Submission to the Parliamentary Road Safety Committee Inquiry into Motorcycle Safety

Monday 17 October 2011

keeping victorians connected

Presentation overview

Context of motorcycling in Victoria

- VicRoads' role
- The road safety issue
- International trends
- Victoria's road safety strategy
- Riders
- Vehicles
- Crash data

VicRoads issues and recommendations

- Off-road
- VAGO Report into Motorcycle Safety
- Effectiveness of Motorcycle Levy
- Response to Terms of Reference
- Key recommendations
- Strategic directions

Discussion

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VicRoads' role

- VicRoads' purpose is to deliver social, economic and environmental benefits to communities throughout Victoria and to improve safety on the roads for users by managing the Victorian arterial road network and its use as an integral part of the overall transport system.

- The *Transport Integration Act 2010.* Section 87 states that VicRoads' road safety function is to:

  > *...lead in the development and implementation of strategic and operational policies and plans to improve the safety of the road system for all users.*

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VicRoads' submission

- VicRoads has addressed all but one of the Inquiry Terms of Reference

- Resulting in 27 recommendations

- Key themes of our recommendations are:
  - Clothing and gear
  - Infrastructure
  - Advanced technology application
  - Off-road motorcycle safety
  - Speeding
  - Training and skills development
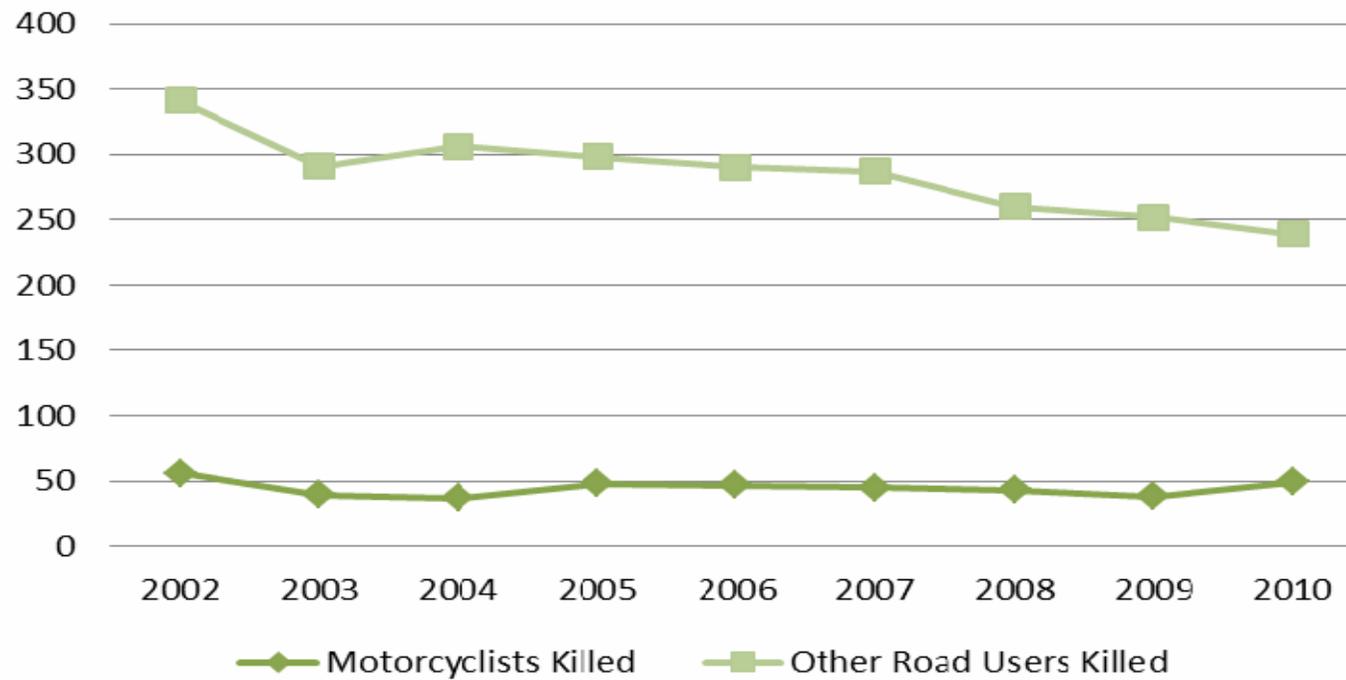 - Strategy and planning

