



NRMA - ACT
ROAD
SAFETY
TRUST

Wheels within wheels

REVISITED

A GUIDE TO SAFE
VEHICLE TRAVEL FOR
WHEELCHAIR USERS



Contents

DISCLAIMER:

This booklet does not offer professional advice or training. Rather, here you will find a summary of the types of things you will need to think about and links to people and services, advisors, who do hold the professional, up-to-date and accurate information that you seek and need. You should seek your own professional advice.

The information and links in this booklet were accurate at the time of writing. We take no responsibility for information present on external sites or in other forms of information.

The booklet is not endorsed or guaranteed by the NRMA—ACT Road Safety Trust.

Wheels within wheels revisited
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Who this booklet is for	3
Starting out	4
Choosing a wheelchair	5
Get professional advice	5
For the person providing care or support	6
Aesthetics are also important	6
Don't forget—your needs change	6
Using your wheelchair in a vehicle	6
Transport options	8
Your vehicle	9
Options for modifying your vehicle	9
Answer these questions first	10
Some pitfalls you should avoid	11
Sample vehicle layouts	12
Safe travelling: wheelchair restraint systems	14
Parking your vehicle	15
Parking in public spaces	15
Parking at home	15
Find out more about building requirements	16
Your rights	16
For more information	16
Lifting and transfer	17
What should you do as a carer?	17
What should you do as the person in the wheelchair?	17
The golden rule: DO NOT LIFT	17
See your doctor if you need to	18
Always show respect	18
Find out more about transfers	18
Transfer equipment: hoists and ramps	19
Hoists	19
Ramps	20
Who makes ramps and hoists?	20
Legal and insurance issues	21
Contact details for suppliers and service providers	22
About the authors	25
Credits and thanks	27

Who this booklet is for

This booklet is for anyone who is making a decision about buying a wheelchair and travelling with it in a vehicle. This booklet is for you if you are the person in the wheelchair or you are providing the care and support. Our heartfelt wish is that this new resource will be a valuable help to you, in learning about and deciding on important issues, related to safer wheelchair travel.



This booklet is available online from the NRMA—ACT Road Safety Trust website at: www.roadsafetytrust.org.au/wheels

Suppliers, manufacturers, and advisors who can help you make cost-effective and wise decisions are listed at the end of this book. The details were correct when this booklet was printed, but check the website if you find any errors.

Non-English speakers

Links to translation services are at www.roadsafetytrust.org.au/wheels

Starting out

Buying a wheelchair and moving around is likely to be one of the most important decisions you will have to make for quite some time. A wheelchair is a necessary life support to enable freedom of movement and access to home, local environs and the wider world.

Buying a wheelchair and making the necessary changes to your home and vehicle is often a daunting task. It can also take a long time from when you start asking for advice to actually owning the wheelchair and moving around in it. It is a complex decision that cannot be rushed.

You should ask for professional advice to buy a wheelchair that is genuinely useful and worthwhile. The same applies to buying or modifying a vehicle or any other piece of assistive equipment. You should find out as much as you can before you make any decisions:

- use your time well to get the best outcome
- talk to other families and individuals who have similar vehicles or a wheelchair to the one you are exploring
- become very familiar with the potential choices that may work for you

- take notes, consider your information carefully
- measure the pros and cons of what you want from this and what best suits you
- re-assess access points and any building modifications you may need to consider as your needs change.

The suppliers and vehicle manufacturers realise that this is a major purchase. They want to provide you with high quality resources that answer your needs now and into the future.

It is hoped that the information made available through this guide will result in your needs being met rapidly following the initial enquiry. Read this booklet all the way through if you are new to this. It will provide useful information, details and references to accurate and up to date details.

Choosing a wheelchair

A wheelchair must suit the person using it—it should provide as much mobility, independence, comfort and confidence as possible. A wheelchair should be comfortable, stable, adjustable, easy to use, manoeuvrable, have accurate and easy steering, and be well-made and attractive.

GET PROFESSIONAL ADVICE

You should seek professional advice before you make any decisions about a wheelchair. Approach your local occupational therapy and Independent Living Centre for assessments, advice and support in making correct choices. They will give you the information you need to make a decision about the safest and most effective travel options for the person requiring and using the wheelchair.

