

468 Westbury Road Prosepect 7250 ABN: 89 799 173 079 http://tasmanianmotorcyclecouncil.org.au

19 August 2021

Legislative Council Select Committee Road Safety in Tasmania

Dear Members

The Tasmanian Motorcycle Council would like to lodge a submission concerning motorcyclists in Tasmania.

TMC has sent a letter to the Premier of Tasmania raising concerns with the lack of support being shown to motorcyclists even by the Road Safety Advisory Committee.

RSAC Agenda, the TMC has not been asked or consulted or had any input into Item 3.

RSAC Agenda attached.

It is also of concern that the RSAC is being run seems like 2 parts. All items on that agenda should be for the RSAC

RSAC sub-committee for Education and Enforcement being able to spend road safety levy without discussion or approval of the RSAC. Eg; Sponsor ship of North West Football league \$20,000, but no funding {requested by TMC} for motorcycle road safety tv program. When funding was requested 1 motorcycle fatality, now we have 7 fatalities.

As you can see with the Agenda, FOR NOTING (BY EXEMPTION) Exemption meaning, Exclusion, Omission, Concession, Allowance, Immunity, Compromise.

Should the RSAC continue, be reviewed, replaced, refreshed, should the government employees involved be replaced?

Motorcyclists are continually being told by government departments that we are over represented in accidents compared to other road users, BUT these same government departments will not assist us in providing road safety programs for motorcyclists.

They will not tell you that between 2005-2010 there were 1,369 MAIB CLAIMS then 2016-2021 there were 1,038 a **DROP of 331** Claims

That **331 MAIB claims** also needs to be looked at because there was an increase of registered motorcycles over that time in 2004 there were 8,400 registered motorcycles, we now have **20,558 registered motorcycles**. We have also increased licensed motorcyclists from 34,000 to **54,431 licensed riders**.

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On those facts motorcyclists are doing very well even with the total lack of support being given by the government.

With the introduction in 2017 of the new motorcycle training program that included and on road component which the TMC had advocated for from 2004, it has had a very positive result being

MAIB Claims	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Novice L	64	37	38	33	23
Novice P1	35	21	9	14	7
Novice P2	26	23	14	15	8
	<u>125</u>	<u>81</u>	<u>61</u>	<u>62</u>	<u>38</u>

With what we have shown you here with little support, I am positive if we had been able to get funding when we asked for it from RSAC at the beginning of this year and ran a TV road safety campaign for motorcyclists we may have saved lives there was 1 motorcycle fatality when we requested funding there is now 7 fatalities.

Could the committee look into the use of wire rope barriers being used on the midlands highway compared to using Cement barriers cost of wire rope is cheaper but works out a lot dearer over time, Cement barriers could be made in Tasmania from Tasmanian materials.

The savings that MAIB have had from the reduction in motorcycle claims with the increase in motorcycles being registered and the premiums being higher for motorcycles than cars.

Regards

Paul Bullock President TMC

0427 889 074

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4th February 2021

Road Safety Advisory Council

I attended a meeting of the Education and Enforcement Sub Committee 17th November 2020 to discuss advertising of motorcycle safety within Tasmania.

Some of the information that was supplied was not correct.

TMC's application for funding to produce motorcycle road safety commercials was unsuccessful. Due to someone within state growth saying the previous commercial we produced in 2014 was what was to be used which is totally incorrect.

Since the meeting in November 2020 RAC's Market Manager has left the role. I contacted Craig Hoey in regard to proceeding with some advertising on motorcycle safety, Craig said nothing could be done till a new marketing manager was appointed.

With this in mind the TMC would like to request funding be made available to permit us to proceed with development of a motorcycle road safety commercial in the short-term, allowing time for the employment of a new marketing manager, for TMC to work with in the long term to produce a positive and successful motorcycle road safety outcome.

The TMC would produce the motorcycle road safety commercial. Which we would then send to you for approval prior to going to air, approval would need to be out of session for a swift launch of the motorcycle road safety commercial.

Regards

Paul Bullock President TMC

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ROAD SAFETY ADVISORY COUNCIL

Paul Bullock President Tasmanian Motorcycle Council (TMC)

By email: <u>tmc@tmcc.net.au</u> president@tmcc.net.au

Dear Paul

Thank you for letter dated 4 February 2021 regarding production of a motorcyclist safety commercial by the TMC.

