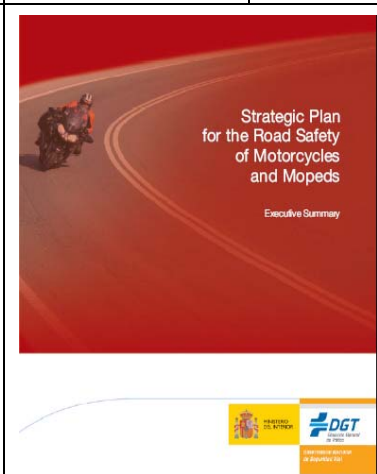




BP2: Highway Features and Policy

Reference: BP2 017	Title of Project:	Strategic Plan for the Road Safety of Motorcycles and Mopeds, DGT Spain
Version: 1	Website:	www.dgt.es

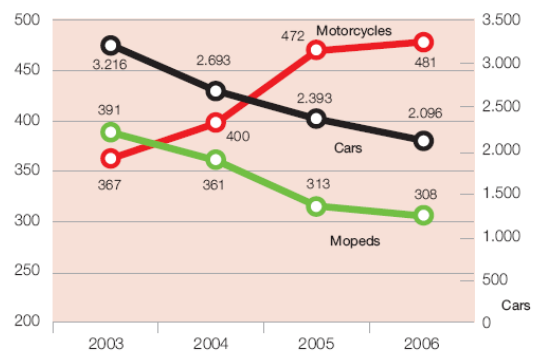
Brief Description of Project:



Early in 2007, in response to rising PTW casualties, the DGT set up a working group including representatives of motorcycle user groups, road safety professionals and the emergency services to discuss possible solutions. The 53% increase in motorcycle fatalities during summer 2007 gave added focus to the discussions.

Whilst overall road casualties were reducing, PTW casualties overall were increasing (see example data from the Strategic Plan).

Figure 1: Evolution of fatal casualties (2003-2006). Roads and urban areas.



An analysis of Spain's PTW casualty data from 2003 to 2007 allowed key user groups, locations and collision causation factors to be identified. The Working Group met to discuss potential remedies, bringing together experience and expertise to agree the problems and possible solutions.

The members of the Working Group are as follows: Traffic Group of the Guardia Civil, ANESDOR, the Motor Bikers Mutual Association, City Council of Barcelona, City Council of Madrid, General Directorate for Traffic, FECAVEM, GANVAM, Ministry of Public Works, Ministry of Industry, Tourism and Commerce, RACC, RACE and UNESPA.

One of the outcomes of group's work was the creation of a national strategy for PTW road safety which sets out the issues and recommends possible solutions.

www.dgt.es/was6/portal/contenidos/documentos/seguridad_vial/union_europea/plan_sectorial006.pdf

One of the key issues identified from the data is the disparity between motorcycles and mopeds. Whilst fatalities amongst moped riders had fallen, the death rate amongst riders of larger capacity machines had increased significantly.

Table 1 from the Plan is shown below. This indicates the comparative fatality rates for riders of different capacities of PTW.

Cylinder Capacity	Deaths/100,000
More than 1000c	34
750 to 1000cc	78
500cc to 749cc	48
250cc to 499cc	13
126cc to 249cc	5
Up to 125cc	6

This Strategic Plan sets 2 objectives:

1. To reverse the rising trend in PTW deaths and serious injuries.
2. To facilitate a sustained reduction in the rate of deaths per 100,000 motorcycles from the existing 25.

To achieve these objectives the Plan uses the analysis of casualty data to identify 4 priority areas:

