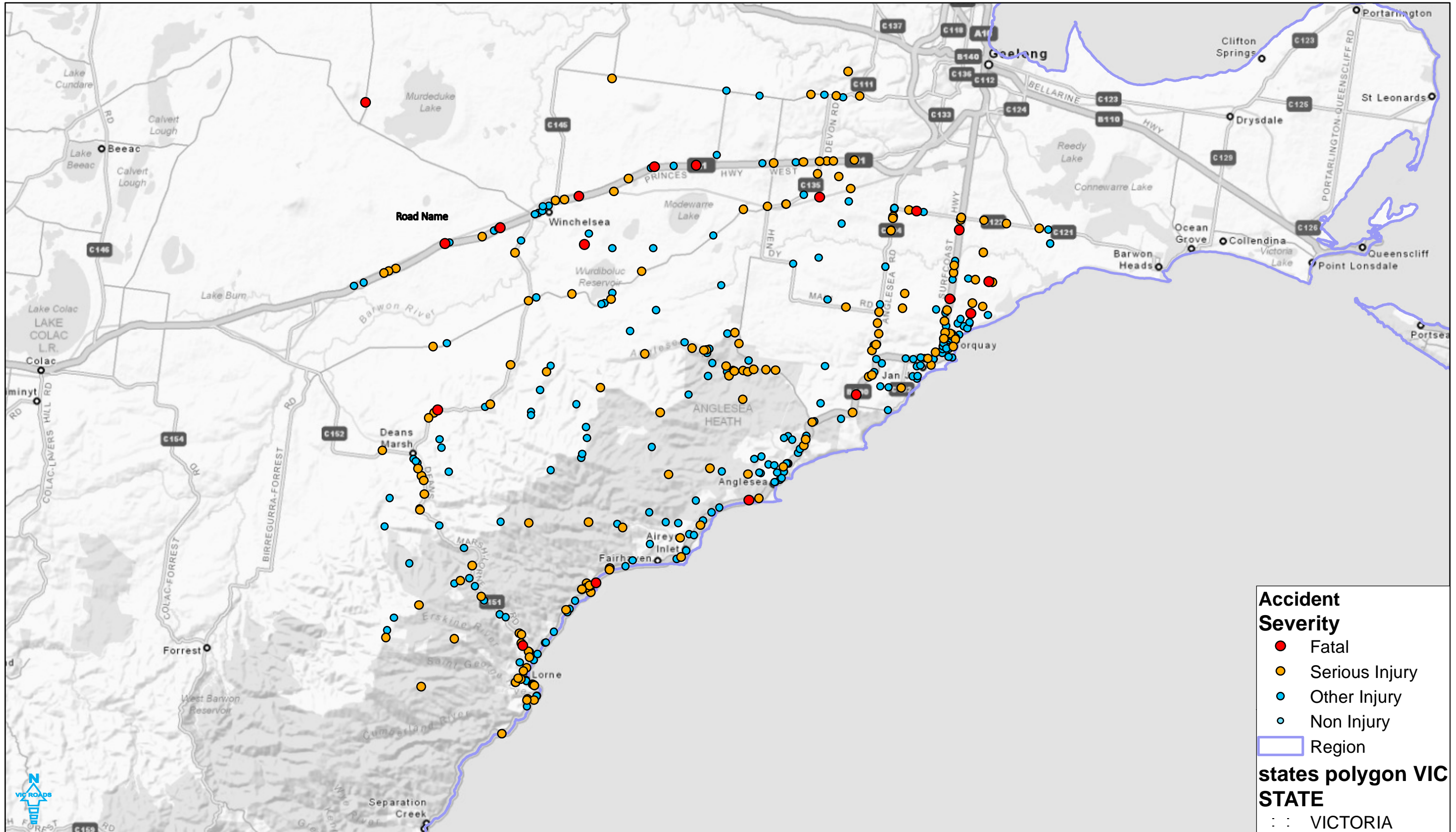


Appendix A

Locations of Crashes within Surf Coast



Disclaimer:

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Project Name:

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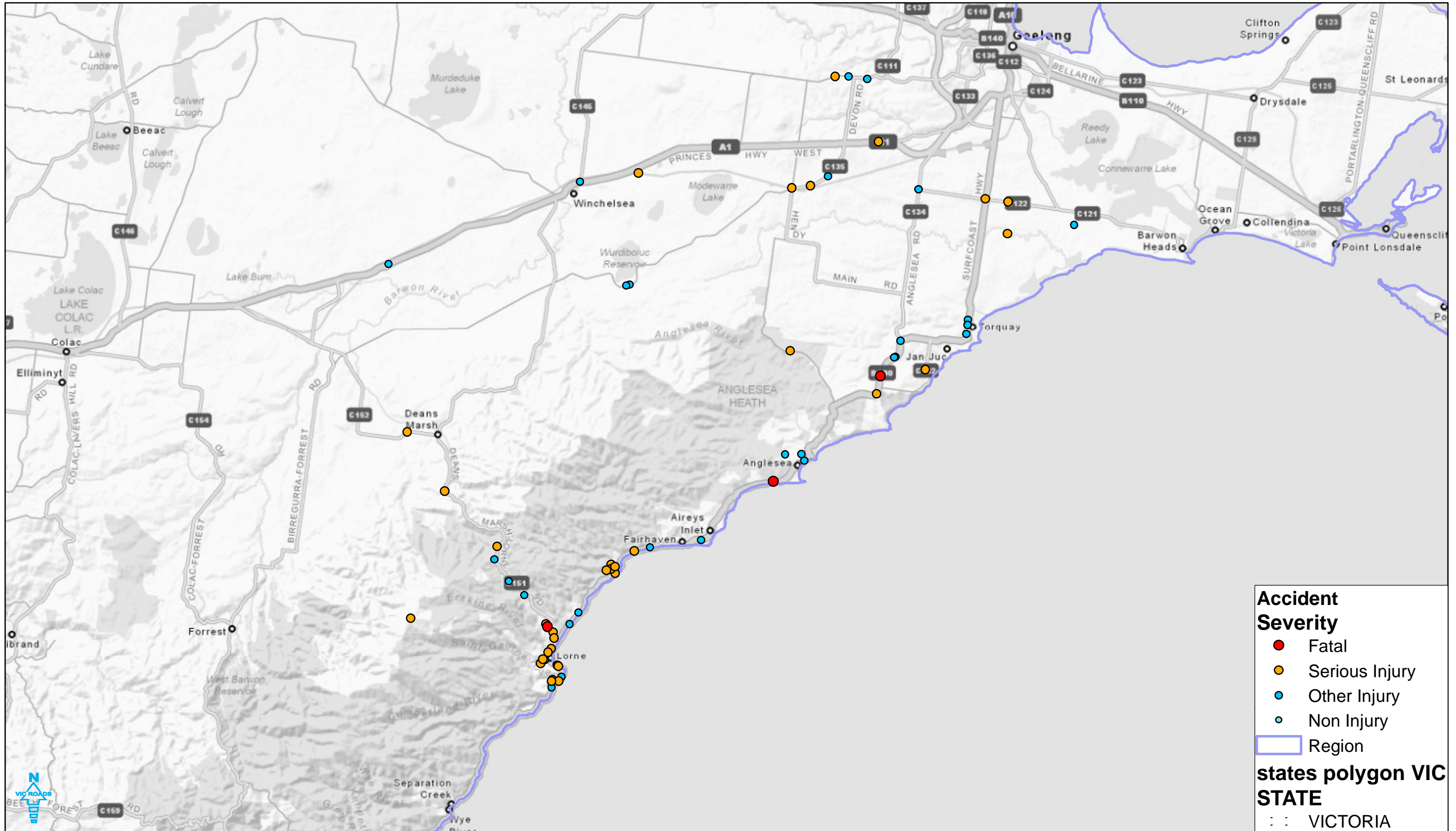
Prepared by:

Luke Sherwell

Date:

Thu, 12 Nov

Motocycle Crashes - Sealed Roads



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Project Name:

1/7/2010 - 30/6/2015

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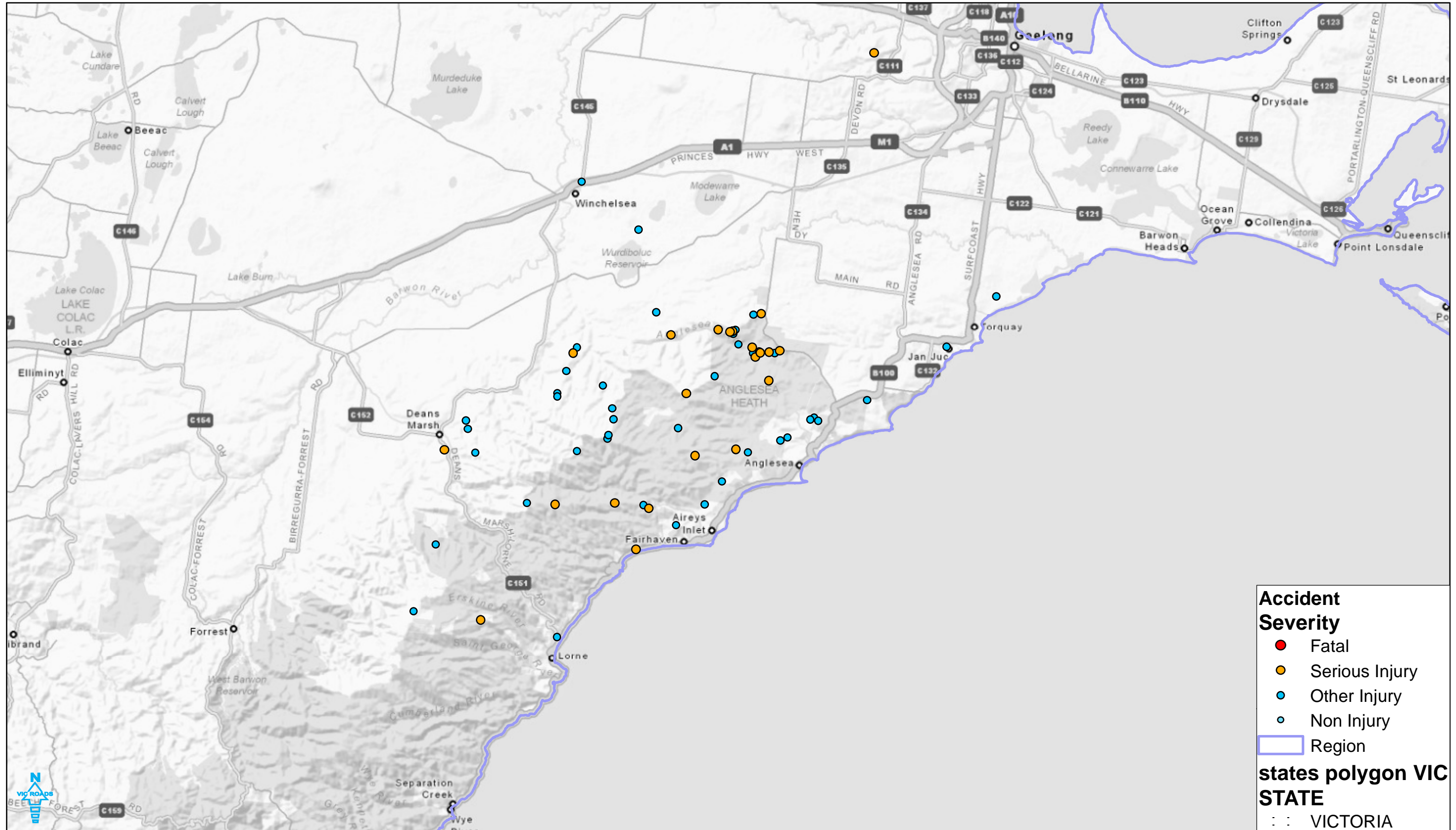
Prepared by:

