

**Submission
No 2**

MOTORCYCLE SAFETY IN NSW

Name: Mark and Donna Lee

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Mr Greg Aplin
Member for Albury
Chairman
Staysafe Parliamentary Committee

Dear Mr. Aplin

Thank you so much for giving us the opportunity to voice out our concerns regarding motorbikes on the road. We've seen so many motorbike accidents on the road lately. A case in point is a neighbor motorcyclist who was always boasting of beating the traffic and that his travelling time is halved on a motorbike than on a car. Unfortunately he just had an accident. We ourselves had so many near misses with motorbikes as they come so close to our car, squeezing in, almost touching our side or on our front. Driving now has become so stressful and nightmarish with so motorbikes that now I've given up driving.

The cause of increased motorcycle accidents on road is due to the special privileges/allowances given to motorcyclists by NSW government. Motorcyclists appear to dominate the roads now as they are aware of these privileges and they know that car motorists should now give way to them at all times. But unfortunately some irate car drivers are not so considerate and won't give in as they still believe that cars or motorcycles have no right to weave in and out of traffic in a dangerous manner. In the meantime, motorcyclists given these new privileges take advantage and then a collision ensues. Without the new rule of allowing lane filtering, this would have been avoided.

Please consider the following proposals:

Reconsider the lane filtering rule allowed by NSW. Before the privileges, roads were safe and so we're requesting to revert back to the old system of no lane filtering. Safety should be paramount. New rules could be advantageous to motorcyclists but this is making roads more dangerous.

There is a growing trend amongst car drivers to ditch their car in favor of a motorbike because they know that they can overtake all cars, dominate the road and be in their destination quicker. In so doing they are exposing themselves and others to danger. Motorcyclists seem to behave like they are given special treatment on the road and that all cars have to look out for them. Well, the cars haven't got a choice otherwise a collision will occur. We car drivers have to be extra vigilant, cautious and on the lookout for a motorcycle that suddenly crosses our path going so close to our side and on our front that strong applications of our brakes are necessary to avoid the accident. So the scenario now on the roads is that we're constantly applying brakes when a motorcycle approaches or comes close to us. Motorcyclists know they are allowed to squeeze themselves in front or on our side in such a small space and at high speed to get ahead. And what would happen when this is done? What is commonly done is lane splitting.

Lane filtering may be legal but is now abused as the conditions are not met:

1) Only allowed when safe to do so

2) Not allowed at a speed greater than 30km/h

These conditions are not being met. First the "safe to do so" requisite is vague and subjective. One judgment of safe could be completely different from another driver. Lane filtering is allowed on condition that it is done when it is safe to do so. The motorcyclist has to use his judgment in what is safe so there is no clear cut rule of what's safe and what's not safe. Should an accident occur the motorcyclist can only say he did this as he thought it was safe to do so but the situation could be dangerous from another point of view.

Motorcycles don't even have indicator lights when changing lanes. For safety, cars are required to have indicator lights when changing lane so why should motorcycles be exempt from this rule? This in itself deems motorcycles dangers in changing lanes erratically with no signal light indicator. But the govt has now given them the go signal to change lanes and cut across all cars without any signal whatsoever.

If lane filtering is banned altogether, accidents on the road will greatly decrease.

Lane splitting is commonly done and is not monitored by the police.

We see this practice commonly done but police are targeting more cars rather than motorcycles. First of all comes the small amount of time and distance available to make a decision in case another vehicle behaves in an unexpected manner. Even more, riders should also consider the limited lateral available space, a matter that leaves little room for mistakes and misjudging.

Front number plates should be required.

<http://www.heraldsun.com.au/news/law-order/motorcyclists-are-free-to-speed-and-dodging-fines-without-front-identification/story-fnat79vb-1226635623691>

Please refer to the above link

"Tens of thousands of motorcyclists nabbed by speed cameras are escaping fines because their bikes are not required to have front number plates.

