

## **MOTORCYCLE SAFETY IN NSW**

**Organisation:** Stay Upright Rider Training  
**Name:** Mr Max Thompson  
**Position:** Queensland Manager  
**Date Received:** 10/09/2015



7<sup>th</sup> September 2015

Staysafe (Joint Standing Committee on Road Safety)  
Parliament House  
Macquarie St  
Sydney NSW 2000

**Re: Inquiry into Motorcycle Safety in NSW**

This submission is made by Stay Upright Proprietary Limited; trading as Stay Upright Rider Training.

Stay Upright was incorporated in 1981 by Warwick Schuberg who remains as the company Director.

Stay Upright is a Registered Training Organisation (RTO) under the Australian Skills Qualification Authority (ASQA), registration number 90714; we are responsible to maintain the highest level of training, training system and quality system standards as specified and audited by ASQA.

As a Registered Training Organisation we provide Nationally Recognised Training and Assessment for a wide range of two and four wheel All Terrain Vehicles in the workplace.

Stay Upright is a contractor to Roads and Maritime Services (RMS) NSW, providing Motorcycle Rider Training and Testing since 1990.

Stay Upright started our RMS (then Roads and Traffic Authority - RTA) operations at the Gosford RTA Office in 1991 and have expanded our services ever since. Stay Upright currently conduct training, assessment and testing at Clyde (Sydney Central Region), Rouse Hill (Sydney North West Region), Bathurst (Canobolas Region), Queanbeyan (Southern Highlands Region) and Wagga Wagga (Riverina Region) for RMS.

Stay Upright have provided post licence training in NSW & across Australia for the past thirty four years for private and commercial clients, we have provided training for a very wide range of government bodies.

Stay Upright have been accredited to conduct Pre Learner Licence, Learner Licence, Provisional Licence and Open Licence level training, assessment and or testing in five states and territories.

Stay Upright have also been involved in training system development for arrange of Australian & New Zealand statutory bodies; we are currently conducting development and piloting of the new Motorcycle – Graduated Licensing System (M-GLS) for VicRoads.

Stay Upright is accredited to, and provides training for; the Australian Defence Forces and many other statutory and government authorities nationwide, including Police Services, etc.

Stay Upright have also participated in and conducted training throughout Australasia and the United States.

Stay Upright as an organisation possess a broad knowledge of the current training systems within Australia and internationally, and wishes to provide their insight and opinion on the inquiry issues in an effort to bring Best Practice to Motorcycle Safety outcomes in NSW & across Australia more broadly.

The writer is Max Thompson, Queensland State Manager on behalf of Stay Upright.

**Background:**

Stay Upright's submission relates to the Terms of Reference set down for this inquiry as below:

That the Committee inquire into and report on motorcycle safety in New South Wales with particular reference to:

- 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.

Stay Upright shall provide our suggestions and responses to points within our field of expertise throughout the submission.

**Submission:**

**NSW – Pre Learner Licence Training and Assessment:**

The system used in New South Wales has previously been recognised as Best Practice within Australia as it had a formal approach previously not used; the NSW model has been adopted and implemented in general terms by Tasmania and the Australian Capital Territory governments.

The NSW system includes manipulative or control skills and simulation of road riding in a closed, off-road environment to ensure elimination of uncontrolled situations.

## **Other Jurisdictions – Pre Learner and or Licence Training and Assessment:**

Other jurisdictions are now going further than NSW by introducing “on-road” modules at all levels (pre-learner, learner and licence).

This requirement is to ensure a basic level of Roadcraft is trained and assessed in the real world environment at novice level and reinforced at later levels.

**Queensland** have had on road training and assessment at the initial stage, which is currently Licence level, for many years and are now looking at introducing Pre Learner Licence level training and assessment like NSW, but will include on-road segments in the program.

**Victoria** are currently developing and piloting a pre-learner licence scheme that will include on-road Roadcraft training.

This will be followed by two separate on-road events, firstly for training and assessment purposes after learners have been riding for a period of time, then finally in an assessment only event for obtaining a licence as part of the new M-GLS.

