



AUSTRALIAN WEDGE TAILED EAGLE

## Tasmanian Legislative Council

### ROAD SAFETY INQUIRY COMMITTEE

The Hon Rosemary Armitage – Chair  
The Hon Dr Bastian Seidel MLC – Deputy Chair  
The Hon Jo Palmer MLC  
The Hon Tania Rattray MLC

AUGUST 2021

2.

## CONTENTS

In this document the word **motorcycle** means road registered motorcycles and scooters.

The words **unrider** or **undriver** mean a person riding or driving unlicensed and/or on/in and unregistered machine.

The words **road safety partners** means the Victorian Departments of Transport, Police, Transport Accident Commission, Health and Justice.

### Page

1	Cover
2	Contents
3	Introduction
4	Road User Education
5	Road User Education
6	Road User Education.
7	Crash Data
8	Crash Data
9	Crash Data

### END PART ONE

10	Crash Data continued
11	Crash Data and Wire Rope Barrier TV ad and Freedom of Information requests.
12	Wire Rope Barriers in WA, Run-off Areas and Motorcycle Parking
13	Motorcycle Parking in Hobart submission.
14	Motorcycle Parking in the Mercury. Tuesday, February 12, 2019
15	North Sydney Motorbike & Scooter Parking Strategy & Action Plan. Meeting Place.
16	Meeting place. Motorcycle tourists. Throw Your Leg Over.
17	Throw Your Leg Over.
18	Throw Your Leg Over.
19	Bass Strait Ferries. Road Hazards. Compulsory Third Party Insurance.
20	Roadworthy Tests. Conclusion

APPENDIX 1	FACTS AND FICTION
APPENDIX 2	RESPONSE TO MUARC 2020.
APPENDIX 3	JOHN VOYAGE
APPENDIX 4	JAN WHITE
APPENDIX 5	VICROADS FOI REQUEST
APPENDIX 6	VICPOL FOI REQUEST

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## INTRODUCTION

Road safety issues in Australian states and territories, discussed in this paper, are relevant to Tasmania. The size of Australia means uniform road building and regulation is not always possible but we can do better. Advances in communications and technology make this a time to review and reform road law, licencing, building and funding. All three levels of elected government must work together on road safety to achieve a significant reduction in road trauma.

The Tasmanian Legislative Council should not take information from interstate as fact. Question everything. The 2020 Victorian Parliamentary Inquiry into the Road Toll Increase found crash data lacking and the "road safety partners" difficult to deal with. Section 6.6 of the report. *"... the Committee repeats its disappointment with the lack of cooperation from Victoria's road safety partners and calls for a cultural change as a matter of urgency ..."* For details go to the Economy and Infrastructure Committee at [www.parliament.vic.gov.au](http://www.parliament.vic.gov.au). Click inquiries. Talk to The Hon Beverley McArthur MLC – 03 4245 4430.

The Motorcycle Riders Association began in Melbourne in 1978. It went national as the Motorcycle Riders Association of Australia. It had 15,000 members in capital city branches and regional sub-branches. The MRAA lobbied for fair laws and taxes for the motorcycle community, road safety and a better image for riders through community service activities like the **BLOOD CHALLENGES** and **TOY RUNS**.



The MRA BLOOD CHALLENGE ran for 30 years. It was the longest running donor promotion ever organised for the Australian Red Cross.



The 42nd MRAT TOY RUN will be held in December 2021. It is the only MRA TOY RUN left in an Australian capital city and is a tourist attraction in its' own right.

4.

## ROAD USER EDUCATION

**SATURDAY, JULY 31, 2021**  
themercury.com.au • SUBSCRIPTIONS 1300 696 397

**NEWS 11**

Annual charity ride  
Tour de Mo has  
raised thousands  
of dollars.

### CHARITY RIDE CANCELLED OVER 'DANGEROUS' TASSIE DRIVERS

**DAVID KILICK**

AN annual cycling charity event that has raised thousands of dollars for charity has been cancelled – because bad roads and bad motorists make the event too risky.

The Tour de Mo has been run since 2012 as part of Movember fundraising for men's health. Last year's event was cancelled because of Covid-19 and this year's will also not go ahead, organisers said in a Facebook post.

"We have come to the collective view that road cycling in Tasmania is currently too f---king dangerous due to the generally appalling standard of driving, high incidence of hatred towards road cyclists and poor road infrastructure," they said.

"Whilst we can put mitigators in place for the day of the event, ultimately we know that just by announcing the ride, we are encouraging a heap of people to dust off their road bikes and start training."

"Historically we have celebrated the fact that the event drags people off the couch and kicks their training into gear – in fact, this is a key outcome of an event held specifically in support of men's health. Unfortunately, with the increasing number of serious accidents and very near misses experienced by Mo Riders recently, the risk weighs too heavily on our conscience."

Tasmania's bad road safety record is the subject of a Legislative Council Inquiry, which will examine ways to bring down the annual death toll.

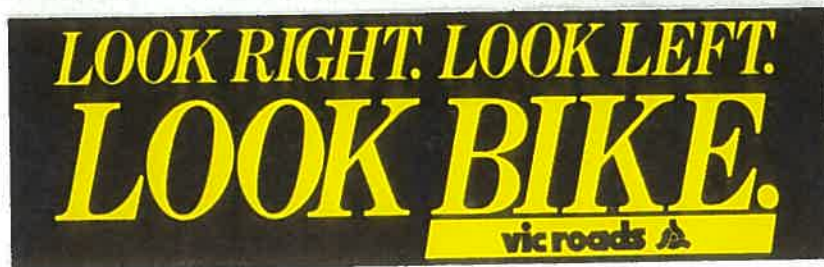
The Hobart Mercury. Saturday, July 31, 2021.

Many pedestrians, bicyclists and motorcyclists believe that car drivers' mistakes cause most road casualties. There is justification for this. Past driver awareness campaigns said that most motorcycle crashes involving another vehicle were at intersections where a car failed to give way to a bike. Some years ago a Swan Insurance national survey found that in 40% of motorcycle insurance claims the bike was hit from behind. Add aggressive drivers to distracted drivers. The risk of being hit by a car in the 2020s is greater than in the 1980s because the driving task has been "dumbed down" and in-car distractions are far greater and there are more cars.

It only takes one angry person in 10,000 car drivers to kill a motorcyclist yet tax payer funded media units keep feeding journalists stories portraying riders as violent criminals or suicidal boy racers. Positive stories on motorcycling are rare. Road user education must address the prejudice against motorcyclists and improve the awareness drivers of their responsibilities and obligations to vulnerable road users. Car driver education



must include information on sharing the road with motorcyclists.



**MRAA DRIVER AWARENESS RIDE in Melbourne.** In 1983 10,000 riders followed this truck.

5.

Road user education covering *all* types of road use must begin in primary schools. Youngsters benefit from talks by first responders, heavy vehicle operators, car and motorcycle driving/riding instructors. A visit to a school by fire fighters in a tanker or a police motorcyclist will make a positive impression on young minds.



**This Tasmania Police rider was popular with kids at the MRAT's 39<sup>th</sup> TOY RUN in Hobart in 2018.**

Road parks for juniors are valuable assets. The Mountain Views Mail covers the opening of a road park in Healesville in Victoria in March 2016. MRAA member Heather Ellis lobbied the Yarra Ranges Shire Council to make it happen. The park continues to be very popular for families with children learning to ride their bicycles.

<https://mountainviews.mailcommunity.com.au/mail/2016-03-07/roll-play-on-track/>

<https://www.mammaknowseast.com.au/places-to-go/roll-play-healesville>

In Geeveston, south of Hobart, there is a road park. It looks deserted in the pictures but the area is well used. Children love the realistic road markings and signage. They obey the road rules they learn in the road park. What they learn makes them safer road users later. Where there's a playground there is often space for training areas like the ones at Geeveston (Tas), Dru Point, Margate and Healesville (Vic). Local government should make installing training areas a priority. A list of road parks in Tasmania would be useful. Rates and taxes are spent on skate parks which have less road safety benefits and less family appeal.



6.



**The road park in Geeveston's Heritage Park is loved by children and is a social hub for parents. It has a working set of traffic lights, a round-a-bout, pedestrian crossing and even a petrol station.**

Road user education should continue through secondary school regardless of students' wanting a car licence or not. It should cover all forms of personal mobility. The system where young people are taught to drive an automatic car by older people, who may have little skill, needs review. Too often learner drivers are taught nothing about motorcycles in traffic.



A person needs a tertiary education to teach a teenager to kick a football, swim or do gymnastics. Driving instructors should be better qualified. This does not mean loss of private sector jobs. Current driving instructors can upgrade skills and work with government to improve road user education and extend it to schools. Electric motors replacing petrol engines will bring changes to car and bike characteristics in traffic and on the open road. Climate change will effect the road environment. Law changes will effect driving behaviour.

Novice car drivers must be taught about law changes involving two wheelers like traffic filtering by motorcyclists. The emphasis in car driver training and licencing should be to make novice drivers aware of the advantages and limitations of larger vehicles, bicycles and motorcycles and to increase driver alertness to the presence of pedestrians and other vehicles on-road. A small improvement in driver behaviour yields a big improvement in road safety.

Tasmania has high standards in training and licencing would-be motorcyclists. That said, updating and improving courses should be ongoing. Because riding conditions in Tasmania are different to the mainland and elsewhere, the emphasis here should be on developing local road user education not importing courses from New Zealand and other countries.

As riders and drivers mature refresher courses are valuable. Making retraining mandatory will lead to more road users driving/riding without a licence. It will also cost a lot in both money and time. Governments would have to greatly expand training and testing facilities. This money would be better spent on other road safety initiatives.

Incentives to do courses make sense. Discounted compulsory third party premiums on proof of successfully completing an approved training course is one way to encourage retraining. Subsidised protective clothing is another.

Riding and driving conditions are subtly different on the Island. Weather changes, corners that are not constant radius, wildlife, low angle sun and road debris are challenges on Tasmanian roads. The Bass Strait ferries ideal places to distribute road safety information for both riders and drivers on the big screens and in print.

Interstate and international tourists (pre C19 pandemic) were a significant percentage of Tasmania's road toll. Visitors landing on the Island by plane should have passed a simple written test to establish they understand Australian road signs and basic road rules like speed limits and driving on the left. The test could be done when tourists fill in the customs form in-flight. Also, tourists should not be allowed to hire cars or motorcycles for 24 hours after they get off a long international flight.