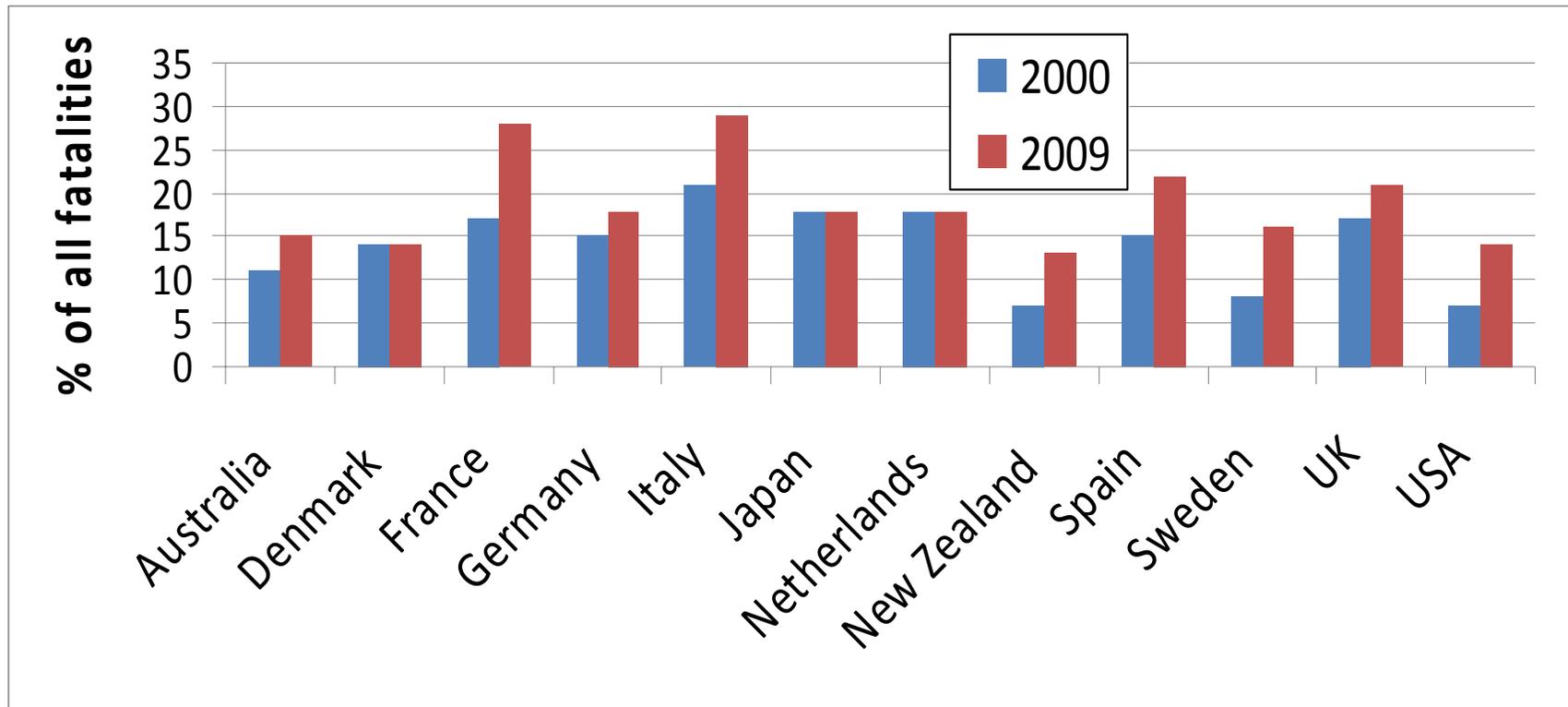# The road safety issue

Motorcyclists represent:
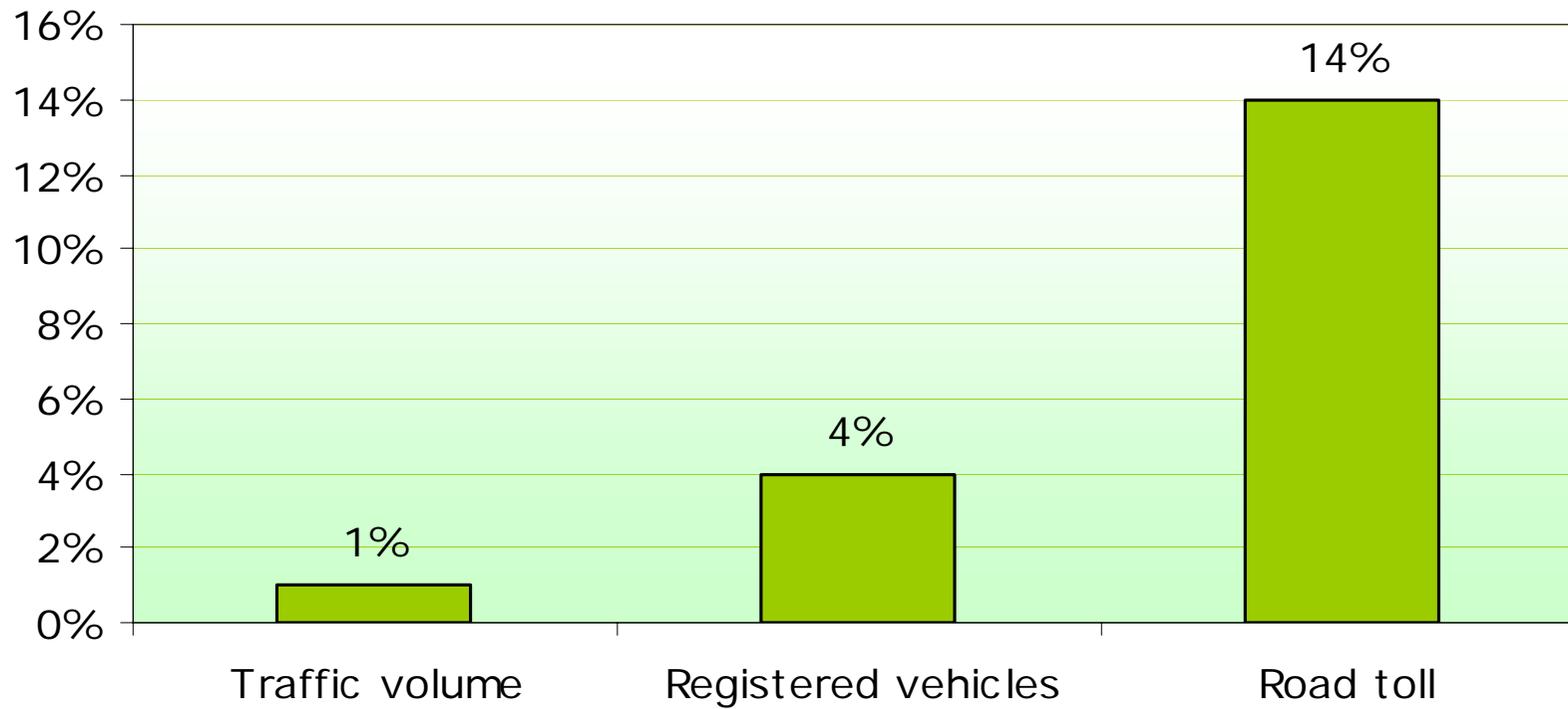
The road safety issue

