


Adelaide Hills Motor Cycle Road Safety Strategy

May 2004



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BACKGROUND

Motor cycling is a fun and popular recreation and is particularly popular throughout the Adelaide Hills which is well known for several motor cycle routes. However, it is also a very high risk activity and around one quarter of all road deaths in the Hills are motor cyclists (based on 5 years data 1998-2002).

In comparison, motor cyclists represent 10-12% of fatalities for the rest of the State and throughout Australia. Another way of looking at the data is that motor cyclists killed on Hills roads represented 18% of all motor cycle deaths in South Australia.

There are unique and varying road conditions throughout the Hills which makes motor cycling a higher risk activity, and which warrant special attention.

In March 2003 the Adelaide Hills Community Road Safety Group received a grant from the State Government (Transport SA) to prepare a road safety strategy specifically aimed at motor cycling in the Hills region. This Strategy has been prepared through consultation with the community and key stakeholders, as well as a review of available crash data.

The Strategy identifies a range of factors that lead to motor cycle crashes, or increases the severity of injury, and proposes a series of actions for road authorities, legislators, the Police, motor cycling groups and the community.

KEY ISSUES

The following key issues have been identified on the basis of available crash data, community and stakeholder consultation and general road safety research relative to motorcycle collisions.

- ◆ Motorcyclists represent around 25% of road deaths in the Adelaide Hills, compared to just 10 - 12% in the rest of South Australia.
- ◆ Over 50% of all motorcycle crashes in the Hills involve the bike and rider leaving the main roadway (classified as 'hit fixed object, roll-over, or left road out of control.')
- ◆ Around 50% of all motorcycle crashes in the Hills occur on weekends.
- ◆ Approximately three quarters of motorcycle killed or injured in the Hills are under 40 years of age (<30years - 38.7%, 30-39 years - 35.4%).
- ◆ A trend exists throughout Australia for a growing proportion of a motorcycle casualties to be more than 40 years of age, reflecting the increased popularity of riding amongst this demographic.
- ◆ 93% of motorcyclists killed or injured in the Hills are male.
- ◆ 70% of those killed do not reside in Adelaide Hills Council or District Council of Mount Barker areas.
- ◆ Research indicates that 12% of all motorcyclist fatalities involve unlicensed riders. Similarly, 8% of motorcyclists seriously injured are typically unlicensed.



SOCIAL ISSUES

| ISSUES | ACTION | WHO | PRIORITY |
|-------------------------------------|---|---|--------------|
| Riders not on own bikes | Promote risks of riding on unfamiliar bikes | Motor Cycle Clubs | Low priority |
| Range of demographics | Develop appropriate campaigns recognising the broad range of motor cycle riders | All | Ongoing |
| Attitudes of motor cyclists | Process of retraining after period of 5-10 years not riding a motor cycle or after the accumulation of 6 demerit points | Licensing Authority Road Safety Advisory Council | Moderate |
| High proportion of non-hills riders | Consider best methods of education/awareness throughout metro area | AHCRSG work with Motor Cycle Clubs | Moderate |
| | Develop motor cycle specific warning signs for the key entry roads to the Hills | Transport SA/Councils | High |
| | Consider use of variable message/mobile signs | SAPOL/AHCRSG | High |

ROAD ENVIRONMENT ISSUES

| ISSUES | ACTION | WHO | PRIORITY |
|--|---|-----------------------------------|----------|
| Poor road conditions | Promote motor cycle 'friendly' maintenance practices to the maintenance groups/contractors for Transport SA and both Councils. | Transport SA Councils | High |
| | Undertake road safety audits on popular motor cycle route | Transport SA Councils | Moderate |
| | Review locations nominated through consultation | Transport SA Councils | High |
| Inadequate road widths through curves | Review adequacy of road widths through curves and develop programs to undertake localised shoulder sealing | Transport SA Councils | Medium |
| Secondary safety is important (motor cycles will leave road at different points) | Consider secondary safety as part of Transport SA road safety audits | Transport SA Councils | Medium |
| Gravel spill from unsealed roads/driveways | Consider sealing 10-15 metres into driveways and side roads | Transport SA Councils | Medium |
| | Identify 'higher risk' locations as part of Road Safety Audits or through consultation with motor cycle groups or through the 'Courier' | Motor Cycle Clubs AHCRSG | Medium |
| Hills roads are popular/curves are seen as fun and challenging | Investigate the installation of special motor cycle warning signs on popular routes | Transport SA Councils | Low |
| | Investigate the installation of complementary signs around perimeter of Hills area | Transport SA Councils | Low |
| | Consider the use of variable message signs at high risk times (Saturdays and Sundays) | SAPOL AHCRSG | Medium |
| Diesel spills and road side hazards | Review maintenance practices to ensure diesel spills are cleaned as soon as possible | Transport SA Councils | Medium |
| | Promote Hazard Report 1800 018 313 phone number | Transport SA Motor Cycle Clubs | High |
| | Review sign posting of 1800 018 313 phone number | Transport SA | High |

