

Responses from the Australasian College of Road Safety, NSW Chapter to Additional Questions

1. According to your submission, in 62 percent of all multi-vehicle crashes involving a motorcycle, the other vehicle is the key vehicle and the majority of these crashes have occurred at intersections.

- **Does this call for more specific prevention strategies focussing on other vehicle drivers' behaviour and on traffic rules at intersections?**

There is a considerable body of research into the causes of intersection crashes. General strategies to reduce the incidence of multivehicle crashes with motorcycles, could include enforcement of stop and give-way signs and extending the duration of orange lights to overlap both traffic streams may also reduce the incidence of red light crashes. Driver education campaigns could aim to raise drivers' awareness that the small profile of a motorcycle makes it is more difficult to estimate approach speed and drivers' safe gap with an approaching motorcycle.

However, the science of road safety audits has demonstrated that specific idiosyncratic features are often key to understanding the causes of motorcycle crashes at specific locations. Such audits investigate the interaction between the environment, engineering design and human factors. In NSW we do not systematically investigate all motorcycle crashes to identify causal factors beyond the requirements for enforcement. In-depth investigations begin with the initial investigation by police attending the crash to capture information and data from the crash scene. They are followed by more detailed investigation by an accredited Senior Road Safety Audit team with motorcycle specific experience and detailed understanding of the Safe System and its application to motorcyclists. Such detailed investigations involve an assessment of the road layout, road furniture and other infrastructure at the site and in the surrounding area, including speed limit and their interactions with the other elements of the Safe System (road users and vehicles).

2. You advocate for a 5 Star rating scheme for protective gear. What is your recommendation on who would develop and monitor/regulate such a scheme in NSW?

Our recommendation for the 5-star rating scheme is that it should be developed as an Australian and New Zealand scheme, conducted by an independent body and funded at arms-length by the stakeholder agencies. The recommended business model is set out in the report to the NSW Motor Accidents Authority (MAA) for the Australian and New Zealand Heads of CTP (de Rome et al., 2012).

Administration (Chapter 6, page 89)

- 1. Products to be purchased anonymously and tested by an independent body under contract to the administering agency/-ies.*

2. *Funding by independent stakeholder agencies – CTP insurers, health insurance companies and motoring organizations.*
3. *Program to be overseen by a steering committee of stakeholders including representatives of the industry and rider community.*

Reference: de Rome L, Gibson T, Haworth N, Ivers R, Sakashita C, Varnsberry P. Improving consumer information about motorcycle protective clothing products (2012). *A report prepared for the Motor Accidents Authority of NSW (MAA), commissioned by the Australian & New Zealand Heads of Compulsory Third Party Insurance*. Sydney: The George Institute for Global Health; 2012. pp. 131.

http://www.amc.asn.au/web/sites/default/files/maa_motorcycle_clothing_report.pdf

The NSW Centre for Road Safety is one of the stakeholders involved in the steering committee and has contribute considerable funding to the development work for the scheme, which is led by the Victorian Transport Accidents Commission (TAC). However the process has been extremely slow and it is now 10 years since the 5-star rating scheme for protective clothing was first proposed at an industry seminar coordinated by the MAA and MCC of NSW (<http://www.roadsafety.mccofnsw.org.au/a/109.html>).

An organisation such as the Australian Consumer Association (ACA) may be an appropriate body to manage the scheme, as they have an established, credible, consumer advocacy profile and communications channels through their magazine (Choice) and website. Motorcycle protective clothing is an international industry with the majority of products manufactured overseas and Australian-owned brands representing a minority of products. In addition to creating a local market for higher quality protective clothing for Australian and New Zealand riders, a star-rating system would potentially enhance the export market for Australian star-rated clothing in the international market and in turn improve the clothing available to riders world-wide.