

MOTORCYCLE SAFETY IN NSW

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**National
Motorcycle
Alliance**

Submission to

STAYSAFE (Joint standing committee on road safety)

Inquiry Into Motorcycle Safety In NSW

Prepared by David Cooke
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8th September, 2015

The Hon. Greg Alpin, and members of STAYSAFE,

We thank you for the opportunity to provide this submission to your inquiry into Motorcycle Safety in NSW, and trust you will find our submission useful. Obviously the subject is one close to our hearts and of great importance to the members of the Motorcycle Alliance.

This submission has been prepared by David Cooke, General Manager of the National Motorcycle Alliance, with the approval of the Board of Directors of Motorcycling NSW.

I have held a motorcycle license for around 25 years, and have competed in a number of different motorcycle racing disciplines since I was a child. I am still the holder of a Motorcycling Australia Senior National Open Racing license and compete in road racing with the Post Classic Racing Association.

I will also be happy to appear at any Committee hearing to answer any questions Committee members may have regarding these issues.

THE NATIONAL MOTORCYCLE ALLIANCE

The National Motorcycle Alliance is a not-for-profit organization dedicated to providing services to motorcyclists and the motorcycle industry. We also work for the betterment of motorcycling in general through promoting the benefits of motorcycling to the community in providing cost efficient, environmentally friendly and congestion relieving transport options, and working with governments to improve policy on matters of motorcycling road safety.

The Alliance has thousands of financial members nationwide, who all enjoy the benefits of our national roadside breakdown assistance programme. We also have over 40 motorcycle social clubs who are financially affiliated and who are insured by us, through our Office Bearers Liability and Public Liability insurance policies. We also have a wide range of affiliated motorcycle industry corporations, ranging from major motorcycle manufacturers to accessories importers and individual dealers.

The Motorcycle Alliance is wholly owned by Motorcycling NSW, the Motorcycling Australia affiliated State Controlling Body for all facets of motorcycle sport, from motocross to trials, speedway, enduro, road racing, etc.

Motorcycling NSW is responsible for implementing licensing, insurance and training procedures for competition motorcyclists from under 5 years old through to adults, and ensuring the safety of everyone involved in motorcycle sport is at the very core of our work, and we are extremely successful in making motorcycle competition a very safe sport by comparison with other sports, so we are well qualified to speak on matters of safety around motorcycle use.

In the interests of clarity, the National Motorcycle Alliance is currently undergoing a name change from its previous name of the NSW Motorcycle Alliance.

MOTORCYCLE SAFETY IN NSW – BACKGROUND

The Motorcycle Alliance would firstly like to acknowledge the work done by The Minister for Roads, Maritime and Freight, The Hon. Duncan Gay, in reforming the processes and culture within RMS. His move to remove The NSW Centre For Road Safety from within the RMS and provide it with more autonomy within Transport for NSW has seen a much more consultative approach to road user advisory groups such as ourselves. We congratulate the Minister, and Centre Managers Marg Prendergast and now Bernard Carlon for the culture they have engendered at The Centre For Road Safety, and we look forward to continuing the fruitful work we have undertaken with them in the last few years.

Whilst the headline numbers in terms of motorcycle fatalities have been slowly trending marginally upwards in recent years, it is worth noting that motorcycles and scooters are the fastest growing registered road user category in NSW by some margin, with year on year growth in the order of roughly 10%. In those terms, it is important to point out that motorcycle fatalities in NSW per capita of registrations is actually falling. Whilst this is a pleasing result, there is always more that can be done.

It is also worth pointing out that with that level of growth, it is even more important now than ever that we look at ways of taking care of our community.

BASIS OF OUR SUBMISSION

We will base our submission on the inquiry terms of reference, with one addition based on the main recommendation in our submission. Our submission on some of those terms of reference will be brief. This reflects our philosophy that motorcyclists need to take responsibility for their own safety, rather than outsourcing it to other road users. We will also

provide background at point F of the main point of our submission, which is improved access and government support for advanced rider training, which we feel is the single most important aspect of rider safety that the committee should be concerning itself with.

We have also included in our submission as Annexure A the results of a survey we did recently of individual Motorcycle Alliance members on matters of motorcycle safety. With over 650 responses from individual riders, we feel that this survey is the best representation available to the committee of the thoughts of real motorcyclists, rather than just the views of those who seek to represent them. We will provide the actual survey results, as well as our analysis of those results for you. We trust you find these survey results interesting.

INQUIRY TERMS OF REFERENCE

A. Trends in motorcycle usage and crash data

We are sure that the committee by now is well aware of the statistics involved here and we see no need to go over them again. Our only point to be made here is that made above, that registrations are increasing and our fatality rates have been actually declining as a percentage of registrations. On that basis, we acknowledge more can be done, but would warn against knee jerk policy responses to headline numbers which provide a different view in isolation than when compared with registration data.

Obviously there is a continued concern for what is often referred to as the "Returning Rider" category, those riders in their late 40's and older who are getting back into motorcycling after having previously given it up in their early 20's when they married and had families. These riders often did not undergo any training to get their licenses originally, and despite not having ridden for some time, have continued to hold a rider license, so now are able to get back into riding without the machine limitations applied to new riders.

