

24 August 2021

Attention: Joint Select Committee on Road Safety
Parliament House
PO Box 6021
Canberra ACT 2600

Submission: Response to Joint Select Committee – Inquiry into Road Safety

This is a joint submission made on behalf of leading cycling organisations in Australia in response to the Joint Select Committee’s recent inquiry into road safety. This submission was compiled by the Amy Gillett Foundation (AGF), a national cycling safety charity with a mission to reduce the incidence of serious injury and death of cyclists in Australia. This response also incorporates input from AusCycling, WeRide Australia, WestCycle, Bicycle NSW, Pedal Power ACT, Bicycle Queensland and BikeSA.

Collectively, we have a direct interest in contributing to conversations about road safety, as safe practices on Australian roads are critical to ensuring the safety of cyclists and other vulnerable road users, namely motorcycle riders and pedestrians. We appreciate the opportunity to respond to this inquiry and collaborate in creating a safe road environment for cyclists while maintaining an efficient road network for all road users.

Our headline ask is for the Joint Select Committee to enable action and implement change. Not to call for another inquiry, but to implement solutions that save lives and get us closer to zero deaths on our roads.

We welcome an ongoing dialogue on the ideas held within this submission and the potential to collaborate on many of the recommendations. Please feel free to contact me via dkneipp@amygillett.org.au or 0434 381 710.

Sincerely,



Dan Kneipp
CEO
Amy Gillett Foundation



Introduction

Road safety is a subject heavily studied, debated and analysed in Australia; and rightfully so. It impacts all of us as we go about our daily lives, irrespective of the mode of transport we choose. As a nation, our track record in this space has been very positive; known for road safety innovation and bold policy direction guided by strong leadership from the Australian Government.

Unfortunately, this progress has waned in recent years and thousands of people have died on our roads as a result. In the 12-month period leading up to June of 2021, there were 1,142 deaths on Australian roads¹, including 32 cyclist deaths². In the latest available count, the number of yearly cyclist hospitalisations due to injuries sustained in a road crash had risen to a historical high of 7,087 in 2018, with 1,611 instances of life-threatening injuries³. Most alarmingly, cyclists are the only group of road users that have not seen a reduction in the number of annual deaths since the baseline was set in 2008⁴. Over the past decade, cyclist deaths have increased by over 45% and serious injuries have increased by over 36%. This unwavering high death toll and rate of serious injury are symptomatic of a decade's worth of strategies and policies that have failed to keep cyclists safe.

We can no longer boast 'world leading' status on a variety of road safety issues, especially when we consider how vulnerable road users (VRUs) are catered for on our streets. In recent history, governments at the federal and state levels have conducted many inquiries; spending months and years considering the broad topic of road safety but not agreeing on tangible solutions that 'move the needle' towards zero. This approach has proven inadequate at reducing the number of people killed or seriously injured on our roads.

Our optimism lies in what can be achieved going forward. We know that with targeted Government policy and investment, Vision Zero is achievable in Australia. Deaths and serious injuries can be reduced all while achieving wider policy objectives, such as community health, environmental sustainability, social equity and economic development.

¹ National Road Safety Strategy (NRSS). 2021. *Road Deaths by Road User*:
<https://www.roadsafety.gov.au/performance/road-deaths-road-user>

² Ibid.

³ Australian Institute of Health and Welfare. 2019. *Pedal Cyclist Deaths and Hospitalizations*:
<https://www.aihw.gov.au/getmedia/fbff1344-6b3f-4b2a-8649-fb879dcd69ab/aihw-injcat-203.pdf.aspx?inline=true>

⁴ NRSS Ibid.

