

South Australian Road Rules

The MRASA is pleased to see social media asking for changes to the South Australian Road Rules. A group titled 'Ride to Review SA Motorcycle Laws' is considering a protest ride for better road rules and have a petition calling for a review of South Australian motorcycle laws. They are asking the same questions as the MRASA and we are getting behind these initiatives. Having worked for ongoing improvements for motorcyclists in South Australia for as long as we have, we know the need for change and understand the riders' frustrations.

This is a request for the most conservative state in the country to look again at what is happening elsewhere around Australia. Motorcycles using bus lanes, filtering through traffic and parking on footpaths are all aimed at easing congestion and encouraging safer motorcycle use in cities. These laws are already in place and working well in other states. The South Australian Government may well be looking at their use here but riders are asking what is the reason they aren't here now.

South Australia has Road Rule 299 (2) with a section (b) that bans VDU's on bikes. A quick review of many ADR approved bikes registered in SA and you see VDU speedometers. You will see riders everywhere demonstrating civil disobedience and defiance of sloppy legislation.

Australian Road Rule 271 (1) (c) states it is illegal to take your foot off the footrest to ease a cramp or tension while travelling. Queensland is currently reviewing this rule, and NSW has repealed it. Laws like these make riding a motorcycling dangerous.

Why do SA Road Rules still have dimensions and specifications for indicators that are over-ruled by ADR's. The specifications have changed twice since SA last adjusted its definition. This is just not good enough.

When you add in the fiasco of the existing helmet laws that allowed a rider to die before that model helmet was withdrawn, motorcycle road rules in SA are in need of an overhaul. Each state has its own Road Rules and we have the situation where a helmet in one state may not be legal in another. Queensland's recognition of the problem with changes to their Road Rules has improved the situation there and emphasised the problem here. Problems with helmet regulations have been documented and pursued by the MRASA for years and we are still pushing for action. Why do Queensland riders have better options with the most important safety item?

We know there are six states and two territories in Australia but why do we have different road rules? The MRASA calls on our State Government to get its act together and give motorcyclists better Road Rules.

Phil McClelland
President MRASA
March 2015

R2RSAML Facebook

<https://www.facebook.com/groups/1620834948139874>

R2RSAML Webpage

<http://www.ridetoreview.com>

Petition

<http://www.gopetition.com/petitions/review-of-south-australian-motorcycle-laws.html>