Luke Sherwell

Date:

Fri, 04 Dec

Motocycle Crashes - Unsealed Roads



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Project Name:

1/7/2010 - 30/6/2015

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Prepared by:

Luke Sherwell

Date:

Fri, 04 Dec



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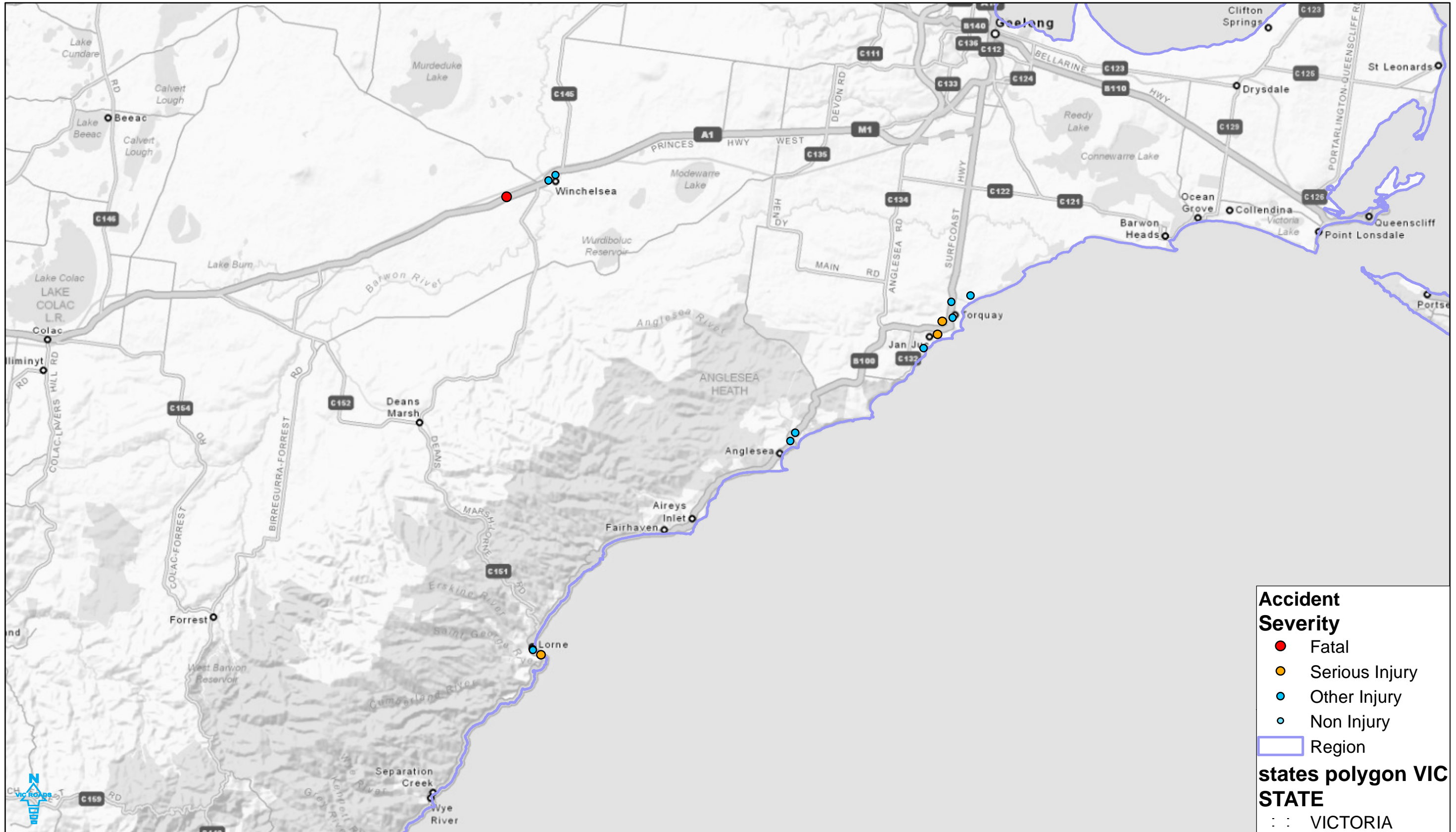
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Prepared by:

Luke Sherwell

Date:

Thu, 12 Nov



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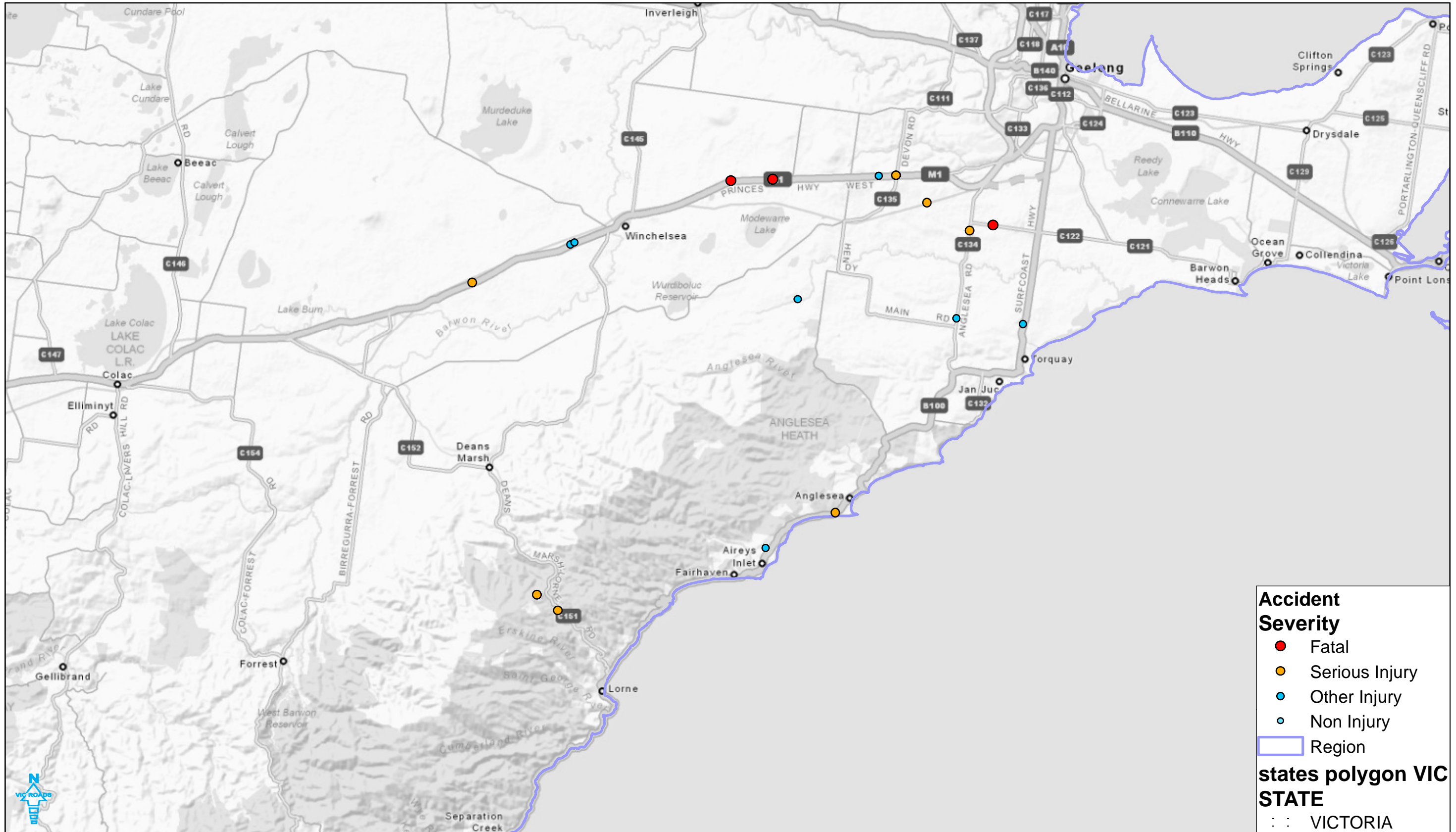
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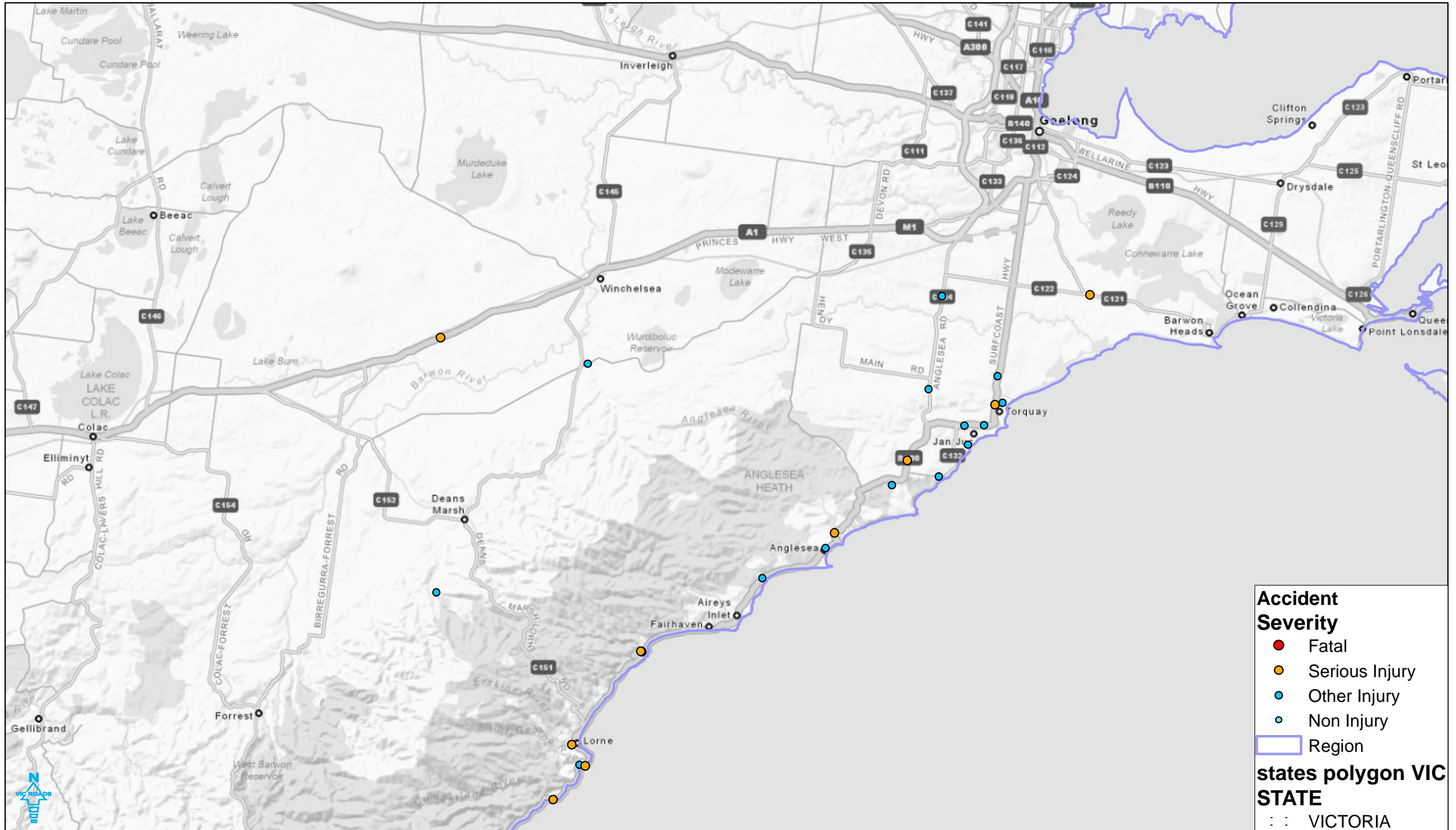
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Project Name:

