

Mr Tim Mills, Secretary
Legislative Council Select Committee
Parliament of Tasmania

Dear Secretary,

Re: INQUIRY INTO ROAD SAFETY IN TASMANIA

Thank you and the Select Committee of the Legislative Council for the opportunity to comment in respect to the Inquiry into Road Safety in Tasmania. As a professional and registered Engineer my current role is one of reviewing Government sponsored projects, assisting Engineers and planners assess project viability and in mentoring/training their staff. Also, as a “vulnerable road user” being a long term (surviving) motorcyclist who is regularly in Tasmania perhaps I have a vested personal interest in making Tasmania safer and hope that my comments are of assistance to this enquiry.

Background

In my professional role I try to use the best project planning, development and procurement strategies available in Australia being the Victorian Treasury’s PPP Guidelines

<https://www.dtf.vic.gov.au/public-private-partnerships/policy-guidelines-and-templates>

So, perhaps there are some lessons in these Victorian Guidelines for the Committee in the way they can help guide significant and major financial decisions associated with delivering any road safety program.

Internationally these are excellent guidelines and were intended to be mandated in Victoria for major expenditure planning. One would hope that before committing significant taxpayers’ funds the professionals involved undertake similar and appropriate planning through the use of the Guidelines’ Infrastructure Logic Mapping and Business Cases such that that clear Benefits and KPI’s have been identified?

Having reviewed the current *Victorian Road Safety Strategy 2016-2020* we note the Victorian Auditor General’s Report note the failure to properly plan, manage and validate major road safety expenditure “A consolidated business case would have also provided enough information for the government to make a better-informed decision about investing in flexible barriers and understanding the investment’s value for money in comparison to other options.” ... VAGO Road Barriers Report 2020.

So, while I note in the terms of reference that Victorian fatalities being less than Tasmania Victoria, the *Victorian Road Safety Strategy 2016-2020* is now not necessarily the best model to follow and having formally provided submission to their Legislative Assembly review of this failed model I will make reference to some practices in Victoria that are certainly NOT best practice.

I do make some recommendations for the Committees consideration and while not a strict safety issue I note the enormous potential for high value motorcycle touring that is only held back due to lack of co-ordination across the Tourism regions AND motorcyclists safely concerns on Tasmanian roads (that are address within this submission).

Comparative Road Trauma Statistics

While we are considering comparison to other States it is appropriate to see where Australia, and Tasmania compare with other OECD countries and a valid comparison has been provided by the Australian Government's Department of Infrastructure, Transport, Regional Development and Communication's 2020 International Road Safety Comparison – Annual from The Bureau of Infrastructure and Transport Research Economics (BITRE) as follows:

https://www.bitre.gov.au/publications/ongoing/international_road_safety_comparisons

Relevant outcomes reported include:

- Australia's fatality rate of 4.54/100,000 population is 14th lowest out of 36 nations...not impressive especially as even the UK figure is half Australia's.
- Vulnerable road users account for 35% of all road deaths motorcyclists are the MOST vulnerable road users (Qld deputy commissioner of police 2021)
- Tasmania's rate of approximately 6.0 is 3rd highest in Australia followed by WA and NT....not unexpected as the rate is affected by population density.
- The rate for very remote area is over 26.0/100,000 compared to Major Cities of 2.5/100,000.....the less urbanised and lower population density in Tasmania does explain why its rate is expected to be higher than say the urbanised Victorian rate.

Based on these official figures it is easy to determine that overall, our Australian road trauma rates are very poor when compared to the OECD and that perhaps we should be considering other measures/practices that have assisted other countries to have lower trauma rates.

My own personal experience driving/riding in many of these lower trauma rate countries may be of some value in determining the future direction of road safety in Tasmania.

Such countries include 12 of the 14 Countries in the OECD that are lower than Australia.

As a long-term vulnerable road user with International Experience and as a practicing Engineer with considerable project experience I offer some thought as to how:

1. To improve the development and delivery of road safety programs;
2. We can reduce the road trauma on Tasmania roads; while
3. Improving the tourist potential (dollar spend) through additional but safer motorcycle tourism.

1. Safety Programs – Development and Monitoring

We all expect and demand the rigor in Engineering solutions such that our building, our bridges, our roads, our aircraft and all infrastructure is built safely and are maintained as “fit for purpose” and would expect no less from any major Road Safety Program.

Perhaps, given that the Legislative Council is now examining the performance of current Road Safety practices and programs, the benefits as promised by our road safety Engineers have not been attained and the rigor we should expect has not been applied?

Road safety programs are expensive, they attract considerable taxpayer funds and should deliver real and meaningful outcome.

Fortunately, the Victorian Government's PPP Guidelines do provide some of the world best practice in the initiation, justification, operations and validation of major projects and we strongly suggest that the Select Committee recommends that all road safety programs (whether capital funds are spent or not) follow the intent of these guidelines.

Of particular relevance at this time is the concept of Infrastructure Logic Mapping (ILM) whereby a problem is analysed in 5 steps being:

1. Definition of the problem with respective weightings;
2. Analysis and a statement of the benefits that result from solving the problems(s) and again weighted with KPI's;
3. A weighted response to the benefit statement;
4. An understanding of the changes that need to be implemented to achieve the benefit; and finally
5. What assets are needed or what has to be built to support the solution.

ILM is but one tool (though as the first it is the most critical) available to build a successful road safety program.

A relevant example is shown as follows:

<https://www.dtf.vic.gov.au/investment-management-standard/ims-workshops-and-examples>

Again, we point out that the recent Select Committee enquiry into the failed *Victorian Road Safety Strategy 2016-2020* noted that there was not one of the above steps were followed despite the enormous cost to the State and as the Auditor General determined the strategy could not demonstrate real benefit.

Tasmania does not need to repeat these mistakes and an understanding of the behaviour that delivers these poor outcome does need detailed explaining.

1.1. Perhaps we could look at a concept called Solution Engineering

Solution Engineering is a term that I use to describe the behaviour of Engineers in pursuit of a particular solution that they are genuinely convinced will solve a problem or a number of problems.

In my professional transaction/procurement training to Government Agencies we warn clients about the activities of some sales staff who ingratiate their ideas so well into a client that it can become "The Solution" to all problems.

This can be a process, piece of equipment, a technology, a contract delivery model or software that will benefit a contractor to the exclusion of other contractors without necessarily providing real benefit to a community.

In certain roles through my career, I have been trained in this art and can easily recognise the signs in others.

There is also the term "Vendor Capture" in the IT world and personal experience shows that this can lead to incredible distortions to a project/program delivery, its cost and effectiveness (especially in say the delivery of Hospitals where IT solutions can be sold to a team of Specialists).

