

INQUIRY INTO VULNERABLE ROAD USERS

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Mr Geoff Corrigan MP
Chairman
Staysafe Committee
Parliament of NSW
Macquarie Street
SYDNEY NSW 2000



Dear Mr Corrigan

Re: Inquiry into Vulnerable Road Users

Thank you for the invitation to make a submission to the above Inquiry.

The Australian Driver Trainers Association NSW Ltd (ADTA) is the representative body of professional driving instructors. Members are qualified to provide a high standard of instruction for all types of driving licences - from cars to heavy trucks and buses.

The ADTA works closely with a wide range of government authorities, agencies, road safety and motoring organisations and parliamentary groups to help improve road safety by training and educating competent drivers.

We note there has clearly been a major increase in motorcycle registrations in recent years and with this is likely to come an upward pressure on motorcycle crashes simply through an increase in exposure.

We therefore submit as follows.

The ADTA supports RTA recent approaches to addressing the issue; motorcycle specific signage and motorcycle awareness campaigns being examples.

In particular, we strongly support graduated licensing schemes, including the Graduated Licensing Scheme for motorcycles, introduced by the RTA on June 1, 2009.

Research into best practice in licensing shows clear road safety benefits in placing restrictions on licence holders. This allows novices to gain experience under circumstances that are more forgiving and more conducive to producing better road safety outcomes.

Research shows that crash reductions of between 10-30% can be expected with the introduction of a car graduated licensing. The motorcycle scheme, with its inherent restrictions on speed, alcohol, demerit points and motorcycles that can be ridden, can reasonably be expected to also have significant and positive road safety outcomes.

We would also encourage –

road improvements with a particular emphasis on motorcycle specific black spot treatments. Treatments can often be relatively inexpensive, for example painted median/dividing lines to better separate opposing traffic,

and local, targeted education programs for motorcyclists.

We are aware that the RTA rider training scheme continues to be highly regarded as one of the best schemes in the world. This should continue to be supported with appropriate education campaigns, road side messages in motorcycle crash risk areas etc.

It is important to re-enforce that any program or treatment for motorcyclists needs to be well researched and, importantly, evidence based. In this regard, we note considerable community comment on the recent restructure of motorcycle Compulsory Third Party (CTP) insurance. This is an important road safety issue as CTP prices and categories have the potential to influence the make up of the motorcycle fleet, which in turn can influence crash outcomes. One example of particular concern appears to be a new pricing band that essentially places 250cc commuter motorcycles and scooters in the same CTP class as supersports 600cc machines.

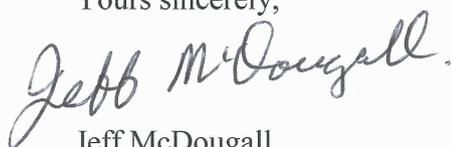
From a road safety perspective, this does not seem to be a logical mix of machines, particularly when the RTA Learner Approved Motorcycle Scheme, which consists of moderately powered machines suitable for learner riders, would appear to be a far more logical basis for a class break-point.

Perhaps this is an issue worthy of review by the Staysafe committee in order to determine the rationale underpinning this recent change, its validity and potential road safety implications.

We further note that the massive increase in the use of pedal cycles in the city and other areas presents serious implications for their interaction with the motoring public, with many motorists very unsure of how to safely handle this interaction. The potential for big increases in serious injuries and even deaths should demand a much closer examination of the rules that must apply to both methods of transport.

We look forward to the Committee's deliberations on these issues and make ourselves available for further comment if required.

Yours sincerely,



Jeff McDougall
PRESIDENT