Scale: 1: 250000 @ A4
 0 2,950 5,900 11,800 Metres

Prepared by:

Luke Sherwell

Date:

Thu, 12 Nov

Appendix B

Summary of crash issues at problematic locations (outside of townships)

Summary of crash issues at problematic locations (outside of townships)

Outside of the townships, there are a significant number of crashes on various roads managed by the Shire. The most problematic are discussed below.

- Gum Flats Road/Forest Road/Cecil Track/Tanners Road/Allardyce Track – Approximately 25 motorcycle crashes have been reported in this area, however these are typically trail bike crashes that have been reported to the Police for the purpose of TAC claims. It is likely that many of these crashes occurred on tracks rather than the road network.
- Cape Otway Road – 17 casualty crashes have occurred in the five year analysis period, with run-off-road crashes type crashes the most common. Other crashes include head-on collisions and intersection crashes. The crash rate for the section of road between Winchelsea-Deans Marsh Road and Hendy Road is approximately 0.2 crashes per million vehicle km's travelled (mvkt). The section of road with the highest incidence of crashes is near Wurdiboluc Reservoir. Vehicle speed data indicates that approximately one third of vehicles are travelling in excess of the 100km/h speed limit (85th percentile speed is approximately 105 km/h). It is noted that Council has applied for blackspot funding for shoulder sealing and guard fencing along the section of road between Gherang Road and Considines Road.
- Horseshoe Bend Road – 12 casualty crashes have occurred along Horseshoe Bend Road, including one fatality at the intersection with Blackgate Road. Half of the crashes occurred at intersections (with Lower Duneed Road (2), Blackgate Road (2), Golden Beach Way (1) and Pacific Drive (1)). Five crashes involved bicycles and four crashes involved motorbikes. The crash rate for the section between The Esplanade and the creek is 0.4 crashes per mvkt. Recent road improvements have been implemented in Horseshoe Bend Road south of South Beach Road and Council has applied for blackspot funding for shoulder sealing for the section between South Beach Road and Blackgate Road.
- Blackgate Road – 8 casualty crashes have occurred along Blackgate Road, including one fatality at the intersection with Horseshoe Road (as mentioned above). Half of the crashes occurred at intersections (with Anglesea Road (2) and Horseshoe Road (2)). The crash rate for Blackgate Road between Surf Coast Highway and Minya Lane is approximately 0.6 crashes per mvkt. It is noted that Council has applied for blackspot funding for shoulder sealing and guard fencing along the section of road between Horseshoe Bend and Minya Lane which has been identified as part of a cycle training circuit.
- Benwerrin-Mt Sabine Road – 7 crashes have occurred along this popular tourist road, mostly run-off-road type crashes.
- Barabool Road – 7 crashes have occurred, of which 4 were run-off-road type crashes. The crash rate for the section of road between Devon Road and Gnarwarre Road is approximately 0.4 crashes per mvkt;
- South Beach Road intersection with Surf Coast Highway – 4 crashes of which 3 involved a vehicle turning right out of South Beach Road east. It is noted that Council has applied for blackspot funding for signalisation of this intersection.

-
- Bambra Road – while the total number of crashes is low (3 crashes), the crash rate for the section between Distillery Creek Road and Hammonds Road is approximately 0.5 crashes per mvkt.

It is noted that the crash rate of roads with few crashes and low traffic volumes is less statistically robust than for higher volume roads with a higher crash incidence.

Appendix C

Stakeholder Workshop: Issues and Suggestions

Stakeholder Workshop

General Suggestions

- It was suggested that speed limits should be reviewed based on road surface and traffic volumes;
- Speed enforcement, increased police presence;
- Make community aware of “hoon line” (hoons can be reported by ringing Crime Stoppers);
- Education - innovative methods, use community ambassadors in each town for road safety messages;
- Co-ordinate with adjacent Councils on road safety education and training programs in secondary schools;
- Work with RACV to disseminate road safety messages;
- Provide flashing lights during school crossing times to alert motorists;
- Long vehicle/caravan parking needs to be advertised;
- Provide sealed shoulders on more roads.

Issues/improvements at specific locations

- Cape Otway Road – issues with speed, alignment, high kangaroo population near reservoir (note current blackspot funding application);
- Great Ocean Road, Aireys Inlet/Bellbrae to Lorne – limited overtaking opportunities, slow speeds can cause frustration leading to unsafe overtaking;
- Great Ocean Road – motorbikes and cars travel too close to centreline;
- More long vehicle/bus parking needed along Great Ocean Road;
- Infrastructure improvements needed on Horseshoe Road and Blackgate Road (note current blackspot funding applications);
- Need signals at Surf Coast Highway/South Beach Road (note current blackspot funding application);
- Make Anglesea back road wider to accommodate B-doubles and tourists;
- Duplicate Anglesea Road;
- Review stop/give way signs at intersections with The Esplanade;
- Zeally Bay Road/The Esplanade intersection has a blind corner – provide a roundabout;
- Illegal bus parking in Anglesea (main shopping centre, riverbank, V-Line parking areas and beach car parks); and
- Anglesea bridge – provide a separate bridge crossing for pedestrians/cyclists.

Motorbikes

- Speed enforcement, increased police presence;

- Education to relevant groups, use celebrity/community ambassador to disseminate message;
- Rider training, riders lack experience;
- Council program to purchase trail bike to provide to police for enforcement;
- Install cameras in trail bike parking areas (to fine unregistered bike users);
- Use coarse grade of gravel at edge of road to improve grip;
- Work with DLWP to develop one-way loops for trail bike riders to avoid head on collisions.

Safety around schools

- Walking school bus to be further expanded and formalised (mark routes etc.);
- Pedestrian safety around schools – need safe pedestrian crossings, pedestrian networks, safe drop off zones;
- Provide information on safe access routes to schools (eg. on website);
- Continue occasional police presence at school crossings;
- Aireys Inlet school crossing (Great Ocean Road) – safety issues are ongoing, provide flashing school crossing sign to alert drivers, reduce speed limit.

Pedestrians

- Local area traffic management to reduce vehicle speeds in urban areas;
- Rural areas – school children walking between home and school bus;
- Issues with pedestrians (tourists/visitors) crossing roads in summer;
- Shared paths – not wide enough, need signage to encourage pedestrians to stay right;
- Lorne - footpaths are rough and not appropriate for elderly pedestrians, motorised scooters, wheelchairs etc.;
- Torquay - there is only one pedestrian crossing on The Esplanade between Darian Road and Bell Street;
- Torquay - extend Deep Creek path from Fischer Street to Surf Coast Highway;
- Torquay - need a shared path between Point Impossible and The Esplanade;
- Torquay – need to widen path across creek on The Esplanade;
- Winchelsea - shared path to pool is planned for 2016/17;
- Anglesea – need a pedestrian crossing between shops and bowls club.