7.

## **CRASH DATA**

Close to 1.5 million Australians hold motorcycle licences. The Federal Police say there are only 6000 or so members of clubs branded "outlaw motorcycle gangs". Do the math. The Australian prejudice against motorcyclists causes serious safety problems.

The way crash data is collected and used increases the prejudice against road riders. There is a tendency to blame the victim. See Stephen Bardsley's **THE BLAME GAME CONTINUES**.

# Motorbike death risks

LORETTA LOHBERGER

A WEST Australian man who had ridden his Harley Davidson to Tasmania died on the West Coast after inadvertently crossing to the incorrect side of the road and colliding with a utility, a coroner has found.

Chief Coroner Olivia McTaggart said Michael William McLean's March 2017 death "highlights the fact that motorcyclists, in the event of an error leading to a crash, are exposed to a significantly higher risk of death than other motor-

ists". Ms McTaggart and coroners Simon Cooper and Andrew McKee yesterday released their findings into the deaths of nine motorcyclists, including Mr McLean, who died in separate crashes on Tasmanian roads between January 2017 and March last year.

Ms McTaggart said Mr McLean, 47, an experienced rider who had travelled by motorcycle to Tasmania, was riding on a long, straight section of Henty Rd near Zeehan, approaching a sweeping left-hand bend about 1pm on

March 18, 2017. She said Mr McLean made an "inadvertent error" in crossing to the incorrect side of the road where he collided with a utility vehicle and died at the scene.

Ms McTaggart said the utility driver was driving within the speed limit and could not have avoided the crash.

Aidan Denis Saltmarsh, 36, died in a motorcycle crash at Margate on December 9, 2017.

Ms McTaggart found Mr Saltmarsh had been speeding before the crash and ran off the road, possibly after trying to

avoid hitting an animal. She said excessive speed and poor driving performance, exacerbated by his prior consumption of alcohol and cannabis, were the main factors.

North-West man Gary Peter Halson, 66, died on September 17, 2017 after a crash at West Ulverstone.

Ms McTaggart said the primary cause of that crash was that Mr Halson was travelling too close behind a car and was not able to be seen by another driver at an intersection.

Glenorchy man Mark An-

drew O'Brien, 42, died in hospital after he lost control on a Lenah Valley street and crashed into a car on January 13, 2017.

The other five riders, also men, who died in crashes examined by the coroners were found to have been under the influence of drugs or alcohol, three were riding at excessive speed and two of them were described as riding recklessly.

A State Growth Department spokesman said changes were made to the motorcycle licensing process to improve safety.

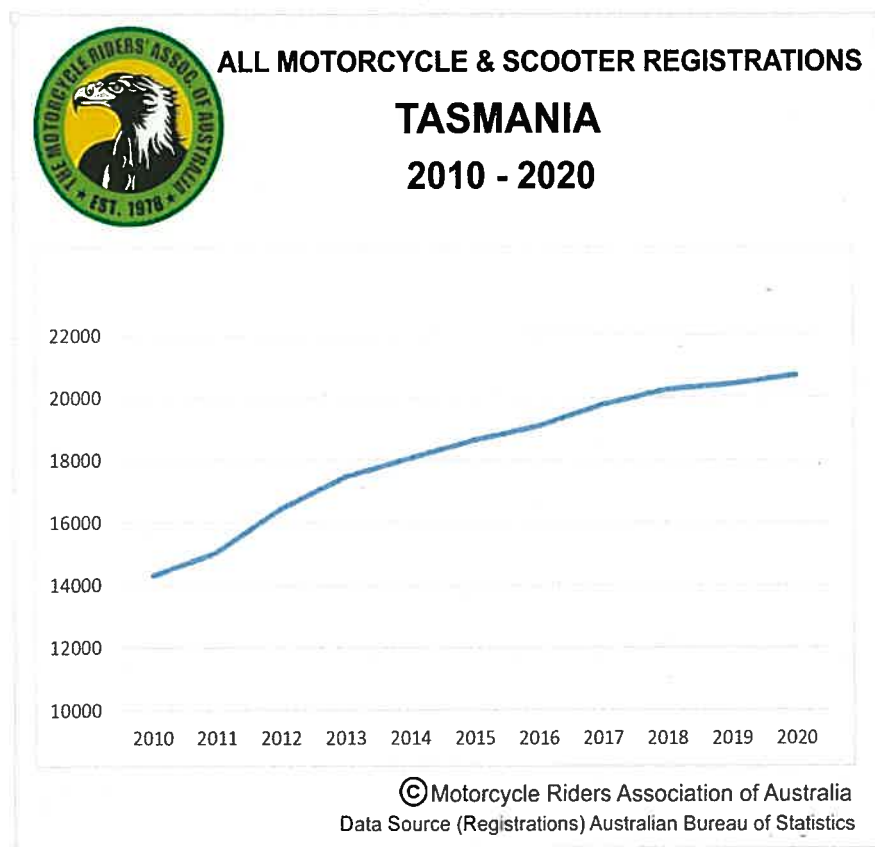
## THE STATS

Motorcycles account for 4 per cent of registered vehicles in Tasmania. On a 10-year average motorcyclists are:

- 18% of road crash deaths
- 27% of serious injuries
- 12% of minor injuries
- 7% of victims given first aid treatment only
- 1% of road users in crashes were no road user is injured

The Hobart Mercury. Saturday, October 12, 2019.

Unriders are not flagged in crash data. In Victoria crash deaths identified as suicides are removed from road toll figures. Why not at least flag unrider? Let's say a 15 year old with no motorcycling experience steals a sports bike, takes it up to 200 kph on a public road, crashes and dies. This death will be added to the road toll making the whole motorcycle community look bad. If the figures comparing the safety records of unrider with legitimate road riders were available, the safety image of licenced riders on registered, roadworthy machines would improve dramatically.



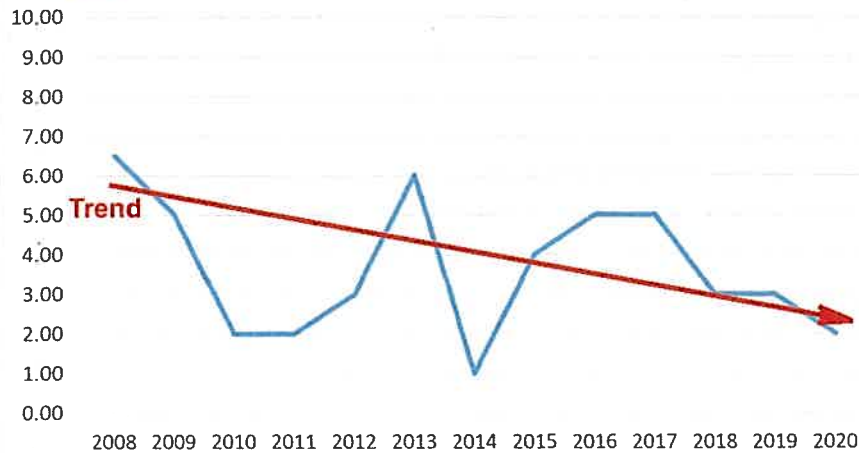
8.

Motorcycling has become increasingly popular in Australia over 30 years. The number of road registered machines has steadily increased in all states and territories. Since 2012 Tasmania has recorded 29.95% more bike registrations. That is the third fastest growth in the country and above the national average. More motorcycles has not led to an increase in deaths per 10,000 registrations. Motorcycling in Tasmania is safer than ever.





## TASMANIA MOTORCYCLE & SCOOTER RIDER FATALITIES (per 10,000 registrations) YEARS 2008 - 2020



© Motorcycle Riders Association of Australia

Data Sources: Registrations - Australian Bureau of Statistics / Fatalities - Tasmania Govt. Transport Services



## REGISTERED MOTORCYCLES IN AUSTRALIA AND AS % OF VEHICLES IN EACH STATE & TERRITORY (May 2020)



© Motorcycle Riders Association of Australia - Data Source: Australian Bureau of Statistics

## VICTORIA LACKS RELIABLE CRASH/TRAFFIC DATA

UPDATED MARCH 28, 2020.

Victorian Parliamentary Inquiries are regularly held by road safety committees that include elected representatives from all political parties.

The lack of reliable road crash data has been identified as a serious problem by various inquiries. *The problem is systemic.*

Without reliable data on road furniture, traffic flows, crash sites, road maintenance & repairs and more, the real cost of roads and road trauma cannot be accurately calculated. Road safety initiatives and infrastructure planning cannot be effective.

### 2005. CRASHES INVOLVING ROADSIDE OBJECTS

**"EXECUTIVE SUMMARY.** Crashes involving roadside objects are a major road safety problem in Victoria, accounting for almost one-fifth of all crashes resulting in an injury or fatality. ... *The Committee noted a number of areas where crash information was missing or could be more detailed. The difficulty obtaining adequate data, in particular travel exposure information to better assess crash risk and target safety treatments, is a continuing issue in Victoria, coming up time and time again in Committee inquiries. Governments agree to improve crash information, yet crash and crash risk information continues to be an impediment to the improvement of roadside safety in Victoria. Crash information recording and publications need to be greatly improved. ... The Committee observed that there was no systemic approach or strategic plan to comprehensively address the problem of crashes involving roadside objects.*"

### 2006. DRIVER DISTRACTION INQUIRY

**"CHAIR'S FOREWORD.** ... One of the problems faced by the Committee during the Inquiry was the lack of clear definition and information systems which measure distraction and it's role in crashes. *The Committee calls on Victorian Road Safety Authorities to develop clear definitions, categories and suitable crash data reporting in order to understand the extent of the problems and to develop appropriate countermeasures. ...*"

**"EXECUTIVE SUMMARY.** ... *In view of the lack of suitable definitions, categorisations and suitable data, Victoria and most other Australian jurisdictions are not well placed to accurately assess the role of driver distraction in crashes. Recent studies in the United States, together with an ongoing study by the New Zealand Ministry of Transport, provide some insights into driver distraction impacts. Development of comprehensive crash data is a vital first step in guiding future Victorian road safety initiatives relating to driver distractions.*"

### 2012. INQUIRY INTO MOTORCYCLE SAFETY

**"EXECUTIVE SUMMARY.** ... *The first, and arguably the most important theme was the lack of accurate and robust data, both for crashes and trauma. Many arguments, proposals and observations made in submissions and witness statements were based or justified on crash and trauma data. However, the significant data issues identified by the Committee meant much of the evidence presented to the Committee was difficult to verify. ... Addressing data issues is the single most critical aspect of our future response to motorcycle safety.*"

**"RECOMMENDATION 1.** *That an independent office of road safety data be created that will be responsible for collecting, collating, interpreting and publishing all data relevant to road safety."*

### 2018. INQUIRY INTO VICROADS' MANAGEMENT OF COUNTRY ROADS

**USE OF DATA IN DECISION MAKING.** VICROADS does not effectively use its' data to inform decision-making processes.

**NB** Under the current system most of the whole of government response to road safety inquiries is written mostly by the departments that need to change. Most Parliamentary road safety inquiry recommendations are not acted on in Victoria.