It is also worth noting that the average age of Learner Permit applicants is well into their 30's, and with a larger percentage of females than previously, not necessarily the young males that might normally spring to mind when one thinks about learner riders. So older people are taking up riding, either as a recreational past time or a mode of transport.

B. Crash and injury factors;

Rider and driver training;

Firstly, we will address driver training. The standard of training of car drivers in NSW can only be described as appalling. Motorcycle riders are forced to undergo three separate sessions of professional training before they can get their Provisional license. Yet car drivers are not required to undergo any professional training at all. To motorcyclists, this is staggering. Car drivers are in control of well over a ton of potential lethal weapon, yet require no official training to be licensed to drive it.

The need for young drivers to undertake a set number of hours under the supervision of licensed drivers and fill out a logbook leads partly to them getting more experience before being licensed, but it also leads them to learn the bad habits of their parents or other supervisors. So we have a system where untrained people are teaching them. Incompetence breeds incompetence. The Motorcycle Alliance is a proponent of all road users undergoing professional training, and for drivers this should take the form of defensive driving courses, such as those supported by some insurance companies and used in the Young Drivers Programme.

The current pre-Learner and pre-Provisional training system for motorcyclists in NSW is currently the best in Australia, and the results of this system can be seen in the crash data for younger riders when compared to the results we used to see before the system was introduced. As per our recent presentation to the Motorcycle Safety Strategy Implementation Group planning meeting, we think the time is right for that system to be reviewed with a view to improving it to maintain its position as the best in Australia. The Motorcycle Alliance is uniquely placed to assist with such a review, due to our access to a membership base who has experienced this training, and our links to the training providers. We would happily offer our services to either undertake such a review on behalf of the government, or be a part of any such review undertaken by RMS.

The core of our submission to you, is to improve access to Intermediate and Advanced post-license Rider Training, which is currently undertaken voluntarily by some riders at their own substantial cost. We see this as the single most important area that needs to be addressed in terms of dealing with fatalities and injuries, particularly in the "Returning Rider" space. We will come back to this in more detail later.

Conspicuity and Vehicle Stability

We do not believe that increasing conspicuity is necessarily the solution that those outside motorcycling believe it to be. We see regular calls from non-riders for riders to wear hi-visibility clothing, but overseas research has shown that it does not provide the safety gains

that might be expected. Riders will also tell you that what we wear makes no difference to drivers seeing us if they don't even look in the first place. Optometrists will tell you that the human eye has a "blind spot" where the optic nerve enters the back of the eye, resulting in a gap in the retina that does not record visual information. The brain then fills this blind spot in with what it thinks should be there. That blind spot is easily large enough to make a motorcycle 50m away from a driver completely disappear, and most riders will be able to tell stories of having made eye contact with a driver, only to still have that driver pull out on them. In other words, drivers can sometimes look, but still not actually see you. Wearing high visibility clothing will not change that, just as daytime running headlights didn't solve the problem. Given that drivers are quite capable of running into buses, fire engines with lights and sirens, and even trains at level crossings, we do not feel that increasing conspicuity of riders with compulsory high visibility clothing is any kind of serious answer. Those who claim that it is a cure to the problem simply don't understand driver behavior.

It will also be totally unacceptable to the riding community and we will not support any such move.

Vehicle stability is always an issue for motorcycles, as any single track vehicle is inherently less stable than a dual track vehicle such as a car. We are happy with the progress that manufacturers are making with the implementation of stability systems such as ABS, and more recently with active suspension systems. We see no need for any legislation to implement compulsory use of these items, as legislated requirements in other jurisdictions is flowing through automatically to Australian stock anyway.

It is important to note that the stability issues surrounding motorcycles mean that a rider needs a good understanding of the chassis dynamics of their motorcycle in order to use it as safely as possible. Cars are easy to handle. One pedal for going, one for stopping, and a wheel for turning. Motorcycles are far more intricate, with each hand and foot having a job, sometimes more than one at a time. A rider's right hand alone has three different dynamic controls to manage. It is a far more difficult machine to get the best out of than a car. This is another reason why government supported advanced rider training is vitally important.

C. Effectiveness of current action plan;

We are happy with the progress being made under the current action plan, including the Ride To Live campaign, road environment improvements, legalized filtering, etc.

The Centre For Road Safety has worked very well with us on these matters in the last 3 years.

We see no need for regulation of safety gear as motorcyclists are very good generally at choosing the right gear for a particular journey. Legislating in this area will have the unintended consequence of pushing riders into wearing gear that is inappropriate for the journey/conditions. We are happy to elaborate on this should you require us to appear at an inquiry hearing.

We support the Centre's push for the adoption of European standard helmets.

We support providing consumers with a way to understand the quality of the safety gear they are buying, such as the European ECE Level 1-4 standards for safety clothing. We believe advising consumers on how to make good decisions when buying safety gear and helping them to decide what to wear and when is better than enforcing compulsory safety gear. We also believe that enforcing the wearing of safety gear is impossible without minimum product standards and testing in place.

D. Strategies of other jurisdictions

We have nothing to add on this point at this time.

