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What characteristics need to be considered when defining what an innovative vehicle is?

Should be no wider than ~ a single seat.

Should be carriable by hand

What differences between motorised wheelchairs and mobility scooters need to be recognised by this project?

Mobility scooters/wheelchairs do not need to be carried.

What uses of innovative vehicles need to be considered as part of this investigation?

Last mile transport is a huge issue across Australia. We should make it possible for people to be less reliant on car.

For most people, this should include getting from place of residence (usually via road) to a nearby bike path, and then commuting to a local business area.

The majority of travel would be along bike paths, but there is a requirement for roads (possibly main roads) to be used at each end.

What key factors need to be considered when determining safe rules of operation (including speed) for innovative vehicles on roads and road-related areas?

Innovative vehicles should not be inferior to bicycles. I think that at the 'fast' end there needs to be a category where the vehicle:

- must be ridden while wearing a helmet (same as bike)
- may be used on any road where a bike may be used (i.e. usually main roads; but not e.g. freeways)
- may be used in any bike lane
- must follow other road rules
- same speed limit as bicycles (i.e. usually same as car speed limit)

What are the practical and measurable outcomes required from a nationally-consistent policy and regulatory framework for innovative vehicles?

- Rate of injuries reported (contrast to bicycles per distance traveled)
- If possible, measure increase in local business: with better last mile transport, less car-centric shops will become accessible
- Reduction in use of taxi services/ride sharing services
- Reduction in drink-driving due to other last-mile forms of transit

What evidence-based distinctions between acceptable and unacceptable levels of risk associated with the use of innovative vehicles could be considered to inform the way innovative vehicles are regulated?

If injuries exceed that of bicycles then an investigation should be launched.

Anything less I find acceptable.

What barriers and health or safety risks are associated with the use of a motorised mobility device that does not meet the needs of a user because of the current restrictions?

If an accident occurs while in use on a road, does e.g. TAC cover apply?

How do current classifications of drivers of wheelchairs as both 'pedestrians' and 'vehicles' in the Australian Road Rules create confusion?

Is there a need for construction and performance requirements for motorised mobility devices to ensure safe use on public transport infrastructure?

What evidence is available on the road safety risks associated with motorised mobility devices that could be used to inform the way motorised mobility devices are regulated?