

Submission to the inquiry into the impact of road safety behaviours on vulnerable road users

May 2023



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Recommendations

To better protect vulnerable road users, RACV calls on Government to take the following actions to improve the safety of pedestrians, cyclists and micro-mobility riders who use roads and pavements.

<p>Improve government collection and sharing of data</p>	<p>1. Improve post-COVID travel data collection and availability of road safety data. This includes accelerating the timeframe for the next Victorian Integrated Survey of Travel and Activity (VISTA) and timely, consistent and open reporting of road safety data.</p>
<p>Increase separation of motorists from vulnerable road users</p>	<p>2. Increase funding for cycling infrastructure, separated from motorists and pedestrians. 3. Build on the Victorian Cycling Strategy 2018-2028 to develop and implement a strategic plan for cycling that allocates funds and designs and builds continuous network infrastructure based on journey demand, consumer needs and road safety outcomes. 4. Start measuring Government's performance against, and commitment to, increasing Victoria's active transport mode share to 25 per cent by 2030. 5. Improve business case evaluations by developing a robust economic value for mode shift from cars to cycling and walking, capturing health, environmental and congestion benefits. 6. Improve processes to review and approve road design solutions to ensure they are safe for vulnerable road users, particularly in relation to temporary infrastructure and during periods of road construction.</p>
<p>Pavement safety is a growing concern</p>	<p>7. Allocate dedicated on-street and pavement parking for e-scooters, especially in the Melbourne CBD, at trial boundaries and at key public transport connection points. 8. Develop and fund walking networks that better link communities to shops, train stations, and tram and bus stops. 9. Ensure road design reflects best practice safety standards for pedestrians.</p>
<p>Local streets should be safe for pedestrians</p>	<p>10. Commit funding to make local streets safer, including speed reductions in high pedestrian zones and investment in chicanes and traffic calming safety infrastructure. 11. Support speed limit reductions with strong community engagement, campaigns and education. 12. Evaluate school speed zones across Victoria to ensure 40km/h speed zones are consistently introduced. Where 40km/h zones are not safe and feasible, improve safety through upgraded pedestrian crossings, high-visibility signage and traffic calming interventions.</p>
<p>High-speed roads should be safe for all roadside workers</p>	<p>13. Protect tow truck operators and emergency breakdown responders by including them in Road Rule 79A, requiring motorists to slow down to 40km/h when passing a tow truck or emergency roadside vehicle with flashing lights.</p>
<p>Proven safety technologies should not be optional extras</p>	<p>14. Support increasing the uptake of vehicle technologies that improve road safety for vulnerable road users. For example, support the introduction of mandatory blind spot detection technology in new heavy vehicles.</p>

EV regulations need to consider vulnerable road users	<ul style="list-style-type: none"> 15. Support electric vehicle regulations that improve safety for blind and visually impaired pedestrians. 16. Update education and road safety resources to include being safe around electric vehicles.
Improve education about sharing the road	<ul style="list-style-type: none"> 17. Fund and deliver campaigns to educate both drivers and cyclists about how to interact safely on the road. 18. Clarify and promote awareness about right-of-way rules between motorists and cyclists.
Educate riders about e-scooter safety	<ul style="list-style-type: none"> 19. Strengthen e-scooter safety campaigns targeting both share scheme and private e-scooters. To further address dangerous e-scooter riding behaviours, the Victorian Government should also evaluate opportunities to fund e-scooter training in secondary schools. 20. Utilise trial data to inform future infrastructure investment decisions. 21. Take steps to work with the Australian Government to limit the sale of private e-scooters that are non-compliant with maximum speed capabilities. 22. Review injury insurance coverage of e-scooter riders, as well as cyclists and e-bike riders. The review should be broad-based and comprehensive and engage closely with the insurance industry, TAC, share scheme providers and users to ensure that insurance coverage is adequate and appropriate.
Improve access to driver training for migrants	<ul style="list-style-type: none"> 23. Expand existing programs that offer free driving lessons, to boost new migrant access to supervised driver training.

