

Rider Safe Evaluation 2018



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Overview

Motorcyclists are highlighted as a high risk group in the Road Safety Framework for Wales. The most recent data shows motorcyclists accounted for 41% of those killed or seriously injured in road traffic collision, despite forming only 0.7% of the traffic in Wales. Of this 22 were fatal, 232 were seriously injured and 408 motorcyclist casualties were slightly injured. (Statistical Bulletin; 2016). Consequently, a motorcyclist is 57 times more likely to be killed or seriously injured in a road collision than a car occupant (DfT; 2015).

Motorcyclists are a much greater risk of becoming a casualty than other motor vehicle drivers and occupants. The Statistical Bulletin (2016) displays Swansea had the highest number of motorcycle casualties with 71 in 2016 and Pembrokeshire was 5th with 45.

Pembrokeshire stats 19 data has shown a continuous trend of fatal and serious road collisions involving this road user group.

When looking at motorcycle casualties by engine size the same bulletin showed that 82% of casualties were aged 32 and under, riding 500cc motorcycles and that 69% were also aged 30 and under and riding low powered two wheelers (PTW) up to 125cc.

Nationally there is a clear relationship that has been identified between age and accident risk for motorcyclists: young riders (16-19 years old) have the highest casualty rate, followed by riders aged 20-24. Of all motorcycle incidences in GB in 2017 30% were aged 17-24 (DfT, 2018). However, there has been little to no research into the role of and the experience in motorcyclists in collisions. Statistical analysis showed that as age increased, accident risk decreased, so much so that riders aged 25 years or older had a 50% lower risk than those aged 15 – 19 years. It also showed that those with five or more years riding experience had a lower risk than those with less than two years. The study also found that familiarity with the motorcycle being ridden significantly reduced accident risk, yet there is little clear evidence regarding the effects of age and experience on motorcycle accident risk (ROSPA, 5 rider skill report).

Road user behaviour issues constitute the major contributory factors in PTW road crashes. The five most prevalent driver-related factors in fatal crashes of non-motorcycle occupants are similar as for fatal motorcycle crashes, namely including speeding, driving under the influence of alcohol or drugs, inattention or distracted attention, risk-taking driving behaviour, and failure to keep in lane.

A focus group organised by Bournemouth County Council and produced by the Market Research Group at Bournemouth University in 2013 asked participants who were moped and scooter riders, questions regarding their experiences (participants motorcycle experience ranged from less than 9 months – 6 years); it must be noted that the group was relatively small (12 participants) so findings may be indicative, yet it gives a clear idea of young riders opinions.

When asked about the Compulsory Basic Test (CBT) experience: the majority agreed that CBT did not provide them with enough practical experience to feel safe when riding alone on the road.

There was an overwhelming consensus that additional training would be beneficial, and participants all agreed that learning different riding techniques could help them from being involved in a collision. Ultimately participants thought that extra training is really expensive and if young riders had to pay for extra training which is not compulsory then they wouldn't do it. When asked what an extra training course should consist of the comments included riding in extreme weather, slow riding, night riding, defensive riding, country lanes and maintenance and should include a short discussion with as much practical on road riding as possible.

Whilst there are proven interventions for post-test riders riding high powered machines e.g. Bike Safe and Dragon Rider (Enhanced Rider Scheme), there is currently no intervention that has been evaluated for new moped/low PTW riders, riding machines 50cc-125cc and aged 16-24.

The Intervention

Rider Safe is a road safety initiative for young people in the 16 – 24 year age range and sits within the Welsh Government's Road Safety Framework for partners to specifically tackle high risk and vulnerable groups. It is a course of theoretical and practical training designed specifically for new moped, scooter and low PTW riders, it is divided into three modules. Rider Safe is offered to learner riders by Driving and Vehicle Standards Agency (DVSA) approved training bodies (ATB).

Rider Safe comprises of three modules:

Module 1: Incorporates an introduction to the Highway Code, discussing attitudes and behaviours, hazard perception and riding safely on the road.

Module 2: Candidates will complete the CBT and undertake five training modules with an ATB. Riders who reach the required standard will be issued with a DL196 certificate which validates their provisional moped/motorcycle licence and permit them to ride, subject to age and licence restrictions, a moped or motorcycle up to 125cc with L plates, unaccompanied.

Module 3: Is a further course of on-road training as a follow-on to the CBT. The training will provide the rider with valuable further experience and a specific and realistic action plan for their personal development. Designed to involve the rider after a period of consolidation of their riding skills (2 weeks –1 month).

A copy of the Highway Code will be provided for each trainee prior to training, so the candidates will be able to gain good knowledge of the rules of the road and the signage prior to the commencement of the course.

Rider Safe would allow new riders access to pre-learner training and develop positive attitudes towards riding as well as building their knowledge and skills. It is proposed that up-skilling riders by giving them more practice and structured feedback under a qualified DVSA Motorcycle instructor, when first riding will assist in reducing their risk of being involved in a road traffic collision in the future.

Aims and Objectives

The principal aims of the intervention is to help increase the safety of young and new motorcyclist riding low PTW's up to and including 125cc. It endeavours to initiate positive changes in rider behaviour and attitude, whilst enhancing rider awareness, knowledge, skill development and confidence to create safer riders.

The principal objectives of the intervention are:

- 1) To observe measurable increases in safety positive attitudes of new and young riders, within 6-12 months of the intervention, towards speed, drink and drug riding, careless riding and personal safety.
- 2) To reduce the incidences of 16-24 year old riders being convicted of an offence relating to speed; careless riding, drink and drug riding in a self-report survey, within 6-12 months of the intervention.
- 3) To reduce the risk of rider collisions amongst 16-24 year olds within 6-12 months, measured by self-report.
- 4) To observe measurable increases (self-reported) in confidence levels in riders following completion of the 3 modules and to initiate positive riding behaviour and attitudes amongst young new riders.

Evaluation Process

The evaluation design chosen was a non- experimental quantitative design. With pre, post and follow up questionnaires without a control or comparison group. Processing whether the aims and objectives of Rider Safe are met.

The data collection method(s) chosen were:

- Questionnaires – self reporting

In order to achieve these aims, the research project comprised of three main elements:

1. Pre-training questionnaire collected prior to undertaking Module 1 (Appendix 1); will collect data on the riders' attitude on riding on the highway.
2. Post-training questionnaire collected immediately after the completion of the Module 3 (Appendix 2), will collect data on the confidence of the rider and assessment of own riding ability, the riders' attitudes toward riding on the highway and on how useful participants found the course.
3. Final 6-12 months post follow-up questionnaire (Appendix 3) to young riders who completed the course, will collect data on the confidence of the rider and assessment of own riding ability, the riders' attitudes toward riding on the highway and if they had been involved in a near miss or collision since they completed the course.

Results

Rider Safe commenced in June 2018 in Swansea and Pembrokeshire. Approved candidate numbers for the two Local Authorities for completion by 31st March 2019 totals 70. As of 15th October 2018 in preparation of the interim report 23 candidates have completed the training. Of these candidates none have completed the final 3rd questionnaire as the 6 month lead time to complete this has not elapsed.

All 23 candidates were asked to complete a Pre-evaluation upon arrival of Module 1 and then a post evaluation after completing Module 3.

Pre Questionnaire Results

Questionnaires required candidates to provide scorings ranging from 1= strongly disagree, 2= Disagree, 3= neither agree or disagree, 4= Agree,

5= strongly Agree for statements A – N.