Summary of Recommendations:

1. Invest in infrastructure that makes people riding bikes safe.
2. Lead on national pro-cycling policy.
3. Promote best practice enforcement of minimum passing distance laws.
4. Coordinate road safety data collection protocols across Australia.
5. Explore the potential of cycling through the Movement and Place Framework.
6. Recognise cycling as a crucial contributor to our physical, mental and social wellbeing.
7. Encourage a more progressive approach by state and territory governments to speed limit reduction.
8. Strive for global best practice in the uptake of modern, safe vehicles that reduce the likelihood and impact of crashes.
9. Ensure government policymakers are actively involved in learning about road safety issues and opportunities.
10. Ensure a whole-of-government approach to the management of road safety grant schemes.
11. Enable Infrastructure Australia to fast track the delivery of bicycle infrastructure around Australia.
12. Ensure all City Deals incorporate a strong focus on improving bicycle infrastructure.
13. Support and facilitate the national rollout of the *Sharing Roads Safely* program to ensure Australian heavy vehicle drivers are the safest in the world.
14. Introduce a national program to support the booming number of delivery riders in busy main streets across Australia.

Addressing the Terms of Reference

(a) measures to support the Australian Parliament's ongoing resolve to eliminate road crash fatal and serious injuries with a focus on ways to achieving Vision Zero by 2050;

Recommendation 1: Invest in infrastructure that makes people riding bikes safe.

Of all the potential road safety initiatives that will save cyclists' lives, infrastructure is paramount. We fully support the Safe System approach being embedded in national policy. Within this model, creating safe road environments is a clear requirement.

In urban areas, a safe cycling network relies heavily on protected infrastructure that provides cyclists with their own space, away from car doors and passing vehicles. Protected intersections are also a key requirement, as 60% of all crashes involving cyclists occur at intersections⁵. We are well beyond the proof of concept phase for these best practice solutions. Investment needs to be focused on developing, fast-tracking and implementing safe infrastructure solutions across Australia.

There is great scope for the Australian Government to play a much stronger leadership role in promoting and encouraging safe infrastructure for all types of bike riders. One impactful approach would be to improve positive provision policies to ensure the safety of all road users is considered as part of any federally funded road construction or upgrade. If designed with VRUs in mind, such policies have the potential to save lives and avoid costly future retrofitting by incorporating safety design features in any infrastructure project with little to no modifications.

In regional Australia, for instance, there is a vital need for investment in road shoulders for the improved safety of all road users and, in particular, for people riding bikes. Such projects, however, are often promoted as a vehicle-centric solution to reduce run-off-road crashes, thus overlooking the necessity for sealed shoulders to reduce the risk of cyclist injuries or fatalities on high speed regional roads. By simply ensuring that any sealed road shoulders installed are of a sufficient width to safely accommodate cyclists, the same

⁵ Amy Gillett Foundation (AGF). 2015. *Road crashes involving bike riders in Victoria, 2002-2012*: <https://www.amygillett.org.au/wp-content/uploads/2015/09/Road-crashes-AGF-Report-FINAL-Sept-2015.pdf>

infrastructure project can deliver improved safety outcomes for both motorised vehicle drivers and cyclists at minimal or no additional cost.

Similarly, positive provision principles should be extended to projects under the Black Spot Program⁶ as a way of ensuring that all road users benefit from any road safety improvements, not just the road-user groups responsible for creating safety issues. This is because, due to gaps in cycling crash data, there is a bias towards investment in resolving motor vehicles black spots over incidents involving cyclists.

A focus on positive provision policies will also help to nudge state, territory and local government authorities to develop and deliver high-quality bicycle infrastructure.

Recommendation 2: Lead on national pro-cycling policy.

Australia is lagging behind on cycling safety policy action. The cost of this inaction is reported every year as thousands are injured or killed on our roads. As highlighted in previous inquiries⁷, high-level governance is critical to overcome current challenges and achieve a substantial improvement in road safety. The Federal Government has the capacity to lead an integrated national approach to develop mechanisms and empower state and local governments to protect cyclists.