Introduction

About RACV

RACV welcomes the opportunity to respond to the Committee of the Victorian Legislative Assembly's inquiry into the impact of road safety behaviours on vulnerable road users.

RACV is proud to provide exceptional experiences for our Members and customers through a range of products and services across motoring and mobility, home, energy and leisure. These include Emergency Roadside Assistance, Motor Insurance, Home Insurance, Home Trades and an increasing range of options in the cleaner energy space, such as RACV Solar. In addition, RACV has nine Resorts across Australia and a range of domestic and international holiday packages, tours and cruises from our trusted travel partners.

RACV represents over 2.2 million members and has a proud history of supporting improved road safety outcomes on behalf of all Victorians.

Helping Victorians is at the heart of RACV. In 2021-22, RACV:

- provided 1.1 million members with motor insurance policies
- covered 1.6 million members for Emergency Roadside Assist
- responded to 780,000 Emergency Roadside Assist call outs
- had over 200,000 downloads of arevo, RACV's journey planning mobility app for cyclists and motorists.

RACV Members and customers are motorists but also active transport users such as pedestrians, cyclists, micro-mobility riders (including e-scooters) and public transport users. Greater transport choice benefits everyone and there are significant congestion, health, affordability and sustainability outcomes associated with increased walking, cycling and micro-mobility riding. However, the uptake of active transport is likely to remain at current levels unless there are major road safety improvements for vulnerable road users.

RACV's submission to the Committee is aligned with the safe systems approach to road safety. Addressing road safety outcomes is based on the road safety pillars:

1. Safer roads
2. Safer speeds
3. Safer vehicles
4. Safer people.

AAA road safety research program

The Australian Automobile Association (AAA) is the peak organisation for Australia's motoring clubs, including RACV. The AAA regularly commissions research and develops in-depth analysis of issues affecting transport systems.

The AAA Road Safety Research Program was launched in 2019 and aims to:

- foster a collaborative approach to identifying and tackling road safety challenges across a wide range of sectors and disciplines
- identify and prioritise the most pressing problems contributing to poor road safety outcomes in Australia (and more broadly)
- design, select and fund important road safety research projects that will ultimately deliver practical safety benefits for road users and the community
- deliver research that is in alignment with the latest road safety research strategies and initiatives
- help build Australia's road safety research capacity and capability

- help raise awareness and create a shared understanding of road safety challenges, research priorities and activities that are occurring in Australia and internationally
- work within the 'Safe Systems' safety framework to meaningfully advance knowledge and develop interventions which could be deployed at a national and/or state level.

Work commissioned under the RSRP to date has been large, multi-year projects tackling intractable problems and leveraging efficiency through centralised coordination and club funding contributions. RSRP currently has three research tranches underway: fatigued driving, distracted driving, and vulnerable road users. The current investment from clubs is \$3.7m across five projects:

- the interaction between heavy vehicles and vulnerable road users from the viewpoint of the heavy vehicle driver
- understanding and managing fatigue in the workplace
- evaluation of fatigue monitoring technology
- development of a toolkit to assess driver distractibility
- evaluation and comparison of the Human Machine Interface (HMI) in vehicles in the Australian market.

Outcomes from the research will be made available to governments and will provide an additional contribution towards meeting Victoria's road safety target.

Terms of Reference

The inquiry is investigating the impact of road safety behaviours on vulnerable road users and how road safety behaviours have changed during and after the COVID-19 pandemic. The inquiry is considering the impact these changes have had on vulnerable road users, such as pedestrians, cyclists, motorcycle riders, children aged seven and under, older people and mobility device users.

Travel trends

Government needs to improve travel data collection and availability of road safety data

The inquiry is seeking post-COVID data and travel trends from stakeholders. RACV periodically surveys Members and customers about road safety measures, the outcomes of which are included in this submission where relevant. However, the Victorian Government is best placed to collect rich and detailed data about post-COVID travel trends. To this end, the Government should bring forward the timeframe to conduct the next Victorian Integrated Survey of Travel and Activity (VISTA) to understand post-COVID travel trends better. The forthcoming VISTA publication date, earmarked for late 2024, will represent more than two and half years since data collection in February of 2022, considerably late given the immediate post-COVID travel issues.

