Proposed Pilot Trial Overview

Consequence and Education Sign and Alpha-Numeric Motorcycle Aid System

Purpose of the Pilot Trial

The proposed pilot trial is intended to evaluate the real-world performance, safety, and behavioural impact of the Consequence and Education Sign and associated advisory systems under controlled and measurable conditions. The trial is designed to inform engineering assessment, policy consideration, and future refinement, rather than to demonstrate enforcement or regulatory outcomes.

The system is advisory only and is intended to complement existing road safety measures.

Trial Objectives

The primary objectives of the proposed pilot trial are to:

• Assess changes in mean vehicle speed at selected locations

• Evaluate changes in speed variance and compliance consistency

• Observe behavioural response over time, including persistence effects

• Confirm the absence of distraction-related risk

• Validate system reliability and data integrity in live environments

Proposed Trial Locations

Trial sites would be selected in consultation with the relevant road authority and may include:

- Identified high-risk corridors
- Motorcycle crash-prone routes
- Speed transition zones
- Rural or regional roads with demonstrated speed compliance challenges

Final site selection, approval, and deployment remain the responsibility of the approving authority.

Methodology Summary

The proposed methodology aligns with established traffic evaluation practices:

- Pre-installation baseline data collection
- Installation of the advisory system at approved sites
- Continuous anonymised traffic data collection during the trial period
- Post-installation comparative analysis against baseline conditions

The system does not introduce enforcement mechanisms, penalties, or user identification at any stage of the trial.

Performance Metrics

Indicative performance measures may include:

- Mean speed change
- Percentage of vehicles exceeding the posted speed limit
- Speed distribution and variance
- Time-of-day behavioural differences
- Environmental and seasonal influences

Metrics are intended to support comparative assessment rather than absolute performance claims.

Data Governance and Privacy

The system does not collect personal information. No facial recognition, number plate recognition, or individual tracking is used.

Data collection is limited to anonymised traffic metrics such as speed, volume, and time of day. Data ownership, retention, and access are governed by the deploying authority in accordance with applicable privacy and data management frameworks.

Oversight and Reporting

Trial oversight, monitoring, and reporting would be conducted in collaboration with the relevant road authority. Findings would be documented transparently to support engineering review and informed decision making.

Limitations

As with all advisory systems, effectiveness may vary depending on site characteristics, traffic mix, environmental conditions, and user behaviour. Trial outcomes are intended to inform further evaluation and refinement rather than represent guaranteed safety or compliance outcomes.

Status

This document outlines a proposed trial framework only. Implementation is subject to authority approval, engineering assessment, and site-specific considerations.