In the Australian Capital Territory, your first stop of enquiry should be the Wheelchair Clinic at The Canberra Hospital. Therapy ACT can also help you assess needs and prescribe a suitable wheelchair. If you live outside the ACT, you should approach your local hospital and your local or regional Independent Living Centre.



FOR THE PERSON PROVIDING CARE OR SUPPORT

As a carer, your comfort is important, even if you help only occasionally. Unfortunately, many people overlook this important issue when choosing suitable equipment.

You must be able to easily operate the controls and comfortably access any handles without risking strains or other injuries. Clearly your strength or other limitations will be an important consideration in selecting a wheelchair.

AESTHETICS ARE ALSO IMPORTANT

If this is the first time you have had to make this decision, something like the choice of colour or other design element might not sound important. But a wheelchair becomes a personal extension of the person in a wheelchair. It reflects personality like a choice of hair colour or clothing. The 'look' of a wheelchair can be very important to the person who is using it.

DO NOT CHOOSE a cheap wheelchair just because it is cheap. If it doesn't suit the person who uses it, then it is likely to be uncomfortable and unsafe.

DON'T FORGET—YOUR NEEDS CHANGE

Bodies change shape, children grow, and some disabling circumstances progress. The original choices need updating to match the most recent needs and changes. Always strongly consider the role of others in the movement and use of your wheelchair when considering your options:

- Have you relied on yourself or others to propel the wheelchair up to now?
- Do you now need to change to a chair with more supports, different size or shape?
- Will you need to consider using an electric wheelchair?

USING YOUR WHEELCHAIR IN A VEHICLE

Wheelchairs that are the safest and most suitable for use in vehicles are those that meet all Australian and international standards and have a certified compliance label or plate visible on the body of the wheelchair, which identifies the wheelchair as compliant.

A wheelchair and its occupant must not be in a moving vehicle without being secured or anchored before the vehicle starts moving.



Suitable wheelchairs also:

- are built from tubular frames for strength
- have four wheels for added stability
- have a high backrest and headrest that protect the back, head and neck of the person in a wheelchair (if there is a traffic accident, headrests provide enhanced comfort, safety and support just as they do for people in a regular car seat)
- have securing points that comply with current restraint regulations
- have batteries securely fitted into the base of electric wheelchairs (to improve stability)
- can secure and transport the person in a wheelchair in as comfortable a position as possible
- are the most stable, with a lower centre of gravity in the vehicle rather than higher near the roof. This is much safer and much more comfortable for the wheelchair occupant, as sway and instability of upper body of the wheelchair occupant is significantly reduced in travel. (This is not always possible in public transport.)

These are all issues that require serious consideration and solid, personally helpful, **CORRECT** answers!



Transport options

You will almost certainly want to travel—to local shops and services and to beyond the local area.

For local travel, you should assess the needs of the person in a wheelchair. It might be best to use a private vehicle with suitable modifications (see pages 9–13). It might also be better to use a taxi or another disability transport service.



If you are travelling outside your local area, there are some other issues that should be considered:

- Where are you going? Are there potential and actual access issues and support services?
- Is there wheelchair accessible transport that you can access when you are likely to need it?
- Each mode of transport has its own issues and challenges—such as taxis, trains, buses and air transport—do your homework on your ease and difficulty of movements. Can you stay in your own wheelchair? Do you have to transfer out to another fixed seat? If so, how, if not what then?
- How will you transfer between modes of transport?
- What are the costs of travel, including transporting your mobility equipment?
- What insurances and coverage of your mobility equipment will you need while travelling?

Your vehicle

You will need to think about what to do with your vehicle. Depending on your needs, you might be able to use the vehicle you already have with minor modifications, or you might have to extensively modify your current vehicle or buy a new one.

MODIFYING YOUR VEHICLE

Before you invest money in the purchase of a new vehicle, or in the modification of your existing one, make sure you understand the registration requirements for modified vehicles in your state or territory. (Contact details for the Road Transport Authority in the ACT and the Roads and Maritime Services in NSW are on page 24.)

You should also speak to a vehicle modification professional to help you make the best choice for your needs. The modifier must be licensed and able to provide the necessary evidence of legal compliance of any changes made to your vehicle.



You can have your vehicle modified in one of two ways:

- you can register the vehicle before modifications are carried out, and the modifier then provides the necessary engineering certification when they have finished the work
- if the vehicle modifier is an approved 'second stage manufacturer', the modifications may be considered part of the second stage manufacturing process. In this case, instead of providing an engineers report, the modifier fits a compliance plate to the modified vehicle.