In addition, RACV, along with the AAA, calls for timely, consistent and open reporting of road safety data. Improved access to data, such as AusRAP road safety data, raises the collective knowledge of why road trauma happens and enables policy-makers to develop evidence-based responses to road safety. This is particularly relevant to vulnerable road users who are over-represented in the road safety statistics.

Recommendation

1. Improve post-COVID travel data collection and availability of road safety data. This includes accelerating the timeframe for the next Victorian Integrated Survey of Travel and Activity (VISTA) and timely, consistent and open reporting of road safety data.

Travel trends post-COVID-19 pandemic

To understand post-COVID travel trends in Victoria, RACV directs the Committee to a range of external data sources such as VISTA, the National Walking and Cycling Participation Survey, Austroads and Bicycle Industries Australia. Published data indicates that active transport saw an uplift in the COVID-19 period but that cycling is now returning to pre-COVID levels.

In September 2022, RACV conducted its latest Mode Transport Survey. This was a Victoria-wide survey that included both 1,000 survey respondents and targeted focus groups from a cross-section of metro/regional and younger/older participants.

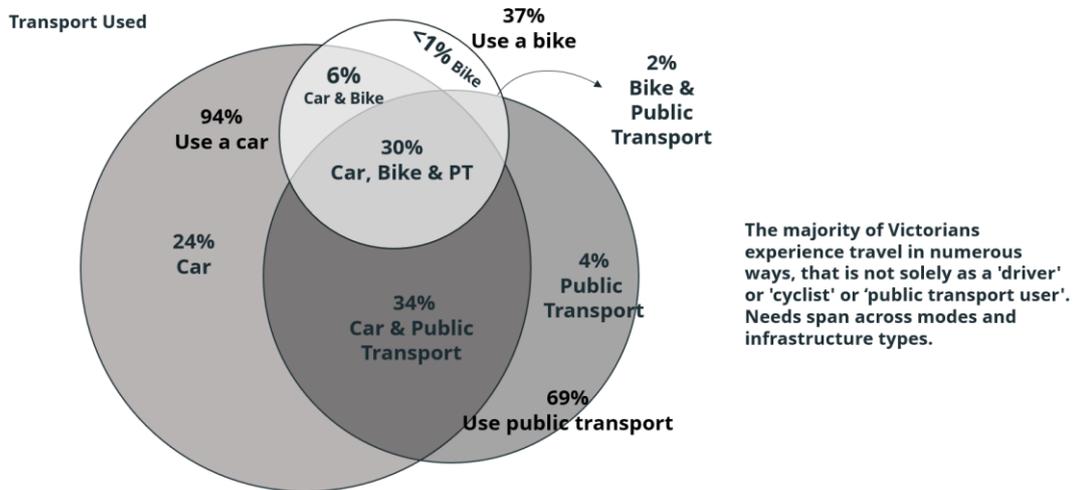
The RACV Mode Transport Survey shows that levels of cycling are consistent with pre-COVID survey data.

Compared to an early RACV survey of January 2020, more Victorians are likely to say that their main mode of travel is the car and are less likely to say their main mode of travel is public transport. 94 per cent of Victorians use a car.

However, while the car remains dominant, many Victorians are multi-modal transport users. Figure 1 provides a breakdown of how Victorians use different modes of transport.

Fig.1: RACV Mode Transport Survey: 2022

Most Victorians are multi-modal; nearly three in four use a mixture of the car, bike and public transport



Source: Starburst (2022).

Nearly three in four Victorians use a mixture of car, bike and public transport to get around:

- 24 per cent use a car only
- 34 per cent use a car and public transport
- 30 per cent use a car, bike and public transport
- 6 per cent use a car and bike
- 4 per cent use public transport only
- 2 per cent use a bike and public transport.

The RACV's Mode Transport Survey indicates that the majority of Victorians experience travel in numerous ways that are not solely as a motorist, cyclist or public transport user. Policymakers should therefore be mindful of different needs spanning transport modes when allocating resources and making decisions that affect road safety outcomes.

