

**Submission  
No 19**

## **MOTORCYCLE SAFETY IN NSW**

**Name:** Mr Ian Faulks

**Date Received:** 10/09/2015

Mr Greg Aplin MP  
Chairman, Staysafe Committee  
Parliament House  
Macquarie Street  
Sydney NSW 2000

Dear Chairman,

I am pleased to provide the following submission to the Staysafe Committee inquiry into motorcycle safety in NSW (see attached PDF file).

Thank you,

Ian Faulks

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Ian Faulks  
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Mr Greg Aplin MP  
Chairman, Staysafe Committee  
Parliament House  
Macquarie Street  
Sydney NSW 2000

Dear Chairman,

I am pleased to provide the following submission to the Staysafe Committee inquiry into motorcycle safety in NSW.

## **Terms of Reference**

I note that the ToR has particular heads of inquiry:

- a. Trends of motorcycle usage, injury and fatality in NSW;
- b. Crash and injury risk factors including rider (and driver) behaviour, conspicuity and vehicle instability;
- c. The effectiveness of the current action plan to enhance motorcycle safety including communications and education campaigns, road environment improvements, regulation of safety equipment and gear;
- d. Strategies of other jurisdictions to improve motorcycle safety;
- e. Licensing and rider training; and
- f. Any other related matters.

## **Scope of this submission**

My submission will address four broad issues relevant to aspects of a), b) and c), and will also make comment regarding d).

## **Motorcycle lane filtering**

The successful introduction of motorcycle lane filtering in NSW serves as a best practice model law for the Australian Road Rules (see attached "New road rules: when can motorcyclists beat the traffic?"). I would urge the Committee to consider a recommendation in this regard.

## **Cameras on motorcycle helmets**

There are considerable issues associated with motorcycle helmets in NSW currently. I would urge the Committee to seek the reasonable views of the Motorcycle Council

of NSW regarding these diverse issues, but wish to comment briefly on one aspect: the use of cameras on motorcycle helmets.

The placement by riders of cameras on motorcycle helmets has become an example of disruptive technology, that is, it is a practice using new technologies that disrupts existing policies and practices and shakes up the accepted view of what is safe. I am not aware of any evidence to support the position that the use of cameras on motorcycle helmets increases the risk of injury. Indeed, NSW Police motorcyclists use cameras on motorcycle helmets. There are likely significant benefits to be gained from a more widespread adoption of cameras on motorcycle helmets, namely the creation of objective facts that can be adduced in any investigation of a motorcycle incident or crash (this may have particular benefit in the circumstances described by riders as SMIDSYs – “Sorry mate, I didn’t see you”).

### **Activities of local council road safety officers concerning motorcycle safety**

I would like to draw the Committee’s attention to the very relevant activities of local council road safety officers concerning motorcycle safety, particularly the initiatives of:

- Survive the Ride
- Motorcycling in the Snowy Mountains region of New South Wales

Some of these initiatives were included in the Staysafe Committee’s report “STAYSAFE 65 (2005) Aspects of motorcycle safety in New South Wales”.

More recently, over 2012-13, local councils in the Hunter region (Port Stephens, Maitland, and Dungog) worked together to address motorcycle safety, under the banner of:


- Safer Motorcycle Routes

This latter project was used as a case study for road safety training in Indonesia (see comments below).

### **Global road safety initiatives to address motorcycle safety**


There have been significant activities to address motorcycle safety, in particular, in South East Asia (Malaysia, Vietnam, Indonesia, etc.), and I urge the Committee to review these works for insights into potential applications in NSW.

I was involved in the World Bank-funded IRSMS-2 project in Indonesia, appointed as the International Road Safety and Policing Expert. Our team recognised that motorcycle safety issues were of particular importance in Indonesia, and produced a variety of materials to assist in improving safety for motorcyclists. One example was the production of a series of road safety advertisements, which can be found on YouTube under IRSMS Korlantas:




**Motorcycle Helmet!**  
by **IRSMS Korlantas** · 4 days ago · 2 views  
Lindungi kepala dan anak anda. Pakai helm dan kaitkan dengan benar! Strap

NEW




**Concentrate while driving! / Konsentrasi!**  
by **IRSMS Korlantas** · 4 days ago · 3 views  
Hilang konsentrasi sekejap saja dalam berkendara fatal akibatnya! Stay