The two main types of modifications that you might make are to:

- make structural changes to allow wheelchair access—for example, you might lower the floor
- use automatic lifts and manual ramps to access the vehicle.



ANSWER THESE QUESTIONS FIRST

- Can the person in the wheelchair transfer in and out of the vehicle by themselves or do they need help?
- Is there someone who can assist with the transfer?
- How tall is the person sitting in the wheelchair (from the top of their head to the ground)? Is the door height in the vehicle adequate?
- How much space does the wheelchair need to be restrained? Is the wheelchair longer, wider or taller than most?
- Where would you like the wheelchair passenger to be positioned within the vehicle?
- How many other passengers will travel in the modified vehicle with the wheelchair passenger?
- Where are the rear compartment seats in relation to wheelchair position?
- Where will the wheelchair passenger sit in relation to other fittings in the rear compartment, such as air conditioning vents, wheel wells, or other internal fittings?

- Is rear or side access to the vehicle best for your needs?
- Where will the wheelchair be stored? An unsecured wheelchair is a dangerous mobile missile in the event of sudden braking and or slowing down.
- Is the wheelchair to be roof-mount secured? Check equipment and vehicle fitting needs?
- Is the device radio controlled? Is it likely to experience difficulty in operation near other radio controlled devices e.g. boom-gates at shopping centres, or garage roller doors? Will other remote controlled devices inside or external to vehicle interfere with mounted device?
- Will you transport the wheelchair on the vehicle's roof? If so, will it fit through areas with low clearance, such as car parks with low entry height.
- How much will the modifications cost? Are you going to fund it yourself, or seek grant or other support funding?

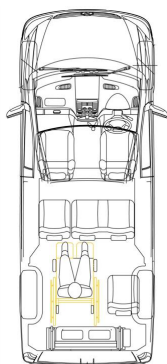
SOME PITFALLS YOU SHOULD AVOID

- Don't go to a new or used vehicle sales yard before speaking with a modification specialist. You may unwittingly purchase a vehicle unsuitable for the modifications that you need.
- You should also check out the standards for vehicle registration in your state or territory—there is no national registration scheme. If you buy a modified vehicle from interstate, you might not be able to register it without making more expensive modifications. Re-selling a vehicle you cannot use in your state or territory can be an unwanted nightmare.
- Avoid cheap solutions! Can you register the vehicle? How long will it suit your specific needs for?
- Have your choice of vehicle modifier provide you with very clear information and a timeline for the production, completion and delivery of your modified vehicle.
- If suitable, a well maintained second-hand modified vehicle may meet your needs, but as always, seek professional advice before purchasing!

SAMPLE VEHICLE LAYOUTS—SMALL VANS

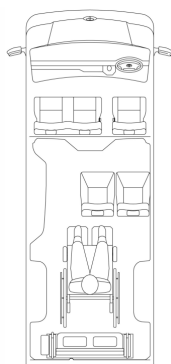
HYUNDAI IMAX/ILOAD

6 seats including driver & 1
wheelchair 1150 x 675mm



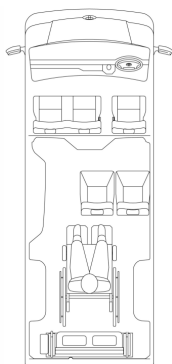
TOYOTA HIACE LWB VAN

5 seats including driver & 1
wheelchair 1300 x 800mm



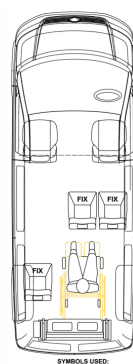
MERCEDES VITO

5 seats including driver & 1
wheelchair 1300 x 800mm



VW TRANSPORTER

5 seats including driver & 1
wheelchair 1150 x 675mm

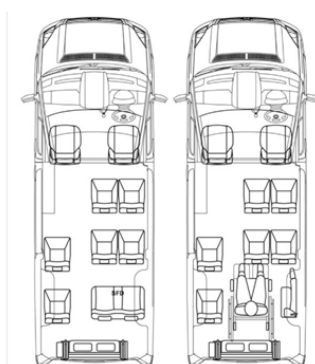


SAMPLE VEHICLE LAYOUTS—LARGE VANS (CONTINUED)