Engineers are trained to be impassionate and carefully analyse problems, determine options, evaluate and present these options, works through a benefit analysis for the stakeholders, set up a competitive procurement process and deliver a quality outcome that delivers the Benefits and KPI agreed.

Furthermore, the current Professional Engineers Act in say Queensland and changes proposed elsewhere in NSW and Victoria highlight the obligation on Engineers to act in the interest of the Public, make decisions that take into account all stakeholders and to apply professional rigor to their important work as a Professional Engineer.

Simply coming up with the “Solution” is not good enough.

The Committee should therefore expect and perhaps demand that the promises made in formulation the current Tasmania road safety programs are in fact delivered. As we are responding to a select committee enquiry obviously there appears to be a failure to deliver and the Committee should examine the way expenditure has been managed and whether there is in fact a degree of Solution Engineering within the current road safety programs.

Unfortunately, my observations are that increasingly we are seeing a passionate and probably well-intended approach that finds “The Solution” before “The Problem” is well defined.

*Solution Engineering this means we have the **Solution** for you.
Now tell me what is the **Problem**?*

The case in point is the use of valuable resources and funds to promote/justify the use of Wire Rope Barriers (Solution) in the Towards Zero Tasmanian Road Safety Strategy 2017-2026.

1.2. Transaction and Commercial Considerations – Wire Rope Barriers Example

Firstly, I note that no actual Business Case was ever developed for the Victorian Toward Zero Road Safety Strategy 2016-2020 (Strategy) and as such it would be very difficult to apply procurement, commercial and technical discipline necessary to deliver the outcomes and to stop an ill-defined Strategy being twisted/directed to suit any other particular agenda.

“A consolidated business case would have also provided enough information for the government to make a better-informed decision about investing in flexible barriers and understanding the investment’s value for money in comparison to other options.” ... VAGO Road Barriers Report 2020

I note that the VAGO Road Barriers report also refers to the justification of the use of Wire Rope Barriers based on selective use of its data and have overestimated the benefit of these barriers, possibly eliminating more effective solutions. This suggests that the viability of the Program has been compromised.

“Additionally, three past evaluations that MUARC completed of the Safer Road Infrastructure Program (SRIP) 1, 2 and 3 programs found that VicRoads has a history of overestimating crash reduction factors by up to 32 percentage points” ... VAGO Road Barriers Report 2020

Now in Tasmania, the Department of State Growth does have a well-documented *Towards Zero Tasmanian Road Safety Strategy 2017-2026*, that is surprisingly not unlike the Victorian example and a reasonable/typical response.

While it is not appropriate nor do we have the time to fully analyse the *Towards Zero Tasmanian Road Safety Strategy 2017-2026* it is worth noting that like Victoria’s Strategy it focus on flexible wire rope barriers at the outset in order to maintain separation of vehicles and to prevent vehicle colliding with roadside obstacles. It is also worth noting the high number of *Vulnerable Road Users* on Tasmania roads and the high representation of these people within the road fatalities YET there

appears to be no analysis/benefit solution proposed in respect to these vulnerable road users when these barriers are introduced.

It is disappointing that we seem to have jumped to a SOLUTION without real analysis of the problem and determination what the impact of this solution has on our most Vulnerable Road Users.

- Again, are we simply following Victoria and repeating their mistakes?
- We are advised (2 Feb 2021) by the Minister for Transport; Planning that Western Australia has budgeted \$57 million to start replacing wire rope barriers; and
- Given motorcyclist already represent 1 in 5 serious road accidents and the high % of Motorcyclists and Cyclists on Tasmania roads will sacrificing these vulnerable road users on wire rope barriers really reduce the road toll?

IPWEA Paper

We note the following statement from a IPWEA Paper entitled, Wire rope barriers shown to reduce serious crash incidence by up to 87%. Again, we suggest caution in respect to the so called 87% unsubstantiated claims as noted by the Victorian Auditor General (VAGO) suggesting some 32% overestimate.

<https://www.ipwea.org/blogs/intouch/2016/03/16/wire-rope-barriers-shown-to-reduce-crash-incidence-by-up-to-87>

Quotations:

“A motorcyclist will sustain injury whether they crash into a concrete barrier, a guard rail, a wire rope barrier, or a tree that we're trying to protect them from,” Candappa says. “It will still impart a certain amount of force back onto the motorcyclist.”

In countries such as Australia and New Zealand, where larger vehicles outnumber motorcyclists, Candappa says the road authorities have a responsibility to cater to the majority of road users.

“I think it would be questionable if we disregard a barrier or some form of infrastructure that is considered really, really quite good for safety for the majority of road users in the hope of catering for a very small percentage of road users,” she says.

While there are a number of products such as pole covers and slide bars that can give added protection to motorcyclists without negating the benefit for other road users, they come with a financial sting in the tail for road authorities.

“It becomes harder to put these barriers en mass on the roads,” Candappa says. “We need to fine tune what the actual design is and what the cost will be for long lengths of these barriers.”

“I was speaking to someone in Malaysia about whether they are kind of

increasing their length of wire rope barriers and he said their percentage of motorcyclists is about 50%. Naturally they had to be a lot more careful about what suits the motorcyclists compared to the rest of the passenger vehicles.

“It’s an example of when catering for the larger proportion of road users is important.”

Therefore, one can easily assume that the installation of Wire Rope Barriers are not intended to save Vulnerable Road Users and they are sacrificed for the better good (however that is defined).

1.3. International Acceptance and Adoption – Wire Rope Barriers

VicRoads and their research consultants do provide reference to the perceived safety benefits attributed to Wire Road Barriers and these benefits are heavily marketed in Victoria.

Like in Victoria we do note that the only Country that is referenced in “Towards Zero Tasmanian Road Safety Strategy 2017-2026” in respect to road deaths however that these references only seem to account for one European Country *Sweden*.

Now Sweden is part of the EU Community and on 1 January 2018, the population of the European Union (EU) was estimated at 512.6 million whereas the population of Sweden was 10.2 million in 2019.

So, in effect a significant part of Towards Zero Tasmanian Road Safety Strategy 2017-2026 is solely based on and relying on the results from a single tiny European Country that is only half Australia’s population and *less than 2% of the EU??*

Norway has significantly lower deaths than Sweden as does Switzerland, the United Kingdom, Ireland and Denmark. Yet why are their road safety programs are not referenced (perhaps they do not provide the Solution we want?)

So, if Wire Road Barriers are so effective and then should we not be asking why;

1. Wire Rope Barriers have not adopted universally across Europe;
2. We have we not rigorously assessed all available options for Tasmania;
3. Is Tasmania so enamoured with this “orphan” technical solution; and
4. Is Tasmania unwittingly championing a product not widely used or accepted elsewhere in the EU.

