SAFE SYSTEM SOLUTIONS

ROAD SAFETY · AUDITING · ENGINEERING · PROJECT DEVELOPMENT



Making Roads Motorcycle Friendly

Face-to-Face & Online Workshop

April & May 2026

For:

Supported by

ACT Government

SAFE
SYSTEM
SOLUTIONS

Pty Ltd

Specialist Road Safety Consultants

Offices in: Brunswick | Camberwell | Lidköping (Sweden) | Hamilton | Bendigo | Myrtleford | Brisbane | Auckland

Dates of workshops: April – May 2026
Workshop location: Canberra & Live Online
Client: ACT Road Safety Fund Grant Program
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Industry Code: 69230



OUTCOME

Safe System Solutions Pty Ltd (SSS) is pleased to have delivered a half-day face-to-face Making Roads Motorcycle Friendly workshop in Canberra and one Live Online program.

The Making Roads Motorcycle Friendly training program is a half-day face-to-face workshop which is also run online over two days in 2 hour webinars.

This program was delivered face-to-face in Canberra on 13 April and Live Online on the 4 & 6 May 2026.



MAKING ROADS MOTORCYCLE FRIENDLY

Face-to-Face Half-day Program

AGENDA	
900	| WELCOME & INTRODUCTION
915	| BACKGROUND & CRASH DATA
930	| MOTORCYCLIST PERSONAL PROTECTIVE EQUIPMENT
940	| ROAD DESIGN
1100	| MORNING TEA
1115	| ROADSIDE & PAVEMENT DESIGN
1145	| WORK ZONES
1215	| A NOTE ON AUDIO TACTILE LINE MARKING
1245	| CASE STUDY
1300	| CLOSE

MAKING ROADS MOTORCYCLE FRIENDLY

Live Online-2x2hour webinars over 1 week

AGENDA – Module 1	
1000 - 1200	| INTRODUCTIONS
	| BACKGROUND
	| CRASH DATA
	| THE SAFE SYSTEM
	| MOTORCYCLIST PERSONAL PROTECTIVE EQUIPMENT
	| ROAD DESIGN

AGENDA – Module 2	
1000 - 1200	| ROADSIDE DESIGN CONTINUED
	| ROADSIDE & PAVEMENT DESIGN
	| WORK ZONES
	| A NOTE ON AUDIO TACTILE LINE MARKINGS
	| CASE STUDY

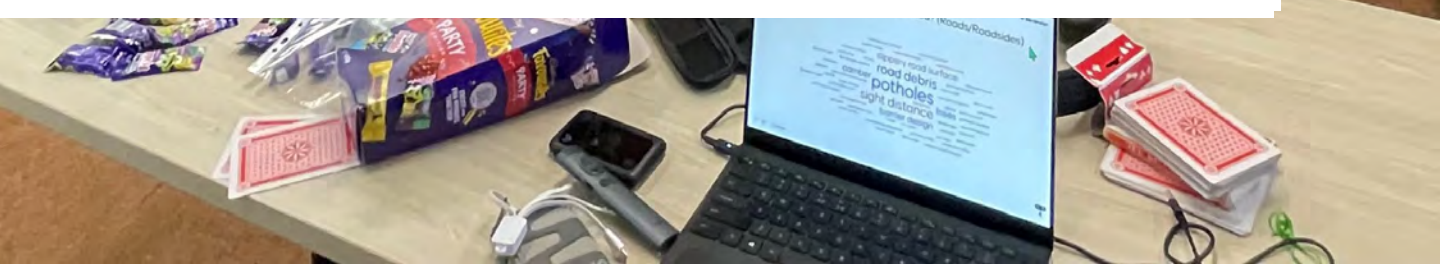
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REGISTRATION & ATTENDANCE

MAKING ROADS MOTORCYCLE FRIENDLY



REGISTRATION AND ATTENDANCE

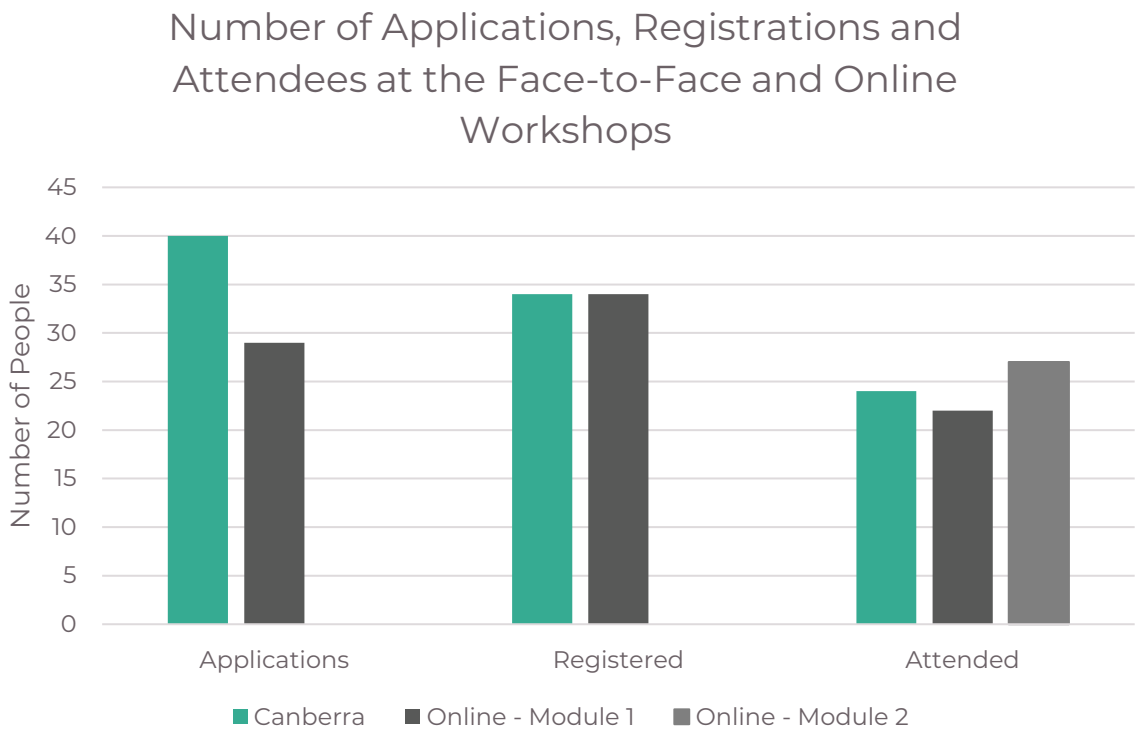


FIGURE 1: The number of people that applied, registered, and attended each of the Making Roads Motorcycle Friendly workshops.

Both workshops had an application process in place to ensure participants were eligible to attend, with eligibility limited to those working within the Australian Capital Territory (ACT) or the surrounding Local Government Authorities (LGAs). Not all applications progressed through to registration as a result of this eligibility requirement, which is reflected in the drop between those two figures for the face-to-face workshop in Canberra.

Registrations for the online workshop appear higher than the number of applications received. This is because five additional participants were approved to join the module 2 webinar at short notice, without having completed the formal application process. As all five were confirmed to be working within the ACT, they were permitted to attend.

The drop seen between registration and attendance across both workshops is due to participants who were unable to attend on the day despite having registered.