Cyclists

- Education - better advertise preferred bike routes, communicate with non-permanent residents and tourists;
- Enforcement;

- Need to encourage cycling (more sustainable) but must have infrastructure and promote safe cycling around towns;
- Surf Coast is car oriented, not very bike tolerant;
- Need dedicated Bicycle Strategy, finalise Principal Bicycle Network;
- Provide continuity for bike lanes;
- Continue constructing sealed shoulders that are wide enough for cyclists to use and that are uninterrupted;
- Identify/treat blackspot sections of road;
- Cyclist events on roads without bike lanes are an issue;
- Cycling on Great Ocean Road – increasing number of cyclists of all abilities, including tourists (need to educate), consider prohibiting cyclists;
- Great Ocean Road between Eastern View and Lorne – road can be very slippery, bikes can slide causing crashes;
- Torquay - need a shared path between Point Impossible and The Esplanade;
- Torquay – need bike lanes on Horseshoe Road between South Beach Road and Blackgate Road (note current blackspot funding application for sealed shoulders);
- Torquay – need better sealed path along Deep Creek (to encourage children to ride to school);
- Torquay – need to slow traffic on The Esplanade;
- Need more paths in new areas (like the new path to Surf Coast Secondary College);

Gravel Roads

- Use gravel road warning signs;
- It was suggested that the speed limit on gravel roads be reduced to 80 km/h (this would be most effective if applied at a State wide level).

Animals

- Animals on roads, particularly along Great Ocean Road between Boundary Road and Urquarts Bluff and 1km west of Point Roadknight to O'Donahues Road – consider wire barrier to keep animals off road.

Heavy Vehicles

- Put speed limits on over dimensional vehicle permits for gravel roads;
- Heavy vehicles “bully” other vehicles;
- Target local businesses operating trucks to change truck culture;
- Education for small and large tourist bus operators about keeping to speed limits and using pull out areas.

Tourists/International drivers

- PR campaign targeting international tourists through tourism agencies, websites;
- Tourists drive at reduced speed and don't use pull out areas, locals get impatient.

Adjacent Shires

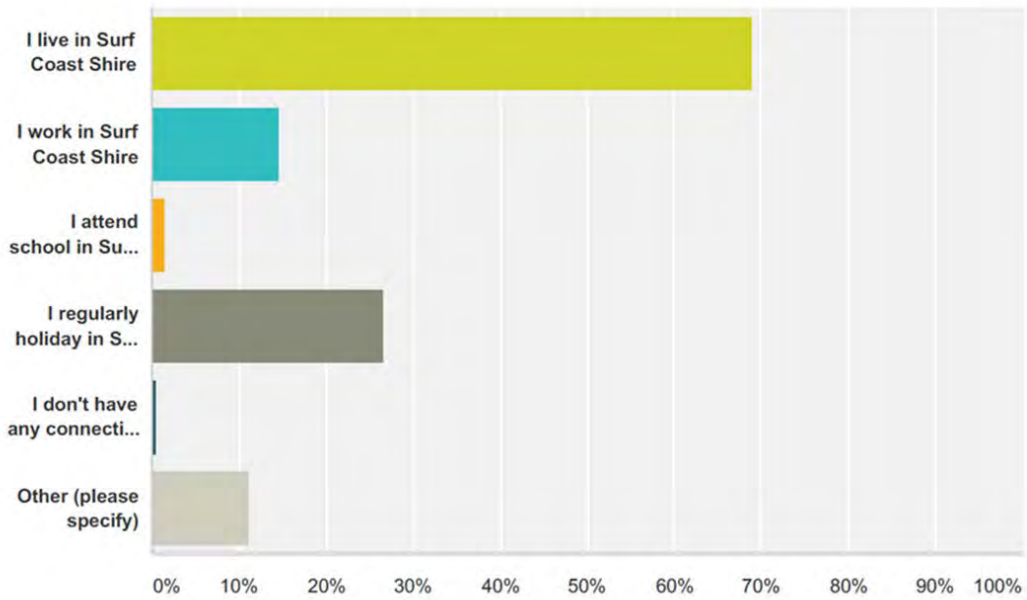
Geelong City Council and Colac-Otway Shire emphasised the advantages of a collaborative approach to road safety in terms of sharing information, resources and advocating for joint outcomes. Opportunities identified include:

- Working together in planning improvements to roads that pass through Shire boundaries to ensure consistent road standards, including sharing resources for funding applications. Cape Otway Road was mentioned specifically as a road of increasing importance to both Surf Coast and Colac Otway Shires;
- Potential for better sharing resources for maintenance of roads on Shire boundaries;
- Tourist buses on Great Ocean Road across Surf Coast and Colac Otway Shires – both Shires do work to address community concerns in relation to perceived safety and operational issues and there is opportunity to share information/resources in this area.

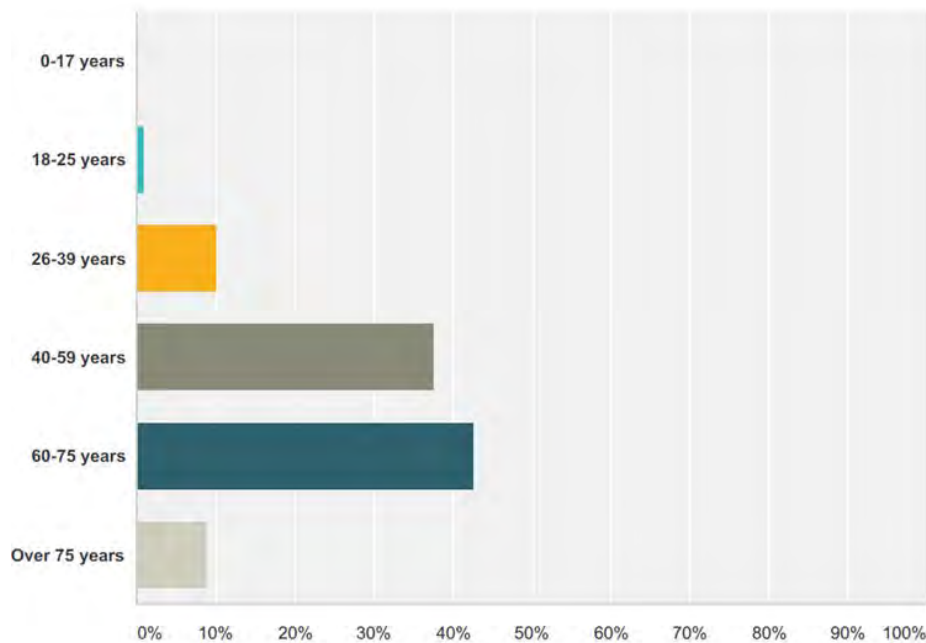
Appendix D

*Community Consultation:
On-line survey and telephone respondents*

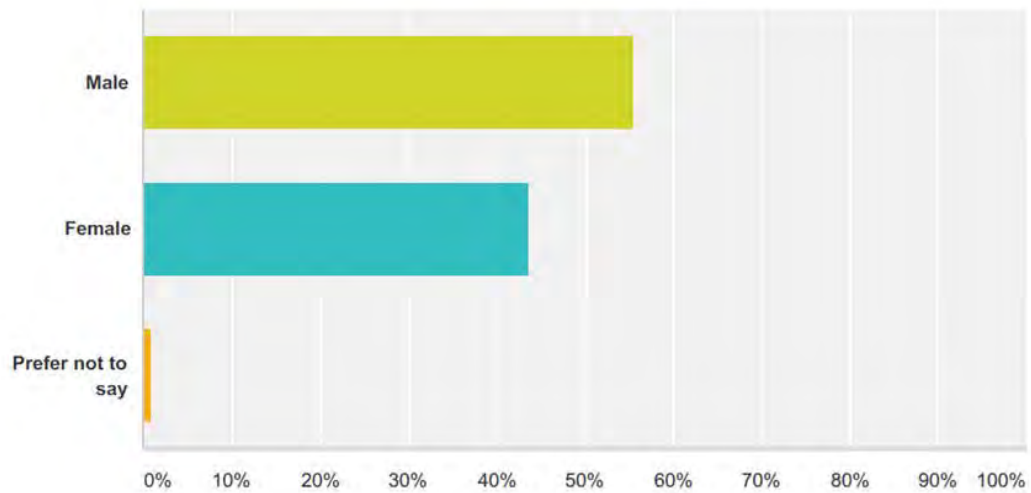
Question 1: What is your connection with Surf Coast?



Question 2: What is your age?



Question 3: What is your gender?

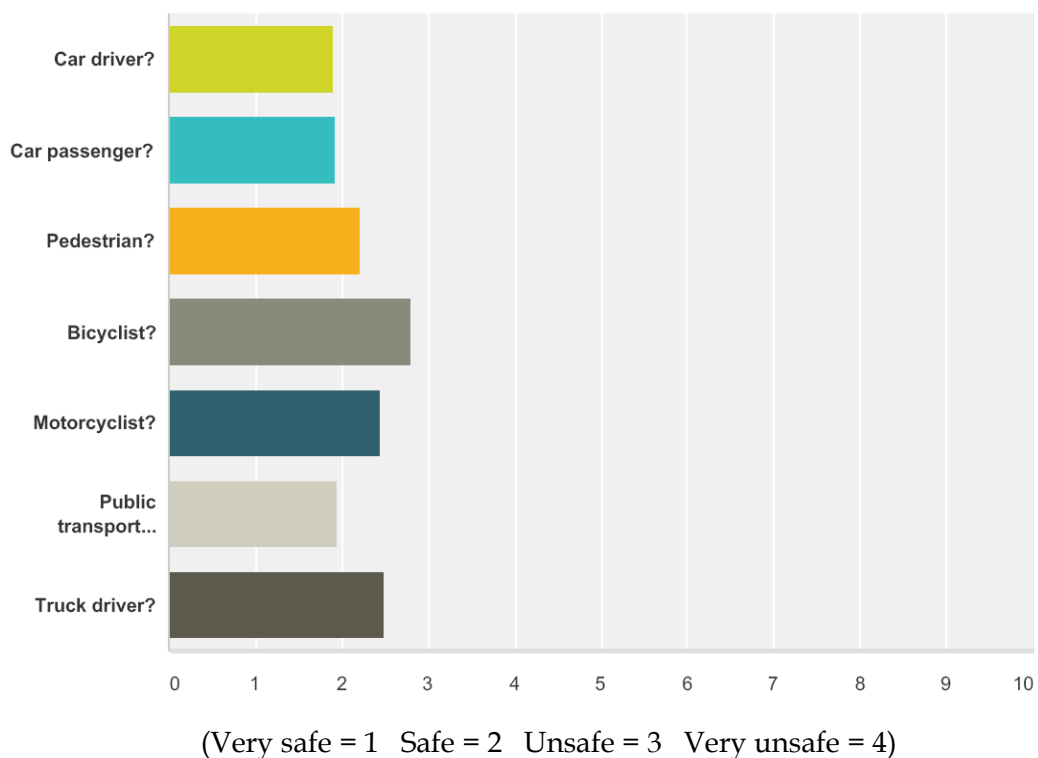


Question 4: What is your postcode?

