroads in 2019¹³ to seek stakeholder views on:

- options for the adoption of Australian Standard's Technical Specification for Motorised Mobility Devices
- considerations associated with a national registration and licensing system for motorised mobility devices and their users.

As a follow up to the Discussion Paper, Austroads released its Stakeholder feedback and Project Finalisation report¹⁴ in 2020 which indicated opposition to a national registration and licence arrangement for motorised mobility devices, primarily because many stakeholders believed such a practice would be discriminatory towards users. It also recommended that the Technical Specifications not be adopted due to a number of other reviews that were underway at the time (which may have impacted the specifications), e.g. the national Transport Commission's review of the Australian Road Rules to identify regulatory barriers to the safe and legal use of motorised mobility devices. In relation to third party insurance, it recommended that each state consider it at

¹³ Austroads (2019): Motorised Mobility Devices Discussion Paper:
https://austroads.com.au/__data/assets/pdf_file/0021/228054/AP-C107-19_Motorised_Mobility_Devices_Discussion_Paper.pdf

¹⁴ Austroads (2020) Stakeholder feedback and project finalisation report:
https://austroads.com.au/publications/registration-and-licensing/ap-r622-20/media/AP-R622-20_Motorised_Mobility_Devices.pdf

their discretion. Currently Victoria does not provide compulsory third party insurance for uses of motorised mobility devices, however Queensland and South Australia do provide free coverage and NSW and ACT cover users under the Nominal Defendant Scheme.

Wheeled recreational devices



Skateboard (source: wikihow.com)



Rollerblader (source: rollerblade.com)

Wheeled recreational devices, such as scooters, skateboards, rollerblades and roller skates can be used on footpaths, but cannot be used on:

- the pedestrian side of separated paths
- roads with dividing lines or median strips
- roads with a speed limit of more than 50 km per hour
- the road at night, except to cross the road, e.g. at an intersection (this rule does not apply to scooters with lights)

Further, they cannot be towed or used in the slipstream of another vehicle, nor used where there is a 'No Wheeled Recreational Devices or Toys' sign.

Motorised skateboards cannot be used on public roads or road related areas including footpaths or nature strips.

Scooters



Electric scooter / e-scooter (source: electrive.com)

Foot scooters have 2-3 wheels, a footboard between the front and back wheels, are steered via handlebars, may or may not have a seat and are moved by pushing one foot against the ground. Motorised scooters have the same features as a

foot scooter, however they can be propelled by an electric motor (with a maximum power output of 200 watts) and are not able to travel faster than 10km per hour when ridden on level ground. If the motorised scooter is powered by petrol motor, exceeds 200 watt power output or can travel at a

speed of more than 10km per hour, it cannot be used on roads or any road related areas such as footpaths, share paths or public areas.

Users of scooters must follow the same rules as for wheeled recreational devices. In addition, they must wear an Australian Standards approved bicycle helmet, ride with at least one effective brake on their scooter, have a bell or horn fitted to their scooter and at night use appropriate lights, i.e. white light on the front, red light on the back and a red reflector on the back.

Innovative vehicles and personal mobility devices

There are various other innovative vehicles or personal mobility devices such as segways, hoverboards, YikeBikes, monowheels, solowheels and other self-balancing motorised devices that are used for transportation. Motorised scooters are not included in this list. These motorised personal mobility devices:

- have at least 1 wheel
- are designed to be used by 1 person
- are propelled by an electric motor or motors;
- are not capable of travelling over 25km/h on level ground when propelled only by the motor or motors
- are fitted with an effective stopping system controlled by using brakes, gears or motor control
- meet certain size and weight requirements
- do not include a bicycle, motorised scooter, motorised wheelchair or wheeled recreational device



Off road electric powered skateboard (Source: bajaboard.com.au)



Yikebike (Source: autoevolution.com)



Solowheel (Source: youtube.com)



Segway (Source: adrenaline.com.au)

Unless specifically exempted under the 1986 Road Safety Act¹⁵, VicRoads states that the majority of these devices don't meet the Australian Design Rules or the standards required to register a vehicle, and therefore cannot be used on roads or footpaths – only private property¹⁶. However an amendment to the Australian Road Rules in 2021¹⁷ states a person using a personal mobility device:

- must keep as far to the left side of the road as is practicable
- must not travel alongside more than 1 other pedestrian or vehicle travelling on the road in the same direction as the PMD user unless the PMD user is overtaking other pedestrians or vehicles
- must give way to a pedestrian who is on the crossing, footpath or shared path
- must travel a sufficient distance from a pedestrian so that the PMD user can, if necessary, stop safely to avoid a collision with the pedestrian
- must not travel on: (a) a road with a dividing line or median strip; or (b) a road on which the speed-limit is greater than 50 kilometres per hour; or (c) a one-way road with more than 1 marked lane.
- must keep to the left of the crossing, footpath or shared path unless it is impracticable to do
- must not travel on the part of a separated footpath designated for the use of pedestrians unless the PMD user: (a) is crossing the separated footpath by the shortest safest route; and (b) does not stay on the separated footpath for longer than is necessary to cross the separated footpath safely
- must keep to the left of oncoming bicycle riders or other PMD users on a bicycle path, footpath, separated footpath or shared path
- must not travel in or on a personal mobility device that is being towed by a vehicle.
- must not hold onto a vehicle while the vehicle is moving.
- must not travel within 2 metres of the rear of a moving motor vehicle continuously for more than 200 metres.
- must wear an approved bicycle helmet securely fitted and fastened on the PMD user's head, unless the PMD user is exempt from wearing a bicycle helmet under another law of this jurisdiction.
- must not carry another person or animal while using the personal mobility device
- must be 16 years old or older.
- must not travel at a speed over the speed specified by another law of this jurisdiction as the maximum speed for the road or path on which the PMD user is travelling.
- must not travel at night, or in hazardous weather conditions causing reduced visibility, unless the personal mobility device, or the PMD user, displays: (a) a flashing or steady white light that is clearly visible for at least 200 metres from the front of the personal mobility device; and (b) a flashing or steady red light that is clearly visible for at least 200 metres

¹⁵ VicRoads: <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-rules/a-to-z-of-road-rules/scooters-and-wheeled-recreational-devices>

¹⁶ VicRoads: <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-rules/a-to-z-of-road-rules/scooters-and-wheeled-recreational-devices>

¹⁷ Australian Road Rules (Personal Mobility Devices) Amendment 2021: <https://pcc.gov.au/uniform/2020/pcc-567-d14.pdf>

from the rear of the personal mobility device; and (c) a red reflector that is clearly visible for at least 50 metres from the rear of the personal mobility device when light is projected onto it by a vehicle's headlight on low-beam.

- must not have their personal mobility device fitted with any object or fitting that, because it is pointed or has a sharp edge, is likely to increase the risk of bodily harm or injury to a person.
- must not use a mobile phone that the person is holding in the person's hands while the person is using a personal mobility device.

What type of regulatory or planning reforms may be required to improve the experience for motorised mobility devices users?

At a Council level, there are numerous things that Central Goldfields Shire could do to improve the experience for motorised mobility device users, i.e.:

- Strategic planning – review Council's strategic plans to ensure that the needs of motorised mobility devices are considered, and their needs met and ensure that future plans consider the needs of motorised mobility device users.
- Planning regulations – review the Planning Scheme and consider introducing an amendment to ensure that all new residential developments incorporate a 2.5 metre wide shared path and that gutters, intersections, etc are accessible and designed to ensure a safe experience for all pedestrians including motorised mobility device users.
- Provide education programs.

OTHER FORMS OF TRANSPORT

What are the alternative forms of travel to motorised mobility devices in Maryborough for people with mobility issues?

Transportation opportunities for people with walking difficulties in Maryborough, other than motorised mobility devices include:

Cars – some people with mobility issues are able to drive a car, but a considerable number are likely to get a lift to medical appointments, events or shops with family, friends or carers. Some will have recently surrendered their licence as they have been deemed unable to safely operate a car any longer. Others may technically be able to drive a car, but may not be able to afford, maintain and operate it.

Some people with mobility issues many never have held a licence, so are unable to drive a car. This group may find it more challenging to learn how to use a motorised mobility aid. Others may have lost their license for various traffic or substance issues, and therefore see a motorised mobility device as an alternate form of transport.

Taxi – there are a number of taxis in Maryborough including a maxi taxi. The Victorian Government's Multi-Purpose Taxi Program (MPTP)¹⁸ subsidises half of the total taxi fare (up to a maximum of \$30 per trip) for people with severe and permanent disabilities and who can demonstrate financial hardship. There is no limit on the number of taxi journeys a person with severe disabilities can take under this scheme. Some people with disabilities still find this service expensive and tend to use it sparingly, e.g. when they need to transport their groceries.

Ride share programs – note that there are no ride share programs such as uber in Maryborough as yet.

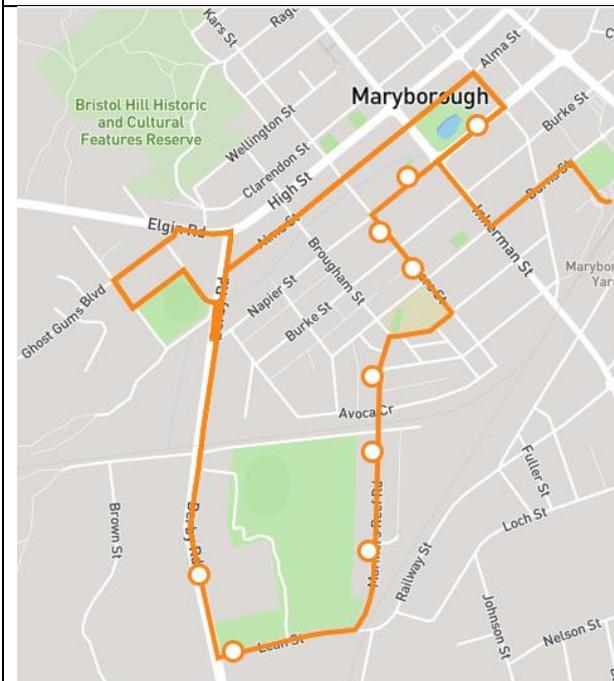
Public bus – there are four different bus routes operated by Public Transport Victoria within Maryborough¹⁹. Most of these services run on an hourly basis for much of the day from between 7am and 8am (depending on the route) through to just after 6pm. Some of these services do not operate between 2pm to 5pm. None of these buses are listed as wheelchair accessible services.

The routes for each of these services follows:

¹⁸ Commercial Passenger Vehicles Victoria: <https://cpv.vic.gov.au/passengers/mptp/how-to-apply>

¹⁹ Public Transport Victoria: <https://www.ptv.vic.gov.au/timetables/>

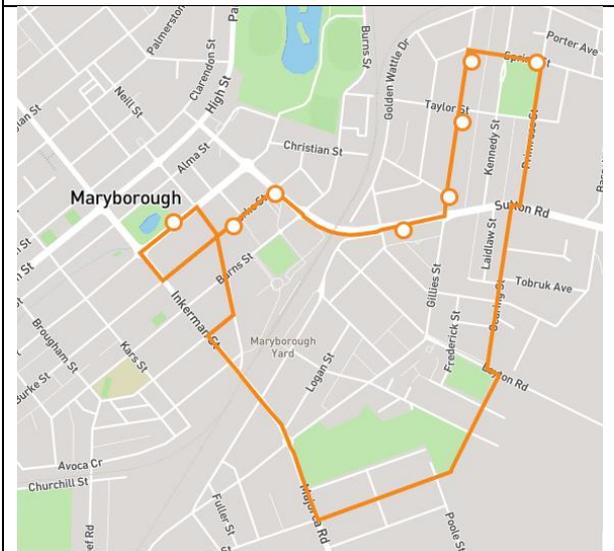
Maryborough – Hedges



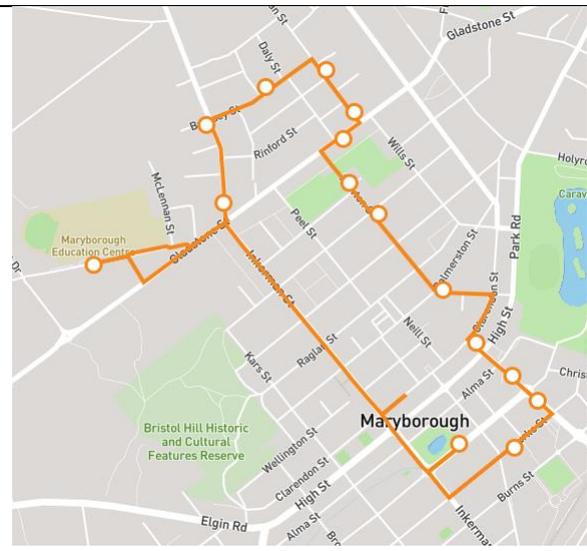
Maryborough – Princes Park



Maryborough – Pascoe



Maryborough Education Centre



INFORMATION

What type of information is available in the public realm for users of motorised mobility devices?