LEGISLATION AND ENFORCEMENT ISSUES

| ISSUES | ACTION | WHO | PRIORITY |
|---|---|--------------------------|----------|
| Non-registered bikes and unlicensed riders | Undertake license/registration checks at key locations | SAPOL | High |
| Inappropriate U-Turns by drivers | Review line marking at locations where U-Turns are commonplace (e.g. parking bays) or near corners and crests | Transport SA Councils | Low |
| Common practice of corner cutting by other road users | Undertake enforcement as appropriate | SAPOL | Ongoing |
| | Promote safe driving practices | AHCRSG Transport SA | Ongoing |
| | Undertake enforcement as appropriate | SAPOL | Ongoing |
| | Investigate signage to warn road users of risks of corner cutting | AHCRSG Transport SA | Low |
| | Promote safe driving practices | AHCRSG | Ongoing |
| High speeds by motor cyclists | Undertake enforcement as appropriate | SAPOL | Moderate |

EDUCATION AND TRAINING ISSUES

| ISSUES | ACTION | WHO | PRIORITY |
|--|--|------------------------------|----------|
| Some crashes are caused by other road users | Promote greater awareness of motorcycling issues | AHCRSG Transport SA | Medium |
| Inattentive drivers (new residents not familiar with Hills conditions) | Promote safe driving principles for Hills roads - continuation of "Expect the Unexpected" campaign | AHCRSG | Ongoing |
| Corner cutting by other road users | Promote safe driving practices | AHCRSG Transport SA | Medium |
| Motor cycle education needs to be part of overall road safety education/training regime and start in schools | Promote road safety education in schools | Road Safety Advisory Council | High |
| Need for intermediate training between restricted and unrestricted licensing for motor cycles | Promote outcomes of community consultation to RSAC | Road Safety Advisory Council | High |

CRASH DATA

The following tables summarise motor cycle crash data for the Adelaide Hills (including both the Adelaide Hills Council and District Council of Mount Barker) for the five years 1998-2002.

| Crash Severity | Number | % |
|----------------------|------------|---------------|
| Fatal | 16 | 4.5% |
| Injury | 231 | 65.1% |
| Property Damage Only | 108 | 30.4% |
| Total | 355 | 100.0% |

| Casualties | Number | % |
|----------------------|------------|---------------|
| Fatalities | 15 | 6.2% |
| Admitted to Hospital | 96 | 39.5% |
| Treated at Hospital | 92 | 37.9% |
| By Private | 40 | 16.5% |
| Total | 243 | 100.0% |

| Sex | Number | % |
|--------------|------------|---------------|
| Male | 227 | 93.4% |
| Female | 15 | 6.2% |
| Unknown | 1 | 0.4% |
| Total | 243 | 100.0% |

| Ages | Number | % |
|--------------|------------|---------------|
| less than 30 | 94 | 38.7% |
| 30-39 | 86 | 35.4% |
| 40-49 | 38 | 15.6% |
| 50-59 | 14 | 5.8% |
| 60 and over | 4 | 1.6% |
| Unknown | 7 | 2.9% |
| Total | 243 | 100.0% |

| Day of Week | No | % |
|--------------|------------|---------------|
| Mon | 32 | 8.7% |
| Tues | 28 | 7.6% |
| Wed | 32 | 8.7% |
| Thur | 32 | 8.7% |
| Fri | 35 | 9.5% |
| Sat | 72 | 19.5% |
| Sun | 138 | 37.4% |
| Total | 369 | 100.0% |