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PARTICIPANT FEEDBACK

MAKING ROADS MOTORCYCLE FRIENDLY

SUMMARY OF EVALUATION FINDINGS

Evaluation findings show a clear improvement in participant knowledge and confidence as a result of the Making Roads Motorcycle Friendly training program. Before the course, most participants reported limited or no knowledge of road design, operation and maintenance as they relate to motorcycle safety, while after the course the majority rated themselves as knowledgeable, with over half indicating they will now actively apply the Safe System Framework in their work. Participants also reported a strong intention to consider motorcycle safety more frequently in their day-to-day roles, and 29 of the 30 post-course respondents agreed or strongly agreed that the course had increased their confidence to apply their knowledge about making roads safer for motorcyclists.



PRE & POST WORKSHOP QUESTIONS

Participants completed a short survey before and after the workshop. Of these, three questions assessed whether participants felt their understanding of road design, operation, and maintenance had grown, specifically in relation to motorcycle safety and whether they felt confident applying that knowledge in their day-to-day work.

1. BEFORE: How familiar are you with the Safe System Framework?

   AFTER: What is your understanding of the Safe System Framework?

2. BEFORE: In the work you currently undertake, how often do you consider motorcycle safety or the effect of your work on motorcyclists?

   AFTER: In the future how often will you consider motorcycle safety or the effect of your work on motorcyclists?

3. BEFORE: How would you rate your current understanding of road design, operation, and maintenance as they pertain to motorcycle safety?

   AFTER: How would you rate your understanding of road design, operation, and maintenance as they pertain to motorcycle safety after participating in this course?

PRE & POST WORKSHOP QUESTIONS

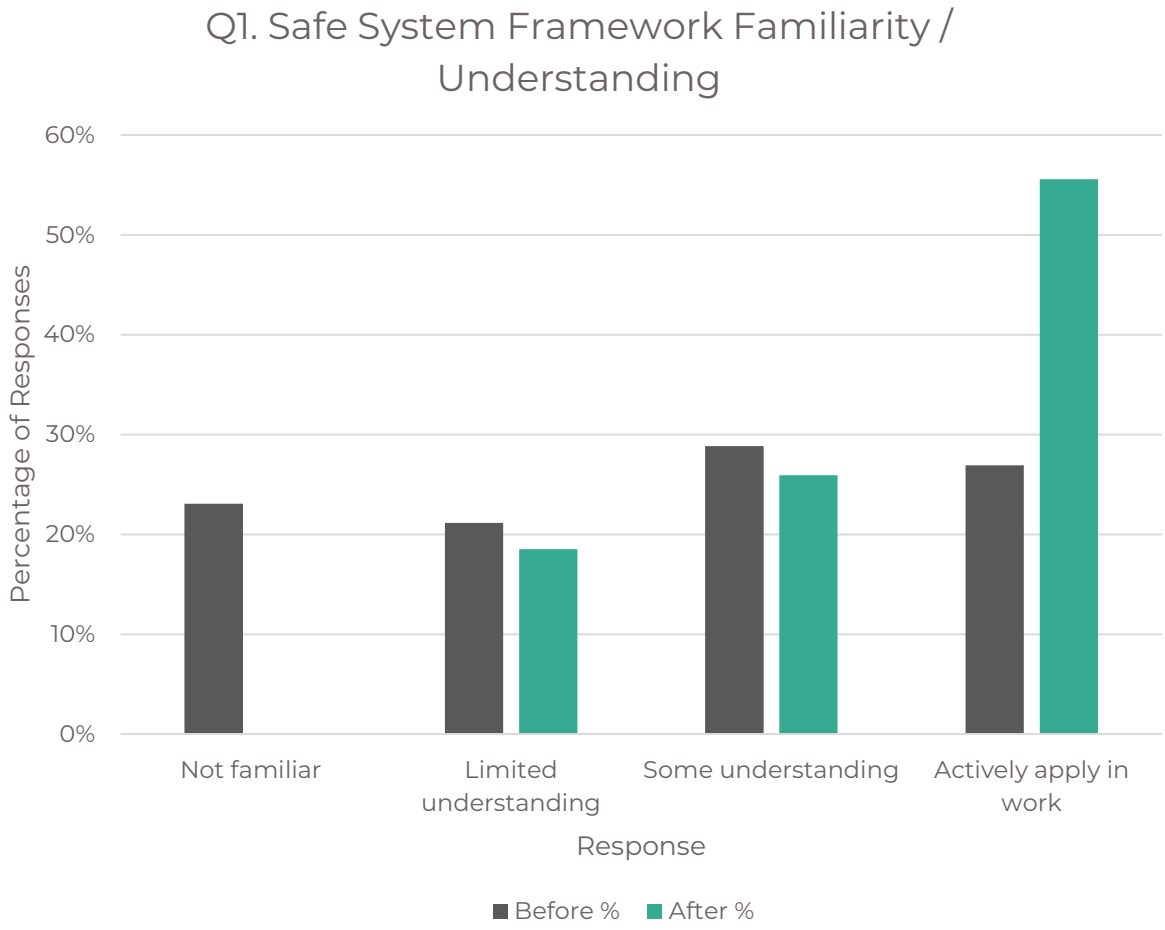


FIGURE 2: Percentage of responses to the question: How familiar are you with the Safe System Framework? Vs. What is your understanding of the Safe System Framework?

(Before: participant responses = 52, After: participant responses = 33)