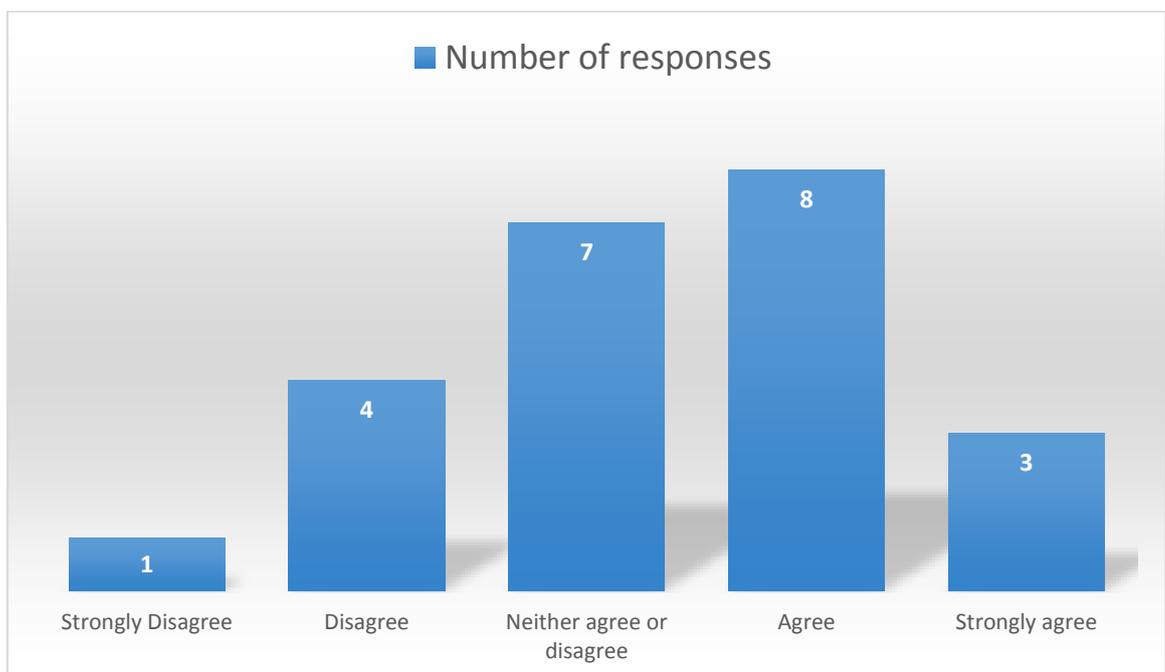


Figure 1: Pre Questionnaire (A) The best Riders are skilful riders:

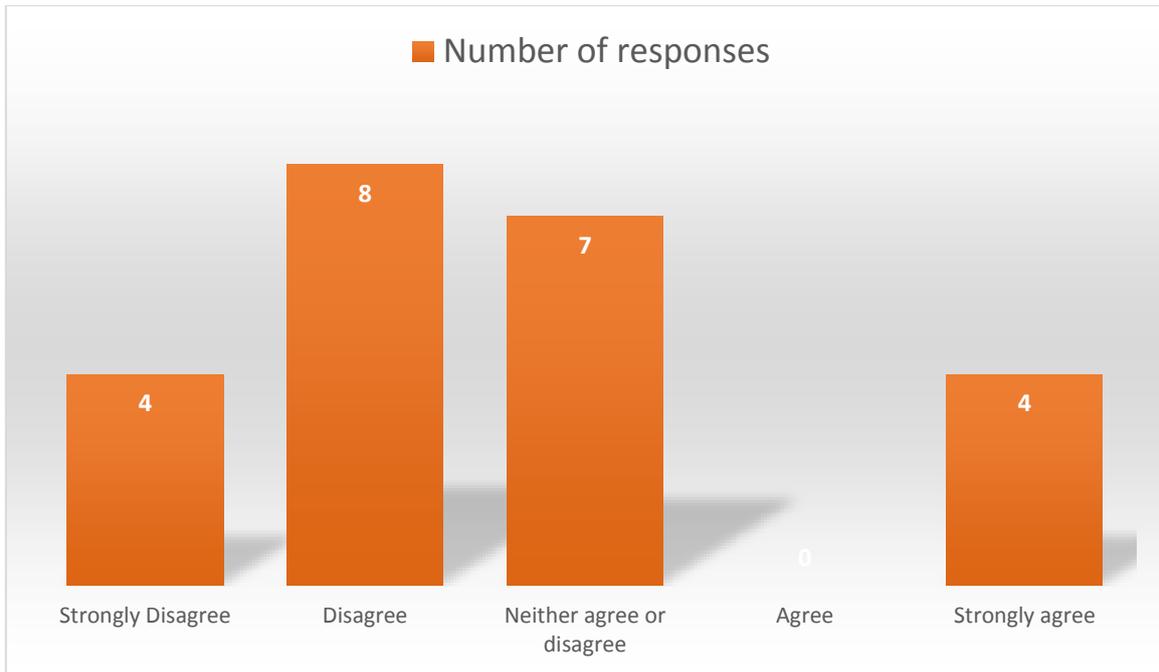


Figure 2: Pre Questionnaire- (B) The Majority of collisions occur by chance or bad luck

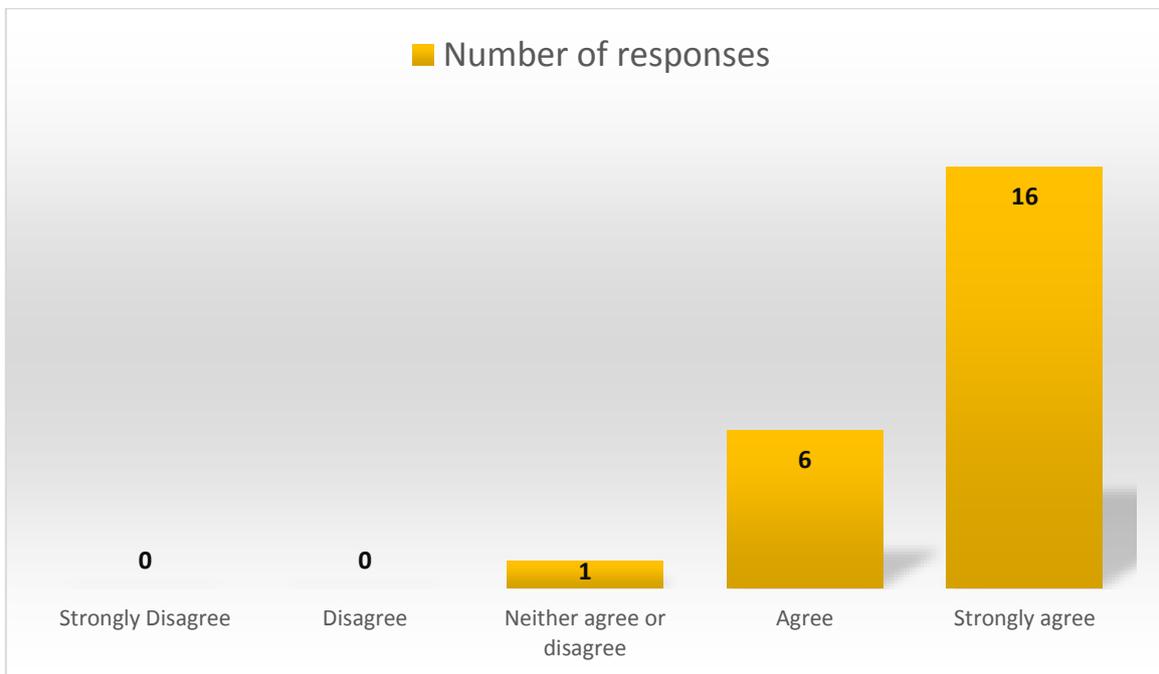


Figure 3 Pre Questionnaire: (C) Learning the Highway Code will increase my knowledge and help me to become a safer rider

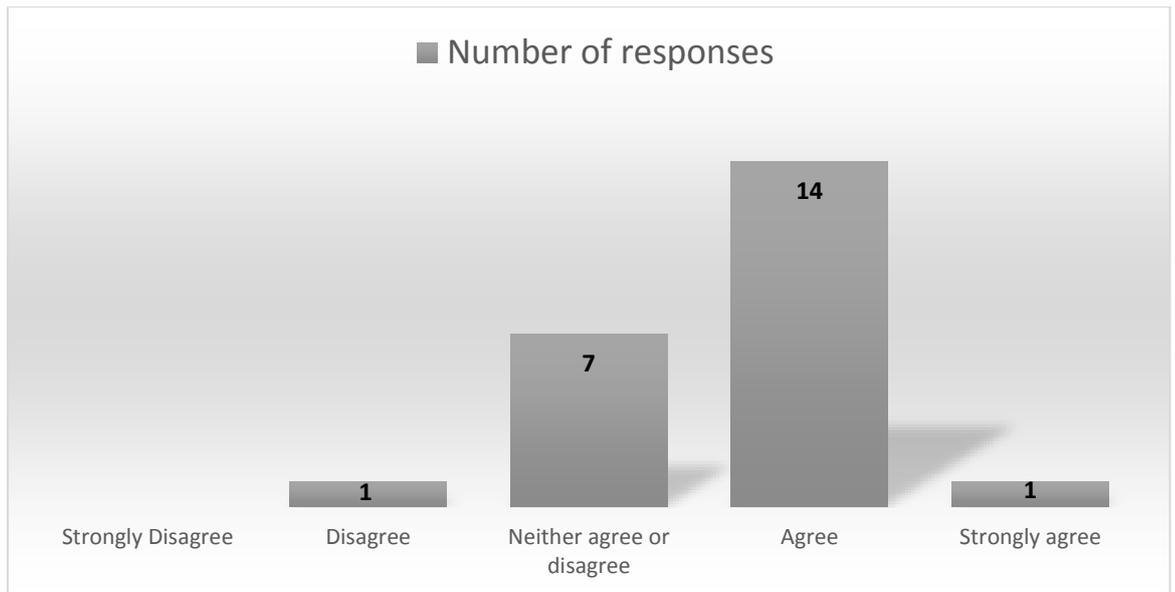


Figure 4 Pre Questionnaire: (D) When pulling out of a junction riders/ drivers sometimes are surprised by an approaching rider.

