International Transport Forum

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Some insights from the ITF/OECD report
"Improved Safety for Motorcycles, Scooters and Moped"

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Knowledge

1) Necessity to improve the knowledge on PTW **mobility** and **crash mechanisms**

   – Develop and apply relevant methods, tools and indicators to measure PTWs in traffic flows and analyse their **mobility and behaviour** (exposure data)

   – More **in-depth investigations** will allow a better understanding of fatal and serious injury crash patterns and causes

   – **'Conspicuity' and other perception problems** deserve further research works in order to identify key contributing factors and effective countermeasures

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Knowledge

2) Operational research and development is needed

- Development of measures to address real issues regarding the safety of PTW riders
  - ➢ Need for a co-ordinated and concerted cooperation between a **variety of disciplines** (civil and mechanical engineers, economists, educationalists, psychologists, transport planners, lawyers etc.)
- On content and effectiveness of **training** (including post-licence training) with the aim of improving the behaviour and safety of both drivers and riders
- On **ITS** capacity to prevent PTW crashes
  - ➢ ITS applications for cars are not directly transferable to PTWs
  - ➢ challenges posed by the Human Machine Interface requirements, the impact on human behaviours, and adequate training for the riders
- On **Protective clothing and equipment**

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Accessing motorcycling

- Licensing, training and education are essential tools for improving riding safety

- Every novice riders should be trained

- Access to PTWs should be gradual, while riders are gaining experience and maturity

- Training should not only focus on manoeuvring skills and mastering traffic situations, but also address attitudes towards safety

- Other road users should also be made aware of the specific risks associated with PTWs: vulnerability and crash patterns

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Road environment

- Infrastructure can be improved to **guide drivers and riders** to adopt appropriate behaviour

- An infrastructure essentially thought for cars, which can be improved
  - ➢ to **prevent** the occurrence of crashes
  - ➢ and **mitigate** their consequences

- A **self-explaining road** allowing road users to anticipate changes in the local road context

- Forgiving roads - PTW friendly equipment

- Engineers, road designers and providers, local authorities, road safety auditors and inspectors **should be trained to consider PTWs**
  - ➢ in the **design**, **construction**, **maintenance** and operation of roads

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Safety messages

- Although little research evidence on communication campaign effectiveness, it is assumed that the media can:
    - Positively influence attitudes and behaviours,
    - Provide information
    - Increase the acceptability of safety measures

- Periodic and thematic campaigns targeting both motorcyclists and other road users typically focus on:
    - Vulnerability of PTWs
    - The most common crash scenarios and risks factors.
    - Risky behaviours

- Those communication campaigns aim to promote harmonious car-PTW co-existence and safe behaviours by all road users