NEW




**Don't drink and drive! / Jangan mengemudi dalam keadaan mabuk!**  
by **IRSMS Korlantas** · 4 days ago · 2 views  
Jangan mengemudi dalam keadaan mabuk! Don't drink and drive! Drunk driving

NEW



**Speeding!**  
by **IRSMS Korlantas** · 4 days ago · 2 views  
Ngebut mengundang maut atau kematian di jalan! Slow down! Better to be late

NEW



**Light - Vehicle Condition / Lampu**  
by **IRSMS Korlantas** · 4 days ago · 3 views  
Pastikan lampu kendaraan menyala dimalam hari, untuk pejalan kaki, kenakan

NEW

## General comments

I draw the Committee's attention to the excellent work being undertaken by NeuRA (Neuroscience Research Australia) and the researchers of the Brown Group led by Dr Julie Brown.

I also draw the Committee's attention to the excellent work undertaken by the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) at Queensland University of Technology.

I urge the Committee to undertake site visits to both of these centres to meet with the researchers and gain insights into motorcycle safety.

I have enclosed a copy of a 2006 paper co-authored with Dr Liz de Rome, now at NeuRA, that summarises some relevant motorcycle safety issues and provides an historical background to motorcycle safety in NSW.

If the Committee wishes to hear further from me regarding the issues I have raised I can be contacted on 0413 028 132 or at [safetyand policy@gmail.com](mailto:safetyandpolicy@gmail.com) I request that the Committee does not remove the contact details from this submission as I have no concerns about it being a public document.

Yours sincerely,

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9 September 2015

# New road rules: when can motorcyclists beat the traffic?

Ian J. Faulks, The Conversation, 28 March 2014, 2.17pm AEST

## Disclosure Statement

\* This article was co-authored with David Tynan, who is the secretary and treasurer of the Survive The Ride Association of NSW, a motorcycle safety and advocacy organisation.

\* Ian J. Faulks does not work for, consult to, own shares in or receive funding from any company or organisation that would benefit from this article, and has no relevant affiliations. He is an NRMA-ACT Road Safety Trust Research Scholar.



Stuck in a traffic jam. [Shaheer Shahid/Flickr](#), [CC BY-NC-ND](#)

Motorcyclists are about to get a green light to “filter” through traffic on New South Wales roads. But what does that mean, for them and others sharing the road? And what are the rules for motorcycles weaving through traffic across the rest of Australia?

## *What's changing from July 1?*

In an Australian first, from July 1, 2014, motorcyclists in NSW will be able to [legally lane filter](#) through stopped and congested traffic. This will bring NSW closer to Asian and European cities, where motorcycles and scooters are treated as vital elements of a balanced road transport system.

The NSW changes will likely prompt significant revision of the [Australian Road Rules](#) relating to driving in marked lanes or lines of traffic.

Currently, no other Australian jurisdictions permits lane filtering by motorcyclists. But there are already [calls for change in Victoria](#).

## *What is lane filtering?*

Lane filtering is an effective method for dealing with some aspects of traffic congestion. It refers to a scooter rider or motorcyclist moving in the same direction between the lanes of stopped or slow moving vehicles.

It has been a common, albeit illegal, practice for decades by riders of motorcycles and bicycles. It is also regularly employed by police motorcyclists and motorcycle paramedics as an effective technique for moving quickly in congested traffic conditions.

There are scant reports of any riders being involved in a crash, or even being booked. This is as might be expected, as lane filtering is a low speed manoeuvre.

[A trial in Sydney's central business district](#) last year showed many benefits from permitting lane filtering, and very few negatives.

## *What does when "safe to do so" mean?*

The set of conditions to be imposed by NSW authorities for lane filtering only "when it is safe to do so" reflects a common sense approach. These include:

- not doing filtering between lanes in school zones;
- only doing so at speeds less than 30 km/h;
- only full licensed riders (not L- or P-plater riders) will be permitted;
- and not do it along the kerbside or gutter.

Add to that some common sense, which experienced motorcycle riders know they need to do, including to:

- Take responsibility for their own safety (because a crash doesn't hurt any less when it's not the rider's fault);
- "Scan - Anticipate - Respond" to actively avoid situations that can lead to a near-miss or a crash;



- And always wear protective clothing (just in case someone makes a mistake).

The new law is supported by most riders who already “split the lanes” to filter to the front of intersections, or to pass stopped or slow moving vehicles.

Experienced motorcycle commuters know that most car drivers make space for them when they see riders coming forward between the lanes.

