

MAKING MOTORCYCLING SAFER

11. Brief pillion on riding safety.

Riders are responsible for their pillion's safety. Brief them on correct techniques for pillion riding, and provide them with sound protective clothing.

12. Avoid loaning your motorcycle to the unlicensed and inexperienced.

Check the licences of those who want to borrow your motorcycle and make sure that they are not only licensed but experienced and responsible enough to handle your machine.

13. Wear standards approved and fitted helmets and wear suitable protective clothing.

Helmets must be worn by law. Look for the AS1698 sticker. Helmets that are dropped or damaged should be replaced immediately because they may not protect you in a crash. Second hand helmets probably won't either.

Specifically designed motorcycle clothing is good insurance for your body. May you never need it but if you do, your skin is protected.

**For more information on
road safety, call**

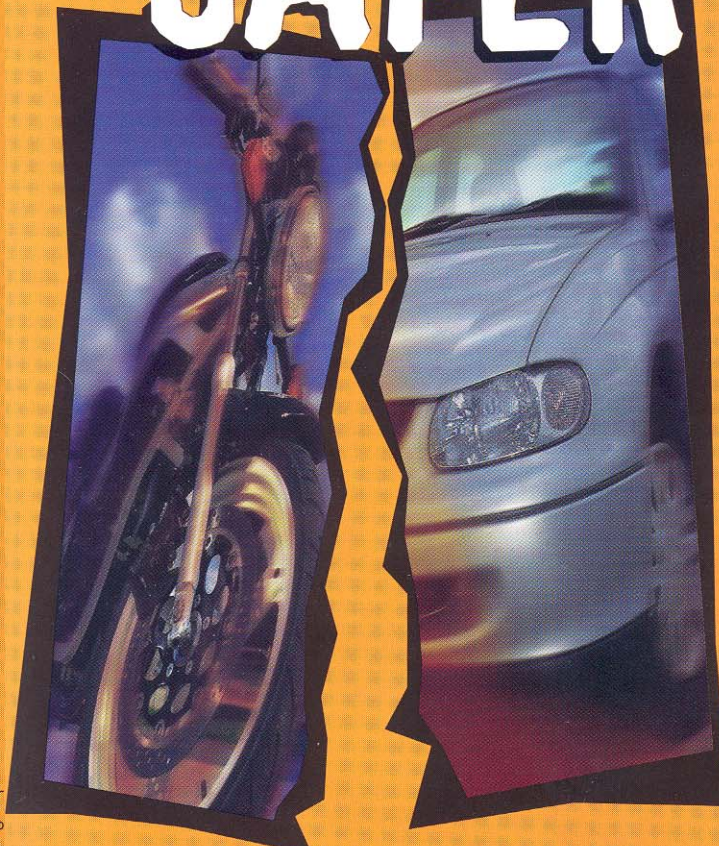
1800 026 349

Motorcycle Safety Consultative Committee
and Federal Office of Road Safety.

With thanks to TJ's Motorcycle Tyres and Accessories.

brave design group

WHAT YOU CAN DO.



DRIVERS CAN

1. Look for motorcyclists—front/rear/left/right.

Good drivers are always alert when in command of a vehicle and constantly scan the road for hazards in all directions:

- look well ahead;
- look behind—regular mirror checks;
- look to the sides—regularly look to both sides and blind spots.

Keep a special lookout for motorcycles at all times.

2. Think bike and look—especially at intersections.

Motorists should keep a good lookout for motorcyclists when negotiating intersections. Motorcycles are smaller vehicles and less easily seen. The motorcyclist does not have the protection that a driver has in the event of a crash.

3. Check blind spots—look in mirrors and over your shoulder.

Mirrors alone are not enough to detect motorcyclists, so do both.

4. Give motorcyclists plenty of space—keep a 3 second gap.

There are hundreds of thousands of rear end crashes each year caused by travelling too close to vehicles in front. Leave a 3 second gap to avoid a rear ender.

5. Use lights in poor visibility.

It helps motorcyclists, and other road users, to see you if you use headlights when visibility is poor by making your vehicle more easily seen.

6. Change lanes carefully—look and indicate.

Look over your shoulder and in your mirrors when changing lanes or in merging traffic—make sure there is not a motorcyclist next to you. Before changing lanes indicate first.

7. Drive at a safe speed.

Observe posted speed limit signs, and adjust your speed down to suit conditions, especially with wet and greasy roads, foggy conditions and on poor road surfaces.

8. NOT drink and drive.

A motorist who drinks and drives is a fool!