VOLKS WAGON CRAFTER – LAYOUT 1

10 seats including
driver & no wheelchair

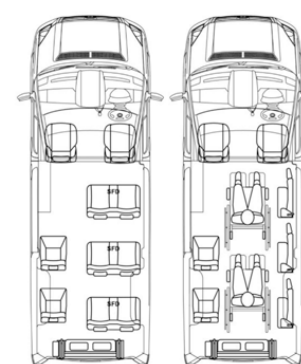
8 seats including driver
& 1 wheelchair
1300 x 800mm



VOLKS WAGON CRAFTER – LAYOUT 2

10 seats including
driver & no wheelchair

4 seats including driver
& 2 wheelchairs
1300 x 800mm

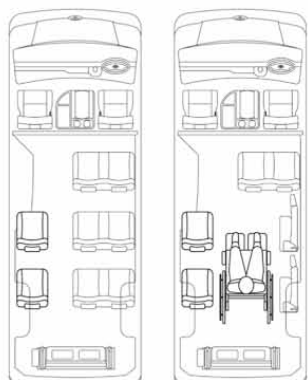


SAMPLE VEHICLE LAYOUTS—LARGE VANS

TOYOTA COMMUTER – LAYOUT 1

10 seats including
driver & no wheelchair

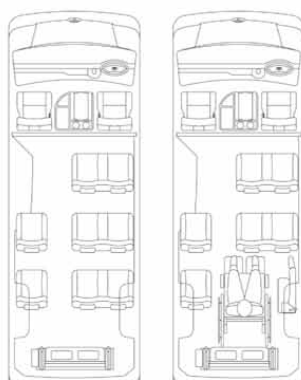
6 seats including driver
& 1 wheelchair
1300 x 800mm



TOYOTA COMMUTER – LAYOUT 2

10 seats including
driver & no wheelchair

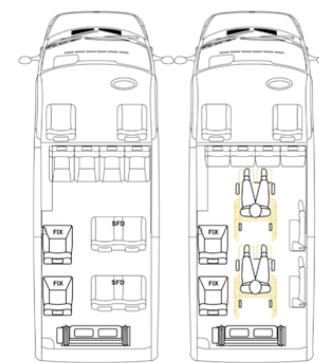
8 seats including driver
& 1 wheelchair
1300 x 800mm



FORD TRANSIT – LAYOUT 1

12 seats including
driver & no wheelchair

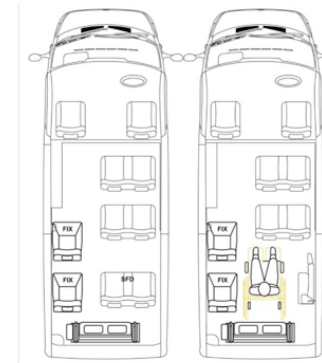
4 seats including driver
& 2 wheelchairs
1150 x 700mm



FORD TRANSIT – LAYOUT 2

10 seats including
driver & no wheelchair

8 seats including driver
& 1 wheelchair
1150 x 700mm



Safe travelling: wheelchair restraint systems

You must secure and restrain a wheelchair and its passenger before any vehicle you are in starts moving. To do otherwise is unsafe and illegal.

Safety is important. The rule of thumb is that if it looks dangerous, then it probably is. It is worth the extra time to look at a restraint system carefully and avoid putting the carer or the passenger at risk.

Required—secure anchoring points

All Australian modified vehicles are required to have three secure anchoring points for wheelchair passengers. One point is above the passenger anchored in to the sidewall, and two secure fixing points at either side of the wheelchair at floor level.

Some wheelchair manufacturers are installing anchor points to both the front and rear of the wheelchair. If this is the case, these anchor points MUST be used for securing AT ALL TIMES!

Securing and anchoring systems

Securing and anchoring systems are fixed in to a floor tracking system. Many have adjustable ratchet securing belts

that tie down tightly and hold the corners of the wheelchair securely to the floor of the vehicle.

Many of the newer securing systems are fitted flush into the floor system and permit easy movement of the wheelchair in and out of the vehicle. These securing points are bolted in to the floor of the vehicle and retract to be flush with the floor when the securing system is not in active use.

Other styles of securing are a floor and base of wheelchair locking anchor system, where the base plate of the wheelchair slides in to the floor base plate anchored to the floor of the vehicle. A locking device holds the two plates together. The locking device cannot be undone while in transit, and it is unlockable only when the vehicle is completely stopped. It then activates an easy release system that frees the chair and allows for easy exit from the vehicle.

