

Truck and Motorcyclists

Road Safety Victoria, 19 April 2023

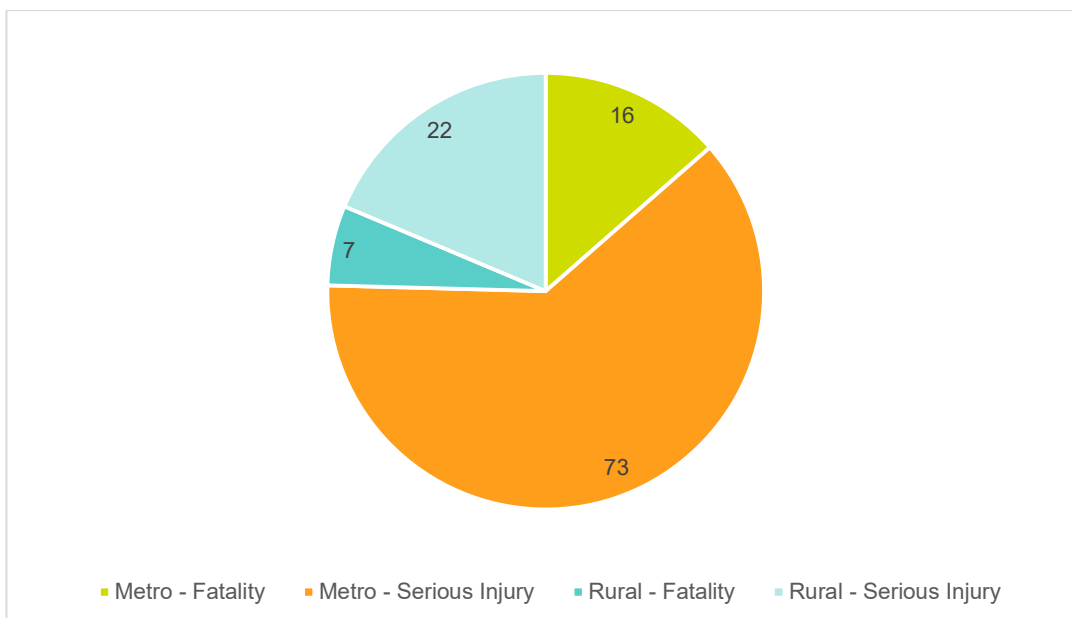


Department of Transport and Planning

Data Process and Limitations

- Data for this analysis was extracted from the Road Crash Information System (RCIS) in March 2023.
- Data is limited to fatal and serious injury crashes from 2014 – 2021. Data beyond 2021 is unavailable due to incompleteness of serious injury crashes in RCIS.
- These analyses were limited to crashes in which a motorcyclist was killed or seriously injured in a collision with one of the following vehicle types:
 - Heavy Vehicle (Rigid) > 4.5 Tonnes
 - Prime Mover - Single Trailer
 - Prime Mover (No of Trailers Unknown)
 - Prime Mover B-Double
 - Prime Mover B-Triple
 - Prime Mover Only
 - Rigid Truck (Weight Unknown)
- Data is limited to ABS code A crashes whereby it meets the Australian Bureau of Statistics (ABS) criteria. This excludes:
 - crashes caused by deliberate intent (attempted or completed suicide or homicide)
 - crashes that occur outside the road reserve
 - fatalities where the primary cause of death or injury was medical or natural causes rather than the movement of a vehicle
 - fatalities that occur more than 30 days after the crash.

