SUBMISSION NO: 254 - ATTACHMENT 3

TO ALL VICTORIAN MPS & SENATORS

FOR YOUR INFORMATION

Damien
IRG

Jon Strong [http://www.fema-online.eu/.../guardrails_guidelines.pdf]

Suggest you contact SMC, Swedish Motorcyclists through FEMA. Maria Nordqvist has presented papers at the IGZ International Motorcycle Safety Conference on several occasions as their research developed over the last few years.

The Independent Riders’ Group - IRG

Thanks Jon. The problem of local data collection and assessment at crash sites remains.

Maria Nordqvist

Hej! The barriers are installed 0.35 meters from the road in Sweden. In Oz you have much more space which is good-to reduce the speed before collision. About 3 persons who’ve stopped their cars are killed/year due to lack of space on 2+1-roads. This also increase accidents with wild animals in some areas. Last year a man from a rescue team was killed by a wire at the accident scene.

We’ve had plenty of fatal accidents motorcycles/barriers. 17 killed 2016-2017= about 25% of all fatalities. Most of these occur on 2+1 roads and highways. We don’t have fires like you have-snow instead=also a problem!

Maria Nordqvist

I recall from the last IGZ conference a rather graphic presentation I think you gave that almost resurrected the contents of my stomach. It had case studies of injuries sustained by riders hitting wire rope barriers and the distance between severed limbs and bodies. These are research studies that might help on the other side of the world. Do you have examples of accident data collection templates?

Maria Nordqvist

yes. Send pm after new years if interested.

Maria Nordqvist

I suggest you send it to IRG. I’m not convinced I could hold the contents of my stomach a second time. I don’t think Victoria Police will need local research on the detail of the types of injury sustained.

Cate Grace

Have read quite a lot of the Swedish research, included in justifying installation of WRB’s in Australia. However, one blatant difference I noticed, that Australian authorities placed too much emphasis on, was the Swedish 2+1 roads info. Australia does not have any 2+1 roads, so am finding it difficult to see what relevance they have to justifying WRB’s here.

Have to wonder if simply just cherry picking any info that will support the case for WRB in Australia, which is also shown in so called research aimed at achieving the same; justification to install WRB’s.

Cate Grace

Maria Nordqvist

Cate Grace you tell me what you need. I will see what I can do!

Maria Nordqvist

Much appreciated Maria. The Independent Riders’ Group - IRG &/or Damien Codognotto would be most interested I’m sure.

The Independent Riders’ Group - IRG

The Andrews Govt. like other before it has been conned by VicRoads/VicPol covering their blunders involving WRB.
Norway – Ban on cable barriers upheld

By MAG Office – September 30, 2013 Posted in: Crash Barriers

Good news, at least for motorcyclists in Norway, comes via our FEMA colleagues in NMCU (Norsk Motorcycle Union, the Norwegian equivalent of MAG Ireland) who have seen their Ministry of Transport uphold a ban on cable barriers.

We received the following copy from our colleagues in NMCU:

In 2006 the then transport minister introduced a ban on cable barriers in Norway. The ban was introduced with regards to the safety of motorcyclists.

Forces in the Norwegian Public Roads Administration, however, wanted the ban to be repealed and therefore sent the case on a wide consultation, with a deadline in May last year.

NMCU filed a comprehensive response to the hearing and argued strongly that the ban should be maintained. NMCUs main arguments was that cable barriers are more dangerous for motorcyclists than other types of barriers, that there are adequate alternatives to cable barriers and that the reintroduction of cable barriers would not provide any documented gains – neither economic, practical or traffic safety.

In a press release issued 27th Norwegian Public Roads Administration has been considered and that the Ministry has decided to uphold the ban. The grounds for this decision are motorcyclists’ sense of insecurity for this type of barrier, the high maintenance costs and the fact that there are equal alternatives, even for use on narrow roads.

In addition, the Ministry mentions that the political agreement that was the basis for the ban in 2006 continued when Parliament considered the National Transport 2014-2023. In this process several different party constellations in Transportation Committee had tabled comments supporting the ban on cable barriers.
Hans Petter Strifeld

NMCU is pleased with Ministry’s wise decision and suggests that this matter is now parked for good. There are several barrier solutions on the market that satisfy all road users’ safety needs, that do not cost more when all costs are included in the calculation, and which in addition is both practical and has a nice design.

NMCU’s media contact, Hans Petter Strifeld, says: Cable barriers are history, let’s instead work together and find the best and most cost effective solutions among the barrier alternatives on the market.

We in MAG Ireland congratulate our colleagues in NMCU on their successful lobbying. Wire rope barriers are particularly lethal for motorcyclists and MAG Ireland continues to push for their removal here.

See also:

FEMA Network – Roadside Barriers: http://www.mc-roadsidebarriers.eu/

Norsk Motorcycle Union (NMCU): http://nmcu.org/

Tags: NMCU, wire rope barriers, WRSB

A voluntary non-profit organisation funded primarily by our members. Motorcycle use. Arbitrary restrictions on motorcycle riders.
May 6, 2011

Motorcyclist’s leg amputation highlights need for full review of wire rope barriers

Motorcyclists’ lives are being placed at risk because of the increased use of wire rope barriers, Federal Member for Cowper Luke Hartsuyker said today.

Mr Hartsuyker was commenting in relation to the amputation of a motorcyclist’s leg after he fell from his bike and hit wire dividers on the Pacific Highway near Taree last Tuesday.

“The accident highlights why State Governments should review their policies in relation to the installation of wire rope barriers,” Mr Hartsuyker said.

“In my view, many of these barriers have been installed without due consideration to the threats they pose to motorcyclists. Whilst Governments do have a responsibility to address blackspots where head-on collisions are prevalent, they also have a duty of care to all road users.

“There is no use endangering motorcyclists simply to address a separate road safety problem.

“Wire rope barriers are potentially deadly for motorcyclists and at the very least they can inflict serious permanent damage.

“It is a time for State Governments to review if and when these types of barriers are installed.

“In my opinion, the danger wire barriers pose to motorcyclists should be the starting point, before any more are installed. Wire ropes might be appropriate to stop cars and trucks colliding but they are the most aggressive form of barrier for bike riders.

“A full review should include, but not be limited to, establishing whether they should be banned, whether existing wire barriers should be made safer and whether all current wire barriers are necessary.

“The fact that wire barriers have a much shorter working life than concrete barriers should also be taken into account.

“Motorcycling is becoming an increasingly popular form of transport and is attracting a lot more riders who appreciate riding for pleasure.

“The number of motorcycles has risen more than 60 per cent over the past decade with well over 500,000 now in Australia.

“Governments need to ensure their policies reflect appropriate safety standards and community trends,” Mr Hartsuyker said.

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