- Decade-long trend in driver fatalities (30% down)
- Not matched by motorcyclist fatalities (13% down)

International context - trends

International context - targets

- **Ambitious road safety targets and the safe system approach (OECD 2008)**
  - Effective planning driver
  - Absolute numbers not rates

- **A more explicit target would assist**
  - Defining ambition
  - Engaging with stakeholders
  - Providing criteria for decision making
  - Exploring options and trade-offs

International context – case study

Prioritised interventions in Sweden

- Antilock Brakes on motorcycles (ABS)
- Speed limit compliance
- Motorcycle rider competence
- Motorcycle-friendly road barriers
- Loose gravel and other road deficiencies
- Motorcycle conspicuity and other road user's attention
- Mopeds

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Strategy and planning

- *Recommendation 15:* That VicRoads consult widely to develop new strategic goals for motorcycle safety, including consideration of a specific target taking into account the growth in motorcycling and the effectiveness of potential countermeasures, to be included in the motorcycle action plan.

Victoria's road safety strategy

Safe System Approach:

- Humans are fallible and crashes will happen
- Our role is to make the system forgiving
- This involves:
  - Safe road users
  - Safe roads
  - Safe vehicles
 - Safe speeds

| Safe Road Users | Safe Roads & Roadsides | Safe Vehicles | Safe Speeds |

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Victoria's motorcycle strategy

- **Strategic Action Plan for Powered Two Wheelers** recognises:
  - Increasing numbers of riders and vehicles
  - Many reasons for riding – pleasure, convenience, cost
  - Broad church of riders – age, gender, location
- Focuses on research-based action
- Developed with community input
- Based on **Safe System** approach

Victoria's Road Safety and Transport
Strategic Action Plan for
Powered Two Wheelers
2009–2013

Victoria
The Place To Be
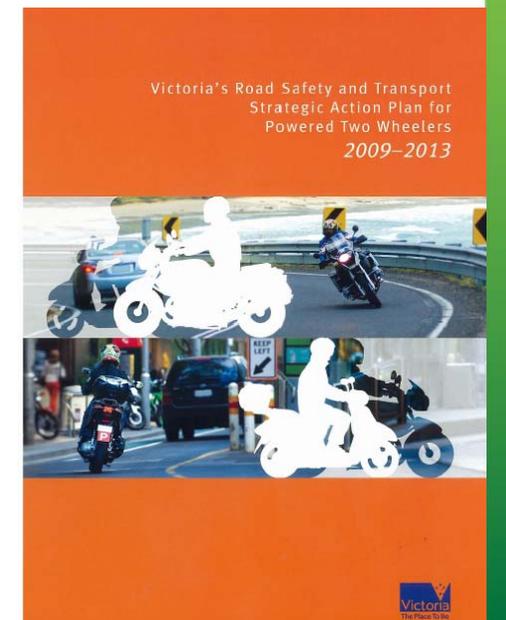
Research

- *Recommendation 26:* That VicRoads continues to conduct research into both the road safety and transport impacts of road space management opportunities, such as lane sharing, using bus lanes and lane filtering, to identify possible initiatives for trialling and/or more detailed policy consideration.

Current key activities

- Enhanced motorcycle graduated licensing system
- Protective clothing consumer information
- Promotion of anti-lock braking systems (ABS)
- Trial of on-road coaching
- Case control study to understand motorcycle crash risk
- Motorcycle infrastructure projects

Current context - riders

- 345,000 motorcycle licences (up 37% from 2002)
- 89% are male
- Mean rider age: 43 for males; 40 for females
- Average experience: 19 years for males; 9 years for females
- Most riders ride at least 2-3 times a week
- Vast majority of trips occur in daylight hours
- Seasonal – more frequent trips in spring, longer rides in warmer months
- Rural/non-rural differences in age, reasons for riding, length of trips, etc.

Current context – riders vs registrations

- Comparing the number or licensed riders with the number of registered motorcycles
  - 99% of riders also hold a driver licence
  - More than twice as many licensed riders as registered motorcycles

