

Consultation Draft

National Road Safety Strategy 2021 - 2030.

March 2021



Established 1981

Submission to:-
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About the MCC of NSW

The Motorcycle Council of NSW Inc. (MCC) is an internationally recognised umbrella group for motorcycle clubs, associations and ride groups, in the state of New South Wales.

Established in 1981, the MCC is recognised as the peak motorcycle representative body in NSW and Subject Matter Experts on many complex issues dealing with motorcycling including crash data and statistics, traffic data and congestion information.

The MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training films that have been utilised and referred to by many overseas trainers, researchers and ride associations.

MCC is the peak representative body for motorcycling in the state of NSW representing over 60 motorcycle clubs, which have a total membership of over 41,000 motorcyclists.

We wish to thank the Office of Road Safety for the opportunity to present this submission and the views of our member clubs on the Consultation Draft of the National Road Safety Strategy 2021 - 2030.

Should you require further information on the information contained within this submission please contact the MCC.

Brian Wood

Secretary

secretary@mccofnsw.org.au

The Motorcycle Council of NSW wishes to make the following comments:-

Comments on the Consultation Draft National Road Safety Strategy 2021 - 2030

Comment 1/

The way the targets have been expressed is clumsy, saying:-

- *To reduce the rate of deaths from road crashes per 100,000 population by at least 50% by 2030: to 689.*

gives the impression the target is to reduce the rate of death to 689 per 100,000 of population.

Similarly saying:-

- *To reduce the rate of serious injuries from road crashes per 100,000 population by at least 30% by 2030: to 33,373.*

gives the impression the target is to reduce the rate of serious injury to 33,373 per 100,000 of population

These target would be better expressed as:-

- *To reduce the rate of deaths from road crashes per 100,000 population by at least 50% by 2030 to achieve less than 689 deaths a year in 2030.*
- *To reduce the rate of serious injuries from road crashes per 100,000 population by at least 30% by 2030 to achieve less than 33,373 serious injuries a year in 2030.*

Comment 2/

Motorcycle safety needs to be re-instated as a priority as it was in the “Report on Consultation with Stakeholders on Policy Priorities August 2020” so that motorcycle safety has a ‘voice’.

A few examples of where motorcycle safety has been recently overlooked are:-

Example 1:- The Consultation Draft references *Austrroads, 2020. Research Report AP-R611-20 Integrating Safe Systems with Movement and Place for Vulnerable Road Users* as the source of the discussion on Movement and Place. Yet the abstract of this report states:-

“The integration of Safe System aligned road elements for walking and cycling into the Movement and Place Framework aims to eventually eliminate deaths and serious injuries to pedestrians and cyclists on Australasian roads.”

No mention of eliminating deaths and serious injuries to motorcyclists, yet the report is supposedly about vulnerable road users. The only mention of motorcycles in the report is grouped with other motorised modes of transport. The report would be more correctly titled *Integrating Safe Systems with Movement and Place for Active Transport Modes*.

Example 2:- During the online consultation meetings on Tuesday 2nd March 2021 the initial questions and responses were about Vulnerable Road Users, the assumption was that Vulnerable Road Users

only included cyclists and pedestrian. The needs of motorcyclists as a vulnerable road user were overlooked.

Example 3:- The Consultation Draft states:-

Vehicle safety systems will also reduce serious injuries to vehicle occupants and vulnerable road users in urban areas.

In this context does Vulnerable Road Users include motorcyclists? Currently the ANCAP program includes ratings for pedestrian and cyclist protection whereas there is no rating for motorcyclist safety. Any test procedure to rate motorcyclist is reported to be still some way off.

Conclusion:- The Vulnerable Road User priority needs to be divided into 'Active Transport Modes' and 'Motorcyclists' so that motorcyclists have a 'voice' that is not drowned out by pedestrians and cyclists with whom they have few synergies.

The countermeasures needed to address motorcycle road trauma are quite different to those needed to address active transport modes.

Comment 3/

During discussion on the Consultation Draft it has been raised that there is a lack of 'levers' to motorcycle road trauma.

Perhaps this is not surprising given that there has never been a motorcycle safety strategy at the national level even though inquiries have recommended that one be developed.

What 'levers' there are, need to be used to best effect.

New Zealand's very successful "Ride Forever" campaign is one possibility. It has been reported that the rider training component of this campaign has reduced the likelihood of someone who has completed a course of being involved in a crash by 27%. This rider training scheme not only addresses novice rider training but also post licence training. Having both combined in the one scheme means there is a pathway to progress from novice training to post licence training. A pathway that is currently lacking in Australia.

It is the Motorcycle Council of NSW's view that training should be a whole of riding career experience not just at the novice stage.

The Motorcycle Safety Consultative Committee needs to be re-established so there is a means by which stakeholders can raise potential countermeasures.

Comment 4/

The Safe System approach is very much car-centric with an emphasis on improving infrastructure and the vehicle. The Safe System approach is based on accepting that road users will make mistakes and road and vehicle design should allow vehicles to crash in an occupant survivable way.

Prior to the Safe System approach, the Road User factor predominated.

For motorcycles, improvements in Infrastructure and the Vehicle are not as significant as they are for car drivers and car occupants, the rider (i.e., the road user) remains a significant factor.

To reduce motorcycle road trauma the emphasis needs to remain on the road user. Riders need to be given the knowledge and skills to be better risk managers. They need to be informed about what the risks are and what strategies they can use to reduce this risk.

The emphasis on infrastructure improvements needs to be on keeping the motorcycle on the road. Once the motorcycle leaves the roadway, it becomes far more difficult to protect the rider and pillion from injury.

Comment 5/

As of the 1st December 2017 it became mandatory that all new motorcycles sold in Australia had to be fitted with ABS on motorcycles over 125cc and either ABS or CBS on motorcycles between 125cc and 50cc. It is the Federal Government's view that mandatory ABS / CBS will result in a reduction in 33% of all injury crashes and 39% of serious and fatal crashes.

In road safety terms this is a "silver bullet". Not since the introduction of the mandatory wearing of helmet has there been a countermeasure with this potential to reduce motorcycle trauma.

As of 2017, approximately 40% of all motorcycles sold in Australia were equipped with ABS and several manufacturers (e.g BMW, Harley Davidson) were, at that stage, only selling motorcycles equipped with ABS. With this level of market penetration before ABS was mandated, the benefits should already be becoming evident in the road toll. Yet this does not appear to be the case either in Australia or countries where ABS was mandated before Australia.

This needs to be investigated to ensure that the expected benefits are being realised and, if not, what further countermeasures need to be introduced to achieve the expected benefit.

One possible countermeasure would be educational campaigns to encourage riders on ABS equipped bikes to use more of the available braking capacity. There is evidence that riders don't currently use all of the available braking capacity for fear of locking a wheel. Educational campaigns need to give riders the confidence to use all of the available braking capacity.

Summary

As motorcycle road trauma represents about 16% of all fatalities and serious injuries, if the ambitious targets of a National Road Safety Strategy 2021 - 2030 are to be achieved, then unless motorcycle road trauma receives an appropriate level of attention and funding, then these targets will be made even more difficult to achieve.

- A national motorcycle road safety strategy needs to be developed to identify appropriate countermeasures that will bring about a significant reduction in motorcycle road trauma
- The Motorcycle Safety Consultative Committee needs to be re-established so motorcycle stakeholders have a 'voice' and there is a specialised group monitoring the progress of the motorcycle countermeasures contained in the Action Plans.

End of document