Around the world, national agencies have upgraded their guiding documents and policies to prioritise safe, healthy and sustainable mobility options, with a focus on cycling. For instance, *Gear change: a bold vision for cycling and walking* by the UK Department of Transport, aims to put “cycling and walking at the heart of transport decision-making, and health policy”⁸.

⁶ Department of Infrastructure, Transport, Regional Development and Communications. 2020. *Black Spot Program*: https://investment.infrastructure.gov.au/infrastructure_investment/black_spot/

⁷ Woolley, J., et al. 2018. *Inquiry into the national road safety strategy 2011-2020*: https://www.roadsafety.gov.au/sites/default/files/2019-11/nrss_inquiry_final_report_september_2018_v2.pdf

⁸ UK Department of Transport. 2021. *Gear change: a bold vision for cycling and walking*: <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Recommendation 3: Promote best practice enforcement of minimum passing distance laws.

The AGF has worked tirelessly on the *A Metre Matters* campaign over the past decade. We were thrilled when Victoria joined all other states and territories in applying minimum passing distance laws in early 2021. This will save lives.

There is now a focus on how these laws are followed. We know the vast majority of drivers will take care, obey the new laws and slow down or give distance to people on bikes where they are required to. However, enforcement of road rules is essential to promote adherence and ensure that non-compliance is eliminated.

Best practice in this space is emerging both around the world and here in Australia. In August 2021 the Hills Police Area Command in NSW announced that they will follow up prosecution of drivers based on any bike camera footage provided to them that indicates a close passing event⁹.

This is positive policing, and now that the minimum passing distance legislation has been applied throughout Australia, the Australian Government can play a leading role in promoting best practice and supporting consistency across jurisdictions.

Recommendation 4: Coordinate road safety data collection protocols across Australia.

Greater investment is needed to provide accurate and timely reports of crashes on our roads. National cyclist safety data is critical to understanding, monitoring and addressing changes and issues across the road safety landscape, yet it is difficult for any cycling organisation or state/local government to generate.

Nationally, there are significant gaps in the process of data collection and coordination that contribute to lengthy delays in analysis and understanding of what is happening on Australian roads. Greater coordination, nationally agreed and used classifications for crash type, and injury severity, is needed to ensure the data is easy and quick to update, and provides a clear and current picture of crashes on the road at any given period of time.

⁹ The Hills Police Area Command. 2021:
<https://www.facebook.com/TheHillsPAC/photos/a.203727116355813/4363782537016896/>

We strongly urge all governments to acknowledge and address the major limitations of crash data in understanding the safety-related issues, experiences and concerns for cyclists. Cyclist crashes are significantly under-reported and, currently, neither police nor hospital reported crashes provide a complete picture of the number of people involved in crashes on their bikes.

Recommendation 5: Explore the potential of cycling through the Movement and Place Framework.

The connection between the Movement and Place Framework and the National Road Safety Strategy 2021-30, can not only serve to classify our streets but also to re-think our mobility strategies. The framework is one of the guiding principles of multiple state strategies and action plans, supporting a better understanding of street dynamics. ‘Movement’ as a street function is not, and should not, be limited to motorised vehicles. Bicycles offer numerous possibilities to adapt movement-related requirements to consolidate safe areas; possibilities that multiple European cities have already explored through the creation of programs that prioritise cycling¹⁰. A more significant recognition of cycling through the Movement and Place framework would naturally correlate with positive road safety outcomes.

An appropriate reflection of cycling in the Movement and Place Framework would also ensure changes made to the road environment are not at the cost of another road user group. Unintended consequences are sometimes a natural outcome where road space, or the road environment, is constrained and trade-offs are inevitable. However, an effective application of the Movement and Place Framework would help practitioners, the community and decision-makers to understand these trade-offs ahead of time. It is our hope that this could lead to much more appropriate outcomes for people riding bikes, as this group is often poorly represented in decision making, and therefore significantly impacted.