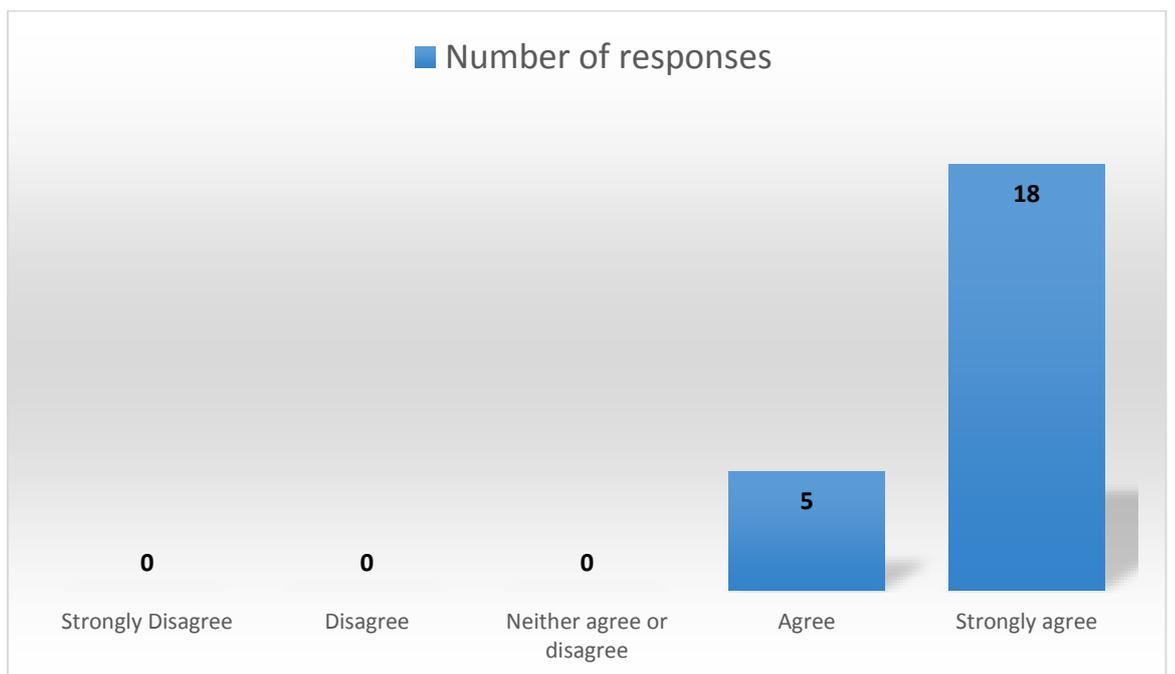


Figure 5 Pre Questionnaire: (E) Wearing a correctly fitted and fastened motorcycle helmet is essential for me as a rider

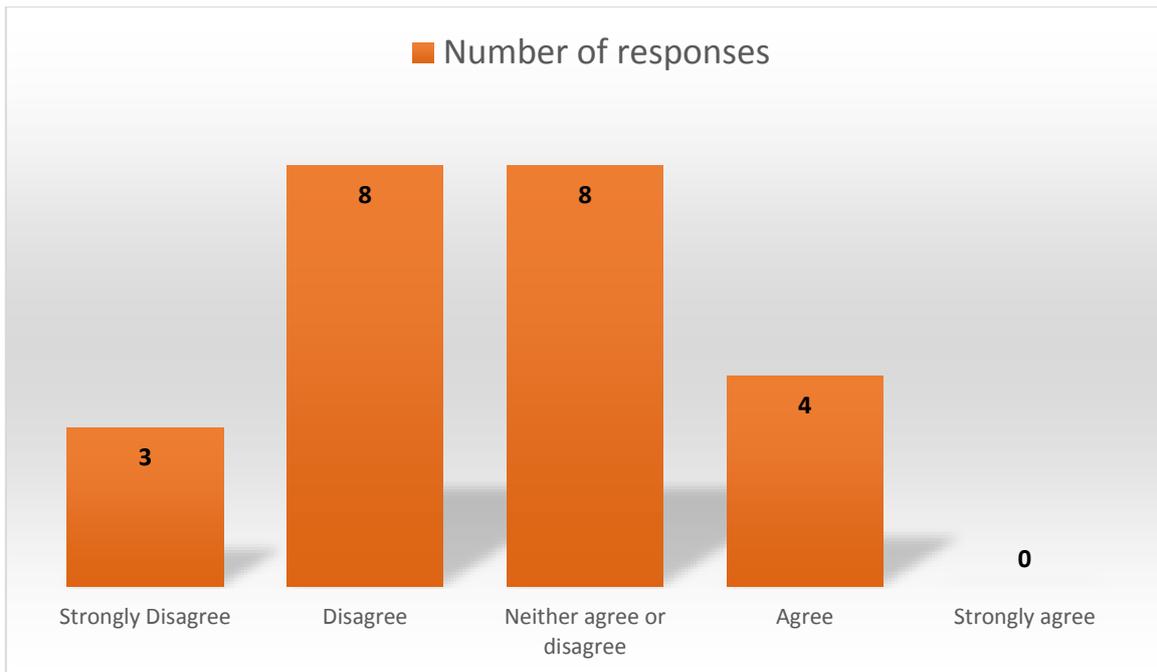


Figure 6 Pre Questionnaire: (F)-One or two minor collisions in the first few years are inevitable

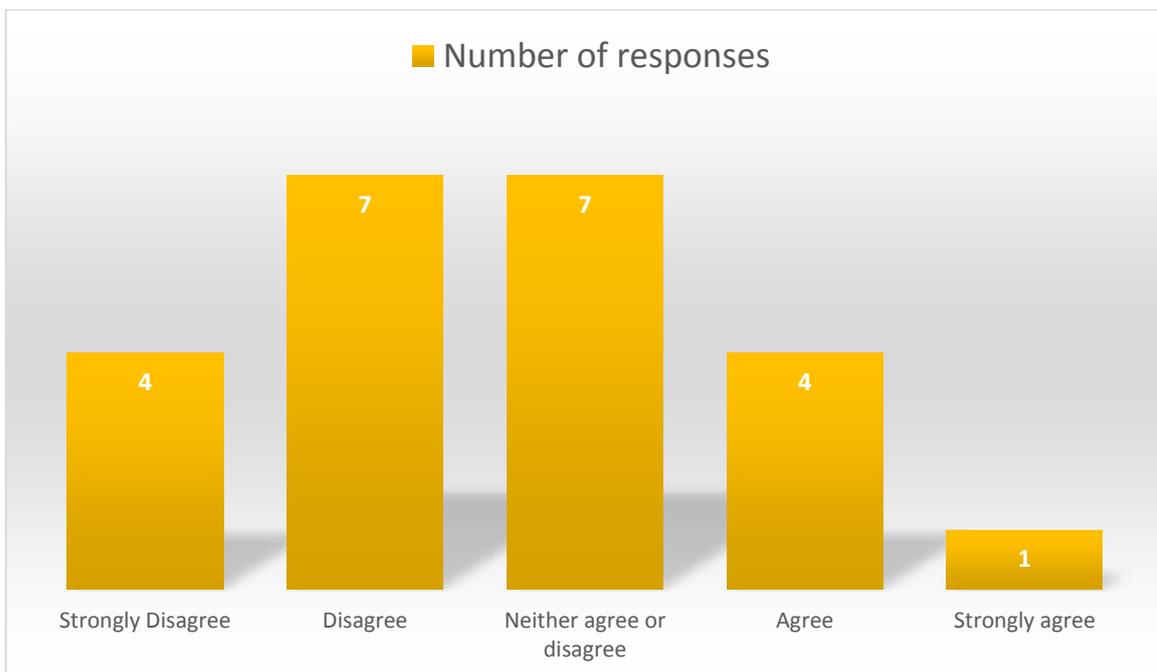


Figure 7 Pre Questionnaire: (G) It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities

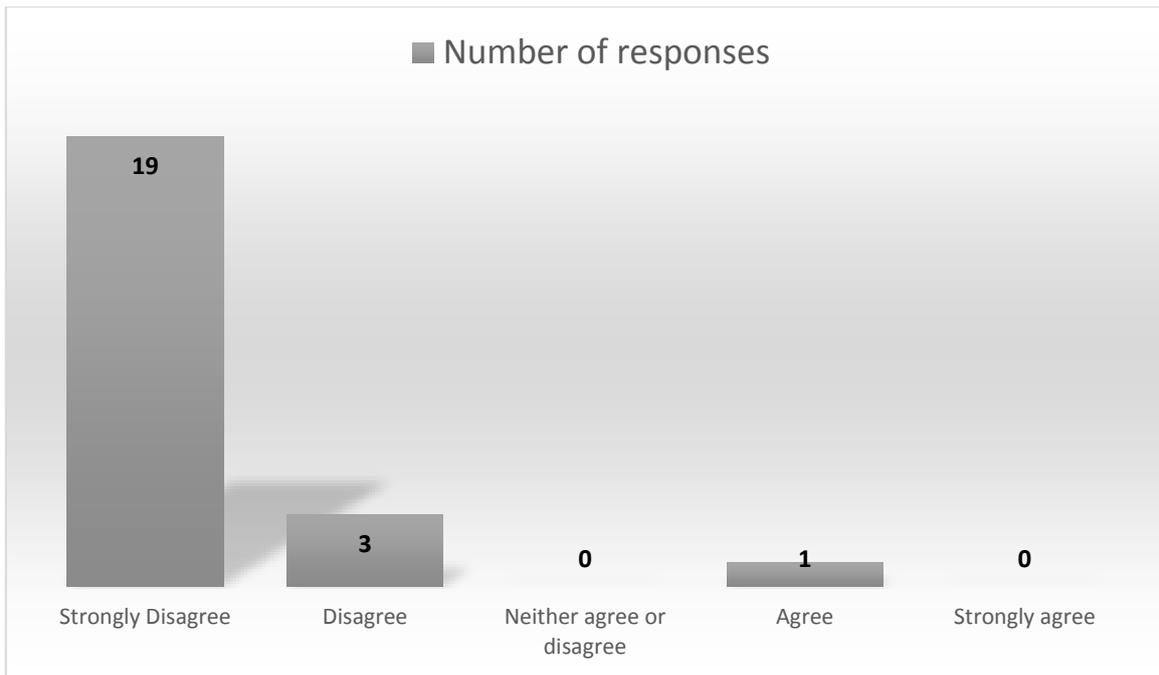


Figure 8 Pre Questionnaire: (H) It is absolutely fine to take or smoke an illegal substance before riding

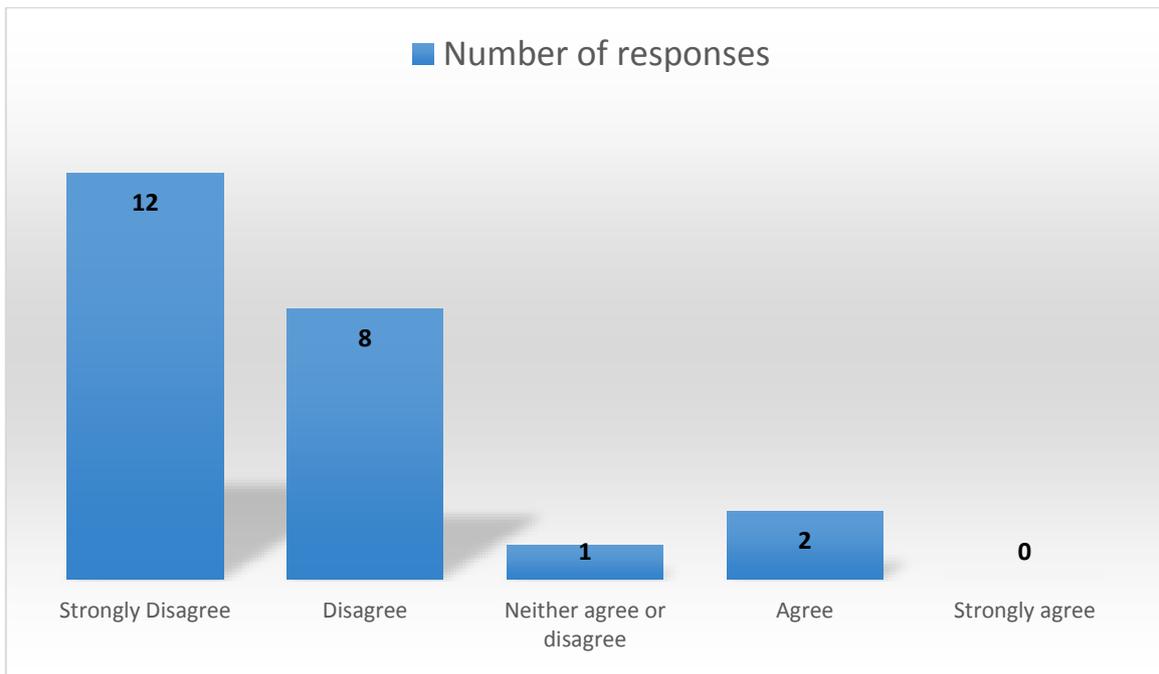


Figure 9: Pre Questionnaire: (I) It is ok to ride faster than normal if you have a high performance bike

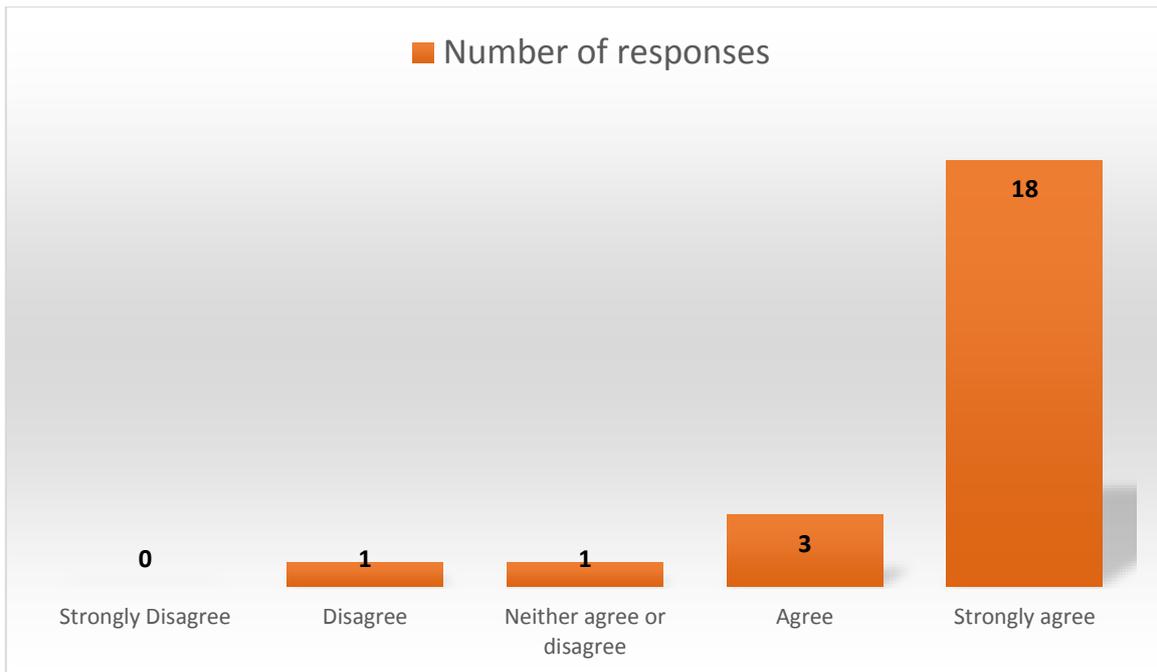


Figure 10: Pre Questionnaire: (J) Wearing the correct motorcycle equipment is essential for my safety as a rider