Q STRAINT is the most common and highly used restraint system for wheelchair and anchoring in modified vehicles. It meets all Australian and International Standards (called ISO standards) for wheelchair transit safety.

Tramanco Queensland is the QStraint nominated supplier of QStraint anchoring and securing systems within Australia.

Parking your vehicle

PARKING IN PUBLIC SPACES

Most public car parks have parking spaces that you can use once you have a parking permit. It is allocated to the person in the wheelchair. You can apply to your state or territory government for a permit. In most cases, you will need to fill out a form and have it signed by a GP.

Thanks to a national set of rules—the Australian Disability Parking Scheme Permit—you will be able to use the same permit anywhere in Australia.

You can find links to your state or territory parking scheme authority at: www.disabilityparking.gov.au. (That page also has a useful YouTube clip with an Auslan signed explanation of the permit details.)

Did you know?

- When you are parking you MUST seek out a designated and identified parking space.
- If no identified accessible parking space is available or the space is too narrow for you to easily get in and out of the vehicle, you are permitted to straddle your vehicle over two regular parking spaces to enable safe access.



PARKING AT HOME

Parking at home is your responsibility. Your home parking area might be a carport, garage, or other parking space.

The parking area should be wide enough to access comfortably and safely. The area should also be clear, flat and well lit. You should resist the temptation to 'make do' with whatever space is available, because an unsafe or unsuitable parking area could endanger the person in a wheelchair or the carer.

If you are using an existing garage or carport, then you should check that the ceiling and the top of the door are high enough for your vehicle to enter. This is something you should check whenever you change your vehicle. Some garage doors are surprisingly low, so it is worth checking carefully.

You should seek advice before making any changes. A registered Access Consultant can and will carry out a certified access audit on the space you are concerned about, provide a plan for meeting the required changes. Some changes will be minor, but some could be more extensive, depending on your circumstances.

FIND OUT MORE ABOUT BUILDING REQUIREMENTS

- Association of Access Consultants
- Housing Industry Association
- Independent Living Centres Australia
- Therapy ACT

Contact information for these organisations is on pages 22–24.

YOUR RIGHTS

In some situations, such as public housing, you might have some legal rights because of the Commonwealth Accessible Environments legislation. You should contact the Federal Attorney-General's Department for further information.

The Australian Human Rights Commission has written an overview of this new legislation.

Contact information for these organisations is on pages 22–24.

FOR MORE INFORMATION

You should also go straight to your building authority, such as the Housing Industry Authority, Access Consultants Australia, or a qualified architect or civil engineer. Any of these organisations will be able to advise on correct dimensions for ease of access, exit and egress.

Lifting and transfer

Some people need help to transfer between the vehicle and their wheelchair. This is an important part of supporting a person in a wheelchair. It is all too easy for to take shortcuts or think 'it's only this once', and have the carer or the person in the wheelchair injured by even a small accident.

WHAT SHOULD YOU DO AS A CARER?

- Be careful—if you injure yourself then you might not be able to help the person you are meant to be supporting.
- Be respectful—preserve the dignity, strength and mobility of the person in the wheelchair.

WHAT SHOULD YOU DO AS THE PERSON IN THE WHEELCHAIR?

- Be careful—insist that you transfer in and out of the vehicle with equipment such as a hoist or ramp or, if possible, learn how to transfer by yourself.
- Be respectful—of your own limitations and those of your carer.

THE GOLDEN RULE: DO NOT LIFT

Books like this used to give advice on lifting techniques. Now the advice is that carers should help with transfers without doing the lifting. The reason is that the risk of strain or injury is very high.

This applies as much to children in wheelchairs as to adults. Parents often think that they can transfer the child they have always been able to lift and carry, but as children grow and become heavier, the strain on parents increases. The rule of thumb is to start using transfer equipment as soon as possible, and before it even seems like it is needed.

If lifting is absolutely unavoidable, both the carer and the person in the wheelchair should think and act wisely. It may be wise to seek professional training in techniques for safe lifting and transfer.

This applies even if someone falls out of a wheelchair, especially if they are heavier than the person who would try to help them up. In some cases it may be necessary to call for outside help, such as an ambulance. Service providers prefer to be called for help than have to treat serious or ongoing injury.