The most well-known source of information about motorised mobility devices is a brochure produced by VicRoads titled *A guide for choosing and using mobility scooters and powered wheelchairs*. This brochure includes information about:

- Deciding whether a motorised mobility device is right for you
- Choosing a device best suited to your needs
- Using the device effectively and safely
- Accessing public transport
- Knowing where to go to get more information

This brochure is available at all VicRoads offices, including the Maryborough VicRoads office.

There are also a number of fact sheets produced by VicRoads to complement the guide, i.e.:

- Fact Sheet 1 - Is a motorised mobility device right for you?
- Fact Sheet 2 - Choosing the right device
- Fact Sheet 3 - Occupational therapist assessment for use of a mobility scooter or powered wheelchair
- Fact Sheet 4 - Safe use of your motorised mobility device
- Fact Sheet 5 - Using your motorised mobility device on public transport in Victoria
- Fact Sheet for GP Practices - Motorised Mobility Devices

Some Councils, such as City of Greater Bendigo, produce Mobility Maps which identify the safest routes around a CBD area for all people, including those who use motorised mobility aids. These maps also highlight the location of disabled parking, accessible toilets and charging stations for motorised mobility aids.

From discussions with users of motorised mobility devices, not everyone is aware of the VicRoads guide and some distributors do not supply this booklet when someone purchases a motorised mobility device.

RISK MANAGEMENT

What are the risks associated with motorised mobility devices?

The Australian Institute of Health and Welfare, in partnership with Flinders University published a paper in May 2019 titled *Mobility scooter-related injuries and deaths*²⁰. The authors found that in the five-year period between 2011-2016, 4,613 people were admitted to hospital for an injury possibly sustained from use of a mobility scooter. 97% of these injuries were fall-related. The remaining 3% were pedestrians injured in a collision with a mobility scooter.

It also noted that in the 10-year period from 2006 to 2016, a total of 69 people aged 60 and over died from a mobility scooter-related incident. These deaths were most likely to occur when the person was crossing the road (45%). It stated that in the previous decade there were around 200 fall injuries most likely from a mobility scooter. This figure rose to about 500 per year from 2006 to 2016.

Unfortunately, there has been one death reported in Maryborough in 2019 when a person using a motorised mobility device was struck by a car when trying to cross the road. As motorised mobility users are classified as pedestrians (and therefore accident results are combined with those of pedestrians), it is difficult to determine how many other motorised mobility device users may have sustained injuries in other minor accidents or near misses.

A number of comments were received from both motorised mobility device users and members of the community in Maryborough regarding potential safety issues. Motorised mobility device users frequently mentioned their concern that cars would not give way to them on the pedestrian crossings in High Street. Of concern was also the lack of understanding of the road rules by some motorised mobility device users – some of whom believe that their device is a vehicle and therefore subjected to the same road rules as a car (as opposed to being considered a pedestrian in the road rules).

Another risk to consider is the purchase of a sub-standard motorised mobility device either from a non-specialist retailer or second hand. Such devices may cause considerable inconvenience, costs or even injury to the user if they break down or fall apart.

Several community members voiced their concerns about some motorised mobility device users travelling too fast along footpaths and the potential for an injury to a pedestrian. They were also concerned about the potential safety of motorised mobility users who travelled along the road (rather than on a footpath or shared trail) and the potential for a major collision with a car or truck.

Some key actions that motorised mobility device users can take to reduce the likelihood of having an accident include:

- Understanding and abiding by the road rules (i.e. adhering to the same road rules as pedestrians, not motorised vehicles)
- Having the motorised mobility aid regularly serviced

²⁰ Australian Institute of Health and Welfare and Flinders University (May 2019) *Mobility scooter-related injuries and deaths*: <https://www.aihw.gov.au/getmedia/61abe614-d7b8-41c3-ba9a-0215f77a7c89/aihw-injcat-201.pdf.aspx?inline=true>

- Leaving home with a fully charged battery
- Choosing to use safe routes
- Alerting motorists and pedestrians to their presence through the use of lights, flags and reflective clothing
- Consider wearing a helmet
- Utilise footpaths and shared trails wherever possible
- Only cross the road at designated crossings or where approaching cars are clearly visible

SUPPORT

What type of support is required to improve the experience of motorised mobility device users?

Users of motorised mobility devices spoke about the need for accessible toilets in public spaces as one of the key types of support required to enable them to more frequently utilise their devices. Many of the accessible toilets in Maryborough have doors that are too heavy or awkward to use, and limited space within the cubicle.

Similarly, some users spoke about the need for dedicated parking spaces, particularly in High Street and near supermarkets / major retailers. Within supermarkets they were keen for the wide check out aisle to be open consistently to enable them to more confidently go out shopping.

Access to maxi taxis is also important as required. A number of motorised scooter users mentioned that they are unable to carry all of their groceries on their device, so need the services of a maxi taxi to help with large shops. Similarly, maxi taxis are the preferred form of transportation in the evenings or on days of inclement weather for a number of motorised mobility device users.

When a motorised scooter stops working, there is also a need for a roadside assist program. RACV provides such a service – the Emergency Wheelchair and Scooter Assist program²¹ at an annual cost of \$30 (minus member discounts), but this does not appear to be widely known amongst motorised mobility device users.

Information about safe and accessible routes within Maryborough to key destinations would also be highly advantageous. A number of municipalities have produced accessibility maps and provide these maps online and as hard copy printed maps.

Education regarding road rules and how to utilise motorised mobility devices is also a very important type of support.

²¹ RACV: <https://www.racv.com.au/on-the-road/roadside-assistance/wheelchair-scooter-assist/mobility-device-safety-tips.html>

TRENDS

What are the trends and best practice elsewhere relating to motorised mobility devices?

Mobility maps

Numerous Councils around Victoria have developed mobility maps featuring a map of an area or areas within the municipality, incorporating information such as gradients, accessible and non-accessible toilets, accessible and regular parking bays, accessible ATMs, taxi ranks, TTY phones, audible pedestrian crossings, scooter / wheelchair charging points, infant feeding rooms, public phones, seating, baby change, storage lockers, drinking fountains, areas of heat respite (air conditioned buildings and shaded parks with seating) and supermarkets.



1: Mobility Map - City of Greater Bendigo

Charging stations



2: Image of charging station. Source: City of Greater Bendigo

A number of Local Government Authorities around Victoria have installed charging devices for motorised mobility devices in accessible central locations. Central Goldfields Shire Council has a charging point at its library / resource centre.

The City of Greater Geelong has partnered with Recharge Scheme Australia and businesses across the municipality to enable users of motorised mobility aids to recharge their battery for free at numerous locations throughout the City, such as:

libraries, shopping centres, pharmacies, Council offices, neighbourhood houses, community centres, universities, railway stations, arts centres, disability services, mobility equipment suppliers, etc.

Light weight motorised scooters



Earlier versions of motorised scooters were relatively heavy and more cumbersome to operate, compared with some of the newer, lighter motorised scooters on the market. These lighter motorised scooters are generally more affordable than the heavier versions.

3: Light weight motorised scooter. Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p537/Trek_Zippy.html

All terrain power wheelchairs



One of the trends from a manufacturing point of view is the development of more off-road and rugged motorised mobility aids that can be used on a variety of terrains such as gravel, sand, mud and snow. One of the motorised mobility aid users interviewed as part of this strategy regularly travels to the bush to spend time in nature and watch horses in paddocks.

4: Terrain power wheelchair (Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p550/Terrain_Hopper_-_Overlander_4ZS.html)

Standing wheelchairs



Standing wheelchairs have been developed in order to allow people who are normally confined to a seated position, to stand up, supported by a harness belt, head rest and leg support.

5: Standing wheelchairs (Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p521/ANGEL_Standing_Wheelchair.html)

Growth in use of electric wheelchairs



A report by Allied Market Research²² indicates that there is likely to be increased demand in electric wheelchairs of around 8.4% per annum globally, due to the ageing of the population (and therefore increased number of people experiencing some form of chronic disease or disability) and the increasing number of accidents whereby people are temporarily or permanently physically disabled. It also notes that there will be demand for more sturdy and robust devices to cater for the increasing number of people with obesity in the community.

6: Robust and heavy duty design electric wheelchair. Source: <https://www.pridemobility.com/jazzy-power-chairs/jazzy-1450/>

²² Allied Market Research (2021): <https://www.alliedmarketresearch.com/electric-wheelchair-market>

Development of automated movement systems



7: Automated movement system

Allied Market Research²³ also notes that there has been growth in the development of automated movement systems and the use of artificial intelligence in relation to electric wheelchairs. These technological advancements mean that the user can control their wheelchair through various facial expressions such as raising eyebrows or sticking out their tongue. This in turn reduces the manual intervention of caregivers and creates greater levels of control by the users.

A German company called Munevo²⁴ has developed a system that uses movement sensors that are present in Google's smart glasses (i.e. gyroscopes and accelerometers) which then allow the user to steer and control their wheelchair using delicate head movements which are tracked by the glasses. There is an adapter installed in the wheelchair drive that receives communication from the glasses wirelessly via Bluetooth.

Wider shared paths



8: Example of shared pathway (photo courtesy of Camden Courier)

There has been a greater focus by Local Government Authorities to ensure that shared paths in popular areas are sufficiently wide for a variety of different users, including users of motorised mobility devices. Whereas previously paths may have been 1.5 metres wide, many municipalities are constructing shared paths 2.8m-3.0m wide.

²³ Allied Market Research (2021): <https://www.alliedmarketresearch.com/electric-wheelchair-market>

²⁴ Forbes – Gus Alexiou (2020): Munevo: A Novel Way to Operate An Electric Wheelchair Using Google Smart Glasses: <https://www.forbes.com/sites/gusalexioiu/2020/11/30/munevo-a-novel-way-to-operate-an-electric-wheelchair-using-google-smart-glasses/?sh=c6f7df729bf8>

DESIGN

What are the infrastructure guidelines that we need to consider around motorised mobility devices?

Pedestrian Access & Safety

All proposed safety measures relating to pedestrian paths and / or mobility access must adhere to the following standards and guidelines:

- Central Goldfields Shire Council (CGSC): Outdoor Dining and Trading – Code of Practice;
- AS 1428.1:2021;
- Austroads Guides to Road Design (ARGD) Part 6A: Paths for Walking & Cycling; and
- ARGD Part 4A: Unsignalised & Signalised Intersections.

Findings Overview

Cardno has developed in-depth plans along with detailed site inspection findings to be reviewed in conjunction with this strategy. All detailed findings for specific locations can be found in Appendix A while the detailed plans can be found in Appendix B.

From the inspections undertaken by Cardno now Stantec, the following generic measures are proposed:

- Installation / realignment of pram ramps including tactiles;
- Installation / upgrades to pedestrian paths;
- Installation / widening of pedestrian refuges;
- Installation of pedestrian crossings;
- Kerbing realignment works; and
- Civil works to alter pavement imperfections.