PRE & POST WORKSHOP QUESTIONS

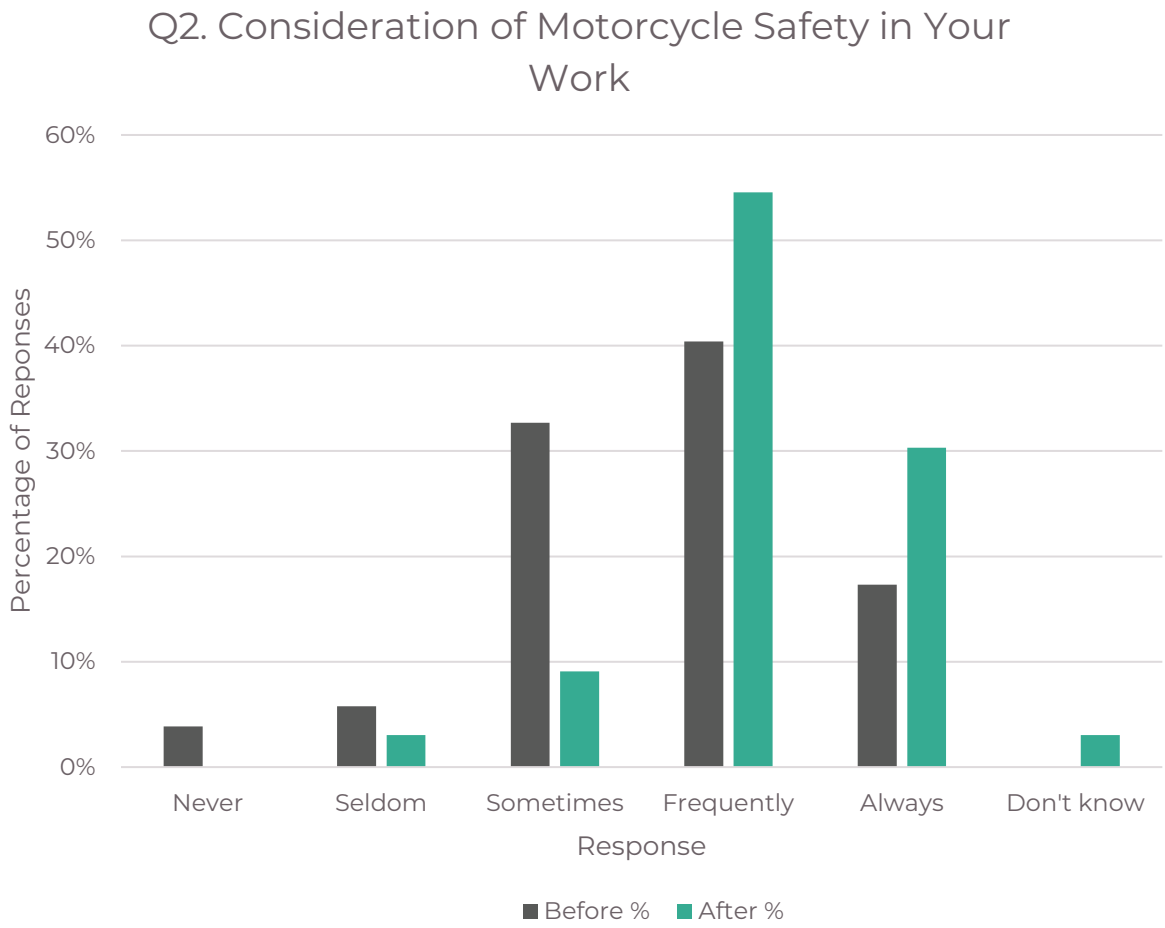


FIGURE 3: Percentage of responses to the question In the work you currently undertake, how often do you consider motorcycle safety or the effect of your work on motorcyclists vs. In the future how often will you consider motorcycle safety or the effect of your work on motorcyclists?

(Before: participant responses = 52, After: participant responses = 33)

PRE & POST WORKSHOP QUESTIONS

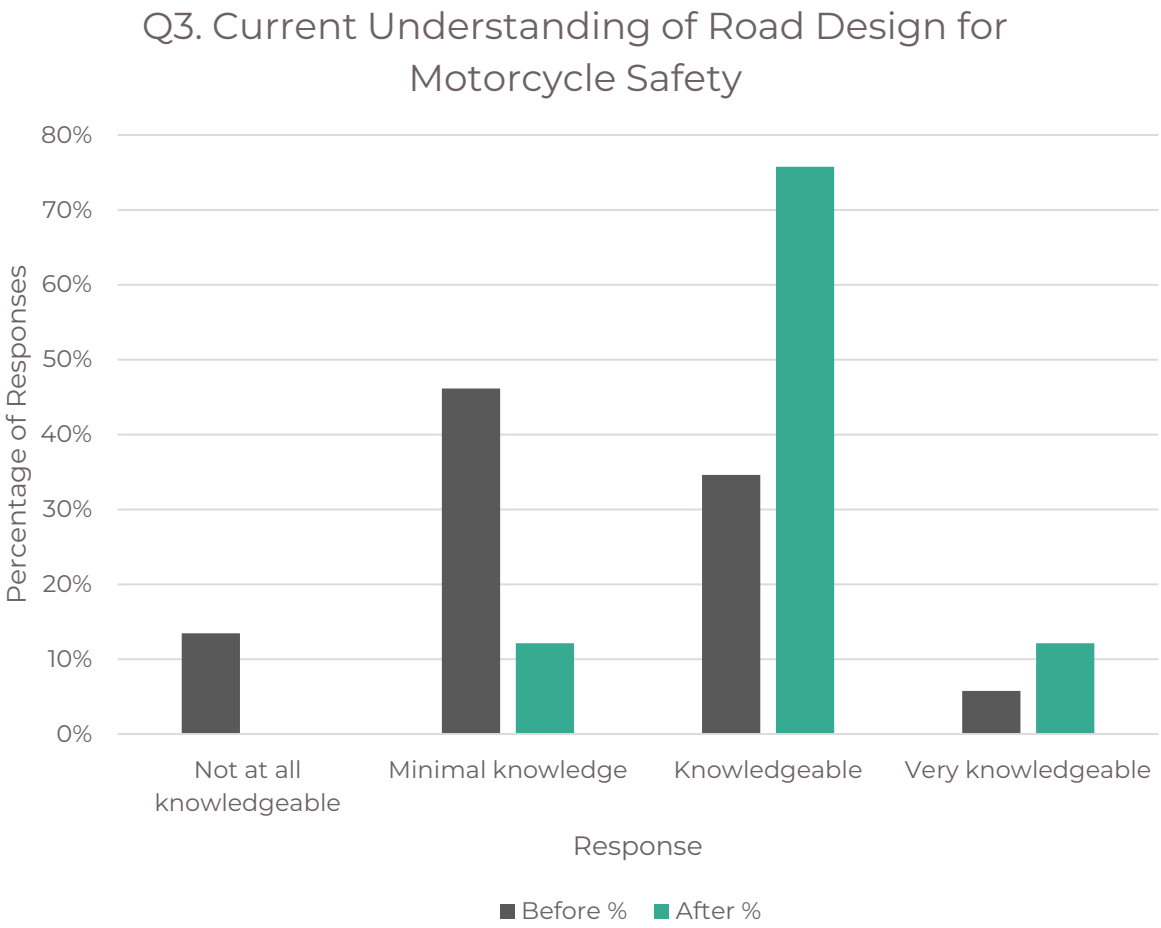


FIGURE 4: Percentage of responses to the question "How would you rate your current understanding of road design, operation, and maintenance as they pertain to motorcycle safety."

(Before: participant responses = 52, After: participant responses = 33)

IN SESSION WORKSHOP QUESTIONS

During both the face-to-face and online workshop, participants were asked two questions at the start and end of the session on Mentimeter.

1. BEFORE & AFTER: Rate your current knowledge of road design, operation and maintenance for motorcycle safety. (On a scale of 1-10: 1=No knowledge, 10=Expert)
2. AFTER: How can you apply the knowledge gained from today's course in your current role?