E. Licensing and rider training

As highlighted earlier, we are satisfied that the NSW pre-Learner and pre-Provisional compulsory training schemes are best practice in Australia. However with Victoria currently working on an improved Graduated Licensing Scheme with improved training, it is time we undertook a review of the system in NSW to make sure it is still producing riders of the skill level that we need. Again, the Motorcycle Alliance is well placed to assist with any such review.

The current NSW Graduated licensing scheme works well, and we see no need to consider changes to the Learner Approved Motorcycle Scheme.

ADVANCED RIDER TRAINING – our core recommendation

Background

The Motorcycle Alliance works with leading rider training organisations to help engender a culture within the riding community of continual skill improvement. We believe that constantly improving your skills and decision making ability is the key to safer riding.

Whilst some people within motorcycling believe that the fault for motorcycle crashes can be outsourced to external factors such as errors by other road users, poor road construction,

inadequate roadside furniture, etc., we take the view that the only single way to reduce the motorcycle crash rate is to improve the skill set of the motorcycling community and for riders to take responsibility for their own safety rather than entrusting it to other road users.

Whilst we commend the work being done in NSW regarding safety advances such as underrun protection on Armco barriers, we would prefer that riders didn't crash into these barriers in the first place. We do not subscribe to the view that motorcycle crashes are inevitable and that our priority should be to limit the damage that results. We firmly believe that crashes can largely be avoided with the right skill set and decision making abilities. Our policy position is that we need to arrest the cause of the crashes, not just attenuate the injuries from them. And arresting the crash rate is much cheaper than dealing with the injuries that result from them.

In NSW at least half of our fatalities are single vehicle crashes, which means the rider is solely responsible, and riders are also at fault in some of the crashes that involve another vehicle. These two types of crash account for roughly 70% of fatalities in recent times. Obviously improving the bike handling skills and decision making ability of riders in these situations should prove beneficial to reducing the number of these crashes. And when you speak to anyone involved in advanced rider training, or who has undertaken advanced rider training, they will tell you that even a lot of the crashes that are the fault of another party in a two vehicle crash can be avoided if the rider is better skilled and more aware of their situation. Good road craft skills can save lives. But these skills must be taught and learned, they are not innately natural.

We truly believe that advanced rider training is the single most effective way to save riders from crashes. Better skills will save lives, reduce injuries, and save the government substantial amounts of money in caring for injured people.

The Motorcycle Alliance has no commercial agreements with any rider training schools other than sponsorships, and makes no income from any activities in this space, but we do provide free marketing assistance to the training schools and do what we can to encourage riders to attend training courses as we believe it is part of our responsibility as a representative organization to protect our members by providing good information and advice.

The Motorcycling NSW Experience.

As the controlling body of all motorcycle sport in NSW, Motorcycling NSW is responsible for the safety of all competitors, officials and spectators in motorcycle sport. As such, we have

programmes in place to ensure that all riders go through constant training and grading processes as they move up through the sporting ranks. We certify accredited coaches at all the racing clubs to ensure that riders are well coached to a high standard before they can be accredited to move into higher gradings and ride more powerful machinery as they improve. This process starts with the youngsters under 5 years old riding Minikhana events and continues through all of the disciplines of the sport. With these processes in place we manage what is a much safer sport than outsiders might imagine it to be, and we also produce world class riders in all disciplines of the sport. We have produced world Motocross and Supercross champions like Chad Reed, Speedway champions such as Chris Holder and Jason Crump, Trials and Enduro champs, and even right up to our hero world Superbike and MotoGP champs like Casey Stoner, Mick Doohan, Wayne Gardner and Troy Bayliss.

All of these champions didn't just achieve greatness based on pure talent, they had fantastic guidance and coaching along the way. What they also have in common is a fantastic understanding of the operational dynamics of a motorcycle and how to control it. Their bike handling skills are second to none. If bike handling skills can keep these men safe at 300kmh, then surely the same kinds of skills will be beneficial to normal riders riding at every day speeds on public roads.

It is fair to say that our average 7 year old club Motocross racer has a far superior riding skill level than the average adult motorcycle road license holder.

That is both a testament to the training processes inherent in the sport of junior motocross, and a sad indictment on how Governments all over Australia place so little value in teaching road motorcyclists the skills required to be the best motorcyclist they can be.

Can you imagine the concept of a 7 year old being a better car driver than an adult? Well, that's what we have in motorcycling. When you watch a junior motocross rider or junior short track speedway rider racing their machines, executing jumps and bends and controlling slides in close quarters racing with other riders, it is clear that their skill set is superior to many road riders.

When a rider who has competed from a young age is old enough to apply for a road license, they complete the MOST Test to get their Provisional license with absolute ease, because it consists of skills they learnt when they were 5 years old.

Every year in NSW, riders die in crashes that they could have avoided if they were more highly skilled.

We need to fix that.

Why do we need advanced training?

As alluded to earlier, motorcycles are inherently less stable than a car, and the chassis dynamics and the input of the rider are far more important than for a car driver. Car drivers are largely concerned with a “go” pedal, a stop pedal and a steering wheel. They also have more vehicle stability aids on modern cars. Motorcycles are much more intricate machines and are heavily dependent on rider inputs.

