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

An innovative vehicle is a vehicle that allows the end-user (motorist) to reduce his or her time in a standard vehicle (either motorcycle or car) to commute the "last mile" to their destination. They are primarily designed for short distance, up to 15 kilometres of travel for users that typically in the past may have been required to take two or more modes of transport (i.e. train, tram, bus) to get to their location.

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

Motorised wheelchairs and mobility scooters are low speed, short distance methods of transportation. They are not designed to move people long distances, and are typically reserved for those who have difficulty in commuting via walking.

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

Consideration should be given on how innovative vehicles commute in amongst other modes of transport (i.e. push bikes, etc.).

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

Rules that apply to cyclists should also apply to innovative vehicles. For example, it should be mandatory to wear a helmet, and adhere to the road rules in that area.

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

A nationally-consistent policy would allow manufacturers to develop better hardware for the purpose of commuting. Devices would no longer be deemed novelties, they would be purpose-built (and designed) for those with commuting in mind.

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?

In my opinion, acceptable and unacceptable levels of risk should correlate to cyclists that travel at a fairly similar pace to innovative vehicles.

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?

Motorised mobility devices need to travel on their own path, not footpaths. As such, it is recommended that innovative vehicles travel on a bicycle path with other commuters.

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

I cannot comment on this topic

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

Construction and performance requirements will be dictated by consumers and the industry as a whole.

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 is evidence to state a motorised vehicle (car) has been used as a weapon in the past (Melbourne CBD 2016 as an example).

If a motorised mobility device/innovative vehicle were used to harm, the risk is diluted due to both their mass, and carrying capacity (most cannot fit more than one person on at a time).