As noted above I have personally ridden over 150,000 kilometres throughout at least 17 Countries in the EU and Europe over the past 9 years and can categorically say that *Wire Rope Barriers are not extensively used and in fact are a rare commodity in all these countries.*

My personal, extensive, experience suggests that Wire Rope Barrier use is as follows through Europe and North Africa and the USA.

Table 1 International adoption of Wire Rope Barriers

Country	Comment
UK	Rarely seen except in extreme situation to divide oncoming traffic

Germany	Observed in far north
Ireland	Rarely observed except for old rusty cable system
France	Rarely observed except for old rusty cable system
Italy	Rarely observed except for old rusty cable system
Belgium	Never observed
Netherlands	Small examples
Sweden	Used on Freeways
Norway	Rarely observed except for old not rusty cable system
Poland	Only place it was observed is near the Slovakia border
Switzerland	Rarely observed
Luxembourg	Not observed
CZ Republic	Not observed
Slovakia	Not observed
Slovenia	Not observed except for old rusty cable system
Croatia	Not observed except for old rusty cable system
Spain	Not observed
Portugal	Not observed
Spain	Not observed
Morocco	Not observed
USA	Not observed ... focus is on providing clear run-off on freeways

Wire Rope Barriers are claimed to be so effective yet they appear to not be adopted by Europe Countries that have a significantly better Safety Record than Australia then:

1. Has Tasmania, like Victoria volunteered to be the guinea pig for this technology;
2. Have the proponents of the Wire Rope Barriers used exaggerated performance figures to justify its introduction as suggested by the VAGO;
3. Interestingly Norwegian motorcyclists celebrate the fact that life-threatening wire rope barriers will be removed along a six-kilometre stretch of the E6 north of Oslo (Oct 13 2020); and
4. Perhaps the Tasmanian Department of Growth have not set up a rigorous and independent monitoring and assessment process for this high cost and dubious road safety solution?
5. At a meeting on July 2 2020 the Northern Ireland Department of Infrastructure:
 - accepted that wire rope and steel post type crash barriers are hazardous to motorcyclists' safety in a collision with one;
 - agreed to actively promote, through NI road restraint systems standards, the wider use of much safer Motorcycle Protection System barrier

- installations at high-risk locations which are or could be particularly hazardous to motorcyclists; and
- agreed to work with the local universities on any research projects, with the goal of developing a crash barrier system that is much less harmful to motorcyclists but still effective against twin-track vehicles.

Surely now a key role for the Select Committee is to investigate why we have already adopted this Sweden only solution without a rigorous analysis of the available options?

1.4. Assumptions supporting – Wire Rope Barriers

We also note that the philosophy behind the installation of Wire Rope Barriers is to reduce opportunities for vehicles exiting the road alignment and either crashing into oncoming vehicles or fixed objects at the side of the road.

We cannot argue that any well engineered physical barrier can reduce these incidents and can reduce the death toll. Ignoring the blatant over statement of the benefits of Wire Rope Barriers identified in the referenced VAGO report we do question whether the any of the other impact on road users has been fully considered and the subsequent impacts identified and analysed.

I also question the single-minded philosophy of only considering positives from avoiding the run-off-road and head-on serious casualty crashes while ignoring the subsequent negative impact that barriers will have on the overall use of these roads?

For example, many unreported and normal incidents involve motorists actually take advantage of the space available on the side road to avoid accidents and avoid road debris, diesel spills etc. The addition of Wire Rope Barrier will make this impossible and turn a preventable and therefore unreported incident into a major road accident. The Victorian and Tasmanian Strategies rightfully considers the concept of providing rumble strips to alert drivers that they are straying off the road (dozing). Yet the addition of a Wire Rope Barrier will remove the space needed to correct the straying.

Is this not at odds to the installation of audible rumble strips?

So, the Strategy recognises that motorists can stray of line, and provides some rumble strip notification BUT then counters that safety measure by adding an unnecessary barrier result in substantial vehicle damage, debris over the roadway and possible multiple follow up accidents.

So, should the reported 87% benefits of any Wire Rope Barrier strategy not only be reduced by 32 percent as noted in the VAGO Report but be further reduced to recognise that the barrier creates additional crash opportunity that were previously merely accident-avoidance incidents with no damage or loss (hence never reported or in statistics).

I do note that the justification for the Wire Rope Barriers is based on a claimed reduction in deaths by simply preventing vehicles running off the roadway or into oncoming traffic. VAGO has already questioned the veracity of the claimed safety benefits in the use of Wire Rope Safety Barriers. We still see articles published by

Monash University (IPWEA (NSW)) also justifying the same (questionable) benefit even though it recognises that at speeds over 40km/h motorcyclists will be maimed or killed.

Apparently extra motorcycle deaths are ok as there is an overall reduction. Should the whole Strategy not be reviewed if all the claimed benefits are not real and there are now additional deaths as a result of the installation of Wire Rope Barriers.

1.5. *Motorcycle safety – Wire Rope Barriers v's safe run-off area*

The *Towards Zero Tasmanian Road Safety Strategy 2017-2026* does nominate motorcycle riders as a vulnerable road user and recommends some further training, focus on safety clothing and encouragement toward ABS braking and that is about all despite their dominant role is the death rate.

Motorcycle safety is an area of some conjecture and we admit that it is difficult to providing a safe operating environment when you have an effectively unprotected human being challenged by comparatively massive vehicles ranging up to 50 tonnes. As a motorcyclist I am aware of the additional risks and like many motorcyclists I have developed strategies to stay alive being:

1. Assume that all vehicles can and will kill you and therefore try to anticipate their behaviour;
2. Ride regularly and keep up your mental skill levels;
3. Try to be in control of your environment, find a space in the traffic where you feel safe (usually ahead of the traffic and moving slightly faster than the traffic);
4. Be visible, daylight running light are excellent but assume that you are not seen or some-one doesn't want to see you;
5. And finally, motorcycles are nimble, but don't expect to win an accident so always look for an escape route to avoid an accident.

The concept of an escape route is the final strategy that will save a motorcyclist life and unfortunately the closure of this safe exit away from a potential accident is why Motorcyclist are so upset by Wire Rope Barriers.

If motorcyclists have no escape route, then they are competing flesh against metal and they die.

Motorcyclist and other vulnerable road users do feel that they are being sacrificed for the sake of an, as yet, unproven benefit being wire rope barriers.

The best example of a safe roadway in Australia is in fact in Victoria at the Phillip Island Racetrack where there the Safety Design has done away with all barriers and provided adequate run off for all vehicles.

