

Motorcycle Safety Advisory Council (MSAC)

Minutes of Meeting

5 and 6 June 2018

Blake Room, Level 2, Justice Centre, Wellington

Present: Mark Gilbert (Chair), Janice Millman (Deputy Chair), David Golightly, Johan Bosch, Alan Petrie, Jo Buckner

Secretariat: Trish Lloyd

5 June Guests: Dave Keilty (ACC), Simon Gianotti (ACC), Robyn Gardner (ACC)

Apologies: David White (MSAC)

1. Welcome and Introduction

Mark welcomed attendees to the meeting and spoke about what MSAC wants to do relating to the duration of meetings going forward, i.e. one a half days or one day.

David Golightly and Janice Millman have been reappointed for a further two years.

This meeting was the last meeting for Jo Buckner. Mark and the Council acknowledged her contribution and commitment to MSAC and to helping make New Zealand a safer place for motorcyclists.

The Minister has agreed to appoint two current vacancies.

Action: Follow up where David's letter of reappointment is. (TL)

2. Minutes of Previous Meeting

The Minutes of the previous meeting were true and correct.

Moved by Alan Petrie; Seconded by Johan Bosch

3. Interests Register

There were no changes to the Interests Register.

4. Correspondence since last meeting

Brent Topine wrote to MSAC on 7 March expressing his disappointment that the Census put Motorcyclists in the same category as "Other" on the Census form.

Action: Statistics to be approached to consider giving motorcyclists and mopeds their own category on the 2023 Census form (TL)

The Council discussed a letter from Harry Wilson (NZTA) to Mark requesting an update on implementing NZTA guide on “Making Roads Motorcycle Friendly” . Robyn Gardner commented that contracts will be reviewed in 2018 and performance measures will factor in motorcycle friendly actions on high risk routes.

5. Motorcycle Friendly Plans for Roads and Roadsides

Robyn Gardiner, briefed the meeting on the traffic control devices being proposed. The aim of these signs are twofold; they are designed to improve the behaviour and safety outcomes of riders and they also assist other motorists to be aware of motorcyclists on the road. MSAC supported initiatives to address surface water and loose gravel along with introduction of motorcycle specific supplementary signs. The work was monitored by the Traffic Control Devices Committee of NZTA.

Action: The meeting agreed to post a brief summary of the work and the routes and add this to the Coromandel Loop page on the MSAC website (RG, JM).

Action: Glenn Bunting invited to come to a future MSAC meeting (MG)

6. ACC Work Programme

6.1 Terms of Reference Review

Simon advised the meeting that ACC were progressing the appointment of an independent agency to review MSAC’s Terms of Reference. MSAC support will be considered as part of the review. Members will be interviewed as part of the review which will be reported to the Minister for ACC.

Action: It was agreed that other models should be considered as part of the review, including the Motorcycle Expert Advisory Council in Victoria. (JM, SG)

6.2 Changes in the ACC Leadership Team

The meeting was briefed on recent changes to ACC staff arrangements. Mike Tully will become Chief Operating Officer and Emma Powell will become the Acting Chief Customer Officer until an appointment is made.

6.3 Recruitment of Council Members

Mark advised that the Minister for ACC has agreed to appoint to the existing MSAC vacancies.

Action: A recruitment process will commence following the Terms of Reference (SG)

6.4 MotoCAP

Dave Keilty advised the meeting that ACC is partnering with Transport for New South Wales to deliver a MotoCAP rider gear five-star rating system. They have already tested 10% of gear currently available and aim to complete tests of other available gear by September 2018.

They have found that the price does not equate to the quality of the garment, for example some CE rated gloves meet the standard for gardening but not motorcycling. Insufficient information is available at the point of sale. MotoCAP will provide swing tags and will be promoted in the media. However, it remains a voluntary code with information available on the MotoCAP website.