(b) the effectiveness of existing road safety programs across Australia; opportunities to improve them and encourage broader take-up of effective approaches;

¹⁰ European Union. 2021. *Handbook on cycling inclusive planning and promotion*: https://ec.europa.eu/transport/sites/default/files/cycling-guidance/mobile_2020_more_biking_in_small_and_medium_sized_towns_of_central_and_eastern_europe_by_2020.pdf

Earlier this year, the draft version of the *National Road Safety Strategy (NRSS) 2021-2030* was released for consultation. Upon a thorough review, it became clear that there was little provision for meaningful action to protect people cycling, and the draft strategy would ultimately prove inadequate for keeping cyclists safe. The strategy took an old-school, driver-centric approach to road safety. Priority for the safety of people inside their cars resulted in little consideration of the harm drivers can cause to VRUs.

The inadequacy of the draft NRSS points to a general inadequacy of national road safety programs in improving cyclist safety. We look forward to a revised version of the NRSS which addresses these issues and paves the way for fundamental improvement in cyclist safety.

(c) opportunities for government policy in health, education, industry, transport and other areas to contribute to road trauma elimination, integrating Safe System principles;

Recommendation 6: Recognise cycling as a crucial contributor to our physical, mental and social wellbeing.

Creating safe road environments for bicycles to be a preferred mobility choice can save lives in multiple ways. In relation to road trauma prevention, past interventions have proven ineffective at protecting the lives of cyclists who, as a road user group, continually face unsafe riding conditions and have not seen a death rate reduction in over a decade.¹¹ Additionally, the direct benefits in local environmental conditions as a result of a greater uptake of cycling have been studied extensively; placing cycling at the heart of interdisciplinary programs that prioritise safety, social interactions and wellbeing. For instance, the Low Emission Zones program in some of the main cities in Europe has resulted in a variety of benefits for society¹². Another example is the School Car Free Zones program in the UK¹³.

¹¹ NRSS Ibid.

¹² Urban access regulations in Europe. 2021. *Low Emission Zones*: <https://urbanaccessregulations.eu/low-emission-zones-main>

¹³ Glasgow City Council. *School car free zones*: <https://www.glasgow.gov.uk/schoolcarfreezones>

Recommendation 7: Encourage a more progressive approach by state and territory governments to speed limit reduction.

Local Government is often the best-placed authority to understand the needs of its local communities, yet they have little authority to change speed limits on local streets. This impedes the introduction of 30km/h and 40km/h speed limits despite local community support for such initiatives and overwhelming evidence that slower speeds save lives and reduce serious injury. It is estimated that there is a 90% probability of a person being killed if struck by a vehicle travelling at 50km/h, but this reduces to 10% if the vehicle is travelling at 30km/h¹⁴. Such a simple change to the way our roads are used can have a significant impact on the safety of Australian communities.

AGF's 2020 joint submission on various road safety inquiries goes into detail regarding the importance of safe speeds¹⁵.

As with other policy issues that experience a failure at the state/territory level, this is an area where the Australian Government can intervene with direction, support and policy to pave the way for significant road safety benefits, given the primacy of speed in many crashes that kill people on Australian roads. A failure to implement safe speeds in Australia would represent a failure in applying the Safe System principles, therefore making this topic extremely relevant to this Joint Select Committee.

Providing more autonomy for local governments to implement safe speed environments in appropriate settings based on local conditions and community consultation would be a significant improvement on the current situation. We understand that this is not a direct responsibility of the Australian Government, however, we encourage bold leadership from this Joint Select Committee in articulating the potential road safety dividend that could be achieved through this simple alteration to road governance.

¹⁴ Office of Road Safety, 2021. *Fact Sheet Vulnerable Road Users*: <https://www.officeofroadsafety.gov.au/nrss/resources-fact-sheets/vulnerable-road-users>

¹⁵ AGF. 2020. *AGF submission to road safety inquiries*. <https://www.dropbox.com/s/z7ifhe1lbl4gla0/AGF%20Jan%202020%20Road%20Safety%20submission%2C%20Federal%2C%20NSW%2C%20Vic%20FINAL.pdf?dl=0>

Recommendation 8: Strive for global best practice in the uptake of modern, safe vehicles that reduce the likelihood and impact of crashes.