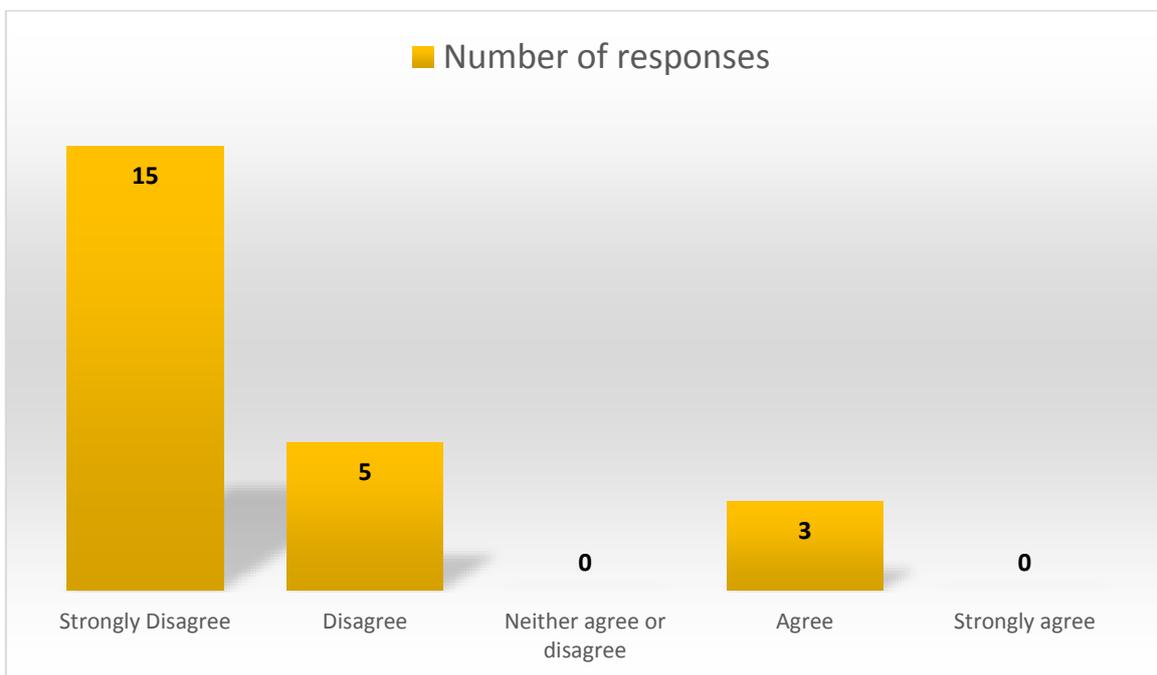


Figure 11 Pre Questionnaire: (K) It is ok to ride faster than the speed limit as long as you ride carefully

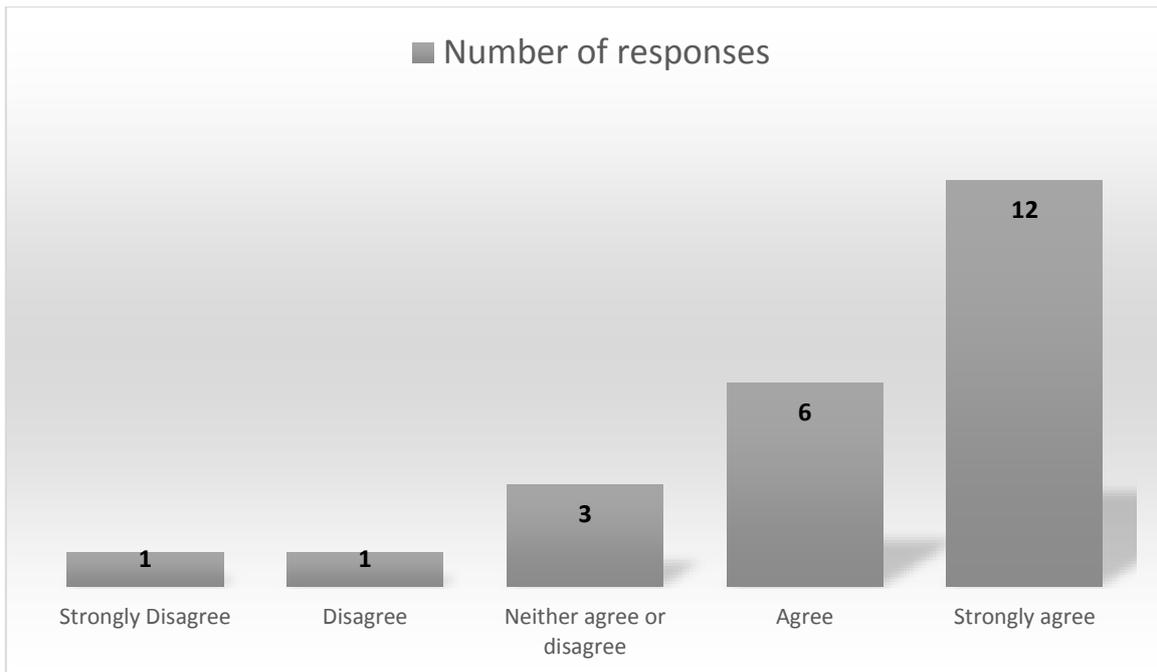


Figure 12 Pre Questionnaire: (L) Even at night time on quiet roads it is important to keep within the speed limit

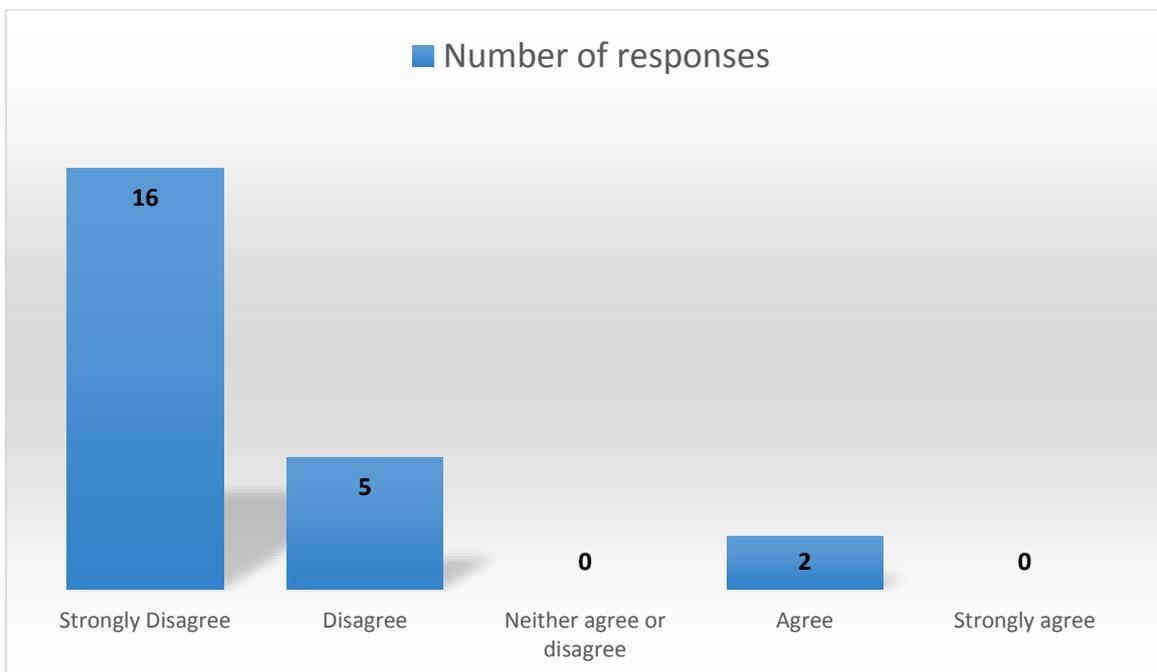


Figure 13 Pre Questionnaire: (M) It is okay to ride after drinking, as long as you are not drunk