A motorcyclist steers not only with their hands, but with their feet, knees, hips, shoulders and even their eyes. Our posture on the motorcycle is vital to effective steering inputs.

We control our gear selection with our left foot, as well as using footpeg pressure to help steer and stabilize the bike. Our left hand controls the steering, clutch, horn, indicators and headlight dip switch. Our right foot does the same steering and stability duties as our left, but also operates the rear brake. And our right hand is responsible not only for steering, but also controls the throttle and the front brake.

To put that in perspective, imagine if all car drivers had to use all of their limbs all of the time, and their right hand alone was responsible for steering, the accelerator and the brakes. That is essentially what motorcyclists do, all of the time.

Studies have shown that while car drivers have relatively few inputs to make to control a car, a motorcyclist can, and must, impact the motorcycle with hundreds of separate movements with all parts of their bodies.

The simple fact that motorcycles have a separate control for the rear and front brake is a clue that the dynamics involved are very different to other vehicles. The two brakes affect the bike in different ways in different situations, and riders need to learn how to use each brake and when.

The other issue surrounding bike control, particularly in emergencies, is that the natural human response in a dangerous situation is invariably the incorrect one when on a motorcycle.

By way of example, in a car, if you find you are going too quickly for a bend on a country road, your instinct is to back off the accelerator to slow down, perhaps brake, and turn into the corner more. These instincts would be more or less the correct response in a car. But on a motorcycle, that same instinctive response could see you end up crashing.

Motorcycles in that situation require the opposite reaction to the natural human response. A rider should actually keep the throttle on as it provides stability to the bike (despite your brain telling you to slow down), and rather than use the front brake which will make the motorcycle want to stand up and run wide off the corner, we need to apply some rear brake pressure to help the motorcycle hold and tighten its line. We also need to lean the bike into the corner more, when the rider's mind is likely telling them that this would cause them to crash.

So as you can see, the skills required to handle a motorcycle in that particular emergency situation are quite the opposite to what most humans would do naturally, which would be to back off the throttle and use the front brake to slow down, which would result in the bike running wide across the road into oncoming traffic or into a barrier or tree.

This scenario alone accounts for a substantial percentage of motorcycle fatalities.

So why aren't we teaching these skills to riders?

They are not natural responses to emergencies, and need to be taught and practiced to become natural.

While our pre-Learner and pre-Provisional courses do an excellent job of giving riders the basic skills to survive day to day riding, there is only so much you can teach people in the time allowed for these courses, and only so much information they can process given their current skill level at that time.

That is why continued training and improvement as skills improve is required.

Riders need to learn to use their vision to choose good cornering lines, learn how to brake effectively in different situations, how to use their throttle to create stability, how to steer effectively, to be confident in their ability to control the motorcycle, and learn how to get themselves out of trouble when they are placed in a dangerous positions by their own actions or those of another road user.

The current training situation

The three main advanced rider training organizations operating in NSW are Stay Upright, H.A.R.T. (Honda Australia Rider Training) and California Superbike School. There are other smaller operators who operate in the space as well.

Motorcycle manufacturers such as Yamaha, Honda, BMW and Suzuki all have relationships with various schools where they provide financial support, as they see the importance of these organizations and they value the safety of their customers.

One of the main barriers preventing riders from undertaking training is the cost and availability of courses. In order to provide a safe training location, a closed circuit facility is usually required. In NSW our only real option is Sydney Motorsport Park, and the track hire fees are extremely expensive for these operators. H.A.R.T. has their own facility at St Ives, but it does not allow the facilitation of more advanced type courses, and they also use SMSP for these courses.

When you combine the cost of running a coaching course and the cost of track hire at SMSP, most full day advanced courses cost in the order of \$500 to \$550. That is obviously a large impost for riders, and prevents a lot of riders from attending. In our survey in Annexure A, nearly 40% of riders nominated the cost as the reason they have not attended training of this type. Nearly 10% nominated the location as not being suitable. Only 20% indicated they have undertaken advanced training. This proportion would be higher than for the general riding population as Alliance members are constantly exposed to marketing around the benefits of training and are given special offers to attend training on occasions.

The training schools take on a substantial risk when booking the SMSP track for a training day, as if they do not fill the course with participants, they risk losing substantial amounts of money.

KEY RECOMMENDATION

It is our position that the single most effective thing the NSW Government can do to reduce road trauma for motorcyclists is set ourselves the goal of having the most highly skilled and road craft savvy motorcycling population in the world. It may sound like a lofty goal, but all it will take is a shift in thinking to encourage riders to undertake advanced training. We believe there is great value in completing a training course every few years to keep the skill level up and to keep improving.

The Government can help this situation in a number of ways;

- ***Provide subsidies for riders to attend Intermediate and Advanced training.***
- ***Work with training providers to develop and agreed course in terms of content and delivery that the government will financially support.***

- ***Provide financial assistance for training schools to take their courses to regional areas and use suitable facilities where available, such as kart tracks.***
- ***Assist Motorcycling NSW in their venture to build a race track at Nowra, which would double as an affordable regional training facility.***
- ***Work with the industry and the Motorcycle Alliance to help foster a culture of continual skill improvement among the riding community.***
- ***Continue to foster the excellent relationship between the Centre For Road Safety and the Motorcycle Alliance.***

It is important to note that the Centre For Road Safety has already shown interest in our proposals on advanced rider training, and Centre Manager Bernard Carlon has visited SMSP at the invitation of the Motorcycle Alliance to witness first-hand the Stay Upright team conducting one of their courses. I believe Bernard and his team can see some benefits to our proposals, although we are only at the very early stages of development of any sort of programme to implement anything.