IN SESSION WORKSHOP QUESTIONS

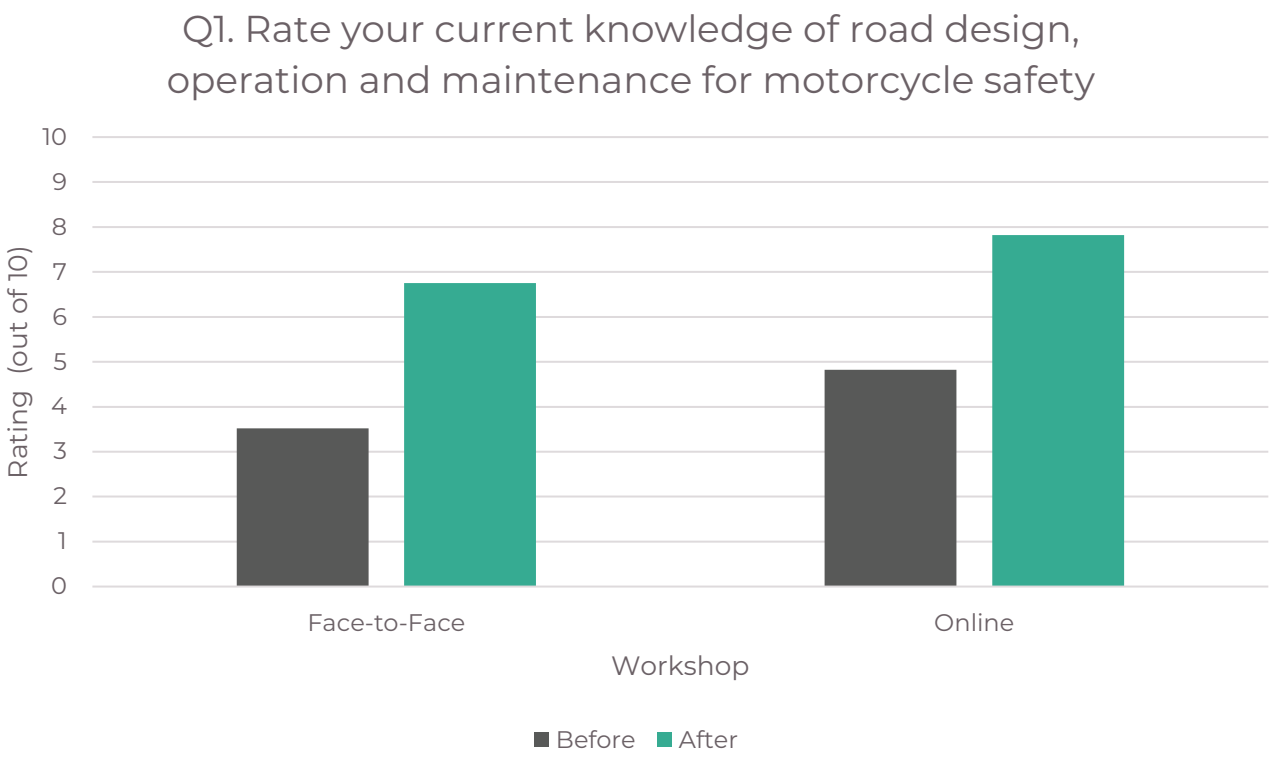


FIGURE 5: Average rating comparison of participants' perceived knowledge of road design, operation and maintenance for motorcycle safety before vs. after attending the Making Roads Motorcycle Friendly workshop.

Face-to-Face - Before: participant responses =21 / After: participant responses = 17
Online: Before: participant responses =17 / After: participant responses =17

IN SESSION WORKSHOP QUESTIONS

Q2. How can you apply the knowledge from today's course in your current role – Thematic Analysis

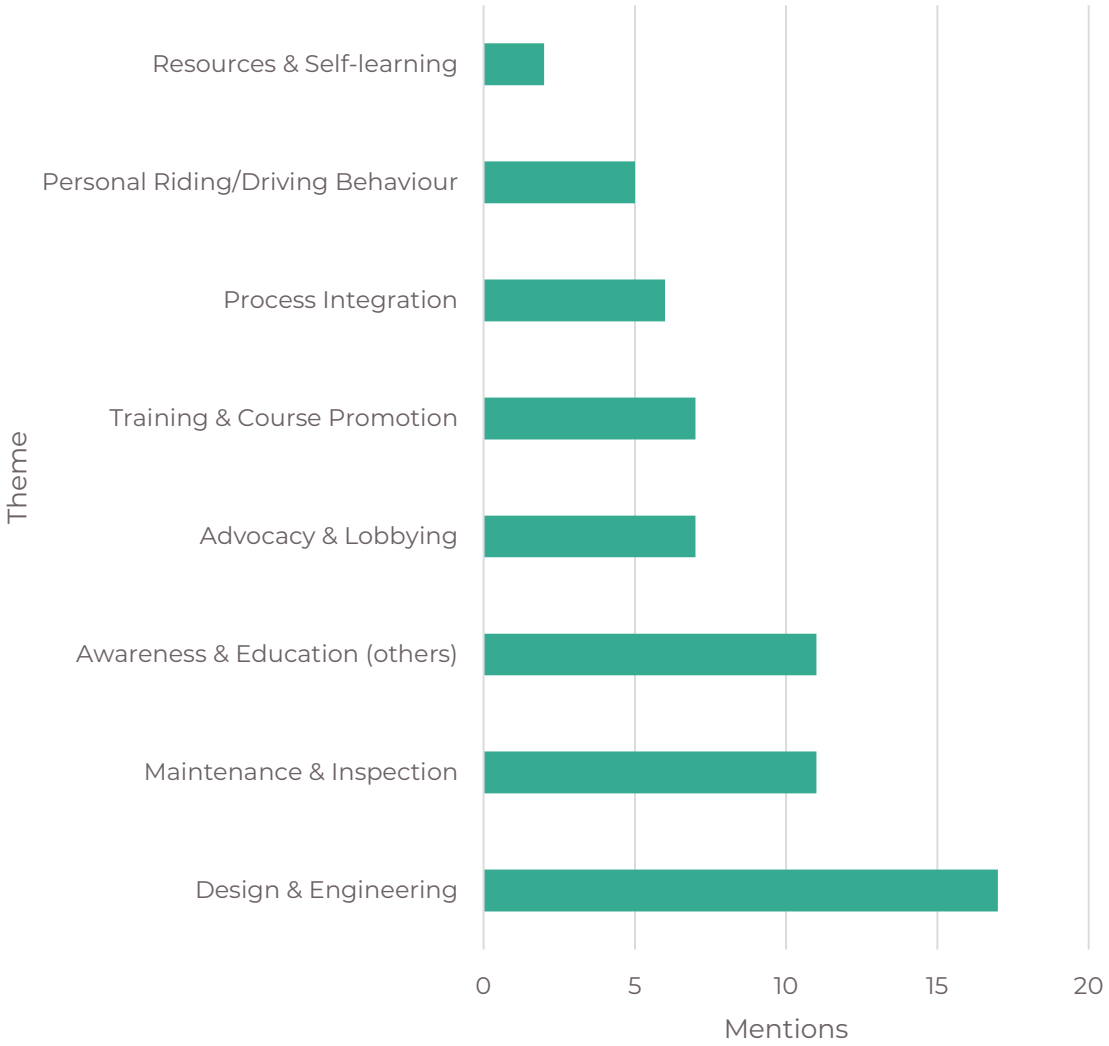


FIGURE 6: Thematic analysis of the responses to how participants can apply the knowledge from both the in-person and online workshops to their current role. Based on responses from 53 participants from the face-to-face and online workshops. Individual data in Appendix I.