But different forms of road transportation (such as driving cars, trucks, motorcycling, cycling) do [require different cognitive skills](#) for safe and efficient mobility.

For those drivers who are not in the habit of monitoring the traffic around them and who may not be fully situationally aware, there will be a need for public education to ensure that they know what to expect.

### *Getting traffic flowing*

Despite the fact that that lane filtering will be a permissible, legal activity in NSW very soon – and other states and territories may follow suit – there will be probably be a few car drivers who will still open their door as the motorcycle approaches them in traffic, or attempt to drag-race motorbikes from traffic lights.

Why? Probably just poor anger management skills and a misplaced sense of territoriality and “road ownership”.

Luckily, experienced motorcyclists can use the benefits of their machines to easily manoeuvre away from such aggressive drivers.

The new rules should mean drivers and riders alike experience smoother traffic flows on NSW roads.

Over time, we would predict that many more driver-only commuters in cars will see motorcyclists and scooters filter past them while stuck in slow-moving traffic – and realise that they too could reduce their travel time and costs by switching over to a modern scooter or motorcycle.

# Motorcycle safety

Ian Faulks  
STAYSAFE Committee

&

Liz de Rome  
LDR Consulting

Published in the Journal of the Australasian College of Road Safety, 17 (1), 12-18.

Motorcycle deaths in New South Wales have risen sharply in 2005, with 31 motorcyclists dying in road crashes in the first four months of 2005. Up to mid-September 2005, another 15 motorcyclists have died. These deaths are those reported as occurring on 'roads or road-related areas'—a required element for a motor vehicle-related death in New South Wales to be recorded under the formal definition of road trauma. There are a number of additional deaths involving motorcyclists that occurred in areas not considered to be roads or road-related areas.

The rapid rise in motorcycle deaths is a matter of concern. Recent fatal motorcycle crashes involved:

- Almost all were male riders
- Wide range of ages (15 year old pillion passenger to 84 year old rider)
- Crashes occurred across a wide range of areas of New South Wales (Sydney, Wollongong, North Coast, New England)
- Most crashes were on local and minor roads
- Crashes involved impacts with other motor vehicles and impacts with roadside objects

These observations indicate is that there is not just one subgroup of riders at greater risk. It is a concern for all riders.

Despite active efforts by the NSW Motorcycle Council and the Motor Accidents Authority to develop a motorcycle safety strategy and to promote wearing of appropriate protective equipment, injuries and deaths of riders continue to increase.

The Federal Chamber of Automotive Industries has reported that retail figures for the first quarter of 2005 show that motorcycle sales in Australia continue to grow rapidly. The motorcycle market in Australia appears to be experiencing a long term revival, with the expected total 2005 market reaching 100,000 motorcycles—a total volume of sales not seen since the early 1970s. The growth in sales of new motorcycles is primarily driven by the road bike market, and includes segments such as super sports, scooters, and cruisers. Sales of off-road motorcycles also increased. A total of 21,336 road bikes, dirt bikes and all-terrain vehicles (ATVs)

were sold to the end of March 2005 - an increase of 13.3% over the same period last year. The increase follows a record year in 2004, when total motorcycle sales grew by 21.3% to 89,374 – the highest in more than two decades.

At a meeting of the National Road Safety Strategy Panel, formed to monitor the implementation of the National Road Safety Strategy 2001-2010, in February 2005 in Canberra, the issue of motorcycling safety in New South Wales was considered. It was reported that there had been a slight reduction in the number of motorcycle crashes between 1995 and 2003, despite a 34% increase in the number of registered motorcycles over the same period. Between 2000 and 2003 there was an 11% decrease in multi-vehicle motorcycle crashes. This decrease was made up of a 9% reduction in multi-vehicle motorcycle crashes in which the motorcycle rider played the major role, and a 12% reduction in such crashes where the other driver played the major role. It was noted that a motorcycle awareness campaign, funded by the Motor Accidents Authority, was introduced in 2002. It was also noted that the light truck category of vehicles (which includes 4WDs) are over-represented in motorcycle-into-car crashes.

The issue of a national motorcycle safety strategy was raised at this meeting of the National Road Safety Strategy Panel in February 2005. The panel noted that this issue had been raised in the past and that the consensus at that time was that it was more effective to address motorcycle safety through the National Road Safety Strategy and Action Plans. The panel considered that this approach continued to be appropriate.