We would ask that the members of STAYSAFE recommend to the Government that funds be made available to expedite this process and implement a programme as soon as possible.

If we had to invest \$300 per rider to encourage them to undertake a course (with riders also contributing the remainder of the cost), and it resulted in 1 in every 200 of the attendees gaining the skills to avoid a crash they may have otherwise suffered, we would still be turning a substantial profit to the Government given the average cost of caring for a hospitalized rider.

ANNEXURE A OVERVIEW

Annexure A is the results of a recent survey we conducted of our members, who are all motorcyclists. We obtained over 650 responses. Here is an overview of the results of the survey.

Q1 60% of riders nominated the behavior of other road users as the biggest threat to their safety. 24% pointed to their own skill level as their biggest risk factor, with the remainder nominating road surfaces and other factors. Experienced rider trainers would suggest that better trained riders are better at anticipating the actions of other road users and better able to not put themselves in positions where they can be affected by other drivers' mistakes.

Q2 53% indicated the current pre-Learner and pre-Provisional training is suitable for that level of rider. 45% indicated it should be more intensive.

Q3 82% of riders believed that car drivers should undergo compulsory professional training to obtain their license, just like riders do. It is worth noting that most riders are also car drivers.

Q4 Respondents were evenly split between driver distraction, poor skills, poor attitude and lack of awareness being the main contributors to drivers making errors which put riders in danger.

Q5 89% of respondents said that if they were better trained and skilled, they would be better placed to avoid the danger created by the errors of other road users.

Q6 Asked respondents for things preventing them from attending advanced training. 39% cited the cost, 23% said they already undertake training, and 10% cited lack of training nearby to them. Only 12% thought they didn't need more training.

Q7 85% said other road users were the biggest threat to their safety. 15% said they were their own biggest threat. Interestingly, riders who have undertaken advanced training tend to say the reverse of that result after they have undertaken the training.

Q8 65% of respondents believed the current Learner Approved Motorcycle Scheme was remain in its current form. 35% said larger capacity bikes should be allowed into the scheme.

Q9 Asked about mobile phone use in cars. 57% said the current rules regarding use are suitable. 35% said mobile phones should be banned in cars.

Q10 Asked for written responses regarding attitudes to appropriate penalties for unlawful mobile phone use on the road. It is impractical to provide all of the responses, but around 15% said the current fines and demerit points were suitable, and around 30% said fines should be higher. Almost 50% made reference to the fact that they viewed illegal mobile use such as texting and using applications such as facebook while driving as similar in its impact on driving ability as mid-range drink driving, and that suspensions should be imposed.

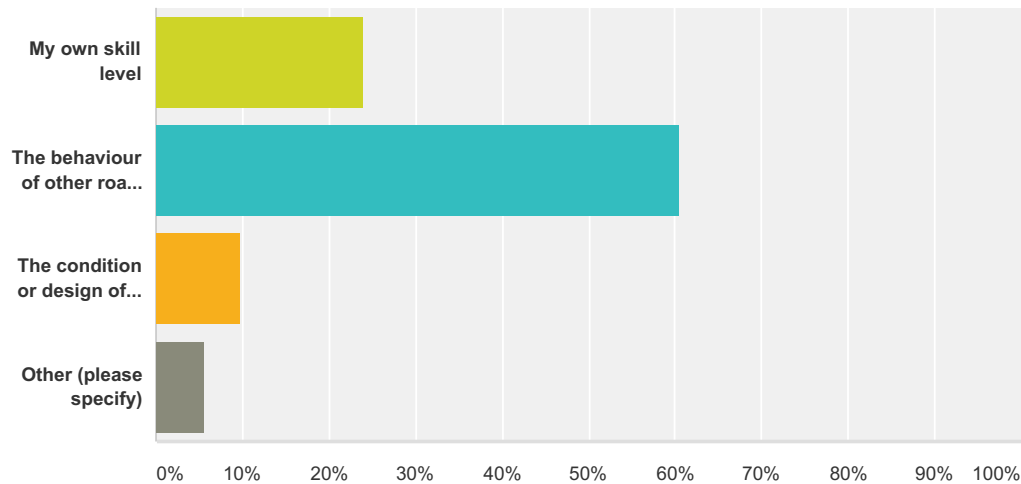
David Cooke

GENERAL MANAGER

NATIONAL MOTORCYCLE ALLIANCE

Q1 What is the most important issue affecting your safety as a motorcyclist?