This Safe Design demonstrates that even a motorcyclist can walk away from a +300km/hr crash yet on Tasmania Roads he/she is likely to die at 40km/hr when Wire Road Barriers are installed especially on the Bass Highway.

1.6. *Roadside run-off areas save lives – Personal Examples*

While there has been little research on the impact of Wire Rope Barriers on motorcyclist it is not unusual to see the following old quotation from Austroads (2003) brought out to claim no effect... *'... no evidence has yet been found (after an extensive search) to indicate that flexible barriers present a greater (or lesser) risk*

when struck by a rider compared to other commonly used barrier types, such as rigid concrete or semi-rigid, steel guardrails. Furthermore, no evidence has been found to indicate that the presence of any roadside barrier presents a greater (or lesser) risk to errant riders than does the absence of a barrier of any kind. Barriers are typically installed only where hazards exist within the roadside such as trees, poles, rock embankments, steep drops, concrete culverts or other hazards, or to prevent median crossover crashes. Rider impacts with these types of hazard also present a serious risk of injury to errant riders.'

This statement is some 17 years old and it is based on the assumption that barriers are installed ONLY where hazards exist (trees, rock, drops, culverts etc)we now know barriers are installed where there are no hazards and in fact the barrier is now the Hazard for motorcyclists especially on high speed roads where more run-off is need.

In terms of personal experience, myself, my son and my friend would all be death statistic if Wire Rope Barriers were installed on the Delegate to Orbost Road (Victoria), The Black Spur (Victoria), Mt Glorious (Queensland), Barrington Tops in NSW and Mole Creek (Tasmania).

I offer the following examples of the use of unrestricted run-off area needed to save a motorcyclist's life:

Photo 1 Delegate to Orbost Road (C612)



This unreported accident occurred on a bend where a poorly maintained edge of the road was patched and loose fine gravel was left on the surface. The accident was at a speed of approx. 80km/h and the bike and rider (myself) sustained no damage and we continued on the way ... once we managed to tow the motorcycle back on to the road. *If VicRoads had installed Wire Rope Barriers I would not have survived and would be a new statistic to add to their Toward Zero Road Safety Strategy 2016-2020.*

Photo 2 The Black Spur Road (B360)



Another unreported accident that occurred on the Maroonda Highway at 60km/h and was a result of a diesel spill on this wet road. Both the rider (my son) and bike sustained very minor damage and continued on the way once the gentleman in the photo assisted us to drag the bike up from the bush. *If VicRoads had installed Wire Rope Barriers my son would not have survived and would be a new statistic to add to their Toward Zero Road Safety Strategy 2016-2020.*

Photo 3 Mt Glorious Road Queensland



A result of a rapid puncture on this road at 70km/hr and while the bike was damaged where it impacted the road however the rider was safe. Police attended but no report. *If Qld Transport had installed Wire Rope Barriers he would not have survived and would be a new statistic to add to their tally.*

Photo 4 Road Debris Barrington Tops NSW



A smashed rim at 60 km/hr being the result of a loose rock. Again, a quick exit to the side of the road and no statistic and no damage to rider as no Wire Road Barrier.

Photo 5 Road Debris Mole Creek Tasmania



Another personal example of an accident due to material and litter that abounds Australian roads and again a smashed rim at 100km/hr (Mole Creek Tasmania). No other damage to the bike, no damage to the rider (myself) and the clear grassed edge of the road was vital as it was used to provide a very rapid run-off.
If the Department of Growth had got around to install their Wire Rope Barriers on this road I would not have survived and would be a new statistic to add to their Towards Zero Tasmanian Road Safety Strategy 2017-2026.

These are but a few of the experiences that the thousands of motorcyclists can provide to this enquiry. I am fortunate in that I do photograph and log such incidents. So, all vulnerable road users and a number of emergency workers would attest to and support the notion that the claimed justifications for the benefits of Wire Rope Barriers must be offset by the loss of the run-off facility available to road users to avoid accidents and to minimise damage.

In the case of motorcyclists, it is evident that their loss of a safe exit path resulting from such a barrier will increase their road trauma and their deaths.

Wire Road Barriers do kill motorcyclists and I do not believe that our community would accept this outcome that clearly discriminates against all vulnerable road users.

2. Current Towards Zero Tasmanian Road Safety Strategy 2017-2026 and progress towards its aim of a 20 per cent reduction in fatalities with 200 or less lives lost annually by 2026;

As noted above the stated aim of the Victorian Strategy was to reduce fatalities by 20 per cent by 2020 compared to Tasmania of 2026. Victoria has failed and we see Tasmania following a similar path with the same result failure? The Victorian outcome can be the result of the following and perhaps there is time for Tasmania to review its current strategy:

- a) A poorly defined set of Project Objectives and Strategies;
Perhaps the best practice Victorian Treasury PPP Guidelines were not followed and the Objectives/Strategies were not well defined, not realistic or not achievable using the proposed approach?
- b) Poor co-ordination, implementation, management and reporting of the Program;
While the Objectives and Strategies may have been sound the management of multiple Agencies, change over in staff, personal interest and loss of focus are common faults and the strategies to manage these should have been built into the original Business Case.
- c) Program hijacked by vested interests such as described above in the area of Solution Engineering and Vendor Capture.
As noted above the Committee should expect all Professionals party to this major Strategy to act in the best interest of the State and the Community and not to promote Solutions that are not appropriate, rigorously tested and independently analysed thereby jeopardising the whole Strategy.

We note the latest data available from the Australian Government being:

https://www.bitre.gov.au/publications/ongoing/international_road_safety_comparisons

Page 11 of the Towards Zero Tasmanian Road Safety Strategy 2017-2026 includes the following graph and comments:

“In terms of annual deaths per 100 000 population in 2013, Tasmania’s rate of 7.02 was higher than the national average (5.13) – with only the Northern Territory having a higher rate. It was also significantly higher than Sweden – a country renowned for its road safety practices – which had the lowest rate (2.72).”

Analysis of the current BITRE data suggests otherwise in that:

- a) 13 OECD Countries have lower death rates than Australia now just Sweden referenced in the Tasmania Strategy, which is ranked only 6th so it is in fact the not best reference;

- b) Victoria and Sweden have similar population density of 25 persons/km² yet Tasmania only has 7 persons/km² so comparison to either Sweden or Victoria is inappropriate as there are significant differences in “Remoteness” in the statistics.
- c) Figure 1.1 of the BITRE report reports Australian Major Cities accident rates of approximately 2.5 for “Major Cities” up to 28 for “Very Remote” areas therefore Tasmania at 6.0 would be well within expectations for a State with such large remote areas.
- d) In fact, the expected statistic for “Inner Regional” is approximately 7.5 so Tasmania with all its remote areas reporting approximately 6.5 is actually doing well compared to other states!