## **TASMANIAN ROAD SAFETY INQUIRY 2021 PART TWO**

### **CRASH DATA CONTINUED**

Without reliable crash/traffic data no road authority can develop reliable road trauma countermeasures. At least four Victorian Parliamentary Inquiries have documented the lack of reliable crash/traffic data available. See page 9. This lack of reliable crash/traffic data has a negative effect on road safety in general and motorcycle/bicycle safety in particular. The 2020 Victorian Inquiry into the Road Toll Increase also noted the lack of cooperation from the road safety partners and called for that culture to change as a matter of urgency.

The secrecy surrounding the Victoria Police crash investigation form/program is an example of the problem. Data on types of barriers hit, trucks and types of motorcycles involved in casualty crashes is not often collected. The MRAA request for a blank VicPol crash report form/program has met with months of delays and warnings of additional costs. See Appendix 6. NB. The form program has no details so there is no privacy or court issues and the form is in current use so there is no problem finding it. This is road safety not national security.

Working on a submission to the Victorian Auditor General, MRAA Member Dr Michael Czajka (0403 073 055) found two thirds of crash data missing or not available.





The Herald Sun. Tuesday, October 16, 2018. See Appendix 3.

11.

Another example of Tasmania following Victoria in road safety is the roll out of wire rope barriers. How a misleading VicRoads/TAC TV promotion for wire rope barriers was put on the Road Safety Advisory Council (RSAC) website and why the motorcycling representative did not strongly and publicly oppose this is not known.

[www.rsac.tas.gov.au](http://www.rsac.tas.gov.au) <https://youtu.be/Kxxkx1iR7CE>

This ad was filmed on a road in Central Victoria. Police closed the highway for 3 days. The driver was a stunt man. It looks like he was wearing a crash helmet. He steered the car for the camera. That is unlikely to happen in a real crash. The stunt was performed in ideal conditions at well under highway speed. This was presumably to ensure the car was controllable and to reduce the on-screen damage while convincing the viewer that the wire rope barrier would perform as promoted if their car hit it. The MRAA was told the "victim" was a paid actor reading a script.

The figure 3200 crashes did not come from 3200 police crash investigation reports. It is probable the figure is from contractor repair bills. Wire rope barrier is easily damaged so it is expensive to keep in "good order".

The viewer is meant to believe that there were 3200 life threatening crashes where wire rope barrier saved lives. That is false and misleading. VicRoads/TAC know it but all checks & balances are gone or ignored.

The MRAA complained to the ACCC that this ad was misleading. The ACCC said tell the Victorian Ombudsman. The Victorian Ombudsman said tell the Advertising Standards Council (ASC). The ASC said tell the ACCC. A private company would not get away with deceiving the public like this. The MRAA made a Freedom of Information request. All we got back was that, not counting the police operation, **VicRoads/TAC spent 1.6 million of our dollars on the ad.**

VicRoads wrote. "DOCUMENTS DO NOT EXIST". VicRoads meant the documents did exist. The ad was made and the bills paid. But the bills were paid by another road safety partner so the paperwork was not in a VicRoads file cabinet. See Appendix 5.

About two weeks later, in central Victoria, a man in the same make and model car ran off a highway and hit a tree. The wire rope barrier he hit failed. It did not slow him down.

**The MRAA has asked governments to commission a search of dashcam.com, youtube and media archives for photos, videos and news stories on Australian road crashes involving barriers since 2015.**

July 15, 2020. <https://www.mag-uk.org/ni-dfi-accepts-wire-rope-barriers-pose-hazard-to-motorcyclists/>

FRIDAY, AUGUST 13, 2021  
SUBSCRIPTIONS 1300 696 397 • [themercury.com.au](http://themercury.com.au) **M**

## Dramatic Midland Highway crash caught on camera

**JARROD LAWLER**

A VICTORIAN man who is alleged to have been driving without a valid driver's licence says tyre failure caused him to hit a barrier on the Midland Highway and damage more than 150m of the wire divider.

Police allege at 4.15pm on Sunday, 2km south of Woodbury, a 28-year-old man from Mangalore in Victoria was driving a white Triton utility in a northern direction when the incident occurred, throwing debris into the path of four vehicles travelling in the opposite direction.

There were no injuries and only minor damage to the four vehicles. The male driver was taken into custody with police alleging he was driving with a disqualified driver's licence. The vehicle was seized and inspected but it has not yet been determined if a tyre blowout was the cause of the incident.

The man will appear in the Hobart Magistrates Court at a later date. Police are continuing to investigate the crash and would like to speak to anyone who witnessed the incident and haven't already spoken to them.

Information can be provided to Constable Hyland at Oatlands Police on 131 444 or Crime Stoppers anonymously on 1800 333 000.



Footage of the crash. Source: Dash Cam Owners Australia

**The HOBART MERCURY. August 13, 2021.**

There are four basic barrier types – concrete, metal, cable and plastic with many variations on themes.

Had the barrier in the Mercury story been smooth concrete rather than wire rope barrier there would have been less damage to the barrier and to the vehicle. The road would have been opened sooner. The clean-up could have been done with a single pass of a street sweeper rather than an expensive repair team with spare parts, special equipment and expensive training. The crash in the Mercury story was caught on dashcam video in the Mercury story indicates the potential of commissioning a search by an independent organisation of dashcam, youtube and media archives for Australian crashes involving road barriers since 2015.

Western Australia budgeted \$57 million to replace wire rope barrier after a fatal crash in December 2020. Norway has banned wire rope barriers. North America and European countries are not replacing wire rope barrier as its' short working life ends.



## Minister for Transport; Planning

Our ref: 72-30484

Mr D Codognotto OAM  
The Motorcycle Riders Association Australia  
[damienkcodognotto@gmail.com](mailto:damienkcodognotto@gmail.com)

Dear Mr Codognotto

### WIRE ROPE BARRIERS

Thank you for your email of 12 December 2020, addressed to the Minister for Police, Hon Michelle Roberts MLA, regarding wire rope barriers on the State Road network. As this matter falls within the portfolio of the Minister for Transport, Hon Rita Saffioti MLA, your correspondence has been forwarded to this office and the Minister has asked that I respond.

I can advise that the State Government has recently allocated \$57.2 million to replace aging metal barriers and wire rope barriers on the Mitchell Freeway and sections of the Kwinana Freeway.

The barriers will be replaced with hard concrete crash barriers to help reduce maintenance costs, and to comply with the recently updated standards for barriers at rail corridor locations.

Planning for the replacement program, which will be jointly undertaken by Main Roads and the Public Transport Authority, will be completed this financial year with replacement works to be undertaken during 2022 and 2023.

I trust this information is of assistance to you and thank you for writing to the Minister.

Yours sincerely

  
RICHARD FARRELL  
SPECIAL ADVISER  
2 FEB 2021

Level 9, Dumas House, 2 Havelock Street, West Perth, Western Australia, 6005  
Telephone: +61 8 6552 5500 Facsimile: +61 8 6552 5501 Email: [minister.saffioti@dpc.wa.gov.au](mailto:minister.saffioti@dpc.wa.gov.au)

## RUN-OFF AREAS

Where possible road authorities should install run off areas. See appendix 2. Flat areas on roadsides are cheap to establish, hard to damage and easy to maintain. They can be planted with native grasses and shrubs to provide space for out-of-control vehicles to slow and stop without hitting anything.

Run-off areas allow wildlife to escape traffic lanes. If suitable plants are used and a water supply well back from the road is provided, run-off areas may reduce road kill. They provide safe havens for road workers and first responders.

## PARKING

Motorcycle parking has been neglected in Tasmania. This has a negative effect on road safety. Motorcyclists must compete with car drivers for on-street parking. This does not promote harmony in traffic. The motorcycle on-street parking for is inadequate. In Macquarie and Davey Streets, Hobart some motorcycle parking areas are dangerous exposing riders to fast moving traffic. Experienced riders are surprised no casualties have been reported so far.

Off-street parking is inadequate and expensive.

Hobart City Council should review motorcycle parking, costs and fines to encourage safe use of powered two wheelers. Motorcycle parking fines are the same as for cars. The Elizabeth Street centre-of-the-road motorcycle parking area should be re-established.



6.

## MOTORCYCLE & SCOOTER PARKING

HOBART has serious problems from the overuse of single-occupant cars. Among them traffic congestion and car parking stress.

European studies show that a small increase in commuter motorbike use leads to a large decrease in traffic congestion. A commuter motorcycle or scooter is a sensible choice for students and young people getting established in life. It is a good alternative to a second car for many families.



Photos DKC February 2019.

This Macquarie Street motorcycle & scooter parking area is dangerous. The slope, location and lack of bollards to protect riders from traffic makes it dangerous. Most experienced riders won't use it. Bollards will reduce the risk but will not solve the basic problem which is backing a motorcycle or scooter into heavy traffic.

**From a submission to the Hobart City Council**

14.

Tasmania should introduce Victorian style footpath parking for motorcycles.

# Motorbike footpath push



**MAKE ROOM FOR VROOM:** Motorcyclist Damien Codognotto on the strip near the corner of Elizabeth and Macquarie streets where bike riders are now fined if they park. Picture: NIKKI DAVIS-JONES

## JACK PAYNTER

MOTORCYCLISTS are pushing to be allowed to park on Tasmanian footpaths to help reduce peak-hour traffic.

Under the law, which has operated in Victoria since the 1980s, motorcyclists can park bikes on a footpath unless a sign says they cannot and provided they do not block pedestrians, delivery vehicles, public transport users or parked cars.

Independent Riders' Group spokesman Damien Codognotto said changing the rule would encourage workers to commute on motorbikes or scooters.

