





BP1: Training and Awareness

Reference: BP1 011	Title of Project:	Advanced Rider Training / Post Test Training
Version: 1	Website:	www.iam.org.uk www.rospa.com
Brief Description of Project:	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  </div> <div style="width: 60%;"> <p>Advanced Rider Training is offered by a number of providers in the UK including the Institute of Advanced Motorists, ROSPA , BSM and DIA. In the UK this training was originally based on the Police 'Roadcraft' training manual. Advanced Rider training is quality assured by the Driving Standards Agency and involves a test.</p> </div> <div style="width: 10%; text-align: right;">  </div> </div> <p>The Roadcraft manual was based on Police instructors' theory notes and was first published in 1954. A specific motorcycle edition was first published in 1965.</p> <p>The Police System has seven features, each is considered at the approach to any hazard. Only those applicable are put into operation:</p> <ol style="list-style-type: none"> 1. COURSE - Choose the correct line of approach, check behind and give a signal if it is needed to warn of the change of road position. 2. SPEED - Check behind again, consider giving a further signal if turning. Reduction in speed for the hazard, preceded by a slowing down signal if required. 3. GEAR - Select the appropriate gear for the chosen speed. 4. REAR OBSERVATION & SIGNAL - Check behind again. Consider giving a signal if not done already or to emphasise an existing signal. 5. HORN - If necessary, give a horn warning. 6. LIFESAVER - A last look behind before turning. 7. ACCELERATION - Applied to leave the hazard safely. 	

	<p>The “system” of training has evolved to meet changing road conditions. There is now considerable emphasis on hazard awareness and the necessity to allow significant safety margins in riding style.</p> <p>Training is delivered either by volunteer ‘observers’ or professional instructors. The test is usually undertaken by a Police Class 1 driver acting as examiner.</p>
Monitoring Data:	<p>Various claims are made for the reduction of collision risk enjoyed by Advanced Riders. The IAM claim a 20% reduction in risk.</p> <p>Current research in the field of driver training emphasises the existence of 4 levels of driver behaviour and the need to design training to address each level. Whereas most voluntary, post-licence training focuses on the two lower levels of behaviour (1. vehicle manoeuvring and 2. mastery of traffic situations), the two higher levels are largely neglected. It is these levels, however, which heavily influence driver behaviour and relative driving safety, namely: 3. the context of driving (fatigue, distractions, peer pressure, etc) and 4. goals for life and skills for living (values and attitudes in relation to life in general and how they may effect one’s driving).</p> <p>The so-called Gadget matrix is a model encompassing these 4 levels of driving behaviour and incorporating three forms of training needs at each level: <i>knowledge and skills, risk-increasing factors and self-evaluation.</i></p> <p>Based on research published in the UK by DfT but including a broader European context.</p> <p>DfT ‘Changes to the licensing system in Sweden’ article: http://www.dft.gov.uk/pgr/roadsafety/drs/novicedrivers/conference/changestothelicensingsystemi4662</p> <p>ART based on the context of riding, values and attitudes and critical self-evaluation would appear to offer greater potential for reducing collision risk.</p>
Results:	<p>ART is self-selecting from a group of riders less given to risk taking behaviour. Providers report increased confidence and claim significant reduced collision risk, although empirical research confirming this is difficult to locate.</p>
Key Effective Conclusions:	<p>There is a self-reported improvement in confidence and competence for participants in ART but such monitoring has been shown to be unreliable. Published collision/casualty based evaluation is difficult to find.</p> <p>Some insurance companies offer discounts to Advanced Riders, presumably based on actuarial information. This would suggest that there may be circumstantial evidence linking ART with reduced collision risk.</p>
Projects for Comparison:	<p>Bikesafe (BP1 001). ERS (Enhanced Rider Scheme).</p>

Justification:	<p>Although the evidence is circumstantial, there appears to be a link between ART and reduced collision risk as evidenced by reduced insurance costs. ART focusing on the 2 higher goals in the Gadget Matrix would appear to offer greater potential for reducing collision risk than more skills based programmes.</p> <p>This project addresses the eSUM objective for WP3, BP1 by offering the potential for reducing urban PTW casualties through rider training/behaviour change.</p>
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