

RAA Member Panel

Graduated Licencing System for Motorcyclists

Motorcycle crashes have been trending up over recent years.

The Department of Planning, Transport and Infrastructure (DPTI) released a series of recommendations prepared by Centre for Automotive Safety Research (CASR) to be considered in a Graduated Licencing System (GLS) for motorcyclists in South Australia.

RAA provided a response to the proposed changes. To make this submission we engaged RAA's Member Panel and ran an open survey, with more than 1650 people providing their feedback.

RAA supports comments regarding deeper analysis of the data and a greater focus on older riders when considering motorcycle crash data as an impotence for change.

The Data

More than 700 respondents had ridden a motorcycle in the past 12 months and, of these, only two per cent were pillion passengers. Of those that ride, 62 per cent ride every week.

Over 55 per cent of participant riders have motorcycles over 661 cc and, of these, 40-59 year olds are most likely to ride bigger bikes, 661 cc or more (33 per cent).

When considering age and motorcycle capacity, 50 per cent of moped riders (or under 50 cc) are 50-59 year olds, while 16-39 year olds are more likely to ride 51-660 cc bikes.

Proposed legislation amendments suggest raising the learner's permit age from 16 to 18 years of age, and nearly six in 10 people support this proposal. When considering support by age, 60-69 year olds (15 per cent) and 50-59 year olds (14 per cent) are more likely to support the proposed change.

People aged 40-49 and 50-59 were least likely to support raising the age of a learner's permit (5 per cent and 6 per cent respectively). This age group potentially has children around the age of gaining their licence and should be investigated further.

Nearly 65 per cent of participants support potential riders having the same licencing conditions regardless of age or road experience. However, if we look at the various age groups, younger people (16-39 year olds) were less inclined to support a system that is subject to age and/or road experience (41 per cent), than older respondents (70+ year olds) with over 70 per cent support. This trend was gradual as reflected in the charts below.

While 60 per cent of respondents believe moped riders should gain a full motorcycle licence to ride legally, verbatim comments suggested a modified licence that focuses on personal safety. The moped discussion encompassed many different riders, from work commute to the vast tourism industry.

Some respondents acknowledged that you are more likely to receive serious injury when riding a motorcycle due to the nature of the vehicle. As the government cannot legislate against this, greater education is key to improving safety.

Survey participants also highlighted the need for drivers of vehicles to be more aware of the road as a contributing factor. There was an overwhelming response (including from non-riders) that all road users need to be mindful of road rules and conditions.

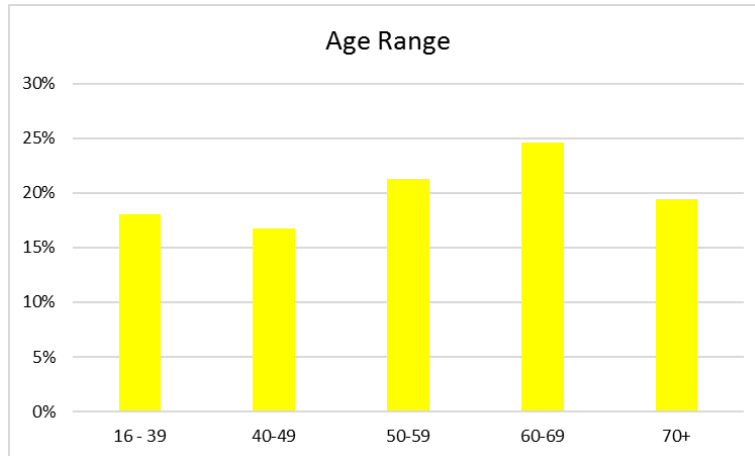
Fifty per cent of respondents agree there should be a system implemented that ensures maintenance of currency of a motorcycle licence. When considering this by age, agreement increased with age. Comments suggested that all licence holders should be required to update their knowledge on road rules over the course of their driving.

RAA received many interesting, valid and balanced comments, including:

- Car drivers have many distractions that may contribute to accidents
- Motorcyclist clothing should be protective to reduce harm
- Consideration by law makers of the cost of transport is also needed, motorcycles can be the only viable transport option for some
- Legislation can unintentionally hamper the innocent at the acts of a few
- Extending the time won't necessarily make anyone safer
- Road conditions need to be factored into statistics if we want accuracy of issue – loose gravel on a road etc.
- Awareness training for all road users on motorbikes and to look for them
- Inattention from vehicles and over confidence from riders = accidents
- Increased police presence, especially for unlicensed riders
- What would rules be for international licences? Especially for riding mopeds/scooters and the impact to tourism
- Car and bike currency refreshers
- Clarity in data
- Bike restrictions seen as better alternative than riding restrictions
- L riders don't seem to be the issue so raising the age won't solve the problem
- SUVs and learners should be treated the same as motorcycles, no need for such big vehicles

Comments also suggested a mix of alternative options for licencing, including:

- Retraining after 6 months not wait until need Ps
- Capacity restrictions
- Everyone rides a motorcycle to learn the dangers of riding
- Passing a minimum IQ test
- Training for car drivers on being aware of motor cycles and the dangers of your bad driving
- Psychological testing for motor cycle licences
- Monthly training while on Ls perhaps 2 hours structured a month
- Link between difficulty of obtaining a bike licence and sales of bikes and parts etc.



Licence categories as an age percentage of respondents:

	16 - 39	40-49	50-59	60-69	70+
Full driving licence	81%	88%	87%	83%	91%
Full riding licence	48%	56%	53%	33%	15%
Learner's permit (driver)	3%	0%	0%	0%	0%
Learner's permit (rider)	13%	2%	1%	0%	0%
P1 driving licence	1%	0%	0%	0%	1%
P2 driving licence	5%	0%	1%	0%	0%
R-date licence (rider)	11%	5%	2%	4%	1%
Heavy vehicle driving licence	14%	23%	28%	29%	10%
I don't have a driver's licence	1%	0%	0%	0%	1%