Legend:
- Number of motorcycle licences and learner permits
- Motorcycle registrations
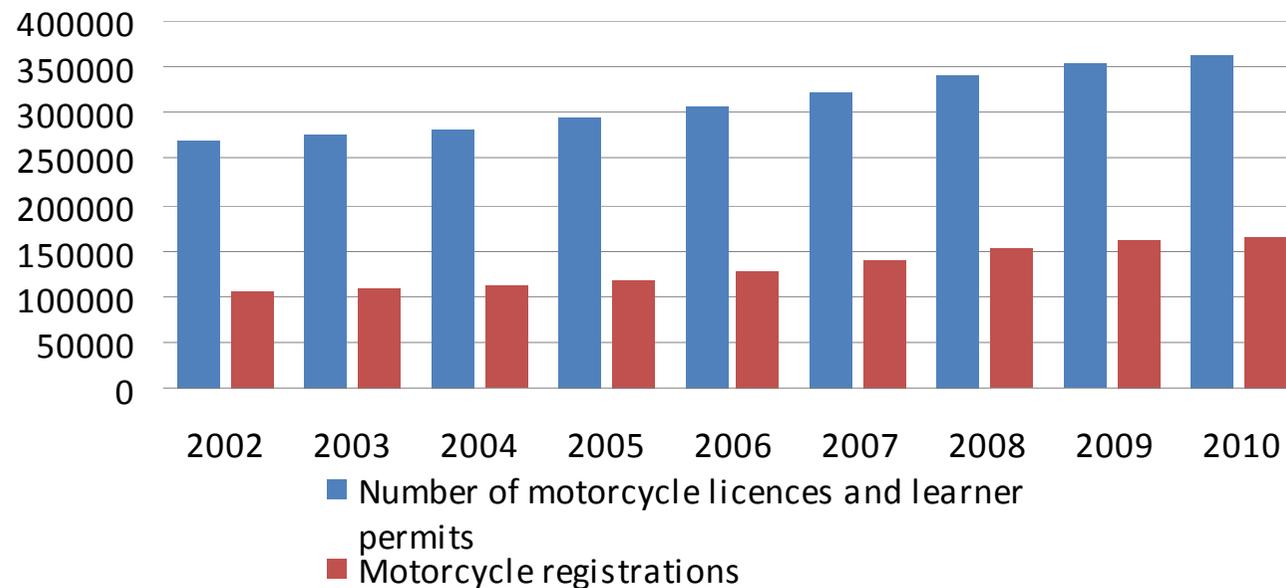
Current context - vehicles

- Significant growth from 2002-2010:
  - Motorcycle registrations up 58%
  - Scooter and moped sales up 166%
  - This is a national as well as a Victorian picture
- 52% of motorcycles 500cc and over
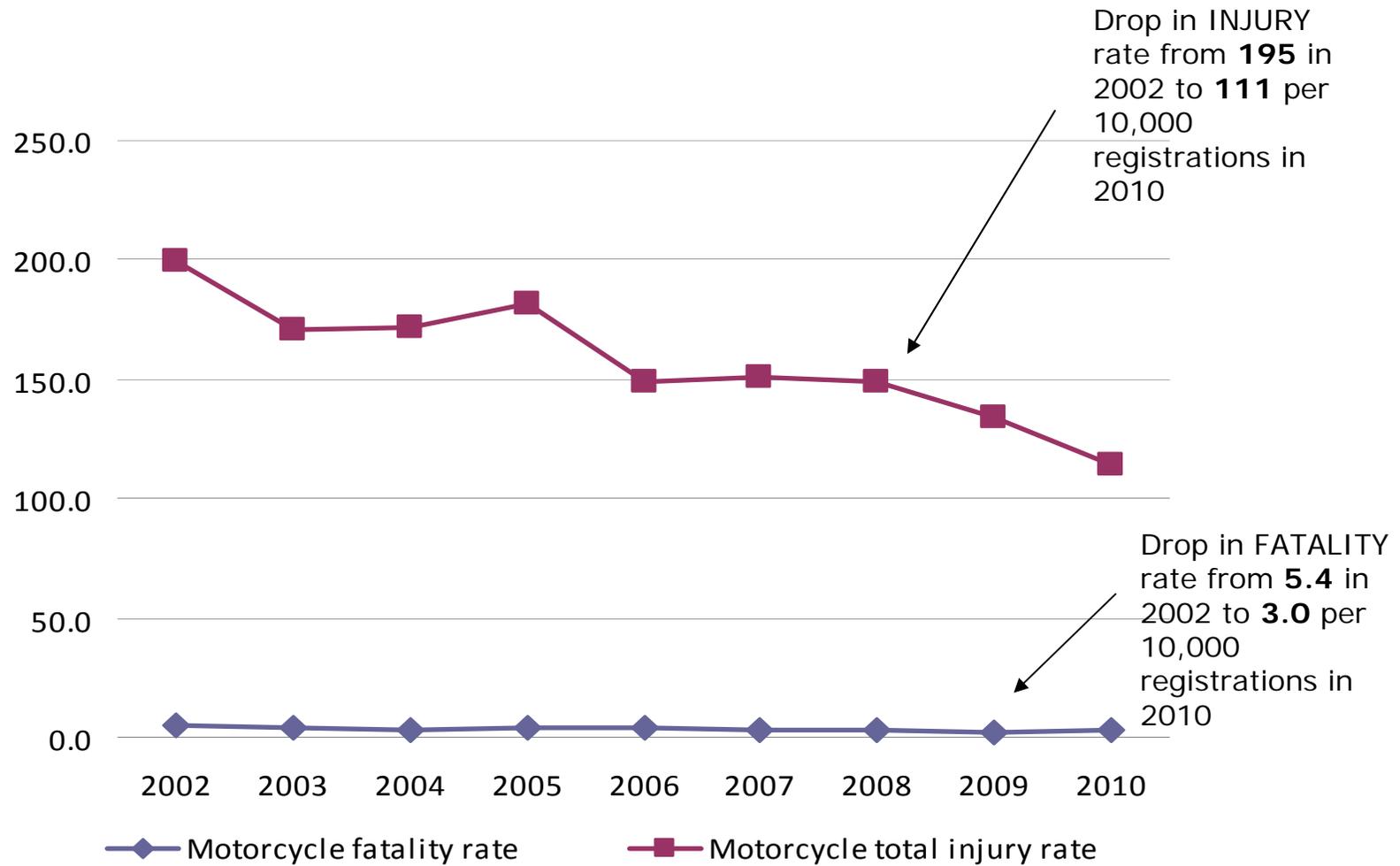- Scooters accounted for 6% of motorcycles in 2007

Increasing range of vehicle types: on-road, off-road, scooter, moped, two and three-wheel combinations