Upon review, the following findings can be concluded:

- A nominated mobility route should be developed to service the residential areas of Maryborough. The aim of the nominated route is to provide general access to all users. A nominated route can be observed on *V210647-SK-012*. This route must include pram ramps, widened paths, widened pedestrian refuges and appropriate wayfinding signage.
- The nominated mobility route must be regularly maintained. Paths must be kept to a serviceable standard so as users aren't at risk of injury. Paths must also be kept free from vegetation overgrowth.
- Existing paths must be inspected for cracks / raised bumps / uneven surfaces / vegetation overgrowth.
- All pedestrian crossings along High Street to be inspected to ensure crossing sight distance requirements are currently fulfilled.
- All pedestrian paths within the CBD area need to provide users with a clear path in compliance with CGSC guidelines to ensure retailers aren't encroaching on the designated pedestrian zones. Please refer to Section 4.2 in CGSC: Outdoor Dining and Trading – Code of Practice.

ACTIONS

The following actions have been identified to better meet the needs of users of motorised mobility devices and to provide better connections to key places and spaces in Maryborough.

Priority: High – 1-2 years; Medium 3-4 years; Low 5 years+

Focus area	Action	Responsibility	Council role	Resources	Priority
Information	Develop an accessible mobility map that includes information about safe routes into the CBD, gradients, accessible toilets, car parks, taxi ranks, charging stations, TTY phones, public phones, drinking fountains, shaded seats, ATMs, services, recreational areas, accessible businesses, etc. This accessibility map should be made available as a hard copy and also online.	Community Services unit	Deliver	\$10k for design and printing	High
Information	Encourage local suppliers of motorised mobility devices to provide purchasers with a copy of the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets.	Community Services unit	Partner	Staff time	High
Assessment	Develop a promotional campaign with Maryborough District Health Service to increase community awareness of the importance of being properly assessed and to undertake training prior to purchasing a motorised mobility device.	Community Services unit	Partner	Staff time \$5k for project implementation	High
Education	Apply for funding from VicRoads to run one-hour motorised mobility aid sessions.	Community Services unit	Deliver	Staff time	High
Public toilets	Review accessible public toilets in Maryborough (including their access doors) to ensure that they are	Strategic planning unit	Deliver	Staff time	High

Focus area	Action	Responsibility	Council role	Resources	Priority
	compliant and meet the needs of users of motorised mobility devices.			Additional cost to remedy toilets as required	
Council owned and leased buildings	Ensure that Council owned and leased buildings in Maryborough enable easy manoeuvrability of motorised mobility devices.	Strategic planning unit	Deliver	Staff time Additional cost to remedy as required	High
Markers	Clearly define safe routes around the Maryborough CBD area by providing a coloured marker on the pavement that is recognisable by the community.	Engineering unit	Deliver	\$10k	High
Policy	Reduce obstructions on footpaths (including outside shops on High Street) by developing a Safe Street Policy and program of works.	Strategic planning unit	Deliver	Staff time Additional cost to remedy as required	High
Planning	Amend the Planning Scheme in the Municipal Planning Strategy (MPS) section (or Vision and Purpose section) to include walkability and accessibility as objectives in: Clause 02.3-1 Settlement and ensure that there is a focus on creating accessible pathways in new developments suitable for motorised mobility device users.	Strategic planning unit	Deliver	Staff time	High
Implementation	Seek to include a user of a motorised mobility device on Council's Access and Inclusion Committee.	Community services unit	Deliver	Staff time	High
Policy	Develop a new policy on the safe use of electric wheelchairs and motorised scooters in Council facilities and provide training about this policy to Council staff.	Community services unit	Deliver	Staff time	Medium

Focus area	Action	Responsibility	Council role	Resources	Priority
Charging stations	Install charging stations for motorised mobility devices at Central Goldfields Shire Office (Nolan St), Goldfields Shopping Centre (Tuaggra Street) and Maryborough Post Office (Clarendon Street) to complement the existing charging station at Maryborough Library (Nolan Street).	Engineering unit	Partner and Deliver	\$30k	Medium
Planning	Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough.	Engineering unit	Deliver	\$20k	Medium
Public transport	Investigate the opportunity to improve wheelchair lifters and fixing points for electric wheelchairs on public and community transport.	Strategic planning unit	Partner and Deliver	Staff time	Low
Information	Advocate to VicRoads for the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets to be translated into various community languages and to produce a video that highlights the key considerations related to owning and using a motorised mobility device.	Community Services unit	Advocate	Staff time	Low
Signage	Undertake an audit of street signs to identify non-compliant signage and include recommendations in the scheduled program of works.	Engineering unit	Deliver	Staff time Additional cost to remedy as required	Low
Parking of motorised mobility devices	Work in partnership with the retail sector in Maryborough to designate parking spaces outside businesses for users of motorised mobility devices.	Strategic planning unit	Partner and Deliver	Staff time \$3k grants for signage	Low
Information	Ensure that copies of the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered</i>	Community Services unit	Partner and Deliver	Staff time	Ongoing

Focus area	Action	Responsibility	Council role	Resources	Priority
	<i>wheelchairs</i> and associated fact sheets are available in the foyer of Central Goldfields Shire.				
Council communications	Ensure that images of people using motorised mobility devices are included in Council promotional and communications materials and on Council's website to normalise and legitimise usage of motorised mobility devices by residents.	Communications unit	Deliver	Staff time	Ongoing
Planning	Review Council's strategic plans to ensure that the needs of motorised mobility devices are considered and their needs met and ensure that future plans consider the needs of motorised mobility device users.	Strategic planning	Deliver	Staff time	Ongoing
Education	Work in partnership with occupational therapists and allied health assistants from Maryborough to run an annual workshop on motorised mobility devices designed for aged and disability care workers, carers and those considering purchasing a device.	Community Services unit	Partner and Deliver	Staff time \$1k project costs	Ongoing
Implementation	Ensure that the implementation of the Motorised Mobility Device Strategic Plan is monitored by Council's Community Services unit and the Access and Inclusion Committee.	Community services unit	Deliver	Staff time	Ongoing
Infrastructure	Review Stantec findings and recommendations (see Appendix A and B) and develop an implementation plan.	Engineering unit	Deliver	Not costed	High to low

Central Goldfields Shire

Motorised Mobility Device Strategic Plan 2022-2027

Appendix A – Infrastructure Findings



INFRASTRUCTURE FINDINGS

This table provides an overview of the infrastructure works required from 2022-2027 to enable safe access for people who use motorised mobility devices in Maryborough. Recommendations have been made based on community engagement findings, information from other reports and a visual assessment of footpaths and roads.

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Albert Street	Point	Residential	<ul style="list-style-type: none"> Lack of footpaths on Albert St. 	<ul style="list-style-type: none"> Footpath to be implemented on South side of the street. Pram ramps and supporting infrastructure needed. 	Aerials only.	Deliver	4
Alma Street Public housing	Origin	Residential	<ul style="list-style-type: none"> Accommodation origin point. 	<ul style="list-style-type: none"> Upgrade pram ramps. 	053	Deliver	3
Asteria Services – 20 Christian Street	Origin	Residential	<ul style="list-style-type: none"> Need a clear path into the CBD from Asteria site 	<ul style="list-style-type: none"> Proposed pedestrian crossing near Asteria site towards Aldi. 	014-015	Deliver	4
Barkly Street				<ul style="list-style-type: none"> Existing pram ramps do not comply with standards. Need pram ramps installed. 	035	Deliver	2
Burns Street	Point	Residential	<ul style="list-style-type: none"> Need more paths from Havilah Hostel in Burns Street into CBD area Need a safe crossing over Burns St from McDonalds (5-7 Tuaggra St) to Goldfields Shopping Centre (92/96 Burke 	<ul style="list-style-type: none"> New paths being proposed within Lake Victoria precinct (Princes Park Masterplan). Negates need for path along Burns St, will need 	010 011 - 013 023 & 024 025 - 027	Deliver	4 1 2 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>St) between Sutton Rd and Mark Twain Drive</p> <ul style="list-style-type: none"> Vegetation growing over the footpath. 	<p>links to/from proposed paths.</p> <ul style="list-style-type: none"> Pedestrian crossing needed across driveway entry/exit to SC car park. New pedestrian crossing near Giddings St intersection to link near footpath on Burns St w/ link to Taylor Rd across level crossing. 	028 & 029		
Campbell Street	Origin	Residential	<ul style="list-style-type: none"> Accommodation origin point. 	<ul style="list-style-type: none"> No comment 	Aerials only	N/A	N/A
Clarendon Street	Point	CBD	<ul style="list-style-type: none"> The area around the post office – cars coming in and out constantly – hard for scooter users to cross here. Area around Wattle Rising Nursing Home. 	<ul style="list-style-type: none"> Introduce new pedestrian crossing at entry and exits of car park to Post Office area. Widen footpath in area. 	046	Deliver	1
Derby (Ballarat) Road	Point	Residential	<ul style="list-style-type: none"> Difficult to cross as there are dual lanes on both sides and no crossings, hence users need to cross 4 lanes at once. 	<ul style="list-style-type: none"> Extend kerbing from along High St and around corner into Derby Rd to reduce southbound exit lanes on Derby Rd to 1 instead of two. Will reduce carriageway width and thus crossing width. Need SPA to determine kerbing arrangement based on vehicle size. 	051 & 052	Advocate to DoT	5