Protect yourself, your passengers, motorcyclists, and other road users, do not drink and drive.

9. Slow down for poor road conditions—report if dangerous.

Decrease your speed for wet, oily, glassy smooth or gravel road surfaces, or when debris is on the road. Report to the local council or police station if there is unsigned danger or the road needs clearing, e.g. diesel spill.

All are deadly for motorcycling.

10. Check brakes and tyres regularly.

Check that the brakes are working before you drive off. Have brakes checked at servicing. Check tyre tread and pressure weekly.

11. Avoid dropping oil and debris on the road.

Dropping debris off the back of trucks and trailers is hazardous for motorcyclists. Poorly maintained vehicles that leave oil on the road are also hazardous to motorcyclists.

12. Update knowledge and skills regularly.

Update knowledge of road rules and skills regularly. Sound personal driving skills and attitude are essential to safe road use. Defensive driving too—you drive better, motorcyclists will live longer.

13. Stop and rest on trips regularly.

Being fresh and alert is vital to seeing motorcyclists on the road, and avoiding head on crashes or forcing them off the road.

RIDERS CAN

1. Look for motorists who aren't looking.

Always expect the unexpected and be prepared to stop—drivers don't always look carefully for motorcyclists. Scan, front rear and to the sides, for cues such as brake lights, indicators, vehicles running amber and red lights. Don't assume that because they have appeared to look that they have seen you.

2. Be prepared to take evasive action at intersections.

Many drivers do not look for motorcyclists when negotiating intersections and often do not see them. Approach intersections with caution, set up your brakes, slow down, and be prepared to stop, even if you have right of way. No good being in the right but dead.

3. Ride to be seen, not in blind spots.

Avoid travelling in the blind spots of other vehicles. Position yourself where you can be seen easily, so that you can observe other drivers actions and avoid them if they do the unexpected. Never assume that you have been seen.

4. Give cars plenty of space—keep a 3 second gap.

Always leave at least a 3 second gap between you and the vehicle you are following, even if other vehicles keep pulling in front.

Leave a 4 second gap if someone is tailgating you—you need more reaction time if your concentration is to the rear.

Increase the gap when road surface and conditions limit braking efficiency.

The vehicle in front of you can stop very rapidly in certain circumstances. Make sure you can stop in time, all the time.

5. Use/flash lights to alert drivers if appropriate.

Use your headlights when visibility is poor. Flash your lights to warn other vehicles of your presence, e.g. at intersections.

6. Change lanes carefully—look and indicate.

Look over your shoulder as well as in mirrors when changing lanes or in merging traffic. Indicate first before changing lanes.

7. Ride at a safe speed.

Observe posted speed limit signs, and adjust your speed down to suit conditions, especially for wet and greasy roads, foggy conditions and for poor road surfaces. Allow for the speed of other traffic.

8. NOT drink and ride.

A motorcyclist who drinks and rides is a fool!

Motorcycling requires 100 per cent concentration and maximum reaction time—unachievable if the senses are blurred by alcohol.

9. Slow down for poor road conditions—report if dangerous.

Constant scanning well ahead for poor road conditions is essential. Reduce speed and/or change path for wet, oily, glassy smooth or gravel road surfaces, or when debris is on the road. Report to the local council or police station if there is unsigned danger or the road needs clearing, e.g. diesel spill.

10. Check brakes and tyres regularly.

Check that your brakes are working before you ride off, every time, and check the brake fluid level if you have hydraulic brakes. Have brakes checked at servicing. Check tyre tread and pressure at least weekly.

WHAT YOU CAN DO TO MAKE MOTORCYCLING SAFER

'Ban cars, trucks and buses.'

'Make motorcycling compulsory for everyone.'

'Raise the car learners age to 40 so they have to buy a bike first.'

While many in the motorcycling community would loudly support most of the above—it is just not real world.

'Bikes, you can't see them, they weave in and out of traffic and they ride too fast.'

'We'd be better off without motorcycles on the road.'

While many drivers would support this view—it is simply not realistic.

SHARED RESPONSE

What is achievable is a cooperative approach where drivers and riders take joint responsibility to make motorcycling safer.

Motorcycle crashes, no matter whose fault, cause incredible pain and suffering and cost the community hundreds of millions of dollars.

Drivers can look out for motorcyclists and learn to see the road the way they do. Motorcyclists can learn to ride more defensively and see things from the driver's point of view.

In short, all of us can contribute to making motorcycling safer. We are all part of the solution.