BP1: Training and Awareness

Reference: BP1 032	Title of Project:	**Honda Advanced Rider Training**
Version: 1	**Website:**	www.hondampe.com.au/
Brief Description of Project:	 Honda Motorcycles has a worldwide training programme available to riders. The programme is delivered in around 20 countries and offers a progressive structure at levels from Learner to Advanced. The website given above links to Honda Australia Rider Training and the details of courses may differ between providers in different nations. Training is provided by instructors who have reached Honda's World Instructor standard.  The training includes theory and practice and can involve work on a Honda PTW simulator (BP1 004) to improve hazard perception skills. The entry level courses follow a similar programme to other Initial Rider Training provision. Further training to take the new motorcyclist to qualification is also available. There is a Refresher course for those returning to motorcycling after a break and an Intermediate course to improve the skills of already experienced riders.	

	There are 2 levels of Advanced course. Level 1 focuses on machine control including slow speed riding and collision avoidance techniques. This level must be completed before proceeding to Level 2, which is designed to take an in depth look at a rider's skills and remedy any weak areas by advice and practical demonstration. Advanced Level 2 concentrates on advanced rider skills with special focus on those areas that present the greatest risks to motorcyclists on the road. The main features of Advanced Level 2 are: 1. Using eye direction, correct posture, and rider input to get the most out of your motorcycle. 2. Cornering techniques including set up, counter steering, setting and changing cornering lines. 3. Braking points and techniques to reduce emergency stopping distances, and to improve cornering control. 4. Throttle control and weight transfer techniques to enable quick changes of direction as well as optimising grip and improving overall smoothness. 5. Judgement exercises that will improve cornering and the rider's ability to 'Read the Road'. The Honda scheme is being used as the basis for a project in Barcelona where employees of the municipality are being offered free training at an off-road facility close to the city. It is hoped that this will reduce their risk of collision and injury. This is being assessed as a Demonstration project for eSUM.
Monitoring Data:	There does not appear to be any specific monitoring data based on collision/casualty data. Advanced Rider Training in the UK does appear to reduce rider collision risk (see BP1 017) but specific 'tracking' data of trained riders is not available.
Results:	Honda Rider Training is available in many locations worldwide.
Key Effective Conclusions:	The training content appears to be based on collision causation factors identified from casualty data. Whilst there is no evaluation based on collision data, improved rider skills and knowledge are recognised as effective counter-measures, particularly when based on studies of PTW casualties (MAIDS, DfT In-depth Study). Training focusing on the 2 higher goals in the Gadget Matrix (see BP1 017) affecting rider attitude would appear to offer greater potential for reducing collision risk than more skills based programmes.

Projects for Comparison:	BP1 001 Bikesafe London. BP1 011 Advanced Rider Training (UK).
Justification:	Although the evidence is circumstantial, there appears to be a link between some Advanced Rider Training and reduced collision risk as evidenced by reduced insurance costs in some countries (eg. UK). This project has the potential to address the eSUM objective for WP3, BP1 by reducing urban PTW casualties through rider training/behaviour change.