| Crash | Type | No | % |
|--------------------------|------|------------|---------------|
| Hit Fixed Object | | 106 | 28.7% |
| Roll Over | | 88 | 23.8% |
| Head On | | 53 | 14.4% |
| Right Angle | | 34 | 9.2% |
| Left Road Out of Control | | 21 | 5.7% |
| Rear End | | 19 | 5.1% |
| Side Swipe | | 18 | 4.9% |
| Hit Animal | | 8 | 2.2% |
| Other | | 8 | 2.2% |
| Right Turn | | 6 | 1.6% |
| Hit Parked Vehicle | | 4 | 1.1% |
| Hit Object on Road | | 3 | 0.8% |
| Hit Pedestrian | | 1 | 0.3% |
| Total | | 369 | 100.0% |

| Apparent Error | No | % |
|---------------------------|------------|---------------|
| Inattention | 190 | 51.5% |
| No Errors | 102 | 27.6% |
| Fail to Keep Left | 34 | 9.2% |
| Excessive Speed | 9 | 2.4% |
| Overtake Without Due Care | 9 | 2.4% |
| D.U.I. | 9 | 2.4% |
| Follow Too Closely | 8 | 2.2% |
| Vehicle Fault | 3 | 0.8% |
| Fail to Give Way | 2 | 0.5% |
| Other | 1 | 0.3% |
| Fail to Stand | 1 | 0.3% |
| Disobey - Give Way Sign | 1 | 0.3% |
| TOTAL | 369 | 100.0% |



SUMMARY OF COMMUNITY CONSULTATION

These comments are a summary of concerns raised by motor cyclists at community meetings convened by AHCRSG. There was a high level of interest and discussion at the workshops. Key issues have been summarised at the front of this document.

Issues

- ◆ High proportion of unlicensed riders/non-registered bikes.
- ◆ Riders sometime not on their own bikes.
- ◆ Death by misadventure.
- ◆ Range of demographics
 - Age of riders
 - Experience
 - Locals vs non-locals
 - Capacity of machines.
- ◆ Need to clearly articulate who's ultimately responsible.
- ◆ Riding in Hills is popular.
- ◆ Curves are fun.
- ◆ Many riders may not be Hills residents.
- ◆ There are different types of riders
 - Cruisers (fair weather riders)
 - Leisure riders
 - Big bikes.
 - Real bikers
 - Leather clad
 - Image
 - High power
 - Not necessarily young often midlife crisis, previously ridden in younger years now on fast/quick bikes, slower reflexes.
- ◆ Not always boy-racers.
- ◆ "Image" is critical.
- ◆ Hills roads are being promoted for racing (e.g. Classic Adelaide/Coopers Rally)
 - Double standard (wrong message)
 - Damage to roads.
- ◆ Can not always guarantee good roads
 - Need awareness for 1st time riders.
- ◆ How many crashes are caused by car drivers and other vehicles?
 - Need for awareness and education of other road users - Need for other user training
 - Cars also use roads too fast and cross centreline.
 - Need motorcyclist awareness in licence scheme (for L and P).
- ◆ Secondary safety is important. Cars will leave road at different point.

Causes

- ◆ Poor road condition. Condition of roads
 - Potholes
 - Crack sealing (when wet) and hot days
 - Gravel on edges
 - Mud/clay.

- ◆ Unsealed roads and driveways
 - Diesel spills
 - Mud/gravel
 - Whos responsible
- ◆ Poor weather.
- ◆ Loose gravel spill onto bitumen (side roads and driveways).
- ◆ Sweeping bends.
- ◆ Wet leaves along centreline.
- ◆ Dangerous roadside furniture.
- ◆ Generally lack of safety attitude in Hills
 - Driving on wrong side of road
 - Slow/meandering.
- ◆ Inattentive drivers
 - Influx of new residents to Hills with lack of awareness of driving in Hills.
- ◆ Attitude of motorcyclists
 - Curves are appealing
 - Hard mentally
 - Pack riding (Tumberumba Study) slowing at back, trying to keep up
 - Plenty of previous studies no need for new info.
 - Public roads are not race tracks
 - Unsealed corners/shoulders.
- ◆ Inappropriate u-turns by drivers on Hills road.
- ◆ Common practice of corner cutting by other road users.
- ◆ Push bikes on Gorge Road
 - Hazard
 - Need education
 - High speed differential