SEE YOUR DOCTOR IF YOU NEED TO

This applies to carers as much as to someone in a wheelchair. If either feels even a twinge of pain, strain or discomfort, it is very important to seek early treatment. An untreated strain can limit mobility and the ability of the carer to provide the support that is needed.

ALWAYS SHOW RESPECT

For the person in a wheelchair, it is important to be as actively involved in your own movement with as little intervention and assistance as possible. It is a significant sign of respect from your carer, and it enables you to maintain your important mobility, life skills, and independence for as long as possible. It also reduces the physical strain on carers and support persons, which ultimately makes life much better for everyone.

FIND OUT MORE ABOUT TRANSFERS

- Therapy ACT
- Independent Living Centre
- Spastic Centre—now becoming known as Cerebral Palsy Alliance
- Spot On DD
- Turny
- Mobility Matters
- The Wheelchair Factory
- Freedom Motors
- Accessible Transit Specialists.

Contact information for these organisations is on pages 22–24.

Transfer equipment: hoists and ramps

Hoists and ramps are essential for safe transfer of people into and out of vehicles. They do the lifting and they position a person in a wheelchair safely.

The equipment can be mounted onto the roof of a vehicle, to the back, or (rarely) to a side entrance. All ramps and hoists are required to have a manual operation back-up system in case there is an electrical failure.

The Independent Living Centre can provide you with more information about hoists and ramps.

HOISTS

A 'hoist' is used to raise or lower an occupied or unoccupied wheelchair into or out of a vehicle. There are three main types of hoists:

- vehicle-mounted hoists that lift the occupant in the wheelchair in and out of the vehicle
- vehicle-mounted hoists that lift and stow wheelchair only
- mobile hoists (not mounted to a vehicle) that lift the occupant only.

In Australia, the hoists that are most commonly used for driver and passenger access are:

- Braun Lift-A-Way D/C Lift—imported by Tramanco
- Braun Chair Topper—roof-top wheelchair hoist for drivers with disability (Tramanco)
- Wymo Rooftop Wheelchair Hoist—Australian made by Wymo
- Wheelchair Lifter—Models AWL-100, 150 and 160, Trunk Application, Rear Hatch Application, Side Door Application
- Out-Sider 111 Scooter Lift Model ASL-210.

Information about specific products and their suitability should be obtained from the relevant agencies in your state or territory:

- Independent Living Centre
- Technical Aid for the Disabled—in Canberra it is called TADACT, and there are equivalent organisations in the other state or territories
- IDEAS Advisory service.

Contact information for these suppliers and advisors is on pages 22–24.

Legal and insurance issues

RAMPS

Ramps lift someone into a vehicle while they are still in their wheelchair. They have also been described as vehicle-mounted hoists, and they almost always provide access to the rear of the vehicle.

There are two main types of ramps:

- Type A—this incorporates a platform that is raised and lowered under load. The platform is operated, raised, stored and lowered by power or gravity, or by a combination of these.
- Type B—this is the same as Type A, but it is manually raised, lowered and stored.

WHO MAKES RAMPS AND HOISTS?

There are three main manufacturers of wheelchair hoists in Australia:

- Braun (the Australian agent is Tramanco)
- Ricon
- Tieman.

For insurance purposes, it is wise to ensure that all certificates and engineer reports are copied and provided to your insurer.

Generally, the insurer will provide up to 75% replacement coverage. This is because you need to make the modifications to be able to use the vehicle, but the exact percentage will depend on how the insurer makes its assessment. The coverage includes hoists as well as other mounted devices. Other non-essential modifications, such as spoilers or dress rims and magwheels, are not included in this coverage.

The certificates and engineer reports will also give you peace of mind if something happens, such as a fault or failure of equipment that causes injury to any person.

There are further means available to undertake legal action to recover cost for loss or damages, where there is dispute or non-existent coverage under your vehicle insurance. You may need to consider other types of insurances for personal loss of income, loss or damage to personal property, as they cover specific other items not covered by vehicle insurance.

If for any reason you are unsure about your rights and or legal standing, you should consult legal advisors promptly. In each state and territory, there are Legal Aid offices able to assist you.



