The number of people riding motorcycles on our roads has grown significantly over the past few years. Whether it is because they are a good option in heavy traffic, or because they are a more economical way of travelling, or simply for recreation, more and more people are taking to two wheels rather than four.

Motorcyclists, however, are some of our most vulnerable road users. They have less protection than motorists and are more likely to be injured if there is a crash. Last year, 26 motorcyclists were killed in WA, representing 16% of all fatalities. So far this year, that figure has grown to 24%.

Clearly, we need to find more, and better, ways of making motorcycling safer. There is no single answer. An analysis of the issues was conducted by the Motorcycle Safety Review Group (MSRG) in 2015. The analysis proposed a number of actions.

Changes under consideration by Government include:

» amendments to the Road Traffic Code 2000, to provide clarity regarding the practices of motorcycle lane filtering and splitting; and
enhancing the current licencing and testing requirements for motorcycles and mopeds by including:

— a minimum learner’s permit tenure period;
— a pre-licence motorcycle specific Hazard Perception Test (HPT);
— a minimum two-year restricted licence (LAMS) phase on R-E class motorcycles; and
— increasing the rigour of the two motorcycle PDA (for R-E class and R class vehicles). Assessments for R class vehicles to be more rigorous than that of R-E class vehicles, reflecting the higher order skills required for a more powerful motorcycle.

This public consultation paper is the final stage in the consultation with stakeholders. These broad proposals provide all those who might be affected with an opportunity to comment so that we can ensure that the changes will be those most likely to achieve greater safety for motorcyclists.

The public consultation period commences 23 June 2018 and concludes 23 July 2018. We welcome all submissions.

We urge you to provide feedback. We all need to work together to save lives on our roads.
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3  Consultation to date

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Introduction and policy intent

Motorcycle safety remains a key road safety focus for the Government. At the time of writing, 16 motorcyclists (and their pillions) have lost their lives on WA roads. This represents 24% of fatalities for 2018 to date. This is consistent with trends over time, with motorcyclists continuing to be overrepresented in killed and seriously injured (KSI) crashes.

Since the Towards Zero baseline period (2005-07 three-year average):

» The number of motorcyclist KSI has remained relatively static.

» There has been a 112 percent increase in the number of motorcycles registered in Western Australia, from an average of 60,252 in the baseline period to 127,859 in 2017).

» Towards Zero seeks a 40% reduction of motorcyclists KSI to 220. In 2016 there were 82 more motorcyclists KSI than the target.

Figure 1: Number of motorcyclists KSI and registered motorcycles, WA, baseline to 2016
Motorcycle safety remains a key road safety focus for the Government. At the time of writing, 16 motorcyclists (and their pillions) have lost their lives on WA roads. This represents 24% of fatalities for 2018 to date.

In 2015, a comprehensive review into the issues impacting motorcycle and moped KSI crashes was undertaken by the MSRG. This produced a Report that contained 39 proposed actions. The MSRG analysed all KSI crashes in 2013 and 2014 involving motorcycles and mopeds (n=87), as well as rider licence, traffic and criminal offence histories. The analysis found that the majority of crashes (72%) involved riders who had held an R Class motorcycle licence. This highlighted that riders who have progressed through the GDTL are still at risk. Key recommendations within the report included:

- enhancements to the Graduated Driver Training Licencing system (GDTL), which would improve motorcycle rider safety; and
- exploring the option of permitting motorcycle lane filtering, which would provide clarity to all road users about when this manoeuvre is permitted.

A significant benefit of considering motorcycle lane filtering is to bring WA in line with other Australian jurisdictions. Of the five proposed reforms, four have been adopted, in some form or another, by other Australian jurisdictions.

The motorcycle specific HPT will be the first of its kind in Australia. It is designed for scenarios specifically encountered by motorcyclists and thus will prove much more effective in testing the hazard perception ability of learner riders in comparison to the existing process. DoT also wishes to extend the motorcycle specific HPT to learners of mopeds.
Consultation to date

Considerable research, analysis and stakeholder consultation has been undertaken to inform the proposed reforms within this paper (see Diagram 1 below). In 2015 the MSRG undertook their comprehensive review into KSI crashes involving motorcyclists and mopeds. The MSRG was chaired by the Road Safety Commission and comprised of representatives from the Department of Transport, WA Police Force, Main Roads WA and Insurance Commission of WA. Consultation was also undertaken with local riding groups such as the Motorcycle Riders Association.

After the release of the MSRG Report, government agencies commenced and continued to implement the 39 actions.

