



What can we learn from the crashes of learner riders?

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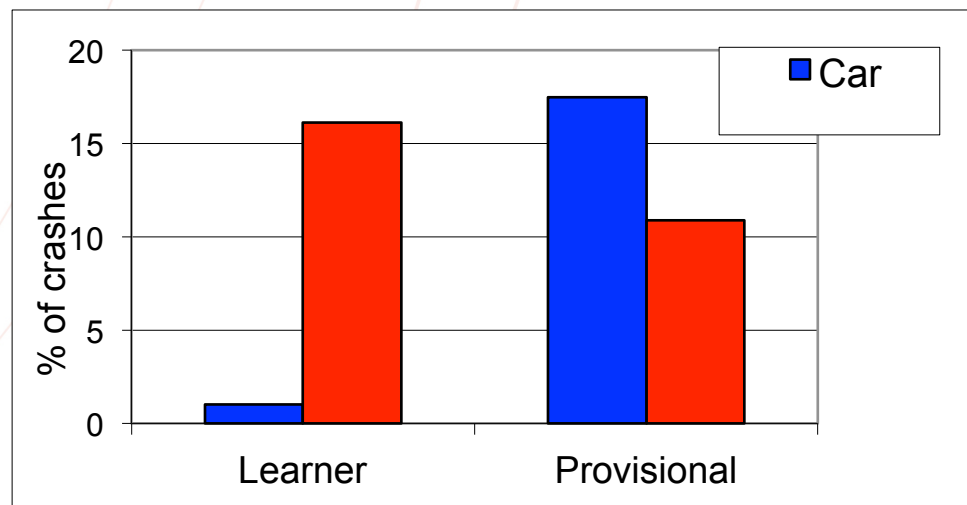
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Outline

- Safety of inexperienced riders
- Rider licensing in Queensland
- Characteristics of learner riders
- Crash involvement and severity
- Comparing the crashes of learners and other riders
- Implications for licensing and training
- Conclusions

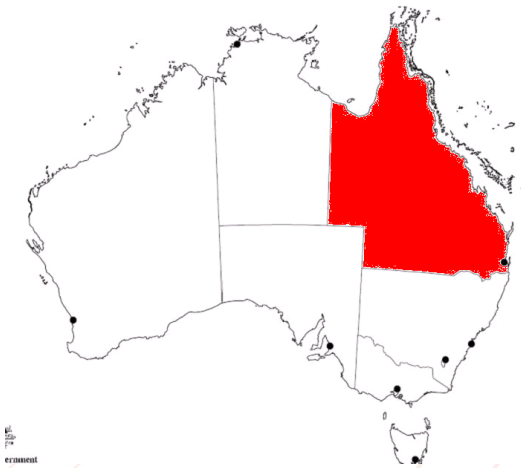
Safety of inexperienced riders

- Learner stage is much safer than the provisional stage for car drivers, but not for motorcyclists
- Queensland 2006 – more than 16% of riders in fatal crashes held a licence less than a year
- Injury crashes in New South Wales 2011



Background to the research

- Analysis of motorcycle crash and licensing data to inform future improvements in licensing and training in Queensland, Australia
- Focus on potential for pre-learner training to improve the safety of learner riders



Rider licensing in Queensland

- Two mcyc licence classes
 - R
 - RE (<660ml and 150kW/tonne)
- Three types of licence
 - Learner, Provisional, Open
- Hold car licence for one year and five-item road rules test to obtain RE learner licence

Rider training and assessment in Queensland

- Two options to obtain RE licence
 - Q-Ride
 - no minimum duration on L
 - competency-based training and assessment by accredited private providers
 - Q-SAFE
 - 6 months minimum duration on L
 - test-only by Govt examiner
- Hold RE licence for one year before can apply for R licence

Characteristics of learner riders

- Obtained learner licence Jan 2006-July 2009
- Average age 33 years
- 75% male
- Half held learner licence less than 27 days
- More than 90% licensed via Q-Ride

Crash involvement and severity

- 5.7% of mcyc crashes involved learners
- 7.4% involved provisional licence holders
- Learner rider crashes more severe than open or provisional
- 70% of learners “at fault” vs 62% provisional vs 56% open
- 35% of learners in crashes aged 17-20, 23% aged 21-24

Comparing the crashes of learners and other riders

- Younger (<25) and older (25+) learners
- More crashes in lower speed zones
- Younger riders (learner or open) had
 - more crashes at night
 - more MV crashes
- Larger contribution of inexperience, inattention, alcohol or drugs and drink riding

Implications for licensing and training

- Many learner riders are a lot older than learner drivers
 - miss out on GLS because of age exemptions
 - training may require different content and pedagogy
- Younger learners need more focus on risk taking and risk management
- Consequences of short time learner licence held
 - fewer crashes
 - licence training is really learner training
 - limited opportunity for pre-learner training

Conclusions

- Learner rider safety is influenced by factors common to all riders; to all novice riders and those specific to licensing requirements for learners
- Lack of robust evaluations to underpin recommendations for change
- Pre-learner programs part of system of restrictions, education and assessment
- Pre-learner programs may underpin appropriate skills and behaviour management strategies for entire riding career

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- Reports can be downloaded from <http://www.tmr.qld.gov.au/Safety/Motorcycle-safety/Motorcycle-safety-initiatives.aspx#carrsq>

Questions?

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