



BP1: Training and Awareness

<p>Reference: BP1 007</p>	<p>Title of Project:</p>	<p>Department for Transport Road Safety Research Project No.54 In-depth study of motorcycle accidents (Nov 2004)</p>								
<p>Version: 1</p>	<p>Website:</p>	<p>DfT Research Report pdf document: http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/indepthstudyofmotorcycleacc.pdf</p>								
<p>Brief Description of Project:</p>	<div data-bbox="391 873 643 1230" data-label="Image"> </div> <div data-bbox="662 873 1463 1199" data-label="Text"> <p>This research project examined, in great depth, over 1700 UK motorcycle collisions. The report provides a detailed analysis of the causation factors through a combination of ‘clinical’ and statistical approaches. In addition to providing an overview of the issues, the report goes on to identify appropriate behavioural counter-measures to address main collision causation. The key improvements for riders and other road users are identified (see below).</p> </div> <div data-bbox="391 1255 967 1766" data-label="Figure"> <p>Figure 17: Histogram showing the top three measures that could be taken by motorcyclists to alter the outcome or likelihood of an accident as a cumulative percentage of cases</p> <table border="1"> <thead> <tr> <th>Countermeasure</th> <th>Percentage of motorcycle accidents where any countermeasure could be used</th> </tr> </thead> <tbody> <tr> <td>Appropriate speed for conditions</td> <td>18</td> </tr> <tr> <td>Not overtaking near a junction or entrance</td> <td>35</td> </tr> <tr> <td>Slower speed on bend</td> <td>48</td> </tr> </tbody> </table> </div>		Countermeasure	Percentage of motorcycle accidents where any countermeasure could be used	Appropriate speed for conditions	18	Not overtaking near a junction or entrance	35	Slower speed on bend	48
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Figure 18: Histogram showing the top two measures that could be taken by other drivers to alter the outcome or likelihood of an accident as a cumulative percentage of cases



This information on specific behavioural counter-measures for motorcyclists and drivers could be used as a basis for the development of training interventions and awareness campaigns.

Although there was good agreement with other studies (MAIDS, Kropjar 1999 etc.) that the predominant causation factor in urban locations is right of way violations by other vehicles, the report identifies a higher blameworthiness amongst young moped/scooter riders. Additional hazardous actions identified are filtering, overtaking, following too close and inappropriate speed on bends.

Again young PTW riders are over-represented in rear shunt type collisions, with over half occurring in the wet, suggesting a potential training intervention.

Monitoring Data:	The monitoring data contained within the report is comprehensive and has been used to identify the counter-measures suggested above.
Results:	The main causation factors for motorcycle collisions on UK roads are identified and behavioural counter-measures suggested.
Key Effective Conclusions:	<ol style="list-style-type: none"> 1. Target drivers of other vehicles, especially older drivers, with training/awareness raising interventions to improve their ability to visually detect PTWs. 2. Target PTW riders, especially younger riders of mopeds and scooters, with training/awareness raising addressing attitude and skills issues identified in the report.
Projects for Comparison:	MAIDS.

Justification:	<p>Although based only on UK collision data, there is sufficient agreement with the smaller MAIDS study (which excluded UK PTW collisions) to have confidence in the transferability of the findings and recommended counter-measures.</p> <p>This project addresses the eSUM objective for WP3, BP1 by offering the potential for reducing urban PTW casualties through rider training/behaviour change by providing a reference collision/casualty database for road safety professionals.</p>
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