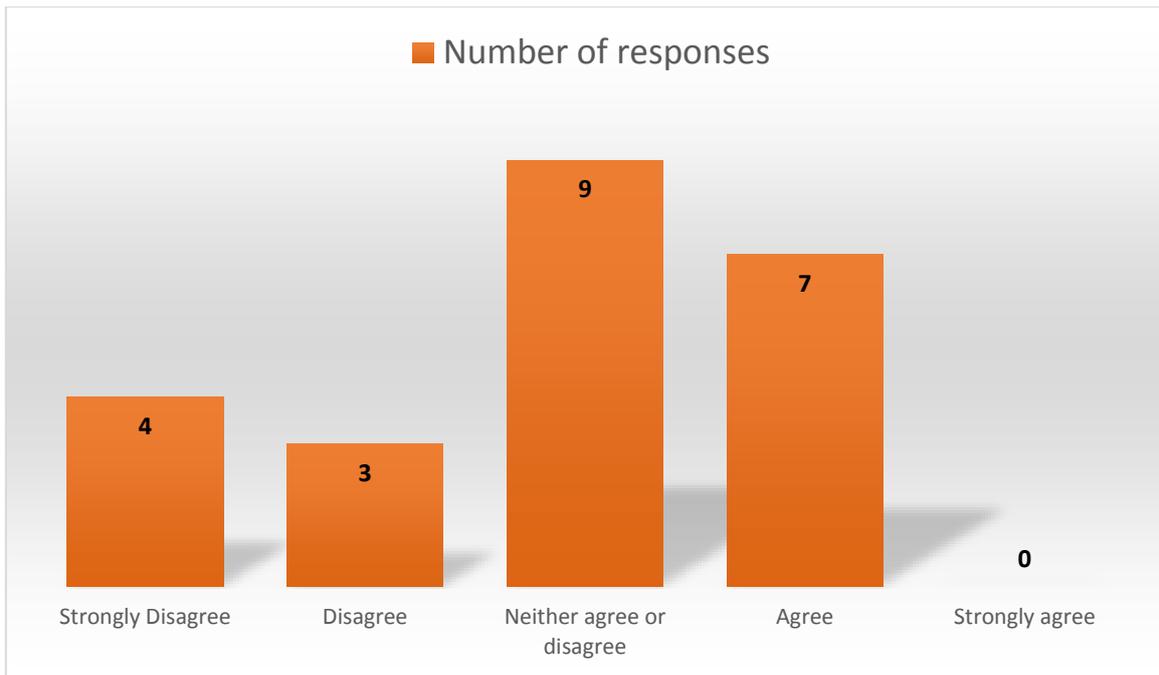


Figure 14 Pre Questionnaire: (N) Most riders will ride a bit over the speed limit if they think it is safe.

Post Evaluation Results:

Post Evaluation Questionnaires required candidates to provide scorings ranging from 1= Strongly disagree, 2= Disagree, 3= Neither agree or disagree, 4= Agree, 5= Strongly Agree for statements A – R. Questions 1 to 5 required candidates to provide individual comments, which carried no scoring.

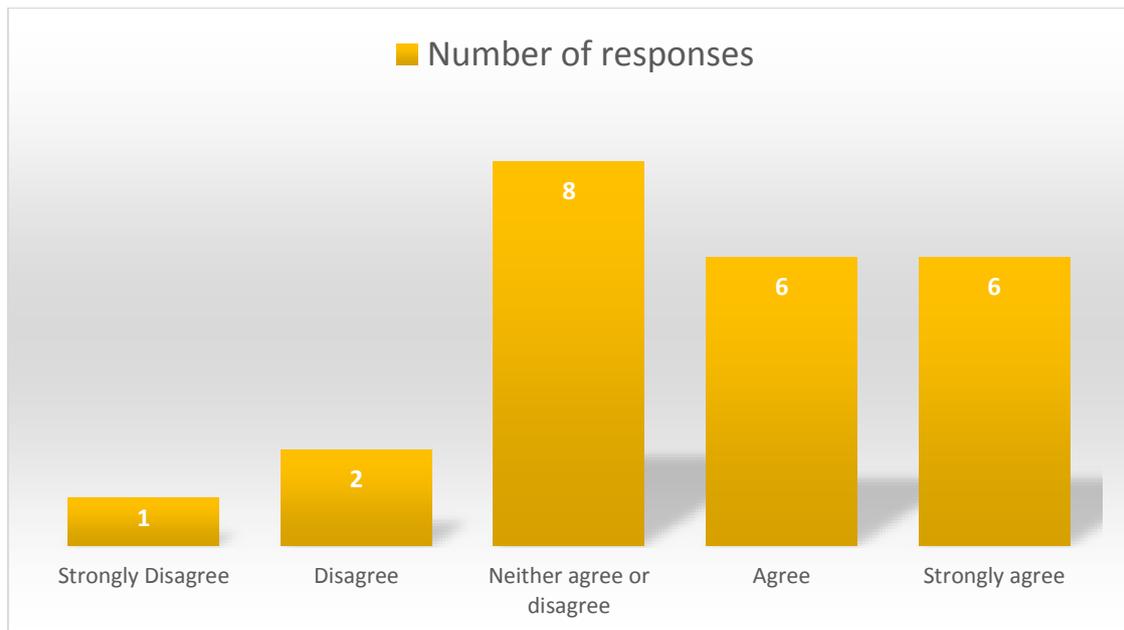


Figure 15: Post Questionnaire (A) The best Riders are skilful riders

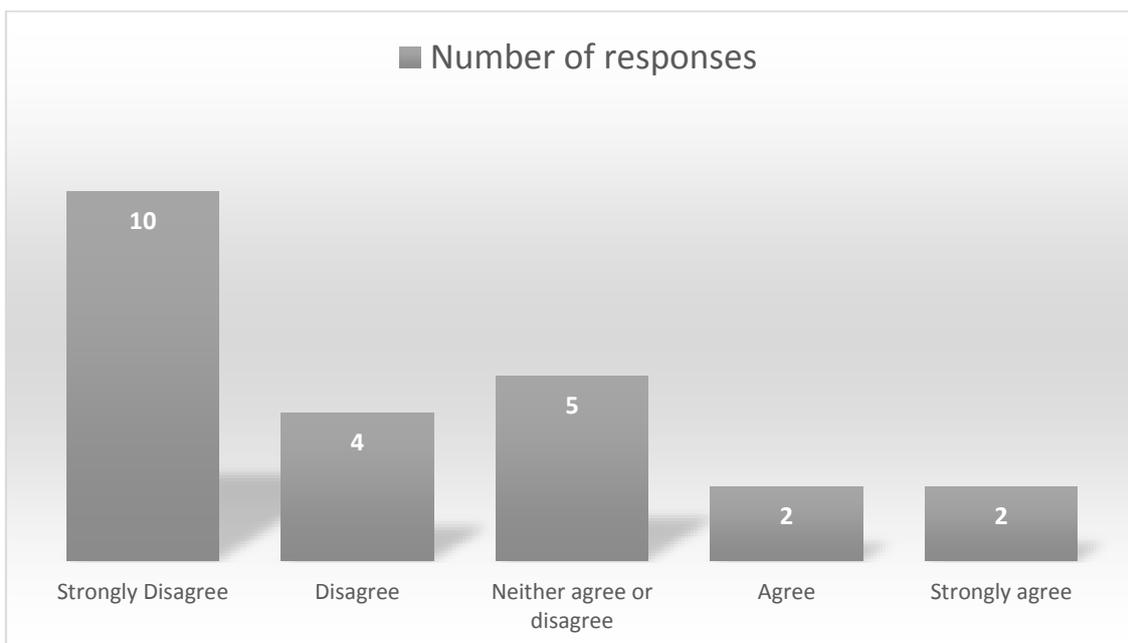


Figure 16 Post Questionnaire- (B) The Majority of collisions occur by chance or bad luck

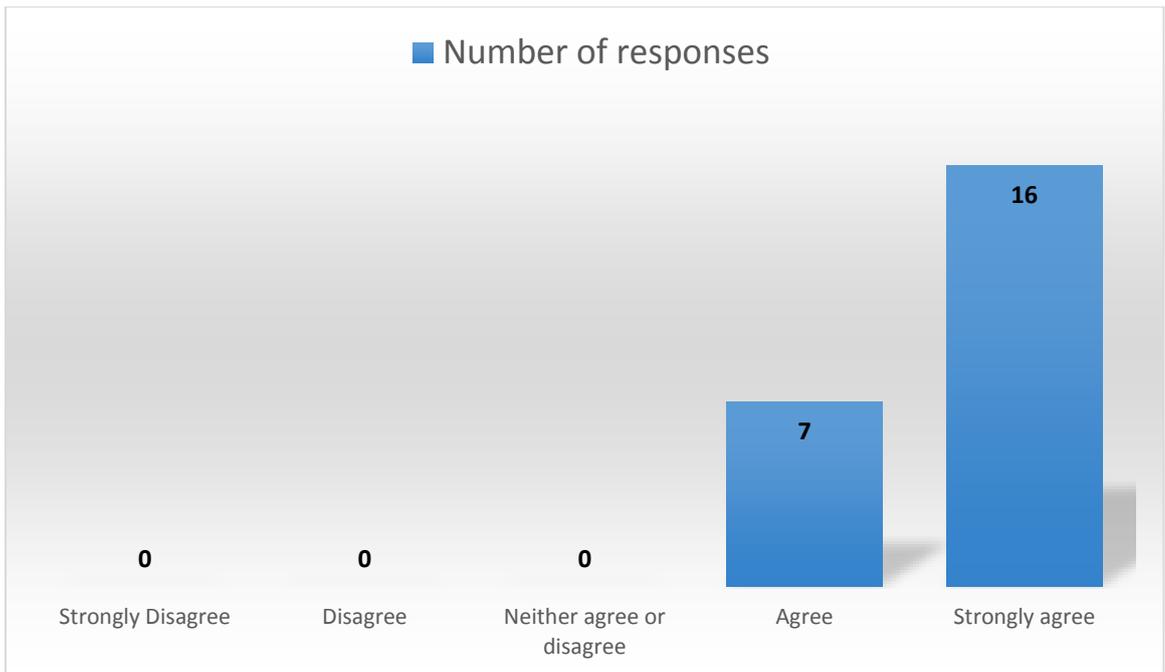


Figure 17 Post Questionnaire: (C) Learning the Highway Code will increase my knowledge and help me to become a safer

