

Motorcycle crash involvement as a function of self assessed riding style & rider attitudes

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Outline

- Older riders as a road safety issue
- Rider Safety Survey
- Respondents
- Crashes
- Items
- Riding style
- Rider behaviours
- Crash prediction
- Conclusions

Older riders issue

- Increased crash involvement:
 - Fatalities aged 25+:1991: 49%, 2006: 70%
 - Crashes ('91-'03) involving those 30+ doubled, halved for those under 30
- Increased exposure:
 - Bikes registered ('95-'00): increased 57% for 40+, decreased by 33% for under 25
 - Licences held by 40+ also increased significantly

RIDER SAFETY SURVEY

**Are you aged 25 or over?
Have you ridden in Australia in the last 5 years?
If YES, we would like to find out more about your
riding patterns and experiences and accidents.**

Please visit our website
and fill in the questionnaire at

www.monash.edu.au/muarc/riders

or ring Christine on

03 9905 4367

if you would like us to
send you a paper copy
of the questionnaire.



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Respondents

- 1500 riders (ridden in last 5 years)
- 87% male
- 97% full licence
- Vic: 45%, NSW: 28%, QLD: 13%

Age	25-34	35-44	45-54	55+
%	23%	26%	33%	16%

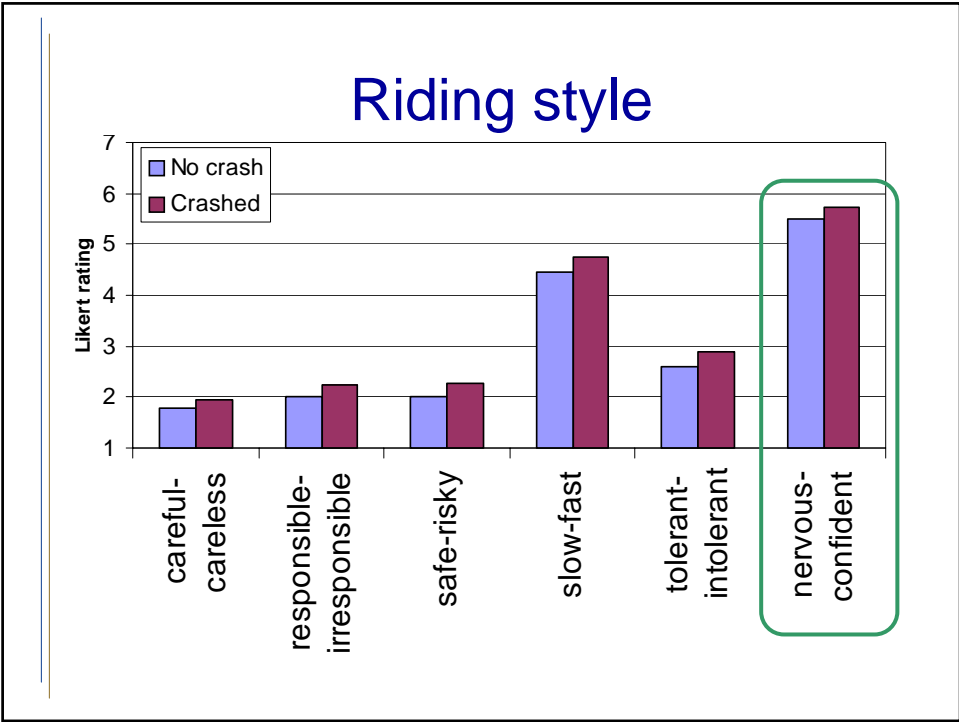
- Rider type:
 - Continuing: held licence & ridden for many years (62%)
 - Returned: recently resumed regular riding (17%)
 - New: recently obtained licence (19%)

Crashes

- Crash:
 - On-road
 - Person injured, or
 - Police called, or
 - Vehicle damage required removal
- 30% (445) crashed in previous 5 yrs

Items

- 12 riding style items:
 - 12 opposing word pairs
 - 7-pt scale
 - Eg careful-careless, considerate-selfish
- 6 rider behaviour items:
 - Compare self to other riders
 - Hazard perception & responding, bike handling
 - 5-pt scale: much worse – much better



- Likelihood of being involved in a crash within next 12 months c/f peers

Likelihood	No-crash	Crashed
Less or much less	64%	71%
As likely	35%	27%
More or much more	1.7%	1.8%

Rider behaviours

- Crashed & non-crashed both rated themselves better riders than peers
- Crashed *more* over-inflated opinion of:
 - Bike control skills
 - Getting out of hazardous situations
- Equivalent over-inflation for:
 - Anticipating other road users
 - Spotting hazards
 - Avoiding hazards

Crash prediction

- Binary logistic regression: crashed/ non-crashed
- All 18 items
- 1,310 full responses (87% of total)
- Predictor variables allow for correct classification of 69% of cases

- Best predictors were perceived:
 - Above average bike control skills
 - Increased likelihood of crash involvement in future
 - Greater ability to avoid hazardous situations
 - More tolerant riding style
 - “Safer” (rather than risky) riding style

Conclusions

- Crashed riders:
 - “Worse” riders
 - Thought they were less likely to crash in future
 - Increased, & probably misplaced, level of confidence in riding ability
- Crash not a beneficial insight experience:
 - Crash not serious enough?
 - Crash *increases* confidence?
 - Near-misses narrow the gap between crashed & non-crashed?
 - Those who *would* benefit opt out of riding?

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