I note that you have requested consideration of this at the next Road Safety Advisory Council (RSAC) meeting. As you would be aware, RSAC does not consider public education initiatives as the Education and Enforcement Sub Committee (EESC) has been established for this purpose. However, your correspondence will be tabled at the 9 March 2021 meeting of the EESC.

You will recall that during the discussion of public education for motorcyclist safety at the17 November 2020 EESC meeting, to which you were invited, the following decisions were endorsed:

- Given 86 per cent of serious casualty crashes are classed as being the motorcyclist's fault (see Appendix 1), a campaign to promote drivers looking out for motorcyclists is not considered appropriate as the key message to reduce serious casualties.
- Highly targeted messaging for motorcyclists about the importance of riding safely and promoting safety tips would directly address what the crash data evidence suggests, that:
 - Most motorcycle serious casualty crashes are single vehicle
 - Almost half of crashes occur in higher speed zones
 - Speed is a factor in 47 per cent of fatal motorcycle crashes and 20 per cent of serious injury crashes.
- An information campaign is required that features people respected by motorcyclists and will include key
 messages from motorcyclists to motorcyclists.
- The campaign should be highly targeted, be directly aimed at motorcyclists, using social media and supporting collateral and will not include a traditional television campaign.

Your request that the TMC be provided funding to develop a motorcycle safety commercial is therefore not supported. As you note in your correspondence, the RSAC Marketing Manager role is currently vacant and, for your information, recruitment is underway. Once this position is filled, we will progress the motorcyclist safety education campaign, predominantly through social media channels.

The Road Safety Branch looks forward to working with the TMC to develop this campaign and will be seeking the support of the TMC to disseminate the campaign through its members and through affiliated motorcycle associations.

Yours sincerely

ANGE GREEN MANAGER ROAD SAFETY ADVISORY COUNCIL SECRETARIAT

12 February 2021

Appendix 1



As at 30 Jur	ne 2020			
				December
Year	Claims	rejected		Registered
2005-06	298			10,821
2006-07	296			12,620
2007-08	256			13,157
2008-09	276			14,290
2009-10	243			14,720
2010-11	264			
2011-12	211			
2012-13	304			16,976
2013-14	340			
2014-15	319			18,194
2015-16	275			18,676
2016-17	298	33	265	19,064
2017-18	253	45	208	18,824
2018-19	224	42	182	19,340
2019-20	237	35	202	19,438
2020-21	222	45	177	20,558

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	Road Deaths Australia 2004 Statistical Summary								
	Bicyclist	s	Pedestria	a <u>ns</u>	Motorcycl	e ride	ers and passengers		
	1980	2	1980	24	1980	8			
	1981	1	1981	20	1981	1			
	1982	- 5	1982	17	1982	8			
	1983	4	1983	6	1983	4			
	1984	4	1984	17	1984	9			
	1985	Ó	1985	11	1985	8			
	1986	0	1986	21	1986	10			
	1987	1	1987	11	1987	7			
	1988		1988	15	1988	1			
	1900		1900	10	1900				
	1909		1909	12	1909	6			
	1990		1990	12	1990	8			
	1992	1	1992	4	1992	6			
	1993	1	1993	7	1993	7			
	1994	2	1994	11	1994	2			
	1995	2	1995	8	1995	7			
	1996	1	1996	8	1996	2			
	1997	1	1997	0	1997	4			
	1998	0	1998	8	1998	7		-	
	1999	2	1999	5	1999	2		·	
	2000	0	2000	9	2000	- 5		-	
	2001	1	2001	10	2001	7			
	2002	0	2002	6	2002	10			
	2003	0	2003	3	2003	11			
	2004	2	2004	4	2004	7			
	2005	0	2005	1	2005	3	By Calendar Year of Accident	Date	
	2006	1	2006	4	2006	3	As at 23/8/2007 MAIB		
Totals		37		264		155			
10,010		<u>~~</u>							
	Averages				+			-	
1980 - 2006	26vrs Avg	14		10.2	+	5.9			
1000 - 2006	16/15	0.03		7	-	6.06			
1990 - 2000	10915	0.33		<u>-</u> -	+	0.00			
	Australian Transport Safety Bureau								
	Civic Squar	e ACT 2	2608						
	As ATSB h	elieves t	hat safety inf	ormatic	n is of greater	st value	e if it is passed on for		
	the use of c	thers. c	opvright restr	ictions	do not apply to	o mater	rial printed in this		
	report. Rea	ders are	encouraged	to copy	or reprint for	further	distribution, but	-	
	should acknowledge ATSB as the source.								