The Australian government has a critical role to play in protecting the Australian public from the importation and sale of motor vehicles that do not meet the highest safety standards. Specifically, there is an urgent need for the safety of non-vehicle-occupant VRUs to be a priority.

A safe vehicle is not safe if it protects the occupants but kills cyclists, motorcyclists and pedestrians.

Australasian New Car Assessment Program (ANCAP) provides important information for consumers about the safety of a motor vehicle. In recent years, several motor vehicles have been available for sale (some with an overall score of 5 stars) despite failing the autonomous emergency brake (AEB) test for cyclist safety¹⁶. These include:

Motor Vehicle	ANCAP Rating	AEB (Cyclist) Result
Mazda BT-505	5 stars	3.87 out of 9
Isuzu D-Max	5 stars	3.87 out of 9
Kia Seltos	5 stars	0.0 out of 9 (the system detects pedestrians but not cyclists)

There needs to be a concerted effort across the federal government to stop the importation of unsafe motor vehicles. Recent examples of motor vehicles that failed the ANCAP safety tests are the Mitsubishi Express and the Renault Traffic. Both vehicles were rated as “not recommended” by ANCAP tests of commercial vans¹⁷.

Technology also has a big part to play in reducing the high casualty rates associated with heavy vehicles. There is already technology that addresses driver fatigue through monitoring, AEB and technology that is capable of detecting cyclists and pedestrians. This

¹⁶ ANCAP. 2020. *Commercial Van Safety Comparison*: <https://s3.amazonaws.com/cdn.ancap.com.au/app/public/assets/c6c8256353289bab0006b6dce6aac4bace72882f/original.pdf?1608102050>

¹⁷ ANCAP, 2020. *Commercial van safety put to the test for the first time [media release]*. <https://www.ancap.com.au/media-and-gallery/releases/commercial-van-safety-put-to-the-test-for-the-first-time>

needs to be integrated into the heavy vehicle fleet as a matter of urgency. We are optimistic that advancements in connected and automated technology, coupled with concerted technological uptake and targeted market signals for higher safety standards, can lead to improved road safety outcomes for all road users.

All too often, however, VRUs are treated as a secondary consideration for motor vehicle manufacturers. To date, technological advancements with regard to communication have largely focused on motor vehicle to motor vehicle (V2V) or connecting motor vehicles to infrastructure (V2I). Both of these approaches overlook the people moving on our roads who are not inside a motor vehicle, namely VRUs. In a past submission, the AGF has detailed how Lane Assist technology, for instance, actually has the unintended potential to reduce safety outcomes for cyclists¹⁸. In order to effectively reduce the likelihood and impact of heavy vehicle crashes in Australia, future technological uptakes must account for intended and unintended consequences for the safety of VRUs.

There is an opportunity for Australia to strive for global best practice that seeks to place VRU safety at the centre of technology considerations for heavy vehicles. The Safer Lorry Scheme, developed by Transport for London, provides an excellent starting point and may offer guidance on how to embed VRU safety into the heavy vehicle fleet. The Federal Government across all departments and agencies can also achieve significant progress in this area by ensuring the public sector vehicle fleet is made up of safe vehicles. This can have a beneficial cascade effect on the safety of the wider Australian vehicle fleet as Government cars eventually enter the second-hand market. We support a more ambitious approach to this topic than is currently being pursued across Australia.

¹⁸ AGF. 2018. *Submission to Inquiry into heavy vehicle safety and the use of technology to improve road safety*. <https://www.amygillett.org.au/wp-content/uploads/2021/04/Amy-Gillett-Foundation-Submission-to-NSW-Inquiry-into-heavy-vehicle-safety-and-the-use-of-technology-to-improve-road-safety-190218.pdf>

(d) opportunities to embed road trauma prevention across Australian Government portfolios and agencies;

Recommendation 9: Ensure government policymakers are actively involved in learning about road safety issues and opportunities.

