

## NEWS

*(Embargoed until 00.01 am, Thursday 4 December 2008)*

### **New report – *Barriers to change* - highlights continuing concerns over barrier design**

The Institute of Highway Incorporated Engineers today (4<sup>th</sup> December) welcomed the launch of ***'Barriers to change: designing safe roads for motorcyclists'***.

Published by EuroRAP- the association measuring and mapping the safety of roads across Europe – the report draws upon the expertise of the EuroRAP Motorcycle safety review panel made up of motorcycling road safety experts from across Europe.

*"Whilst safe road design , road markings, safer surfaces and crash barriers – has been proven to cut deaths and injuries for **all** road users by one third those self same Crash barriers – that routinely save the lives of car occupants can cause traumatic death and injury to bikers. They account for up to one in every six rider road deaths, and can cause five times the severity of injury. In collisions with crash barriers, bikers are 15 times more likely to be killed than car occupants"* said Anthony Sharp IHIE President, and member of the EuroRAP Motorcycle safety review panel *"This report finds clear evidence to justify new and immediate guidance on the design and positioning of crash barriers, showing road engineers where motorcycle friendly systems should be fitted at new sites, and retro-fitted at existing high-risk sites."*

The report concurs with the award winning [IHIE GUIDELINES FOR MOTORCYCLING ~ improving safety through engineering and integration www.motorcycleguidelines.org.uk](http://www.motorcycleguidelines.org.uk) when it notes that addressing road design from the perspective of motorcyclists is essential if the drop in fatalities amongst other road users is to be reflected in motorcycling.

The report calls for:

- European member countries to extend safety programmes to analyse risk patterns for motorcyclists

- Collision-report forms to include the collection of information on crash barriers, such as the type of barrier and the circumstances under which it was struck
- Demonstration projects showing pre- and post- implementation of motorcycle friendly devices under real world conditions
- Road-user specific risk reduction targets
- Road engineers to set clear criteria for crash barrier design and positioning
- Highways authorities to follow the lead of France and appoint a motorcycle champion, tasked specifically with safe road design for bikers,

The full report and photographs are available to view and download at:

[http://www.eurorap.org/news\\_item?search=y&ID=200](http://www.eurorap.org/news_item?search=y&ID=200)

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### **Notes to Editor**

IHIE is the professional qualifying institution for incorporated engineers and technicians in highways, traffic, transport and construction, delivering sustainable transport for the UK.

*'Barriers to change: designing safe roads for motorcyclists'* was financially supported by the research and policy arm of the IAM, the IAM Motoring Trust. The IAM has 120,000 members, 20,000 of whom are motorcyclists.

Examples of biker-friendly sites in the UK are at:

- Cheshire: A537 'Cat and Fiddle' Macclesfield to Buxton
- Derbyshire: A54 Macclesfield Road
- Cornwall: A389 Dunmere Wood, Bodmin, A390 Woodcock Corner, Tresillian and the A388 Paynter's Cross – Hatt

*'Barriers to change: designing safe roads for motorcyclists'* finds that:

- There is a lack of attention to safe road infrastructure for motorcyclists.
- Fatal and serious crashes involving motorcyclists cost £1.8billion (€2.3bn) annually in the UK alone.
- Motorcycling is becoming increasingly popular both for leisure and commuting. The number in use across Europe reached over 17 million in 2005 – an increase of nearly 50% on 1998 figures.
- Across Europe road fatalities are reducing, but rider deaths have stagnated, falling by less than 1.5% annually.
- Motorcyclists represent 16% of all European road deaths, but just 2% of the total distance traveled.
- Riders are 30 times more likely to be killed in a crash than car occupants and four times more likely than cyclists.
- Crash barriers are designed with car-users in mind – cars, and to a lesser extent, heavy vehicles. The European testing standard makes no mention of motorcycles.
- Hitting a crash barrier is a factor in 8-16% of rider deaths.
- In collisions with crash barriers, riders are 15 times more likely to be killed than a car occupant.

- Barrier support posts are particularly aggressive, irrespective of the barriers' other components, causing a five-fold increase in injury severity compared to the average motorcycle crash.
- Motorcycle-friendly systems have been shown to halve fatalities and offer up to 400% rates of return.

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