Victorians continue to use a diverse range of modes to travel, yet metropolitan driving patterns appear to be changing with shorter local trips becoming more frequent and less commuting due to the increase in working from home.

Given the increasing number of crashes on Victorian roads, more research is required to confirm whether driving skill levels and safer driving styles are indeed lower than pre-COVID standards. Government has an opportunity to engage with stakeholders such as RACV to seek to measure the extent to which the increasing lives lost on the road is the result of diminished driving skills. If there is a skills loss due to COVID, it is important that Government identify tangible ways to address the skills gap, including through existing regulatory programs such as supervised driving hours for novice drivers.

Safer roads

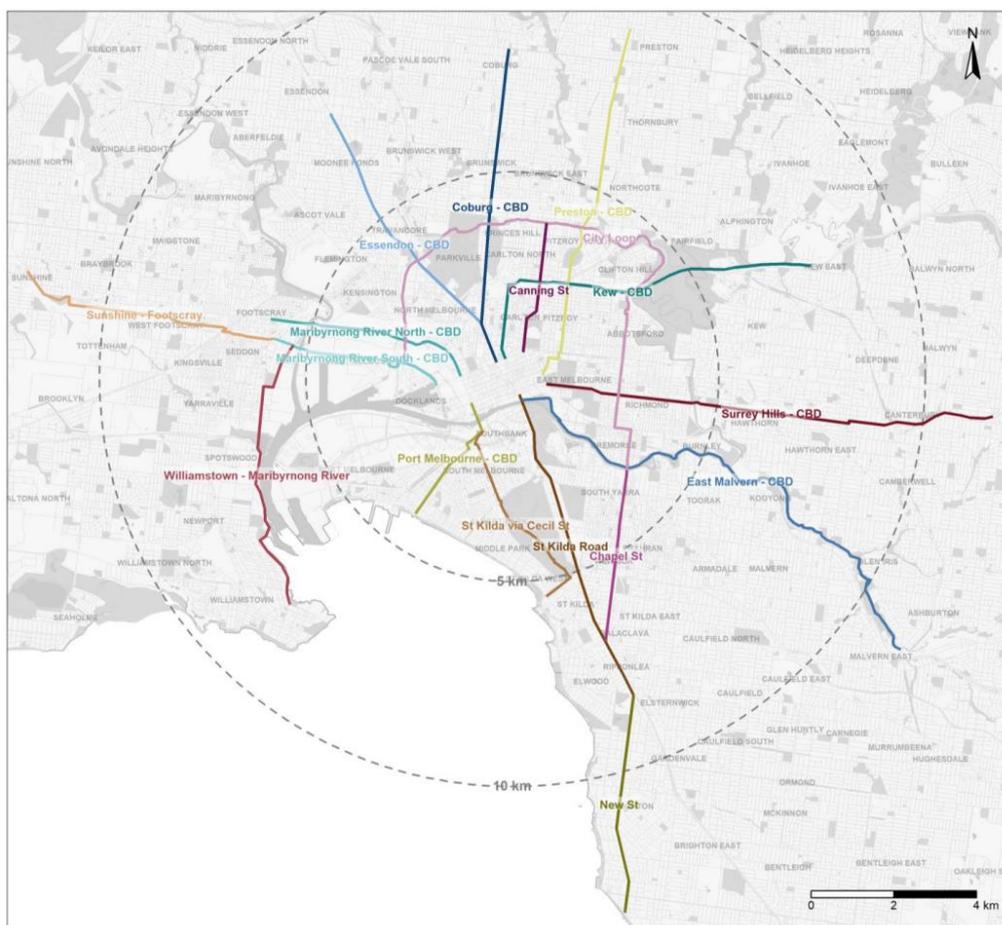
Victorians are discouraged from active transport options unless they feel protected by the infrastructure they use. Therefore, roads, cycling infrastructure and pavements should be designed and funded to protect active transport users. Improved infrastructure will better protect existing vulnerable road users, and encourage others to make active, healthy and sustainable mode choices, reducing congestion for motorists.

