




BP1: Training and Awareness

<p>Reference: BP1 001</p>	<p>Title of Project:</p>	<p>Bikesafe / Scootersafe London</p>
<p>Version: 1</p>	<p>Website:</p>	<p>http://www.bikesafe-london.co.uk</p>
<p>Brief Description of Project:</p>	<p>Begun in 2003, Bikesafe London provides Rider Skills Days with separate courses for PTWs under 250cc. The training is delivered by Police motorcyclists.</p>   <p>Topics covered include the system of motorcycle control, collision causation factors and security. There is a classroom element followed by an assessed ride. Elements of the training address the higher levels of the GADGET Matrix (The EU-project GADGET (Hatakka, Keskinen, Gregersen, Glad 1999).</p> <p>Clients are given an assessment of current skills and advice on how to improve.</p>	
<p>Monitoring Data:</p>	<p>There has been no specific <i>objective</i> before and after casualty data monitoring for those attending the course. Riders are sent a questionnaire 6 months after attending Bikesafe. The following is an extract from the Bikesafe monitoring report 2009, based on questionnaire responses:</p> <p><i>The proportion having accidents where they are personally injured falls by over 10% once they attend BSL, and the number involving another vehicle falls by over 5%. These results indicate that riders who attend BikeSafe are less likely to injure themselves due to their extra safety training, and they appear more aware of other traffic and are less likely to collide with them.</i></p>	

PTW casualties in London are shown in the table below. Since Bikesafe London commenced in 2003, PTW casualties in London have reduced by 25%.

Year	Fatal	Serious	Slight
2001	69	1205	6523
2002	65	1148	5722
2003	63	1078	5231
2004	47	848	4663
2005	44	780	4112
2006	43	805	3827

Since Bikesafe London commenced in 2003, PTW casualties in London have reduced by 25%.

Results:

Over 10000 riders have attended Bikesafe London training. PTW casualties in London are reducing strongly against a background of increasing motorcycle use and the qualitative evaluation of the project shows positive results. A more robust assessment of the training using data for a tracked group of clients and a control group is suggested.

Key Effective Conclusions:

For an accurate assessment of the effectiveness of the project, tracking data for those attending the course would be necessary. There is strong circumstantial evidence supporting the effectiveness of the training but definitive conclusions are not possible.

From rider review the key elements appear to be personally tailored advice and the raising of awareness of common causation factors with specific avoidance strategies. The focused nature of the advice given and the credibility of the trainers appear to be crucial factors. The targeted 'scootersafe' course for small capacity, commuter PTWs is a good example of this specificity.

Projects for Comparison:

UK Bikesafe courses are run in many local authority/Police Force areas. Most conform to a similar format.

Justification:

Although the supporting data is circumstantial, Bikesafe London appears to be an effective contributor to reducing urban PTW casualties.

This project addresses the eSUM objective for WP3, BP1 by offering the potential for reducing casualties through rider training/behaviour change.