POST WORKSHOP QUESTIONS

At the conclusion of both the face-to-face and online session, participants were asked to respond to the statement:

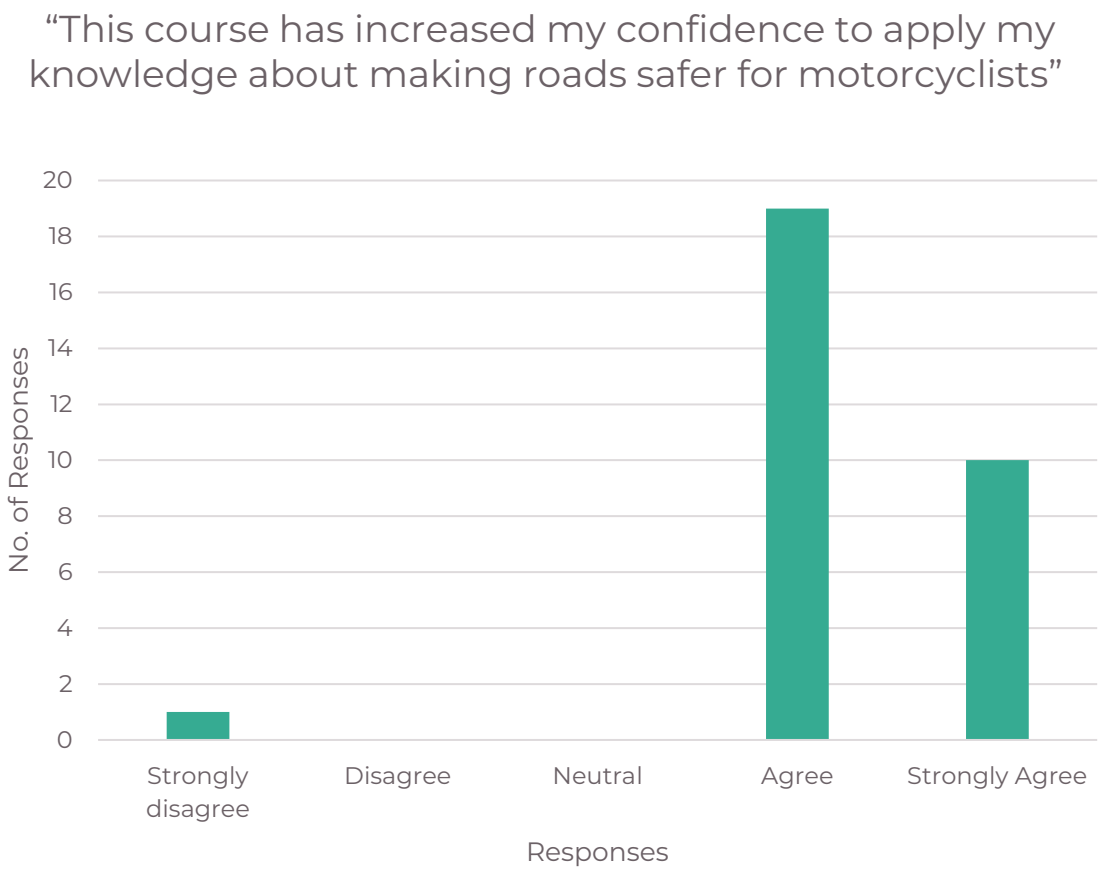


FIGURE 7: Response to the statement after the Making Roads Motorcycle Friendly workshop: "This course has increased my confidence to apply my knowledge about making roads safer for motorcyclists". Based on the responses of 30 participants from the face-to-face and online workshops.

FEEDBACK
FACE-TO-FACE WORKSHOP

How did you rate?



FIGURE 8: Average rating of course content of the face-to-face workshops. Based on the response of 15 participants.

Comments:

"Keep up the good work!"

"The course was outstanding! I would certainly recommend the course to others and will be reiterating the importance to attend to the wider MRA community"

"Needed broader industry coverage to ensure more practitioners attend, planners, designers and project managers"

"The first half of the session felt like there were a number of times where the discussion got sidetracked onto the road users (e.g. licensing & training of motorcyclists) which meant the 2nd half where a lot of the key design issues were raised felt rushed through a bit."

FEEDBACK
FACE-TO-FACE WORKSHOP

How did you rate?

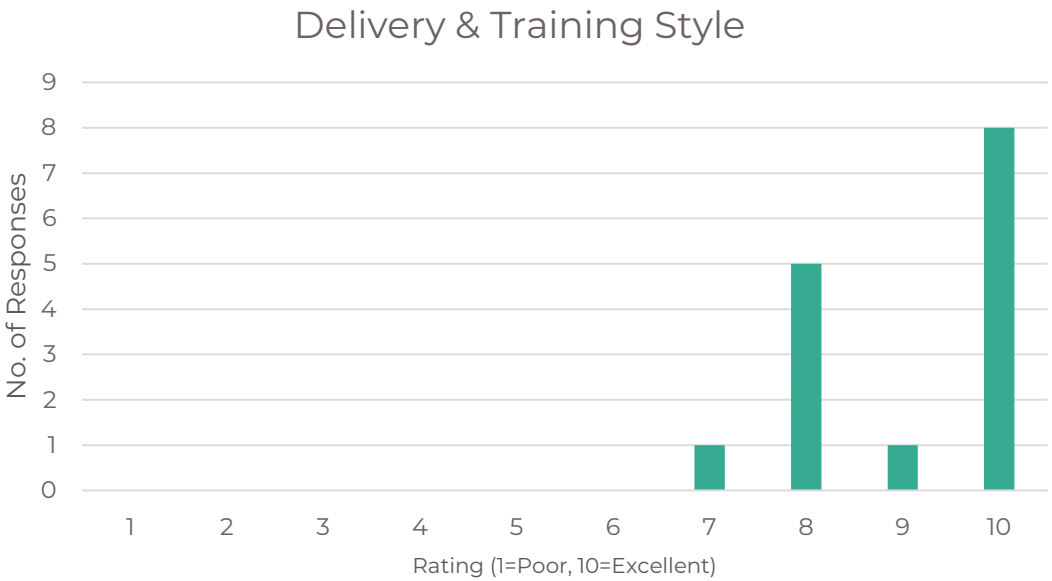


FIGURE 9: Average rating of the delivery & training style of the face-to-face workshops. Based on the response of 15 participants.

Comments:

"Kenn was an excellent presenter and clearly knew his stuff. Thanks for the training session"

"Thank you Kenn for an engaging few hours of training. The activities/ interactive elements were a great addition to the format for the day"

FEEDBACK
FACE-TO-FACE WORKSHOP

How did you rate?

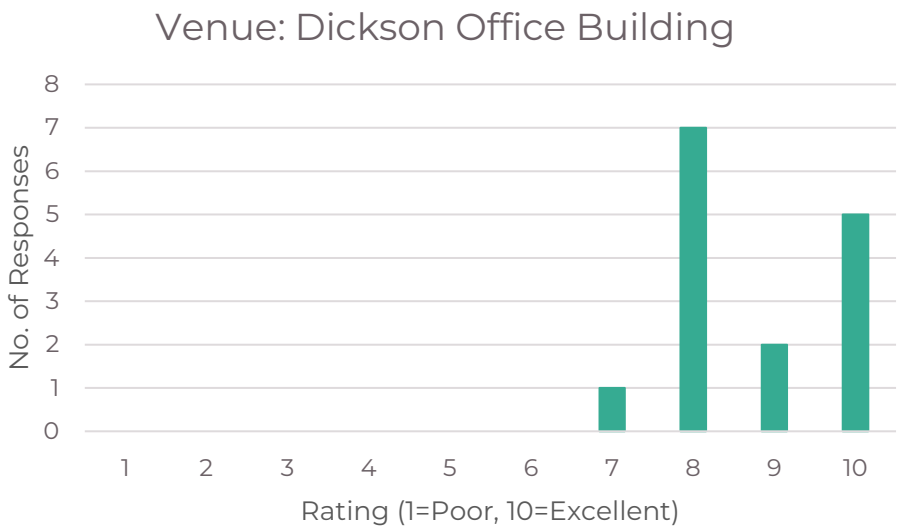


FIGURE 10: Venue ratings of the Dickson Office Building. Based on the response of 15 participants.