Transport for New South Wales and other Australian agencies are managing the project while Deakin University is conducting the testing. At this stage, the testing does not include helmets. A helmet rating system, similar to Sharp, may also be developed.

Link to CRASH website is www.crash.org.au (Consumer Rating and Assessment of Safety Helmets).

The meeting agreed that MSAC should support and communicate the new standard whenever possible. It was further agreed that future updates on the MotoCap work would be useful.

Action: Sharp link for helmet safety rankings to be put on the MSAC website (JM, TL)

Action: MotoCAP Updates to be made to MSAC once the pilot is complete (DK)

6.5 Audit

ACC and NZTA are currently developing the scope and terms of reference for the audit of Ride Forever Trainers. The RFP process will take place at the end of June with a view to starting the audit in November. The aim will be to achieve consistency on all R4E courses nationwide.

Action: MSAC will support the audit and Johan will be the lead MSAC member for any related work (JB)

6.6 Ride Forever Programme

The Ride Forever programme has had 6,100 participants this year and the target is 7,500. Wet weather and a short fall in training provider contractors has impacted training numbers. A RFP process has been completed to expand the training provider base and to help achieve the overall training target of 10,000 per year.

The meeting asked for an update on implementing CBTA training. It was said that NZTA were leading this work and the target is set for 2020, but no other information was available at this time. Phase two of the online training has been launched and proven very popular. This is an important step in encouraging riders to look for on road coaching.

Next steps – launch a nationwide campaign to target other road users during Motorcycle Awareness Month in September.

The Council agreed to revisit the progress against key milestones on the performance of the Ride Forever programme and to consider a summer campaign to increase take up similar to the 2017 “Look Twice for Motorcycles” campaign.

Action: Scope a further campaign for the summer to promote rider safety and training. (JM, DK, TL)

6.7 Levy Consultation

The 2018 Levy Consultation will take place between 19 September and 16 October.

ACC will be discussing the proposals for the 2018 consultation with the Board and the ACC Minister over the next three months. These details will be shared with MSAC at their August meeting.

The meeting on 5 June closed at 4.30pm

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Present: Mark Gilbert (Chair), Janice Millman (Deputy Chair), David Golightly, Johan Bosch, Alan Petrie, Jo Buckner

Secretariat: Trish Lloyd

6 June Guests: Nic Johansson (NZTA), Liz Halsted (ARUP)

Apologies: David White (MSAC), Stephen Evans (MOT)

1. Introduction

It was agreed that there would be a session on projects at each MSAC meeting, moving forward.

There is also more work and collaboration with other Government Agencies and it was agreed that we should be put on the circulation list to attend their meetings.

It was agreed that a Communications proposal for the Summit would be brought to the August meeting for MSAC, also involving motorcycle clubs.

Shared Space – continuation of this space has now been arranged by Trish for a further twelve months.

Council members to bring a proposal to the August meeting, suggesting those who can come along and discuss motorcycles and motorcycle safety. Alan Petrie recommended getting journalists along.

Action: Projects item to be added to the MSAC Work Programme as a regular item on the MSAC schedule planner (TL)

Action: MSAC to be added to NZTA, MOT, AT motorcycle safety meeting circulation list (JM).

Action: Communications proposal to MSAC for a national programme of meetings involving motorcycle clubs(JM)

2. MSAC Website Refresh

The meeting was updated on the latest website refresh developed with DNA. It is important that all MSAC members endeavour to provide up to date information to keep the website looking current and fresh. New tabs have been created under Our Work showing Current, Previous and Minutes. A review of analytics will take place in six months to see if the site achieves greater reach.

3. NZTA Safety Plan

Nic Johansson gave an update on NZTA's motorcycle safety work programme.

NZTA is working on safe and appropriate speeds by focussing on GPS and our IAF.

While not finalised, there is a good sense of what is in the GPS which drives the programme. The focus is road safety.

Focus is on high risk intersections, intersections and other road users – cyclists, walkers/pedestrians and motorcyclists.

