




BP2: Highway Features and Policy

Reference: BP2 020	Title of Project:	Monsieur Moto, Toulouse
Version: 1	Website:	Further information from: monsieur.moto@mairie-toulouse.fr
Brief Description of Project:	<div data-bbox="396 789 883 1157" data-label="Image"> </div> <p data-bbox="906 758 1463 863"> In 2004 a survey of journeys and risk in Toulouse highlighted the over-representation of PTWs in collisions. </p> <p data-bbox="906 921 1463 1026"> Although only 1.8% of trips were by PTW, over one third of collisions involved a motorcycle or moped. </p> <p data-bbox="906 1085 1463 1190"> This led to a publicity campaign aimed at raising awareness of the problem in the city. </p> <p data-bbox="396 1249 1463 1354"> City authorities gathered stakeholders together to discuss the problem and to try and identify solutions. The working group involved the Police, city technical officers, motorcycle rider groups and other interested partners. </p> <p data-bbox="396 1413 1463 1591"> A decision was taken to appoint a co-ordinator (M. Moto) for work to reduce PTW casualties. The experience required for the post included being an experienced and regular motorcyclist. M. Moto is required to work with the city's technical staff, Police, rider groups and others to promote safe motorcycling. </p> <p data-bbox="396 1650 1463 1755"> M. Moto is regarded as an advocate for PTWs with access to the technical expertise and experience to provide effective advice and support for other groups and agencies. </p>	

	<p>M. Moto worked with rider groups and technicians to test the grip of carriageway markings and metal inspection covers in the highway. This led to redesigned markings, with larger gaps between ‘stripes’, and improved covers to provide increased safety for PTWs.</p> <p>Key points include:</p> <ol style="list-style-type: none"> 1. The necessity to appoint someone suitably experienced and positive about PTWs. 2. Provide adequate resources. 3. Ensure effective links to technical staff and rider groups. 
<p>Monitoring Data:</p>	<p>Monitoring data based on PTW casualties is not available.</p>
<p>Results:</p>	<p>M. Moto appears to provide an important link between riders, technical professionals and policy makers.</p>
<p>Key Effective Conclusions:</p>	<p>There are parallels between the M. Moto concept and the appointment of ‘Cycling Officers’ in several cities.</p> <p>The provision of an enthusiastic and knowledgeable advocate for PTWs allows the rider’s perspective to be incorporated into the design of projects aimed at reducing motorcyclist casualties.</p>
<p>Projects for Comparison:</p>	<p>BP2 008 Paris PTW Charter. BP2 009 Positioned for safety, NSW, Australia. BP2 010 DfT National Motorcycling Strategy, UK. BP2 017 DGT PTW Strategy.</p>
<p>Justification:</p>	<p>The involvement of rider groups in the decision making process has the potential to make counter-measures more appropriate and effective. It is understood that the reduction of PTW injuries is not the key performance indicator for this project, however the M. Moto methodology may have the potential to contribute to eSUM objectives.</p>