- Torquay (50%)
- Anglesea (12%)
- Lorne (5%)
- Winchelsea/Winchelsea South (5%)
- Elsewhere (28%)

Question 5: How safe do you feel when you are a:

- car driver?
- car passenger?
- pedestrian?
- bicyclist?
- motorcyclist?
- public transport user?
- truck driver?



Question 6: Which road safety issues should Surf Coast target over the next 5 years?

- Cyclists (51%)
- Pedestrians (40%)
- Road and path infrastructure (40%)
- Driver distraction (39%)
- Drug driving (35%)
- Speeding (33%)
- Tourists (33%)

Question 7: What are the top 3 road safety activities you would like to see implemented?

- Construct more off-road bicycle paths (46%)
- Improve the design and maintenance of rural roads (37%)
- Construct more on-road bicycle paths (33%)
- Advocate State/Federal government re. public transport (31%)
- Reduce speeds in high pedestrian areas (28%)
- Advertise safe driving for tourists (26%)

Question 8: Which road safety programs would you be interested in attending?

- Young driver education programs (14%)
- Older driver information sessions (17%)
- Road safety for primary/secondary students (13%)
- Bicycle safety and maintenance classes (14%)
- Basic road rules information sessions (14%)
- None of these (59%)

Summary of comments

Run-off-road crashes

- Cape Otway Road too narrow
- Kangaroos a problem – warning signs to reduce speed at night, eg. Gnarwarre
- Widen/maintain shoulders

Motorbike safety

- Poor road conditions, particularly when wet
- Motorcyclists tailgating and overtaking on double lines

Unsealed roads

- Unsealed roads need reduced speed limits
- Poorly maintained, rutting
- Loose surfaces on roads are hazardous
- Young drivers need to be educated about driving on unsealed roads
- Reduced speed limit for trucks on unsealed roads
- Increased traffic using Gum Flats Rd – needs more frequent maintenance
- Dust control during summer
- Excessive speed on local gravel roads

- Seal unsealed roads in Anglesea

Bicycle safety

- More bicycle lanes/paths needed, eg. Horseshoe Bend Rd, Blackgate Rd , 13th Beach,
- Widen shoulders on Forest Rd, Hendy Main Rd, Grays Rd – increase in cyclists due to cycling events and training
- Improve/maintain shoulders along Great Ocean Road (GOR)
- Better maintenance of bike lanes/shoulders (sweep debris, repair potholes)
- No defined bicycle network
- Poor road shoulders, too narrow
- Lack of connection of bicycle facilities
- Cyclist behaviour - riding in packs (2-3 abreast) make it difficult for cars to pass
- Driver's attitudes to cyclists, education for car drivers
- Narrow roads not suitable for cyclists
- Cyclists in dark clothes, no lights, not wearing helmets
- Cyclists on Lorne-Deans Marsh Rd and GOR problematic
- Provide local information for cyclists – local paths/lanes, potential threats, dangerous locations
- Provide more bike signs
- Cyclists riding too fast on shared paths
- Traffic management around cycling events

Tourists

- Many tourists can't read English
- Some tourists drive very slowly – other drivers become frustrated as opportunities to overtake are limited (eg. GOR, Anglesea Rd)
- Promote better use of slow vehicle turnouts
- Tourists driving on the wrong side of the road, stopping suddenly
- More education for overseas drivers when hiring vehicles

Safety around schools

- Enforcement of parking regulations around schools
- Provide footpaths along routes to schools/kinders
- Provide more school crossings, eg. Bristol Rd/Boston Rd

Pedestrian safety

- Construct more footpaths – eg. Deans Marsh Rd in Lorne, Bambra Rd in Aireys Inlet
- Difficult to cross the Esplanade (Torquay) in summer
- Not enough pedestrian crossings – Torquay, Anglesea
- Pedestrian access to beaches (eg. Moggs beach)

- Separate cyclists and pedestrians on shared paths
- Reduce speed limit in townships (40 km/h)
- No footpaths along many local roads
- Not enough traffic islands (Torquay)
- Not enough street lighting

Young drivers

- Take secondary school students to road trauma department in hospitals
- Educate about driving on unsealed roads

Appendix E

Details of Road Safety Initiatives

School and kindergarten safety

Urban and rural road improvements

Pedestrian safety

School/kindergarten Safety

Road safety promotions and improvements around schools include:

- St Therese Walk to School program
- Winchelsea School Parking and Access improvements
- Lorne School Precinct Road Safety Audit
- Lorne School Precinct Safety Improvements
- Signage improvements for St Therese School
- Local schools supported to run 'Fit to Drive' and 'Look After Our Mates' programs
- School reference group set up for Torquay, Anglesea, Winchelsea and Bellbrae with regular meetings;
- Bellbrae School safety improvements;
- Winchelsea School parking improvements;
- Additional crossing supervisors at Lorne and Bellbrae Schools;
- Walking school bus implemented at Torquay Schools;
- Access and parking improvements at Lorne Kindergarten;
- Access and parking improvements at Anglesea Community House.

Urban and Rural Road Improvements

Improvements include:

- Cape Otway Road blackspot improvements;
- Erskine Falls Road improvements;
- Horseshoe Bend Road – widening and bicycle lanes;
- Mount Duneed Road – flashing lights in advance of low bridge;
- North Torquay LATM improvements;
- Barwon Terrace gateway entry treatment;
- Neade Street intersection improvements;
- Cameron Road linemarking improvements;
- William Street intersection improvements;
- Sunset strip, Jan Jun traffic calming; and
- Anglesea Road/Coombes Road roundabout (Council contribution)

Pedestrian Safety

The Surf Coast Shire Pathway Strategy was updated in 2012 and a number of projects have been implemented/funded including:

- Aireys Inlet - Fairhaven footpath link;
- Aireys Inlet pedestrian refuge (for installation 2016/17);
- Jan Jun pathways;
- Beach Road signalisation (for installation 2017/18, pending funding);

-
- Lorne pedestrian refuge at Swing Bridge (implementation by VicRoads 2015);
 - Anglesea pedestrian refuge improvements across Great Ocean Road (implementation 2015);
 - Anglesea pedestrian refuge at Nobles Road;
 - Lorne - Deans Marsh Walking Trail;
 - Surf Coast Walk (in conjunction with GORCC);
 - Spring Creek pathway network; and
 - Surf Coast Highway, Industrial Estate to Coombes Road - new path.

Appendix F

*Department of Environment and Primary Industries
'Trail riding – ride safe, ride legal' Brochure*

Trail riding

ride safe, ride legal



ride for
tomorrow
respect the environment respect others

A Victorian
Government
initiative





Contents

Choosing the right bike	4
Protect yourself	6
Where can I ride?	8
Sound advice	12
Trail bike visitor areas	14
Riding tips	16
Licensed to ride	24
Registration	25
TAC Injury Cover	26

Trail bike riding is an increasingly popular, fun and adventurous way to enjoy the outdoors. Victoria provides many different riding experiences ranging from motocross tracks throughout the state to adventurous trail riding on an extensive network of public roads and four-wheel drive tracks in State forests, parks and reserves.

This brochure provides information for riders about choosing a suitable bike, protective equipment, licence and registration requirements, general information on where to ride and some simple riding tips.

Choosing the right bike

What bike suits my kind of riding?

There are many different forms of dirtbike riding, each with a style of bike designed specifically for that purpose. With helpful advice from the staff at your local motorcycle dealership you'll be able to choose the bike that's right for you and the riding you plan to do.



Motocross bikes are made for high-speed competition riding on an enclosed course with man-made jumps. They are not designed to be registered or to be used on public land such as State forests, State parks, public bushland, roads and road related areas.



Trail bikes are dual-purpose machines that can be used for trail riding, but are suitable for using around town as well. Trail bikes are generally easy to ride, very reliable and do not require as much maintenance as motocross and enduro bikes.



Enduro bikes are high-performance machines designed primarily for off-road endurance racing events on private land. Most enduro bikes comply with road registration requirements, making them ideal for recreational trail riding as they have excellent suspension, brakes and handling combined with a low weight.



Dual-sport and adventure bikes will take you on long-distance dirt road touring rides. They have bigger engines (typically 650 cc – 1000 cc), larger fuel tanks and can comfortably carry you, your camping gear and supplies for multi-day adventure rides.



Moto-trials bikes are very light, responsive and manoeuvrable, designed for riding over and around natural and man-made obstacle courses on private land at relatively low speed. This is an ideal form of competitive motorcycling for riders seeking to challenge their technical skills.



Mini-bikes are designed for riders up to about 12. Their small size, light weight and easy to ride design makes them suitable for young riders to use on private property or motorcycle club tracks.



Quad bikes may be used for recreational riding on private land, but they are not permitted on public land. They cannot be registered as they do not comply with Australian Design Rules. Primary producers may apply to VicRoads for special registration for a quad bike used on their property.