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Dundas Street				<ul style="list-style-type: none"> Existing pram ramps do not comply with standards. Need pram ramps installed. Existing path may require re-levelling. 	036 & 037	Deliver	2
Golden Wattle Drive	Point	Residential	<ul style="list-style-type: none"> Need a crossing over Golden Wattle Drive from Taylor Street to Giddings Street where people cross the train line to enter Princes Park. 	<ul style="list-style-type: none"> Crossing facilities already present to cross Golden Wattle Drive. New footpath to connect level crossing path to existing path off Burns St. 	021 & 022	Deliver	3 4
Havilah – 11 Harkness Street	Origin	Residential	<ul style="list-style-type: none"> Residents travel along Holyrood and cross into Princes Park at the fire track (near Coronation Park Playground), past the netball courts and the oval and come out on Park Road (which eventually becomes High Street) near the Park Hotel. Need footpath from Havilah in Harkness Street to Holyrood Street (via the horseshoe shaped lane), a crossing across Holyrood St, a footpath to the corner of Holyrood Street and Park Road (which will lead into High Street). 	<ul style="list-style-type: none"> Need to flatten crest on bridge over creek. No footpath required along the horseshoe shaped bend. The surface is only utilised for Energy Breakthrough HPV racing in November. Crossing proposed over Holyrood St into Princes Park area. Extend footpath from corner of Park Rd to horseshoe bend east corner. Pram ramps required where appropriate. 	031 032 033 & 034	Deliver	5 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
High Street	Length	CBD	<ul style="list-style-type: none"> • Difficult to see motorised scooter users as they enter the pedestrian crossing areas due to the position of parked cars and due to the fact that motorists often don't stop • High Street shopping area foot paths are cluttered by store merchandise and eateries now on foot paths, some places not enough room for pedestrians let alone scooters. Consider use of metal disks on footpath showing businesses the limitation of their goods on the footpath 	<ul style="list-style-type: none"> • Recommend CSD checks be undertaken for pedestrian crossings. • Agree footpaths are congested in areas, metal disks suggestion supported. • No pavement issues observed. 		Deliver	1
Inkerman Street	Length	CBD / Residential	<ul style="list-style-type: none"> • Need a safe crossing over Inkerman Street near the Coles Fuel Station (53-55 High St) • The roundabout at the Coles Fuel station (53-55 High St) – needs to be addressed as a safety issue • Footpaths on Inkerman St are in poor condition 	<ul style="list-style-type: none"> • Pedestrian refuges to be widened at High St intersection. Pedestrian crossings proposed on eastern and southern legs of roundabout. • Pavement issues should be raised as a separate overarching item - common around CBD area – raise with Council. As a strategy item, this should be included in Council auditing and maintenance. 	016 & 017 047 - 050	Advocate to DoT (int. with High St) Deliver	2 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Lake Victoria – Lake Road	Point	Residential	<ul style="list-style-type: none"> Path needs improvement on grandstand side Safe access to Lake Victoria from Wills St, flatten walking track around lake (in some places on the grandstand side it becomes narrow and slopes steeply downhill towards oval). 	<ul style="list-style-type: none"> Comments regarding pavements as per Inkerman St. Didn't observe steep pavement. 	N/A	Deliver	1 N/A
Majorca Road	Point	Residential	<ul style="list-style-type: none"> This road is used by scooter users and will be an access route to the Nelson Street Asteria supported employment / training site. 	<ul style="list-style-type: none"> Paths required and new crossing infrastructure needed to link new path on Nelson St with existing network. 	006-009; 016-017	Deliver	3
Neill Street	Point	Residential	<ul style="list-style-type: none"> May need to include additional pedestrian crossings or access for scooters/parking in new hospital precinct planning. 	<ul style="list-style-type: none"> New footpath on eastern side near new development. Supporting infrastructure needed. 	040 & 041	Deliver	2
Nelson Street	Destination	Industrial	<ul style="list-style-type: none"> Need footpaths for clients to access Asteria supported employment centre (64-68 Nelson Street - right next to McPhersons). 	<ul style="list-style-type: none"> New footpath on north side of street. 	Aerial photos	Deliver	3
Newton Street				<ul style="list-style-type: none"> New footpath on western side of street. Supporting infrastructure needed. 	044	Deliver	4
Nolan Street	Destination	CBD	<ul style="list-style-type: none"> Some of the tiles in front of the library / resource centre are loose and can be heard 	<ul style="list-style-type: none"> Comments regarding pavements as per Inkerman St. 	018 - 020 054 - 058	Deliver	1 1 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>and felt moving under scooters.</p> <ul style="list-style-type: none"> • Nolan Street crossing near the car dealership (35 Nolan St) does not align, therefore have to drive motorised mobility devices on the road a little • The first crossing ramp just up from the Shire Offices (12-22 Nolan St) and the Cambrian Hotel (26 Nolan St) does not have a ramp at the pub kerb, hence you have to ride on the road a bit. • A crossing on Nolan St (on the way to Coles – Goldfields Shopping Centre) has holes right near the kerb and the only way to safely navigate this section is to approach it at the right angle, otherwise you may fall off your scooter. 	<ul style="list-style-type: none"> • New pram ramps needed near car dealer. New kerbing required as there is a lack of separation between path and road. No formalised footpath around car dealer, cars parked over pavement force pedestrians onto the road. Issue needs addressing. • New pram ramps needed near Cambrian Hotel. • Unable to locate crossing with holes as mentioned. 			2
Palmerston Street (Havilah)	Origin	Residential	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Palmerston St. There are currently five motorised scooter users who live there. • Wattle Rise Nursing Home is situated on the corner of Palmerston and Nightingale Streets - it has 40 beds. 	<ul style="list-style-type: none"> • Continue footpath north on Palmerston beyond Newton St. • Pram ramps required at Wattle Rising Nursing Home roundabout. 	042 043 045	Deliver	3 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Raglan Street (Havilah)	Origin	Residential	<ul style="list-style-type: none"> One of the Havilah Hostel sites is located in Raglan St. There are nine independent living units there and some residents may have motorised scooters. These residents travel down Havelock into town, or along Palmerston and then into Neill Street to visit the doctor and the hospital. There is a large empty block on corner of Raglan and Neill Streets that will be turned into a 2-storey 26 bed facility with 4 independent units. 	<ul style="list-style-type: none"> Need to fix laneway ramps and pavements. Implement path on south side of Raglan St with supporting infrastructure. 	038 & 039	Deliver	2 4
Schoolhouse Village – 60-62 Gillies Street	Origin	Residential	<ul style="list-style-type: none"> Residents travel via scooter into the CBD by turning right down Gillies Street, turning left at Argyle Road (there is a rough grass section between Gillies Street and Argyle Road that needs a concrete path and a depressed kerb), then need a crossing over McKean Street, and then go under the railway bridge into the CBD area Residents also walk left from the Village along Gillies Street to the milk bar on Majorca 	<ul style="list-style-type: none"> Re-route residents. Implement path on Fraser St and match into existing path. Require supporting infrastructure. Vegetation issues should be raised as a separate overarching item - common around CBD area - raise with Council. As a strategy item, this should be included in Council auditing and maintenance. 	001 & 002 003 004 & 005 006 & 007 008 009	Deliver	4 1 N/A 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>Road. They need a crossing from the south side to the north side of Gillies Street and then a footpath from that crossing point to the Majorca Road intersection.</p> <ul style="list-style-type: none"> • Need accessible paths to the Leisure Centre. 	<ul style="list-style-type: none"> • Leisure centre has a path through car park. • Widen pedestrian refuge at roundabout intersection with Majorca St. Pedestrians to use existing path on south of Gilles and cross at roundabout. 			
Tuaggra Street	Destination	CBD	<ul style="list-style-type: none"> • Need a safe crossing from Goldfields Shopping Centre to Mitre 10 (20 Tuaggra St) - in the section between Burke and Burns Streets) • Need a safe crossing from Park View Bakery (21 Tuaggra St) to ALDI (111 Burke St) between Napier and Burke Streets • Vegetation over footpath on south side of Tuaggra St (directly opposite Woolworths) • Footpath is sloped on corner of Tuaggra St (south side) and Alma St (west side). 	<ul style="list-style-type: none"> • Crossing proposed near bus stop to Mitre 10 on Tuaggra St. One crossing along Tuaggra St should be sufficient. • Vegetation issues should be raised as a separate overarching item - common around CBD area - raise with Council. As a strategy item, this should be included in Council auditing and maintenance. • No pavement issues observed. 	059 - 060	Advocate to DoT	1 2 N/A 3