Without a detailed analysis of the performance of the *Towards Zero Tasmanian Road Safety Strategy 2017-2026* it is hard to pinpoint the exact cause of or predict the failure but it is sufficient to say that the Select Committee is concerned then the management of the Strategy has been less than adequate.

Further, the definition of the original Program may also have been inadequate in planning and providing sufficient checks and balances to ensure that the Program remained on track.

I made the following comment in respect to the review of the Victorian Strategy and I do hope through the work of the Select Committee we do not see a repeat of their failure in Tasmania in 2026.

In my role as a practicing Transaction Manager, I find it hard to comprehend how such a complex, expensive, multi disciplined program could be ever be approved for funding without undertaking a rigorous Business Case. Even more surprising is that this program and financial commitment was planned devoid of the normal financial rigor applied in a leading state like Victoria now also Tasmania?

3. Speed enforcement measures and speed management policies;

As a regular visitor to Tasmania (from Queensland) I am forced to travel through Victoria and in comparison, to Queensland, to NSW and especially to Tasmania the attitude to speeding and its consequences are one of the most striking aspects to driving/riding in Victoria.

It is now very apparent that if you speed at all in Victoria you will get caught. All Victorians know this, adjust for it and it now impacts the way they drive and the way they behave on the road.

Not Speeding is now the main focus of most Victorian Drivers and unfortunately this has had a number of undesirable outcomes that may more than negate the safety benefits of lower overall speed.

The negative impact cannot be seen or recognised by Victorian Authorities, researchers or regulators as it has now become the norm. Please do not follow down this path...

As an international traveller and vulnerable road user, I am able to recognise the stand out differences with Victorian driving and do hope that the current reasonable approach in Tasmania is *not influenced further by Victoria*. My personal experience is based on

normal driving/riding throughout Australia (50 years) PLUS for the past 9 years I have travelled for work and pleasure throughout Europe (3 months/year). This travel is mainly by motorcycle and is averaged at 15,000 kilometres/year (approximately 150,000 kilometres) and includes extensive travel in the following countries:

- UK;
- Ireland;
- France;
- Belgium;
- Germany;
- Netherlands;
- Sweden;
- Norway;
- Poland;
- Switzerland;
- Luxemburg;
- CZ Republic;
- Slovakia;
- Slovenia;
- Croatia;
- Spain;
- Portugal; and
- Morocco.

Based on this extensive travel experience I can honestly say that Victoria, Australia, is the most heavily policed region I have ever experienced. Switzerland comes a distant second and while the UK motorists complain about excessive Policing but is not in the same league as Victoria.

Tasmania, fortunately appears to have a reasonable approach but is at risk from following the Victorian Model.

3.1. Does high Policing of speeding make a difference to accident rates

I believe that it does not according to latest standard OECD traffic data (deaths per 1,000,000 vehicles or deaths per 1,000,000 population).

In fact, Australia fares poorly compared to many OECD Countries, particularly in respect to deaths/1,000,000 vehicles as below (2017 figures) especially given we have one of the lowest speed limits that is heavily policed:

Table 1 Europe OECD Comparison

Country	Road Deaths /1,000,000 vehicles	Maximum Speed limit km/h	Typical Freeway travel speed #	Speed policing compared to Victoria (1 -10)	Official Speed tolerance
United Kingdom	28.1	112	130	4	10% plus 3 km/h
Netherlands	35.8	130	140	5	

Germany	38.5*	No limit on 12,993 km of autobahn	150	4	3km/h
Austria	49.4	130	150	4	5km/hr or 5%
France	51.4	130	140	3	5%
Australia	53.5	110	102 (Vic)	10	Nil
Belgium	54.1	120	130	5 (Tolerance 6K or 6%)	5km/h or 6%
Portugal	54.5	120	130	5	10%
CZ Republic	54.5	130	130	4	3km/h or 3%
Italy	55.8	130	140	3	5km/h or 5%

Note: # Estimated free flowing traffic speed from extensive travel experience.

* Tasmania has 24,000km in its total road network compare to approx. 13,000km of unrestricted freeways in Germany yet Tasmania has a higher death toll ... speed is not always the Problem.

Based on personal experience and official OECD data it is clear that just focussing on Speed has little effect on the actual road toll. Perhaps you could even argue the opposite if we consider that the UK, Netherlands, Austria and France with Freeway limits of 130km/h and reasonable actual speed tolerance yet have significantly lower death rates.

Germany, even with some 12,993 km of unregulated speed autobahns still has a significantly lower (39%) death toll when compared to anywhere in Australia so strict regulation of Speed is not necessarily the tool we need in Tasmania.

3.2. Unwanted side effects of a focus on enforcement

This is a difficult one to describe and my opinion is fairly subject however it is based on extensive international experience over the past 10 years riding throughout Europe. It is also been formed from riding as a motorcyclist where your awareness is significantly heightened compared to the safety of a car.

Some/many roads over mountain passes are in Australian term down right dangerous yet are the norm in European Alps and you learn to ride safely. Sheer drop-offs of +500m on narrow mountain passes with only a knee-high trip rail also focus your attention.

The difference in driving in almost all of Europe to Australia and in Tasmania is the focus and awareness of motorists with the road, road conditions, other vehicles and traffic in general.

Despite the inherent safety measures applied in Australia, and being blunt, riding a motorcycle in some Australian States remains downright dangerous and compares to countries like Morocco and some Asian countries (for different reasons).

Fortunately, Tasmania can improve as it has yet to go follow other States down some inappropriate paths.

The difference now in Australia is that our drivers now focus on Speed rather than road conditions, other drivers and generally maintaining a safe position on the road.

The other more subtle and difficult to explain impact of this policing is there is an impression that as long as the driver is “compliant” in respect to speed then they are in the right and a new sense of perhaps righteousness is invoked. This results in an attitude that the driver does not have to be considerate or SHARE the road with others.

This is a very dangerous state of mind that does lead to road rage in the extreme but subtly affects all others on the road as it means that you can morally drive at any speed in any lane as long as you are not speeding. It can result in extreme impatience by following vehicles and it is easy to witness extreme and dangerous lane changes to the left and right simply to pass someone who has the moral right to drive in any lane (usually the right lane) without consideration of others.

This dangerous road practice appears to be sanctioned in Victoria and less so in other States including Tasmania. Such an indifference to other road users would not be tolerated by other road users or Police in countries with lower accident rates such the UK, France, Italy, Germany, Austria, France etc.

In the UK (having a significantly lower death toll) lane hogging (even in the centre of 3 lanes) is an offence and considered “careless driving” yet this dangerous practice is the accepted norm in Australia.