"We need to give single vehicle occupants an alternative," he said. "One of the ways to address congestion in Hobart and Launceston is to get more people on motorbikes and scooters. The role footpath

**They don't want to abuse it because they know how good it is and don't want to lose it**

— DAMIEN CODOGNOTTO

parking plays is the ability of a commuter to get to work and park economically, and save money and time on travel."

He said it was in a rider's interests not to block footpaths. "They don't want to abuse it because they know how good it is and don't want to lose it," he said.

"Riders respect it and park sensibly. They don't want to come back and find their machine damaged."

He said more bikes would also make the city more vibrant. Mr Codognotto was part of the team that helped introduce the rule into Victoria and said it had operated success-

fully for almost 40 years. Tasmanian Motorcycle Council president Paul Bullock said narrower footpaths would prevent the law from being as effective in Tasmania.

But Mr Codognotto said the argument the law only worked in Melbourne because of wider streets was a "furphy". He said riders did not park on narrow footpaths in Victoria and the wording of the law excluded streets with slender sidewalks.

Mr Bullock said they had worked with Hobart, Launceston and Devonport councils to try to develop more free parking areas for motorbikes.

He said another option was to

make the first parking spot next to a driveway for bikes only.

Hobart Lord Mayor Anna Reynolds said she was open to meeting motorcyclists to hear how to make commuting easier for them.

"Motorcycles and scooters are clearly an efficient way to get around," Cr Reynolds said.

"Every person on a motorbike uses less space than one person sitting in a car."

She said riding could also be cheaper and more environmentally friendly.

There are 214 motorcycle parking bays at 25 locations across Hobart CBD.

A State Government spokeswoman said it already had a strategy to reduce traffic congestion and had no plans to allow motorcyclists to park on footpaths.

jack.paynter@news.com.au

The Hobart Mercury. Tuesday, February 12, 2019.



parking. This has road safety benefits. Line of sight for drivers and riders improves and pedestrians tend to use pedestrian crossings more. In March 2019, the North Sydney Council produced the "MOTORBIKE & SCOOTER PARKING STRATEGY & ACTION PLAN".



**Motorcycles parked in the last bay before a car park entrance in Sydney do not hinder line-of-sight.**

Secure motorcycle parking must be provided in park & ride facilities and at airports. Hobart airport car park was recently upgraded. No motorcycle parking or facilities were provided.

#### **MEETING PLACE FOR RIDERS**



**Castray Esplanade, Hobart.**

This wide footpath in Castray Esplanade is little used on Sunday mornings. Two authorities control this area. It has the potential to be a meeting place for local and touring riders when not used for other functions. Selected clubs should be permitted to park show bikes here with stands. This would not only add colour and life to a desolate area it would be a great source of road safety and touring information.

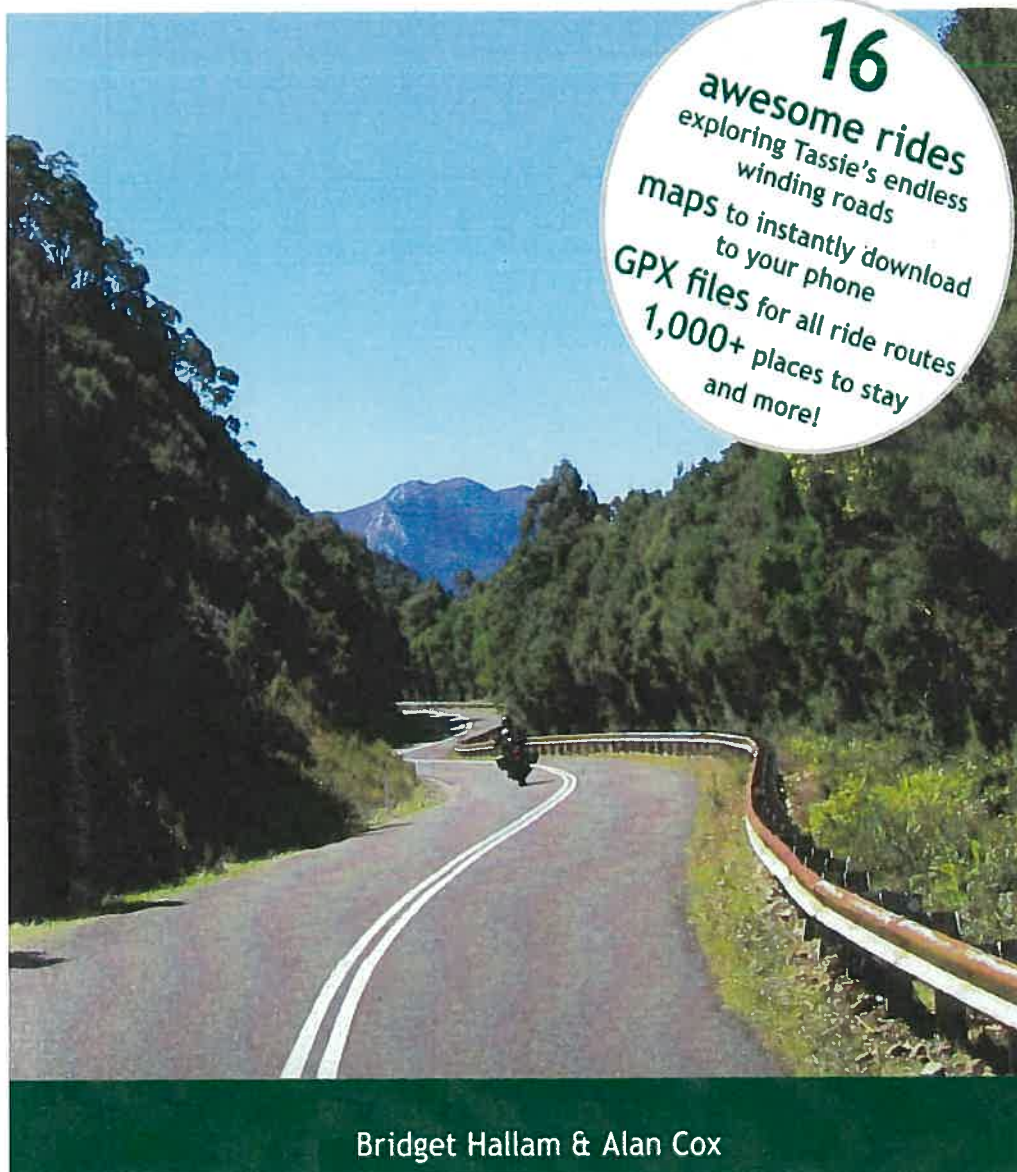
Clubs could provide information to tourists on local conditions, services and attractions. They could also provide leaflets on rider training licencing and retraining and mentor novice riders. Costs would be minimal. Clubs love to show off their machines and non-motorcycling pedestrians love to look at them.



throw your leg over

# Tasmania

the ultimate motorcycle touring guide





## A guide to touring Tasmania.

18.

### Alan Cox & Bridget Hallam

Authors and motorcycle adventurers

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Visit our website [here](#)

Hi Damien

When we were putting together our Tasmania publication, we approached numerous government and tourism bodies, trying to get support. Can't say it was overwhelming. Some of the regional council districts were supportive, others not. RACT at the time was pretty good, under the leadership of Harvey Lennon. Beck McKinney from State Growth was also very helpful, organising Malcolm Campbell to write the foreword for our book. Sadly, Tasmania is not alone in the little promotion of motorcycle touring. We've had little success here in Qld and also NSW in supporting the booming motorcycle touring market. Kyogle Regional Council (NSW), Somerset Regional Council (Qld), Ballina Regional Council (NSW), South Burnett Regional Council (Qld) jumped onboard for our SEQ & NSW publication. This article in the Australian Financial Review back in 2016 identified the growing market,

<https://www.afr.com/life-and-luxury/travel/biker-touring-boom-accelerates-past-350m-in-australia-20160322-gnob0l>

We think it's even more relevant now. We track motorcycle registrations year on year, it continues to grow. 2020 to 2021 has seen a massive increase. See attached pic.

There are areas which promote themselves as motorcycle friendly, some of these in below links. We've been involved with some:

<https://www.crowsnest.qld.au/motorcycle-tours/>

<https://www.facebook.com/watch/?v=1618265381542763> (our videos and Bridget and I featured)

<https://walchansw.com.au/>

<https://www.discoverballina.com.au/visit/see-do/tourist-scenic-drive/447-motorcycle-scenic-rides>

Tenterfield Regional Tourism aligned themselves with HEMA maps last year in promoting off and on road rides around the New England High Country,

<https://www.myfavouritecorner.com.au/product/hema-new-england-high-country-nsw-motorcycle-touring-map/>

It's taken us nearly 3 years to get our Tassie books on the Spirit of Tasmania, finally achieving that a few months ago through the Tourism Brochure Exchange. It really is hard work. We toured for 24 weeks in 2019 through Europe and North Africa. Motorcyclists are so accepted there. So different to here in Australia. It still seems like we are second rate people when it comes to tourism and the value we contribute. There are many many tour companies in Europe, we however, planned all our trip ourselves. Notable ones are;

<https://www.wheelsofmorocco.net/>

<https://www.edelweissbike.com/>

Europe has many hotels purely for motorcyclists, <https://www.tourenfahrer-hotels.de/en/>, moto camps such as <http://motosapiens.org/motocamp/Info> in Bulgaria and <http://www.moto-camp.ro/> in Romania (we stayed in both, awesome places). Hope this helps to start with. Happy to respond further.

Kind Regards

Alan & Bridget





Bombala, NSW.

19.

### **BASS STRAIT FERRIES.**

The Bass Strait ferries are part of the national highway network. To attract more mainland motorcycle tourists motorcycles should be carried free of charge. Up to five motorcycles will fit in a single car space if parked properly. That space will yield two people if in a car and up to ten motorcyclists. TT Line should look at the way European ferries carry bikes. A couple on a motorcycle will spend as much as a couple in a car or van while on the ferry. Motorcyclists are good tourists. They are mostly mature, well organised people. They travel light and spend well.

Tourist make up a significant percentage of Tasmania's road toll. The Bass Strait ferries should distribute more road safety advice for *all* visiting road users on the big screens and in print.

### **ROAD HAZARDS**



**“Snakes” on the road from Lauderdale to Seven Mile Beach.**

This method of road repair should be banned. The bitumen snakes are visible only on a bright, dry day. At night you can't see them. A small amount of rain and they become next to invisible and extremely slippery. They too often occur in the left of the lane where bicycles travel. Bitumen snakes are a serious hazard for

road motorcycles, scooters and bicycles.

