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

Power, top speed, energy usage/efficiency, environmental impact, infrastructure required to maintain.

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

Safety features. Where they can be driven/parked.

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

Leisure/tourist uses, short term rentals. Everyday commuters 1-10km commutes to work as an alternative to cycling.

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

Helmet use. Top speed. Whether cycle lanes/ footpaths can be used. Licensing?
Minimum Age to use.

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

Number of users of commercial rental scooter companies. Number of accidents on the road. Number of accidents related to cyclists/pedestrians. Which states/cities have an appropriate infrastructure in place to roll out straight away.

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?

Review statistics from other countries/cities that have been using similar vehicles for a while (Mexico City, Los Angeles etc)

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?

Speed/Power that makes it worthwhile to use as a commuting vehicle. Cost of vehicle to own vs cost of vehicle to rent short term. The need to have/wear a helmet. Likelihood that people will use while drunk/intoxicated is pretty high.

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

I'm confused at this classification. In my opinion there should be a number of categories of vehicle depending on speed/power and where they are allowed to be driven (road, cycle paths etc)

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

There should be an approved quality rating/classification (australian standard) that sets a bar for the safety features/power/speed/maintenance of the vehicles (some kind of roadworthy certificate).

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?

There must be statistics of associated accidents/injuries in other cities around the world. If you have to have a driving license to operate (like a regular scooter license) I think this would mean that at least users know the road rules.