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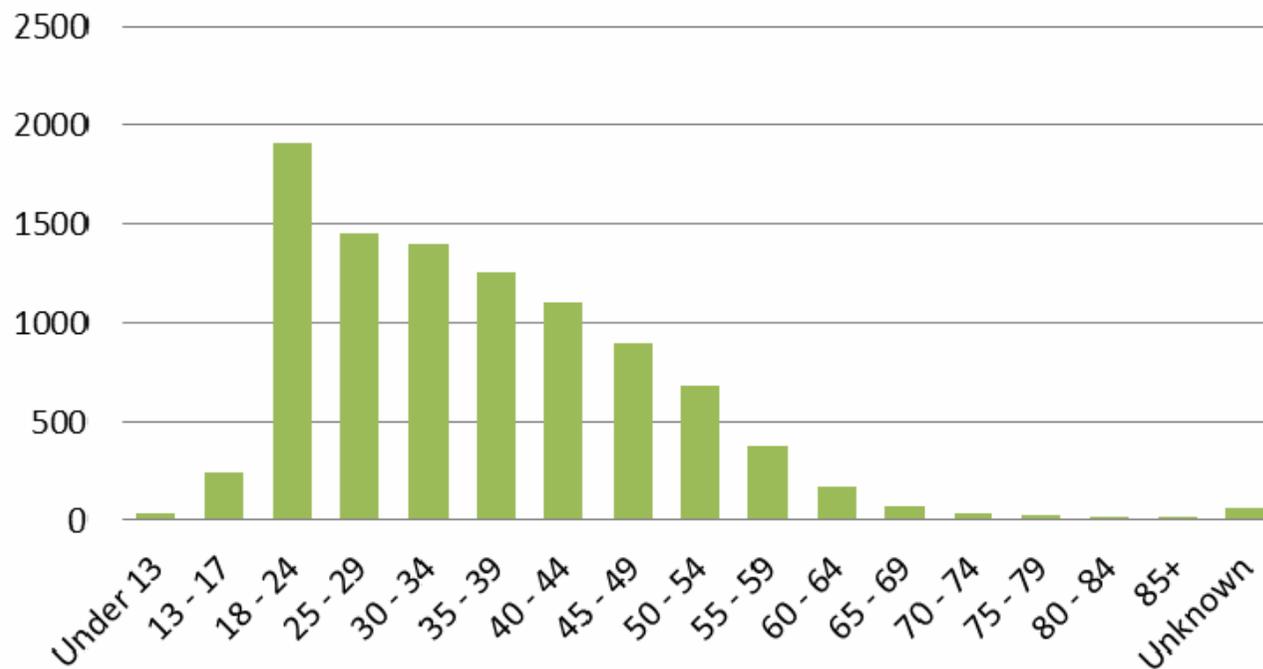
Casualty trends

- Drivers down 31%
- Motorcyclists down 10%

Crashes per 10,000 registrations

Drop in INJURY rate from **195** in 2002 to **111** per 10,000 registrations in 2010

Drop in FATALITY rate from **5.4** in 2002 to **3.0** per 10,000 registrations in 2010

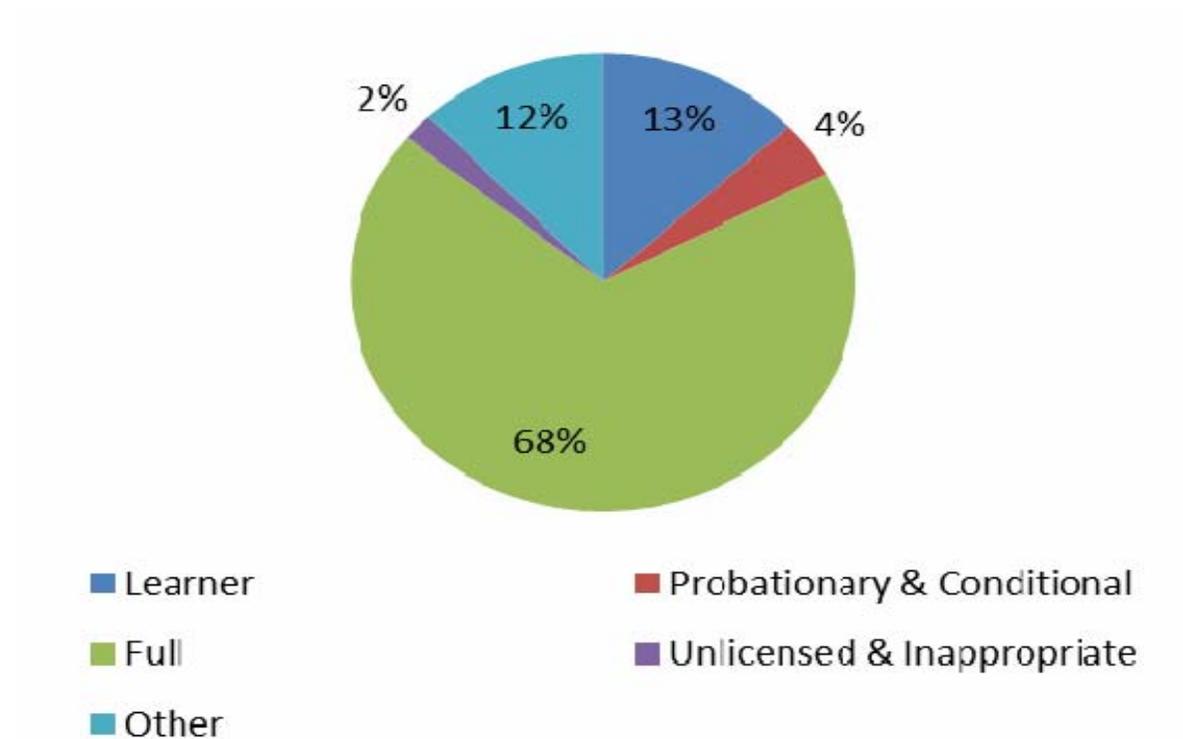Motorcycle fatality rate ◆   Motorcycle total injury rate ■