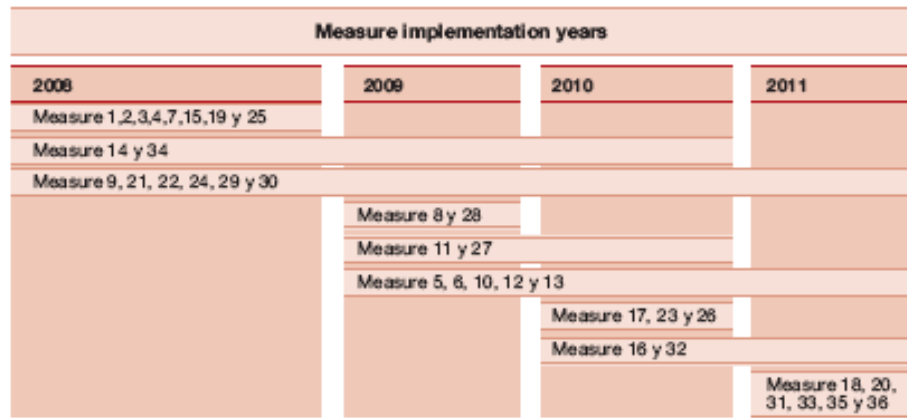
1. Improving the training of riders for safe driving both in access tests and in supplementary road safety training.
2. Reducing high-accident-rate situations which affect PTWs.
3. Addressing risk taking behaviour of motorcycle and moped riders.
4. Implementing mitigating measures that reduce the consequences of collisions.

The Plan identifies 36 individual measures which address these 4 priorities and highlights 16 priority measures which are likely to be most effective.

The excerpt from the Strategic Plan shown below lists the 36 measures. The 16 priority measures are highlighted.

1. Strengthening road safety training in motorbike access tests
2. Introducing the topic "motorbikes" into the 4W license tests
3. Delaying the minimum age for access to certain vehicles
4. Progressiveness according to age and experience
5. Road safety education
6. Incentives for participating in road safety courses/obtaining certificate
7. Road safety course for professional communities
8. Incorporating motorbike road safety into training plans of companies
9. Evaluating traffic coexistence and segregating measures
10. Evaluating measures to change conditions at intersections
11. Improving adherence to the road
12. Improving preservation and condition of the road network
13. Road safety audits
14. Specific actions on SACs [Sections with accident concentration]
15. Control systems for the equipment and performance
16. Improving safety systems on vehicles
17. Fostering research
18. Promoting an assessment and scoring system of the EURO NCAP type
19. Improving the vehicle's visibility
20. Financial/fiscal incentives for renewing the fleet
21. Campaigns specifically addressing RD
22. Specific campaigns for 4W vehicles
23. Agreement against depicting risk taking with the media
24. Strengthening the distinction between the use of motor bikes as a mobility means vs. sporting use thereof
25. Special measures against recidivist drivers
26. Fostering companies to carry out follow-ups on road safety courses of their professional employees
27. Fostering the effects of risk taking on insurance premiums
28. Modifying the sanctioning scheme for RD
29. Increasing control over risk taking
30. Replacing/protecting safety fences
31. Vertical signposting
32. Reducing the span of time for accident assistance
33. Introducing the E-Call
34. Correct use of helmets
35. Establishing a minimum standard for additional equipment
36. Strengthening research on equipment

The Strategic Plan also describes an implementation schedule in the form of a simplified Gant Chart giving a programme for the Plan.



The monitoring procedure for the Plan is also described with 6 key indicators and the frequency of assessment.

Indicator	Frequency
Total number of fatalities and seriously injured, with a distinction between rural and urban areas	Yearly
Number of fatalities on motorcycles per million vehicles of the fleet	Yearly
Total number of fatalities on motorcycles, with a distinction between rural and urban areas	Yearly
Degree of achievement of the results of the measures introduced	Half-yearly
Number of measures of the plan that have been introduced	Quarterly
Degree of the progress of the measures that are being introduced	Quarterly

Monitoring Data:

The fatality rate before the introduction of the Strategy was 25 deaths/100,000 PTWs (2006 data).

'After' data will be assessed when available.

Results:	Monitoring data will be provided when available. The Strategic Plan has already had observed results in terms of measures introduced. As these measures were identified from a close analysis of casualty data there should be a high chance of success in reducing the number and severity of collisions.
Key Effective Conclusions:	<p>The structured and well researched approach evident in the Strategic Plan provides a template for national and local action to reduce PTW casualties, including those in urban areas.</p> <p>A coherent and data-led strategy offers the potential for a sustained and significant improvement in the casualty statistics.</p>
Projects for Comparison:	<p>BP2 009 Positioned for safety, NSW, Australia.</p> <p>BP2 010 DfT National Motorcycling Strategy, UK.</p>
Justification:	After monitoring data has been requested. The Strategic Plan appears to offer the potential for contributing to the reduction of urban PTW casualties.