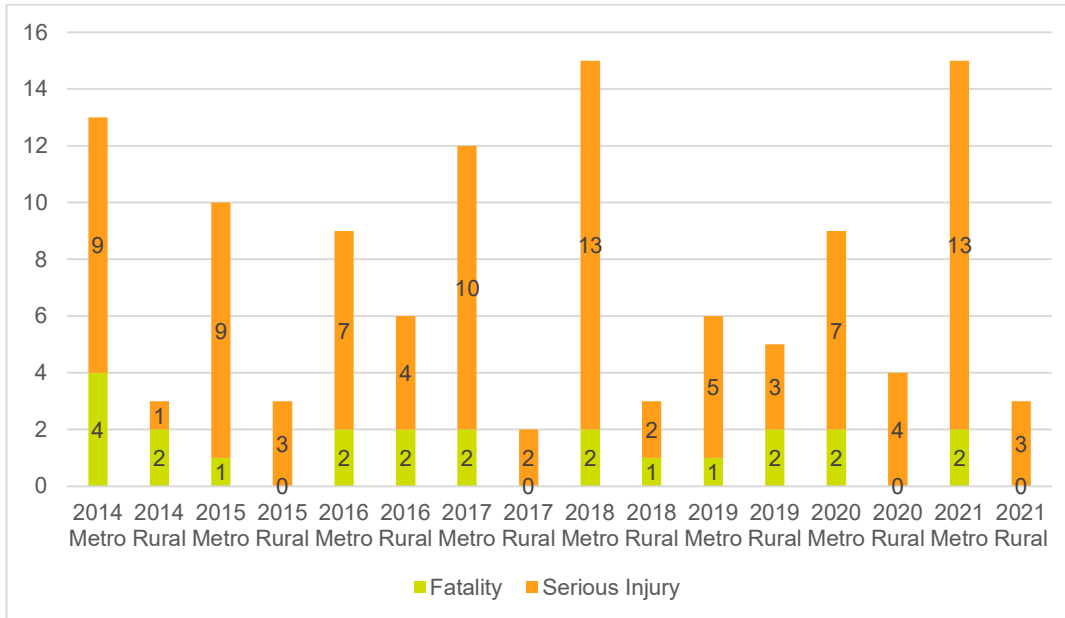
Motorcyclists killed or seriously injured in crashes with a truck, by metro/rural



- Between 2014 – 2021, 73 motorcyclists were seriously injured in a metro location, equating to 62% of the total
- Seven motorcyclists were killed in a rural location, equating to 6% of the total

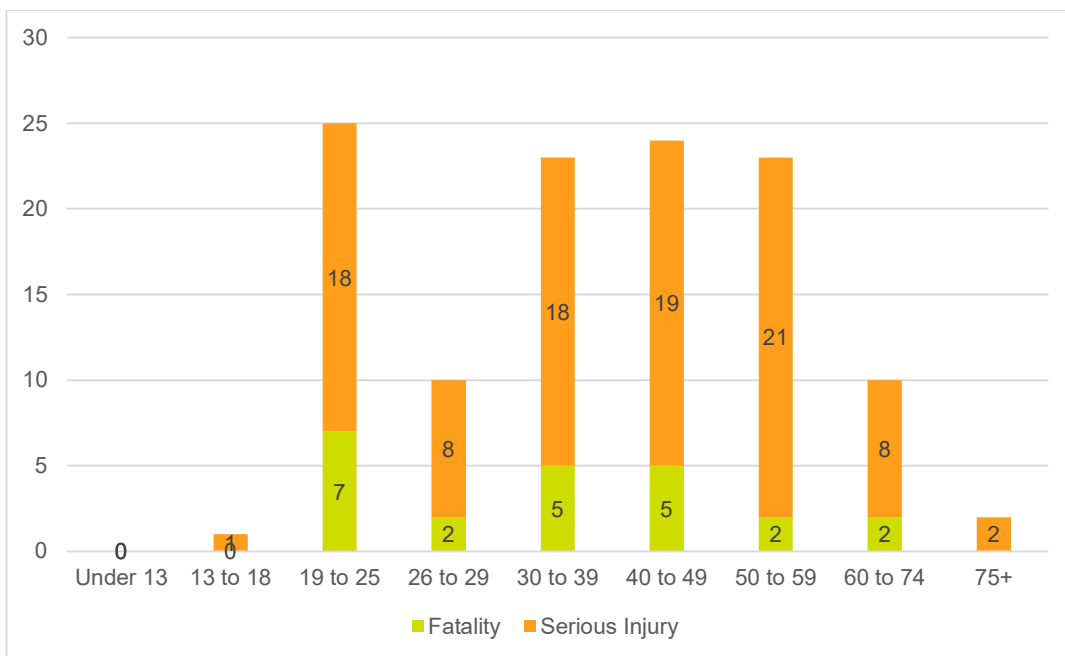


Motorcyclists killed or seriously injured in crashes with a truck, by year, by metro/rural