Again, in the UK the policing of the Highway Code would result in a Police report for Dangerous, Reckless, or Careless driving for under passing (passing on the left). According to their Highway Code, sections 138 to 145 and the legislation, overtaking is to be to the right of the vehicle in front, not to the left. The Highway Code clearly says "Only overtake on the left if the vehicle in front is indicating to turn right, and there is room to do so".

Again, this is another dangerous practice is becoming an accepted norm in Australia while we focus only on Speed.

While excessive speed may be dangerous, it is accidents that kill people not speed and we should be looking at the causes of accidents and encouraging a more respectful driver attitude.

The prime enforcement focus on just speed has, in my experience, led to a very poor driver attitude thereby actually increasing the risk of accidents. Hopefully, Tasmania can do better than to follow Victoria?

4. Commentary driver distraction and road ethics.

Perhaps my comment here is that culturally in Australia we have grown up with relatively low traffic density and culturally have been required to actually focus on attentive and safe driving.

Experience in driving/riding in other countries with higher density and far more challenging roads suggests that a far higher focus on the art of driving is required and expected. Surprisingly, while there is more competition for space in the road, there is a far greater tolerance and safe sharing of the road is most evident. Interestingly, phone use appears more prevalent in Europe BUT the negatives appear to be offset by a far higher awareness and focus on maintaining a good road position.

So, in our case we:

1. have a very poor driving attitude;

2. fail to take the personal responsibility for driving safely;
3. now have much higher traffic density;
4. continue to be distracted not only with phones; and so
5. as a consequence we are dangerous drivers.

As a motorcyclist you do get to see the incredible distractions that drivers manage to find for themselves rather than simply concentrate on their job of delivering them and their passengers safely to their destinations.

While texting and use of phones are common it is even more scary to see drivers, for example, crocheting while driving with their knees, cracking boiled eggs and buttering their toast to name but a few.

Personally, watching a B Double driver wrestle with a phone while texting and driving at you at 110km/h on your motorcycle on the Midland Highway is not a pleasant experience especially when a road safety expert has now installed wire rope barrier to close off your only escape route but will do nothing to stop the Truck if it loses control.

So, again, should we not be focussing on reinforcing the driver's responsibility to safely deliver themselves and their passengers to their safe destination rather than inventing more ways to catch them out if drivers actually own this responsibility then police may not have continually invent ways to catch them?

5. Adequacy of current road standards and the road asset maintenance regime;

A significant financial commitment has been made by State Roads Division of the Department of State Growth into what they believe are actions to improve the safety of roads. Rumble strips and widened median strip are part of this improvement and I expect that they will assist motorists from drifting into oncoming traffic or wandering away from the pavement.

My extensive comments on Solution Engineering as it applies to wire rope barriers are noted above however, I also note the real concern in rural Victoria and NSW where road maintenance budgets have been significantly impacted (reduced) to fund the installation and ongoing maintenance of such barriers.

If we look at just the five (5) examples of unreported motorcycle accidents noted above four (4) are as a direct result of poor road maintenance or repair being road litter (timber/rocks), diesel spill not dealt with or poorly repaired/patched road.

All would have been another road death except in all cases there was adequate run-off for the motorcyclist to exit the road.

Readily available run-off area is not always available in Tasmania, as in a lot of the European mountains, the run-off area is either not available or treed etc.

Unfortunately, Tasmania does have some very unsafe road maintenance practices that do directly cause accidents. A lot of roads are small and in tight hilly areas resulting in tight bends. It is apparent that trucks do manage to cut these tight corners and rear wheels cut up the inside of the corner.

The most dangerous maintenance action is the addition of fine gravel to repair the road edge resulting in fine gravel spread over the inside of tight left-hand corners. This is an

extremely dangerous practice and adds significantly to the already high risk of vulnerable road users (cyclists and motorcyclists).

This risk is entirely preventable and to be specific the Tasman Highway and the Huon Valley Council appear to offer the highest risk.

6. Duty of Care – State Roads Division of the Department of State Growth

As an Engineer I am subject to a legislated Code of Practice in Queensland and such Legislation is being considered in both Victoria and NSW and will no doubt end up in Tasmania. Notwithstanding this all-road users expect road designers to exercise a duty of care and the installation of potentially dangerous Wire Rope Barriers and placing gravel on road corners is, in my opinion, not exercising that duty of care.

I also do not believe that any Engineer can comply with any Legislated Engineering Code of Practice or meet community safety standards when they rely on exaggerated claims on product safety, ignore the safety benefits of a run-off zone and thereby discriminate against all vulnerable road user.

For example, in Queensland.... *“Through its code of practice, a profession shows it recognises its responsibility to the public to ensure the actions of its professionals promote safety, integrity, and fairness, evidences its commitment to these things, and thereby encourages public confidence in the profession.”* Quote from Board of Professional Engineers

Our community have an expectation that our Engineers will operate to a high safety standard, regardless of where we live in Australia and this is slowly being reflected in Legislation and in some cases Litigation so the Select Committee should expect nothing less from its road safety Engineers.

7. Adequacy of driver training programs

As a regular visitor and not a Tasmania resident, it difficult to form an opinion on the actual driver training programs proposed through the Towards Zero Tasmanian Road Safety Strategy 2017-2026 however as a regular visitor to Victoria I can perhaps comment on the standard of driving that results from the current training and compare this to other states and countries.

One observation that is easy to make is that drivers appear to be taught to simply comply with the speed limits and that assertive driving seems to be one the rise in young drivers.

Certainly, safety focussed road skills, as below, do not appear to be addressed:

- respect for other road users;
- sharing skills;
- awareness and consideration of other road users;
- anticipation and awareness to changing road conditions;
- staying left on multi-laned roads;
- actively avoiding distractions;
- awareness of blind spots; and

- taking responsibility for delivering yourself and passengers safely to their destination

8. Adequacy and accuracy of road collision data collection

Where a State has committed to a program such as the *Towards Zero Tasmanian Road Safety Strategy 2017-2026* it is vital that there is ongoing monitoring of the program and independent collection of necessary data such that Parliament (via the Select Committee) can have confidence that its commitment is actually being delivered.

The Select Committee now has the opportunity to validate Tasmania's position and not fall into the same trap that Victoria has when it has to rely on a VAGO Report that VicRoads has not planned to nor is required to collect accurate road collision within an acceptable time frame..... all year after the funds have been spent.

It is also clear that VicRoads have not tracked or logged accurately where the Wire Rope Barriers have been installed and nor is there logging of the presence of Wire Rope Barriers in all accident assessment.