We encourage all levels of government to engage with the Australasian College of Road Safety as a way to access the leading experts in road safety in Australia and New Zealand. Reducing trauma on our roads requires multidisciplinary and interdisciplinary responses that cannot be addressed by just one discipline (e.g. engineering) or just one department (e.g. transport). For any level of government to find and access the leading experts in road safety, we urge the committees leading the current inquiries, and any future inquiries, to consult with the Australasian College of Road Safety. Direct engagement with the expert members of the College needs to be a core function of the Office of Road Safety. The administrative staff based in Canberra will be able to provide access to the experts nationally, many of whom are world leaders in road safety.

We also encourage the Joint Select Committee on Road Safety and their staff to attend the annual Australasian Road Safety Conference, which will be held online on 28-30 September 2021.

This renowned road safety event brings together over 600 national and international experts to present the latest findings and innovations in road safety. We anticipate that the committee and the supporting staff would find the conference program helpful to connect with leading experts and to learn about innovative road safety action, especially pertaining to VRUs.

Recommendation 10: Ensure a whole-of-government approach to the management of road safety grant schemes.

One potential lever that all governments could pull is to create cross-department grant schemes that include the relevant departments to provide guidance about project development and to provide advice through, for example, a steering group for grant recipients.

Grant schemes are a good example of ways to engage the community in actions and activities that are embedded and activated in the community. Recent examples include the *Road Safety Enablers and Awareness Fund (RSEAF)* and the *Transport Accident Commission (TAC) Towards Zero Grant*, which support community programs to promote safety on our roads. However, these grant schemes could be enhanced by offering a scheme that works across government departments.

For example, the AGF was successful in the latest RSEAF round to deliver demonstration *Sharing the Road Safely* courses in three major cities. This program clearly cuts across several government departments (transport, industry and education). It would be beneficial for the AGF to meet regularly with representatives from the different departments during the course of the grant period. This would enable us to provide feedback on our progress and, perhaps more importantly, for the government to help guide the work, ensuring the program being delivered achieves the goals of the grant scheme and more broadly delivers on multiple policy objectives. This is especially important for grants in the bicycle infrastructure and program space, as they are proven to have benefits across various Government policy agendas relating to health, the environment, economy and transport.

Recommendation 11: Enable Infrastructure Australia to fast track the delivery of bicycle infrastructure around Australia.

Infrastructure Australia (IA) are very well placed to play a more significant role in the delivery of bicycle infrastructure. The agency has a strong history in project appraisal and prioritisation. This needs to be focussed on supporting safe infrastructure for active, healthy and sustainable modes.

We note that the Infrastructure Priority List contains certain projects in Melbourne and Sydney that seek to establish networks of high-quality bicycle corridors. Unfortunately, the current IA process for progressing these initiatives does not extend to significant support for how they are implemented. With the successful establishment of state-based 'i-bodies' such as Infrastructure WA and Infrastructure Victoria, IA can play a more influential role in the national delivery of bike infrastructure by:

- ensuring consistency between the national and state bodies in project prioritisation;
- establishing a process to fast track action on bicycle infrastructure to progress safe networks in all major Australian cities; and
- assisting State and Local Government Authorities with technical support in project ideation, appraisal, financial assessment (i.e. cost-benefit analysis) and post-delivery evaluation, based on national best practice.

Recommendation 12: Ensure all City Deals incorporate a strong focus on improving bicycle infrastructure.

