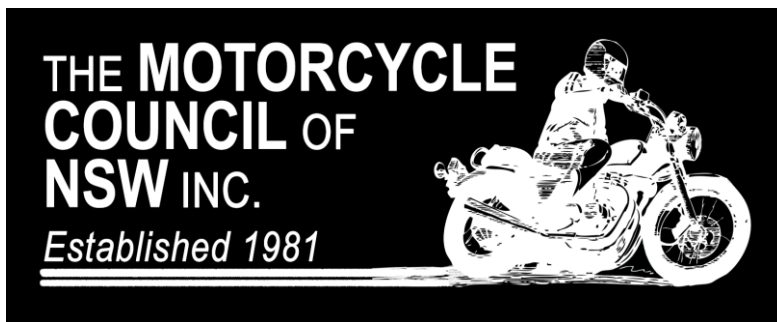


# The Roads Act 1993 Review

March 2025



Submission to:-  
The ROADS Act 1993 Review

The Motorcycle Council of NSW  
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## **About The Motorcycle Council of NSW**

The Motorcycle Council of NSW Inc. (MCC) is an internationally recognised umbrella group for motorcycle clubs, associations and ride groups in the state of New South Wales, advocating for more than 70 motorcycle clubs and encompassing a collective membership exceeding 42,000 motorcyclists.

Established in 1981, the MCC is recognised as the peak motorcycle representative body in NSW and Subject Matter Experts on many complex issues dealing with motorcycling including crash data, crash statistics, traffic data and congestion information.

The MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training videos that have been utilised and referred to by many overseas trainers, researchers and ride associations. These videos were funded by the NSW Government and the MCC.

We wish to thank Government for the opportunity to present this submission and the views of our member clubs to this review.

Should you require clarification of the information contained within this submission please contact the MCC.

Brian Wood

Secretary

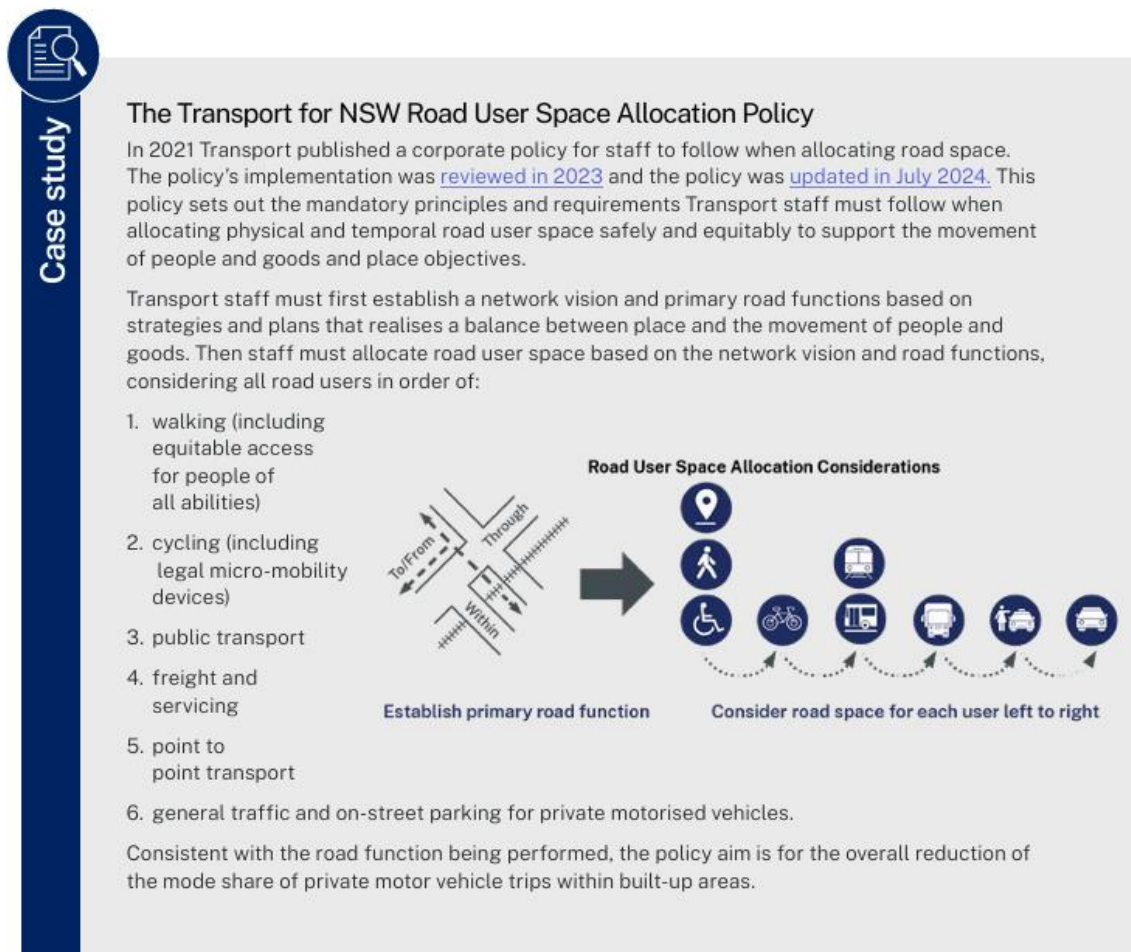
## Responses to Issues Paper Questions:-

The Motorcycle Council of NSW only wishes to make a response to Question 4.2

1/ Motorcyclists need to be recognised as a specific road user group.

How motorcycles attempt to safely negotiate the road network and how they use road space differs from that of other road user groups.

The diagram on page 32 of the Issues Paper doesn't acknowledge motorcyclists as a road user group requiring space.



This diagram comes from the Road User Space Allocation Policy which doesn't make reference to motorcyclist directly but only indirectly references them as a vulnerable road user:-

*"When allocating road user space, the following outcomes are to be avoided: • adverse impacts on road safety for all road users including a focus on vulnerable road users, particularly when considering re-routing heavy vehicles or public transport". [Road User Space Allocation Policy](#)*

Recognising the allocation of road user space for motorcycles would be as simple as adopting the symbol from Australian Standard AS 1743:2023, 'Road signs – specifications' (symbol MS03) for a motorcycle and adding it to the above diagram above the symbol for a car.

2/ Utility Services need to be recognised in The Act as a “road user” as they use the road as a corridor for their services.

Many of the road defects that affect motorcyclists and other road users are the result of the Utilities Services (such as water, sewerage, drainage, gas, electricity, telephone, telecommunication), digging up the road and leaving the road surface in a hazardous condition.

Utility Services are usually responsible for the placing of steel road plates without skid resistance. These steel plates without skid resistance are particularly hazardous to motorcycles.

While there is currently provision in The Act that manhole covers and the like be kept flush with the surrounding road surface, (Section 142), actions such as the placing of steel road plates without skid resistance also needs to be included in The Act so Utility Services can be held accountable for their actions for leaving the road in an unsafe condition.

The penalty of not complying with Section 142 (30 penalty units) appears to be inadequate and needs increasing as manhole covers not flush with the surrounding road surface are rarely attended to.

### 3/ Intervention levels of road surface defects

Guidelines are available on the intervention levels at which a road surface defects should be rectified. These guidelines acknowledge safety as an important consideration of how often roads should be inspected so road defects are repaired in a timely matter depending on how hazardous the defect is.

Victoria is currently conducting a 2 year trial of enhanced intervention levels for defects affecting motorcyclists the trial is due to finish April 2025 , <https://transport.vic.gov.au/news-and-resources/projects/motorcycle-enhanced-maintenance-scheme-route-trial>

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