**New Zealand** also have both off-road and on-road components in their licensing programs in a similar manner to some Australian states.

New Zealand also have a program known as “Ride Forever” that is aimed at post licence and returning riders, it includes control skill refresher training off-road followed by Roadcraft training on-road.

The program has three levels to cover a broad range of riders and is subsidised by the government, which has ensured a high take-up rate.

## **Other Jurisdictions – Elements of Pre Learner and or Licence Roadcraft Training and Assessment:**

### **Off-Road Training and Assessment – Manipulative skills based:**

Similar to the NSW system the programs begin off-road, as learners by definition are at most, very limited in their knowledge of riding, and as such should be provided with a safe environment to learn control skills prior to the need to use the higher order skills of Hazard Perception and Risk Management.

### **Off-Road Hazard Perception and Risk Management Training and Assessment:**

Learners participate in theoretical development of Hazard Perception and Risk Management (Roadcraft), followed by a simulated road riding situation to ensure knowledge is applied in a safe environment.

### **On-Road Hazard Perception and Risk Management Training and Assessment:**

The on-road Roadcraft is conducted throughout a range of variables that a new rider could reasonably be expected to encounter.

Advice on unexpected situations is delivered in the theoretical component of Roadcraft.

However, being an on-road activity a mix of both could occur; this enables an appropriate level of learning opportunity in the higher order skills of Hazard Perception and Risk Management in the real world.

## **Returning Riders:**

Stay Upright have particular interest and concern regarding returning riders, there has been considerable discussion on this growing group of riders who unfortunately are quite highly represented as casualties amongst road users.

Stay Upright provide a number of courses that are suitable to these riders, they include both on-road, and off-road, training.

Unfortunately the take up rate is low.

Stay Upright believe some encouragement to attend these courses would be valuable in reducing the incidence of casualties sustained.

The opportunity to refresh or re-learn skills within a very short period of taking up on road activities again is particularly important.

Often long absences from riding exist, and it is likely that motorcycles which are far more powerful than ridden before are being used.

This group should be supported by refresher programs that cover control and roadcraft skills.

Our Intermediate and Manage the Road (Roadcraft) courses ensure that returning riders have appropriate opportunity to gain the knowledge and skills required for positive Road Safety outcomes.

Recognising who is a returning rider is difficult from a statutory stand point, as people can retain the motorcycle accreditation on their licence; as such, it is difficult to mandate refresher training.

Encouragement of participation could be done by subsidising this area of training in a similar manner to what is currently done with Learner and Licence level courses in NSW.

Any assessment involved could be informal and used for skill development rather than accreditation, further increasing the likely take-up rate.

**Summary:**

Motorcycle learner riders have been recognised as a vulnerable group, particularly when compared to car learner drivers.

Hence different systems for learning and licensing are required.

Returning riders present another significant risk group, as they are often unaware of their current abilities after considerable time away from motorcycling; again a conscious approach to those people along the lines of awareness of both skill and knowledge including attitude should be implemented.

The NSW Government should be commended for their efforts in taking serious steps to address the varying needs of road users, and conducting this inquiry to advise them on same.

To ensure a positive outcome we must ensure change takes place to achieve specific road safety outcomes.

Best Practice in Road Safety should be our primary focus and we believe additions as noted above will enhance the efforts of all interested parties.

Our industry should be seen as a Training industry, rather than a Licensing industry; this will allow a better ability to influence the attitudes toward personal safety and risk taking.

It is often said that attitudinal change cannot be trained, however our major role in training is to enhance people's awareness of the implications of their actions via modelling and mentoring; this is one of the few ways to influence and therefore change attitudes.

Stronger communications and education based public advertising, notices and materials will compliment and reinforce the messages provided by road safety practitioners.

Stay Upright are dedicated to positive Road Safety outcomes, as a purely education and outcome based organisation we believe that change must occur.

Yours sincerely,

Max Thompson  
Queensland Manager

For:

Stay Upright Rider Training

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