The principal design aim of safer roads for vulnerable road users should be to separate cyclists and e-scooter riders from motorists as much as possible.

Increase separation of motorists from vulnerable road users

In 2019, in response to the Victorian Cycling Strategy 2018-28, RACV undertook an in-depth analysis and recommended 17 key metropolitan Strategic Cycling Corridors in Melbourne to support trunk routes separated from motorists.¹ Figure 2 illustrates the Strategic Cycling Corridors, otherwise known as cycling superhighways.

Fig.2 Strategic Cycling Corridors in Melbourne



Source: RACV 2019.

¹ See: <https://www.racv.com.au/content/dam/racv/images/public-policy/pdfs/publictransport/RACV-Strategic-Cycling-Corridors-Review---Jan-2019.pdf>

These are routes that cyclists and e-scooter riders commonly use to travel into and out of the Melbourne CBD, and include St Kilda Road, Sydney Road, Chapel Street and Mount Alexander Road. These were identified for protected cycling lanes to make cycling safer and a more realistic travel option for Victorians. However, while the metropolitan Strategic Cycling Corridors were positively received by Infrastructure Australia and cycling organisations in 2019, since then there has been limited investment in protected cycling lanes along these trunk routes, with the exception of ongoing upgrades to St Kilda Road and Footscray Road.

To increase active transport participation, reduce congestion and promote wider health and sustainability benefits, Government needs to be strategic about where and how active transport infrastructure investment is made, and adopting a network approach with truck routes – such as the RACV’s 17 key metropolitan Strategic Cycling Corridors – is preferable to underfunded, piecemeal or disconnected upgrades.

Recommendations

2. Increase funding for cycling infrastructure, separated from motorists and pedestrians.
3. Build on the Victorian Cycling Strategy 2018-2028 to develop and implement a strategic plan for cycling that allocates funds and designs and builds continuous network infrastructure based on journey demand, consumer needs and road safety outcomes.
4. Start measuring Government’s performance against, and commitment to, increasing Victoria’s active transport mode share to 25 per cent by 2030.
5. Improve business case evaluations by developing a robust economic value for mode shift from cars to cycling and walking, capturing health, environmental and congestion benefits.
6. Improve processes to review and approve road design solutions to ensure they are safe for vulnerable road users, particularly in relation to temporary infrastructure and during periods of road construction.

Governments have an opportunity to improve the design of intersections to make it clearer on Strategic Cycling Corridors when a motorist or cyclist needs to give way. Continuous cycling lanes through high-usage intersections is a best practice design solution to improve cycling safety.

During the COVID-19 period, Melbourne also saw the introduction of quick build, pop-up cycling infrastructure. RACV supports these solutions as part of the mix and in addition to the development of protected cycling lanes on the Strategic Cycling Corridors because they create a safe travel environment for cyclists and e-scooter riders without taking months or years to design and implement. However, when designing pop-up infrastructure, minimum road safety design requirements should always be met, and local Governments should proactively evaluate the reconfiguration of road space to assess safer cycling outcomes against economic and traffic planning impacts. Local Governments should also work together, and with, the Victorian Government to improve active transport interconnectivity between local Government areas.

Pavement safety is a growing concern

The majority of Victorians walk every day, and more pedestrians die on Victorian roads than cyclists,² making pedestrians the most vulnerable road user group based on kilometres travelled. The most common cause of pedestrian deaths and serious injuries involve intersections and pedestrian crossings, and all levels of Government should allocate sufficient funding to support safer pedestrians.

Pavement safety is also a growing concern with the increasing popularity of e-scooter and e-bike share schemes. Currently, share scheme e-scooters and e-bikes do not have allocated parking zones, which has heightened

² See TAC “Lives Lost” data: <https://www.tac.vic.gov.au/road-safety/statistics/lives-lost-year-to-date>

pavement risk for vulnerable road users such as older Victorians and the visually impaired. This is a growing issue in the Melbourne CBD and at share scheme boundaries.