\$800M investment planned for local roads programme and network operations contracts.

For every \$1.00 that local councils spend, NZTA is looking at spending \$0.50.

The GPS is targeted at reducing DSI's. Decisions on investments are made on balance improvements to DSI's in the context of the whole network.

The possibility of MSAC funding additional signage was discussed. NZTA advised they would be open to further discussion on a pilot for road signs.

A joint NZTA / MSAC ride on popular motorcycle routes was discussed, with the possibility of involving motorcycle clubs.

It was said that it was important to maintain focus on safety and MSAC could assist with this in their stakeholder discussions with government and agencies.

MSAC felt that there was an opportunity to improve signage for motorcyclists whilst waiting for the 10 year investment programme to commence.

Action: A joint MSAC and NZTA ride promoting safer motorcycle routes to be explored. (JM, AP)

The presentation from Nic Johansson is here:



NZTA Presentation
to MSAC 6 June 2011:

4. ARUP – Good Practice and Lessons Learnt from Abroad

Liz Halsted from ARUP presented to MSAC on "Good Practice and Lessons Learnt from Abroad". As a transport planner at Transport for London Transport, Liz's work involved analysing the role of motorcycles as part of the transport system. More recently she has worked on emissions and electric vehicles.

Liz spoke about the lines being blurred between electric cycles, motorcycles and mopeds. The funding on safety improvements for cycling is a good practice example. It was said that the changes to powered two wheelers and blurring of definition of what is a motorcycle represented an opportunity to revisit current policy on funding and charges.

Motorcycling is booming in Asia, Africa and South America because they are lower cost, efficient and a permeable choice during peak hour. Electric motorcycles are emerging and will feature more in discussions on sustainable options.

Transport polices have traditionally seen motorcycles as unsafe, therefore little provision has been made for new developments.

In New Zealand, cycling has increased considerably. This should leverage a new look at motorcycles as well.

Motorcycles are still no part of the road safety in discussions in New Zealand. Statistics show that cars and

trucks are involved in 77.7% of all road casualties.

The MAIDS Study (Motorcycle Accidents in Depth Study) found that the major cause of accidents is human error (87.9%). Vehicles were only 0.3% and infrastructure was 7.7%.

Global challenges include lack of knowledge and design standards, lack of basic infrastructure to support motorcycles (parking, refuelling), lack of planning provision at local council levels, emissions and new technologies.

The new Government's focus on safety represents an opportunity. Need to identify the key issues and barriers and new technologies.; Further safety research, trials and outcome led design, benchmarking the national/global experience and better information and training for all road users.

Next steps – more data on urban motorcycling, routes and the target audience. Short term interventions include speed limit changes, low cost infrastructure improvements, awareness campaigns. Medium term interventions – intersection visibility, clear zones, right-turn bans, network management planning, speed management, route studies and motorcycle safety audit tool. Long term interventions – incorporate motorcycle safety design into transport design manuals and policy, legislative change regarding licensing, training and lane filtering.

Action: Review research opportunities at next MSAC. (JM, TL)

At 12 noon, Jo Buckner left the meeting.

Stephen Evans, MOT could not attend the meeting, due to ill health. As a result of the review taking place on the CAS system, Johan is to meet with Stephen to discuss further and see if MSAC can have input.

Action: Johan to make contact with Stephen Evans from MOT regarding the review of the CAS system (JB)

5. Single Point of Truth

Johan proposed a way ahead for SPOT which highlighted sources not yet utilised. The need to disseminate information quickly and widely was discussed.

It was proposed that SPOT is aligned with our shared Strategic Focus Areas, reorienting it towards a more positive perspective of motorcycle safety, and updated annually.

Three initiatives were proposed:

1. Collect motorcycle clubs' data for a three-month period. BMW Owners' Club and the Patriots were discussed as potential partners.
2. Survey individual motorcyclists (relating to our Focus areas).
3. Interview motorcyclists who had experienced serious accidents or harm. It was suggested that ACC or external expertise would be needed to undertake this.