Central Goldfields Shire Motorised Mobility Device Strategic Plan 2022-2027

Appendix B – Infrastructure Analysis



PIC REF:
001 – 005





PIC REF:
006 - 009
016 & 017

WIDEN FENCING AT
LEVEL CROSSING

NEW PED PATH ALREADY
IMPLEMENTED

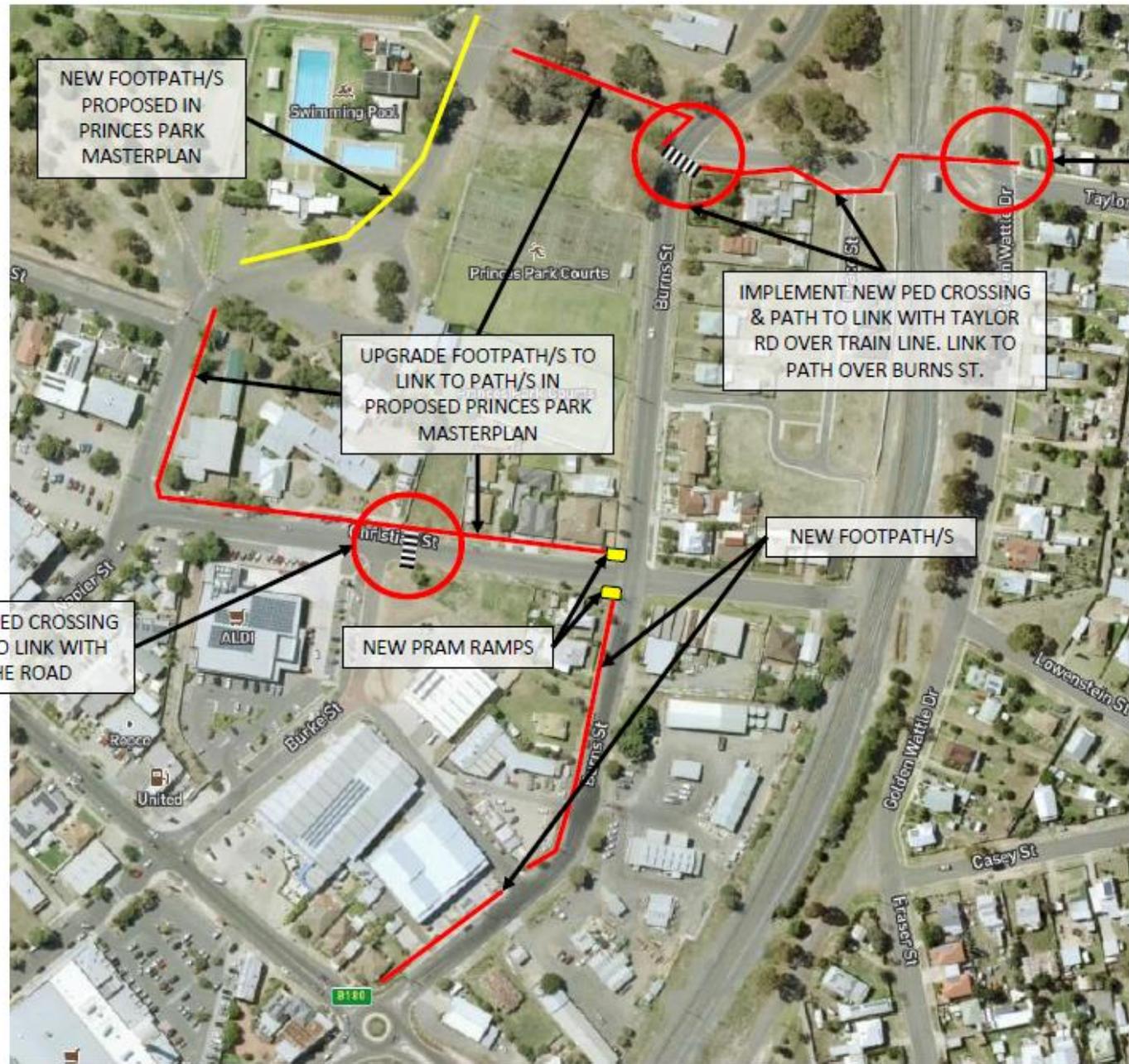
VEGETATION OVER PATH

WIDEN PED REFUGE

AERIALS ONLY



PIC REF:
011 – 015
021 – 024



PIC REF:
025 – 029
031 – 039

PRAM RAMP DOESN'T MATCH INTO NETWORK. INSTALL NEW PRAM RAMP

PRAM RAMP DOESN'T MATCH INTO NETWORK. INSTALL NEW PRAM RAMP & FOOTPATH ON SOUTH SIDE. FOOTPATH QUALITY NEEDS REVIEWING

FLATTEN CREST OF BRIDGE

NEW FOOTPATH

IMPLEMENT NEW PED CROSSING & PRAM RAMP TO LINK WITH PATH OVER THE ROAD

NEW PRAM RAMP

NEW FOOTPATH/S

UPGRADE FOOTPATH/S IN PRINCES PARK MASTERPLAN

NEW FOOTPATH/S TO LINK TO PATH/S IN PROPOSED PRINCES PARK MASTERPLAN



PIC REF:
040 - 045



PIC REF:
046 - 050



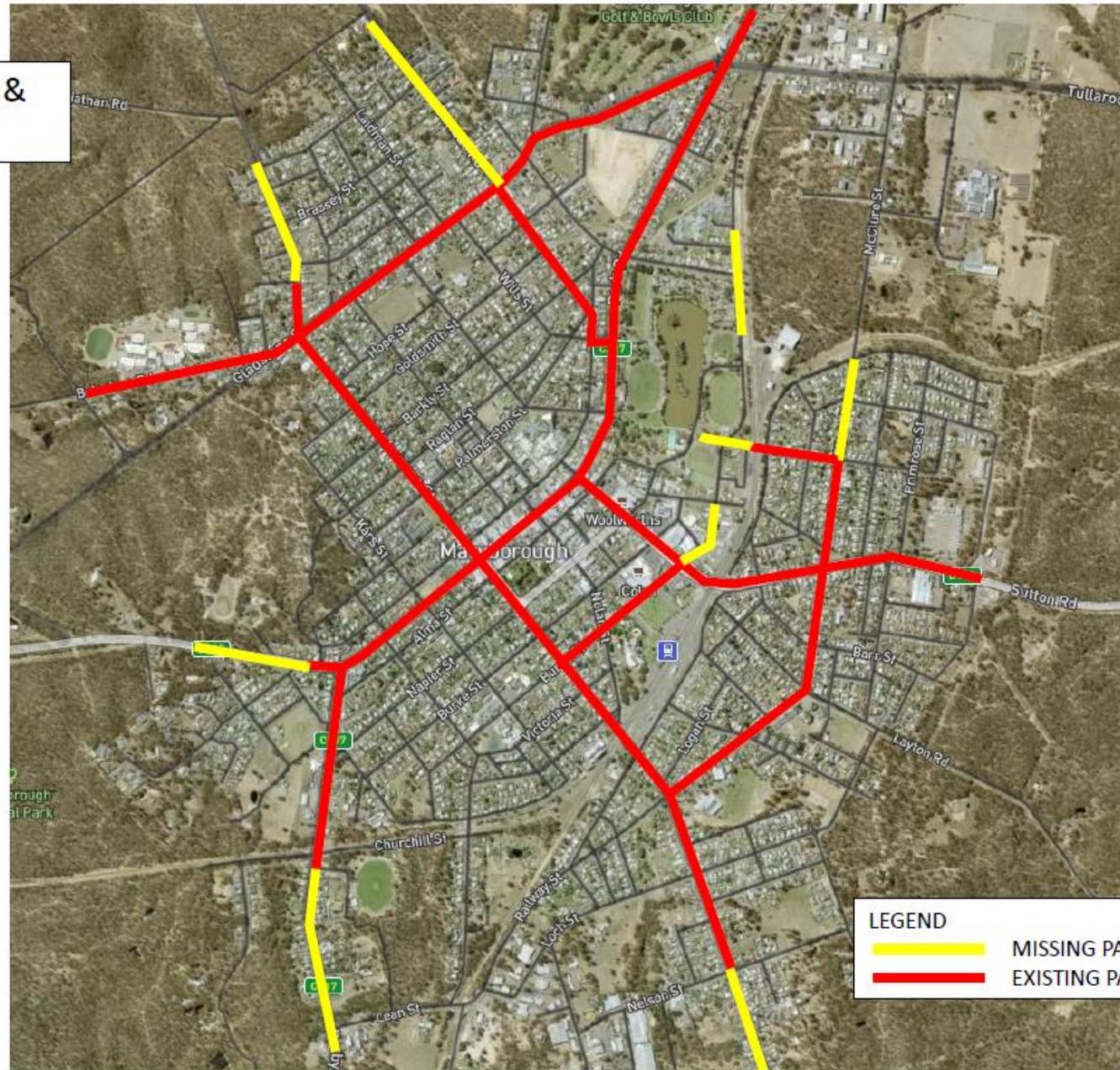
PIC REF:
010
018 – 020
054 – 058



PIC REF:
059 - 060



EXISTING NETWORK & MISSING LINKS



Central Goldfields Shire
Motorised Mobility Device Strategic Plan
Appendix C – Literature Review



2022-2027

LITERATURE REVIEW

Strategy	Relevance
<p>Connecting Regional Victoria - Regional Network Development Plan 2016</p>	<p>The ‘<u>Connecting Regional Victoria – Regional Network Development Plan 2016</u>’ document lists six strategic directions:</p> <ol style="list-style-type: none"> 1. Service and network reforms that take advantage of an \$80 billion investment in transport infrastructure 2. Enable new travel patterns 3. Promote the transition to environmentally sustainable transport 4. Maximise the opportunities created by new and evolving technologies 5. Support the many different journeys people take every day and meet a diverse range of needs 6. Test, trial and rapidly deploy improvements to transport. <p>In short, The Regional Network Development Plan guides the short, medium and long term priorities needed to modernise the network with more track, more trains, better facilities, and more services.</p> <p><u>In community consultation conducted for the Plan, it was found that the people (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • want innovative solutions to transport, tailored to the specific needs of their communities. • want a modern regional transport network that gets them where they need to go. • With an aging population in regional Victoria, many people emphasized the importance of providing universal access to the public transport system and encouraging independence among older people and people who are socially disadvantaged or living with a disability. <p>The government want to make sure that transport services match the changing travel needs of regional centres and towns. The new plan for public transport services in regional Victoria will ensure that, together with the road network, people have access to a well-functioning and complete transport network</p>

Strategy	Relevance
	<p><u>(With relevance to motorised scooters) - the plan aims to:</u></p> <ul style="list-style-type: none"> • Support the trial of innovative and more flexible transport services, and make better use of existing assets and infrastructure • Develop tailored public transport priorities and actions for each region that respond to changing local travel needs and support local infrastructure and services plans <p><u>KEY PRINCIPLES OF THE PLAN</u></p> <ul style="list-style-type: none"> • Passenger-first approach • Safe, efficient and reliable trips • Supporting social and economic inclusion through good local transport • Growing the regional transport network to meet demand • Connecting communities with opportunities for people to get to work, socialise and access services • Integrated regional public transport network • Efficient use of existing transport assets and resources <p><u>The Plan contains Strategic Network Wide Priorities – Developing local transport solutions. These involve (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • Improving local transport • Making new connections • Encouraging active transport • Supporting tourism <p><u>How does The Plan propose to respond to change in Regional Victoria (with relevance to motorised scooters)? It recognises that we need :</u></p> <ul style="list-style-type: none"> • Good public transport services within our regional cities will be vital to supporting and managing regional growth • In places with ageing populations, reliable and accessible public and local transport will be vital to help older Victorians remain independent, mobile and active in their local communities.

Strategy	Relevance												
	<ul style="list-style-type: none"> • This means our transport system will need to cater for more local public transport trips to employment hubs and retail centres. <p>Relevant Outcomes:</p> <p><u>Different services for different needs:</u></p> <p>The aim is to provide a clearly defined regional public transport network, with different types of services that are tailored to meet the specific needs of local communities.</p> <p><u>Strategy Priority – Putting Passengers First:</u></p> <p>Making Public Transport Accessible -</p> <p>Travelling independently is important to older people and mobility-impaired Victorians. Equally important is providing access to public transport for families using prams. Being able to use buses, coaches and trains opens up opportunities for people to move about and participate fully in community life. Access to public transport services will become increasingly important in places with ageing populations. Full accessibility across the regional public transport network means upgrading stations, bus stops and coach interchanges, as well as the vehicles that provide public transport. In the short term, bus and coach stops will be upgraded to ensure they are fully accessible and the regional train station accessibility program with major interchanges given priority initially will be rolled out.</p> <table border="1" data-bbox="582 1332 1348 1697"> <thead> <tr> <th data-bbox="582 1332 837 1400">SHORT TERM UP TO 5 YEARS</th> <th data-bbox="837 1332 1093 1400">MEDIUM TERM 5 TO 10 YEARS</th> <th data-bbox="1093 1332 1348 1400">LONG TERM 10+ YEARS</th> </tr> </thead> <tbody> <tr> <td data-bbox="582 1400 837 1534">Upgrade bus and coach stops with disability compliant access</td> <td data-bbox="837 1400 1093 1534">Continue the roll out of accessible buses and coaches and enable mobility-impaired passengers to use the in-built lift on coaches</td> <td data-bbox="1093 1400 1348 1534"></td> </tr> <tr> <td data-bbox="582 1534 837 1624">Continue to implement a regional rail station accessibility program</td> <td data-bbox="837 1534 1093 1624"></td> <td data-bbox="1093 1534 1348 1624"></td> </tr> <tr> <td data-bbox="582 1624 837 1697">Work with the Public Transport Access Committee on accessibility issues in regional Victoria</td> <td data-bbox="837 1624 1093 1697"></td> <td data-bbox="1093 1624 1348 1697"></td> </tr> </tbody> </table>	SHORT TERM UP TO 5 YEARS	MEDIUM TERM 5 TO 10 YEARS	LONG TERM 10+ YEARS	Upgrade bus and coach stops with disability compliant access	Continue the roll out of accessible buses and coaches and enable mobility-impaired passengers to use the in-built lift on coaches		Continue to implement a regional rail station accessibility program			Work with the Public Transport Access Committee on accessibility issues in regional Victoria		
SHORT TERM UP TO 5 YEARS	MEDIUM TERM 5 TO 10 YEARS	LONG TERM 10+ YEARS											
Upgrade bus and coach stops with disability compliant access	Continue the roll out of accessible buses and coaches and enable mobility-impaired passengers to use the in-built lift on coaches												
Continue to implement a regional rail station accessibility program													
Work with the Public Transport Access Committee on accessibility issues in regional Victoria													
Victorian Cycling Strategy 2018	<p>This strategy, prepared by Transport Victoria, aims to increase cycling for transport.</p> <p>The first goal contained within this strategy is: “Invest in a safer, lower-stress, better connected network.”</p>												

Strategy	Relevance
	<p data-bbox="560 271 1182 300">To achieve this goal, there are seven key objectives:</p> <ol data-bbox="608 342 1347 658" style="list-style-type: none"> 1. Provide a lower-stress cycling experience 2. Prioritise strategic cycling corridors for investment 3. Update guidelines for strategic cycling corridors 4. Integrate cycling and public transport 5. Work with local councils to address gaps in strategic cycling corridors 6. Incorporate new cycling infrastructure in major transport projects 7. Improve outcomes for cyclists in planning <p data-bbox="560 696 1326 725">The second goal is: “Make cycling a more inclusive experience”</p> <p data-bbox="560 770 1126 799">The five key objectives to achieve this goal are:</p> <ol data-bbox="608 842 1369 1084" style="list-style-type: none"> 1. Improve awareness and acceptance of cycling as a mode of transport 2. Increase the participation of under-represented groups 3. Support cycling to school 4. Plan for emerging technologies 5. Support recreational cycling, sport, tourism and community events. <p data-bbox="560 1128 1334 1193">Some of the key points noted for consideration in the motorized scooter strategy are:</p> <ul data-bbox="608 1236 1366 1951" style="list-style-type: none"> • Pedestrians and cyclists often feel safer using active transport when separated from motor vehicles • Integrated networks that take a ‘whole-of-route’ approach create a lower-stress cycling network • People want a network of continuous, low-stress routes that connect directly and conveniently to other local and regional routes • Strategic cycling corridors are the arterials of the bicycle network, which join up important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations • Safe System approach to safety views safety as a shared responsibility between all road users and focuses on safe roads, safe vehicles, safe speeds and safe people (comply with road rules avoid and reject behaviours that are dangerous or unsafe) • Cycle stress is mostly caused by motor vehicles, but also by lack of information and hills • Major transport projects offer a valuable opportunity to improve strategic cycling corridors.