It is impossible to validate the claimed safety benefits when the collection of real data is not undertaken, yet VicRoads make unvalidated publicity statements claiming how effective the barriers are. Again, Tasmania should be wary of claims that are not independently validated.

Where there are claims that the data collected is "cleansed" to fit the claimed performance and again Public Confidence is lost.

My concern is that Tasmania is following this well-worn path of self-justification and my hope is that it is early enough for a careful, independent, review so that the *Towards Zero Tasmanian Road Safety Strategy 2017-2026* is a success.

9. Other Successful Road Safety measure that could be introduced.

As a motorcyclist and Engineer I am a keen observer of road and traffic behaviour and always looking for successful road safety initiatives and practices.

9.1. Lane Discipline

I realise that like all States, Tasmania does have a rule requiring vehicles to keep to the Left. This is clearly not really enforced and the norm appears to be that you can drive in any lane at any speed as long as you are not speeding too much.

While keeping left is the fundamental road law not keeping left on multi laned roads does result in significant and unnecessary lane changes.

Any vehicle lane changes are a dangerous manoeuvre and there is world wide acceptance that slower vehicles keep away from the outside lane (faster lanes) to minimise the number of unnecessary lane changes.

In the UK any motorist not keeping left and any driver passing on the left would face severe punishment for dangerous driving. And as noted earlier the UK has a

significantly better road safety outcome than Tasmania and significantly higher tolerance for speed.

We suggest that it will be hard to reduce Tasmania's Road Toll when it sanctions such a dangerous road practice as a norm?

Safety Observations:

- In European Countries the fast lane is the fast lane and only entered by fast vehicles (+130 km/h) or for overtaking.
- In France a very effective safety practise is for the overtaking vehicle to display their indicator before and during the overtaking manoeuvre. This clearly indicates that a slow-moving vehicle is entering the fast lane and following vehicles have warning and adjust their speed appropriately.
- In the USA the vehicle in front on a multi-laned road has the right of way so vehicles travelling up through traffic have to be very aware that the vehicles in front is entitled to its lane and take care. This rule provides an enormous beneficial effect when traffic slows or has to merge.

9.2. Emergency Braking

With the increasing numbers of automatic cars plus the introduction of electric vehicles with regenerative braking (automatic brake lights on Tesla) small changes in speed on a motorway is reflected in a sea of brake lights. This is a difficult situation for following traffic (particular in winter in Tasmania) and rather than risk a crash the following vehicles overbreak and eventually we get to a driver who is not observant (texting) who then has a rear end crash or runs off into a Wire Rope Barrier. Or in extreme cases uses the appropriate Emergency Lane and collides with Police vehicles. European countries have a very harsh winter yet road speed can be 50% to 100% higher than in Tasmania yet, and using international safety data, their death rate is still significantly lower than Tasmania.

Safety Observations:

- In Europe on high speed roads and mostly particular France it is accepted practice to apply your emergency hazard light when you have to brake quickly or stop quickly. These hazard lights are turned off only when the vehicle following initiates their hazard lights. This has an enormous safety impact in that a) following traffic knows immediately that there is a dangerous situation ahead (not just slowing) AND b) they know how quickly this front (rear end of cars) is approaching them as the last vehicle in the queue is the one with the hazard lights still on. It simply works and saves lives.

9.3. Motorcycle Interaction with Traffic

There is certainly a heightened awareness of motorcycles in Europe and this is possibly as many young people start off the driving career as a motorcyclist. Therefore, the young motorcyclist that is next to you in traffic could be a friend, a family member or neighbours' child so there is more recognition and consideration. My observation is that many European drivers recognise the vulnerability of motorcyclists in traffic and appear to make conscious efforts to stay separated from motorcyclist and move then on to clear road ahead of the traffic.

Safety Observations:

- In Italy, France, Spain, Austria etc motorists provide space at the head of queues at roadworks for motorcyclist to queue at the front and then allow them to proceed first to separate themselves from traffic and provide a safer road condition for all;
- Similarly, at traffic lights the motorists are happy to provide clear space ahead of them for motorcyclist to get away from the slower cars;
- On country roads it is not uncommon for cars to move over and wave motorcyclists through rather than let them undertake a risky overtaking manoeuvre.

In Italy it is not uncommon for oncoming trucks to move over to allow a motorcyclist to overtake up the white line!!!. This is not a strategy I would recommend on fast moving roads.

Recommendations

That without evidence to the contrary the “*Towards Zero Tasmanian Road Safety Strategy 2017-2026*” appears to be structured with an expensive infrastructure Solution already decided being a wire rope barrier approach only promoted by one Country in the OECD without due regard to alternatives and without rigorous and independent validation process.

1. It is recommended that the Tasmanian Audit Office review at least this aspect of the Towards Zero Tasmanian Road Strategy.
2. In the interim it is strongly recommended that all installation of Flexible Wire Rope Barriers cease in Tasmania until the Tasmanian Audit Office is satisfied that such infrastructure is of benefit to all Tasmanians and processes are in place to validate (or otherwise) the ongoing effectiveness of such barriers.
3. Vulnerable road users do not appear have been adequately consulted anywhere within Tasmania’s road safety strategy and it is recommended that local motorcycle activists (such Damien Codognotto of MRAA) now be asked to present to the Select Committee, present to the Tasmania Audit Office and be the motorcycle representative on the Road Safety Advisory Council.
4. For the protection of vulnerable road users, the Select Committee should recommend that the use of fine loose gravel on road edges and road patches be banned in Tasmania.
5. That the Select Committee recommends that Tasmania Police enforce the “Keep Left” rule on all multilaned roads and the community are made aware of the safety benefit.
6. That the Select Committee consider recommending that all major Safety Programs are developed and managed in accordance with the Victorian PPP Guidelines.
7. It is noted that Tasmanian roads will be a lot safer for motorcyclist if the above recommendations are actioned and it is further recommended that Tasmania take

advantage of the enormous tourism's benefit of motorcycle tourism (see Attachment 1)

Thank you for the opportunity to make comment and apologies for the typo's and grammatical errors that I have missed.

I hope that these comments help the Select Committee has the commitment to deal with this situation and it is disappointing to see such a well intention Program fail to deliver.

Unfortunately, this is now not an uncommon theme in my current professional role but with some guidance we can make Tasmania's road a lot safer.

Mal Peters

BE (Civil), MIE Aust CPEng APER Engineer IntPE(Aus) RPEQ

Attachment 1

Tourism Potential for Tasmania as Motorcycle Destination

From: Mal Peters <mal.peters@perongroup.com.au>

Date: Thursday, 1 April 2021 at 12:01 pm

To: SIMON BOUGHEY <Simon.Boughey@parliament.tas.gov.au>

Cc: damien codognotto <damienkcodognotto@gmail.com>

Subject: MEETING - Motorcycle value add tourism

Hi Simon

It was good to meet with you on Tuesday and as discussed, I would like to add some supporting information to Damien's proposals in respect to motorcycle Tourism and Parking.