Visitors to Tasmania should be warned about low angle sun and long twilights as well as rapidly changing weather and wildlife on the roads.

### **COMPULSORY THIRD PARTY INSURANCE.**

The Motor Accidents Insurance Board (MAIB) is a Tasmanian Government company established under the Motor Accidents (Liabilities and Compensation) Act 1973. It runs Tasmania's compulsory vehicle third party insurance scheme (CTP). The MAIB has a monopoly on a compulsory product.

To encourage safer road use MAIB should introduce **no claim bonuses** like commercial insurers. It would be fairer for registered vehicle owners too. Why should a person who has been driving/riding and paying CTP premiums for fifty years without a single claim be paying the same as a person who has made claims? There is no financial argument against no claim bonuses because road users who earn them are contributing but not costing the system anything.

Unregistered road vehicles like ebikes are rapidly increasing in popularity around the world. As city growth trends to high density dwellings more people will opt for bicycles and ebikes rather than cars. Fewer cars per head of population raises the question. Should CTP premiums be paid by individual road users rather than on each road registered machine?

20.

### **ROADWORTHY TESTS.**

Roadworthy vehicles mean safer roads. But annual road worthy tests do not appear to have significantly reduced road trauma in other states and territories. It makes more road safety sense to have a Tasmania Police unit conduct basic random roadworthy tests in similar fashion to breath tests and to pull over cars with obvious defects like lights that do not work, bald tyres and cracked windscreens. Road users would have to have to regularly check their vehicles for defects instead of spending money on repairs once a year.

The bonus is that a roadworthy test unit offers another career for police and a greater visible police presence on Tasmania's roads.

### **CONCLUSION**

Road user education should be in schools from an early age and it should cover *all* road vehicles. Car drivers must be taught more about other road users.

Tasmania should not be unduly influenced by interstate and overseas crash data and programs. Certainly use data and road trauma countermeasures that have been proved to work but question everything. Australian crash/traffic data is too often opinion rather than fact, too often departmental policy rather than science.

Wire rope barrier is dangerous for all road users. It is not cost effective. The Tasmanian Government should commission an independent organisation to search dashcam and youtube footage and media archives for Australian crashes since 2015 involving all types of road barriers.

Motorcycle parking urgently needs review.

As covid 19 restrictions ease more motorcyclists will holiday in Tasmania. This valuable market should be encouraged. However, a significant number of tourists are involved in serious injury and fatal crashes each year. The best place to get Tasmanian road safety information to visitors is on the TT Line ferries as they cross Bass Strait.

Road Hazards include road surfaces.

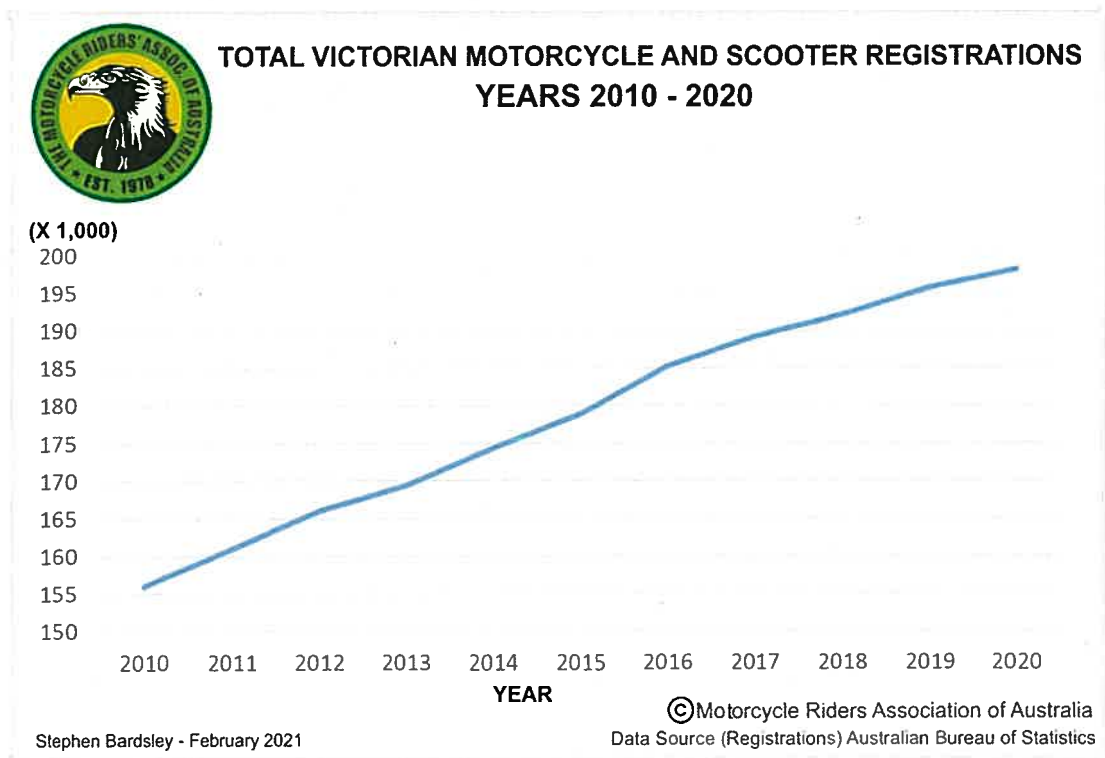
MAIB should introduce no claim bonuses to be fairer and to encourage road safety. It is time to consider putting the compulsory third party insurance cover on the person not the machine.

# FACTS AND FICTION

APRIL 2021

On Thursday, April 1, 2021, Radio 3AW in Melbourne aired the idea of Victorians over 60 having their right to ride motorcycles restricted through retesting. Only motorcyclists, not car drivers. Car drivers cause most road casualties in Victoria but road authorities are not pushing for them to be retested or retrained.

In June 2020, there were 5,119,160 vehicles registered in **Victoria**. In 2021 VicPol says there are over 200,000 registered motorcycles & scooters.



Note the steady increase in the number of registered motorcycles in Victoria. The numbers have been growing since the 1980s. The increase continues.

## Motorcyclists aiming to ride out pandemic

DAVID McCOWEN

**MOTORCYCLING** has emerged as a boom pandemic activity with a rise in the number of people riding for leisure, to work or to avoid public transport.

Sales of new bikes are up across Australia, and the value of used bikes has soared by 25 per cent since January.

Demand is such that some

motorcycle training schools are booked out into next year.

In Horsham, motorcycle training firm Stay Upright has just one place remaining at a January 30 course.

Strict coronavirus measures have stifled licence applications across the state.

Stay Upright's Annaliese Cawood said it was booking in more than 1000 riders a week.

Ms Cawood estimated 70

per cent of new motorcyclists planned to ride for leisure, while others wanted to commute or sign up for mobile delivery services.

Motorcycle classifieds website bikesales.com.au reported its strongest month on record in May, while September web traffic was still up almost 20 per cent on last year.

The median price of used motorcycles on the site has

increased by 25.3 per cent, or \$1900, since January. Prices for demonstrator bikes are up by 16.9 per cent, or \$2700.

While sales of new cars have dropped 20.5 per cent this year, new motorcycle sales have increased 26.4 per cent.

Dirt bikes are particularly popular, with sales climbing by almost 40 per cent this year. Nine of the 10 best-selling motorcycles are for off-road use.

On October 17, 2020, the Melbourne Herald Sun said new car sales were down 20.5% while new motorcycle sales were up 26.4%. It is likely that secondhand road motorcycle & scooter sales were up too and motorcycles & scooters more than 4% of Victorian road vehicles.



## 2.

The Transport Accident Commission (TAC) website says that motorcycles & scooters only do 1% of vehicle kilometres which has to be a guesstimate not a solid statistic.

In 2021 motorcycles & scooters may be 5.5% of road vehicles in Victoria.

The TAC's current *"Driver think rider. Rider think driver."* campaign says *"Motorcyclists make up 4% of total road traffic, but 18% of all road user deaths."*

A number of themes flow through this Report, and influenced both the Inquiry process and the Committee's investigations. The first, and arguably most important, theme was the lack of accurate and robust data, both for crashes and trauma. Many arguments, proposals and observations made in submissions and witness statements were based or justified on crash and trauma data. However, the significant data issues identified by the Committee meant much of the evidence presented to the Committee was difficult to verify. Therefore, reliance on this data for the purposes of introducing new interventions or making changes to the regulatory framework was in the Committee's view inappropriate. In the absence of conclusive data, it was not possible for the Committee to make definitive findings or recommendations. Addressing data issues is the single most critical aspect of our future response to motorcycle safety.

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xxi

The 2012 Victorian Parliamentary Inquiry Into Motorcycle Safety (PIUMS). Nothing's changed.

The 2012 Victorian Parliamentary Inquiry into Motorcycle Safety (PIMS) recommended; *"That the Transport Accident Commission focus its motorcycle safety advertising on redressing the attitude that responsibility for rider safety is solely attributable to the rider, by ensuring that campaigns dealing with motorcyclists raise driver awareness and do not create negative stereotypes, perceptions or attitudes among drivers"*.

On March 15, 2021, the Sunday Herald Sun reported "the state's top road cop" saying motorcyclists were 1% of traffic and 15% of deaths. Whether or not the 1% figure refers to vehicles or kilometres, it is wrong. From 18% to 15% of deaths is a significant decrease. From 1% to 5.5% of traffic is a significant increase. Victorian motorcycle figures are unreliable.

The way road authorities present poor data makes riding motorcycles look more dangerous than it is. This promotes negative stereotypes which is bad for road safety. No system can develop reliable countermeasures to road trauma without reliable traffic/crash data. RSV/TAC use rubbery figures to justify reducing speed limits, spending on wire rope barriers and restricting motorcycle use by over 60 year olds, (Radio 3AW April 1, 2021.).

# Motorcyclist dies in Winchelsea

**BRENDAN REES**

A MOTORCYCLIST has died after their bike left the road and crashed into a tree in the state's west on Sunday afternoon.

Emergency services were called to Winchelsea-Deans Marsh Road, Winchelsea, about 37km southwest of Geelong, following reports of a crash just before 4pm.

A number of passers-by, including two nurses and a doctor, stopped and provided help but the rider, who is yet to be identified, died at the scene.