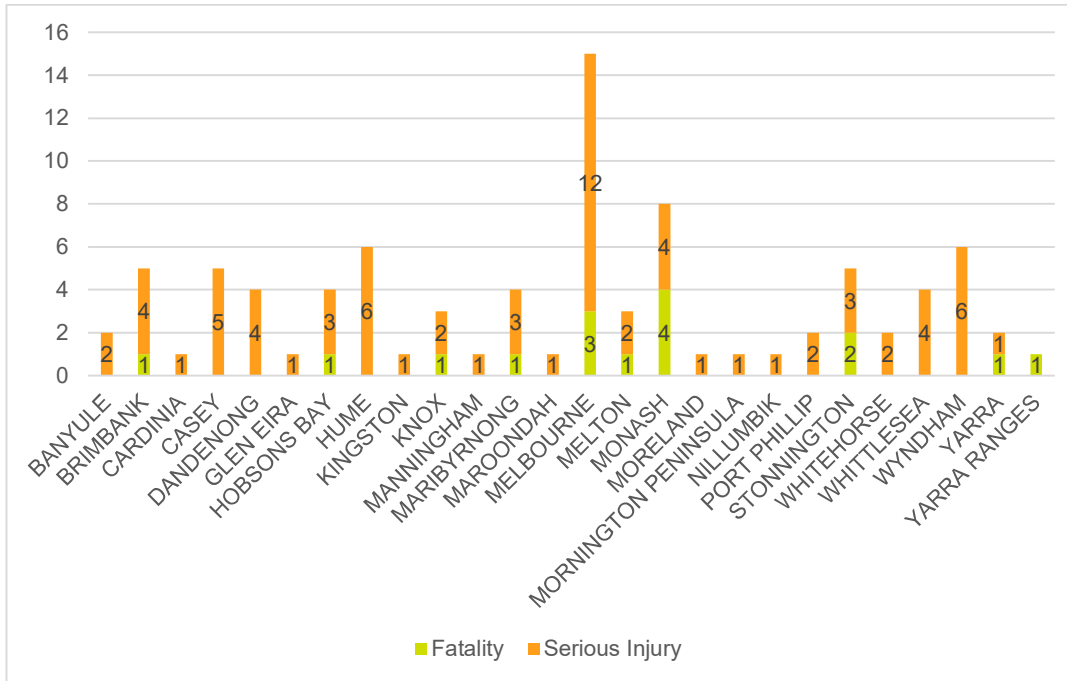
- Between 2014 – 2021, motorcyclist fatalities involving a collision with a truck have ranged between 1 and 6 a year and serious injuries have varied from 8 to 16 a year

Motorcyclists killed or seriously injured in crashes with a truck, by age range



- Between 2014 – 2021, motorcyclists killed or seriously injured in a collision with a truck were most likely to be aged 19 to 25 years (21%), closely followed by those aged 40 to 49 years (20%), 30 to 39 years (19%) and 50 to 59 years (19%)