### **Seminar on issues in motorcycle safety**

On Friday 3 December 2005, the STAYSAFE Committee and the Australasian College of Road Safety, with the assistance of the Motor Accidents Authority, held a seminar on issues in motorcycle safety. The papers presented at the seminar were not a comprehensive review of motorcycle safety in New South Wales, but did provide an opportunity to bring together Parliamentarians, motorcycle riders and their representative organisations, local government and New South Wales public sector officials, and road safety researchers and consultants to consider issues surrounding motorcycle safety.

### **Seminar on motorcycle protective clothing and consumer protection in Australia**

On Wednesday 4 May 2005, the Motorcycle Council of NSW and the Motor Accidents Authority held a seminar on motorcycle protective clothing and consumer protection in Australia. The seminar, named 'Gearing Up: A seminar on Motorcycle Protective Clothing' was designed for the motorcycle protective clothing industry

and complemented an earlier project to produce a web-based consumer's guide to promote the use of protective clothing by motorcycle riders.

A recent STAYSAFE Committee report has brought together and published the proceedings of these two seminars. As well, the STAYSAFE Committee has included relevant papers on motorcycle safety strategies, including:

- the Roads and Traffic Authority's 2002-2004 action plan for motorcyclist and bicyclist safety;
- the Motorcycle Council of NSW's 2002-2005 'Positioned for Safety' motorcycle safety strategic plan; and
- the United Kingdom' 2005 motorcycling strategy

### **Roads and Traffic Authority 2002-2004 action plan for motorcyclist and bicyclist safety**

The Roads and Traffic Authority 2002-2004 action plan for motorcyclist and bicyclist safety was developed in late 2001, as part of the whole of government Road Safety 2010 strategy (see STAYSAFE 59, 2002).

The motorcyclist and bicyclist safety action plan set out objectives, strategies and actions for the 2002-2004 period. Both motorcyclists and bicyclists are considered vulnerable road users, and in 2001 these two categories of road user comprised one in eight road deaths in New South Wales.

With particular regard to motorcyclists, the 2002-2004 motorcyclist and bicyclist safety action plan noted:

- 94% of motorcycle fatalities were male.
- Younger adults aged under 30 years comprised the largest proportion of motorcycle fatalities (54%) but older riders (aged 30 years or more) were being to account for an increasing proportion (from 23% in 1986-1990 to 45% in 1996-2000).
- Speeding by the motorcycle rider was considered a contributing factor in more than half (56%) of all motorcycle fatalities.
- .Around one-quarter (23%) of all motorcycle fatalities involved a motorcycle rider with an illegal blood alcohol concentration.
- One in nine (11%) motorcycle fatalities were not wearing a helmet.
- Nearly half (41%) of all motorcycle fatalities occur on the weekend whilst the great majority (79%) of bicycle fatalities occur on weekdays.
- Motorcyclist safety is a key issue for urban road safety, with 55% of motorcycle fatalities occurring in the Sydney, Newcastle and Wollongong greater conurbation.
- Almost half (45%) of all motorcycle fatalities involve the motorcycle leaving the carriageway or losing control on the carriageway with no other moving vehicle involved.

- Wearing of helmets is compulsory for motorcyclists (including pillion and sidecar passengers), and wearing rates for motorcyclists are around 98%.
- Competency-based compulsory motorcycle rider training for learner riders, related to steps in licence provision, is being expanded across New South Wales

The goal of the Roads and Traffic Authority 2002-2004 action plan for motorcyclist and bicyclist safety was:

"To reduce the incidence and severity of road crashes involving motorcyclists and bicyclists"

To achieve this goal, the stated objectives of the action plan were to:

- Enhance awareness, knowledge and understanding of rider safety;
- Continue to improve attitudes, hazard perception and skills of riders;
- Promote the need for all motorists to travel at appropriate speeds in residential areas and in places where bicyclists are more common;
- Provide for bicyclists and motorcyclists in the design, construction and maintenance of roads;
- Ensure that the design and use of all vehicles leads to improved safety for motorcyclists and bicyclists; and
- Engage the whole community in relation to the safety of bicyclists and motorcyclists.

The 2002-2004 motorcyclist and bicyclist safety action plan identified future actions to improve the safety of motorcycle riders and passengers. Key actions included:

- Provide further public education to motorcyclists and other road users emphasising factors of key importance in motorcycle crashes.
- Design, construct and maintain roads to standards that recognise the needs of riders in line with the Austroads Guide to Traffic Engineering Practice (part 15) Motorcycle Safety.
- Continue to provide motorcycle rider training.
- Encourage the use of protective and more visible clothing for motorcycle riders.