In 2017, the Commission established the Motorcycle Safety Sub-Committee (MSSC) to address the remaining actions. The MSSC provided a conduit for stakeholders outside government to express views about the most effective and practical changes to existing regulations.

In 2018, following the release of the Government’s Service Priority Review: A Blue Print for Reform, the Commission and the Department of Transport identified an opportunity to coordinate a joint public consultation process to facilitate greater efficiencies across government and ensure a coherent approach to motorcycle safety.

On 23 June 2018, this public consultation paper was released at the Motorcycle Safety Forum providing the public with an opportunity to have their say. The consultation period provides four weeks to provide feedback.

Diagram 1: Overview of consultation to date
Scope of proposed reforms

In light of the increasing number of motorcyclists on the roads, together with crash history, the Government is looking at further ways to enhance the safety of motorcyclists.

The current regulatory framework governing motorcyclists is set out in Diagram 2 below:

Diagram 2: Current Western Australian regulatory framework governing motorcycles
The Government is proposing five reforms to the regulatory framework (1 to the RTC and 4 to the GDTL) as set out in Table 1 below. A summary supporting the rationale for each proposed reform is provided next to each.

Table 1: Proposed reforms to the Road Traffic Code and Graduated Driver Training and Licensing System

<table>
<thead>
<tr>
<th>Current state</th>
<th>Proposed reform</th>
<th>Supporting rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road Traffic Code</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Motorcycle lane filtering or splitting is not defined within legislation. | Introduce a road rule permitting motorcycle lane filtering and thereby prohibiting splitting. | Harmonisation with other jurisdictions:  
» With the exception of WA and the Northern Territory, all other Australian jurisdictions have either legislated the practice of lane filtering or are in the process of trialling legislation (see Attachment A for a visual depiction of lane filtering).  

Improved safety and risk mitigation:  
» The current rules do not provide clarity to road users about this practice. |
| **Graduated Driver Training and Licensing System** | | |
| Currently there is no minimum learner period for R-E class learner riders if they already hold a car or a moped driver’s licence. | Introduce a minimum learner tenure period of six months whilst learning to ride LAMS (R-E class) motorcycles regardless of holding a car or moped licence. | Harmonisation with other jurisdictions:  
» With the exception of WA, all other Australian jurisdictions require a learner period of between three to six months.  

Improved safety and risk mitigation:  
» The learner phase provides applicants with an opportunity to develop on-road skills and experience under conditions of lower risk and there is evidence to suggest the longer the learner phase, the fewer the motorcyclist fatalities.  

» A minimum learner phase of six months is expected to provide learner motorcyclists with an opportunity to gain experience and develop skills under conditions of lower risk. The proposal for a six-month minimum tenure period is based on evidence from the US that there were fewer motorcyclist fatalities in states with longer minimum tenure periods for motorcycle learner permits (McGwin et al. 2004). US States with at least 190 days tenure had significantly fewer fatalities per distance travelled than those with minimum tenure periods of 95 days or less. |
<table>
<thead>
<tr>
<th>Current state</th>
<th>Proposed reform</th>
<th>Supporting rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Graduated Driver Training and Licensing System (cont)</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| There is no motorcycle specific HPT. Currently, riders undertake a generic HPT. Also moped riders are currently not required to undertake an HPT. | Introduce a pre-licence motorcycle specific Hazard Perception Test (HPT) for all powered two wheelers (mopeds and motorcycles). | **Improved safety and risk mitigation:**  
» Research indicates that HPT's for car drivers may not be appropriate for motorcyclists.  
» Moped and motorcycle riders undertake manoeuvres that lead to specific hazards and also need to be more aware of potential road surface hazards such as oil and potholes which rarely feature in standard hazard perception tests. A motorcycle specific HPT is intended to be incorporated into the motorcycle GDTL analogous with the car GDTL and will cater specifically for motorcyclists. It is also intended to be included for moped licensing. |
| The rider is subject to one-year LAMS (R-E class) restriction | Enhance the one year LAMS (R-E class) restriction to a two year minimum period prior to becoming eligible for an unrestricted R class PDA | **Improved safety and risk mitigation:**  
» Riding experience over a longer period of time on lower powered motorcycles better prepares motorcyclists to handle and control high powered motorcycles and decreases the risk of crashing. This is linked to the previously stated rationale supporting a longer learner and intermediate phase. |
| Currently R-E class and R class PDA are exactly the same; just they are required to be undertaken on LAMS and high-powered motorcycles respectively. | This initiative will increase the rigour of both (R-E class and R class) motorcycle PDA. Riders will be required to achieve a higher pass mark in each of the assessments. This includes transforming the R class PDA into an exit test thereby requiring a higher pass mark than the LAMS (R-E class) PDA. | **Improved safety and risk mitigation:**  
» Preliminary feedback received from professional motorcycle instructors and assessors indicates that there is scope to strengthen the two motorcycle PDAs as riders with well-developed riding skills should only be able to pass the tests.  
» Additionally, the R class PDA (undertaken to remove the LAMS restriction) is intended to be turned into an exit test to require a higher pass mark than the LAMS PDA. This is to accurately reflect that high-performance motorcycles require higher order riding skills. |
Diagram 3: Visual representation of lane filtering