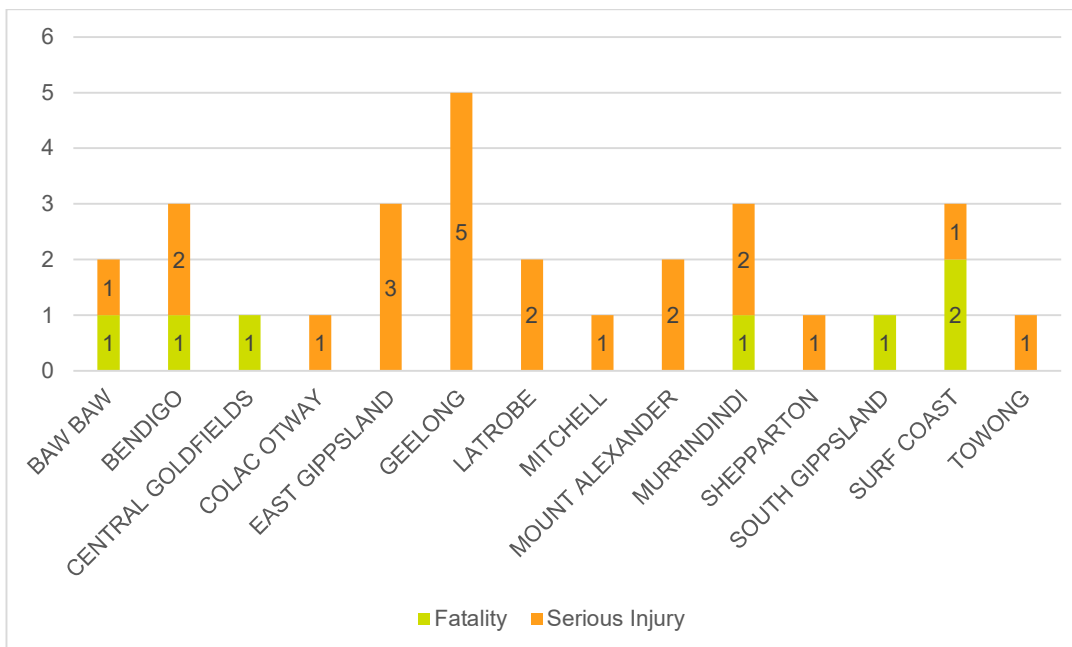
Motorcyclists killed or seriously injured in crashes with a truck, by LGA (metro)



LGAs with no serious casualties are not shown

- Amongst the metro LGAs, the largest number of motorcyclists killed or seriously injured occurred in Melbourne (17%)

Motorcyclists killed or seriously injured in crashes with a truck, by LGA (rural)