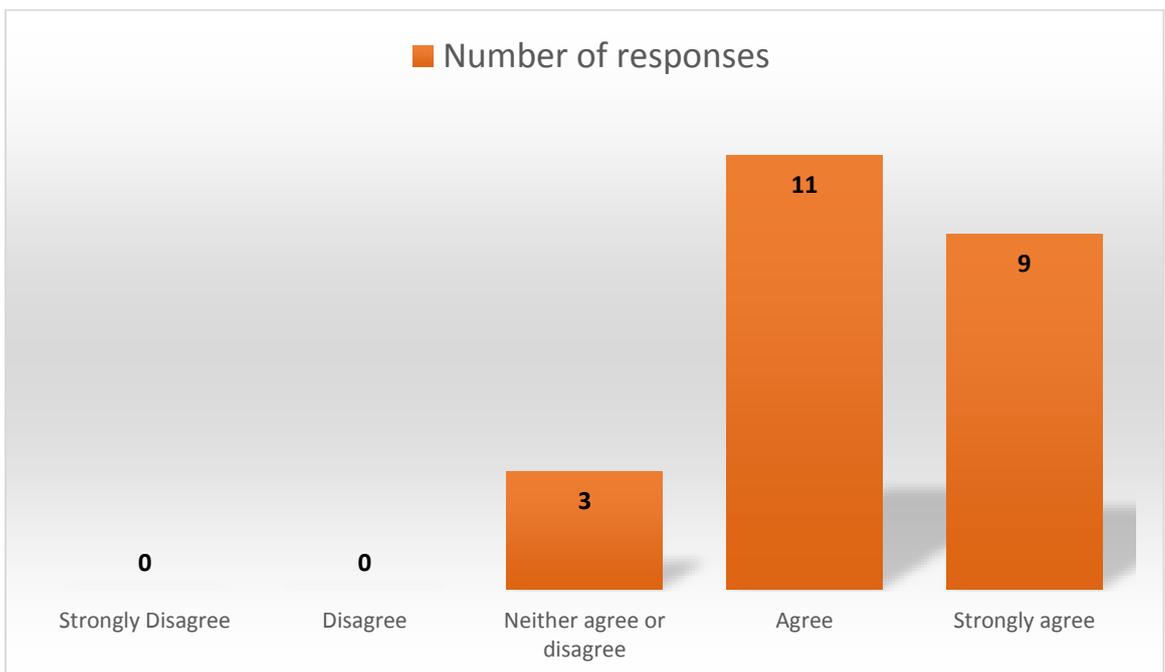


Figure 18 Post Questionnaire: (D) When pulling out of a junction riders/ drivers sometimes are surprised by an approaching rider

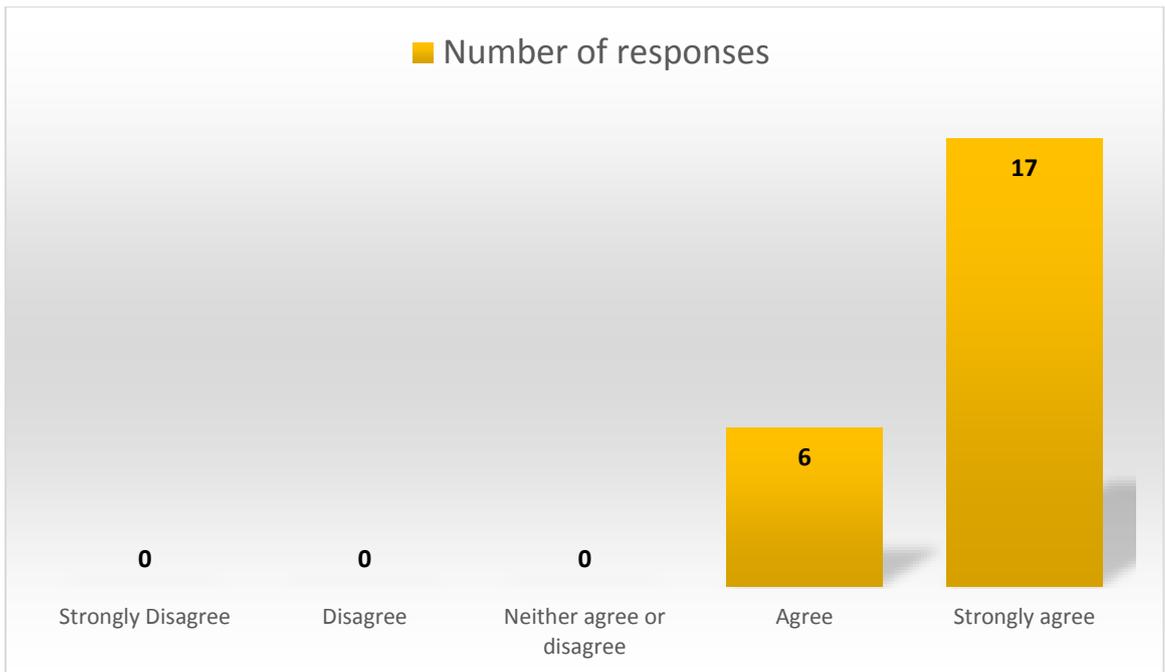


Figure 19 Post Questionnaire: (E) Wearing a correctly fitted and fastened motorcycle helmet is essential for me as a rider

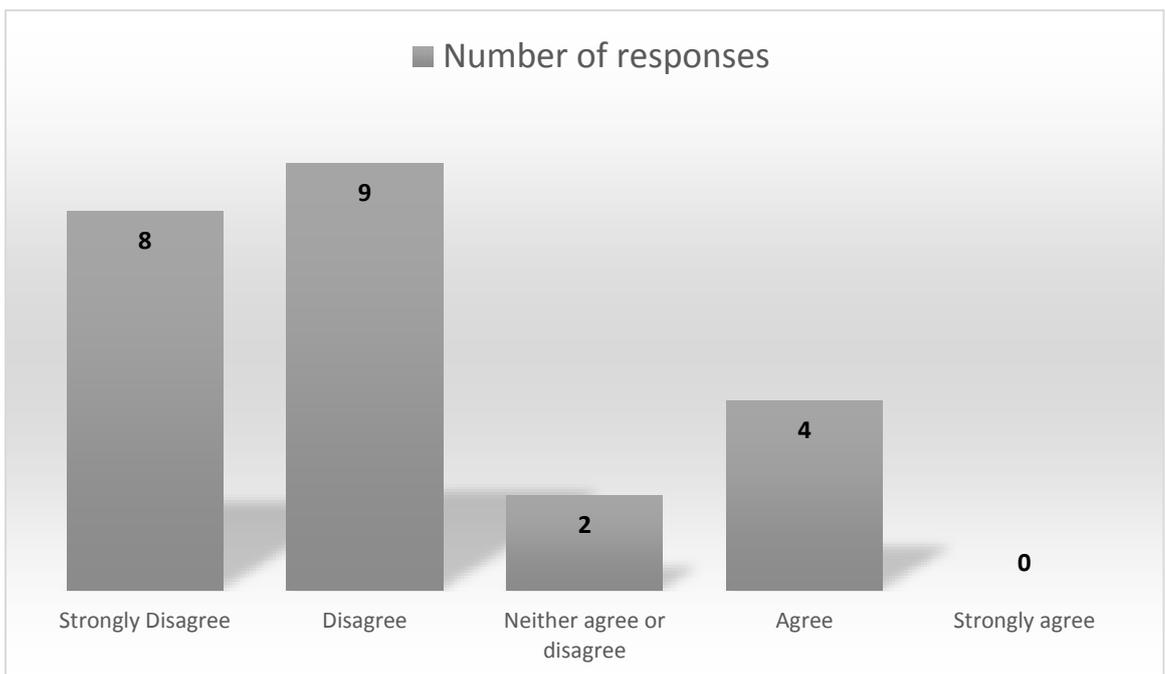


Figure 20 Post Questionnaire: (F)-One or two minor collisions in the first few years are inevitable

