

VMC Policy Position: Driver Awareness and Hi-Vis

www.victorianmotorcouncil.org.au
victorianmotorcouncil@gmail.com
www.facebook.com/victorianmotorcouncil
ACN: 148567015



Driver awareness and hi-vis. Aug 2022

It is acknowledged in the literature (Espie et al 2014) that “Perceptual errors made by car drivers are one of the main accident causation factors in collisions between cars and motorcycles.” These perceptual errors relate to both the late or non-detection of motorcycles and the misperception of a motorcycle’s speed, distance and time to arrival. Since their inception in the mid 1970’s in London there is no evidence that any of the various campaigns based on motorcycle awareness or conspicuity have been successful. “If it’s visible we will see it if we look hard enough” is just not true. (Williams 2019)

The long term solution (Espie et al 2014) is vehicle to vehicle systems that will circumvent the limitations of visual perception and attention. “Nearly 1/3 of powered two-wheeler accidents with casualties in Germany could be addressed by B2V (bike-to-vehicle) communication.” (Bosch accident research study 2016.) However, the practical implementation of this solution is still some years away.

In the shorter term, it is necessary that riders and drivers understand the reasons for these errors and adopt a proactive approach to their riding or driving, particularly around intersections. This can only be achieved through rider education and training, both at learner and more advanced levels. It is equally important that drivers understand their perceptual limitations and therefore programs that give strategies to avoid motorcycle collisions should be included in the learner driver curriculum and more generally.

1. Support the development of vehicle to vehicle systems with an emphasis on motorcycles.
2. There should be the development of appropriate education and training packages for riders to help avoid collisions with cars.
3. There should be the development of appropriate education and training packages for both learner and experienced drivers to help avoid collisions with motorcycles.

References.

Kevin Williams (2019). The Science Of Being Seen. (<https://scienceofbeingseen.org/>)

Espie, S., Cavallo, V., Ranchet, M., Pinto, M., Vienne, F. et al. (2014) “Improving car drivers’ perception of motorcycles: innovative headlight design as a short-term solution to mitigate accidents” 10th International Motorcycle Conference, Sep 2014, COLOGNE, Germany.

Bosch. <https://www.bosch-mobility-solutions.com/en/solutions/connectivity/connectivity-solutions-2w/>