An important element of the action plan provided for the development of a problem definition and countermeasure summary document specific to motorcycling. This was eventually published by the Roads and Traffic Authority (2004).

However, it is unclear as to how many other actions listed in the twenty five specific actions for motorcycle safety under the 2002-2004 motorcyclist and bicyclist safety action plan have been achieved. No evaluation of the outcomes of the action plan have been reported, and the action plan has been removed from the Roads and Traffic Authority's website.

What is clear is that the situation regarding road trauma involving motorcyclists and bicyclists has worsened. In the year to date, January-mid September 2005, these two

categories of road user comprised one in seven road deaths in New South Wales (*cf* one in eight road deaths in 2001).

1.20 It is also unclear why motorcyclists and bicyclists were included in a common action plan—perhaps it was because both motorcycles and bicycles are two-wheeled vehicles, or because there is mandatory helmet wearing laws for both categories of road user. But the divergences are much greater, including for example:

- Motorcyclists must be licensed, with rigorous compulsory off-road and on-road training, whereas there is no licensing regime for bicyclists
- Protective clothing used by motorcyclists is radically different in design, construction and functionality from clothing used by bicyclists
- The speeds achieved by motorcyclists in routine riding are much higher than bicyclists
- The distances ridden by motorcyclists are often much longer than ridden by bicyclists
- Bicyclists are better served by separated roadways (bicycle paths), although as Umar (2002) noted, specific provision of motorcycle-only lanes can be a viable countermeasure to motorcycle-related road trauma.

### **Motorcycle Council of NSW 2002-2005 'Positioned for Safety' motorcycle safety strategic plan**

The Motorcycle Council of NSW is the peak body for motorcyclists in New South Wales. The Council does not have individual members, rather motorcycling clubs send delegates to the Council. The Motorcycle Council of NSW, with funding from the Motor Accidents Authority, developed and released a motorcycle safety strategic plan, 'Positioned for Safety' (Motorcycle Council of NSW, 2002). This appears to be the first major strategic planning approach specific to motorcycle safety developed in Australia. The 'Positioned for Safety' motorcycle safety strategic plan was designed to integrate with, and extend, the Road Safety 2010 strategic planning document.

The 'Positioned for Safety' motorcycle safety strategic plan incorporated almost one hundred individual strategies addressing issues to achieve safer roads for motorcyclists, safer riders (and other road users interacting with motorcyclists), safer motorcycles and equipment, and a range of issues associated with general research into motorcycling, crash investigation and reporting, the promotion of consultation and communication, and issues associated with licensing, registration and insurance.

The Motorcycle Council of NSW has released an evaluation of the 2002-2005 'Positioned for Safety' motorcycle safety strategic plan, conducted by David Riches & Associates (2005). Findings from the evaluation indicated:

- High levels of stakeholder awareness, although “hard copies” may be missing
- Direct influence on engineering and transport management strategies, as engineers now look to Austroads Guide to Traffic Engineering Practice Part 15- Motorcycle Safety for guidance

- A strong influence on education and awareness programs, conducted mainly in local government settings
- Provided a useful “point of reference” for road safety practitioners who are planning motorcycle action and activity in their area
- Encouraged campaigns directed to encourage protective clothing wearing rates
- Increased stakeholder awareness of the needs of motorcyclists, through publishing clear statistical analyses of motorcycle crash involvements
- Contributed to improving the public and professional image of motorcyclists
- Contributed significantly to improved flow of communication between road safety stakeholders and organisations, with some gaps noted in interaction with the Roads and Traffic Authority
- Provided a strong foundation to enter a new three-year planning cycle.

Overall, the results of the evaluation were very positive, with 98% of local councils who responded stated that they were aware of the Motorcycle Council of NSW's Positioned for Safety motorcycle safety strategy. There were substantial levels of action and strategic commitment in local government settings across New South Wales. Sixty percent of local councils who responded indicated that motorcycle road safety initiatives were included in their road safety strategies or action plans, and 73% of respondent local councils were able to cite specific examples of motorcycle project activity.