Contact details for suppliers and service providers

SUPPLIERS OF EQUIPMENT AND PRODUCTS

Accessible Transit Specialists	Cnr Marigold Street and Milperra Road, Revesby NSW 2212 Phone: 02 9780 6000 www.accessibletransit.com.au
Freedom Motors	17 Plasser Crescent, St. Marys, NSW 2760 Phone: 02 9673 4033 www.freedommotorsaustralia.com.au
Gemini Mitchell	Gemini Mitchell, 76 Grimwade Street, Mitchell ACT 2911 Phone: 02 6241 4888 www.geminiarc.com.au
Lightning Mobility Queanbeyan	9 Aurora Ave, Queanbeyan, NSW 2620 Phone: 02 6297 6672
Mobility Matters Fyshwick	35 Townsville Street, Fyshwick, ACT 2609 Phone: 02 6280 7244 or 1300 726 906 www.mobilitymatters.com.au
QStraint Australia	Tramanco Pty Ltd, 21 Shoebury St, Rocklea, QLD 4106 Phone: 07 3892 2311 Email: info@tramanco.com.au
Ricon	Contact through Independent Living Centre NSW, and at: www.riconcorp.com/dealers.asp?deal=dli-int
Spot On DD	PO Box 2283, Hornsby Westfield, NSW 1635 www.spotond.org.au
Tieman Australia	4–10 Keon Parade, Keon Park, Victoria 3073 www.tieman.com.au/products/vehicle-disability-access-lifts www.ilcnsw.asn.au/items/2587
Tramanco Australia (Braun Stockist in Australia)	21 Shoebury Street, Rocklea, QLD 4106 Phone: 07 3892 2311 www.tramanco.com.au
The Wheelchair Factory	Shop 6, Fisher Square, Kalgoorlie Crescent, Fisher ACT www.wheelchairfactory.com.au/contactus/contactus.php
Turny	Contact Mobility Engineering 4/45 Salisbury Road, Asquith NSW 2077 www.autoadapt.com
Wymo	South Grafton NSW www.wymo.com.au

SERVICE PROVIDERS AND ADVISORS

Association of Access Consultants	326 Autumn Street, Herne Hill, Victoria 3218 Phone: 03 5221 2820 Email: secretary@access.asn.au www.access.asn.au
Attorney-General's Department	Central Office, 3-5 National Circuit, Barton ACT 2600 Phone: 02 6141 6666 Email: enquiries@ag.gov.au www.ag.gov.au/www/agd/agd.nsf
Australian Human Rights Commission	Level 3, 175 Pitt Street, Sydney NSW 2000 GPO Box 5218, Sydney NSW 2001 Phone: 02 9284 9600 Complaints Infoline: 1300 656 419 Email: complaintsinfo@humanrights.gov.au www.hreoc.gov.au/disability_rights/buildings/access_to_premises.html
Housing Industry Association	28 Collie Street, Fyshwick, ACT 2609 Phone: 02 6285 7300 Email: act_enquiry@hia.com.au hia.com.au
IDEAS Advisory service	53 Merivale Street, Tumut, NSW 2720 or write to PO Box 786, Tumut, NSW 2720 Phone: 02 6947 3377 Email: mgr@ideas.org.au www.ideas.org.au
Independent Living Centres	No.1 Fennell Street, Parramatta, NSW 2150 Phone: 02 9890 0940 Links to all state and territory centres are at: www.ilcaustralia.org/home/default.asp
NRMA	Phone: 132 132 www.nrma.com.au/contact-us
NRMA—ACT Road Safety Trust	GPO Box 2890, Canberra, ACT 2601 Phone: 02 6207 7151 www.roadsafetytrust.org.au

Occupational Therapy Australia	Phone: 1300 68 2878 www.ausot.com.au Contact details for each state and territory at: www.otaus.com.au/contactus/general
Occupational Therapist Services ACT	Phone: 13 2281 www.health.act.gov.au/professionals/allied-health/ professions-a-z/occupational-therapy/
Road Transport Authority (ACT)	Dickson Motor Registry, 13–15 Challis Street, Dickson ACT 2602 Phone: 13 22 81 www.rego.act.gov.au
Roads and Maritime Services (NSW) (previously Roads and Traffic Authority)	Motor registry details available from your local phone directory General enquiries: PO Box 184, Brookvale, NSW 210 Phone: 132 213 www.rms.nsw.gov.au
The Cerebral Palsy Alliance	321 Mona Vale Rd, Terrey Hills, NSW 2084 Phone: 02 9479 7200 Email: info@cerebralpalsy.org.au www.thespasticcentre.org.au/contact_us/ contacts_regions.htm (formerly known as the Spastic Centre)
Technical Aid for the Disabled (Australia)	Phone: 1300 663 243 www.tadaustralia.org.au
Technical Aid for the Disabled (ACT)	27 Mulley Street, Holder, ACT 2611 Phone: 02 6287 4290 www.technicalaidact.org.au
Therapy ACT	www.dhcs.act.gov.au/therapyact
Tieman Australia	4 Davis Road, Wetherill Park, NSW 2164 Phone: 02 9732 7100 www.tieman.com.au/resources/contact
Wheelchair Clinic at Canberra Hospital	Canberra Hospital, Yamba Drive, Garran ACT 260 Phone: 02 6244 2222 24 www.canberraconnect.act.gov.au/Services/w/wheelchair- and-posture-seating-service-client-information-request

