

**Submission
No 6**

REDUCING TRAUMA ON LOCAL ROADS IN NSW

Organisation: Motorcycle Council of NSW

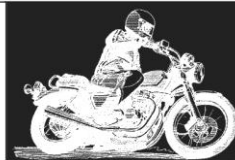
Date Received: 2 February 2020

Staysafe Inquiry

Reducing trauma on local roads in NSW

February 2020

MOTORCYCLE COUNCIL
OF NEW SOUTH WALES
INCORPORATED



Establish 1981

Staysafe (Joint Standing Committee on Road Safety)

Parliament House

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Motorcycle Council of NSW

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About the Motorcycle Council of NSW Inc.

The Motorcycle Council of NSW Inc. (MCC is an internationally recognised umbrella group for motorcycle clubs, associations and ride groups, in the state of New South Wales, representing over 60 clubs, with more than 41,000 riders.

Established in 1981, MCC is recognised as the peak motorcycle representative body in NSW and subject matter experts on many complex issues dealing with motorcycling including crash data and statistics, traffic data and congestion information.

MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training films that have been utilised and referred to by many overseas trainers, researchers and ride associations.

MCC has appeared before several standing commission of inquiries. The MCC is often consulted on all things motorcycling by Transport for NSW and Centre for Road Safety.

We wish to thank the Staysafe Committee for the opportunity to present this submission and the views of our member clubs.

Should you require further information on the information contained within this submission please feel free to contact the MCC enquiries@mccofnsw.org.au or 1300 NSW MCC (1300 679 622).

Regards,

Brian Wood
Secretary

Terms of Reference

1/ The role of local roads in road safety and trauma

The MCC's road safety strategy "Positioned for Safety 2010" established that 48% of motorcycle crashes occur on local roads.

While, on average, motorcycles only represent 1% of the traffic flow. On some motorcycle popular routes this can be as high as 33%. Some of these motorcycle popular routes being local roads.

A New Zealand study¹ found "Roads within 11km (6.8 miles) of home accounted for half of all travel and 62% of all crashes." and concluded "We contend that behavioural effects associated with driving on familiar roads may be a factor in injury risk for experienced drivers."

2/ The effectiveness of existing road safety planning requirements, including in other jurisdictions

Even though in 2018 motorcyclists represented 17% of fatalities and 22% of serious injuries, very few Local Government resources are allocated to address motorcycle road trauma. It is incorrectly assumed motorcycle trauma is adequately addressed in general road safety messages.

Even though the 'Safe System' approach to road safety was introduced into Australia over 8 years ago, very few Local Councils have adopted this approach. Even those who have are not proactive in reducing motorcycle hazards.

3/ Opportunities for improving road safety planning and management on local roads, including through the Local Government Road Safety Program and Community Strategic Planning

Of the 129 Local Councils in NSW the MCC is only aware of 5 who have programs to address motorcycle road trauma with another 2 considering to implement plans.

Local Road Safety Officers seem reluctant to address the issue of motorcycle trauma due to having limited experience in this area. Those who have, have found motorcyclist are concerned about their safety and can be engaged with when approached appropriately.

¹ Bridget R.D. Burdett, Nicola J. Starkey, Samuel G. Charlton "The close to home effect in road crashes" *Safety Science Volume 98, October 2017,*

The MCC's road safety strategy "Positioned for Safety 2010" established that 50% of multi vehicle motorcycle crashes where the other vehicle was the key vehicle were right-of-way violations and another 18% were lane side-swipe. Therefore, an important component of any road safety campaign needs to be for drivers to look out for motorcyclists.

4/ The role of local communities and their representatives in identifying and delivering road safety initiatives to reduce trauma on local roads

Given that:-

- 48% of motorcycle crashes occur on local roads.
- motorcycles can represent up to 33% of traffic flow on motorcycle popular routes that are local roads
- motorcyclists represented 17% of fatalities and 22% of serious injuries
- Local Councils play virtually no role in addressing motorcycle road trauma

there is huge potential for Local Councils, local communities and the Motorcycle Council of NSW in identifying and delivering road safety initiatives to reduce trauma on local roads.

5/ Other relevant matters.

The MCC doesn't offer any further comment.

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