The federal Department of Infrastructure, Transport, Regional Development and Communication's *City Deals*¹⁹ presents an exciting opportunity to embed bicycle infrastructure into Australian cities and regions that are experiencing significant growth and development. The 'Deals' are unique by nature in that they seek to align the activities of all three levels of government around a common vision, which often relates to improving the function and performance of that region. Transport investments are often cited for their

¹⁹Department of Infrastructure, Transport, Regional Development and Communication. 2021. *City Deals*: <https://www.infrastructure.gov.au/cities/city-deals/>

transformative potential within city deals and embedding bicycle infrastructure into this equation could yield a significant road safety benefit across Australia.

(e) opportunities to reduce road trauma in the workplace, working with Work Health and Safety agencies and employers across Australia; including a focus on heavy vehicles and the gig economy.

Recommendation 13: Support and facilitate the national rollout of the *Sharing Roads Safely* program to ensure Australian heavy vehicle drivers are the safest in the world.

High-risk heavy vehicle interactions with VRUs should be a priority when it comes to conversations about safety. Alarming, while heavy vehicles constitute only 4% of vehicles on the road, they are involved in up to 50% of fatal cyclist and pedestrian crashes that occur in urban areas. This is a very stark problem.

AGF designed the *Sharing Roads Safely* (SRS)²⁰ program to improve heavy vehicle driver awareness and increase the safety of VRUs. The program was developed in consultation with over 40 stakeholders from across the construction and logistics sector and is based on international best practice. In particular, the course was informed by Safe Urban Driving, the heavy vehicle driver training course developed by Transport for London and the heavy vehicle industry as part of the Construction Logistics and Community Safety (CLOCS) program. The UK course has been delivered over 100,000 times and has demonstrated significant reductions in crashes between heavy vehicles and VRUs.

SRS is the AGF led adaptation of Safe Urban Driving for the Australian context. Piloted in September 2018, the program is now being conducted regularly in Melbourne and includes three modules (online, facilitated workshop, on-road walking and cycling). The training provides drivers with first-hand experience of the challenges faced by VRUs. After completing the course, drivers are more aware of and have been provided with skills to safely interact with VRUs and reduce the likelihood of a crash resulting in death or injury.

Driver attitude and the broader driver culture can be very difficult to shift. Nevertheless, the SRS program is already having a positive impact on drivers' awareness, behaviour and attitudes towards VRUs. As a result of the training completed so far in

²⁰ AGF. 2020. *Sharing the Roads Safely*: <https://www.amygillett.org.au/sharing-roads-safely>

Melbourne, over 90% of respondents have said they have a better understanding of issues faced by VRUs and over 80% will change their behaviour around VRUs. Notably, the SRS program is rooted in the Safe System approach and the principle that 'people make mistakes but those mistakes should not result in death or serious injury'.

We see great potential in the SRS program to yield a measurable impact on safety outcomes by becoming an industry standard and embedding safe skills in heavy vehicle drivers across the country. We would welcome the committee to contact the AGF to find out more about how to support and facilitate a national scale-up of the SRS program.

Recommendation 14: Introduce a national program to support the booming number of delivery riders in busy main streets across Australia.

'Gig economy' workers deliver food and goods in communities across Australia, and represent an emerging cohort of people on bikes, especially on main streets and in busy urban areas. Ensuring the safety of these riders is an issue that will grow, as the popularity of on-demand delivery increases. Improving the safety of the streets that they work on should be a road safety priority, and is an emerging area of policy that the Federal Government can provide leadership on.

A national 'Safe Main Streets' program, or similar, could fast-track safe cycling infrastructure in areas that need it most. This approach would recognise the similar issues facing many main streets across Australia; a historic over-emphasis on car access, an under-investment in safe spaces to ride and walk for local shopping trips, and an emerging need to cater for more people using main streets. By creating a program that seeks to address these issues, the Federal Government can play a unique role in articulating and investing in best practice approaches and fostering progressive and innovative Local Government Authorities. The benefit to delivery riders would be significant, and this program would also complement local placemaking initiatives, economic development objectives and ultimately support main street businesses by improving safe access to their stores.