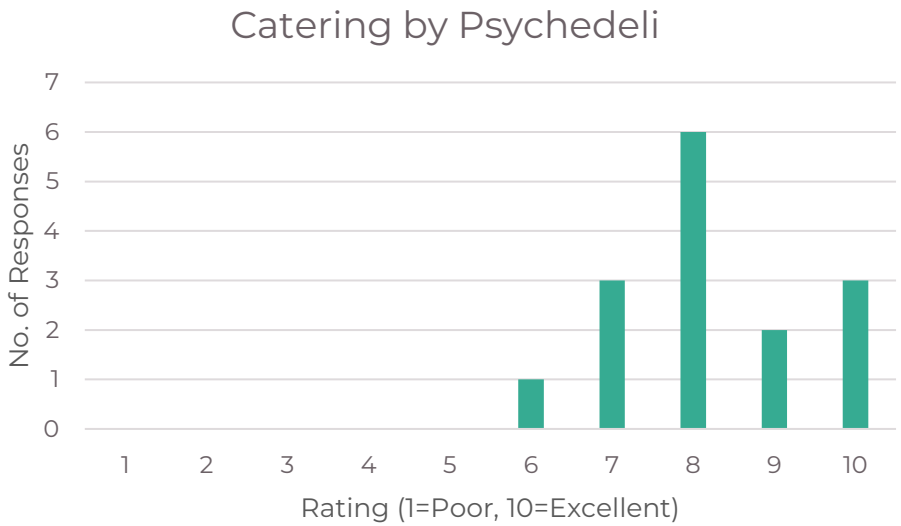


FIGURE 11: Catering ratings of Psychedeli. Based on the response of 15 participants.

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

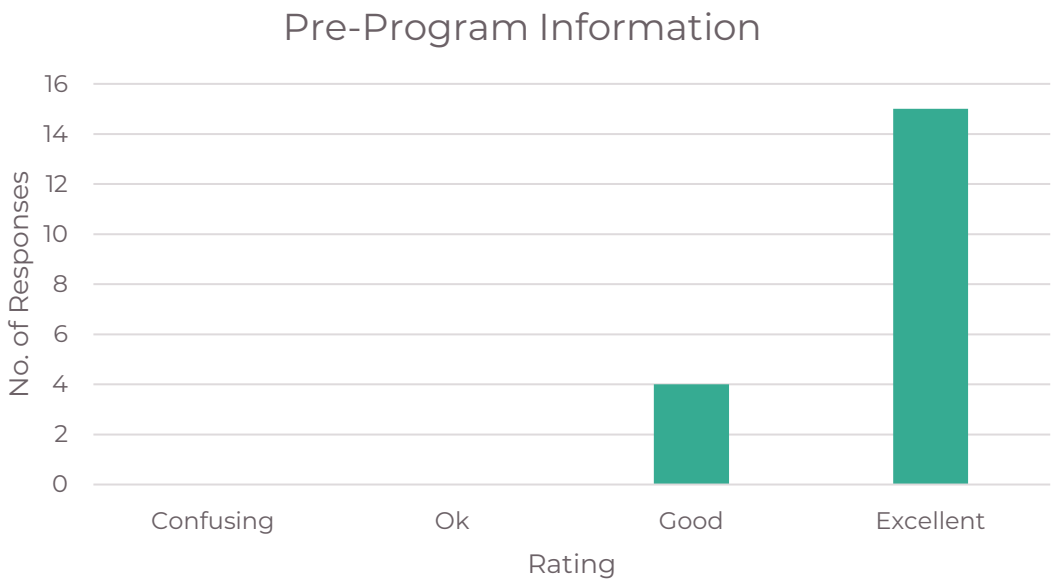


FIGURE 12: Rating of the information provided leading up to the beginning of the Making Roads Motorcycle Friendly Live Online program. Based on 19 responses from participants.

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

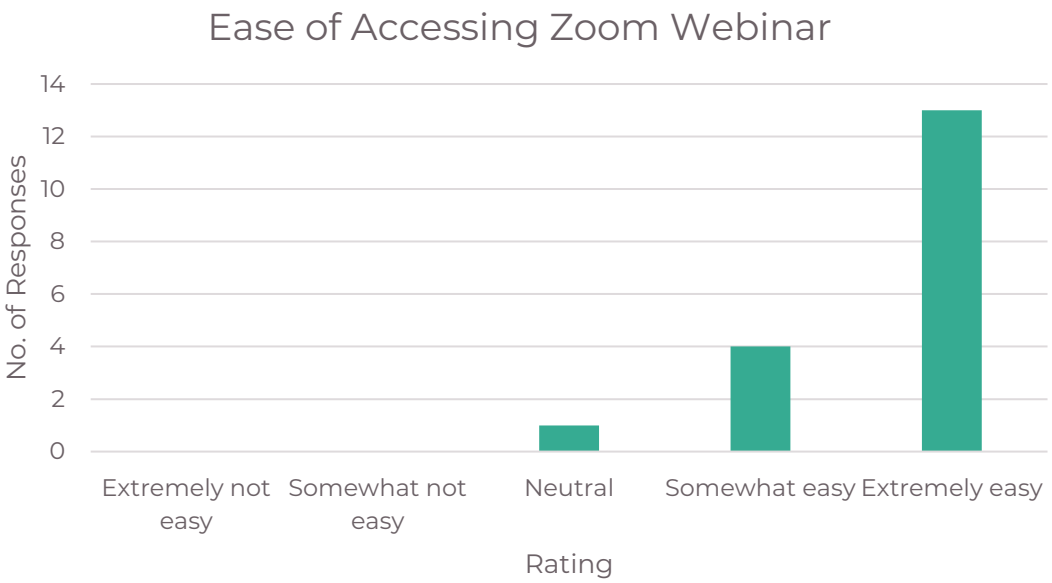


FIGURE 13: Rating of the ease of accessibility and participation in Zoom webinar for the Live Online Making Roads Motorcycle Friendly program. Based on 18 responses from participants.

