

**Submission
No 20**

SUPPORT FOR RURAL AND REGIONAL LEARNER DRIVERS

Organisation: Motorcycle Council of NSW

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Staysafe Inquiry

Support rural and regional learner drivers

May 2021



Established 1981

Submission to:-
Staysafe Committee
Parliament of NEW South Wales
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About the MCC of NSW

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.

Established in 1981, the 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.

The 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 is the peak representative body for motorcycling in the state of NSW representing over 60 motorcycle clubs, which have a total membership of over 41,000 motorcyclists.

We wish to thank Staysafe for the opportunity to present this submission and the views of our member clubs on support for rural and regional learner riders.

Should you require further information on the information contained within this submission, please contact the MCC.

Brian Wood

Secretary

The Motorcycle Council of NSW wishes to make the following comments in relation to the Terms of Reference:-

a/ challenges faced by learner drivers in rural and regional areas to get the required training and experience to obtain a licence

It is not clear what is an undeclared area for the compulsory rider training scheme. Previously, they were described by postcode using the principle that a rider shouldn't have to travel more than 100km to a rider training centre.

The definition of undeclared areas by postcode has been removed from the legislation (Road Transport (Driver Licensing) Regulation 2017 Part 6) and the determination is now more at the discretion of the Service NSW staff.

Riders need to have certainty around whether they are, or are not, in an undeclared area.

While there is information on Transport for NSW's website on how to apply for a provisional rider licence in an undeclared area, this does not include information on what the kerbside test will involve in undeclared areas.

Note the kerbside test is more correctly named the Rider Driver Ability Road Test (Rider DART).

While information is available from the Transport for NSW website on the Driver Ability Road Test for aged drivers and there is information on the Motorcycle Operator Skills Test for riders in declared areas, there is nothing available on what the Rider DART involves.

Riders need to be able to determine whether or not they are in an undeclared area and if so, what does the kerbside test (Rider DART) involve.

b/ options for rural and regional learners to access driver training opportunities

Learner riders in undeclared areas should be encouraged to undertake training without having to travel great distances or at great expense.

Independent rider training providers do occasionally hold courses in undeclared areas when it is economically viable for them to do so.

Transport for NSW needs to actively encourage learner riders in undeclared areas to undertake training by subsidising and promoting suitable courses conducted by independent rider training companies.

c/ support for rural and regional learner drivers in other jurisdictions

The system of undeclared areas which is based on not having to travel 100km, needs to be retained.

A quick survey by the Motorcycle Council of NSW indicates that NSW is one of only a few, if not the only jurisdiction, that has undeclared areas where learner riders don't have to do the compulsory rider training due to the distances involved.

In other States learner riders have to travel over 600 km to attend compulsory courses.

Requiring potential learner riders to travel large distances to rider training centres is likely to discourage them from undertaking the training to obtain a licence and to ride illegally. It also exposes them to a greater risk of crashing due to fatigue.

d/ the use of driver simulators and other technology to assist rural and regional learners

The Motorcycle Council of NSW is not aware of any realistic motorcycle simulators that are suitable for training learners.

e/ changes to driver training and testing in New South Wales since Staysafe's 2017 report into driver education, training and road safety

The Motorcycle Council of NSW is not aware of any changes to the learner rider training or testing as a result of the 2017 Staysafe report.

f/ any other related matters.

The Motorcycle Council of NSW doesn't have any comment to make on other related matters.

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