Action: Proposal to be scoped further, including plans for marketing and communicating SPOT information (JB, SG).

6. Motorcycle Safety Summit and Action Plan for meeting with Minister Genter

Janice presented the Ride and Decide outcomes from the summer of 2017/2018 which included a summary of combined crash data, recommendations from the urban and rural panels, combined agency plans as well as an action plan.

The meeting considered areas to discuss with the Minister, including:

- Technology
- Road Signage Licensing – lack of clarity and commitment to reforming the licensing structure
- Local government – absence of planning around motorcycles
- Motorcycles are a sustainable transport choice.
- Seek parity with cyclists as recognised road users
- The importance of factoring in motorcycle friendly improvements to network investment.
- Reiterate that we are here to help.

7. Single Voice of the Motorcyclist

It was decided that MSAC Council Members will meet with motorcycle clubs in Auckland and Christchurch to discuss safety improvements for all riders.

Action: Set set up Comms Plan for communications to motorcycle clubs for proposed meetings in Auckland and Christchurch (JM/DG)

8. August Meeting

The August meeting will be chaired by Janice as Mark is overseas.
The meeting will focus on work planning and review.

The Meeting closed at 3.00 p.m.

Minutes confirmed as a true and correct record

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Mark Gilbert
Chair, MSAC
8 August 2018

Action Register from June 2018 Meeting

#	Action	Owner	Due Date	Completed
1	Follow up where David Golightly's letter of reappointment is.	TL	Mid-June	7 June
2	Statistics to be approached to consider giving motorcyclists and mopeds their own category on the 2023 Census form.	TL	Mid June	18 June
3	Post a brief summary of the work and the routes and add this to the Coromandel Loop page on the MSAC website.	RG/JM	August Meeting	
4	Arrange for Glenn Bunting to come to a future MSAC meeting.	MG/JM	August Meeting	
5	TOR Review – it was agreed that other models should be considered as part of the review, including the Motorcycle Expert Advisory Council in Victoria.	JM/SG	August Meeting	
6	Recruitment of new Council Members – recruitment process will commence following TOR review.	SG	August Meeting	
7	Sharp link for helmet safety rankings to be put on the MSAC website.	JM/TL	August Meeting	
8	MotoCAP Updates to be made to MSAC once the pilot is complete.	Dave/Trish	September	
9	Audit – MSAC will support the Audit and Johan will be the lead MSAC member for any related work.	JB	Ongoing	
10	Scope a further campaign for the summer to promote rider safety and training.	DK/JM/TL	October Meeting	
11	Projects item to be added to the MSAC Work Programme as a regular item on the MSAC Schedule.	TL	Ongoing	25 June
12	MSAC to be added to the NZTA, MOT, AT motorcycle safety meeting circulation list.	JM	August Meeting	
13	Communications proposal to MSAC for a national programme of meetings involving motorcycle clubs.	JM	August Meeting	

14	A joint MSAC/NZTA ride promoting safer motorcycle routes to be explored.	JM	August Meeting	
15	Review research opportunities at next MSAC meeting.	JM/TL	August Meeting	
16	Johan to make contact with Stephen Evans from MOT regarding the review of the CAS system	JB	August Meeting	
17	SPOT – proposal to be scoped further, including plans for marketing and communicating SPOT information.	JB/SG	August Meeting	
18	Set up Comms Plan for communications to motorcycle clubs for proposed meetings in Auckland and Christchurch.	JM/DG	August Meeting	
19	Progress the term P2W as a way of drawing in eBikes to the overall safety discussion as well as licensing issues with 50cc scooter. Review at the August MSAC	JM	August Meeting	
20	Create a Work Programme document with previous, current and future projects and status. This document to be a standard discussion at each MSAC meeting, moving forward.	TL	August Meeting	18 June