Comments:

"The system worked well, was user friendly and presentation options were excellent"

"Please be aware of the presenter's volume. Kenn was a bit hard to hear at times"

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

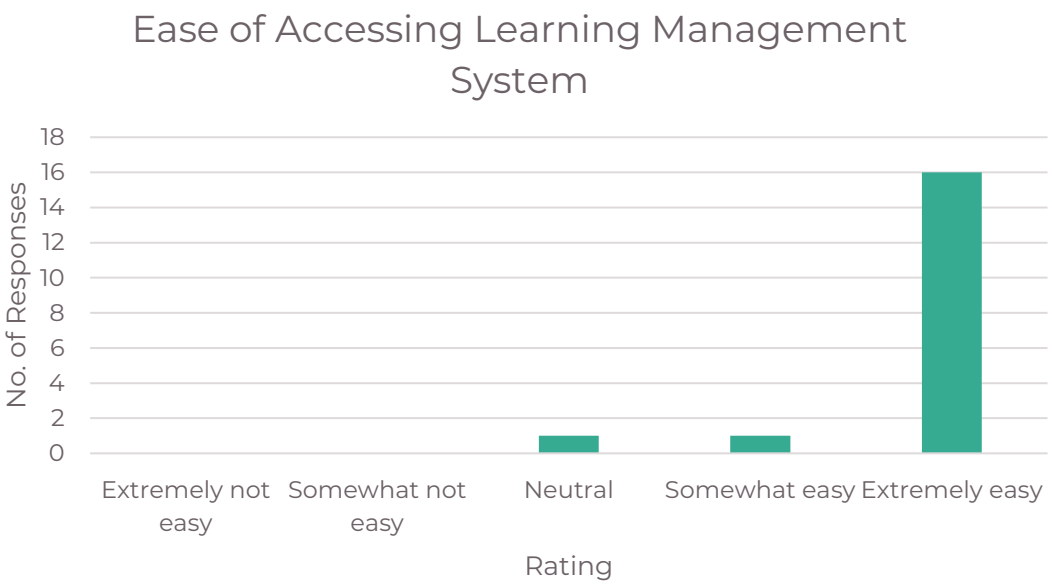


FIGURE 14: Rating of the ease of accessibility of the Learning Management System used for the Live Online Making Roads Motorcycle Friendly program. Based on 18 responses from participants.

Comment:

"Easy to navigate and comprehensive"

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

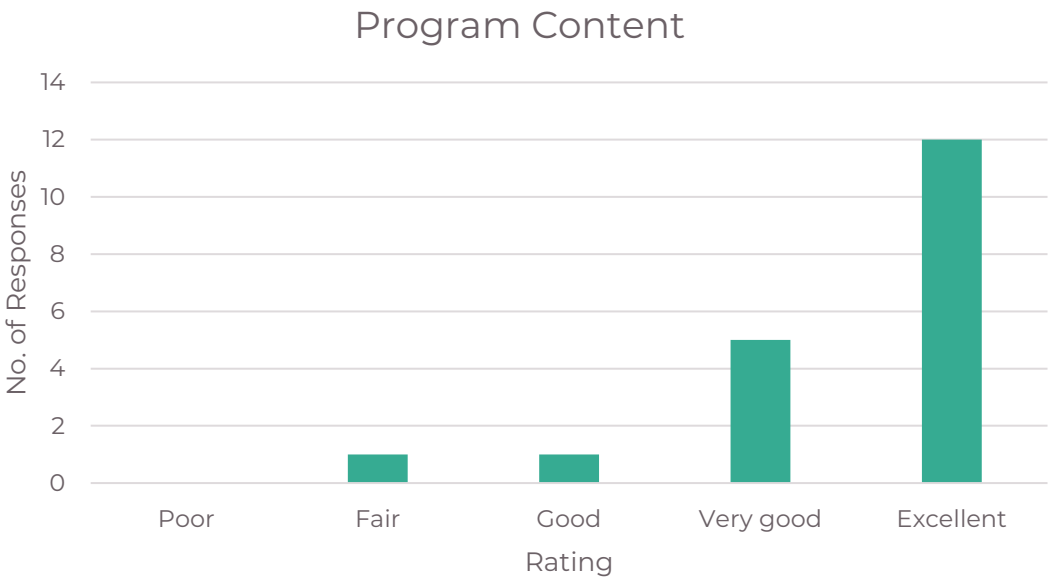


FIGURE 15: Rating of the course content of the Live Online program. Based on the response of 19 participants.

Comments:

"I wasn't sure what to expect so found it interesting"

"Interesting stuff and the videos help to demonstrate how and why accidents occur"

"A glossary or similar may be useful with the main acronyms and names of unfamiliar terms, for easy reference. I found myself going through the handout a few times to try to find a word/name for some newly acquired knowledge"

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

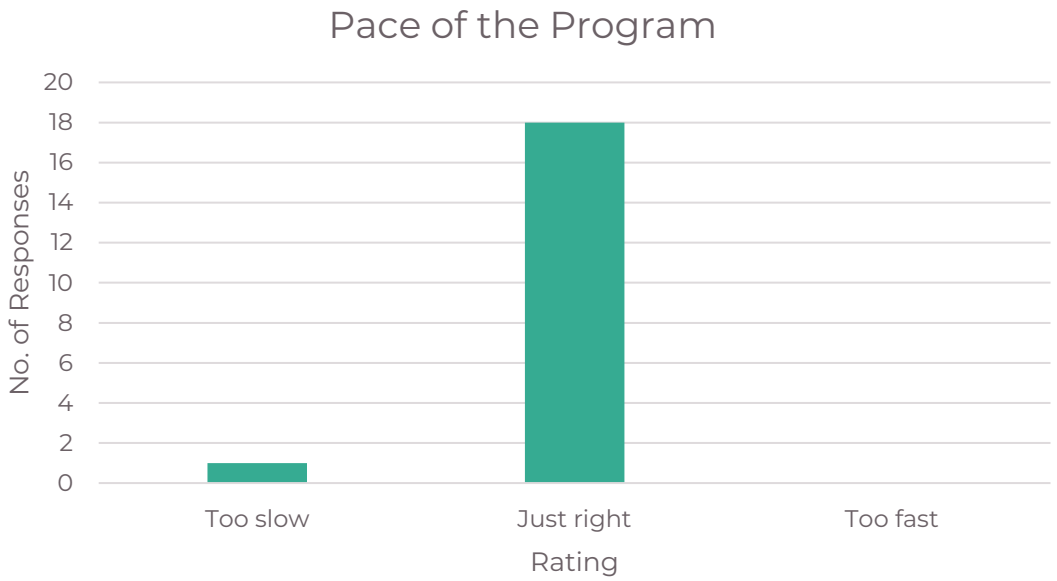


FIGURE 16: Rating of the pace of the Live Online program. Based on the response of 19 participants.

Comments:

"Easy to cope and not too long"

"The five minute break could be 10 mins. I was working while following along and it would give an opportunity to catch up to work demands"

"Was good but could have gone just a tad bit faster"

"I did appreciate the breaks, good idea"

FEEDBACK
LIVE ONLINE WORKSHOPS

How did you rate?

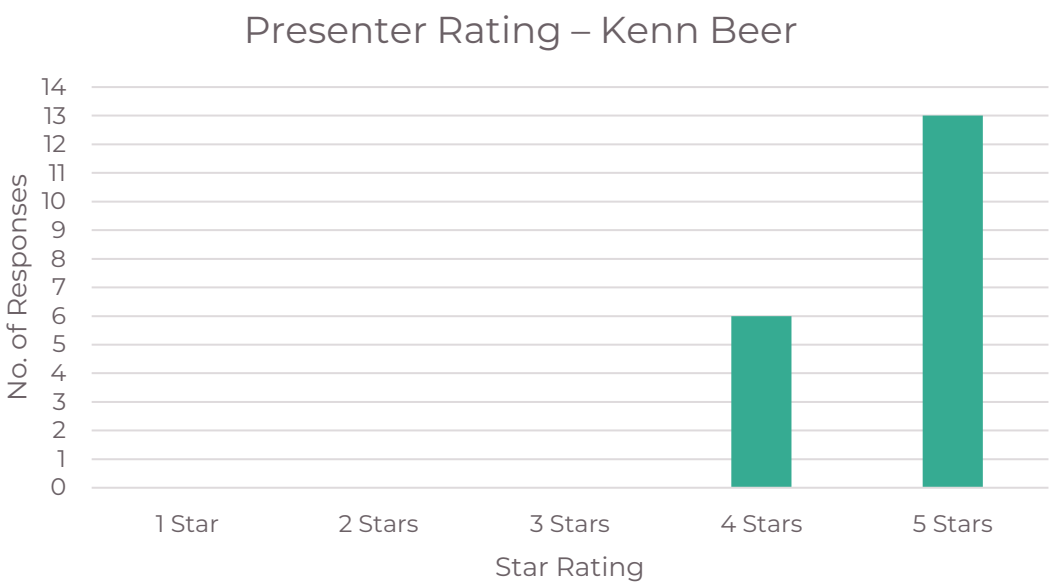


FIGURE 17: Star rating given to the course presenter, Kenn Beer in the Live Online program. Based on the response of 19 participants.

