

Fact sheet: Police motorcycle launch, 16 March 2015

Motorcycle safety in NZ

- Motorcycle riders are the highest-risk group on our roads, being [19 times more likely to be killed or injured](#) than car drivers over the same distance travelled (NZ Household Travel Survey, 2009-2013 data)¹.
- 44 people died on motorcycles on New Zealand roads in 2014.
- Two-thirds of motorcycle crashes happen on urban roads.
- The two movements where looking for motorcycles could make most difference are when turning right, and when pulling out at intersections.²
- In about two-thirds (66 percent) of the crashes that involve a collision with another vehicle, it is the other vehicle that has the primary responsibility for the crash.³

Making motorcyclists safer

- Motorcycle safety has been highlighted under the government's Safer Journeys road safety strategy.
- **District-based Police initiatives:** Local risks are targeted through local campaigns, such as:
 - Summer Survivor (Tasman District) – a three-month campaign where highway patrol officers randomly stop motorcyclists for education as well as enforcement. Officers have one-on-one conversations about the right gear and training, and how riders can make themselves safer on the roads.
 - Month of Motorcycles (Central District) – a campaign from mid-November to mid-December to coincide with major events such as the Coast to Coast ride. Police officers work closely with event coordinators and engage with individual riders to keep safety top of mind.
- **Safer Rides:** NZ Transport Agency-led pilot project involving multiple partners – NZTA, Motorcycle Safety Advisory Council; the Accident Compensation Corporation (ACC); NZ Police; Waikato Regional Council; Thames-Coromandel and Hauraki District Councils and motorcycle user groups.
- It's aimed at improving the safety of motorcyclists along a 130km scenic loop in the Southern Coromandel. A series of safety improvements are being trialled in order to reduce the number and severity of crashes involving motorcyclists on this route. Successful initiatives can help improve safety for other popular motorcycling routes around the country. <http://www.nzta.govt.nz/traffic/driving-safely/motorcycle-safety-projects/safer-rides-sc/index.html?r=1>
- **Ride Forever:** Motorcycle training programme subsidised by ACC. Bronze, Silver and Gold levels provide training for riders of all experience levels from those on learner and restricted licences, to returning riders and experienced riders seeking more technical skills. At least 70 percent of each course is delivered on-road using

¹ Ministry of Transport, [Motorcyclists 2014](#), p.4.

² Ministry of Transport, [Motorcyclists 2014](#), p.10.

³ Ministry of Transport, [Motorcyclists 2014](#), p.9.

the riders own bike so they complete the training with a better understanding of their own and their bikes capabilities.

- Ride Forever uses a nationally approved syllabus, developed and delivered by some of New Zealand's most expert riders and instructors.
A training course takes one day and costs \$20 (for Bronze level) up to \$50 (for Silver or Gold levels). An urban rider course is also available for riders of lower cc rated bikes including mopeds and scooters – \$20 for 4 hours training.
- For more information see www.rideforever.co.nz or www.rideforever.co.nz/scootertraining

Use of motorcycles by New Zealand Police

- Police has a fleet of 27 motorcycles. The 10 new machines will replace existing machines in line with standard practice.

Location of Police motorcycles	
Waitematā	8
Auckland City	6
Counties Maunukau	2
Wellington	7
Canterbury	2
Royal NZ Police College	2
Total	27

New motorcycles are going to	
Waitematā	1
Auckland City	4
Wellington	4
Canterbury	1
Total	10

- Motorcycles are predominantly used in road policing and VIP escorts. They have an advantage over cars in getting through heavy traffic and enforcement around intersections, as they are easy to park without obstructing traffic flow.
- As well as having a motorcycle licence and extensive on-road experience, police motorcycle riders must complete a two-week qualifying course requiring 80 hours of specialist training, and pass a recertification course every year.
- The new motorcycles are Honda's 'authority model', which is designed specifically for enforcement. It is based on the ST1300 consumer model. All the police-specific equipment, such as lights and radio, are fitted as an integral part of the bike-building process.