Remember:

- Match rider's experience with a bike of the right size and power
- Get advice about suitable bikes from your local motorcycle dealership

Protect yourself

Riding a dirtbike means that sooner or later you'll probably hit the dirt. When you do, wearing the right protective equipment can make the whole experience a lot less painful. Experienced staff in your local motorcycle dealership can provide friendly advice to ensure correct fit, comfort and performance.

Helmets approved to Australian Standard 1698 give your head the best protection available. Approved helmets are compulsory when riding on any road, in State forests and State parks, and on all motorcycle club tracks.

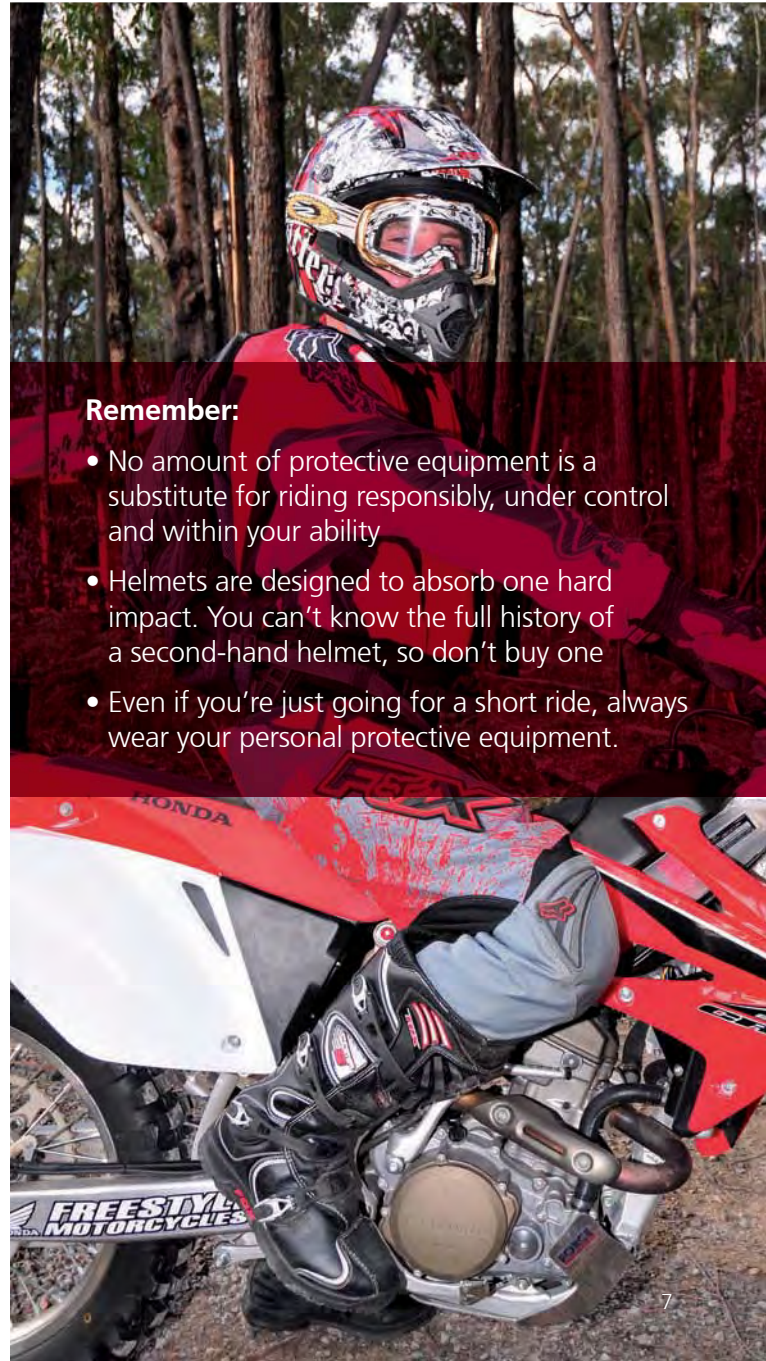
Boots designed specifically for dirtbike riding provide essential protection for your lower leg, ankle and foot. These areas are easily injured so it makes sense to always wear boots designed for maximum protection.

Gloves give a better and more comfortable grip on the controls and help protect your hands in the event of a fall.

Goggles protect your eyes from dust, twigs, stones and insects. Choose motorcycle goggles which have a sticker showing they comply with Australian Standard 1609-1981. Regular sunglasses do not provide adequate protection.

Body armour and **knee guards** give additional protection. Impact protectors marked CE or EN 1621-1 (limb protectors) and 1621-2 (back protectors) comply with European Standards. Other impact protectors may work as well, but without the CE mark you have no way of knowing.

Clothing for dirtbike riding needs to cover all of the body. It should be heavy-duty, abrasion resistant, and designed to be worn with body armour and knee guards.



Remember:

- No amount of protective equipment is a substitute for riding responsibly, under control and within your ability
- Helmets are designed to absorb one hard impact. You can't know the full history of a second-hand helmet, so don't buy one
- Even if you're just going for a short ride, always wear your personal protective equipment.

Where can I ride?

With Licence and Registration

Victoria has approximately 36,000km of public roads through State forests, parks and reserves which are available for use by licensed riders on registered motorcycles. Some of this road network is made up of unsealed 2WD roads, but much of it is 4WD tracks (also referred to as roads) available for public use. Many of these tracks offer an adventurous riding experience through the forest.

You may ride on any of the forest, park and reserve roads open to the public, but for environmental protection reasons it is illegal to drive off formed roads. Some of these roads are designated Management Vehicles Only and some public roads are closed during winter for safety reasons or to protect the road surface. These roads will have barriers and signposting to advise they are not open for public use

Interactive downloadable *Forest Explorer Online* maps of Victoria's State forests are available at www.dse.vic.gov.au/mapshare.

For further information about trail bike riding on public land visit www.dse.vic.gov.au/trailbikes.

Joining a club that organises trail bike rides is a good way to meet other people with a similar interest:

- many Motorcycling Victoria clubs have a trail riding section www.motorcyclingvic.com.au
- Australian Motorcycle Trail Riders Association www.amtra.com.au
- Otway Trail Riders www.otwaytrailriders.asn.au
- Dual-Sport Motorcycle Riders Association www.dsmra.asn.au.

Without Licence or Registration

Unlicensed riders and riders with unregistered bikes are limited to private land and motorcycle club venues. Joining a club gives you a properly supervised place to ride, plus the opportunity to improve your skills through training offered by qualified coaches. To find a Motorcycling Victoria affiliated club near you, go to www.motorcyclingvic.com.au for a list of clubs and calendar of events.

Riding on private land

Some councils place restrictions on the use of motorised recreation vehicles - including motorcycles - on private land, so check first before riding. The Municipal Association of Victoria www.mav.asn.au provides a link to all Victorian councils.

Even if there are no specific restrictions on motorcycle use, property owners have a responsibility to ensure there is no unreasonable noise nuisance (either too loud or going on for too long) caused to neighbours. The Environment Protection Authority (EPA) provides further information on noise in the booklet *Annoyed by Noise?* available at www.epa.vic.gov.au/noise

Noise from trail bikes used on residential premises (including rural living allotments and parts of farmland used for domestic recreation) is considered "residential noise". Residential noise regulations set times that you cannot make noise.

Even if your motorcycle complies with legal noise limits, it can still cause a nuisance to neighbours, so don't ride for too long at a time, ride in an area away from neighbouring houses and talk to the neighbours to agree the most suitable times to ride. This will help you find the right balance between your riding and neighbours need for some quiet time. Neighbours are generally less annoyed if they know when your riding will start and finish.



Remember:

- Respect the environment – when riding in the bush, ride only on the open public roads (includes open public 4WD tracks)
- Unlicensed riders and unregistered bikes – private property only
- Join a club for friendship, training, a place to ride and regular events
- Visit www.dse.vic.gov.au/trailbikes for more information about trail bike riding on public land

Sound advice

If a bike's exhaust is too loud, it causes real problems for people, wildlife and livestock. Excessive noise is the most frequent reason people complain about trail bikes, so it makes sense to keep the noise down to help protect future riding access.

Showing respect for others includes two important things: staying under the legal noise limit and backing off the throttle when you're close to other forest users and residential areas.

The maximum permitted exhaust noise emission for your motorcycle is shown on the Stationary Noise Test Information sticker affixed to your bike.

The standard exhaust system on your bike is designed to deliver the best possible balance of performance, engine reliability and noise control. Modifying your bike's exhaust will most likely result in excessive noise, very little performance improvement and in some cases it can lead to major engine damage.

If you fit an aftermarket exhaust and want to ride on public land (includes tracks, roads, road related areas), run it with the quietest insert or end-cap, as this is likely to be the only option which complies with the law. In most cases better low-down torque and smoother power delivery is provided by the quiet insert.

Reduce Noise Area signs have been developed to indicate noise sensitive areas where riders should ride more slowly and quietly. Obeying these signs is voluntary (i.e. not a legal requirement), but if riders travel slowly and quietly in these areas, it will help keep the peace and be greatly appreciated by other forest users and nearby residents. This helps keep the tracks open for public use.



Remember:

- Reducing noise helps protect riding access
- Modifying your exhaust usually results in excessive noise and very little improvement in performance



Trail bike visitor areas

In some forests, parks and reserves, unloading facilities for trail bike riders have been provided away from residential areas. These trail bike visitor areas may include a shelter, toilet, trail riding information and picnic tables, while other locations may have an all-weather parking area and information board. In some cases, suggested riding routes are signposted for the benefit of riders not familiar with the area.

Visit www.dse.vic.gov.au/trailbikes for further info.