Crash data - age

- Motorcycle casualties by age 2001-2010
  - Heightened casualty risk for specific age groups
  - Over-40 fatalities have tripled since 1995

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Crash data – licence type

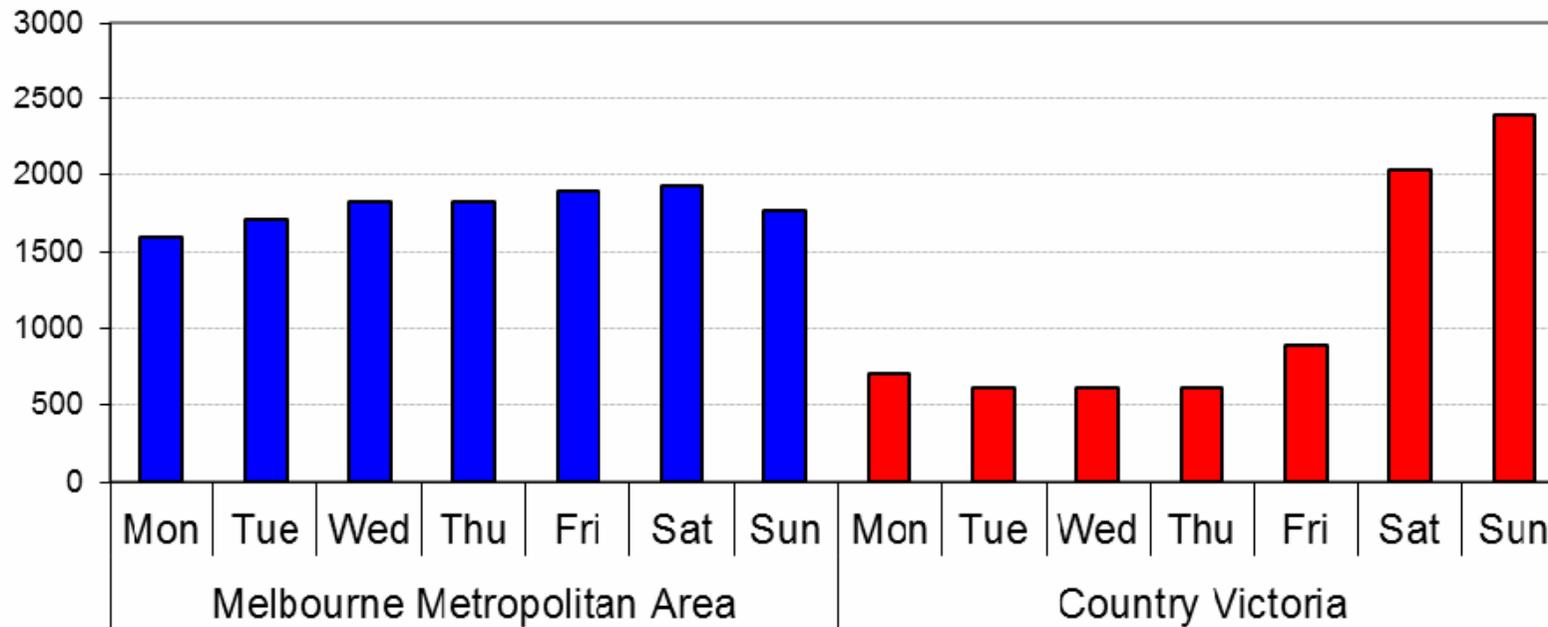- Motorcycle casualties by licence type 2001-2010

Pie chart showing:
- Learner: 13%
- Probationary & Conditional: 4%
- Full: 68%
- Unlicensed & Inappropriate: 2%
- Other: 12%

