



## BP1: Training and Awareness

<b>Reference:</b> BP1 016	<b>Title of Project:</b>	<b>ScotSafe, Leeds</b>
<b>Version:</b> 1	<b>Website:</b>	<a href="http://www.leeds.gov.uk">www.leeds.gov.uk</a>
<b>Brief Description of Project:</b>	<h1 style="margin: 0;">ScotSafe</h1> <p>Currently in the pilot stages, project is aimed at 16-20 year old scooter riders to fill skills gap between CBT and full test training as many of this group of riders do not move on the full test training.</p> <p>Training takes the form of a 2 hour session covering: theory, basic machine maintenance (brakes, tyres etc) off street manoeuvres and a 45 minute road riding assessment using radios to provide coaching and advice.</p> <p>Trainers are provided by reputable local training school.</p> <p>Initial reaction by those taking part has been good and the riders' involved have shown a positive response.</p> <p>Evaluation of the scheme is by questionnaire after the course and follow up work is planned for 6 months after the course to check on accident involvement.</p> <p>Roll out of ScotSafe is planned through working partnerships with local colleges and using Travel Planning to engage with the target group.</p>	
<b>Monitoring Data:</b>	Monitoring of the casualty reduction effect is intended using a questionnaire mailed to all participants.	
<b>Results:</b>	Evaluation of the pilot stage has shown a positive response from those taking part but no casualty based monitoring is available at this stage.	
<b>Key Effective Conclusions:</b>	The project is at an early stage. The content of the training appears to address some of the minor causation factors identified by research studies (MAIDS, DfT, MONASH).	

<b>Projects for Comparison:</b>	Bikesafe/Scootersafe London (BP1 001).
<b>Justification:</b>	Post training analysis is required and as the project is still in the pilot stage no firm conclusions can be made. There does appear to be potential to contribute to eSUM objectives.