PARTICIPANT FEEDBACK

Can you suggest any other areas/initiatives not covered in today's content that might benefit motorcycle rider safety?

Canberra, April 2026

"Motorcycle crash types and high-level recommendations for improving safety for each crash"

"More detail in the motorcycle safety design and recommendations section"

"WCLT & curve widening. Parking & no stopping areas for impact to sight distance"

"None. Excellent coverage of road design. Kenn brought the group back on topic whenever conversation drifted into other aspects (e.g. rider behaviour) that wasn't within scope for today's session"

"Specific motorcycle blackspot awareness"

"Requirement for rider training and for rider training to work with road safety"

"Discussion around the concept of with limited resources where do you start and/or how do you decided where $ spend can be most impactful"

Online, May 2026

"Are the hazards discussed worsened for riders on dirt bike style bikes with chunky tires? Is there much change to these hazards when considering different riding positions or styles of motorbike?"

"Discuss if RRPMs are an issue. Discuss the use of thermoplastic in left turn slip lanes that typically have zebra crossings, creating a change of surfaces in a critical braking and cornering area"

"From my experience, motorcycle riders need to be educated on the type and benefits of measures installed, whether through the licensing process or some other means"

"Actual crash statistics"

"Interviews from motorbike riders themselves about their perceptions of the main safety concerns they face"

"Please discuss something about motorcycle tyres, as tyres are the first point of contact with the road surface"

"I am curious about motorcyclist gear and their ratings"

APPENDIX I

How can you apply the knowledge from today's course in your current role:

#	Response	Primary theme	Secondary theme
1	Wear correct gear while riding	Personal Riding/Driving Behaviour	
2	Educate others, share information	Awareness & Education (others)	
3	Share information	Awareness & Education (others)	
4	Think about treatments from a motorcycle riders perspective during the design phase	Design & Engineering	Process Integration
5	Be conscious of motorcycle needs when making road safety improvements	Design & Engineering	
6	Consider motorcycle risks in RSAs	Design & Engineering	Process Integration
7	Share with learners	Awareness & Education (others)	
8	Check road surfaces	Maintenance & Inspection	
9	Signage	Maintenance & Inspection	
10	Road markers	Maintenance & Inspection	
11	Share information	Awareness & Education (others)	
12	Advocate	Advocacy & Lobbying	
13	Advise clients of traditionally overlooked safety issues as part of safety in design	Awareness & Education (others)	Design & Engineering

APPENDIX I

How can you apply the knowledge from today's course in your current role:

#	Response	Primary theme	Secondary theme
14	Recommend course participation	Training & Course Promotion	
15	Drive slowly	Personal Riding/Driving Behaviour	
16	Attend this course	Training & Course Promotion	
17	Inspections of roadwork sites	Maintenance & Inspection	
18	Surrounding awareness	Personal Riding/Driving Behaviour	
19	Brain storm with colleagues at course re. Strategic funding opportunities	Advocacy & Lobbying	
20	Report hazards	Maintenance & Inspection	
21	UPDATE GLS	Process Integration	
22	Keep my eyes open for motorcycle safety the way I do for sign and line defects	Maintenance & Inspection	
23	Replace signs in timely manner. More inspection more often	Maintenance & Inspection	
24	Pay more attention to motorcycle risks during our assessment and also consider their behaviour in our design.	Design & Engineering	Process Integration
25	Advocate for improvements to motorcycle training course.	Advocacy & Lobbying	Training & Course Promotion

APPENDIX I

How can you apply the knowledge from today's course in your current role:

#	Response	Primary theme	Secondary theme
26	Rider training.	Training & Course Promotion	
27	Read through the guides and other resources provided today	Resources & Self-learning	
28	Raise awareness in motorcycle communities, rides of importance of potential safety improvement	Awareness & Education (others)	
29	Make sure they are considered during project initiation	Process Integration	
30	share resources	Awareness & Education (others)	
31	Priority for road maintenance	Maintenance & Inspection	Process Integration
32	Add more safety features such as advanced safety barrier to cover motorcyclist safety	Design & Engineering	
33	Consider motorcycle safety when reviewing/auditing road designs.	Design & Engineering	
34	Share awareness and resources.	Awareness & Education (others)	
35	Report and promote road maintenance issues	Maintenance & Inspection	Advocacy & Lobbying
36	Promote rider training	Training & Course Promotion	
37	Add underrun protection to my barrier designs.	Design & Engineering	
38	consider rider visibility more	Design & Engineering	

APPENDIX I

How can you apply the knowledge from today's course in your current role:

#	Response	Primary theme	Secondary theme
39	Promote this course. Start the conversation when talking about motorcycle road safety. Social media posts on the importance of motorcycle road issues	Training & Course Promotion	Awareness & Education (others)
40	Check the design to be motorcycle friendly in RSA.	Design & Engineering	
41	Consider the maintenance user.	Design & Engineering	Maintenance & Inspection
42	Contribute admin to ACT MRA's lobbying role in the ACT and support experts to represent riders to government	Advocacy & Lobbying	
43	Reducing filtered turns at signals	Design & Engineering	
44	Using the under rail on W sections and extending beyond the tangent	Design & Engineering	
45	Extending keep clear zones to increase sightlines	Design & Engineering	
46	As an Auditor, can identify hazards for motorcycles	Design & Engineering	
47	As a drafter can push for better specified safety systems and advise on cross fall and grading	Design & Engineering	Advocacy & Lobbying
48	I review the design drawings particularly road design in conjunction with LR. I ensure the tracks are positioned in such a way that it is not a hazard	Design & Engineering	

APPENDIX I

How can you apply the knowledge from today's course in your current role:

#	Response	Primary theme	Secondary theme
49	As a road user, be more mindful of motorbikes/rider. Share knowledge learnt with colleagues so they are aware as well, esp. while driving in their trucks.	Personal Riding/Driving Behaviour	Awareness & Education (others)
50	Run an in-service for my team for sure	Awareness & Education (others)	Training & Course Promotion
51	I would love to spend more budget for improvement of motorcycle safety projects.	Advocacy & Lobbying	
52	Like potholes fix, Roads resurfacing program	Maintenance & Inspection	
53	Get licence and motor cycle to better understand this perspective	Resources & Self-learning	Personal Riding/Driving Behaviour