



BP1: Training and Awareness

Reference: BP1 017	Title of Project:	Pre-Licence Scooter Rider Scheme, Northamptonshire County Council
Version: 1	Website:	www.northamptonshire.gov.uk
Brief Description of Project:	<p>The project is aimed at providing a solution to an observed growing problem with 16 yr olds being involved in collisions on mopeds/scooters, the main causation factor being inexperience.</p> <p>Working through the schools and with parents as well as the students, NCC will provide training to those aged 15 and a half to 16 who have not obtained a licence but intend to apply.</p> <p>The training would be practical on an off-road area with moped type scooters, and theory, looking at road law, behaviour, peer pressure and proper clothing.</p> <p>NCC is in the process of putting together the final program and identifying 5 pilot schools in which to run it.</p> <p>Funding is from Northamptonshire Casualty Reduction Partnership using budget surplus from the Speed Workshops run in the county.</p> <p>Proposed start date is Easter 2009.</p> <p>.</p> <p>The project will initially be a pilot scheme using 5 schools and 160 students. If successful it will be extended to additional schools.</p> <p>A contact scheme is planned using newsletters etc to keep in contact with the participants and to map their progress.</p>	

<p>Monitoring Data:</p>	<p>Two 12 month analyses of casualty data were completed; summer 2006 to summer 2007 and summer 2007 to summer 2008.</p> <p>I used a predetermined query tool to look at all collisions involving, initially all mopeds and motorcycles 50cc or less(2006-07) and latterly mopeds(2007-08) and then a manual search to pull out all 16 yr olds.</p> <p>The collision data showed an increasing problem. 25 collisions in total in 2006-07 with 13 of those involving at least 1 16 yr old, as against 31 collisions (2007-08) with 22 collisions involving at least 1 16 yr old rider.</p> <p>Examination of collision class, conditions and causation factor produced evidence of number of KSI's etc and threw up such information as of the 9 KSI's for moped riders in 2007-08, 6 involved 16yr olds, and of those 6, 5 were in the dark.</p> <p>Casuation factors brought up such matters as panic and lack of experience.</p> <p>Monitoring of the scheme will be based on the two years before and then 2 years after.</p>
<p>Results:</p>	<p>The scheme has not yet reached the pilot stage.</p>
<p>Key Effective Conclusions:</p>	<p>Based on casualty data and an analysis of the key causation factors, the project appears focused with a reasonable chance of success.</p>
<p>Projects for Comparison:</p>	<p>Bikesafe/Scootersafe London (BP1 001). ScootSafe, Leeds (BP1 016).</p>
<p>Justification:</p>	<p>The scheme appears to have the potential to contribute to eSUM WP3, BP1 objectives.</p>