Victoria's population is also ageing, with forecasts estimating that by 2046 about 25 per cent of the population will be 60 years of age or older, compared to 22 per cent in 2021.³ Older pedestrians are already overrepresented in pedestrian fatalities accounting for 39 per cent while representing only 14.6 per cent of the population.⁴ Walking is particularly important for seniors as they are less likely to drive a car or participate in other physical activity. Enhancing pavement safety will become even more critical as Victoria's older population increases.

Recommendations

7. Allocate dedicated on-street and pavement parking for e-scooters, especially in the Melbourne CBD, at trial boundaries and at key public transport connection points.
8. Develop and fund walking networks that better link communities to shops, train stations, and tram and bus stops.
9. Ensure road design reflects best practice safety standards for pedestrians.

³ Ageing well in Victoria, *An action plan for strengthening wellbeing for senior Victorians 2022-26*, Department of Families, Fairness and Housing, 2022.

⁴ Victoria Walks, Safer Road Design for Older Pedestrians.: https://www.victoriawalks.org.au/Safer_Road_Design/

Safer speeds

RACV's September 2022 research found that speeding and not obeying speed limits was a road safety issue for 55 per cent of respondents. 41 per cent of respondents rated safe and consistent travel speeds to improve road safety. Results from RACV regional road safety survey in 2021 indicated that 45 per cent of participants recommended lowering speeds as means to improve safety outcomes. Preliminary findings from RACV's concurrent road safety survey 'My Melbourne Road' indicated that at least 40% of respondents recommend lowering existing speed limits on nominated roads.

Lowering speeds where appropriate, and where interactions between motorists and vulnerable road users is high, significantly reduces the consequence of a collision.

Local streets should be safe for pedestrians

RACV research indicates that current default speed zones of 50km/h in residential areas and 40km/h in school zones is 'felt to be about right' by a majority of Victorians (at 75 per cent and 78 per cent respectively). This would suggest that any broad-based reduction of default speeds in residential areas or school zones in Victoria would require a compelling safety narrative and support from a wide range of stakeholders.

Recommendations

10. Commit funding to make local streets safer, including speed reductions in high pedestrian zones and investment in chicanes and traffic calming safety infrastructure.
11. Support speed limit reductions with strong community engagement, campaigns and education.
12. Evaluate school speed zones across Victoria to ensure 40km/h speed zones are consistently introduced. Where 40km/h zones are not safe and feasible, improve safety through upgraded pedestrian crossings, high-visibility signage and traffic calming interventions.

High-speed roads should be safe for all roadside workers

Since 2017, Victorian drivers are required to slow down to 40km/h when passing a stationary police vehicle, emergency vehicle, enforcement vehicle and escort vehicle with flashing lights or sounding an alarm.

RACV supports the introduction of this rule, otherwise known as the 'slow down, move over' rule, given that those working on the side of high-speed roads are potentially working in a high-risk environment and are, therefore vulnerable road users.

RACV believes all workers and contractors who work at the roadside should be included, particularly in high-speed environments. RACV members and customers are placed in the same high-risk roadside environment, and the Victorian Government's inclusion of incident response vehicles underscores that the proximity to the roadside and high-speed environment warrants inclusion in Road Rule 79A, rather than specific policing or emergency service tasks. The inclusion of tow truck and ERA drivers in Road Rule 79A would bring Victoria in line with New South Wales, Queensland, Tasmania, and Western Australia.

This change in Victoria would also support the Victorian Road Safety Action Plan 2021-2023, Victorian Road Safety Strategy 2021-2030 and National Road Safety Action Plan 2023-2025, which all identify increasing safety for those using the road for work or at work as a strategic theme or priority.

Recommendation

13. Protect tow truck operators and emergency breakdown responders by including them in Road Rule 79A, requiring motorists to slow down to 40km/h when passing a tow truck or emergency roadside vehicle with flashing lights.

Safer vehicles

Vehicle safety is a priority of the National Road Safety Strategy 2021-30 and vehicle design, including innovative safety technologies, are a critical lever to protect vulnerable road users. For example, RACV welcomes the Australian Government introducing Australian Design Rule (ADR) 98 that mandates Autonomous Emergency Braking (AEB) to be fitted in newly introduced car models from March 2023, and in all models on sale from March 2025.