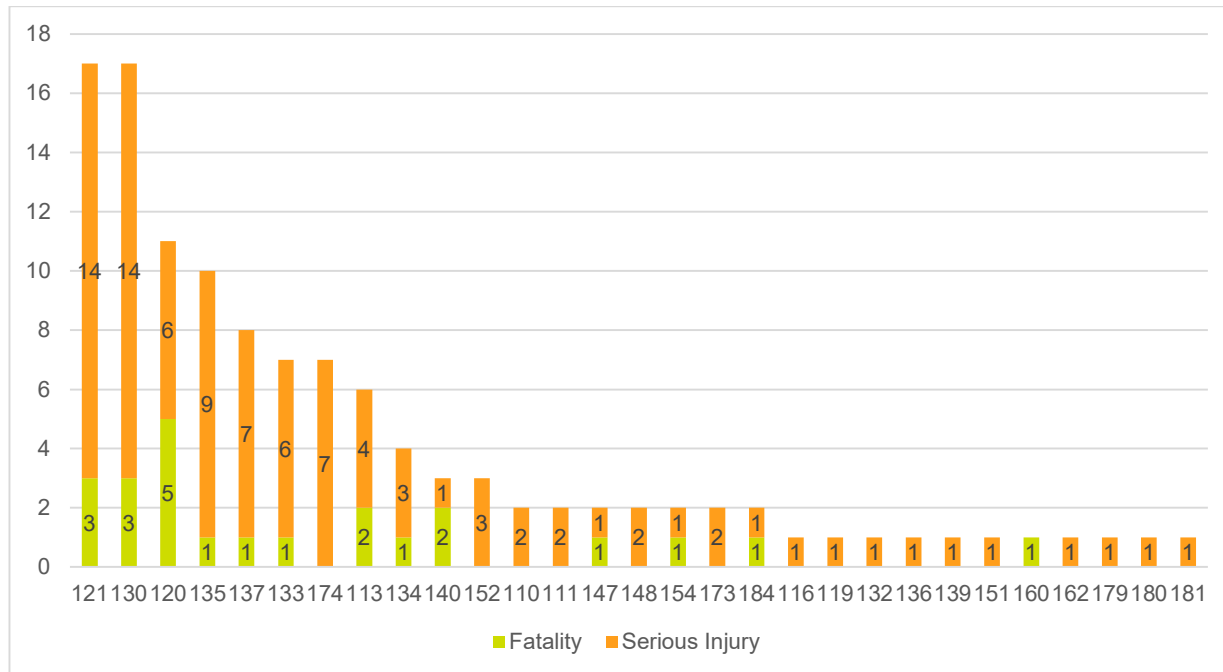


LGAs with no serious casualties are not shown



- Between 2014 – 2021, motorcyclists killed or seriously injured ranged from 0 to 5 across the rural LGAs

Motorcyclists killed or seriously injured in crashes with a truck, by DCA code



- DCA 121 (right through) and 130 (rear end, vehicles in same lane) were the most common motorcyclist FSIs involving a collision with a truck (29%)
- DCA 120 (Head on, not overtaking crashes) made up a further 9% of total crashes

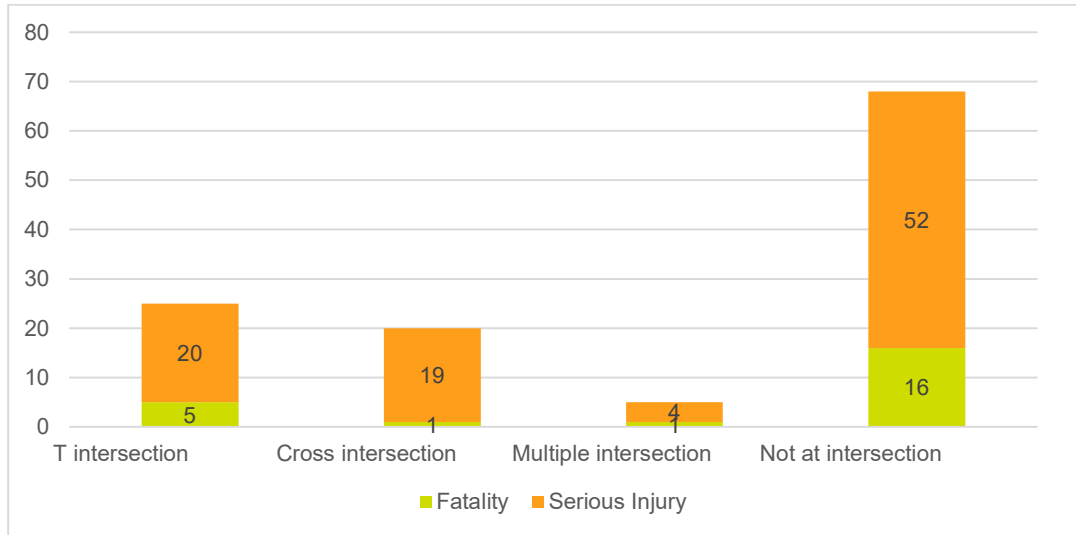
Motorcyclists killed or seriously injured in crashes with a truck, by DCA code

DCA	Fatality	Serious Injury	Total
DCA 121 Right through	3	14	17
DCA 130 Rear end (vehicles in same lane)	3	14	17
DCA 120 Head on (not overtaking)	5	6	11
DCA 135 Lane change left (not overtaking)	1	9	10
DCA 137 Left turn sideswipe	1	7	8
DCA 133 Lane side swipe (vehicles in parallel lanes)	1	6	7
DCA 174 Out of control on carriageway (on straight)	0	7	7
DCA 113 Right near (intersections only)	2	4	6

