

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 2 March 2021 7:40 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Christopher Hurren [SEC=OFFICIAL]
Attachments: national-road-safety-strategy-response.-mar-2021.docx
Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Tue, 2021-03-02 19:32

Submitted values are:

Name
Christopher Hurren

Organisation
Deakin University

Email
[REDACTED]

State
Vic

Which area/s of the draft Strategy are you commenting on (select all that apply):
Infrastructure planning and investment , Regional roads , Workplace road safety, Vulnerable road users

What is your primary area of interest in road safety?
Motorcycle safety with a competency in protective clothing design and evaluation.

What road safety issues are the most important to address?
Listed below are the key issues that I believe should be addressed. I have detailed each in my written submission I the attached word document.
Awareness of rider consumer information in MotoCAP and CRASH programs.
Motorcycle rider training for new and existing riders.
Road surface maintenance.
Road design appropriate for motorcyclists.
Minimum gear and motorcycle requirements for professional riders.

What do you believe are the strengths of this draft Strategy?
The draft details the gig economy and details more for motorcycle safety than previous strategies.

Is there anything important that you think is missing from this draft Strategy?
Infrastructure planning and investment.
Roadside infrastructure and road design has been significantly improved for motorcyclists. Underrun barriers and sight lines are well known however they continue to be forgotten on some road refurbishments especially in a rural environment. A large portion of the rural road network is maintained and upgraded by councils. A mechanism for increasing awareness of good design for motorcyclists for council engineers would improve the use of these designs and infrastructure. An action item for this could be: Raising awareness of motorcycle friendly road design and infrastructure for road engineers especially at a local council level.
Regional roads
Motorcycles are particularly vulnerable to loss of control due to uneven or damaged road surfaces on higher speed rural roads. Road surface quality of rural roads have declined over the last 10 years. Increased traffic with heavy vehicle traffic in particular has resulted in an uneven and damaged road surface. Whilst these surface irregularities may not cause significant problems for cars, trucks and busses they can result in loss of control for a motorcycle. This is especially a problem when the surface irregularity is within a corner. Riders should be looking through a corner to where they intend to go but find themselves looking at the road surface to identify potholes, raised repair patches, sunken road and tar bleed. This can compromise cornering stability and rider positioning before an imperfection is encountered. Recreation riders commonly are riding unsighted roads where they are unfamiliar with the corner or the road surface which increases their exposure to the risk.
An action item for this could be: An evaluation road surface quality of common regional recreational riding roads as well as

their feeder roads be conducted with repairs and upgrades done where required.

Road repairs also contribute to loss of control for riders. Transitional steps into and out of a road repair can result in significant suspension travel and loss of control of a motorcycle even in a straight line. These repair transitions are significantly worse when they are done on only part of a lane within a corner. For a large number of lower skilled riders, the lean of a motorcycle whilst it is in a corner is not a comfortable environment. Stepping up or down a 10 mm or higher repair transition will unsettle the motorcycle and rider in a corner. If the repair transition is parallel with the direction of travel, then the motorcycle can additionally follow the repair edge compromising the cornering positioning.

An action item for this could be: A review of the acceptance criteria for road repair transitions should be conducted to ensure that they are motorcycle rider compliant.

Workplace safety

Workplace safety does not include the motorcycle delivery riders of the gig economy or professional riders. Cycling is covered but motorcycle needs its own action. The wearing of motorcycle protective clothing has been shown to significantly reduce injuries during a crash. A minimum requirements or code of practice for protective clothing motorcycles/scooters for professional riders would reduce the risk that they face. For urban riding an example of this would be the requirement of MotoCAP 2 protection stars or better gear, the requirement of knee, hip, elbow and shoulder armour in all gear, gloves requiring knuckle armour and the bike requiring ABS fitment.

An action item for this could be: Introduction of minimum gear and motorcycle requirements for professional riders.

Vulnerable road users

Rider training:

A graduated licencing system is active in most states in Australia. Rider skills have been shown to be improved by the graduated licence system. The licence has shown to significantly increase the skills of learner riders however 36% of rider fatalities in 2016 in Victoria were unlicensed. This is higher than the approximately 10% of unlicensed rider fatalities in NSW over the 2016-2019 period. The cost of the combined course is approximately \$900 in Victoria, \$350 in NSW, \$650 in Queensland, \$1150 in Tasmania, \$794 in South Australia and \$247 in Western Australia. Does the high cost of obtaining a motorcycle licence in some states induce riders to ride unlicensed?

An action item for this could be: An analysis to see if the cost of the graduated licence scheme is deterring riders from obtaining a licence and riding unlicensed.

New Zealand has had a significant success in improving rider skills with their Ride Forever program

(<https://www.rideforever.co.nz/>). It is a four-tier full day training program that has Urban, Bronze, Silver and Gold levels and is aimed at new through to advanced riders (10 years +). The program has seen over 25,000 participants with riders 27% less like to be involved in a crash if they have been part of the program (ACC claims data). The program has run since 2014 and is heavily subsidised by the Accident Compensation Commission (Rider cost: \$25 for Urban and Bronze, \$50 for Silver and Gold). Introduction of a similar scheme could be beneficial in Victoria for reducing crash rates. The rider engagement through Facebook (https://www.facebook.com/RideForeverNZ/?ref=br_rs) and the Shiny Side Up Bike Fest (<https://shinysideup.co.nz/>) has increased riders' engagement in the Ride Forever program. This platform is also used to promote use of protective gear.

An action item for this could be: Improving skills of existing riders through targeted and subsidised rider training courses aimed at new, developing and experienced riders.