RACV recognises that state and territory Governments do not have direct responsibility for safer vehicle standards in Australia. However, through the Infrastructure and Transport Ministers' Meetings (ITMM), the Victorian Government has an important role in the Australian Design Rule approval process. It is therefore important to consider the safety of vulnerable road users, including vehicle design and technology opportunities.

The Victorian Government has responsibility for regulating the ongoing roadworthiness and safety of in-service vehicles. Given the different levels of regulation and vehicle safety standards across states and territories, it is timely for the Victorian Government to review current regulatory settings for periodic light vehicle inspections to ensure that roadworthiness requirements in Victoria are effective and proportionate.

Proven safety technologies should not be optional extras

Governments should continue to support vehicle safety programs such as the Australasian New Car Assessment Program (ANCAP), and proven safety technologies should be standard equipment in new cars and not be provided as optional extras.

Additional safety technologies could include reversing cameras, Intelligent Speed Assist (ISA), fatigue and distraction detection technologies, lane departure and blind spot warnings.

In relation to vulnerable road users and cyclists specifically, RACV encourages the Victorian Government to support amendments to Heavy Vehicle National Law (HVNL) standards to mandate blind spot detection technology in new heavy vehicles. Incentivising the installation of blind spot warning technology in the existing heavy vehicle fleet is also warranted given the average age of a heavy vehicle in Australia is around 14 years.

Recommendations

14. Support increasing the uptake of vehicle technologies that improve road safety for vulnerable road users. For example, support the introduction of mandatory blind spot detection technology in new heavy vehicles.

Electric vehicle regulations need to consider vulnerable road users

Electric vehicles are increasingly popular in Australia. However, when travelling at low speeds, electric vehicles are a risk to vulnerable road users, particularly blind and low-vision pedestrians, because they are significantly quieter than vehicles with an internal combustion engine. A MUARC 2018 study also found that the risk of collision with a quiet electric vehicle also has significant consequences for mental health, reducing confidence in blind and low vision pedestrians crossing the road.⁵

In March 2023, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts released a Consultation Impact Analysis, *Improving Pedestrian Safety — Acoustic Vehicle Alerting Systems for Electric Vehicles*. The Australian Government has committed to mandating Acoustic Vehicle Alerting Systems

⁵ Department of Infrastructure, Transport, Regional Development, Communications and the Arts, *Consultation Impact Analysis for Improving Pedestrian Safety—Acoustic Vehicle Alerting Systems for Electric Vehicles*, March 2023, page 9.

(AVAS) for electric vehicles through the National Road Safety Action Plan 2023-25, subject to the outcomes of an impact analysis consultation. AVAS technology reduces the risk of a collision by generating noise when vehicles are travelling at low speeds to alert vulnerable road users.

RACV notes that the proposal to mandate AVAS for new vehicles in Australia has been discussed at the Strategic Vehicle Safety and Environment Group (SVSEG) forum, which includes senior representatives of the Victorian Government (in addition to the AAA). RACV calls on the Victorian Government to support the mandate, subject to the outcomes of the consultation process.

Consistent with this position, RACV joins the AAA in support for mandating reversing aids to be fitted in all new light and heavy vehicles from 1 March 2024. Reversing aids alert pedestrians to a reversing vehicle and is another example of where proven safety technologies can be supported through vehicle standards to realise tangible road safety outcomes for vulnerable road users.

Recommendations

15. Support electric vehicle regulations that improve safety for blind and visually impaired pedestrians.
16. Update education and road safety resources to include being safe around electric vehicles.

Safer people

Improving how motorists, cyclists, e-scooter riders and pedestrians interact is a challenging component of road safety, given that the way people behave on the road is impacted by a range of social and cultural behaviours and other factors such as education, awareness, and risk appetite. The Victorian Government has an important role to play in terms of both regulatory settings and education and awareness to improve how people interact on the road, particularly in relation to vulnerable road users.

