



BP5: PTW Design and Protective Equipment

<p>Reference: BP5 006</p>	<p>Title of Project:</p>	<p>Intelligent Transport Systems and Motorcycle Safety</p>
<p>Version: 1</p>	<p>Website:</p>	<p>http://www.globaldegrees.com/muarc/reports/muarc260.pdf</p>
<p>Brief Description of Project:</p>	<p>This review by Monash University (Intelligent Transport Systems and Motorcycle safety, Megan Bayly, Michael Regan, Simon Hosking. July 2006) undertook a critical analysis of existing and emerging ITS technologies.</p> <p>The key output was a list of ITS measures prioritised based on relevance to.PTW collision causation.</p> <p>Some of the ITS with a high ranking are more applicable to rural crashes (speed related loss of control on bends, riding on unlit roads after dark etc.). Several do address the primary causes of urban PTW collisions as identified by the MAIDS study and the DfT In-depth Analysis of PTW Collisions.</p>	

	<p>The prioritised list identifies the following counter measures as addressing frontal collision/urban conflicts, in priority order:</p> <p>Linked Brakes. Reviewed as BP5 004 Anti-lock Braking Systems. Reviewed as BP5 003 Brake Assist Systems. Included in BP5 004 Intelligent Speed Adaptation. Reviewed as BP5 008 Inter Vehicle Communication. Reviewed as BP5 009 Road Surface Monitoring. Reviewed as BP5 010 Daytime Running Lights. Reviewed as BP5 007 Automatic Crash Notification. Electronic Licensing/Smart Card. Reviewed as BP5 011 Alcohol Detection and Interlock. Airbag Jackets. Reviewed as BP5 002 Airbags. Reviewed as BP5 001 Forward Collision Warning. Object/Pedestrian Detection Systems.</p>
Monitoring Data:	Monitoring data tends to be research based performance testing, rather than casualty/collision based. DRL is the exception.
Results:	The report offers an indication of potential results for each system. See individual reviews for more information.
Key Effective Conclusions:	Each of the measures is reviewed individually in this BP theme. This report provides guidance on existing and emerging ITS which offer potential for casualty/severity/collision reduction.
Projects for Comparison:	
Justification:	This research report provides advice and guidance on the contribution that ITS can make to reducing PTW casualties. As an overview for use by road safety practitioners, this report appears to meet eSUM objectives for WP3, BP5 by providing advice/guidance which contributes to reducing urban PTW casualties/collisions.