



Position Statement

The following statement details the position of the Motorcycle Council of Western Australia (MCWA) on various subjects and the projects currently planned or being undertaken.

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Revision	Date	Description
1	28/03/2023	Renamed to Position Statement, Issued to committee for approval
2	28/09/2023	Approved for Use
3	01/12/2024	Paragraph 2 (E) added from AGM 30/10/2024 – Actions Arising note 2



1. About Us

The MCWA is an incorporated not-for-profit association operating as a council for like-minded motorcycle groups for riders' rights, safety and recognition. Any association, club or entity (organised group) can apply for membership and nominate two delegates to speak and vote at MCWA meetings on the group's behalf. The delegates will then report back to their own group to further discuss the issues raised and progress being made on these issues.

The MCWA provides an advocacy link between motorcyclists, the Government, its instrumentalities, the general public and such bodies deemed necessary to serve the objectives of the MCWA.

For details of membership criteria, refer to the MCWA Constitution Rules 4 to 8.

The objectives of MCWA are:

- a. To promote and improve all aspects of motorcycling safety in Western Australia;
- b. To promote motorcycle considerate road infrastructure planning and development;
- c. To promote, improve and protect all forms of motorcycle use in Western Australia;
- d. To safeguard the rights of motorcyclists;
- e. To promote and improve, at all levels, the full knowledge, awareness, understanding and acceptance of motorcyclists' welfare and safety needs in Western Australia;
- f. To promote the safe and convenient use of motorcycles in Western Australia; and
- g. To promote motorcycles as a legitimate form of transport

2. Road Safety

a) *General Principles*

- I. Road safety is a shared responsibility amongst all road users, road designers and road maintainers.
- II. The road safety of one road group should not come at the expense of the road safety of another group.

b) *Planning Strategy for 2023 to 2025*

The MCWA will be liaising with Western Australian Government agencies and other interested bodies with a view to addressing the safety concerns of W.A.'s riding community. The MCWA will make every effort to represent motorcyclists' interests and welcomes the support and contribution from any recognised association, club or entity who supports the objectives of the MCWA.

c) *Motorcycle Blackspots and Accident Investigation*

The MCWA will liaise with the Main Roads Department and Local Councils to help identify blackspot and other dangerous road conditions and lobby for the rectification of these areas. It often happens that accident investigations into motorcycle accidents fail to pinpoint where the accident began and only focus on where the accident stopped. The MCWA will liaise with the Police Accident Investigation squad to include experienced motorcyclist representation to help determine the actual cause, for example reverse camber on the previous corner, lack of signage, surface maintenance, gravel etc.

d) *Truck Diesel Fuel Spills*

The spillage of diesel fuel from heavy commercial vehicles, vans and cars is a danger to motorcyclists. This occurs when the vehicle's fuel tank has been filled or overfilled and/or the tank cap is either faulty, or even missing. When the vehicle enters a bend or roundabout after filling, the resulting surge often results in diesel fuel being deposited on the road surface. The result is a very slippery and invisible surface of which the motorcyclist has no warning, and it almost inevitably results in the rider and machine parting company, often with serious consequences for the rider.



e) Road Speed Limits

Speed reductions may be warranted where necessary, however it must be applied intelligently. Blanket reduction of speed limits does not address the problems currently being experienced on our roads. A prime example where reduced limits does not work is Victoria, who are currently experiencing the same surge in accidents as Western Australia. Another factor is the size of our state where reducing the speed limit will require another hour of driving to get anywhere which introduces the fatigue factor.

3. Public Consultation

Public utilities such as the Mains Road Department (MRDWA), are no longer required to participate in public consultations when making changes to road conditions, they are only required to advertise on their own website. A good case to study is the recent reduction to the speed limit on Marmion Avenue from 80kmh to 70kmh. These works were done under the cover of darkness, so users of the road only knew of the changes while travelling to work the following morning. This practise does not provide the public with a well-researched safety upgrade, does not provide any follow up study to prove the effectiveness of the changes or the impact on surrounding road infrastructure.

The MCWA will meet with the relevant ministers and government agencies to pursue the importance of improving the current standard of public consultations.

4. Driver Awareness

It is acknowledged in the literature (Espie et al 2014) that "Perceptual errors made by car drivers are one of the main accident causation factors in collisions between cars and motorcycles." These perceptual errors relate to both the late or non-detection of motorcycles and the misperception of a motorcycle's speed, distance and time to arrival. In the shorter term, it is necessary that riders and drivers understand the reasons for these errors and adopt a proactive approach to their riding or driving, particularly around intersections. This can only be achieved through rider education and training, both at learner and more advanced levels. It is equally important that drivers understand their perceptual limitations and therefore programs that give strategies to avoid motorcycle collisions should be included in the learner driver curriculum and more generally.

In the longer term, the strategy should be:

- a) Support the development of vehicle to vehicle systems with an emphasis on motorcycles.
- b) There should be the development of appropriate education and training packages for riders to help avoid collisions with cars.
- c) There should be the development of appropriate education and training packages for both learner and experienced drivers to help avoid collisions with motorcycles.