DCA 134 Lane change right (not overtaking)	1	3	4
DCA 140 U turn	2	1	3
DCA 152 Pulling out (overtaking)	0	3	3
DCA 110 Cross traffic (intersections only)	0	2	2
DCA 111 Right far (intersections only)	0	2	2
DCA 147 Vehicle strikes another vehicle while emerging from driveway	1	1	2
DCA 148 Vehicle off footpath strikes vehicle on carriageway	0	2	2
DCA 154 Pulling out -rear end	1	1	2
DCA 173 Right off carriageway into object/parked vehicle	0	2	2
DCA 184 Out of control on carriageway (on bend)	1	1	2
DCA 116 Left near (intersections only)	0	1	1
DCA 119 Other adjacent (intersections only)	0	1	1
DCA 132 Right rear	0	1	1
DCA 136 Right turn sideswipe	0	1	1
DCA 139 Other same direction (manoeuvres not included in DCAs ???)	0	1	1
DCA 151 Out of control (overtaking)	0	1	1
DCA 160 Vehicle collides with vehicle parked on left of road	1	0	1
DCA 162 Accident or broken down	0	1	1
DCA 179 Other accidents-off straight not included in DCAs 170-175	0	1	1
DCA 180 Off carriageway on right bend	0	1	1
DCA 181 Off right bend into object/parked vehicle	0	1	1
Total	23	95	118

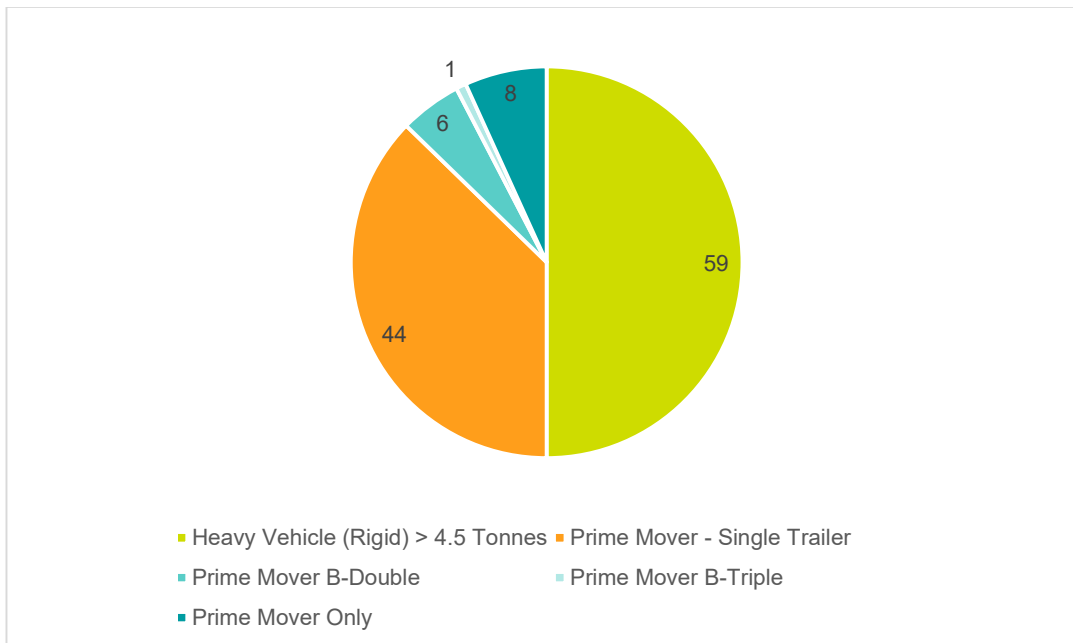


Motorcyclists killed or seriously injured in crashes with a truck, by road geometry



- Over half (58%) of motorcyclist FSIs involving a collision with a truck occurred at mid-block locations
- 21% of motorcyclist FSIs involving a collision with a truck occurred at T intersections

Breakdown of truck body types involved in crashes where a motorcyclist was killed or seriously injured



- Half (50%) of the truck body types involved in motorcycle FSIs were Heavy Vehicle (Rigid) > 4.5 Tonnes followed by Prime Mover - Single Trailer type vehicles (37%)