Rider advice:

Promote consumer information about protective clothing and helmets. – Australia has CRASH and MotoCAP that are two consumer-based star rating systems for providing riders with advice on buying helmets (CRASH) and gear (MotoCAP). Both are administered by Transport for NSW. This could be done by putting a note about programs into registration renewal correspondence for motorcycle owners.

This action would be better to read "Promote MotoCAP and CRASH consumer information programs about protective clothing and helmets. An example would be awareness materials in registration renewal correspondence with riders."

Do you give permission for your submission to be published on this website following the end of the consultation period?

Yes

Response to the National Road Safety Strategy

Author: Dr Christopher Hurren, Deakin University 02/03/2021

Email: [REDACTED]

Phone: [REDACTED]

Mobile: [REDACTED]

Infrastructure planning and investment.

Roadside infrastructure and road design has been significantly improved for motorcyclists. Underrun barriers and sight lines are well known however they continue to be forgotten on some road refurbishments especially in a rural environment. A large portion of the rural road network is maintained and upgraded by councils. A mechanism for increasing awareness of good design for motorcyclists for council engineers would improve the use of these designs and infrastructure.

An action item for this could be: *Raising awareness of motorcycle friendly road design and infrastructure for road engineers especially at a local council level.*

Regional roads

Motorcycles are particularly vulnerable to loss of control due to uneven or damaged road surfaces on higher speed rural roads. Road surface quality of rural roads have declined over the last 10 years. Increased traffic with heavy vehicle traffic in particular has resulted in an uneven and damaged road surface. Whilst these surface irregularities may not cause significant problems for cars, trucks and busses they can result in loss of control for a motorcycle. This is especially a problem when the surface irregularity is within a corner. Riders should be looking through a corner to where they intend to go but find themselves looking at the road surface to identify potholes, raised repair patches, sunken road and tar bleed. This can compromise cornering stability and rider positioning before an imperfection is encountered. Recreation riders commonly are riding unsighted roads where they are unfamiliar with the corner or the road surface which increases their exposure to the risk.

An action item for this could be: *An evaluation road surface quality of common regional recreational riding roads as well as their feeder roads be conducted with repairs and upgrades done where required.*

Road repairs also contribute to loss of control for riders. Transitional steps into and out of a road repair can result in significant suspension travel and loss of control of a motorcycle even in a straight line. These repair transitions are significantly worse when they are done on only part of a lane within a corner. For a large number of lower skilled riders, the lean of a motorcycle whilst it is in a corner is not a comfortable environment. Stepping up or down a 10 mm or higher repair transition will unsettle the motorcycle and rider in a corner. If the repair transition is parallel with the direction of travel, then the motorcycle can additionally follow the repair edge compromising the cornering positioning.

An action item for this could be: *A review of the acceptance criteria for road repair transitions should be conducted to ensure that they are motorcycle rider compliant.*

Workplace safety

Workplace safety does not include the motorcycle delivery riders of the gig economy or professional riders. Cycling is covered but motorcycle needs its own action. The wearing of motorcycle protective clothing has been shown to significantly reduce injuries during a crash. A minimum requirements or code of practice for protective clothing motorcycles/scooters for professional riders would reduce

the risk that they face. For urban riding an example of this would be the requirement of MotoCAP 2 protection stars or better gear, the requirement of knee, hip, elbow and shoulder armour in all gear, gloves requiring knuckle armour and the bike requiring ABS fitment.

An action item for this could be: *Introduction of minimum gear and motorcycle requirements for professional riders.*

Vulnerable road users

Rider training:

A graduated licencing system is active in most states in Australia. Rider skills have been shown to be improved by the graduated licence system. The licence has shown to significantly increase the skills of learner riders however 36% of rider fatalities in 2016 in Victoria were unlicensed. This is higher than the approximately 10% of unlicensed rider fatalities in NSW over the 2016-2019 period. The cost of the combined course is approximately \$900 in Victoria, \$350 in NSW, \$650 in Queensland, \$1150 in Tasmania, \$794 in South Australia and \$247 in Western Australia. Does the high cost of obtaining a motorcycle licence in some states induce riders to ride unlicensed?

An action item for this could be: *An analysis to see if the cost of the graduated licence scheme is deterring riders from obtaining a licence and riding unlicensed.*

New Zealand has had a significant success in improving rider skills with their Ride Forever program (<https://www.rideforever.co.nz/>). It is a four-tier full day training program that has Urban, Bronze, Silver and Gold levels and is aimed at new through to advanced riders (10 years +). The program has seen over 25,000 participants with riders 27% less like to be involved in a crash if they have been part of the program (ACC claims data). The program has run since 2014 and is heavily subsidised by the Accident Compensation Commission (Rider cost: \$25 for Urban and Bronze, \$50 for Silver and Gold). Introduction of a similar scheme could be beneficial in Victoria for reducing crash rates. The rider engagement through Facebook (https://www.facebook.com/RideForeverNZ/?ref=br_rs) and the Shiny Side Up Bike Fest (<https://shinysideup.co.nz/>) has increased riders' engagement in the Ride Forever program. This platform is also used to promote use of protective gear.

An action item for this could be: *Improving skills of existing riders through targeted and subsidised rider training courses aimed at new, developing and experienced riders.*

Rider advice:

Promote consumer information about protective clothing and helmets. – Australia has CRASH and MotoCAP that are two consumer-based star rating systems for providing riders with advice on buying helmets (CRASH) and gear (MotoCAP). Both are administered by Transport for NSW. This could be done by putting a note about programs into registration renewal correspondence for motorcycle owners.

This action would be better to read *“Promote MotoCAP and CRASH consumer information programs about protective clothing and helmets. An example would be awareness materials in registration renewal correspondence with riders.”*