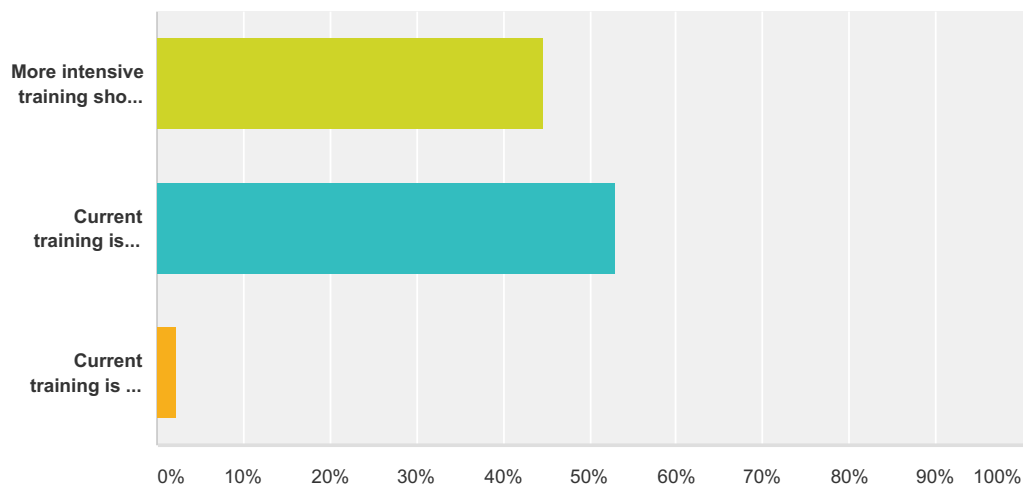
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Answer Choices	Responses	
My own skill level	24.05%	158
The behaviour of other road users	60.58%	398
The condition or design of our roads	9.74%	64
Other (please specify)	5.63%	37
Total		657

Q2 Do you think the training required to obtain your motorcycle license should be made more intensive?

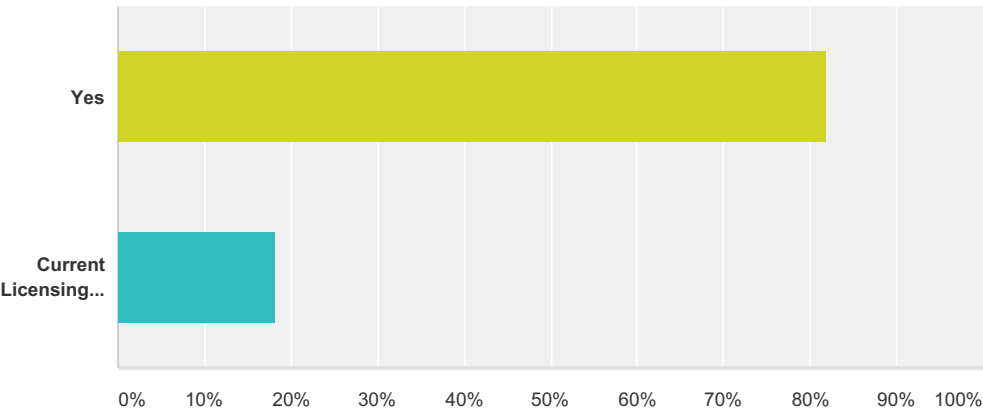
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Answer Choices	Responses
More intensive training should be required	44.63% 291
Current training is appropriate	53.07% 346
Current training is too much	2.30% 15
Total	652

Q3 Do you believe other road users should be made to undertake professional training before getting a drivers license?

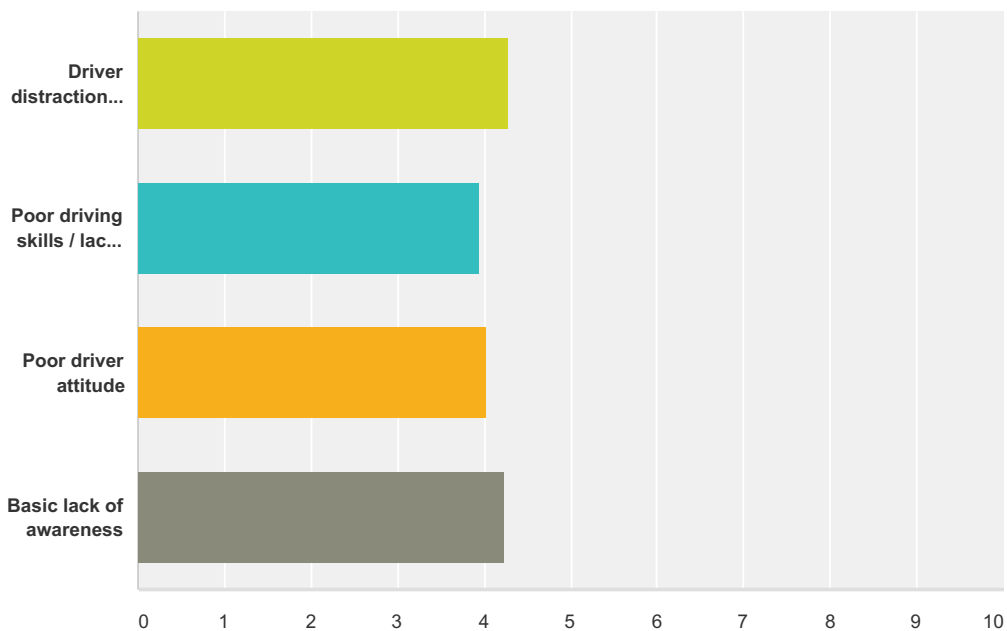
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Answer Choices	Responses	
Yes	81.78%	534
Current Licensing regime is sufficient	18.22%	119
Total		653

Q4 When you experience poor driver behaviour that affects your safety, how much do you think the following things contribute to the problem?