The evaluation also showed that the Motorcycle Council of NSW's Positioned for Safety motorcycle safety strategy has achieved a considerable number of outcomes extraneous to the original intent of the strategies. These outcomes have contributed to the organisational growth and professionalism of the Motorcycle Council of NSW to provide a better understanding of motorcycle issues, the political environment and the tactics that are required to achieve road safety benefits and outcomes. These outcomes are:

- Improved communications with the Roads and Traffic Authority, resulting in a more effective two way flow of information and consultation on motorcycle issues.
- Improved availability of reliable motorcycle crash data providing the basis for informed decision making and planning
- Reconciliation and recognition of shared objectives for motorcycle safety
- Establishment of direction and a framework for activity by the Motorcycle Council of NSW, providing clear priorities and objectives within a defined planning time period
- Direction and framework for partner organisations
- Raised awareness of motorcycle issues by agencies, including the National Roads and Motorists' Association (NRMA), the Institute for Public Works Engineering Australia (IPWEA), the Australasian College of Road Safety, etc..

Additionally the evaluation found evidence that:

- Effective media approaches have lifted the profile of motorcycle safety issues, and shifted the reporting theme from a negative portrayal of motorcycle riders to provide a positive image of motorcyclists as responsible road users with safety concerns; and
- A level of national prominence has been achieved by the Motorcycle Council of NSW as a leader in advocating and developing strategy for motorcycle safety in Australia.

It remains unclear as to why the Roads and Traffic Authority's motorcycle safety strategy contains only 25 actions, while the Motorcycle Council of NSW motorcycle strategy contains 91 actions. Such a gross disparity requires, in STAYSAFE's view, investigation and clarification.

The Motorcycle Council of NSW, working through the Australian Motorcycle Federation, also sought to develop a national strategic approach to motorcycle safety (Australian Motorcycle Federation, 2001). As noted earlier, this proposal was not accepted by the national Road Safety Strategy Panel. It remained for the first national motorcycling safety strategy to be published elsewhere (United Kingdom Department for Transport, 2005).

## **United Kingdom 2005 motorcycling strategy**

In February 2005, the United Kingdom Department for Transport released a comprehensive motorcycling strategy. This is a quite broadly based transport strategy which covers environmental, infrastructure and traffic management, motorcycle and rider equipment and behavioural factors.

The United Kingdom Department for Transport's motorcycling strategy includes the following statement from the Parliamentary Under Secretary of State for Transport:

The [United Kingdom] Government is committed to supporting motorcycling as an important part of the transport mix, working together with the motorcycling community to address the needs of motorcyclists.

For many years the popularity of motorcycling has fluctuated, influenced by changes in the cost of motoring by car, the range and ease of use of the motorcycles and scooters, and changes in lifestyles – such as where we choose to live and work.

Recently we have seen a significant increase in motorcycling, with people turning to motorcycles to beat congestion, and, as we have become more wealthy as a nation, an increase in biking as a leisure activity with people riding for the sheer fun of it.



In the light of this increase having a national strategy for motorcycling is a clear priority....

The principal aim of our strategy is to ‘mainstream’ motorcycling, so that all the organisations involved in the development and implementation of transport policy recognise motorcycling as a legitimate and increasingly popular mode of transport. We want to see an end to old stigmas and stereotyping—motorcycling can be a modern, practical way of getting around, and we all need to recognise it as such.

The mainstreaming of motorcycling brings with it rights and responsibilities. Motorcyclists have the right to expect both central and local Government to take account of motorcycling in the planning process, when designing and maintaining the road network, when managing traffic and when considering safety. In return, motorcyclists must recognise their responsibilities—to ride sensibly and safely within the law, be considerate to other road users, and to others more generally – for example those who wish to enjoy the peace and tranquillity of our rural areas.

This strategy is a beginning. It encompasses important initiatives including better training to take skills to a higher level; improving rider and driver attitudes and behaviour; improved motorbike design; better designed infrastructure and smarter traffic management. It sets out a clear programme of action for us, working with others, and for the motorcycling world itself – the industry and the user groups – building on the excellent co-operative platform developed through the Advisory Group. Together we can take forward this sensible, practical and deliverable package of measures to make a positive difference for motorcycling, and make sure that motorcycling takes its proper place in the transport mainstream as a safe, affordable means of transport.

The approach adopted in the United Kingdom Department for Transport motorcycle strategy, which states that mainstreaming motorcycling as a form of transport is now government policy, is a quite different approach to that of most Australian governments, who consider motorcycle too dangerous to be encouraged and focus policy on harm minimisation and control.