**Image 1**

Lane filtering (Max 30km/h)

**Image 2**

Lane splitting (Above 30km/h)

**Image 3**

Lane splitting (At any speed)
**Table 2: Approaches to lane filtering/splitting by other Australian jurisdictions**

<table>
<thead>
<tr>
<th></th>
<th>Penalties</th>
<th>Not permitted</th>
<th>Licencing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NSW</strong></td>
<td>3 demerit points and fines</td>
<td>in school zones</td>
<td>Full licence* required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>next to the kerb sides or past parked vehicles</td>
<td></td>
</tr>
<tr>
<td><strong>ACT</strong></td>
<td>Trial ongoing</td>
<td>on a kerbside to a footpath or in breakdown lanes</td>
<td>Full licence required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in school zones</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>passing through roundabouts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>passing heavy vehicles/buses</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>passing parked vehicles</td>
<td></td>
</tr>
<tr>
<td><strong>QLD</strong></td>
<td>3 demerit points and $341 fine</td>
<td>in school zones or across pedestrian/children's crossing</td>
<td>Open licence* required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in bicycle lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>between a vehicle and the kerb</td>
<td></td>
</tr>
<tr>
<td><strong>SA</strong></td>
<td>3 demerit points and $363 fine</td>
<td>in school zones or across pedestrian/childrens crossing</td>
<td>R and R-Date license required and not permitted for moped riders with a car licence</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in bicycle, bus or tram lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>next to parked cars or between vehicles and the kerb, or on roundabouts</td>
<td></td>
</tr>
<tr>
<td><strong>VIC</strong></td>
<td>3 Penalty units</td>
<td>between traffic and an adjacent kerb</td>
<td>Motorcycle licence holders only (not learners)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in bicycle lanes or bicycle boxes</td>
<td></td>
</tr>
</tbody>
</table>

**Note:**
- The changes do not affect how motorcycles may currently use special purpose lanes.

- Motorcycles are permitted to lane filtering between parked cars and traffic, in all speed zones (including areas where schools are) and through intersections.

*Full/Open licence are interchangeable terms used by Australian jurisdictions to distinguish between drivers licence’s with restrictions (such as Provisional status)*
Glossary

Acronyms

» ARRB: Australian Road Research Board

» GDLT: Graduated Driver Licensing and Training System

» HPT: Hazard Perception Test

» KSI: Killed and Seriously Injured

» LAMS: Learner Approved Motorcycles Scheme

» MSRG: Motorcycle Safety Review Group

» MSSC: Motorcycle Safety Sub-Committee

» PDA: Practical Driving Assessment

» RTA: Road Traffic Act 1974 (WA)

» RTC: Road Traffic Code 2000 (WA)

» VRUAG: Vulnerable Road Users Advisory Group
Terms

» LAMS: A motorcycle (not a moped) restricted to engine capacity of up to 660cc and power to weight ratio not exceeding 150kW/t. A list of LAMS approved motorcycles is available on Department of Transport WA website.

» Lane filtering: Australian jurisdictions define lane filtering as a manoeuvre involving a motorcyclist moving between two or more lanes of traffic (travelling in the same direction) at a speed of 30km/h or below. The 30km/h speed has been adopted by all other jurisdictions and is used to delineate lane filtering from lane splitting. Controlling vehicle speed can prevent crashes from occurring and reduce injury severity. Evidence shows there is a 90% chance of survivability when a motorcyclist is struck at 30km/h and this chance rapidly decreases with additional incremental increases up to 70km/h.

» Lane splitting: Lane splitting involves a motorcyclist moving between two or more lanes of traffic (travelling in the same direction) at a speed of above 30km/h.