Strategy	Relevance
	<ul style="list-style-type: none"> • Victorian Government encourages Local Government to support the 20-minute neighbourhood concept, especially for cycling to schools, train stations and activity areas. • Victorian Planning Provisions need to be amended to recognise strategic cycling corridors so that Government, developers and others give due consideration to the value of these corridors. • Educating new drivers to drive safely is key to encouraging a positive road safety culture. • Educating cyclists about how to ride safely and the importance of obeying road rules is important. • To improve cyclist comfort, consideration needs to be given to: <ul style="list-style-type: none"> ○ separating cyclists from motor vehicles ○ placing routes through attractive and safe locations ○ providing wider and smoother paths that allow for side-by-side cycling and overtaking in comfort ○ keeping existing paths well-maintained ○ minimising delays for cyclists, particularly at intersections and crossings ○ providing good lighting and foot rests. • Evaluation of cycling and cyclists enable us to prioritise investments and identify economic and other benefits in business cases for investments. <p>Benefits of active transport noted in this strategy includes:</p> <ul style="list-style-type: none"> • better health and environmental outcomes than motorised transport • growth of the cycling economy (businesses that service the cycling community) creation of a sense of place • improve the mobility of people • affordable form of transport • health benefits from being physically active • creates less greenhouse gas emissions than motorized vehicles • reduces the need to build, service and dispose of cars • neighbourhoods become more vibrant. <p>Whilst this strategy does not specifically mention motorized scooters, many of the goals and actions are of relevance.</p>
Loddon Mallee South Regional Growth Plan 2014	<p>The regional land use framework within the Loddon Mallee South Regional Growth Plan contains the key directions for growth in four key sections:</p> <ol style="list-style-type: none"> 1. Regional economy 2. Environment and heritage 3. Living in the region 4. Regional infrastructure

Strategy	Relevance
	<p>In the Loddon Mallee South region there will be more people in all age ranges; however, there is much higher growth in the older age ranges across the region.</p> <p><u>Challenges for growth:</u></p> <p>These include (with relevance to motorised scooters): the uneven distribution of both population and economic growth across the region, and the need to support smaller communities.</p> <p><u>Principles to achieve the vision for the region (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • Target new growth to settlements including Bendigo, Maryborough, Castlemaine, Gisborne and Kyneton • Favour development proposals that maximise existing infrastructure and provide significant economic or community benefit • Value the region’s unique and connected communities • Invest in liveability, infrastructure and urban design initiatives to make the region’s towns great places to live • Build community connectedness and reduce areas of social disadvantage. <p>Along with much of Victoria the Loddon Mallee South region has an ageing population. This will have an impact on service provision</p> <p>The aim of this plan and the Strategic Plan 2010 is to support equitable access to services that provide social support, education and employment, as well as cultural and social activities. This relies on both strong transport and communication links as well as local or regional programs focused on improving health and wellbeing.</p> <p><u>Future Directions for transport (with relevance to motorised scooters):</u></p> <p>Strong growth is planned for Maryborough. To support sustainable growth, land use planning is undertaken alongside transport planning to increase opportunities for choice in transport modes. This plan directs growth to appropriate locations that better enable sustainable transport choices. Urban land use planning supports sustainable transport choices by directing growth to key activities that enable cycling and walking... and by encouraging increased urban density to support efficient public transport networks.</p> <ul style="list-style-type: none"> • Strategically renew, maintain and develop transport infrastructure to maximise opportunities to meet anticipated need

Strategy	Relevance
	<ul style="list-style-type: none"> • Enabling or managing diverse travel choices such as walking and cycling links, shared zones and park and ride • Expanding road space via widening, sealed shoulders, duplication, clearways and cycle paths • Improve and modify the network of public transport services to better meet market needs. • Accessibility for people of all ages and abilities to public transport • Improved commuter facilities at railway stations as patronage grows • Improved intra-town commuter links such as cycle paths. • Tourist routes for all users, including cyclists • Coordinate government agencies' land and infrastructure strategies to align the provision of public and community facilities.
<p>Loddon Campaspe Regional Integrated Transport Plan 2019, including a triple bottom line prioritisation and decision-making tool</p>	<p><u>Six GOALS were developed to set the framework for developing actions and next steps to implement the strategy of the Loddon Campaspe Regional Integrated Transport Plan:</u></p> <p>Goal 1: Protect and enhance a transport system that supports regional economic development and population growth.</p> <p>Goal 2: Improve the capacity and function of the transport network, and integrate it with land use.</p> <p>Goal 3: Manage the transport system so that it is maintained to a safe and affordable level of service.</p> <p>Goal 4: Provide equitable community access and connectivity for large and small communities.</p> <p>Goal 5: Support efficient and sustainable transport of products between producers, markets and nodes within the region and with other regions.</p> <p>Goal 6: Support improved community health and environmental outcomes</p> <p><u>(Relevant) Priorities:</u></p> <p>Railway Station Access Improvement Program, encouraging active and public transport:</p> <p>The region aspires to increase the uptake of public and active transport within our communities. Simple infrastructure upgrades are needed to make it easier to walk, ride or catch public transport to commute or for social activities. This project is to undertake a program of upgrade works at and around railway stations and key transport hubs. The program includes improving pedestrian, bike and bus access networks, improved wayfinding, lighting and amenity as well as improved car parking at key stations.</p> <p><u>To ensure the ITS is a practical, robust and flexible the strategy is required to:</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Develop infrastructure, programs and policies to match the increasing transport demands across all modes. • Develop a consistent, structured approach to the assessment and prioritisation of transport infrastructure, maintenance and program needs within the region. • Foster a practical approach to working together as a region (e.g. pooling of resources and aligning with regional communities and authorities). • Provide the region (through its member Councils) with the tools to maintain and update the Integrated Transport Strategy as changes occur. • Provide the vision and the tools for the region and its municipalities to assess, monitor, fund and action projects that benefit the region as a whole. • Demonstrate the community/industry benefits that will be generated. <p><u>(Relevant) Applicable transport challenges in the region:</u></p> <ul style="list-style-type: none"> • Services, such as health and legal services, are increasingly focused on larger centres so access to these centres is important for communities, being accentuated by the ageing of populations in smaller settlements. Education is also being centralised and Bendigo has major regional educational role. • The aging population may require increased levels of public transport, which would not be met by the existing service provision, especially in the context of lower population density in many of the regions; services (health, education, social) disseminated across the region, or transport services are strengthened to those centres that have the services. Ageing population requires increasing levels of public, informal and community transport to ensure access to services and social networks. Small towns can have high percentages of elderly people who require access to services that are located in the major centres. <p><u>(Relevant) Strategies and Actions:</u></p> <p>Goal 4:</p> <p>Provide equitable community access and connectivity for large and small communities. Services, such as health, education and legal services, are increasingly being focused on larger centres, so access to these centres is essential for rural and semi-rural communities. As well as this the ageing population across the region requires increasing levels of public, informal and community transport to ensure access to these services and social networks.</p>

Strategy	Relevance
	<p>(Relevant) Desired Strategy and 5 year action plan S4.2 Improve non-motorised networks and facilities within small towns to support active travel.</p> <p>Action 30. Develop bicycle, mobility scooter and walking plans for small towns to provide an alternative to private car travel</p>
<p>Central Highlands Regional Growth Plan 2014</p>	<p>This Growth Plan does not include Maryborough / Central Goldfields Shire</p>
<p>Central Highlands Regional Transport Strategy 2014</p>	<p>The Central Highlands Regional Transport Strategy 2014 provides a vision for the Strategy and Strategy Approach. The relevant strategic points are:</p> <ul style="list-style-type: none"> • Ensure amenity and useability • Provide a safe, reliable and resilient transport network <p>The Transport Strategy has four provisional pillars of relevance:</p> <ol style="list-style-type: none"> 1. Provide infrastructure and improve opportunity for growth 2. Improve capacity of infrastructure to reduce delays 3. Improve connections within the region and to other regions 4. Promote the safety and wellbeing of the community <p>The Central Highlands Regional Transport Strategy does not provide pertinent projects, or priorities applicable to those utilizing motorized scooters.</p>
<p>The Victorian Freight Plan</p>	<p>The Victorian Freight Plan is not applicable to the transportation needs of those utilizing Motorised Scooters.</p>
<p>Victoria's Road Safety Strategy 2013-2022 and Action Plan</p>	<p><u>(Relevant) Challenges to Victoria's current road safety system:</u></p> <p>There are more older people. It is forecast that by 2022 Victoria will have more than half a million people over the age of 75, a 42% increase since 2011. Because older people can be more frail, they are three times as likely to die if involved in a vehicle crash.</p> <p><u>(Relevant) Vision and target:</u></p> <p>Reduce the number of deaths and injuries due to road accidents by 30%</p> <p><u>(Relevant) Strategic Directions:</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Provide pedestrians with improved infrastructure and safer vehicle speeds to reduce their risk and support the uptake of sustainable travel modes. • Provide cyclists with improved infrastructure and safer vehicle speeds to reduce their risk and support the uptake of sustainable travel modes. <p><u>What we will do:</u></p> <ul style="list-style-type: none"> • The Government will invest \$60 million to support safer intersections and traffic calming treatments at locations in the local street network. • Traffic calming measures will slow down vehicles in local streets, encouraging more people to walk or ride.
<p>Loddon Campaspe Regionally Significant Trails Strategy 2018-2023</p>	<p>The purpose of the Loddon Campaspe Regionally Significant Trails Strategy 2018-2023, is to communicate priorities and guide investment in nature trails in the Loddon Campaspe region. It also provides guidance on effective governance, management and activation arrangements that will ensure the success of each regional Nature Trail.</p> <p>From a Central Goldfields Shire perspective, the strategy notes the Dunolly mountain bike trail network and the on-road long distance cycle tourism route between Ballarat and Maryborough.</p> <p>There is no mention of motorised scooters.</p>
<p>Rail Revival: Geelong-Ballarat-Bendigo 2013</p>	<p>(Relevant) Directions from the Rail Revival: Geelong-Ballarat-Bendigo 2013 document -</p> <p><u>The document Investigated potential:</u></p> <p>To upgrade rail link between Ballarat and Maryborough.</p> <p>Reactivate rail line between Castlemaine and Maryborough</p> <p><u>(Applicable) Social Benefits of upgrades:</u></p> <p>Improve access of regional residents to public transport services.</p> <p>Improve mobility of regional Victorians.</p> <p>There is no specific mention of motorised scooters in the document.</p>

Strategy	Relevance
Murray Basin Region Freight Demand & Infrastructure Study 2014	There is no specific mention of motorised scooters in the document.
Murray Basin Rail Project	<p>The project includes:</p> <ul style="list-style-type: none"> • track upgrades from Ararat to Maryborough • upgraded signalling at Ararat and Maryborough junctions and the Ouyen yard • planning and assessment work for further upgrades. <p>While these changes do affect Maryborough’s transportational services, they are not directly relevant to motorised Scooters</p>
Loddon Campaspe Freight hub study	<p><u>The majority of the Hub Study is not relevant to motorised Scooters, however, the key take-aways for Maryborough are outlined below.</u></p> <p><u>Freight-Passenger Rail Separation Project:</u></p> <p>The project will separate freight and passenger trains around Ballarat through track and signalling improvements between Maryborough and Ballarat. These upgrades will provide faster and more reliable connections for the Murray Basin region to the ports and will complement the Ballarat Line Upgrade, but will not directly affect the use of motorised scooters in Maryborough.</p> <p><u>Key findings of the study:</u></p> <p>Central Goldfields Summary of the key findings from freight generators within Central Goldfields:</p> <ul style="list-style-type: none"> • Only a small amount of their outgoing freight is containerised with the majority being ambient or frozen pallets. • There is potential for a consolidated cold storage solution in the area to cope with seasonal production. • There is potential for consolidation of freight with other generators for interstate shipping as freight is currently taken outside of the region for consolidation at considerable cost. ☐ • Freight generators are open to using rail consolidation and containerisation with other generators if the time and costs are viable.