## **Other relevant motorcycle safety research papers**

It is important to recognise that a significant proportion of work relating to motorcycle safety often remains unreported and unpublished. For example, in 2002 three Northern Sydney local councils—Willoughby, Ku-Ring-Gai, and North Sydney developed a motorcycle safety program to address the over-representation of

motorcyclists in crashes in these three local government areas. The program included:

- education of motorcyclists regarding potential risks and how to avoid them;
- a helmet trade in offer which encouraged the use of protective clothing and safe helmets;
- road safety audits of identified 'trouble spots' for motorcyclists (which revealed that the issue at some of the sites was behavioural rather than environmental, and to address this, warnings for both motorists and motorcyclists were displayed at these sites on Variable Message Signs).
- a radio campaign, motorcycle safety brochures and bumper stickers, to raise the awareness of all road users regarding motorcycle safety issues.

While the motorcycle safety program was innovative, and engendered strong community and stakeholder support, and used a wide range of complementary strategies, and targeted different road user groups who have an impact on the safety of motorcyclists, and generated substantial interest from other road safety stakeholders, no substantive report of the program was published.

The Motor Accidents Authority has been particularly active in funding research and intervention programs for motorcycle safety. The Motor Accidents Authority has developed an injury prevention strategy to:

- meet the Motor Accidents Authority's road safety legislative responsibilities in a strategic and coordinated way
- give direction and priority to the Motor Accidents Authority's road safety activities; and
- disseminate information about those activities.

The strategy focuses on decreasing serious injury and gives priority to areas including those which have greatest cost impact on the New South Wales compulsory third party (CTP) insurance scheme. A key target group for the Motor Accidents Authority is motorcyclists.

Recent research studies funded by the Motor Accidents Authority include an exposure study by motorcycle make and type (Christie & Harrison, 2003), and an investigation of motorcycle crash patterns for young riders (Christie & Harrison, 2001). The results of this work have also been published more widely (Harrison & Christie, 2005).

The George Institute for International Health has commenced a series of research reviews examining the use of helmets by motorcyclists (see, e.g., Ivers, Wells, Blows, Liu, Stevenson, Sing & Norton, 2003; Ivers, Blows, Liu, Lo, Norton, Stevenson & Zhang, 2004; Liu, Ivers, Norton, Blows & Lo, 2003).

Safety issues associated with motorcycle helmets were also examined by O'Connor (2005), who sought to assess the role of helmets and helmet type in relation to injury to the cervical spinal cord (see also O'Connor, Kloeden & McLean, 2002).

A number of relevant papers on motorcycle safety have been presented at recent Road Safety Research, Policing and Education Conferences in Australia and New Zealand, including Haworth (2003), Haworth and Mulvihill (2003; 2004), Christie & Newland (2001), and (McCormack,2003)

Finally, it is important to note that motorcycle safety issues arise in off-road contexts, including riding in parks and reserves, and on private property (including farms, see, e.g., Franklin & Davies, 2003)

## **Concluding comments**

STAYSAFE hopes that the release of such a compendium of research and analysis will foster and facilitate the development of a coherent motorcycle safety strategy in New South Wales that is adopted and supported by government as well as the motorcycling community.

STAYSAFE believes that it is appropriate to proceed to a formal inquiry into motorcycling safety in New South Wales. STAYSAFE has examined motorcycling safety issues by way of formal inquiry once before, but this work is now two decades old (STAYSAFE 3, 1984). Under the Chairmanship of Michael Knight MP, a comprehensive review of motorcycling safety was conducted, examining areas such as pre-learner's permit training and testing, the conditions of the learner's permit, provisional licensing and testing, requirements for motorcyclists to wear helmets and protective clothing, conspicuity issues (including daytime running lights), and a limited consideration of engineering issues affecting motorcycles. The most notable recommendations from this inquiry supported the establishment of a Rider Training Unit and a Motorcycle Rider Training and Testing Scheme in New South Wales. It was several years before recommendations made in this report were implemented. For example, a recommendation for a side-car passenger to be required to wear a helmet, and a recommendation for the removal of any exemption from helmet wearing, were not effected until 1992.

As well as the STAYSAFE Committee, Parliamentary counterparts in other Australian jurisdictions have conducted a number of inquiries into motorcycle safety (see, e.g., Road Safety Committee, 1993, 1998; Social Development Committee, 1992).

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