



Department of Transport and Planning

GPO Box 2392
Melbourne, Victoria 3001 Australia

Ref:LEX 9872 | BSEC-1-25-3801
Your ref: COR 2022 005647

Coroner Paul Lawrie
Coroners Court of Victoria
65 Kavanagh Street
SOUTHBANK VIC 3006

By email only: cpuresponses@coronerscourt.vic.gov.au

Dear Coroner Lawrie

INVESTIGATION INTO THE DEATH OF SHARON O'NEILL

I refer to your letter and email of 5 June 2025 regarding Coroner Lawrie's findings and recommendations.

The Department of Transport and Planning extends its sympathy to the family and friends of Ms O'Neill.

Pursuant to section 72(2) of the Coroners Act 2008 (Vic), it was recommended:

1. That the Department of Transport and Planning implement the recommendations detailed at section 6.3.1 of the review by Safe System Solutions Pty Ltd dated 18 July 2024 (titled *Motorcycle Training Assessment Facility/Equipment Review*) in respect of amendments to its Business Procedures Manual to require appropriate containment devices at motorcycle rider training facilities.

Response to Recommendation

The Coroner's recommendation will be implemented.

The Department of Transport and Planning (DTP) supports the recommendation. Work is underway to require existing 'Learner Rider Training' Accredited Providers to implement containment devices at motorcycle rider training facilities, in addition to other findings from the *Motorcycle Training Assessment Facility/Equipment Review* undertaken by Safe System Solutions, commissioned by DTP (**Review**).

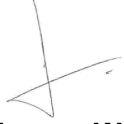
- a) The Final Report of the Review acknowledges that DTP has provided a robust framework for safe motorcycle training and assessment ranges. The Final Report looks at ways to further improve the safety performance of motorcycle training and assessment ranges.
- b) DTP has thoroughly reviewed the implementation of the recommendations made at 6.3.1 of the Final Report. In doing so, DTP identified that water filled containment devices that comply with the rating system known as MASH (Manual for Assessing Safety Hardware) were cost prohibitive and excessively sophisticated for use on a motorcycle range, given the low-speed environment and low powered motorcycles in use.

- a. Costs associated with MASH compliant barriers were prohibitive as these relate to the provision of barriers designed to sustain crash forces of a motor vehicle travelling at least 80 km per hour.
- c) DTP sought further clarification from Safe System Solutions and identified the possibility of using non-MASH rated water filled containment barriers in this application.
 - a. Based on this discussion, the preferred option for containment barriers is water filled pedestrian safety barriers, or alternatively, tyre wall barriers may be used as a secondary option.
 - b. DTP's approach to implementing water filled pedestrian safety containment barriers is based primarily on the findings from Safe System Solutions and additionally reflects the discussions held both internally and with Safe System Solutions about feasible alternatives.
 - c. DTP acknowledges Honda Australia Rider Trainings (HART), ability to implement containment barriers at their sites. However, DTP is also mindful that there are 12 providers, across 22 sites, with 42 test pads. These training ranges vary in size, scale and market share, meaning not all Motorcycle Training Providers will be in a financial position to fund the installation of containment devices on all ranges immediately.
- d) In light of the above, DTP has determined that Accredited Motorcycle Providers must ensure that the implementation of the identified containment devices is completed at all ranges, at all sites within 12 months of being notified, at the training provider's cost.
 - a. Accredited Providers will be advised of this requirement in September 2025.
 - b. DTP will ensure that this requirement is also reflected in the Business Procedure Manual.
- e) A range of findings that support the safety of novice riders undertaking training at DTP approved motorcycle licensing facilities were also identified in the Review. Many of the findings will be implemented concurrently to complement the finding at 6.3.1, such as removal of hay bales due to being flammable. This will come at an additional cost to Accredited Providers.
- f) A few findings are unable to be retrofitted to established facilities and therefore are being scoped as requirements for new provider sites entering the network. An example of this is that the training manual is being updated now to include finding 6.4.2 given pits are unable to be moved on established ranges however 6.4.3 will be introduced for new ranges.
- g) The remaining small number of findings have been found to require more extensive consultation or investigation. These will be pursued in conjunction with the upcoming *Motorcycle Graduated Licensing System Evaluation* scheduled to commence in late 2025.

We thank the Coroner for His Honour's interest in road safety, in the context of motorcycle rider training facilities.

Please do not hesitate to contact Ms Frances Taylor, Director Road Safety Policy, Education and Partnerships, DTP [REDACTED] if you have any questions about the contents of this letter or if you require any further information.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Jeroen Weimar', with a stylized flourish at the end.

Jeroen Weimar
Secretary

Date: 22 September 2025