5. Motorcycle Safety Awareness

Greater emphasis is required in the use of television advertising, billboards and freeway electronic information displays to better educate both motorcyclists and car drivers on motorcycle safety awareness.

a) Road Safety Campaigns

All road safety campaigns are important, however there have been no motorcycle specific safety campaign launched by the W.A. government in at least the last 15 years. The MCWA will liaise with the Road Safety Commission and Main Roads Department to implement campaigns specific to the general driving public on motorcycle safety concerns.

b) Safety Forums

Biennial Safety Forums can be held to provide an open forum to all members (and not just their delegates) to discuss the issues currently affecting the rights, safety or recognition of motorcycle riders. These discussions will be used as a basis to formulate action plans for upcoming meetings.



c) Safety Booklets and Pamphlets

The MCWA will work with the Road Safety Commission to help fund educational Road Safety booklets to enhance road users' knowledge of the road rules and safe conduct on our roads.

6. MotoCap and Protective Clothing Star Ratings

Dress for the slide, not the ride.

a) General

MotoCap is an Australian safety and comfort ratings system that has been developed over the past 12 years and with some of the best protocols and material testing methods used in the world, some of which have been developed in Australia.

MotoCap is based on a series of tests to give the garment a safety rating and is not as claimed by some to be based on the European Commission's standards for motorcycle apparel, that will be in force until 2023 when the standard EN 17092 will supersede EN 13595 until that date both standards will be in force.

It is generally considered that the new EU standard sets the bar too low, where even a pair of quality denim jeans can achieve an AA or A certified standard, and these are being sold in our shops as safe motorcycle protective clothing.

b) Use of Protective Clothing

The MCWA promotes the use of protective motorcycle gear while riding, however the MCWA will not support any effort by any party to introduce the compulsory use of motorcycle protective clothing. Every rider has the right to make an educated choice about what protective apparel they wear, appropriate to the purpose, conditions and expected risks of the ride.

c) Manufacturer Consultations

There are excellent reasons for wearing motorcycle apparel and for improving its crash mitigating effectiveness but on balance, apparel will not strongly influence a rider's likelihood of being involved in a crash. The only exception is where apparel is unsuited to the prevailing environmental conditions and fatigue, cold and dehydration crash risks are elevated.

To provide the public with better information on apparel, the MCWA will consult with protective clothing manufacturers to introduce Star Rating Tags on new apparel based on the published MotoCap ratings. The expected results will be manufacturers producing safer motorcycle apparel in line with MotoCap ratings which are more suited to Australian road conditions.

7. Lane Filtering

Lane filtering is a manoeuvre where a motorcycle rider travels at low speed – no more than 30 km/h between two lanes of stationary or slow-moving vehicles travelling in the same direction. **Riding between lanes of traffic at more than 30 km/h is illegal.**

Western Australia's motorcycle lane filtering legislation ([Road Traffic Code 2000 r.130A](#)) has been designed with the safety of motorcycle riders and all other road users in mind.

a) Public Education

Since the introduction of Lane Filtering legislation in March 2021 there has been no public education as to the existence of the legislation or what it is. This has caused misunderstanding in the motorcycling community as to the actual purpose of the legislation.

The MCWA will liaise with the Road Safety Commission to produce television, newspaper and billboard advertising to educate both motorcycle riders and car drivers.



8. Motorcycles in Bus lanes

a) *General*

Motorcycles in Bus lanes is similar to “edge filtering” where in dense traffic, filtering is safer than not filtering, and exercising traffic separation by riding in a parallel bus lane should be safer again. W.A. enjoyed a three year trial that had been seen as a success, with no incidents reported. Bus lane access had been provided on South Street Bull creek, Beaufort and Fitzgerald Streets in Mt. Lawley.

b) *Reintroduction*

The MCWA will work with the Road Safety Commission to press for the reintroduction of motorcycles in bus lanes to enhance the safety of motorcycle riders.

9. Wire Rope and other Roadside Barriers

a) *General*

Barriers are placed at roadsides by authorities with the intent of decreasing the likelihood of vehicles unintentionally leaving the road and colliding with trees or other vegetation or crossing into the path of oncoming vehicles. Since the introduction of Wire Rope Barriers (WRBs), motorcyclists around the world have been vocal in condemning them as creating dangers to motorcyclists that are not suffered by other vehicles and occupants. In some countries, cessation and even reversal of programs of installation of WRBs has been achieved as a result, with Western Australia being one of the most likely places on the planet where WRBs will be encountered.

b) *Phasing Out*

Given the investment in WRB in W.A., the chance of having them removed is close to none. However, as the WRB have high maintenance costs, the MCWA will liaise with the MRDWA to phase them out over time with preference of “W” barriers with slide rails to better protect motorcyclists.

10. Front Number Plates

The MCWA does not support any local and/or unique change to the rules governing the displaying of, type, quantity, or location of a motorcycle's or scooter's vehicle registration. There is no compelling road safety or other argument that justifies the continuing calls for Front Number Plates / Frontal Identification (FNP/FI). Turning the cameras around will address all motorcycle identification criticisms raised by Speed Camera proponents.

11 National Motorcycle Council Collaboration

The MCWA has formed close collaboration with the Motorcycle Councils of Queensland, New South Wales, Victoria and Tasmania. The collaboration will allow the Councils to share ideas, strategies, successes and failures to better plan our future approach to planning.

The MCWA has become an Associate Member of the Australian Motorcycle Council to allow us to collaborate with the activities of the National Body.