Firstly, my occupation is that of a Transaction/Project manager and in that role, I have the luxury to travel extensively for work and have undertaken major project management roles in the Middle East and Europe.

Since first attempting to retire in 2010 I would normally spend 3 months a year travelling in Europa and recently Nth Africa. Some of this is for work and training but includes travel for pleasure.

As a motorcyclist I manage to own a motorcycle in the UK and have spent the 3 months each summer/autumn in the most interesting parts of Europe and typically travel with my wife (as photographer) staying in Hotels in regional areas.

Apart from the independence and flexibility advantages of motorcycle travel the normal question is why motorcycle?

Perhaps the answer is summarised by the saying "If you want to transport your body, then 4 wheels. If you want to transport your soul, then 2 wheels"

For us it is about the Experience of travel and motorcycle touring puts you in contact with the locals and the community when compared to most other travel options.

European high value regional tourism

In respect to tourism there are a number of really striking differences between the high value regional approach in Europe to the mainland Australia approach where we focus on big distance Campervans and Caravan travel plus major city experiences. Tasmania is smaller and its regional areas could benefit from an approach more suited to its regional aspect.

If I focus at the moment on the motorcycle scene in respect to travel in Europe there are some aspects that could be real opportunities for Tasmania. So, if I generalise a bit in Europe::

- Motorcycle travel as an industry in Europe has been driven by the demand from cashed up Germans travelling 2 up (Husband and wife) on relative expensive motorcycles;
- Their holiday period is generally fairly short (typically 2 weeks);
- Some smaller regional Hotels have set up as specialist motorrad (motorcycle) Hotels that offer long term (up to 2 weeks) accommodation and local travel experience;
- It is normal for Hotels to offer a half board accommodation package (dinner bed and breakfast);
- Evening meals are often in a relaxed area where guests can share tables, experience and can build relationships with both the Hotel staff and other guests;
- The half board and customer support ensures that the Hotel receives maximum benefit from their customers and they in turn can invest in really good customer experience to include:
 - Regional travel guide and maps of local travel routes;
 - Recovery and transport services;
 - Links and transport for local community interests (fairs, markets, museums, history and walking tours, photographic groups, knitting groups etc);
 - Undercover parking and some maintenance facilities

- The investment by these Hotels in Motorcycle tourism is also readily transferable to other similar market areas that can provide a much-enhanced business season including servicing:
 - Hiking and walking groups;
 - Canoeing;
 - Cyclists;
 - Mountain Biking;
 - Camping;
 - Food and wine;

The real benefit is to the community where several groups of different tourists based in the region spend quality time (and money) in that region and they can become somewhat part of the community compared to traveller's in their self-contained Caravan.

Best Regional Example

Perhaps the best example of a "whole of region" approach that encompasses motorcycle, walkers, cyclists, canoeist, mountain bike riders, campers` is the **Karnten (Corinthia)** region of Europe.

This is an amazing area with a common language (German) that encompasses Southern Austria and Northern Italy and Northern Slovenia.

There is a regional Tourism support website that supports all the above activities away from the major cities and tourism hot spots.

The population of this region is almost the same as Tasmania at 561,000 persons yet it is able to produce the finest Tourism support web site and Tourism support network all of Europe.

Can I urge you to look at how well this supports regional Tourism and how it integrates the high value Motorcycling, Walking, Canoeing and biking tourist activities.

<https://www.visitcarinthia.at/> and simply click on "Activities" .

In respect to walking please note that the European walking experience is often still a walk through significant natural areas but with a Hotel at either end thereby walkers are a higher value Tourist than we see in Australia.

In respect to Motorcycling and similarly for Cycling simply look at the information available through <https://www.visitcarinthia.at/motorcycle/the-top-10-roads-for-motorbikes-south-of-the-alps/>

So, as a model for Tasmania perhaps this is a good model to enhance the regional Tourism experience.

Motorcycle Touring:

In respect to Motorcycle Touring can I suggest the following:

- Motorcycle Tourists want to experience the regional areas of Tasmania, not the big cities and are a readily tapped market;
- In a normal year there is an untapped market of tens of thousands of Motorcyclist at Phillip Island late in October and January;
- You can accommodate up to 10 motorcyclist (5 motorcycles) to replace a small camper on the Spirit of Tasmania;
- Motorcyclists do not carry food or accommodation and contribute many many times more tourist dollars to the community of Tasmania compared to an equivalent car/camper on the Ferry;
- If you look at the multiplying effect of up to 5:1 for motorcycles to car/camper and the subsequent spend then Damien's concept of free motorcycle Ferry travel make real economic sense;
- Motorcyclists can be considered as community supporting each other while travelling so experiences (good and bad) travel very quickly and this can be used to your benefit.

To tap this market can I suggest that the Carinthia/Karnten web site and approach is a good start of a model for regional Tasmania.

However recognising the Community aspect of Motorcycle Touring/travel and based on personal experiences here and overseas can I suggest:

- Safe parking is an issue (everything you own is effectively on the bike and not securable) and being able to provide motorcycle parking in site of café's or secure parking can decide whether one stops or even stays in a town;
- Road safety is an issue for vulnerable road users and the ongoing addition of Wire Rope Barriers to a road is a safety issue and can stop motorcyclist/cyclists simply visiting an area;
- Similarly, a number of Councils and road authorities use a very fine gravel on the edges of the road that is picked up by cars and cause a real road hazard for motorcyclists and cyclists (Huon Council to name one). There are better and safer alternatives;
- Over policing is an issue in some States and in general Tasmania Police are more forgiving via the issue of a warning and lecture for speeding this turns a negative experience into a positive outcome for the Tourist and one that spreads good will (and compliance) for Tasmania and Police.
- Recognition of the second person on the motorcycle, the pillion (usually the wife) who has an enormous say as to the travel experience so providing positive experiences in a region that suit the pillion is vital to future travel. Also note that in poor weather riding is not that pleasant so other opportunities could include:
 - Local history tours of region;
 - Access to local craft groups;
 - Talk with local school groups;
 - Local tours and food/cheese experiences

So, overall, motorcycling touring is potentially a high value tourism opportunity that Tasmania has the opportunity to fully develop and at relative low cost.

If you use the Carinthia/Karten model then this can be readily expended to include many other Tourisms activities/experiences that can be delivered in the regions.

Regards

Mal Peters
Senior Consultant
The Peron Group