·	Fatalities	MAIB Claims	Registered		
2009	7	268	13,131		
2010	3	233	13,763		
2011	3	256	14,277		
2012	5	207	15,183		
2013	10	288	15,894		
2014	2	342	16,487		
2015	7	302	17,145		
2016	10	318	17,529		
2017	11	235	19,064		
2018	8	170	18,824		
2019	6	182	19,340		
2020	4	216	19,438		
2021	7	177	20,558		
· · · · · ·			Increase in	1	
2009-2020	Fatalities	MAIB claims	bikes on road		
12 Years	83	3194	6,307		
10064	- 1:4:			lauran	
iged 6.3 fat	alities a yea	ar over 12 years v	which we want	lower.	
		on 12 waans it has n	amain of your blu	the come over with	h the increased hikes
ged 255 clair	ms a year ov	er 12 years it has i	emained rouginy	the same even with	ii the increased bikes.
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Tasmanian Motorcycle Fatal, Claims and Registered 2009 to 2020 from State Growth MAIB Tasmania Registered Motorcycles 2009 to present.



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COST OF ROAD BARRIERS

1: Cost of barriers per / Metre as per WA Government hansard 19 Sept 2007.

Concrete barrier:	\$300 / metre
W-Beam:	\$170 / metre
Wire rope barrier:	\$130 / metre

2: Australian Transport Safety Bureau The maintenance cost of wire rope barriers (Conservatively) estimated at 10% of the instillation cost every year.

That being the case over the total life of cement compared to wire rope barrier.

Wire rope barrier forty years cost: + 10% (\$13) a year x 20 year life span \$130 / metre installed \$520 / metre maintenance

Wire Rope Barrier cost:\$390 / metre After 20 years Life SpanIn 20years wire rope barrier is dearer than cement, which still has a life span of a further 30 years.Cement barrier cost:\$300 / metre After 50 Years life Span

3: The Norwegian Public Roads Administration has argued that cable barriers cost a lot less than other barrier designs. While it is true that cable barriers are cheaper to purchase, maintenance costs have proven to be astronomical, and thus the total cost ends up comparable to other designs.

The figures shown above clearly show that initial cost for a wire rope barrier is cheaper. Over a period of Fifty years cost is nearly 4 times dearer than a cement barrier.

Question

I refer to the Minister's answer to Question on Notice No. 2408, and ask:

(a) what alternative barrier structures were assessed for use along the Kwinana Freeway;

(b) why were wire rope barriers selected;

(c) what are the relative costs of each alternative barrier structure;

(d) why did Norway ban wire rope barriers;

(e) what other European countries have banned this form of barrier;

(f) why are wire rope barriers excluded from consideration as part of the review of road safety barriers referred to in the Minister's answer;

(g) why are concrete barriers used instead of wire rope barriers on other parts of the freeway system and in numerous other applications, such as the lane separation on the Dawesville Bridge;

(h) will the Minister table a copy of the Main Roads' investigation into the fatal accident referred to in the answer; and

(i) did Main Roads conclude that the wire rope barrier contributed in any way to the severity of the accident?

Answered on 19 September 2007

(a) Alternate barrier types considered were (i) concrete and (ii) metal post and rail barriers (three beam and w-beam).

(b) The barrier types along the railway were selected by PTA with advice from Main Roads. Wire rope barriers deflect significantly when hit by a vehicle. This deflection stretches the wire rope which absorbs energy from the collision and reduces the amount of energy transferred back into the vehicle and the driver. Wire rope barriers therefore will usually cause less road trauma to drivers involved in a collision compared to other barriers.

Along some sections of the Kwinana Freeway there is insufficient room between the barrier and the rail line to accommodate the deflection needed for wire rope barriers. In these locations a rigid concrete barrier is used.

(c) Current installation costs, based on a 1 km length are as follows:

Concrete barrier: \$ 300 / metre

W-Beam \$170 / metre

Wire rope barrier \$ 130 / metre

(d) It is understood the decision was made in response to approaches from the Norwegian Motorcycle Union.

(e) The Netherlands and Denmark no longer install wire rope barriers. However, as indicated in response to Question on Notice 2408 (14 August 2007) other European countries, such as Sweden, are using this type of barrier extensively.

http://www.parliament.wa.gov.au/parliament/pquest.nsf/969994fcf861850d4825718d002fe7fb/2f bbeedf5084c950c82573a90008833c?OpenDocument

August 2006 update

This campaign update was written by an Action Network user not the BBC

Created: 09 Aug 2006 | Updated: 09 Aug 2006 By John Thomson in Basingstoke and Deane

"MAG has been leading this campaign for the fitting of motorcycle-friendly crash barriers and the removal of wire rope barriers from the UK roads over the past year or so.