Note: 'Other' includes pillion passengers, interstate and unknown
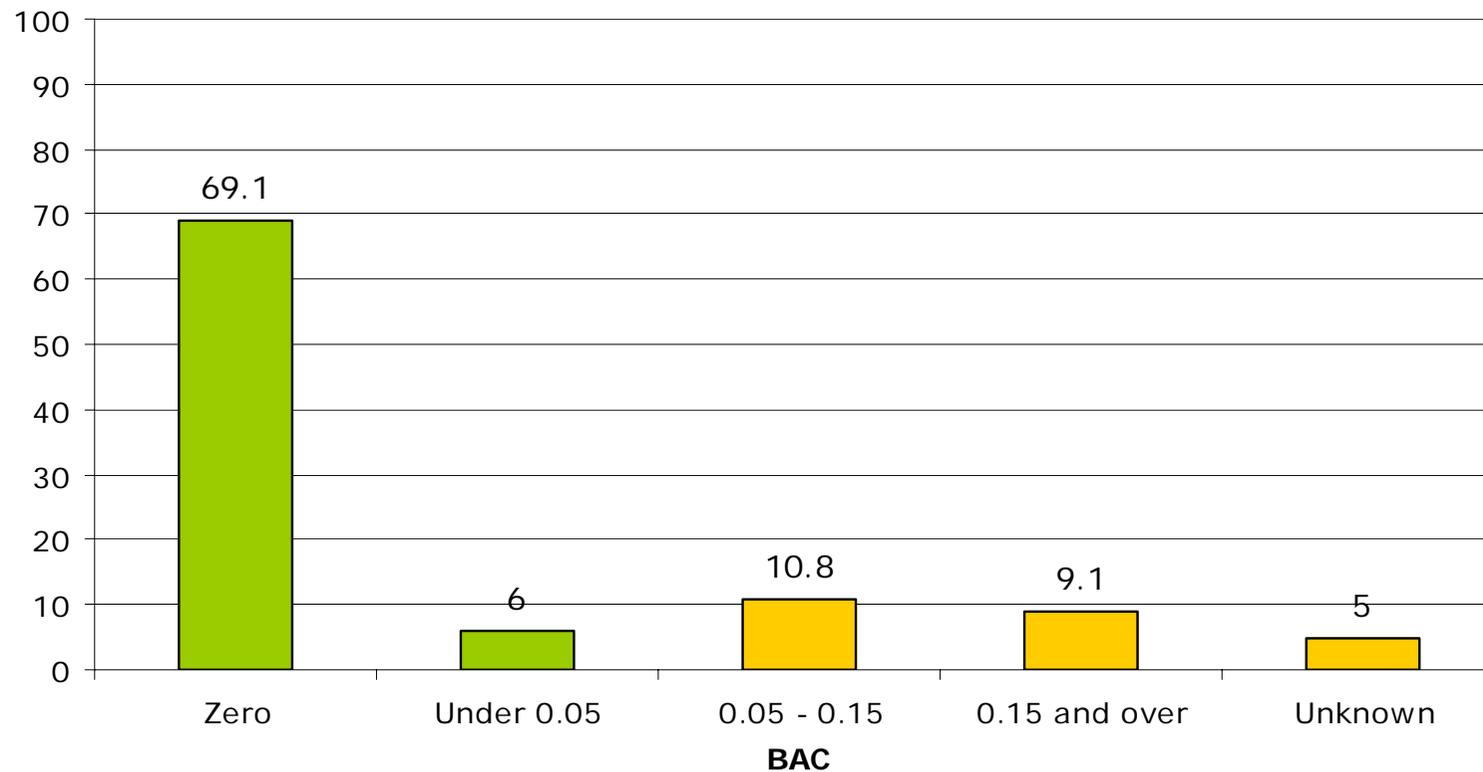
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Crash data - day of week

- **When are riders most likely to crash?**
  - Motorcycle casualties by location and day of week 2001-2010

Crash data - alcohol

Motorcycle fatalities 2001-09 (n=417)
**Percentage of fatalities involving rider alcohol-impaired**

The Motorcycle Safety Levy

- Raises approximately $5m p.a. ($40m since 2002)
- 202 projects approved by Minister for Roads to date
    - 54 education projects valued at $15.7m
    - 148 road improvement projects valued at $27m
- Key projects include:
    - Motorcycle Blackspot Program
    - Assisted Rides
    - Learner Approved Motorcycle Scheme - LAMS
    - Making Roads Motorcycle Friendly
    - Case Control Study
    - Graduated Licensing System
    - Community Policing & Education
    - Look, Look and Look again Campaign

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VAGO report

- VAGO report into Motorcycle and Scooter Safety Programs (Feb. 2011) reported that *...the directions in the strategic guide ... are reasonable. Approximately two-thirds of levy funding to date has been used to improve road locations which are high risk for motorcyclists. These treatments have proven effective and the allocation of this funding is reasonable*

- It recommended VicRoads and other road safety agencies address:

  - Unreported crash injuries
  - Off-road crashes

  - Link our data gathering to available health system information
  - Prioritise initiatives
  - Greater evaluation of program effectiveness
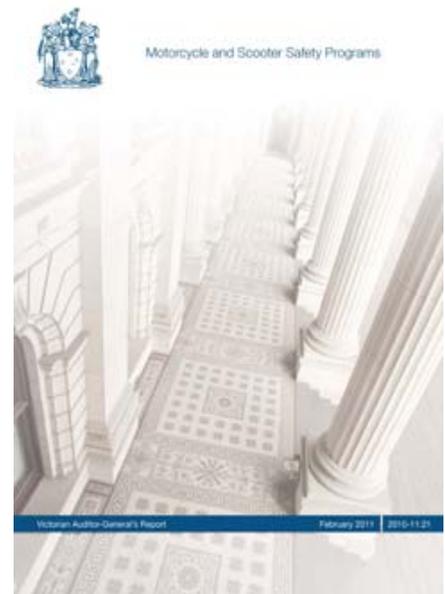
VicRoads' submission

- Key themes of our recommendations are:

  - Clothing and gear

  - Infrastructure

  - Advanced technology application

  - Off-road motorcycle safety

  - Speeding

  - Training and skills development

  - Strategy and planning (slide 10)

Clothing and gear

- *Recommendation 4:* That the Committee consider the need to develop and implement a code of conduct for retailers around encouraging buyers to choose vehicles suited to their level of skill and experience as well as wear appropriate protective riding gear.

- *Recommendation 18:* That Victoria actively participate in national initiatives which benefit Victorian riders to improve the availability and use of protective clothing.

- *Recommendation 20:* That the road safety partners continue to promote the benefits of wearing boots when riding a motorcycle.

- *Recommendation 27:* That the road safety agencies continue to promote the benefits of reflective or fluorescent clothing, white or light coloured helmets and daytime headlights.

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Infrastructure and road design

- *Recommendation 8:* That VicRoads identify parts of the road network of greatest motorcycle risk and undertake road safety inspections of these locations from a motorcycle rider's perspective to help determine appropriate on-road countermeasures.

- *Recommendation 13*: That the road safety partners continue to educate and encourage road managers to consider the needs of riders in road design, construction and management.