It brings the state's road toll to 48 this year compared to 51 last year — 12 of which have been riders.

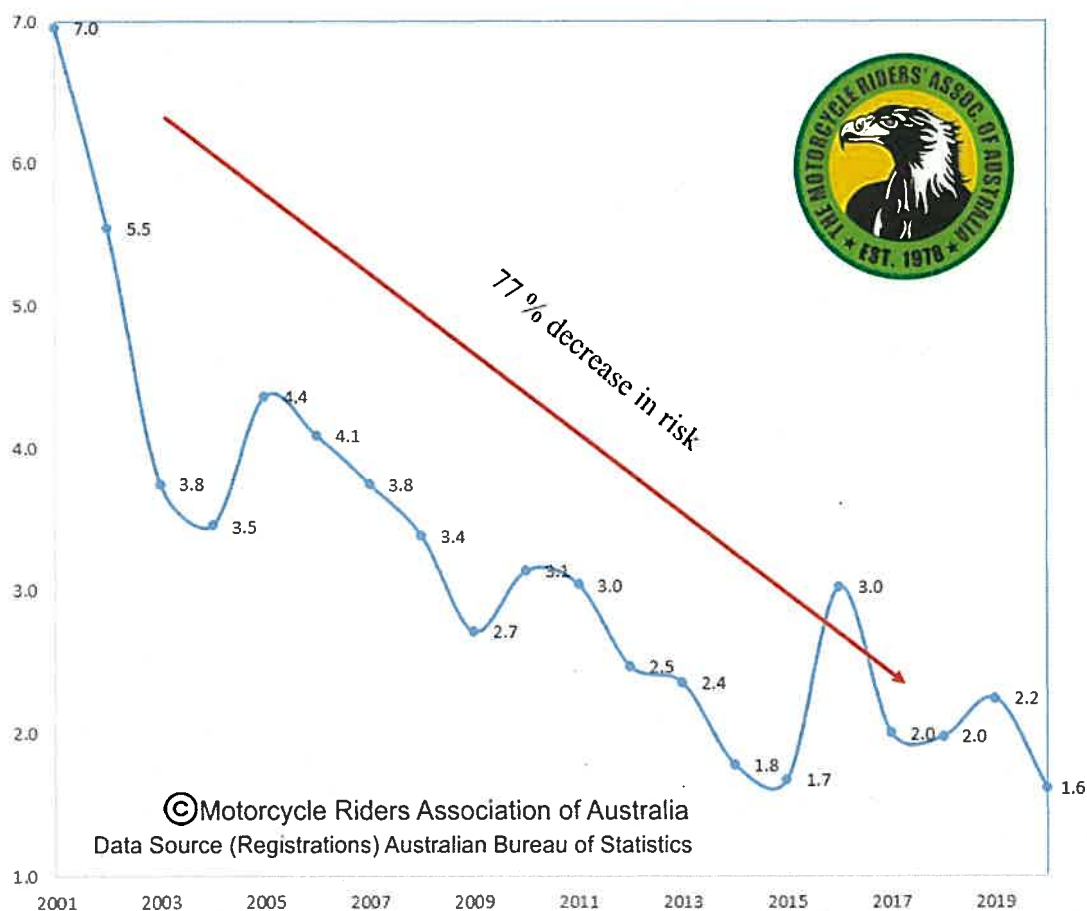
It comes as the Sunday Herald Sun revealed the state's top road cop said the number of motorcyclist deaths, almost

double compared with this time last year, was "alarming".

The TAC has also urged riders "to take it easy" after figures showed motorcyclists made up 15 per cent of deaths on Victorian roads, despite accounting for 1 per cent of traffic.

Anyone who witnessed the crash is urged to contact Crime Stoppers on 1800 333 000 or submit a confidential report at [www.crimestoppersvic.com.au](http://www.crimestoppersvic.com.au)

Risk Motorcycle Fatalities per 10,000 registrations

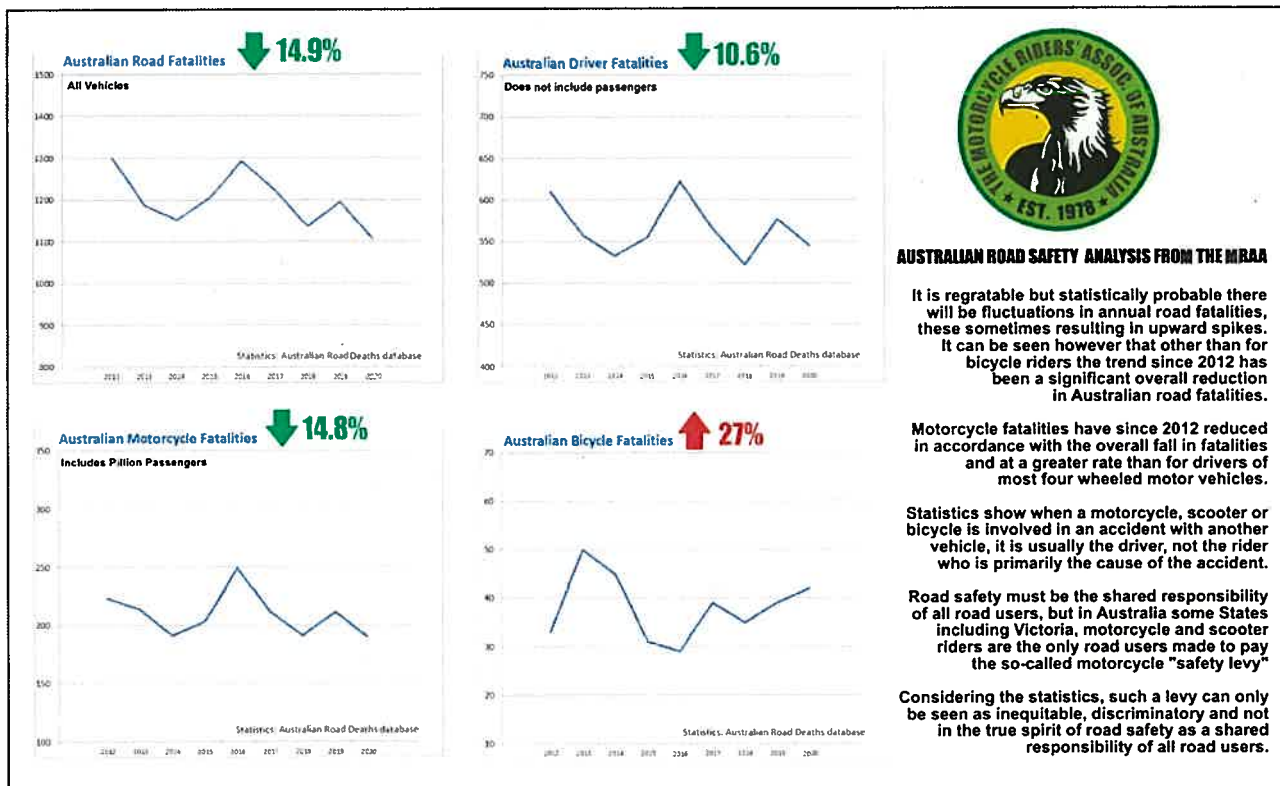


4.

Rubbery figures *may* mean the people who put them together are incompetent, or it may mean the anti motorcycle culture, identified in the Road Toll Increase Inquiry report, is showing itself. <https://www.parliament.vic.gov.au/eic-1c/article/4296> Section 6.6 Motorcycling and the reports comment that *"the Committee repeats its disappointment with the lack of cooperation from Victoria's road safety partners and calls for a cultural change as a matter of urgency"*.

The hidden TAC anti motorbike tax (safety levy) is an example of the anti motorcycle culture in Victoria's road authorities. It targets road riders only. It makes it harder for low income earners to buy quality safety gear. This unfair tax is discriminatory. The TAC tax should be abolished as recommended by the 2012 PIMS.

Regarding the 2021 Road Toll Increase Inquiry recommendations, **employees of departments effected by the recommendations should not be involved in writing the Government's response. The conflict of interest is obvious.**



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<https://www.parliament.vic.gov.au/eic-1c/article/4296>



# **The MOTORCYCLE RIDERS ASSOCIATION AUSTRALIA**

September, 2020.

# ROADSIDE CRASH BARRIER TESTING

AT LAVERTON IN VICTORIA – AUGUST 2001.

NB Quotes are from the draft Hansard of the July 7, 2020, hearing unless otherwise stated.

The first **Victorian Road Toll Increase (RTI) Inquiry** hearing was on July 7, 2020. Researchers from the **Monash University Accident Research Centre (MUARC)** made statements in support of their submission.

The MUARC submission called for increased funding for wire rope barriers among other things. **Dr David Logan** from MUARC told the **Economy and Infrastructure Committee**. *“The wire rope barriers are a proven measure in reducing run-off-road and head-on fatalities on high-speed regional roads. They eliminate probably 80 to 90% of fatality and serious injury (crashes) in comparison with no barrier at all.”* An extraordinary reduction. Dr Logan did not quote studies to support his assertion that wire rope barriers were a proven road safety measure.

Many researchers in Australia are career academics. The pool is small. In academia the number of publications and citations attributed to a person are important. They increase status like letters after a name. Researchers can spend decades behind the same desk. They can swap one department or organisation for another in career moves. Some become consultants and seek contracts from places that used to employ them. It's pretty much a closed shop. To an outsider it can all seem very incestuous. Too many researchers are detached from everyday road use. That wouldn't be such a problem if they listened to stakeholders with real on-road experience, but they don't.

Road safety research has become an industry with an obvious profit motive. A visit to [www.academia.edu](http://www.academia.edu) will result in repeated attempts to get money for document sales, membership fees and conference tickets. Tax payer funded road safety reports and studies should be free. The methodology and base data should be available. The constant demand for money and the *“commercial in confidence”* excuse for hiding road safety research, or the lack of it, means many stakeholders are locked out of the road safety debate. Valuable on-road experience and expertise is excluded.

**Mrs McArthur MP** referred to the recent Victorian Auditor General's Office (VAGO) report which was scathing about the rollout of wire rope barriers.