The issue has been pushed through FEMA (Federation of European Motorcyclists Associations) mainly by MAG, MAG Netherlands and NMCU Norway the effort culminating in the production of the FEMA 2005 document, "The Road to Success" *.

MAG Netherlands have been very successful with their continued drive for the fitting of motorcycle-friendly crash barriers and the removal of wire rope barriers fitted in the Netherlands with the last wire rope barrier in the Netherlands being dismantled last month!

In Norway NMCU report that the Norwegian Minister of Transport has announced a ban on further use of cable barriers. Unfortunately she could not promise the immediate removal of existing cable barriers, but still...it is a glorious victory!

The Norwegian Public Roads Administration has argued that cable barriers cost a lot less than other barrier designs. While it is true that cable barriers are cheaper to purchase, maintenance costs have proven to be astronomical, and thus the total cost ends up comparable to other designs.

FEMA organised an event in the European Parliament in April 2006 supported by Mrs Wortmann – Kool MEP from the Netherlands and both she and Mr. Queiro MEP from Portugal tabled a series of questions to the European Commission urging them to promote best practice for road construction for motorcycles, the regular updating of CEN standards, to present an infrastructure package that takes into account the need of all road users including motorcyclists, to consider that a ban on cable barriers would contribute to road safety and to give a mandate to the CEN (European Committee for Standardisation) to establish a new European standard for crash barriers that respects motorcycle users.

This will provide a sound basis against which to determine the nature of motorcycle-friendly crash barrier systems in the UK, giving road authorities a standard that they can work to without separate testing and the related costs that are a barrier (pun intended) to their installation.

The Commission has since replied through Jacques Barrot Vice-President of the European Commission.

He gave a vague reply with no commitment on banning cable barriers and concentrated in his reply on "work in progress" at the necessary European level.

In the UK the Highways Agency has previously stated that any central reservation vehicle restraint systems (which would include Armco and wire rope systems) fitted on UK roads, that they maintain, will, when in need of replacement, be replaced with concrete barrier systems.

Shortly after the EP presentation, FEMA was invited to give a presentation on crash barriers and motorcyclists in a meeting organised by The European Union Road Federation (ERF) with the co-operation of the CEN European Committee for Standardisation on passive safety and road safety barriers.

http://www.bbc.co.uk/dna/actionnetwork/F?thread=3341147



Current Issue: 41-Summer 2004

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Currently there are 2 types of wire fence, crash control barriers used on metropolitan and urban roads:

Shopping

1. Brifen

2. Flexfence

These fences are designed to control a vehicles path and prevent the vehicle from entering areas which may result in severe impact with oncoming vehicles and other structures adjacent to a roadway.

Motor vehicles may become entangled within the cables complicating rescue and recovery operations.

Both fence systems are tensioned from 2 - 3 tonnes, therefore under no circumstances are the steel cables to be severed.





The cutting of the cables will result in a sudden and dangerous release of energy that may result in fatal injuries to the rescuer and other persons in the vicinity of the fence system.

Under **normal** conditions during installation and servicing, the Brifen uses a simple de-tension system that can be manually operated using shifting spanners and a steel rod that is inserted into the turnbuckle recess.

file:///Cl/abaconda/websites/normal/tm/new/docs/articles/crash_control/TMPt0stmzdcpo.htm (1 of 2)15/06/2004 23:22:57



A number of options are to be considered in the release of an entangled vehicle:

1. Request attendance of Vic Roads

Note: any impact or damage to either fence system must be reported to Vic.Roads.

2. Before any extrication attempt, stabilise the vehicle and cables if possible.

3. Request a tow vehicle allocation through a Victoria Police member on-scene.

4. Supervise the controlled lifting of the cables from the vehicle using the tow vehicle hook.

5. Control the return of the cables to the fence post line.

Note: Severing or movement of the vehicle or its component parts may result in the uncontrolled release of the steel cables.

6. Cordon off the area to prevent unauthorised entry, particularly in vicinity of the cable path should a sudden and uncontrolled release occur.

If there is no requirement for extrication and evacuation of a casualty, hand over to Victoria Police. Vic. Roads will de-tension the cables.

If the vehicle is not entangled and the cables are deflected out of alignment, consider moving the vehicle to allow the cables to return to their normal position, in alignment with the fence posts.

Trevor S. Owen

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