Improving the Safety of Motorcyclists

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My background

GROWING UP
just means being able to afford bigger toys

Institute of Advanced Motorists
Who is IAM?

IAM NZ is a charitable organisation dedicated to promoting better driving and riding and enhancing road safety, by taking the standard of driving and riding of existing drivers and riders to a level significantly higher than that required to pass the normal driving test.

- Established in UK in 1956, and brought to NZ in 1958
- Based on “Roadcraft” – which comes from “The System” in 1937
- Mentor-based observation and skill in a road environment
- Motorcycle component is pre-eminent in NZ
Guiding resource

Motorcycle Roadcraft
The Police Rider’s Handbook

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Why ride?

- Motorcyclists are quite tribal but united by the enjoyment and freedom of riding
- Often defined by the term “rider”
- Understand the risks

“To live is the rarest thing in the world. Most people just exist”

“Thats why we ride!”
Where are things at?

- 50 or so deaths a year
- 1181 Police-reported injuries in 2015
- 3,670 new ACC claims
- 91% of deaths male
- 82% of ACC’s new claims male
- Motorcyclists not seeing the benefits of safety technology enjoyed by drivers
- “Othering” is common
Is it just a returning rider issue?

New ACC injury claims by age and year

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Fleet growth pushes risk

- 174,000 registered motorcycles and mopeds
- Strong % growth – esp. bikes >600cc

Figure 1.2: Fleet increase since 2000
Crash environment

- Two main risks:
  - Urban - more exposure to intersections and other vehicles - riders more likely to crash, less at fault, less likely to die
  - Rural - more single rider loss of control on bends - less likely to crash, more likely to die
- Bigger bikes get used more for touring and play and feature more in fatalities
- As a sector we have a limited view of moped risks despite contribution to the injury profile
Crashes come down to two main areas:

- **Rider (internal) factors** – intentional behaviours or unintentional behaviours like a lack of skill; or
- **External factors** – road environment or other road users

Difficult to address intentional or extreme behaviours or the ability of other road users to “see” bikes.