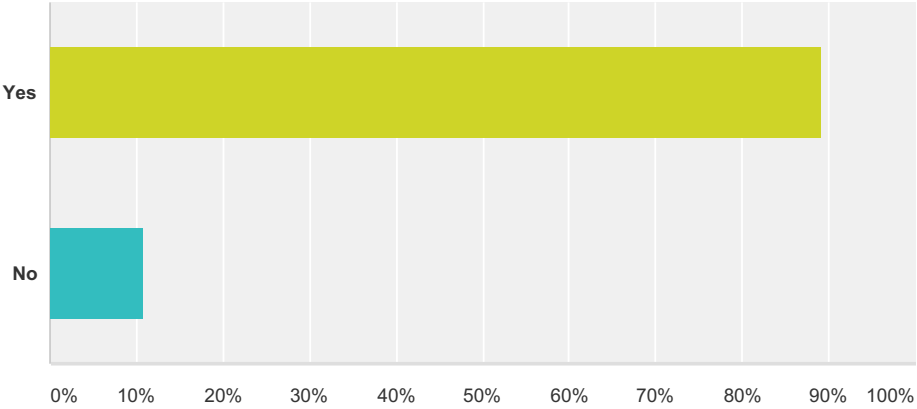
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	no effect	some effect	moderate effect	large effect	maximum effect	Total	Weighted Average
Driver distraction (mobile phone use, in-car technology, passengers, etc)	0.16% 1	5.79% 37	9.08% 58	34.74% 222	50.23% 321	639	4.29
Poor driving skills / lack of training	0.47% 3	6.93% 44	20.94% 133	41.73% 265	29.92% 190	635	3.94
Poor driver attitude	0.16% 1	8.62% 55	13.95% 89	44.04% 281	33.23% 212	638	4.02
Basic lack of awareness	0.15% 1	5.71% 37	10.34% 67	39.04% 253	44.75% 290	648	4.23

Q5 Do you think that if riders are equipped with better skills and knowledge, they can more easily predict and avoid incidents when other road users make mistakes

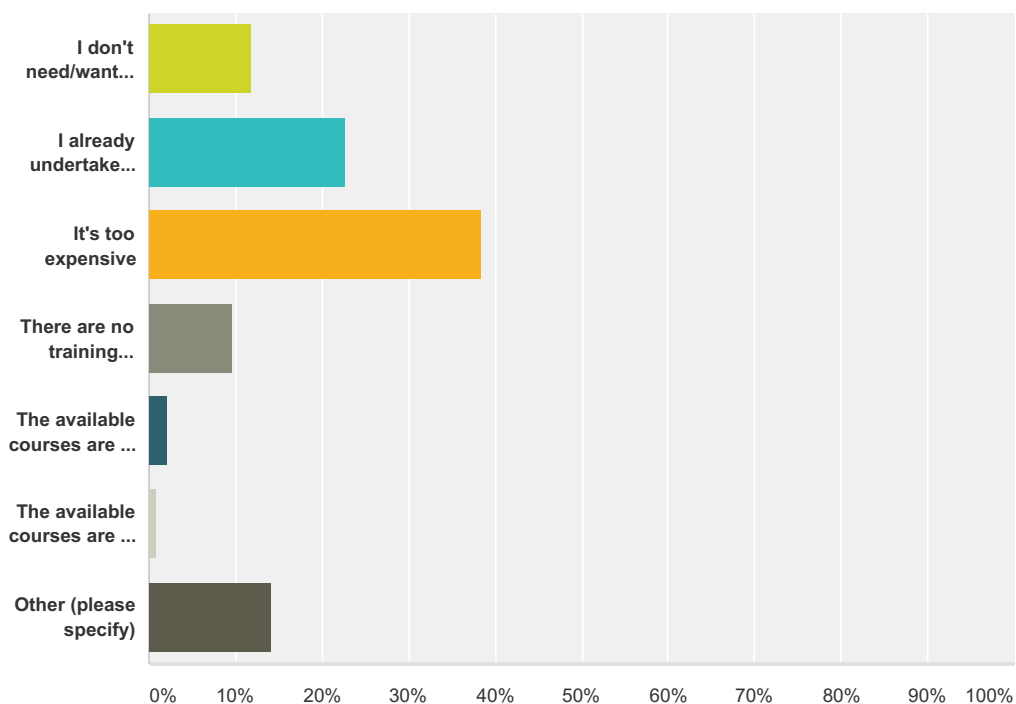
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Answer Choices	Responses	
Yes	89.13%	582
No	10.87%	71
Total		653

Q6 What are the things preventing you from undertaking further advanced rider training with an accredited training school?