- *Recommendation 19:* That VicRoads develops guidelines for the application of motorcycle friendly products.

Advanced technology application

- *Recommendation 22:* That the road safety partners implement specific additional actions aimed at accelerating the take-up of ABS on new motorcycles.

- *Recommendation 24:* That VicRoads collaborates with the Commonwealth for continued improvement in the safety standards for motorcycles.

- *Recommendation 25:* That VicRoads continues to monitor the deployment of advanced technologies on motorcycles and other vehicles that could help to reduce the chance of crashes and prevent trauma.

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Off-road crashes - 1

Typically, off-road crash victims are younger

Fatalities	On-road	Off-road
Peak age group	20-24 years (18%)	15-24 years (66%)
Head injury as cause of death	30%	49%
Hospitalisations	On-road	Off-road
Peak age group	20-29 years	10-19 years
Analysis of State Trauma Registry and Coroners Information System (2002-2010)		
Location of fatalities	87%	10%
	56% (Melb metro)	63% (Regional Vic)
Trauma trend		
	Decreasing	Increasing

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Off-road crashes - 2

- *Recommendation 1*: That the relevant agencies collaborate to establish a framework of roles and responsibilities for the management of off-road motorcycle safety.

- *Recommendation 10:* Following resolution of Recommendation 1, that the relevant agency conduct helmet wearing awareness campaigns focusing on children.

Speeding

- Research:

    - coronial data (2008)- almost half involved the rider travelling faster than the speed limit. Over two thirds involved speed inappropriate for the conditions.
    - traffic count data (2009) - On the routes investigated, 50 per cent of the recorded motorcycle speeds exceeded the posted speed limit.
    - Community Policing & Education evaluation (2011) - in the 100 km/h speed zones surveyed, the proportion of motorcycles exceeding 100 km/h by more than 10 km/h was double that of cars.

- *Recommendation 21:* That the road safety partners implement programs to reduce the proportion of riders exceeding the speed limit, including consideration of options for better identification of motorcycles.

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Training and skills development – mature riders

Fatal & Serious M/C Casualties Victoria
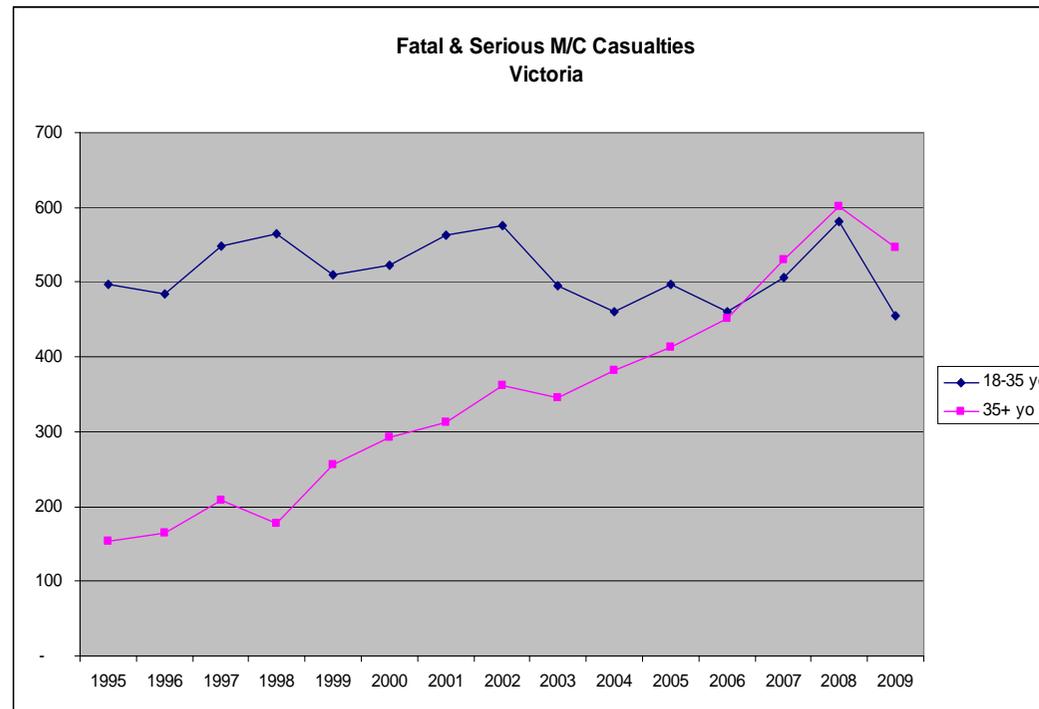
Research:

- Returning riders did not have any major difference in skills or attitudes when compared to continuing riders.

- Returning riders were not shown to have an increased crash risk compared to continuing riders.

- The research was unable to identify any distinguishable difference between the overall skill levels of continuing and returning riders, nor any evidence that their attitudes differ greatly

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Training and skills development

- *Recommendation 7*: That the road safety partners develop countermeasures targeting mature riders that consider the specific skill and development needs of this group.

Training and skills development - motorcycle graduated licensing system

Key need:

- To ensure new riders gain sufficient skill before they ride as solo riders

Challenges:

- Costs
- Hours
- Effective supervision
- Equity

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Training and skills development

- *Recommendation 9*: That the road safety partners raise the awareness of motorcycle riders to the risks associated with different riding conditions and road environments.

- *Recommendation 12:* That the consistency and quality of training provided through the accredited provider scheme be improved to support the proposed new motorcycle Graduated Licensing System.

- *Recommendation 16:* That a new motorcycle graduated licensing system for Victoria be progressively implemented.

Discussion