Strategy	Relevance
	<p><u>Summary of the key findings from the consultation with freight operators located and operating in Central Goldfields:</u></p> <ul style="list-style-type: none"> • They see a huge benefit in consolidation and storage of freight in Maryborough due to its central location within Victoria. ☐ • They see a benefit in a better freight network throughout regional Victoria to avoid the need to move the majority of Victorian freight through Melbourne. ☐ • Their operations are bulk transported across Victoria, South Australia and NSW so would not benefit from an intermodal terminal. <p><u>Opportunities:</u></p> <ul style="list-style-type: none"> • There is a large potential anchor tenant in town that could benefit in a shared storage facility and consolidated transport for interstate freight movements. • Some freight is currently moving through Ballarat for consolidation which has the potential to be consolidated in Maryborough. • The road has been upgraded to allow better heavy vehicle access to the indicative location. • There are existing road, rail and air connections in town and an existing containerised rail service. <p><u>Constraints:</u></p> <ul style="list-style-type: none"> • There is only a small amount of containerised freight coming out of Maryborough. • There is not a clustering of similar freight generators currently in Maryborough
<p>Central Goldfields Shire Council Action Plan 2018-2019</p>	<p>The Central Goldfields Shire Council Action Plan 2018-2019 lists the following (applicable) objectives for community :</p> <p><u>Objective 1.3 Ensure that all of our community, regardless of diversity, can live a full and healthy life by</u></p> <ul style="list-style-type: none"> • Implementing the Central Goldfields Public Health and Wellbeing Plan • Actively participating in the Healthy Hearts Project • Continuing participation with Loddon Campaspe Regional Partnership <p><u>Objective 1.6 Promote and enhance passive and active recreation by</u></p> <ul style="list-style-type: none"> • Developing a Central Goldfields Shire Recreation Plan

Strategy	Relevance
	<ul style="list-style-type: none"> • Continuing to implement priorities from Major Recreation Reserves Master Plans • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Develop a Recreation and Open Space Strategy • Develop an all-access changing places change room at the Maryborough Sports and Leisure Centre <p><u>Objective 1.7 Support positive development for residents of all ages and abilities by</u></p> <ul style="list-style-type: none"> • Developing a Municipal Early Years Plan • Facilitating the transition of service delivery models for HACC and NDIS • Implementing priorities from the Positive Ageing Strategy • Support positive life opportunities for people living with a disability <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Identify and support clients with their transition to the NDIS • Review the Disability Action Plan • Develop an interactive space at the Maryborough Regional Library for members of the community with autism, sensory disabilities and other cognitive challenges • Examine models of service delivery and viability of aged services <p><u>Objective 1.8 Maximise all forms of connectivity for the community by</u></p> <ul style="list-style-type: none"> • Advocating for enhanced passenger rail services. • Advocating for improved digital connectivity • Delivering local Community Transport Plan • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <p>Facilitate a Community Transport Forum</p> <p><u>Objective 3.1 Ensure investment in roads, footpaths and buildings meet community needs now and in the future by</u></p> <ul style="list-style-type: none"> • Undertaking service planning to establish asset requirements to deliver services • Reviewing and updating the Asset Management Plans and preparing a 10 year capital works program • Developing a plan to divest from assets that are surplus to community needs

Strategy	Relevance
	<p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Build an all access change room at the Maryborough Leisure Centre – Indoor Pool
Healthy Hearts	There is no specific mention of motorised scooters in the document.
Central Goldfields Walking and Cycling Strategy 2017-2026 (Attachment A)	<p>The aim of the Central Goldfields Shire Walking and Cycling Strategy is to provide a strategic framework to guide Council in relation to walking and cycling opportunities such as paths / trails, infrastructure, events, programs and services.</p> <p>The strategy notes the need for clearly defined safe paths to the centre of towns for older adults and people with mobility issues who use motorised scooters to enable them to continue to maintain their independence.</p> <p>It specifically identifies the need for township paths / trails to accommodate motorised scooters and for a link from Havilah Aged Care Facility, Holyrood St and Park Road to the centre of Maryborough. One specific section identified is Burns Street from Tullaroop Road to Tuaggra Street, Maryborough.</p> <p>It also acknowledges that a number of people who use motorised scooters for transportation may not be familiar with road rules; hence there may be an opportunity to develop a safe area for training sessions, supported by local health professionals, at the proposed urban bike park at Bristol Hill (which has not been developed).</p> <p>An additional recommendation is for promotional material to contain information about safe scooter routes including street gradients and crossing points. Charging station points have also been identified for consideration.</p>
Central Goldfields Integrated Transport Strategy (Attachment B)	<p>The Integrated Transport Strategy (ITS) aims to address the challenges and opportunities that the Shire’s transport network currently faces in achieving Council’s vision to be a vibrant, thriving and inclusive community.</p> <p><u>The four themes identified in this strategy are:</u></p> <ol style="list-style-type: none"> 1. An active and engaged community – people of all ages and backgrounds learning to drive, car-pooling and improving streets

Strategy	Relevance
	<p data-bbox="608 237 1358 479"> 2. Safe and healthy towns – addressing gaps in the active transport network and ensuring the network is well-integrated with public transport 3. A vibrant and mobile economy – increasing transport cost savings for households 4. A connected Shire – improving regional public transport linkages to and from Ballarat, Bendigo and Castlemaine. </p> <p data-bbox="560 521 1294 551">There is no reference to motorised scooters in this strategy.</p> <p data-bbox="560 593 906 622"><u>Key issues identified include:</u></p> <ul data-bbox="608 665 1321 1066" style="list-style-type: none"> • Reliance on car ownership and use, social isolation and socioeconomic disadvantages • Transport access for senior residents and young people • Obesity and other health issues • Local public transit issues • Road safety • Safe and healthy access to school • Footpath network and access for all • Parking availability and pressures on economy • Regional freight connectivity • Regional public transport connectivity. <p data-bbox="560 1108 999 1137"><u>Key opportunities identified include:</u></p> <ul data-bbox="608 1180 1329 1648" style="list-style-type: none"> • Optimising community transport • Promoting sharing economy for cars, bikes rides and parking • Improving road safety • Improving safe and healthy access to school • Encouraging civic engagement in improving streets and public spaces • Transit-oriented hubs for arts tourism, industry and innovation • Transport Tourism • Capitalising on upcoming and recent infrastructure • Improving regional scheduling for tourists, students and workers. <p data-bbox="560 1691 1313 1720"><u>Of the key outcomes and actions, those of most relevance are:</u></p> <ul data-bbox="608 1762 1362 1973" style="list-style-type: none"> • Action 1.1. Future capital works will be designed to prioritise pedestrian movements at intersections using raised crossings and narrow pavement widths that make it easier for older residents to cross roads • Action 2.2. Develop a signage and wayfinding strategy to improve local bicycle signage around Maryborough with a

Strategy	Relevance
	<p>specific focus on directional and distance signage on the ground</p> <ul style="list-style-type: none"> • Action 5.1. Prioritise traffic calming measures and improved crossings in areas of high risk to pedestrians and bicycle riders (identified in Figure 5-9 and previously identified in the Walking and Cycling Strategy, 2017) • Action 5.2. Engage with the community to close small sections of roadway to improve public open space and make pedestrian links safer: entrance to Nolan Street on the southern side of Burns Street (at the Council Office), Maryborough and 30m section of Albert Street between Inkerman Street and Nolan Street, Maryborough • Action 6.1. Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough • Action 6.2. Work with DoT and DELWP to designate a Principal Pedestrian Network (PPN) in Maryborough and measure its various impacts in assisting the delivery of 20-minute neighbourhoods. This should be developed from the 'all-access' footpath network which links the shops, transport hubs, parks and recreational facilities in each town centre proposed in the Walking and Cycling Strategy (2017) and prepare a program of works to provide pedestrian priority along that network • Action 7.1. Prioritise construction of footpaths, raised pedestrian crossings and planting of street trees within 1km of town centres • Action 7.2. Identify key streets which can be improved with integrated planning projects and other low-cost interventions which involve community participation such as in Napier Street, Maryborough • Action 8.1. Amend the Planning Scheme in the Municipal Planning Strategy (MPS) section (or Vision and Purpose section) to include walkability and accessibility as objectives in: Clause 02.3-1 Settlement; Clause 02.3-4 Built Environment and Heritage, including objectives for facilitating 20-minute neighbourhoods; and Clause 02.03-7 Transport, including objectives for facilitating 20-minute neighbourhoods and sustainable transport options • Action 8.2. Amend the Planning Scheme in the local policy section to include objectives and policies for prioritising the improvement of sustainable transport options: Clause 18.01-2L Transport Modes and Clause 18.02-1L Walking and cycling • Action 8.3. Initiate an integrated planning team to focus on in achieving higher levels of walkability and accessibility through better co-ordination of land use and infrastructure (capital works) decisions.

Strategy	Relevance
<p>Central Goldfields Shire Disability Plan 2022-2027</p>	<p>This plan demonstrates Council’s continuing commitment to achieve inclusive outcomes, through improving the capacity for people living with disability to fully engage in all aspects of community life.</p> <p>The vision developed as part of this plan is “an accessible and inclusive CGS, based on fairness and respect”. There are four key themes to help achieve this vision:</p> <ul style="list-style-type: none"> • Inclusive communities for all • Accessible communities • Participation • Leadership and collaboration. <p>Some of the relevant actions contained within this plan include:</p> <ul style="list-style-type: none"> • Provide an accessible Mobility Map that includes information about the location of accessible toilets, playgrounds, services, car parks and accessible businesses • Meet standards for access into and within Council owned and leased buildings • Provide accessible paths of travel into and within Council owned facilities <ul style="list-style-type: none"> ○ Undertake a review of the infrastructure surrounding council facilities and develop a program of works to address barriers to access that are identified ○ Identify deficiencies in compliance in kerb ramps, tactile ground surface indicators, continuous path of travel and audio traffic signals and develop a program of works to remedy ○ Develop and implement an audit of street signs to identify non-compliant signage and include recommendations is scheduled program of works ○ Reduce obstructions on footpaths by developing a Safe Street Policy and program of works • Accessible public and community transport <ul style="list-style-type: none"> ○ Investigate the opportunity to improve wheelchair lifters and fixing points for electric wheelchairs on public and community transport • Enable safe use of mobility scooters <ul style="list-style-type: none"> ○ Develop a new policy on the safe use of electric wheelchairs and scooters in Council facilities

Strategy	Relevance
	<ul style="list-style-type: none"> ○ Train staff in a new Electric Wheelchair (Gopher) Policy of Council ○ Conduct a community education program on safe use of self-propelled wheelchairs (electric mobility scooters) ○ Develop and implement a program of works for the provision of mobility scooter charging points throughout the Shire ● Provide equal access to recreation, arts, and culture through activities and events ● Engage people living with disability in Council planning ● Form alliances and partnerships that enable enhanced experiences for individuals living with disability <ul style="list-style-type: none"> ○ Develop in partnership an Inclusive Plan with the community advisory committee.
<p>Central Goldfields Council Plan 2017-2021</p>	<p>The Central Goldfields Council Plan 2017-2021 identifies four strategic themes, each with a specific objective to be the primary focus over the next three years:</p> <ul style="list-style-type: none"> ● Community ● Economy ● Built and Natural Environment ● Organisation <p>The Council conducted various community engagement activities in order obtain insights from the community regarding the following questions</p> <p>1. What do you imagine for the future of the Shire?</p> <p>Relevant Answers:</p> <ul style="list-style-type: none"> ● A community that sees and treats all of its demographics with the same “fair go” attitude ● Better footpaths, more options for youth <p>2. What specific results would you like to see?</p> <p>Relevant Answers:</p> <ul style="list-style-type: none"> ● More attention given to the footpaths ● Council including small towns/ areas in their future plans ● We need disabled change rooms and facilities at the indoor pool <p><u>The Central Goldfields Council Plan VISION</u></p>

Strategy	Relevance
	<p data-bbox="560 237 1139 264">“To be a vibrant, thriving, inclusive community.”</p> <p data-bbox="560 309 1102 336"><u>The Central Goldfields Council Plan PURPOSE</u></p> <p data-bbox="560 378 1366 443">“To achieve the best outcomes for the local community and having regard to the long term and cumulative effects of decisions”</p> <p data-bbox="560 488 1082 515"><u>The Central Goldfields Council Plan VALUES</u></p> <p data-bbox="560 557 1267 622">These are the behaviours that support our vision. In all our dealings we will:</p> <ul data-bbox="560 665 1366 1014" style="list-style-type: none"> • Be Innovative – Find new and creative ways; focus on future. • Work Together – Recognise collaboration and partnerships in meeting our challenges and opportunities. • Be Respectful, Inclusive and Caring – Listen, consider all viewpoints and embrace and respect diversity and inclusion, that is, bring everyone along for the journey. • Value Knowledge – As a way of realising our potential and encouraging lifelong learning. • Be Accountable – By being responsible for our actions and always acting with integrity. <p data-bbox="560 1057 1131 1084"><u>The Central Goldfields Council Plan STRENGTHS</u></p> <p data-bbox="560 1126 751 1153">Relevant points</p> <ul data-bbox="560 1196 1294 1261" style="list-style-type: none"> • Supportive communities including groups and service clubs • Whole of life stages accommodation <p data-bbox="560 1303 1145 1330"><u>The Central Goldfields Council Plan CHALLENGES</u></p> <p data-bbox="560 1373 751 1400">Relevant points</p> <ul data-bbox="560 1442 1310 1581" style="list-style-type: none"> • Demographics of the municipality – slow population growth, ageing population and levels of disadvantage • Community expectations • Revenue sources and levels <p data-bbox="560 1659 1334 1724"><u>Objectives (Same as Action Plan – however points are still listed below):</u></p> <p data-bbox="560 1767 1294 1832"><u>Objective 1.3 Ensure that all of our community, regardless of diversity, can live a full and healthy life by</u></p> <ul data-bbox="560 1874 1366 1977" style="list-style-type: none"> • Implementing the Central Goldfields Public Health and Wellbeing Plan • Actively participating in the Healthy Hearts Project