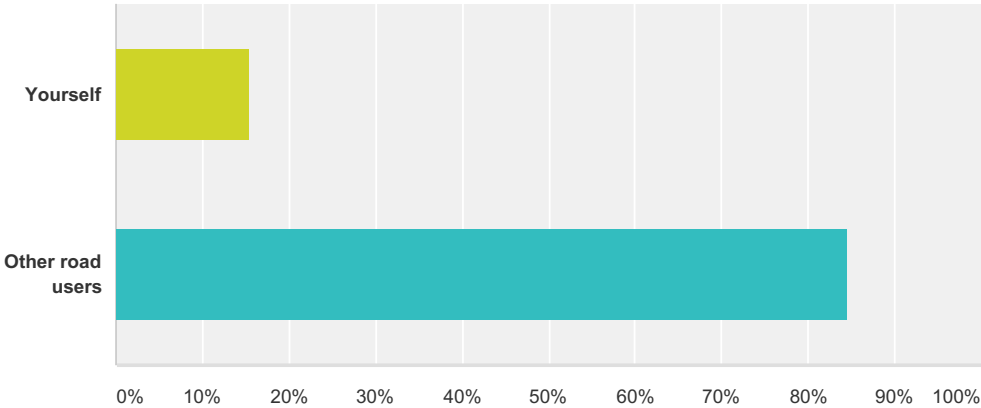
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Answer Choices	Responses	
I don't need/want further training	11.91%	78
I already undertake advanced training every few years	22.75%	149
It's too expensive	38.47%	252
There are no training locations close enough to me	9.62%	63
The available courses are not advanced enough for me	2.14%	14
The available courses are too advanced for me	0.92%	6
Other (please specify)	14.20%	93
Total		655

Q7 Who do you believe to be the biggest threat to your safety?

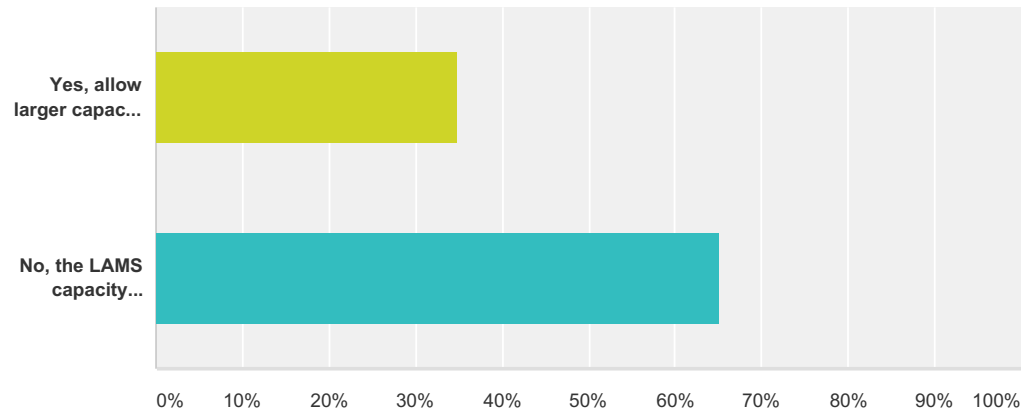
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Answer Choices	Responses
Yourself	15.42%101
Other road users	84.58%554
Total	655

Q8 Do you believe the LAMS bike system should be altered to allow bikes of any capacity, as long as they remain under the power to weight threshold?

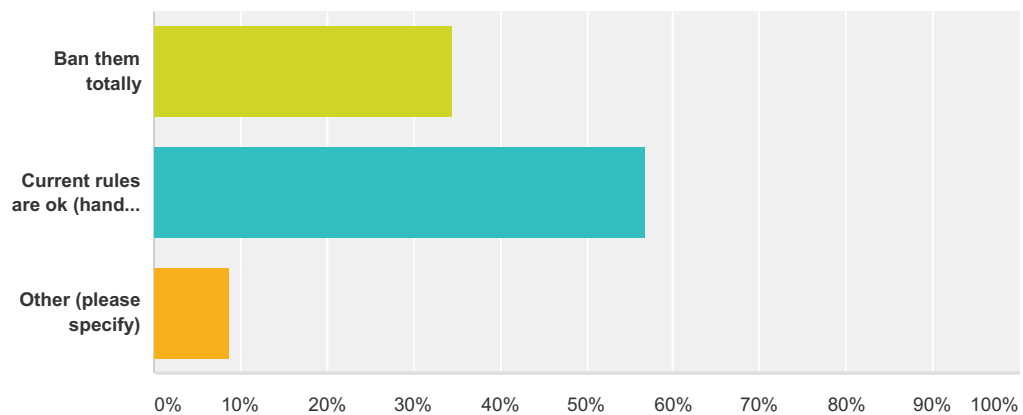
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Answer Choices	Responses	
Yes, allow larger capacity bikes into the scheme	34.82%	227
No, the LAMS capacity restrictions are fine as they are	65.18%	425
Total		652

Q9 What should the Motorcycle Alliance' position be regarding the use of mobile phones in cars?

Answered: 656 Skipped: 2



Answer Choices	Responses	
Ban them totally	34.45%	226
Current rules are ok (hands free use permitted)	56.86%	373
Other (please specify)	8.69%	57
Total		656

Q10 What do you believe is an appropriate penalty for car drivers sending text messages or using social media such as Facebook while driving?

Answered: 619 Skipped: 39