Riding tips

Riding on forest roads requires a different set of skills to riding fast on a motocross track, or cruising the blacktop on a road bike. Some things to be aware of when trail riding include:

- The risk of a head-on collision with oncoming traffic may be higher due to shorter line of sight and no central road marking
- Blind corners demand lower speeds
- Riders are responsible to keep left even if the surface is rougher
- Hills may be much steeper, demanding more advanced riding skills
- Surface conditions can vary greatly
- Unexpected track obstructions may require an emergency stop
- Allow plenty of space between yourself and the rider in front





Riding position

- Look well ahead to check the riding surface
- On rough or uneven surfaces, stand up on the footpegs
- Move body weight forward on steep uphill inclines
- Move body weight back on steep downhill inclines

Better braking

- Changing down to a lower gear helps you slow down with more control
- The front brake has much more stopping power than the back brake
- Get your braking done while you're going straight – braking in a turn may cause you to lock a wheel and slide out of control
- If you feel a wheel lock up, ease off the brake momentarily until the wheel is rolling again and then re-apply the brake more gently

Cornering

- Look around the corner to the point where you aim to be
- Move your body weight forwards a little to put more weight on the front wheel to stop it from sliding out
- Avoid hard braking or acceleration – stay smooth

General tips

- Smooth throttle control reduces wheelspin and loss of traction
- When riding up a steep hill, try to maintain forward momentum to help the bike roll over rough track sections without having to use too much throttle
- On steep downhills, stand up, move your weight back, and brake gently. Over the roughest sections, ease off the brakes and let the bike roll
- Correct tyre pressures are essential for good grip – get advice from your local motorcycle dealership
- Always ride with at least one buddy; four in a group is an ideal minimum
- Let someone know where you are going and when you will return
- Carry water, a snack, some basic tools and a first aid kit – even on a short ride
- Ensure your bike is in good mechanical condition and ready to ride before you leave home; don't plan to do repairs and adjustments at the meeting point
- Carry a map even if familiar with the area as you may have to change your route.
- Carry a fully charged mobile phone with the emergency services number in the speed dial



Respect others

- Reduce speed when close to residential areas, livestock, wildlife, recreation areas such as campsites and picnic areas and whenever you meet other forest users
- Reduce revs to keep exhaust noise to a minimum when close to other people
- When approaching horse riders, be prepared to stop and turn off your engine if necessary
- Plan your ride so that you don't ride repeatedly around one short loop; the constant noise in one area can be a serious nuisance for other people and a less interesting ride for you
- Before riding on private land, talk with your neighbours to agree reasonable riding times, and select a riding area as far away as possible from their houses to reduce any disturbance you may cause



Licensed to ride

Riding anywhere on public land (includes tracks, roads and road related areas) requires a motorcycle licence or Learner Permit. To get a licence, the first step is to obtain a Learner Permit from a VicRoads accredited training provider (www.vicroads.vic.gov.au/Home/Licences/OtherLicences/MotorcycleLicences/)

To apply for a Motorcycle Learner Permit you must be a minimum of 18 and a Victorian resident.

The Learner Approved Motorcycle Scheme (LAMS) allows riders with a Learner Permit, Probationary or Restricted Licence to ride a wide range of approved motorcycles (refer to link above for list of approved motorcycles).

Riders without a licence or Learner Permit are not permitted to ride anywhere on public land.

Accredited motorcycle training providers offer additional optional courses which will further develop your skills and riding awareness.

Remember:

- Riding on public land (includes tracks, roads and road related areas) without a licence is a serious offence, attracts a heavy fine and can also have TAC compensation consequences
- A car licence does not authorise you to ride a motorcycle
- Carry your licence with you when riding or driving

Registration

Registered motorcycles are permitted on open public roads in State forests, parks and reserves but unregistered motorcycles are only allowed to be used on private property.

Registering your motorcycle makes it easier to identify if it goes missing. There are also some important benefits available if you are injured in a crash (refer to section on TAC Injury Cover).

Full registration allows your motorcycle to be used on any open public road.

Recreation registration is an alternative lower cost form of registration that allows your motorcycle to be used in certain area without obtaining full registration. Recreation registered motorcycles are not permitted on freeways, arterial roads (as managed by VicRoads) or any roads with a posted speed limit of less than 100 km/h. This restriction prohibits recreation registered motorcycles from going into or through townships but permits them to be ridden on the open public roads (other than arterial roads) in State forests, National parks, State parks, and reserves,

Mounting the official registration plate on the back of your bike so it's clearly visible from the rear is a legal requirement and an important signal that you are a legitimate road user. Your registration label also needs to be affixed to the bike in accordance with VicRoads requirements.

Registration information is available from VicRoads at www.vicroads.vic.gov.au

Remember:

- Riding a motorcycle on public land (includes tracks, roads, road related areas) without registration is a serious offence which attracts a heavy fine and can have compensation and other TAC consequences
- Electric powered motorcycles must also comply with registration regulations
- Mount your registration plate on the motorcycle so it's clearly visible from the rear



TAC Injury Cover

The Transport Accident Commission (TAC) is a Victorian government agency with responsibility for paying for treatment and benefits for people injured in transport accidents. It is also involved in promoting road safety in Victoria.

TAC funding comes from payments made by Victorian motorists and motorcycle owners when they register their vehicles each year with VicRoads.

The TAC pays the reasonable costs of ambulance, hospital, medical treatment, rehabilitation services, disability services, income assistance, travel and household support services that you may need as a result of your injuries from a transport accident (as defined).

The TAC is a “no-fault” scheme. This means that medical benefits will be paid to an injured person – regardless of who caused the crash.

Full TAC information at www.tac.vic.gov.au

Remember:

- TAC coverage through your registration is the best value insurance a rider can have
- Both Recreational Registration and Full Registration offer the same benefits
- TAC cover does not pay for damage to motorcycles or other vehicles
- TAC does not usually cover motor sport events or motocross track injuries

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Victorian
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Appendix G

Sample of signs for use on gravel roads



Appendix H

Great Ocean Road Map and Road Safety Brochure

SLOW VEHICLE TURNOUTS

A frustrated driver held up by slow moving traffic can become a dangerous driver.

When you are driving slower than the cars behind you, please look for and use the **SLOW VEHICLE TURNOUTS** along the Great Ocean Road.

Due to the winding nature of much of the road, there is little space for full overtaking lanes. However, turnout lanes are for slower vehicles to use to allow vehicles behind them to overtake.

TOWING A CARAVAN

Please consider avoiding school holidays, long weekends and special events when the road is busy. Plan your trip ahead and leave early.

SPECIAL EVENTS

Each year, the Great Ocean Road hosts many major events (listed below). These can cause traffic congestion and often involve road closures.

Jan Pier to Pub Swim
Mountain to Surf Fun Run

April The Apollo Bay Music Festival
Ripcurl Pro Easter Surfing Tournament

May Go Marathon Weekend

Dec Anaconda Adventure Race
Falls Festival

Go to www.surfcoast.vic.gov.au or www.colacotway.vic.gov.au for more details.

SCENIC LOOKOUTS

Most scenic lookout carparks are on the ocean side of the road and are best accessed when traveling south-west along the Great Ocean Road – this avoids crossing the path of on coming vehicles hidden around blind corners when entering a scenic lookout.

When travelling towards Geelong use an inland route.

A joint initiative of:



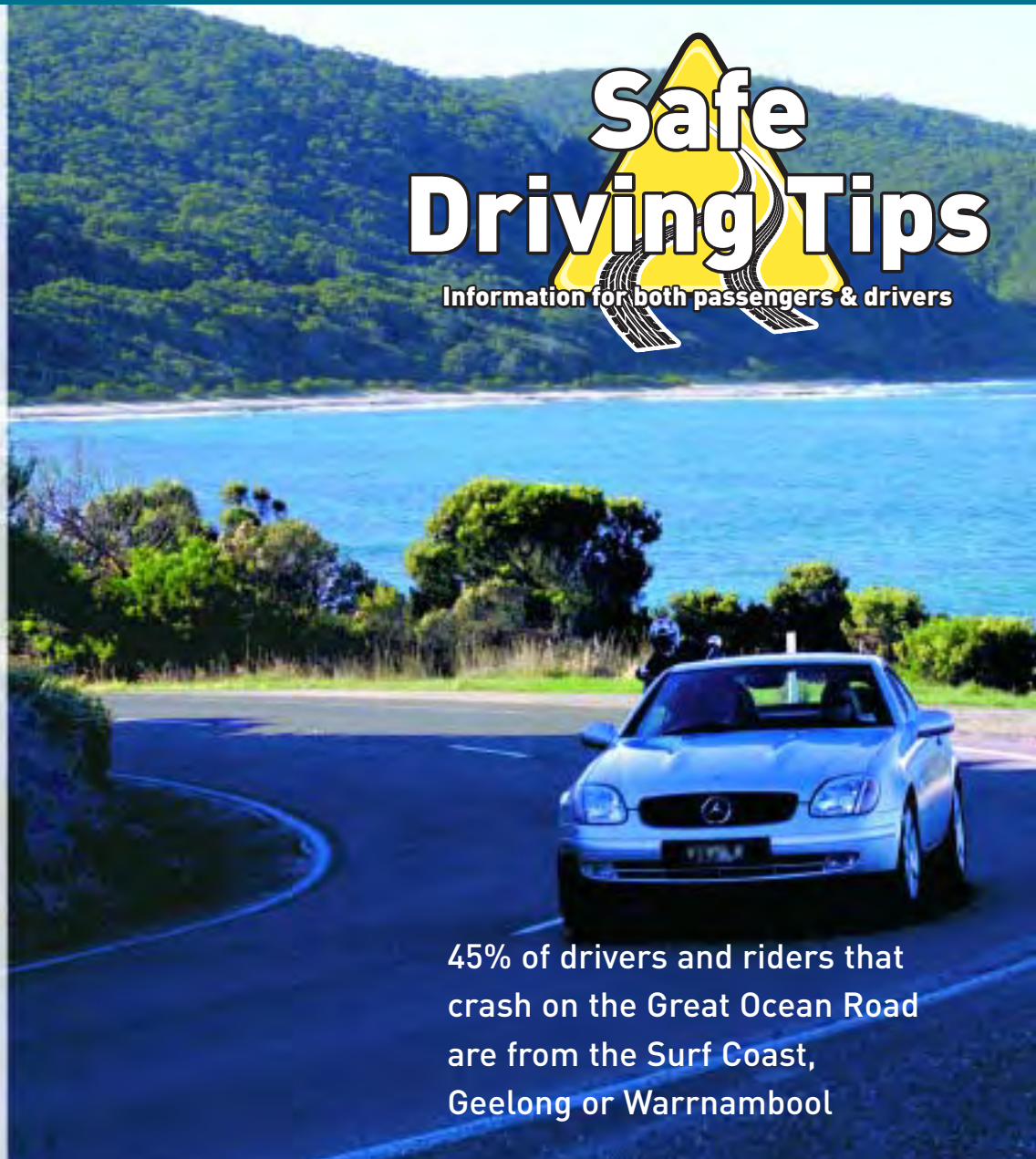
VICTORIA POLICE



Colac Otway SHIRE
Naturally Progressive



Corangamite SHIRE



45% of drivers and riders that crash on the Great Ocean Road are from the Surf Coast, Geelong or Warrnambool

Lorne Community Hospital, Road Safe Barwon and local Police are working together to improve your safety while travelling along the Great Ocean Road.