The lack of identification resulted in police having to let off almost 20,000 riders who sped past Victoria's front-facing traffic cameras in the past three years."

Reconsider the bus lane transit lane privilege.

Bus lanes transit lanes are now allowed. Again the motorcyclist would go into the bus lane and then cut across the main road at the end of the bus lane. Weaving in and out of bus lanes and transit lanes should never been allowed. Another cause of accidents as motorbikes with this extra privilege know that they are allowed to weave in and out of bus lanes, transit lanes and again get to the front of all cars to save travelling

time. Could you please look into the bus lane privilege? Motorcycles go into the bus lane and then cut across the main road at the end of bus lane and again this is a dangerous thing. The trials conducted were not very conclusive and it was only after these law privileges given was when there has been an increase of accidents on the road, not only for the motorcyclist but also the car driver who is now faced with the new threat imposed by these motorcyclist.

If the bus lanes are not used in this manner than the motorcyclist would not be cutting across from the bus lane to the main traffic and again when this is done, motor cars have to give way to them as they have this special privilege of using the bus lane legally.

Limit noise from motorcycles causing Noise pollution

The noise emitted from a motorcycle is loud and ten times louder when engine is revved up for speed. Some motorcyclist love to speed on the road to show off and the noise created is like a farm tractor pulling a tree. Cars have engine noise but have the body insulation chassis so the noise from cars is so low and tolerable. Motorcycles don't have this insulation. Very loud noises when engine revved up for speed. Idling noise may pass the decibels allowed but tests should also be conducted on the revved up engine. The noise could lead to hearing loss

Please see this link showing that motorcycles contributes to hearing loss

<http://www.dangerousdecibels.org/education/information-center/faq/>

What sounds cause noise-induced hearing loss (NIHL)?

NIHL can be caused by a one-time exposure to loud sound as well as by repeated exposure to sounds at various loudness levels over an extended period of time.

The loudness of sound is measured in units called decibels. For example, usual conversation is approximately 60 decibels, the humming of a refrigerator is 40 decibels and city traffic noise can be 80 decibels. Examples of sources of loud noises that cause NIHL are **motorcycles**, firecrackers and small arms fire, all emitting sounds from 120 decibels to **140 decibels**. Sounds of less than 75 decibels, even after long exposure, are unlikely to cause hearing loss.

Limit the speed of Motorcycles











To reduce the accidents on the road, please consider the maximum speed allowed. Cars have a protected body in any collision which motorcycles don't have. So why should motorcycles have the same speed limit as cars? Motorcycles do not have this protective housing.

Due to perceived safety concerns, freeways in certain countries and areas impose lower speed limits upon motorcycles than cars:

- Bulgaria: 100 km/h (as opposed to 130 km/h for cars)
- Mainland China: 80 km/h (as opposed to 120 km/h for cars)

https://en.wikipedia.org/wiki/Freeway_motorcycling_restrictions_in_East_Asia

Maximum speed limit on expressways or motorways

Countries	Maximum speed limit (km/h)	
	 <u>Automobiles</u>	 <u>Motorcycles</u>
 <u>Belarus</u>	110	90
 <u>Bulgaria</u>	130	100
 <u>Greece</u>	130	80
 <u>Russia</u>	110	90
 <u>Turkey</u>	120 (Expressways: 110)	100 if L3 (expressways: 90 if L3)
 <u>Japan</u>	100	80
 <u>Ukraine</u>	130 (dual carriageway 110)	80
 <u>Vietnam</u>	80	60

Taken from this link: https://en.wikipedia.org/wiki/Regulation_of_motorcycle_access_on_freeways

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Limit the smoke pollution on motorcycles. As there is a growing trend of motorcycles now, new laws should be in place to limit the smoke when motorcycles rev the engine for speed.

It would be highly appreciated if some consideration be given to the above issues raised above. Safety should be the major consideration rather than convenience.

Thank you so much for your kind attention

Kind regards