Improve education about sharing the road

Government has an opportunity to increase education and awareness about motorists, cyclists, pedestrians and micro-mobility users sharing the road. Significant risk factors include:

- motorists checking for pedestrians when making a turn
- motorists checking for cyclists and e-scooters when making a turn, changing lanes, reversing or opening a car door
- cyclists ensuring they have high visibility and signalling to make clear their intended actions.

Tackling road safety behaviours between motorists and cyclists will not only improve road safety but remove barriers to increased uptake of cycling for those that are interested in cycling but concerned about their safety.

Recommendations

17. Fund and deliver campaigns to educate both drivers and cyclists about how to interact safely on the road.
18. Clarify and promote awareness about right-of-way rules between motorists and cyclists.

School-based bike education programs are also vital for young people to learn how to ride safely and understand road rules. It is critical that Road Safety Education Victoria comprehensively funds and promotes bike education, including practical training.

Educate riders about e-scooter safety

The increasing popularity of e-scooters – particularly in the context of recent changes to the Victorian trial that now permits private e-scooters to ride on shared-use paths and roads up to and including roads of 60km/h – should also be factored into when responding to road safety behaviours. RACV's Mode Transport Survey found that 13 per cent of respondents use e-scooters as a form of transport, and that is higher among those aged 18-34. In addition, RACV found that 72 per cent of Victorians agree they are not sure of the rules when it comes to e-scooters. There is a clear need to clearly communicate e-scooter rules to help all road users understand the rules and feel confident around micro-mobility devices. Infrastructure also helps Victorians feel more comfortable with e-scooters, with 45 per cent of Victorians agreeing the Victorian Government should invest in more infrastructure to keep e-scooter users safe.

RACV supports the expansion of the Victorian e-scooter trial to other local Government areas and the inclusion of private e-scooters. Broadening the trial enables Government to regulate safely a new transport mode that is growing in popularity; it will also enable policymakers to better understand how travel patterns and safety risks vary across geographical areas. Subject to the outcomes of the trial, current rules relating to e-scooter use, speed and age of riders are measured and appropriate.

However, as noted above, RACV research suggests that 72 per cent of Victorians are not sure of e-scooter rules. Based on hospital admissions and enforcement data, there is a clear need to build awareness and communicate e-scooter rules and safe behaviours in a sustained, comprehensive public campaign.

Given the increasing popularity of e-scooters and the inclusion of e-scooters in the current Victorian trial, it is critical that Government increase education and awareness of how to ride e-scooters safely.

Recommendations

19. Strengthen e-scooter safety campaigns targeting both share scheme and private e-scooters. To further address dangerous e-scooter riding behaviours, the Victorian Government should also evaluate opportunities to fund e-scooter training in secondary schools.
20. Utilise trial data to inform future infrastructure investment decisions.
21. Take steps to work with the Australian Government to limit the sale of private e-scooters that are non-compliant with maximum speed capabilities.
22. Review injury insurance coverage of e-scooter riders, as well as cyclists and e-bike riders. The review should be broad-based and comprehensive and engage closely with the insurance industry, TAC, share scheme providers and users to ensure that insurance coverage is adequate and appropriate.

Improve access to driver training for migrants

New migrants to Australia can be vulnerable road users if not familiar with the road rules and unable to access a sufficient number of supervised driving lessons.

There are tangible ways to improve accessibility and equality of opportunity for people who may not be familiar with the road rules or are getting their driver's licence for the first time.

To improve accessibility and equality of opportunity in the context of supervised driver training for novice drivers, RACV supports the Victorian Government's *L2P program* and *Community Road Safety Grant Program*. These programs provide access to professional supervised driver training to groups that otherwise may not have access to those services.

While the Victorian Government funds two free driving lessons and this helps many migrants,⁶⁷ there is an opportunity to expand the existing program to boost access to professional, supervised driver training for new migrants.

Recommendation

23. Expand existing programs that offer free driving lessons, to boost new migrant access to supervised driver training.

⁶ <https://www.vicroads.vic.gov.au/licences/your-ps/get-your-ps/preparing-for-your-licence-test/l2p-learner-driver-mentor-program>

⁷ <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-safety-programs/vicroads-community-road-safety-grants-program/standard-grants-program>