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Agenda – General Meeting
Wednesday, 1st April, 2020
Virtual meeting hosted by zoom

Chair: Cr Jonathon Marsden

1. Welcome and introduction

Present:

Cr Tom Melican	City of Banyule
Henry Lee	City of Bayside
Cr Phillip Healey	City of Boroondara
Cr Bruce Lancashire	City of Brimbank
Jon Liston	City of Brimbank
Cr Jonathon Marsden	City of Hobsons Bay
Doug Rowland	City of Hobsons Bay
Cr Anna Chen	City of Manningham
Daniele Ranieri	City of Manningham
Vijay Vijayakumar	City of Manningham
Cr Gina Huynh	City of Maribyrnong
Richard Smithers	City of Melbourne
Cr Bob Turner	City of Melton
Cr Stuart James	City of Monash
Ross Evans	City of Monash
Damir Agic	City of Moonee Valley
Cr Natalie Abboud	City of Moreland
Cr Jess Dorney	City of Moreland
Cr Antonella Celi	Mornington Peninsula Shire Council
Claire Davey	Mornington Peninsula Shire Council
Kathleen Kemp	City of Port Phillip
Cr Andrew Davenport	City of Whitehorse
Peter Fung	City of Wyndham
Julian Wearne	City of Yarra
Cr Jackie Fristacky	City of Yarra
David Stosser	MRCagney
Harry Barber	Philip Boyle and Associates
Duane Burt	Victoria Walks
Mandi Mees	National Transport Commission
Greg Day	Edunity
Susie Strain	MTF

Apologies

Cr Andrea Surace, City of Moonee Valley
Kathleen Kemp, City of Port Phillip

Cr Rosemary West, City of Kingston

2. Presentation – Mandi Mees, National Transport Commission, on Motorised Mobility Devices (MMD), Personal Mobility Devices (PMD)

Mandi Mees, Executive Leader Safety, National Transport Commission (NTC), provided a presentation and discussion on the ongoing review of the Australia Road Rules (ARRS) with respect to motorised wheelchairs and mobility scooters (MMDs) and personal mobility devices (PMDs). The review includes innovative vehicles.

Mandi is also Deputy Mayor of Macedon Shire and well acquainted with the local government perspective.

Mandi provided some background to the National Transport Commission, established in 2003 to lead national land transport reform across the Australian governments to improve safety, productivity, environmental outcomes and regulatory efficiency. The NTC is accountable to the Transport and Infrastructure Council, and seeks to align land transport practice across state jurisdictions, including local councils. Local government is invited to submit or otherwise engage with the NTC on current and relevant issues. NTC will develop model Australian Road Rules with respect to MMDs and PMDs, however it is voluntary for individual states to adopt.

To the question as to the position on electric and driverless vehicles, Mandi replied that it is intended to establish a national vehicle regulatory framework for Australia by 2021.

The NTC review has included international experience, and Mandi showed a wide range of emerging mobility options of the MMD and PMD type, in particular providing for a range of abilities, also improving access via innovative mobility and transport to those with limited access in the current regimes. Mandi gave examples of several North American cities likewise grappling with the legality and safety of a variety of devices.

Points made by the audience

- Important to make the existing bus system more accessible rather than relying on innovative mobility devices to fill mobility gaps
- Driverless bus trials found it to be very slow
- Distinction between recreational mobility devices (PMD) such as skateboards, scooters and the like vs. motorised devices (MMD) for those with limited mobility choices.
- Issue of regulation and management of the variety of devices.

The National Transport Commission review of PMD and MMD seeks to cover all possibilities from leisure/recreational to disability devices to extend freedom of mobility for everyone in a safe environment. Mandi noted that the legacy of infrastructure that exists will not change quickly, and it is important to learn to better share or redistribute that space.

The current road rules predate and do not accommodate the available devices, which have proliferated in recent years. e.g. anything less than 10 kph is regarded as a pedestrian, over 10 kph a vehicle. However measuring, recording speed may not be possible on these devices. Likewise there may not be a spot for a bell, currently required on a bicycle.

The NTC considered 5 infrastructure options and 3 speed options and recommended infrastructure option 3, speed approach 1 as the preferred regulatory option (*permit the use of PMDs on most pedestrian infrastructure, bicycle paths and local roads, with PMDs not permitted to travel at a speed faster than 10km/h on a footpath or shared path or faster than 25km on a separated footpath, designated for the use of bicycles, bicycle path or road*). This has implications for completion of the bicycle network.

Following the issue papers and active consultation, the NTC will report to the Transport and Infrastructure Council which will consider MMD in June 2020 and PMD in November 2020.

Chair Cr Jonathon Marsden thanked Mandi for her presentation and discussion, and it was agreed to keep in touch with the ongoing review, and the work of the National Transport Commission, and invite Mandi again at a future date.

Duane Burtt, Acting Executive Officer, Victoria Walks, spoke of the Victoria Walks submission to the review and concern that the recreational PMDs on footpaths can be fast moving and unsuitable to share space with people walking, and the long term effect could be to discourage walkers. In general requiring a 10 kph speed limit is unenforceable, and unworkable, and it would be preferable from the perspective of Victoria Walks that PMDs have separate space from walking, such as the bicycle lanes.

Mandi responded that the NTC approach is to find the best possible solution on a national level. There are many benefits to the new mobility opportunities, and possibly ways such as greater enforcement to manage the mix of transport in the safest possible way. A PMD at 25 kph on the roadway is likewise at risk. There is no one clear nationally consistent pathway.

3. Minutes

MOTION: that the minutes of the previous meeting Wednesday 4th March be accepted

Proposed: Cr Antonella Celi

Seconded: Cr Jackie Fristacky

Carried

5. Strategic Public Transport Advocacy

Greg Day reminded the meeting of the social media tool of an MTF LinkedIn page and profile on which he will post items of interest and relevance to the A, B, C advocacy priorities, for use by transport professionals, see www.linkedin.com/company/37516201

Further advocacy is in abeyance due to the lockdown and possible delays to the council elections, delayed state budget and other uncertainties.

incoming Chair Cr Jonathon Marsden be approved to be registered as signatories with the Bendigo Bank account.

MOTION: that the retiring executive members Chair Cr Martin Zakharov and Secretary Paul Hamilton be removed as authorised signatories to the MTF bank account, and that newly appointed office bearers Chair Cr Jonathon Marsden and Treasurer Cr Anna Chen be registered as authorised signatories to the bank account.

Proposed: Treasurer Cr Anna Chen

Seconded: Cr Jackie Fristacky

Carried

9. Meeting close