**Associate Professor Newstead** from MUARC said the VAGO report *“actually misconstrued the issue. ... record keeping has been quite poor by the Department of Transport and so it was not possible on those road links to ascertain exactly where the barrier was. So we were looking at an average effect across a partially treated road ...”*

Professor Newstead said the casualty crash reduction on two city-type roads treated with wire rope barrier was actually **85%**. The two roads were the southern section of the Hume Highway and Melbourne's Eastern Freeway. He said that was *“... actually quite consistent with overseas studies that have looked at similar performance of those barriers ... the Auditor-General has misinterpreted the information ...”* He did not identify or date the overseas studies. The Motorcycle Riders Association Australia, Road Safety Committee (MRA RSC) understands that some countries have banned wire rope barrier and others are not replacing it as it ends its' short working life.

2.

MRAA members riding overseas report that wire rope barriers are rarely used in North America and Europe any more. Most states in the USA use run-off areas where possible. Some countries have either stopped using wire rope barrier or banned it altogether.



Interstate Highway 80 in Montana, USA. August 18, 2018. Please note, kilometre after kilometre of safe run-off space. MRA members riding thousands of kilometres in North America and Europe report seeing little or no wire rope barrier. On these highways there is more traffic and speed limits are in miles per hour.



The Calder Highway in Victoria. September 7, 2018. Please note kilometre after kilometre of safe run-off space fenced off by deadly wire rope barriers. Another reason wire rope barrier costs tax payers so much is that VicRoads uses four barriers where less would be safer or where no barrier would be safest.



### 3.

Dr Logan's claim that wire rope barriers on regional roads probably reduce run-off-road and head-on crashes by 80 to 90% seems to be based on a MUARC study of just two city-type freeways. That minimal study was apparently based on unreliable crash data and poor record keeping. The study has then been stretched to cover all roads in Victoria.

Professor Newstead spoke of using statistical estimates or averages and said. ***"We certainly believe from a raft of evidence, including some field trials of actual crash tests into those barriers, that the effectiveness on continuous lengths of rollout is likely to be far more than 56% that they were asking to be assumed and it is probably more like 75% plus."*** The MRA has not seen this raft of evidence. He also admitted that road safety data was inadequate which is consistent with the findings of at least four Victorian Parliamentary Inquiries since 2000. ***"... if you do not have adequate record keeping, it is hard to provide that standard of evidence that we need. ... certainly the standard of evidence, not across only our studies but other studies, suggests that these are good. The field trials that we did compared wire ropes performance in actual crash tests with the concrete barrier that you talk about."***

MUARC ran road barrier crash testing at Laverton, Victoria in August, 2001. Small cars were used. Professor Newstead told the Committee that the car that hit the wire rope barrier ***"... could be repaired and crash tested again, the damage was so little, and that tells you about the energy absorption that sort of barrier gives."*** The MRAA was allowed to view the wrecks but not allowed to photograph them. All the cars were write-offs. The MRAA would like to see the unedited video of the Laverton crash tests to confirm a car was crash tested twice.

As the MRAA understands it, the Laverton crash test data and videos were never released in full. ***"... Only a brief overview of the test outcomes will be presented here because of the total page number restrictions. ..."*** This quote is from the link below. The concrete barrier may have been obsolete. The Laverton crash tests were not representative of conditions and real situations on Victorian roads in the early 2000s and they are not representative of our roads in the 2020s.

**[https://www.academia.edu/17554438/Roadside\\_crash\\_barrier\\_testing](https://www.academia.edu/17554438/Roadside_crash_barrier_testing)**

In February 2002, six months after the Laverton crash tests, a presentation was made to the **3<sup>rd</sup> International Crashworthiness Conference at the Society of Automotive Engineers** in Melbourne. The MUARC crash tests were well timed for presentation at this prestigious event.

To the layman the report appears to be a promotion for a test facility rather than an objective report on scientific research. MUARC seeks, and gets, funding from outside the university. VicRoads and the Transport Accident Commission (TAC) spend significant amounts of tax payer money in academia. Several commercial entities are listed in the Acknowledgements on page 14.

As the MRAA understands it, the original data and videos of the Laverton crash tests were never released in full. ***"... Only a brief overview of the test outcomes will be presented here because of the total page number restrictions. ..."***

In 2001 most Victorians drove larger vehicles than the cars crashed at Laverton. Perhaps the cars were chosen because they were not big sellers and were financially expedient props? In 2020 the majority of Victorians drive larger vehicles, SUVs, 4WDs and big utes are common. There are many more scooters, motorcycles and bicycles. Bicycle riders can reach speeds in excess of 50kph on Australian roads wearing practically no protective clothing. No scooter, motorcycle or bicycle crash tests have been run in Australia.

#### 4.

Conditions for successful crash tests at Laverton were perfect. The surface was hard and flat and dry. The barriers were in straight lines, not on curves. Wire rope barrier was installed on curves on Victorian roads in 2001 and still are two decades later.

The small cars hit barriers at 80kph striking at an angle of 45 degrees in the first tests. Most crashes impact at a shallow angle and speeds can be much higher on Victorian freeways and country highways. No SUVs, 4WDs, big utes, vans, buses or trucks were tested at Laverton or in Australia since as far as we know.



This image was sent in by an MRAA member. A small car on a flat straight road in reasonable conditions has hit a wire rope barrier. The grass in the front wheel and passenger side damage indicates the car crossed the wire rope barrier. VicRoads says that does not happen but it does. That this small car crossed this crash barrier probably won't be recorded in crash data because VicPol crash reports do not identify barrier types. If the occupants of this car were not seriously injured there is unlikely to be a detailed crash report on this wire rope barrier site. In 2018 VicRoads/TAC made a **\$1.6 million TV ad** using SUVs and stunt drivers to promote wire rope barriers. The statistics presented were not from crash reports, they were from repair bills. The ad was misleading. VicRoads/TAC are not new to misleading TV ads.

The Austroads Guide to Road Safety Part 9: Roadside Hazard Management 3.3.1 says barriers should be used to reduce the risk of roadside hazards to road users, not increase the risk to any type of road user. Wire rope barrier greatly increases the risk to scooter and motorcycle riders.

### 3.3.1 Decision to Install a Safety Barrier

Safety barriers are a form of roadside hazard. When considering whether to install a safety barrier, it is important to remember that the barrier will present some danger to the occupants of errant vehicles, and especially to unprotected road users such as motorcyclists. A barrier should only be installed if collision with it will present less of an injury risk to vehicle users and occupants than would result from collision with the roadside hazard that is to be shielded by the barrier.

It is important to consider the danger posed to motorcyclists by both the hazard and the intended safety barrier. Motorcyclists are particularly vulnerable to unforgiving roadside environments; any obstacle in the path of an errant motorcyclist has the potential to cause severe injury. If it is decided that a safety barrier is necessary at a site, attention should be paid to the design of the barrier to ensure that it poses as little risk as possible to colliding motorcyclists.

5.

In Victoria, it is the road authority's responsibility to make our roads reasonably safe for ALL road users. However, VicRoads anti motorcycle culture means motorcyclists lives are valued less than the lives of car occupants.

If the 2001 Laverton crash tests are those referred to by Professor Newstead at the hearing on July 7, those tests cannot be used to justify the use of wire rope barrier in Australia in the 2020s. It seems that some one else is always to blame for misinterpreting (VAGO) MUARC studies or supplying poor records (DoT) or choosing certain MUARC studies as references (government).

Road maintenance, repairs and road toll countermeasures cannot be effectively developed without reliable crash and traffic data. The MUARC submissions clearly identify the lack of reliable crash data and record keeping in Victoria's road safety system. The problem is systemic.

To reduce the road toll Victoria has to have reliable crash data. It must implement the first recommendation of the 2012 Parliamentary Inquiry into Motorcycle Safety (PIMS) as a matter of urgency. Establish a road crash data authority that is independent of VicPol, VicRoads and TAC.

Government departments and research organisations making submissions to the Road Toll Increase Inquiry should not be involved in writing the so called, whole-of-government response to the recommendations coming from the RTI Inquiry. The potential conflicts of interest are obvious.

Damien Codognotto OAM  
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The MRAA RSC

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**THE MOTORCYCLE RIDERS ASSOCIATION AUSTRALIA  
ROAD SAFETY COMMITTEE**





Road Safety  
Camera  
Commissioner

Office of the Road Safety Camera  
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- 8 NOV 2018

Our reference: CD/18/735980

Mr Damien Codognotto OAM  
damienkcodognotto@gmail.com

Dear Mr *Damien* Codognotto

**Accuracy and consistency of road casualty data**

Thank you for your email dated 17 October 2018 referring to my 16 October 2018 interview with Rafael Epstein on ABC Radio Melbourne. That interview followed an article in the Herald-Sun in relation to a fatal collision which I witnessed, and the data which has been drawn by road safety authorities from that incident.

My role as the Road Safety Camera Commissioner involves ensuring the integrity, accuracy and efficiency of Victoria's road safety cameras. This includes investigations requested by the Minister, or complaints from the public.

I must emphasise that my witnessing of a tragic event was in my role as a citizen; it was not in my role as Road Safety Camera Commissioner.

The fatal collision which I witnessed is recorded in the federal Bureau of Infrastructure Regional Development and Cities (formerly BITRE) Road Safety Statistics at:  
[bitre.gov.au/statistics/safety/](http://bitre.gov.au/statistics/safety/)

This tragic incident which I witnessed, in which a pedal cyclist lost her life when she came into collision with the trailer of a large earthmoving truck, is recorded in the Australian Road Deaths Database. The entry for this event describes what is often (wrongly) called a B-double as if it was a rigid truck, with no articulation. I have now been informed of three other instances of fatalities, all apparently involving similarly configured trucks with trailers in Victoria, but which apparently have a similar description in the data of rigid truck rather than articulated trailer. Each of the four truck/trailer vehicles is configured with a first rigid attachment to a trailer, but with a second attachment by way of a long bar articulation.

If there is a safety problem, such as whether these vehicles being driven on our streets presents an issue, or any other safety issues, then it might not be apparent if the data is not sufficient. It would not appear at all in the current data format.

I congratulate you for having advocated for many years that the recording, collection and maintenance of accurate data is essential to good policy and decision making.

