



**BICYCLE
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**MONITORING,
COMPLIANCE AND
ENFORCEMENT
STRATEGY 2022-2025**

RESPONSE TO DRAFT

AUGUST 2022



Bicycle Network acknowledges the traditional owners of the land on which we work and live and pay our respects to the first peoples of this country, their culture and elders, past, present and emerging.

Introduction

Safe Transport Victoria's Commercial Passenger Vehicle (CPV) Monitoring, Compliance and Enforcement Policy and Strategy outline the policy, principles, strategies and processes for planning and delivering compliance activities.

Both the policy and strategic framework are reviewed every three years to ensure that Safe Transport Victoria's regulatory operations are consistent with the state (and future) of the industry.

Drafts of the Policy and Strategy are now in the public consultation phase, and will subsequently be presented to industry and stakeholders for review and feedback.

Bicycle Network's submission addresses four issues in these drafts for consideration, and offers recommendations for strengthening the document to better address the concerns of people riding bikes. We offer this feedback in support of Safe Transport Victoria's objectives in improving CPV activity within Victoria.

Three points of consideration

1. 'Other road users': the fifth pillar

The Strategy recognises four key 'audiences': vehicle owners, booking service providers, drivers and passengers. A fundamental shortcoming in the Strategy draft is the lack of recognition of a fifth, albeit indirect, stakeholder: other people using the road.

Safe Transport Victoria apply an outcomes and risk-based approach. This involves proactively identifying emerging issues and responding to challenges (Policy document, Section 2, page 6), as well as identifying and prioritising potential harms (Policy document, page 8).

It should be evident that the actions taken by CPV drivers, including their compliance to existing policy, will have direct effects on other people using the roads.

People riding bikes on Victorian roads will frequently interact with CPVs, particularly in instances where vehicles enter bike lanes for pick-up and drop-off. In this instance, the compliance of the CPV driver to existing policy will directly impact these vulnerable road users.

Strong CPV policy should include identifying, assessing and potentially prioritising any existing burdens on other users of the road, particularly those categorised as 'vulnerable' (people walking, riding, scooting or skating). It should therefore follow that other road users are a stakeholder of CPV policy, and should therefore be recognised across various sections of the Strategy.

We therefore strongly encourage Safe Transport Victoria to consider including this cohort as a fifth category in the Strategy draft. There are numerous sections across the draft that could benefit from including Other Road Users as an additional 'audience':

- 'Role and Functions' (Policy, Section 1.2, page 4)
- Shared Interests (Strategy, page 3)
- 'Our commitment to engagement' (Strategy, page 4)

2. Engagement with vulnerable road users

Once other road users are acknowledged as a fifth stakeholder, it should logically follow that thorough engagement should be undertaken with vulnerable road users.

[Existing legislation](#) allows the driver of a CPV to drive for up to 50 metres in a bike lane if the driver is dropping off, or picking up, passengers (unless 'no stopping' restrictions apply). The safety risks to people riding bikes in these settings cannot be understated.

The [Transport Accident Commission](#) states that a person riding a bike is **34 times more likely** than vehicle occupants to be seriously injured in a crash. There have also been [55 bike rider deaths](#) on Victorian roads in the last five years.

We therefore believe that CPV compliance with existing and emerging legislation pertaining to safe driving around vulnerable road users is extremely important. Strong compliance, monitoring and enforcement policy should be developed so that people riding bikes are safe where there are likely interactions with CPVs.

While these points may not be accommodated the high-level structure of the Strategy and Policy drafts, we strongly encourage Safe Transport Victoria to make this a critical element of risk identification, and to properly engage with the bike riding community to develop policy that will ensure their safety.

3. Collaboration with advocacy groups and motoring clubs

Within the high-level actions outlined in the Strategy, there are common themes of collaborating, consulting and engaging with Victorian Government agencies (e.g. Strategy, page 5). This paints a picture that strategy and planning consultancy will be undertaken exclusively by government.

Advocacy, motoring clubs and lobby groups should also be involved in the many forms of collaboration and consultation outlined in the Strategy. These groups can provide a community-based point of view, and in many cases can also contribute critical data and people-based expertise, which Victorian Government agencies may lack. Most importantly, they can provide critical information as 'other road users'.

Advocacy groups should be well-informed of all operations related to the three-year Strategy so they can responsibly inform and educate their members, stakeholders and the general public. It would be remiss to leave these groups out of consultation.

Accordingly, Bicycle Network recommends that these groups should also be acknowledged as potential consultants and collaborators. This should be considered for both the Policy ('Section 3.2, page 9; 'Influencing compliance', page 11) and Strategy ('Aligning with other regulators', page 5).

Who we are

With nearly 50,000 members, [Bicycle Network](#) is one of the top five member-based bike riding organisations in the world. We are committed to improving the health and wellbeing of all Australians by making it easier for people to ride a bike.

Operating nationally, we have a measurable, successful and large-scale impact in community participation and the promotion of healthy lifestyles through bike riding.

We achieve this through:

- improving the bike riding environment by working with government at all levels to provide better infrastructure, legislation, data, policies and regulations;
- delivering successful, large-scale behaviour change programs such as Ride2School and Ride2Work;
- providing services and insurance that support bike riders through nationwide membership;
- running mass participation bike riding events such as the Great Vic Bike Ride; and
- being a key national spokesperson on issues related to cycling and physical activity



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