Locations

- ◆ Gravel near quarry on Gorge Road.
- ◆ Diesel spills from tankers on Freeway (potentially over filling of tanks).
- ◆ Fox Creek Road/Lobethal Road Junction.
- ◆ De-promote local roads (Gorge Road) from bike shops.
- ◆ Junction Road/Nitschke Road (gravel).
- ◆ Coromandel Valley Road into Clarendon.
- ◆ Market Gardens/cold stores near Summertown (Woods Hill Road) mud/water over road (sprinklers).
- ◆ Nairne Woodside Road/Drummond Road Junction
- ◆ Cudlee Creek/Lobethal Road Junction (corner cutting).
- ◆ Cudlee Creek to Paracombe Road Junction on Gorge Road frequently cars cross .
- ◆ Chain of Ponds (Tippetts Road Milbrook).
- ◆ Tippet Road/Gorge Road
- ◆ Lobethal Cudlee Creek Road/Fox Creek Road
 - Two blind corners near junction.
- ◆ Deviation Road/Forest Range/Mawson/Road Adelaide-Lobethal Road.
- ◆ Trucks on Gorge Road - more than just Gorge Quarry - deviating from freeway - constantly crossing centreline.

Possible Solutions

- ◆ Motorcycle safety needs to be part of general driver/road safety.
- ◆ Need balanced approach - not just motorcycles. Continued promotion of "Expect the Unexpected".
- ◆ Promotion of track days with Cafe Racers. Need to target the high-end performance rider
 - Word of mouth promotion.
- ◆ Won't get all problems off of road - still need training/education/awareness.
- ◆ Road craft training - training needs on road not carpark.
- ◆ Road craft training days on Hills roads
 - Close roads 1-2 times a year
 - Formal training/supervised education
- ◆ Promote 'people caring about people'.
- ◆ Motorcycles Next x km signage (per Victoria)
- ◆ Complementary signs following Adelaide Hills signs around perimeter of region.
- ◆ Contact phone number for reporting incidents like diesel spills.
- ◆ Helmet Checks
- ◆ Promote/publicise detailed crash causes (learn from others mistakes)
- ◆ Awareness that barrier systems for cars may not be suitable for motorcyclists.
- ◆ There's a need for intermediate training, e.g. skill based test before go off P plates onto unrestricted license.
- ◆ Compulsory advanced rider training.
- ◆ Education of motorcyclists.
- ◆ Education of drivers.
- ◆ Education needs to start in schools (primary).
- ◆ Look left - Look right - Look bike
- ◆ Motorcycle specific sign (per NSW/VIC at motorcycle blackspot)
 - Work with Councils and TSA
 - National uniformity
- ◆ Use of mobile electronic variable message signs.
- ◆ Improved road conditions - seal LH corners.
- ◆ Improved road maintenance practices
- ◆ Motorcyclists could provide issues and ideas/solutions
- ◆ Promote motorcycle issues to Road Safety Auditors.
- ◆ Need for 1800 number for reporting conditions.
- ◆ Awareness of motorcyclists in all learner driving/tests.
- ◆ Radicals may be minority and very difficult to influence
- ◆ Survey riders (local and non locals) of issues/locations.
- ◆ Need attitude training not skill training
- ◆ Early intervention of offenders ID of high risk riders (eg. demerit points).
- ◆ Education of young/inexperienced with older/wiser.
- ◆ Licensing/training needs to be taken seriously (per plane/glider training).
- ◆ Use of local paper
 - General story
 - General advert/promotion.
- ◆ Promotion to non-local motorcycle riders.
- ◆ Use of bush fire signs.
- ◆ Stay on Your Side signs.
- ◆ Sealing of private driveways and unsealed roads (to minimise gravel spillage).
- ◆ Promote race days on track (Cafe Racers).
- ◆ Specific training based on Hills.
- ◆ Promotion on sports program
 - 5MU
- ◆ Ride days in Hills.
- ◆ Review crack sealing practices.
- ◆ Advertising
 - TV/radio
 - Motorcycle magazines
 - Web
- ◆ 80 has been very helpful - although mixed reaction
 - can cause frustration particularly for bikers.
- ◆ How many crashes are caused by car drivers and other vehicles?
 - Need for awareness and education of other road users
 - Need for other user training
 - Cars also use roads too fast and cross centreline.
 - Need motorcyclist awareness in licence scheme (for L and P).
- ◆ Similar road conditions can be found in NSW/VIC/TAS
 - Any lessons to be learnt from interstate





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