Strategy	Relevance
	<ul style="list-style-type: none"> • Continuing participation with Loddon Campaspe Regional Partnership <p><u>Objective 1.6 Promote and enhance passive and active recreation by</u></p> <ul style="list-style-type: none"> • Developing a Central Goldfields Shire Recreation Plan • Continuing to implement priorities from Major Recreation Reserves Master Plans • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Develop a Recreation and Open Space Strategy • Develop an all-access changing places change room at the Maryborough Sports and Leisure Centre <p><u>Objective 1.7 Support positive development for residents of all ages and abilities by</u></p> <ul style="list-style-type: none"> • Developing a Municipal Early Years Plan • Facilitating the transition of service delivery models for HACC and NDIS • Implementing priorities from the Positive Ageing Strategy • Support positive life opportunities for people living with a disability <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Identify and support clients with their transition to the NDIS • Review the Disability Action Plan • Develop an interactive space at the Maryborough Regional Library for members of the community with autism, sensory disabilities and other cognitive challenges • Examine models of service delivery and viability of aged services <p><u>Objective 1.8 Maximise all forms of connectivity for the community by</u></p> <ul style="list-style-type: none"> • Advocating for enhanced passenger rail services. • Advocating for improved digital connectivity • Delivering local Community Transport Plan • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <p>Facilitate a Community Transport Forum</p> <p><u>Objective 3.1 Ensure investment in roads, footpaths and buildings meet community needs now and in the future by</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Undertaking service planning to establish asset requirements to deliver services • Reviewing and updating the Asset Management Plans and preparing a 10 year capital works program • Developing a plan to divest from assets that are surplus to community needs <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • <u>Build an all access change room at the Maryborough Leisure Centre – Indoor Pool</u>

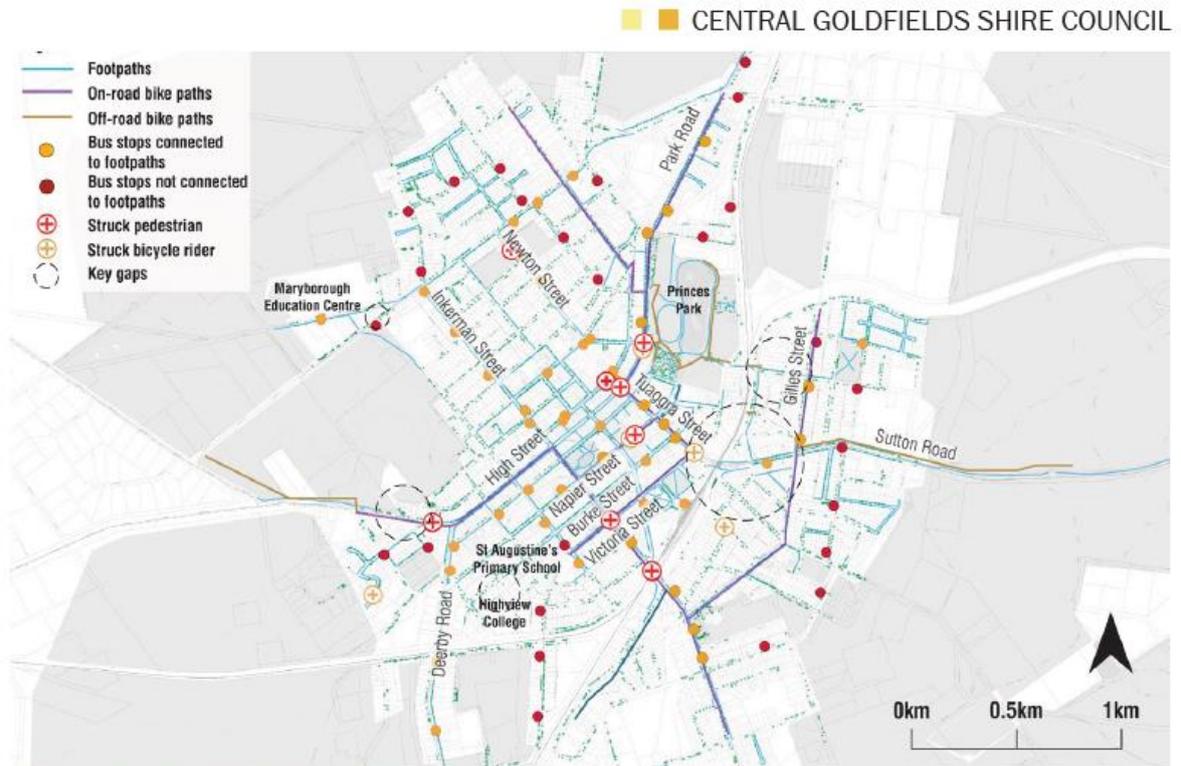


Figure 5 : Active transport network in Maryborough

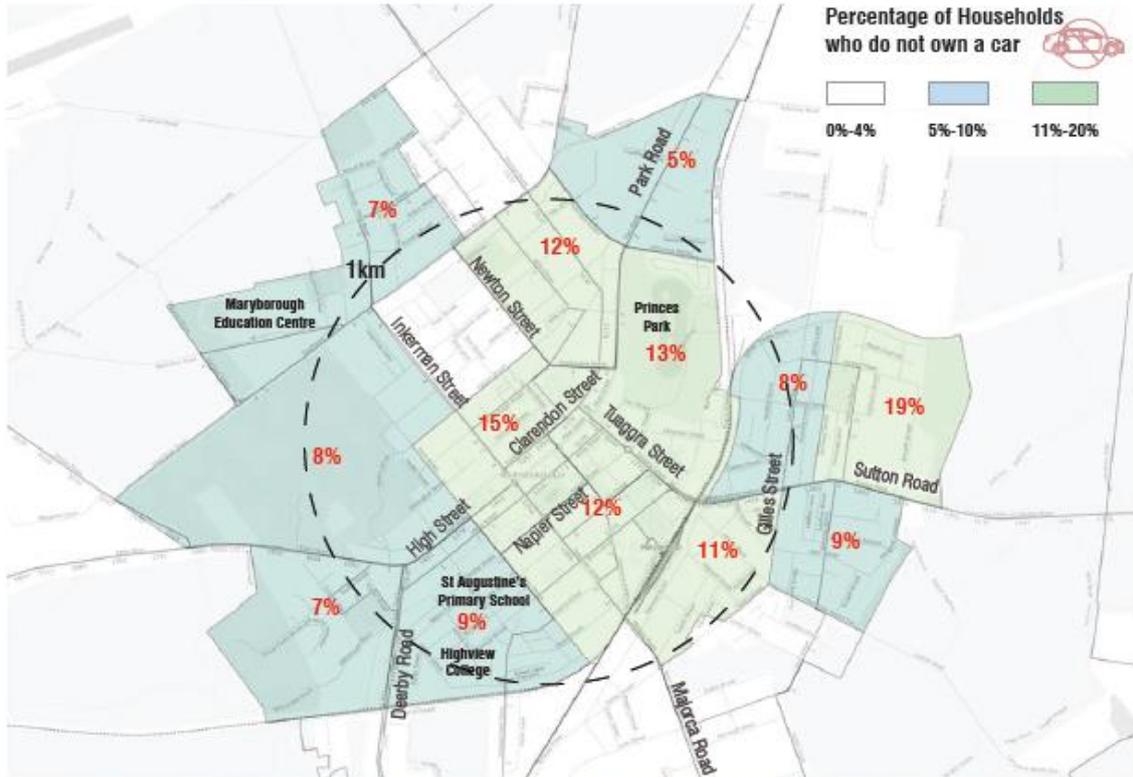


Figure 11: Percentage of households in Maryborough who do not own a car (ABS SA1)

Maryborough bus network

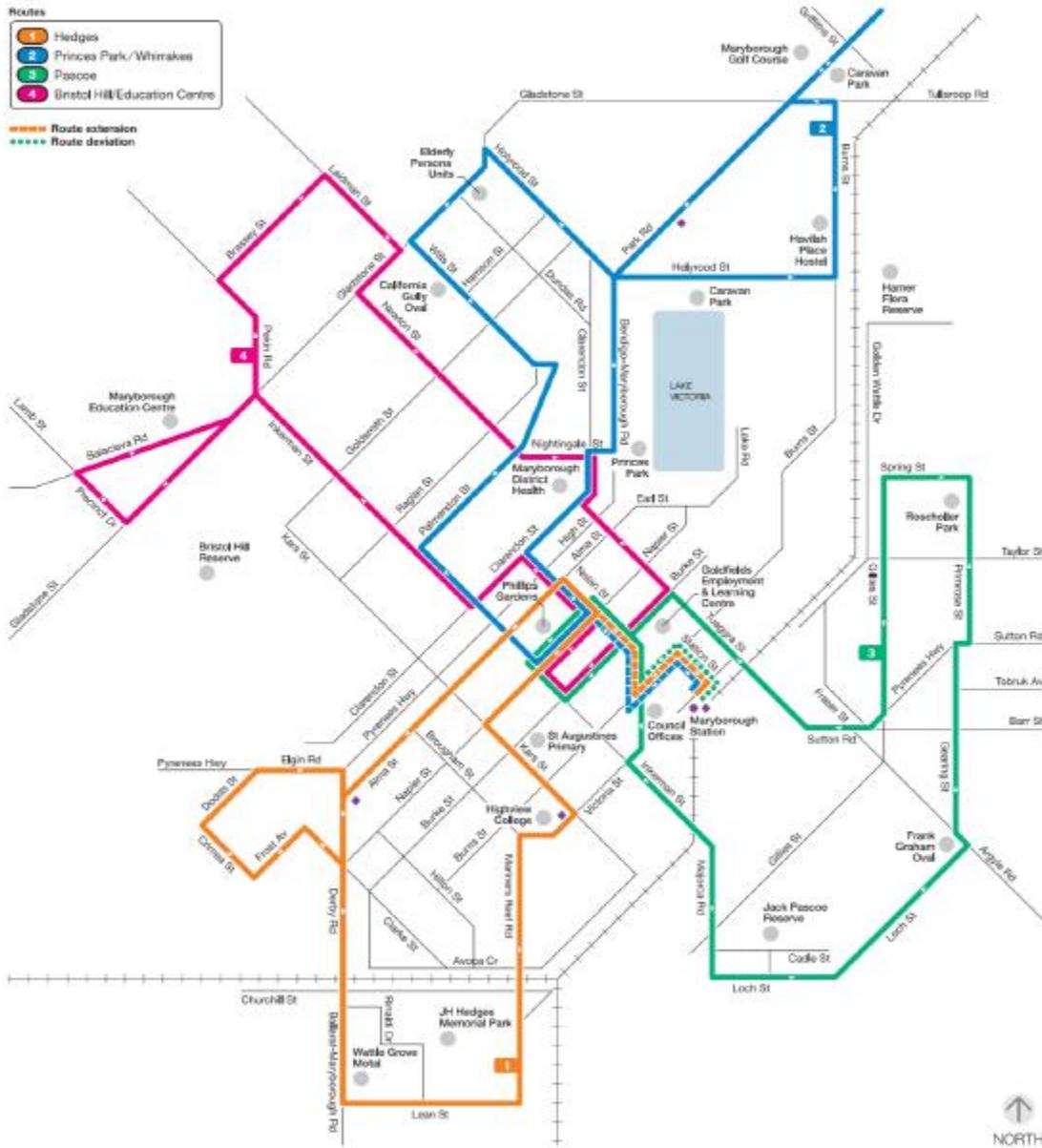


Figure 12: Maryborough transit route map, Source: DoT