GSDM 8382_1207



HERE are a few safe driving tips to get you to your destination and home again safely

- Due to the mountainous terrain, the narrow windy road and slow traffic, the trip along the road takes longer than it looks on a map.
- The round trip from Melbourne to Port Campbell and return to Melbourne is a long way to travel in one day. Make this a 2-day trip.
- The road has many hazards hidden around blind corners, including fallen rocks, hidden driveways and erratic drivers. Please observe the advisory safety and speed signs.
- Watch the road well ahead for the many hazards on this road. Look beyond the car in front of you in case it has to stop suddenly.
- The faster you drive, the more distance you'll need to brake and stop in an emergency situation.
- Leave a 3 or 4 second gap between you and the vehicle in front of you.

- Police investigators know that excessive speed is a road safety issue because when they investigate a crash they measure:
 - the length and depth of tyre skid marks
 - the distance taken to stop
 - the extent of the impact



- Sleepiness does affect your ability to concentrate. Do not drive at a time when you would normally be sleeping. **Stop for power naps.**
- On the Great Ocean Road you are likely to drive into the setting sun at some point. Have sun glasses at your fingertips.
- Talking on a mobile phone has caused road crashes simply because it takes greater concentration levels than talking to your passenger. Also your passenger can see the road situation ahead, the person at the end of the phone cannot.

BLIND CORNERS HIDE THE HAZARDS



SLOW DOWN AND TAKE YOUR TIME ON THE GREAT OCEAN ROAD.



SLEEP, DRIVING & FATIGUE - NASA RESEARCH

NASA and also airline companies have conducted an enormous amount of research into how astronauts and pilots can avoid making fatal human errors.

The need for sleep is considered when preparing schedules. Compulsory 15 minute "powernaps" are built into pilot and astronaut flight schedules.

This has significantly reduced the number of accidents.

This concept also applies to drivers and riders. The TAC and other road safety agencies are promoting the message **"17 hours without sleep, is like having a Blood Alcohol Level (BAC) level of .05%"** which is considered unsafe for driving.



The comment: **"I can drive all night"**, really means that on that occasion the driver was lucky. A lack of sleep does affect your ability to concentrate.

Due to your body clock, no matter how confident you are, your body cannot stop sleepiness from affecting your concentration levels.

This applies especially on the Great Ocean Road as travel times are much greater on this road.

TRAVEL TIMES

Due to sightseeing opportunities and other time delays travel times can be greater than expected.

Example One - 'Round trip'

- Wake up at 6am
- Leave Melbourne at 8am
- Arrive Apollo Bay at 4pm
- Arrive Port Campbell at 6pm
- Arrive home at 11pm*

By the time you arrive home you will have been awake for 17 hours. **This is like being .05**

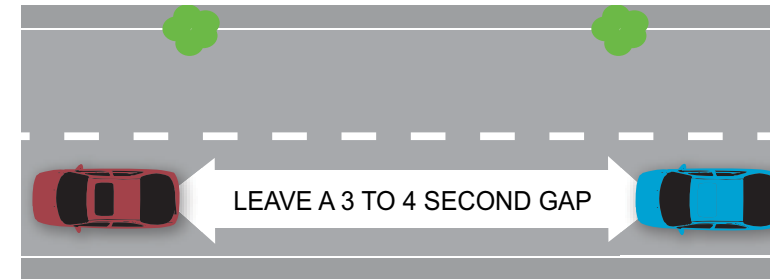
Example Two - 'Weekend away'

- Wake up at 6am
- Work from 9am to 5pm
- Leave Melbourne at 7pm
- Arrive Port Campbell at 11pm*

By the time you arrive at Port Campbell you will have been awake for 17 hours.

This is like being over .05

*** By driving at night you are more likely to be fatigued and traveling at times when you'd normally be asleep.**



DRIVE SAFELY

Keeping a safe following distance is crucial on this road.

In good conditions on normal roads good defensive drivers leave a 2 to 3 second gap between their car and the vehicle in front of them. But on this road make it 3 to 4 seconds. When the vehicle in front passes a tree or a post, count slowly one thousand, two thousand, three thousand. If your car reaches that tree or post within this time you are traveling too close and you need to slow down and leave a 3 to 4 second gap.

In unexpected situations, it takes time to determine that there is danger, react, then apply the brake safely or take evasive action.

SLOW DOWN

The faster you drive, the longer it takes to stop.

This is why driving at speeds that are inappropriate for the conditions can cause crashes and why Police and other road safety authorities want drivers to slow down.

Slow down and take your time on the Great Ocean Road.





BASS STRAIT

CRASHES ON THE GREAT OCEAN ROAD

Due to the high crash rate on this road, there is a deliberate high Police presence.

For those that crash on this road, where are they from? Residential address of driver, riders involved in crashes on the Great Ocean Road.

LOCATION	%
Melbourne	35
Local - Surf Coast, Colac & Warrnambool	33
Geelong	12
Rest of Victoria	8
Interstate	4
Overseas	4



	Rest area		Arterial road
	Fuel		Other road
	Fuel and Premium Unleaded		Number of crashes at this spot, 2002 to 2005 reported to Police
	Visitor information		
	Highway		

Appendix I

Selected Road Safety Education Programs and Resources

Target	Program/Resource	Source
Early childhood	Starting Out Safely	VicRoads
	Child restraint s, booster seats and adult seat belts (brochure)	VicRoads
	Using child restraints (brochure)	RACV
Primary school children	Street Scene	RACV
	Public Transport Adventures	PTV
	Kids on the Move	VicRoads
	Bike Ed	VicRoads
Young drivers	Looking After Out Mates (Year 12)	Fit2Drive Foundation Inc
	Year 11 Workshop (Year 11)	Fit2Drive Foundation Inc
	Keys Please (Year 10)	VicRoads
Older drivers	Years Ahead	RACV
	Older Drivers Handbook (resource)	VicRoads
Speed	Not So Fast (local government resource)	VicRoads
Drink Driving	Good Sports Program	Australian Drug Foundation
	Looking After Out Mates (Year 12)	Fit2Drive Foundation Inc
Motorcyclists	Discover Safe Riding (resource)	VicRoads
Cyclists	Safe Cycling Month (October)	Victoria Police
	Bike Ed	VicRoads
Pedestrians	Looking Out for Pedestrians (local government resource)	VicRoads

Further information can be found at:

VicRoads	www.vicroads.vic.gov.au
RACV	www.racv.com.au
PTV	www.ptv.vic.gov.au
Fit2Drive	www.f2d.com.au
Australian Drug Foundation	www.adf.org.au
Bicycle Network	www.bicyclenetwork.com.au
Victoria Police	www.police.vic.gov.au

Transit

For some Grade 6 students, the transition to secondary schools will be smooth-sailing and exciting. For others it may be scary and filled with uncertainty.

Whitehorse City Council has developed the Transit Program to provide students with information, skills and confidence to use various transport options to travel to and from secondary school in the following year.

Some students may be proficient at travelling on public transport or travelling to school by themselves, however for many it will be their first steps to travelling independently from their parents.

The Transit Program is offered FREE of charge to primary schools within the City of Whitehorse.

Aims of the program

The Transit Program aims to encourage students to travel to secondary school by modes that are safe, have limited impact on the environment, involve some form of physical activity, and are independent from parents.

Program Components

There are three components to the program:

1. **Pre-session homework activity** for students to start thinking about transport options in their area. (Duration: 30 minutes)
2. **Workshop** regarding:
 - Transport options available in our area,
 - Road safety issues relating to cyclists, pedestrians, car passengers and public transport passengers,
 - Sustainable transport,
 - Responsibilities associated with public transport,
 - Public transport ticketing and timetables, and
 - Active transport (health and fitness).(Duration 1 hour)
3. **A group excursion** using public transport to give students practical experience in:
 - Journey planning
 - Safely boarding and exiting public transport
 - Validating tickets
 - Safe and courteous behaviour while travelling
 - Reading maps

Council will provide public transport tickets for an excursion to a location of your choice. Schools are responsible for arranging the excursion and any entry fees. (Duration half to one day)



Links to AusVELS

The Transit program has been developed in conjunction with primary school teachers and is linked to AusVELS, particularly in domains such as:

- Civics and Citizenship,
- The Humanities – Geography,
- Health and Physical Education,
- Communication, and
- Information and Communications Technology.

Whitehorse City Council will provide

- Homework activity sheets for students to complete prior to the workshop session,
- A Council transport advisor will deliver the workshop session.
- Public transport tickets for each Grade 6 student and accompanying teachers/ parents for the excursion, and
- A transport kit for each grade 6 student.

What schools need to do

For the program to run smoothly, it would be appreciated if schools can:

- Brief classroom teachers on the elements of the program,
- Discuss the program with students and arrange for the pre-session homework activity to be completed prior to the workshop,
- Provide a room large enough for all Grade 6 students to participate in the workshop session,
- Provide an interactive whiteboard and laptop, OR a screen/blank wall, laptop and data projector for the workshop session,
- Provide details of the date, location and number of participants for the excursion to enable public transport tickets to be arranged by Council, and
- Ask the supervising teacher/s to complete a post-program evaluation form.

Bookings and further information

Leah McGuinness
Whitehorse City Council

Email:
leah.mcguinness@whitehorse.vic.gov.au

Phone:
9262 6369



Appendix J

Selected Road Safety Education Programs and Resources

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Bicycle Network	www.bicyclenetwork.com.au
Victoria Police	www.police.vic.gov.au