

Ms Kylie Jenkins  
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## **RE Call for submissions for inquiry into Motorcycle Safety**

Thank you for your letter of 9 June 2011 regarding the above matter and for the opportunity to provide feedback into this process. To put our reply in the context of the RoadSafe Gippsland (Gippsland Community Road Safety Council Inc.) I would like to submit the following matters:

RoadSafe Gippsland has been involved in community road safety issues in the Gippsland region for 22 years including motorcycle road safety issues.

More specifically over the last 4 years a sub committee has been formed to specifically address a significant rise in motorcycle road safety issues in Gippsland (which includes the 6 Gippsland municipalities of Baw Baw, Latrobe, Bass Coast, South Gippsland, Wellington and East Gippsland Shires, most of Eastern Victoria)

The Eastern Region Motorcycle Working Party (ERMCWP) is predominately made up of motorcyclists, Police, Local Govt Authorities and VicRoads. It has a strong motorcycle industry feedback into its activities. This ensures that the limited funding this group can secure is spent on specific targeted areas that have been identified with factual data. We can then deliver better outcomes for motorcyclists rather than being lost on less non-productive ("wish list") programs or good programs that miss their target audience.

It is important the terms of reference (TOR) ensures the Road Safety Committee has current, accurate and reliable crash data for motorcyclists, including;

- At least a 5 year period, longer if possible and annual tracking,
- Police reports of crashes, showing date time, weather, road conditions etc,
- That the data can be sorted to identify regions (Rural / Urban - down to specific regions and suburb etc.),
- Specific problem roads / Long Routes,
- The age groups of riders,
- Riders origin (e.g. by postcode) so it can be identified if local riders are crashing on local roads, are they Regional, within Vic or interstate etc.,
- The licence history of riders (how long they have held a motorcycle licence),
- The capacity of the bike (250cc - 1200cc etc.),
- The type of bike (Cruiser, Sports, Tourer, Trail),
- Road Crashes vs Off Road (Forestry roads / bush tracks),

It is then equally important that this data is analysed by appropriately skilled people to ensure the multiple dynamics of the areas, trends and themes arising from this data is identified and sorted.

It would be a lost opportunity to try and take a one approach that fixes all motorcycling skills across the State. We know from our experience and research, that issues, trends and treatments vary dramatically from region to region and from rural to urban areas. No one approach will work or be recognised by motorcyclists as being legitimate. If it doesn't stack up to scrutiny or resonate with riders (this may require some educational component for them to see the light) it will be much more difficult to effect change.

It would also be a good opportunity for the TOR to include the need to seek out advice and expertise from current and previous motorcycle community road safety programs that are out there now being delivered at a local level i.e. RoadSafe Gippsland (ERMCP), RoadSafe Barwon (Great Ocean Rd) and other relevant bodies i.e. VMAC and Ulysses.

We would also advise that the TOR allow for their analysis, conclusions, assumptions and proposed counter measures to be tested, vetted, rebutted, debated by motorcyclist representation. To this end it may be important to ensure the Road Safety Committee make up has representation from key strategic motorcycle fraternity. This would help to ensure good understanding, perspective, balance and psyche of motorcycling is in the mix that will help to make sure any actions and outcomes have a better chance of success.

Should you require any further feedback or clarification please feel free to contact me on 0417 707 543

Yours Sincerely



Daryl Townsend  
Chairperson ERMCP  
RoadSafe Gippsland