The links and other contact information were all accurate when this booklet was printed, but check the website at www.roadsafetytrust.org.au/wheels if you find any are no longer working.

About the authors

Edwin (Ted) Leask is a broad spectrum disability consultant.

Ted has lifelong experience of disability at many levels. His first experiences are as a sibling of older sisters and brother of many foster children who experienced challenging life issues and experiences of disability. During his lifetime, Ted has personally experienced disability, some of which has resolved, some of which remains.

Since 1979, Ted has worked in many different spheres of disability focus and support, education and life building. This includes special education support and teacher assisting with children with high needs. Residential and community living supports, supported small business training, brokering supports and resources for school leavers with disability, pioneering and building voluntary network groups and encouraging disability inclusive Christian Communities.

Academically, Ted holds a Diploma of Ministry (Theology) from Churches of Christ in NSW Theological College (1988) and a Bachelor of Arts (Sociology) from Charles Sturt University (2003). Ted has undertaken many professional development courses over the years, including Social Role Valorisation Training and PASSING Training 2005. Due to his wide exposure to needs, life issues and dreams of people experiencing disability over the years, Ted registered Touched by Disability as a social enterprise styled business in May 2006.

William (Tim) Rotgans is the right-hand colleague of Ted Leask.

Tim has a continuing experience of disability, which enables him to hold a personally alert understanding of the needs, life experiences and dreams of people experiencing disability. His experiences enable great compassion, great listening and connecting skills. Tim has lifelong personal and professional experience of multicultural families, including needs of families as they change, particularly with issues related to ageing parents and disability. Tim has a lifelong desire to build stronger lives, community links of real purpose and life enhancement.

Tim holds a Dip.App.Sc. (Nursing) through UWS Hawkesbury (1991). He has also undertaken Degree level studies in Community Education—Health Promotion through University of Canberra (unfinished due to health issues). Tim has extensive experience in disability support and services, having spent many years working in disability residential, community living and workplace support, having also undertaken direct professional engagement in community health related supports and services. His perspectives, perceptions and creation of details in this booklet are invaluable!

TOUCHED BY DISABILITY

Touched by Disability is a Canberra-based, broad-spectrum disability consultancy, holding to a Christian ethos and standards. It operates as a social enterprise styled business and is owned by Ted Leask, one of the authors of this booklet. Touched by Disability seeks to draw people and resources together in a meaningful and useful way, which helps people experiencing disability, build stronger lives.

Touched by Disability has a very strong focus on every person being unique and valuable and seeks to build many different connections and expressions of that truth.



Credits and thanks

The original *Wheels within wheels—guide to safe vehicle travel for wheelchair users*, (copyright NRMA—ACT Road Safety Trust 1994) was authored by Andrew Gagalowicz, an experienced occupational therapist, seeking to provide a resource guideline. In 1994 this booklet provided extensive details and leads to assist people in choices of safe travel and to enable choices of wheelchair modified vehicles. It is widely referred to across Australia.

The re-creation and re-formatting of this incredible resource has been a pleasure and challenge at the deepest levels.

We are grateful to everyone who has given us advice on the 1994 Guide. We hope this new resource, as funded and launched by the NRMA—ACT Road Safety Trust (www.roadsafetytrust.org.au) will become a resource of value for you in making solid and informed decisions related to safer wheelchair travel.

We would like to honour and thank the following people, groups and professional entities for their incredible support and input in to this new resource:

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- RTA NSW
- Independent Living Centre
- NICAN
- QStrait Australia
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