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Mr Tim Mills

Inquiry Secretary

Parliament House Hobart 7000

Greetings. I am a member of the RACT and recently was engaged in a survey of members regarding a submission to be made to the Dept of State Growth about road safety.

As a motorcyclist, I found the survey lacking in regards to pertinent issues, which I want to raise here.

Motorcyclists are very aware of their vulnerability and generally take responsibility for their own safety consequently.

The single greatest threat to motorcyclists is the level of ignorance that other motorists have concerning the issues that affect us as legitimate road users (as I'm sure is the case with cyclists and heavy vehicle operators).

The hub of my concern is to improve the processes of better knowledge equipping of all road users about the issues that face other road users.

This could easily be done by having more content in the process of obtaining a class of licence that crosses over into the areas of safety that are of concern to other licence classes. And also regular advertising of issues of safety in the way that changes to road rules are advertised.

Having recently obtained a public Vehicle Passenger Licence I was encouraged that the on-line practice tests included motorcycle related questions. I'm now in the process of obtaining a heavy vehicle licence. This process has similarly made me aware of how necessary it is for there to be inclusion of specific pertinent safety issues of this licence class included in the licensing or educating of **all** road users.

The level of engagement that accompanies riding a motorcycle makes one very aware of the road environment; things that are lost to the car motorist are very apparent to motorcyclists. Below are some thoughts that may be considered in your Inquiry.

The different speed limits for provisional licence holders (car driver vs motorcyclist) is in my view the single greatest safety issue for motorcyclists. Occupying a lane at the required restricted speed limit of 80kph in a 110 kph or 100 kph zone is frustrating for other road users, with resultant poor safety outcomes. (It's safer to keep displaying a L plate, which gets better consideration than a P plate). Or travel at the speed that is applicable to cars displaying P plates.

Motorcyclists have to bear the burden of the additional cost of MAIB insurance. This is particularly an issue for an individual (such as a collector) who may have several vehicles and yet can only use one at a time. (Does this cost relate to motorcyclist's level of responsibility for the cause of accidents and compensation, or is it a representation of the fact that motorcyclist will often have injury in any accident?) In short, is this additional cost punitive and therefore a disincentive to use what is otherwise a better means of transport in regards to every other cost associated with road use.

A review of restrictions on overtaking before line marking is undertaken (rather than re-paint the existing) would be sensible. The environment associated with roads and visibility is changeable (removal or growth of vegetation particularly) and needs review.

Motorcyclist could be allowed to cross unbroken centre lines ('when safe to do so') when traffic flow is restricted, (such as happens in peak flow), in the same way as lane filtering is now allowed. And also travel in designated bike lanes when they are unoccupied.

Road use will be increasingly utilised by all kinds of vehicles (e-bikes, motorised scooters and skateboards etc), not any different to a horse really! The emphasis needs to be on sharing and consideration.

Yours sincerely

Chris Broad