You are correct in pointing out that the 2012 Parliamentary Road Safety Committee enquiry in Motorcycle Safety recommended that a new crash data authority be established. Indeed, in that substantial report, it was recommendation number one:

## **CHAPTER 2 – DATA QUALITY AND ACCURACY**

### **Recommendation 1:**

**That an independent office of road safety data be created,** which will be responsible for collecting, collating, interpreting and publishing all data relevant to road safety, and, for the purposes of this Inquiry, specifically motorcycle safety. Its functions will include:

- Investigating which agencies collect data and where there are data gaps, particularly with respect to off-road riding;
- Setting standards, definitions and data collecting protocols;
- Chairing committees that include all relevant agencies and departments involved in motorcycle safety (including those that collect data);
- Setting benchmarks for the collecting and auditing of data;
- Co-ordinating the collection of data across departments dealing with health, road and environment portfolios; and
- Collecting sales, injury, registration, licensing, fatality and Transport Accident Commission insurance data.

The Whole of Government response said:

#### **This recommendation is supported in principle**

*The Government recognises the benefits of improved road safety data, but also notes that the functions identified in the recommendation do not require the creation of a new office. The road safety partner agencies will continue to share and gather data and information and will collaborate with the Department of Health and Ambulance Victoria. Agencies will also work to close gaps in current data collection, such as off-road motorcycle crash data. Centralised data management processes will be investigated, and will include health, insurance, injury, road, registration and licensing data. It is expected that there will be substantial costs associated with establishing centralised processes, but these would be minor compared with the costs associated with the establishing and operating a new office.*



Road Safety  
Camera  
Commissioner

Office of the Road Safety Camera  
Commissioner  
Level 4, Box 14, Courts Centre  
Melbourne VIC 3001

T 1300 851 838  
W [data.vic.gov.au](http://data.vic.gov.au)

*The Victorian Data Linkages Unit within the Department of Health is currently liaising with WorkSafe, the TAC, the Victorian State Trauma Registry and the various Department of Health acute datasets to improve data linkage between the agencies. The Victorian Data Linkages program has been established to develop new data linkage capacity in Victoria.*

*Agencies will make data available to the public in accordance with the requirements of the Whole of Government DataVic Access Policy. Road safety data will be published on the Victorian Government Data Directory [www.data.vic.gov.au](http://www.data.vic.gov.au)*

The situation of inaccurate data has been raised in other states. Without in any way judging, I have seen this raised, for example, in this news item from NSW:  
[www.smh.com.au/national/nsw/half-of-all-serious-injuries-on-the-road-not-recorded-20180927-p506dz.html](http://www.smh.com.au/national/nsw/half-of-all-serious-injuries-on-the-road-not-recorded-20180927-p506dz.html)

I am looking to see how the quality of data can be reasonably improved, to the benefit of all Victorians.

I thank you for your continuing hard work and interest in road safety.

Yours sincerely

**JOHN VOYAGE**  
Road Safety Camera Commissioner



From: [damien.codognotto](#)  
To: [BSI](#)  
Cc: [David Pearce](#)  
Subject: TAS ROAD SAFETY INQUIRY APPENDIX 4 - 6 OF 6  
Date: Friday, 27 August 2021 1:11:33 PM

THE ROAD SAFETY INQUIRY COMMITTEE  
THE LEGISLATIVE COUNCIL  
TASMANIA

Appendix 4. The unnecessary death of Phil White.

Please see attached.

Damien  
MRAA



**CONCERN:** Jan White, widow of motorcyclist Phil White, spoke out against wire rope barriers at the 'Bad Roads Rally'. Picture: GLENN DANIELS

## Rally for better roads

MORE than 100 people gathered in Rosalind Park yesterday as part of a rally against the condition of rural and regional roads.

The crowd, mostly consisting of motorcyclists, were there for the Motorcycle Riders Association's 'Bad Roads Rally'.

The group wants the next state government to establish an independent crash data authority, review the Coroners Court's handling of fatal crashes, and restart the

parliamentary inquiry into VicRoads' management of country roads.

Four months ago, the parliamentary committee tabled an interim report in which it identified it would not be able to complete a full inquiry before the completion of this term of parliament, and recommended a full inquiry be undertaken in the next term.

The motorcyclists' association holds particular concern about wire rope barriers

and wants the government to cease the roll-out.

The government's Towards Zero safety plan says the flexible wire rope barriers reduce the chances of head-on and run-off-the-road crashes by 85 per cent.

VicRoads told the *Bendigo Advertiser* earlier this year the rollout of the barriers was based on evidence that showed they were "incredibly effective".

The widow of a central Victorian motorcyclist who died

at Taradale in November last year after hitting a kangaroo on the Calder Freeway addressed yesterday's rally.

Jan White, the wife of Phil 'Whitey' White, said her husband died because he hit the wire rope barriers. "Make no mistake: he did not die from his motorbike hitting the kangaroo," she said.

Deputy State Coroner Iain Treloar found Mr White's cause of death was multiple injuries sustained in a motor cycle incident, but could not

determine their exact cause.

Yesterday, Mrs White said the wire rope barrier was the only roadside hazard there and it was her view the road authorities had "much to answer for".

Rally organiser Damien Codognotto said the general condition of rural and regional roads was also a concern. Individuals and businesses had to bear the cost of repairs when a road in poor condition caused damage to a vehicle, he said.

On 6 Sep 2018, at 1:38 pm, Janette White wrote:

We are Phil White's family. I am his widow and this is our family of 6 children. Every one of us struggle every day with what happened to our husband and father.

Phil was tragically killed on 5th November 2017 on the Calder Freeway when he unavoidably hit a dead kangaroo on the road, was thrown from his motorbike and into the Wire Rope Barriers (WRBs).

The illogical placement of these barriers gave Phil no chance at all of surviving. He otherwise may well have survived.

We, as Phil's family are asking for a halt to the WRB rollout until there is a formal and open investigation into their safety for *ALL* road users including motorcyclists, trucks and larger domestic vehicles as well as the access issues for emergency vehicles and our local farmers.

Why have the road authorities been allowed to arrogantly ignore the calls for investigations and recommendations into WRB's for more than 10 years? Why have our rural roads been allowed to deteriorate to such a deadly condition through little maintenance over so many years?

TAC place constant heart wrenching reminders to our family of Phil's violent death, on our TV screens, on billboards, along the freeways, in the cinema, in the papers; telling us how they have saved children from being fatherless. Our children are fatherless because of them. How much do we have to endure?

Victorians can have strength in numbers, too large to ignore, and a voice too loud to be ignored, if we all act now. Together. We need to call it for what it is. A serious lack of Duty of Care to minority groups of road users.

If you think you are safe from the impact of these barriers because you don't fit into a minority group ; *THINK AGAIN.*

The lives of each and every one of us are put at risk each time we drive on our freeways.

Where will we pull over safely out of fast moving freeway traffic in the event of an unexpected emergency breakdown? That is absolutely *NOT GOOD ENOUGH.*

We need to demand that our authorities provide each and every one of us with a basic human right: the right to drive safely on our roads. Not just for some road users, for *ALL* people, including minority groups.

History has been changed over the years for many minority groups because people have stood up and fought for their rights.

Now is the time to fight for the rights of safety for all minority road users on our roads! We must not allow the authorities to continue to hide behind false statistics or false claims nor false promises.

Please attend our Bad Roads Rally on November 18 to support this call to change.

Jan White  
Bendigo



**Freedom of Information**

Level 5, 60 Denmark Street  
KEW, VICTORIA 3101

1 April 2019

Contact: Daron Bonett  
Telephone: 9093 1454

Our Ref: CS001732c - 18/19

Mr Damien Codognotto  
The Motorcycle Riders Association  
P.O. Box 4330  
DONCASTER HEIGHTS VIC 3109

Via email: [damienkcodognotto@gmail.com](mailto:damienkcodognotto@gmail.com)

Dear Mr Codognotto

**RE: FREEDOM OF INFORMATION REQUEST - DECISION LETTER**

I refer to your Freedom of Information request where you sought access to a copy of documents pertaining to media campaign for wire rope barriers.

1. *Total cost of producing the television advertisement, including the cost of the film crew, stunt drivers, actors, cars, repairs to the wire rope barrier, catering, toilets, first aid/ambulance and any other costs*
2. *Cost of broadcast for the advertisement in 2018*
3. *What was the funding for the making and broadcasting of the advertisement*
4. *Who authorised the use of the funding for this purpose*

**AUTHORITY TO MAKE DECISIONS**

I am an officer authorised under section 26 of the FOI Act to make decisions in relation to FOI requests.

**DOCUMENTS DO NOT EXIST**

Although a thorough and diligent search of VicRoads' records has been conducted, documents in relation to your request do not exist. The media campaign was a solely Transport Accident Commission (TAC) funded project.

**RIGHT TO COMPLAIN**

Where documents cannot be located or do not exist I am obliged under section 27(1)(e) of the FOI Act to advise you of your right to complain to the Office of the Victorian Information Commissioner within 60 days of the date of this letter.

You may lodge your application by:





VICTORIA POLICE

Governance and Assurance Department - *Freedom of Information*

Our ref: 74367/21: AM

Damien Codognotto  
Motorcycle Riders Association Australia

Email: [damienkcodognotto@gmail.com](mailto:damienkcodognotto@gmail.com)

Dear Mr Codognotto

**FREEDOM OF INFORMATION REQUEST**

Your letter of request seeking access to documents under the provisions of the *Freedom of Information Act 1982* (the Act), together with your payment in the sum of \$29.60 was received by Victoria Police on 31 March 2021. Please refer to online receipt number 54976 in acknowledgement of your payment.

Your request is currently being considered. Under section 21 of the Act, Victoria Police is required to take all reasonable steps to enable you to be notified of a decision no later than 30 days after the day on which your request was received, unless that period is extended.

Please note that staff at the Freedom of Information office are currently working remotely and are also experiencing a significant increase in workload. As a result, there will be delays in completing your request of approximately 10-12 weeks after the due date. Upon completion of the processing, I will forward a written response to your request advising of all documents located and those to be released as well as any applicable access charges.

Please note: If the documents in relation to your request reveal that consultation will be required under sections 29A, 31, 31A, 33, 34 or 35 of the Act, Victoria Police may extend the time for processing your request in accordance with section 21(2)(a) of the Act.

**Please note:** access charges are separate from the statutory application fee. Pursuant to section 22 of the Act, and in conjunction with the provisions of the *Freedom of Information (Access Charges) Regulations 2014*, an agency is entitled to seek charges for reasonable costs incurred for searching and producing copies of documents.

Charges are calculated at \$22.20 per hour or part thereof of search time and \$0.20 per page for black and white photocopies. (Further charges may apply where colour copies or other media such as CDs or DVDs are requested).

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Page 1 of 2