» Pillion: A seat for a passenger behind a motorcyclist.

» R-E Class: A person is restricted to riding a LAMS approved motorcycle only when they have obtained a licence for class R and is endorsed with the condition E.

» R-N Class: A moped.

» R Class: Any motorcycle

Table 2: Summary of vehicle details

<table>
<thead>
<tr>
<th>Vehicle Class</th>
<th>Type of vehicle that can be ridden on this class</th>
<th>Type of vehicle permitted for assessment purposes</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-N class</td>
<td>Moped</td>
<td>Moped (speed limited to 50kmph and has engine capacity not exceeding 50cc)</td>
</tr>
<tr>
<td>R-E class</td>
<td>LAMS motorcycle</td>
<td>A motorcycle (not a moped) restricted to engine capacity of up to 660cc and power to weight ratio not exceeding 150kW/t. A list of LAMS approved motorcycles is available on the DoT WA website.</td>
</tr>
<tr>
<td>R class</td>
<td>Any motorcycle</td>
<td>A motorcycle exceeding power to weight ratio of 150kW/t or engine capacity of 660cc.</td>
</tr>
</tbody>
</table>
WA Public consultation survey

First off, a couple of questions to make sure you're eligible for this survey.

1. Have you read and understood the WA Government’s proposed amendments to the Road Traffic Code 2000? (Please tick)
   - Yes
   - No
   - Can't remember / not sure

2. What is your age?

3. Do you have a current WA driver’s licence, motorcycle or moped licence?
   - Yes, a full motor vehicle, motorcycle or moped driver’s licence
   - Yes, a learner’s permit (L plate)
   - Yes, a provisional licence (P plate)
   - Yes, an extraordinary licence
   - No, but I have a valid licence from another state/country
   - No, my licence is suspended
   - No, I have no driver’s licence

4. Do you support the proposal to introduce legislation that permits lane filtering and prohibits lane splitting?
   - Yes
   - No
   - I don’t know
5. What opportunities and/or difficulties do you see in implementing the changes?

6. Are there any specific areas along the road network where you would/would not like lane filtering to be permitted?

<table>
<thead>
<tr>
<th></th>
<th>Would permit lane filtering</th>
<th>Would not permit lane filtering</th>
<th>Don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabouts</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>School zones</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>Bus lanes</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>Emergency vehicle lanes</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>Freeway entrances or exits (e.g ramps)</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

7. Are there any other specific areas along the road network where you would like lane filtering to be permitted?

8. Are there any other specific areas along the road network where you would not like lane filtering to be permitted?

9. If progressed, what are some suggested strategies you would like the Government to implement to support all road users?


10. Are you a participant or organiser of a motorcycle road safety program?

☐ Yes, a participant
☐ Yes, an organiser
☐ No

10A. If yes, please specify in what capacity?


11. Are you a returning rider (i.e. getting back on your motorcycle after a break of 5 years or more)?

☐ Yes
☐ No

You’ll now be shown some proposed WA Government reforms to the Graduated Driver Training and Licensing System. For the following questions, please indicate on the scale how much you agree or disagree with the statements.

The WA Government is considering the introduction of a minimum learner permit tenure period of six months even if they have previously held a car or a moped licence. This is expected to enhance road safety of new motorcycle riders as they will be subject to a minimum six month learning period under supervision.

12. To what extent do you agree or disagree that the WA Government should introduce a minimum learner permit tenure period of six months?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

12B. If you strongly disagree/disagree, Please provide supporting information as to why?


13. To what extent do you agree or disagree that the WA Government should introduce any minimum learner permit tenure period for learner motorcycle riders?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

13A. If you strongly disagree/disagree, Please provide supporting information as to why?

________________________________________________________________________

14. What is a suitable length of learner permit tenure period prior to the undertaking of the R-E Class (LAMS) PDA?

(Please select the period you think is appropriate.)

- [ ] 0 months
- [ ] 3 months
- [ ] 6 months
- [ ] 12 months
- [ ] Other (please specify)  ______________________

14A. Please provide supporting information as to why you have nominated that period.

________________________________________________________________________

________________________________________________________________________
The WA Government is considering the introduction of a pre-licence motorcycle specific Hazard Perception Test (HPT). Motorcycle and moped learners will complete a newly developed motorcycle specific HPT as research has revealed that a HPT for testing car drivers’ ability to perceive hazard is not suitable for testing motorcycle riders’ ability.

15. To what extent do you agree or disagree that the WA Government should introduce a pre-licence motorcycle specific HPT (which includes learners of all powered 2 wheelers and mopeds)?

[Strongly Agree] [Agree] [Neutral] [Disagree] [Strongly Disagree]

The WA Government is considering increasing the current one-year LAMS restricted licence phase on R-E class motorcycles to a minimum two-year LAMS restricted licence phase. LAMS (R-E class) licence holders will become eligible for the test to remove their LAMS restriction after two years of passing their LAMS (R-E class) driving assessment. This is considered to enhance safety of motorcycle riders by providing them with greater practice time on low powered motorcycles.

16. To what extent do you agree or disagree that the WA Government should increase the LAMS period from one year to two years to ensure greater amount of practice on lower powered motorcycles?

[Strongly Agree] [Agree] [Neutral] [Disagree] [Strongly Disagree]

13A. If you strongly disagree/disagree, Please provide supporting information as to why?

__________________________________________________________________________________________

__________________________________________________________________________________________
14. What is a suitable length of LAMS period that is likely to increase safety of new motorcyclists?

(Please select the period you think is appropriate.)

☐ 6 months  
☐ 1 year  
☐ 2 years  
☐ 3 years  
☐ Others (please specify) ____________________________

14A. Please provide supporting information as to why you chose that length of LAMS period.

____________________________________________________________________________________

The WA Government is considering increasing the rigour of the two motorcycle PDAs (and turning the R class PDA into an exit test).

15. To what extent do you agree or disagree that the current PDAs are adequate for testing the ability of a motorcyclist to ride safely?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

15A. If you strongly disagree/disagree, Please provide supporting information as to why?

____________________________________________________________________________________

16. To what extent do you agree or disagree that the WA Government should increase the rigour of the two PDAs?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
16A. If you strongly disagree/disagree, Please provide supporting information as to why?


17. To what extent do you agree or disagree that the two PDAs (R-E class and R class) should be of the same standard?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

18. To what extent do you agree or disagree that the R class PDA (used for removal of the LAMS restriction) should be changed into an exit test (i.e. higher order riding skills required to pass the R class PDA)?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

15A. If you strongly disagree/disagree, Please provide supporting information as to why?


16. Finally, is there any other feedback you would like to provide regarding motorcycle safety reforms?


To finish off, we just have a couple of questions about yourself.

Please select your gender.

- [ ] Male
- [ ] Female

What is your postcode? _______________________

Do you have a current WA driver’s licence, motorcycle or moped licence?

- [ ] Car (C class)
- [ ] Moped (R-N class)
- [ ] Motorcycle and trike motorcycle (R-E restricted class)
- [ ] Motorcycle (R class)
- [ ] Light Rigid (LR class) heavy vehicle
- [ ] Medium Rigid (MR class) heavy vehicle
- [ ] Heavy Rigid (HR class) heavy vehicle
- [ ] Other (please specify)

In which of the following situations do you ride a motorcycle for?

- [ ] Commuting to work
- [ ] General trips (e.g. dropping kids at school, errands, shopping)
- [ ] Recreational (road trips)
- [ ] On the job (e.g. courier/delivery)
- [ ] Off road (e.g. farming)
- [ ] Learner
- [ ] Instructor
- [ ] Assessor
- [ ] Other (please specify)
If motorcycle lane filtering is legalised, describe the impact this will have on your travel time and productivity.

________________________________________________________

________________________________________________________

________________________________________________________

Thank you for your time and input.

If you are happy to be contacted by the Road Safety Commission for further consultation, please enter your contact details below.

Remember, your details are strictly confidential and will only be used for the purpose of contacting you for further consultation.

First Name: _____________________________________________

Phone Number: __________________________________________

Email Address: __________________________________________

Note: This market research has been carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes.
Submission process instructions

Submissions can be lodged from 23 June 2018 to 4:00pm, 23 July 2018 in the following formats:

1. Online at rsc.wa.gov.au/Motorcycle-Safety-Survey [Preferred method]
2. Hard copy via post to:

Assistant Director Strategy
Road Safety Commission
PO Box 6348
EAST PERTH WA 6892

3. Should you have specific questions in relation to this proposal please email MCSafety@rsc.wa.gov.au subject title ‘Submission on Motorcycle Safety Reforms’.

References

Motorcyclists KSI were sourced from the Main Roads WA IRIS. Vehicle registration data has been sourced from the Department of Transport.

Government of Western Australia, Western Australian Strategic Direction for Improving the Safety of Motorcyclists and Moped Riders 2016–2020