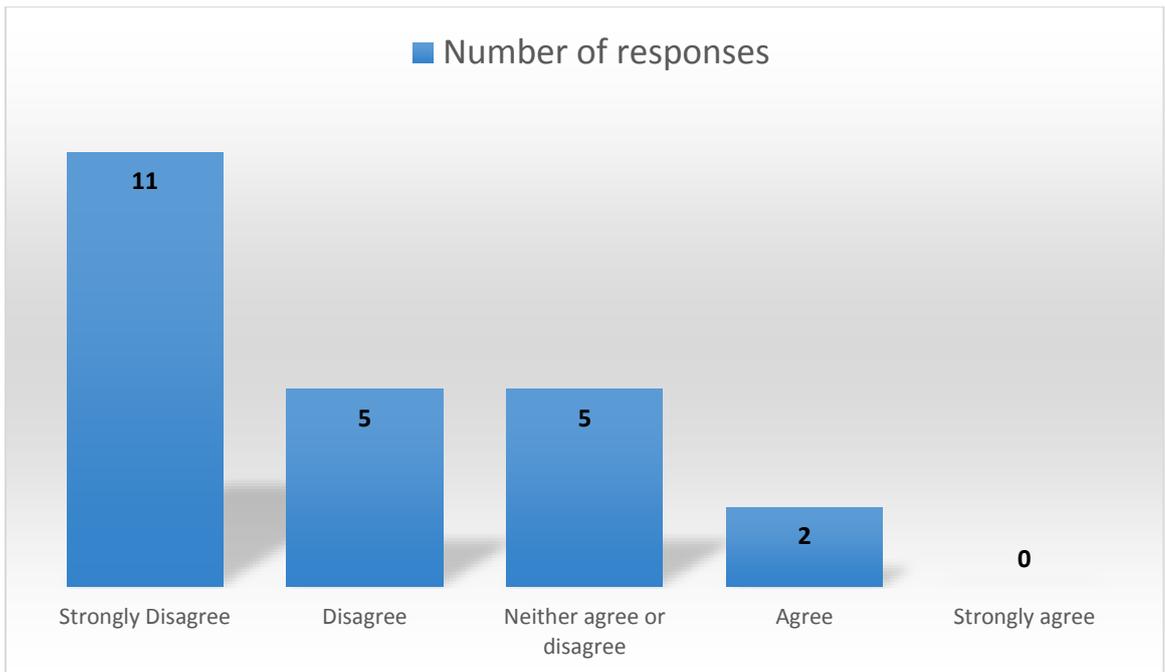


Figure 21 Post Questionnaire: (G) It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities

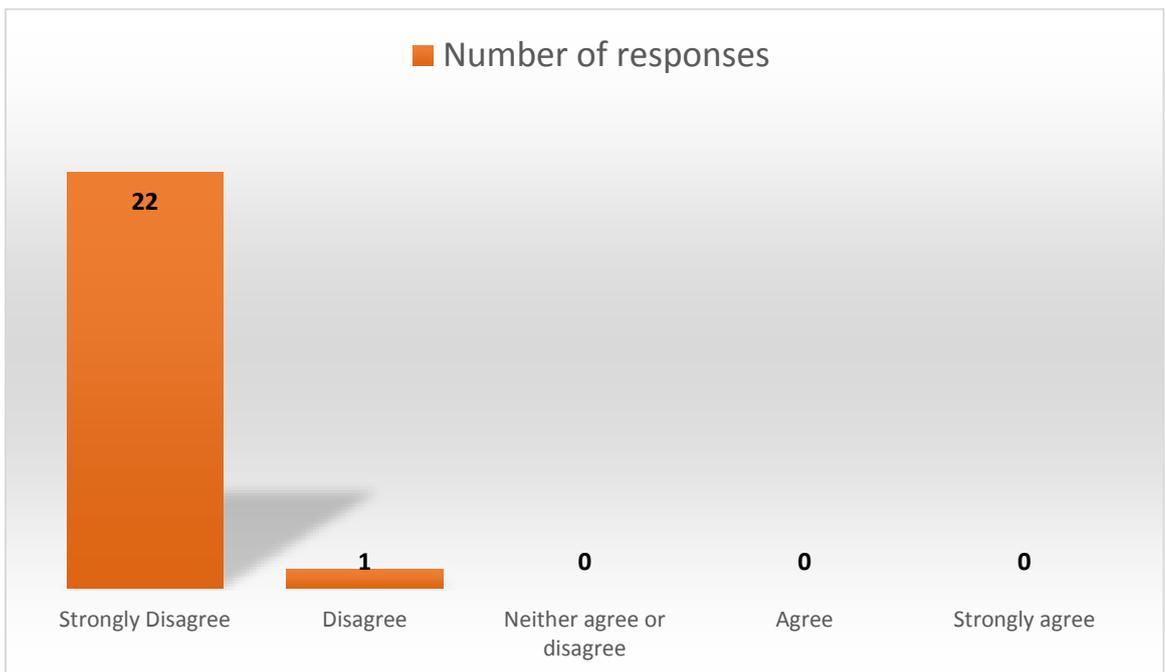


Figure 22 Post Questionnaire: (H) It is absolutely fine to take or smoke an illegal substance before riding

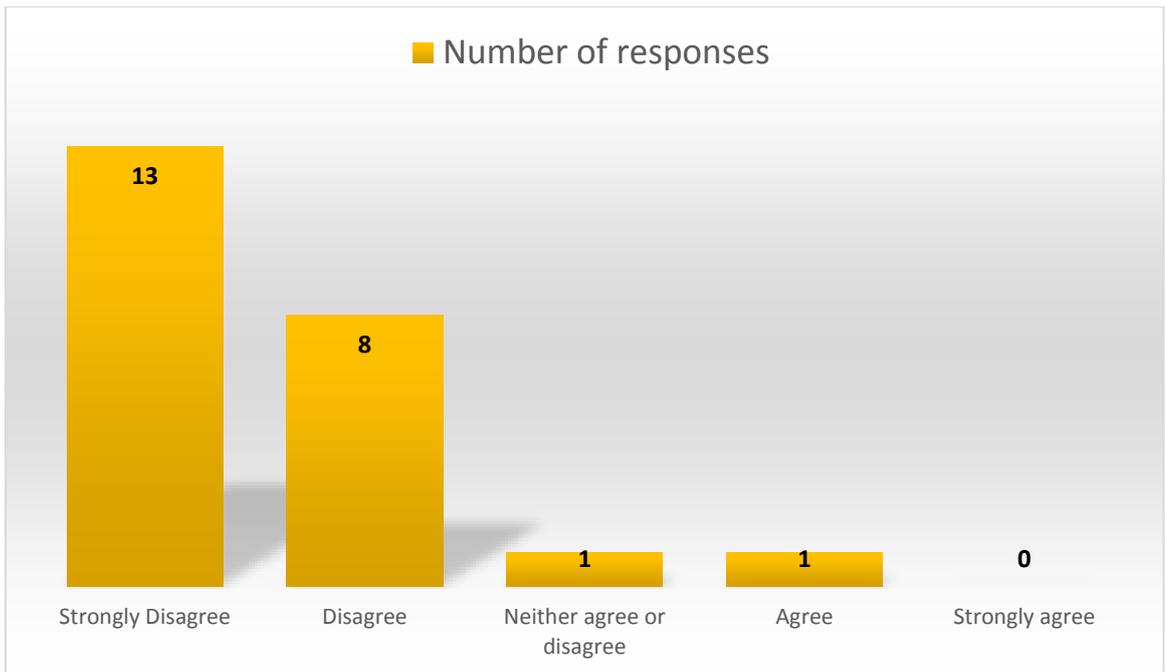


Figure 23 Post Questionnaire: (I) it is ok to ride faster than normal if you have a high performance bike

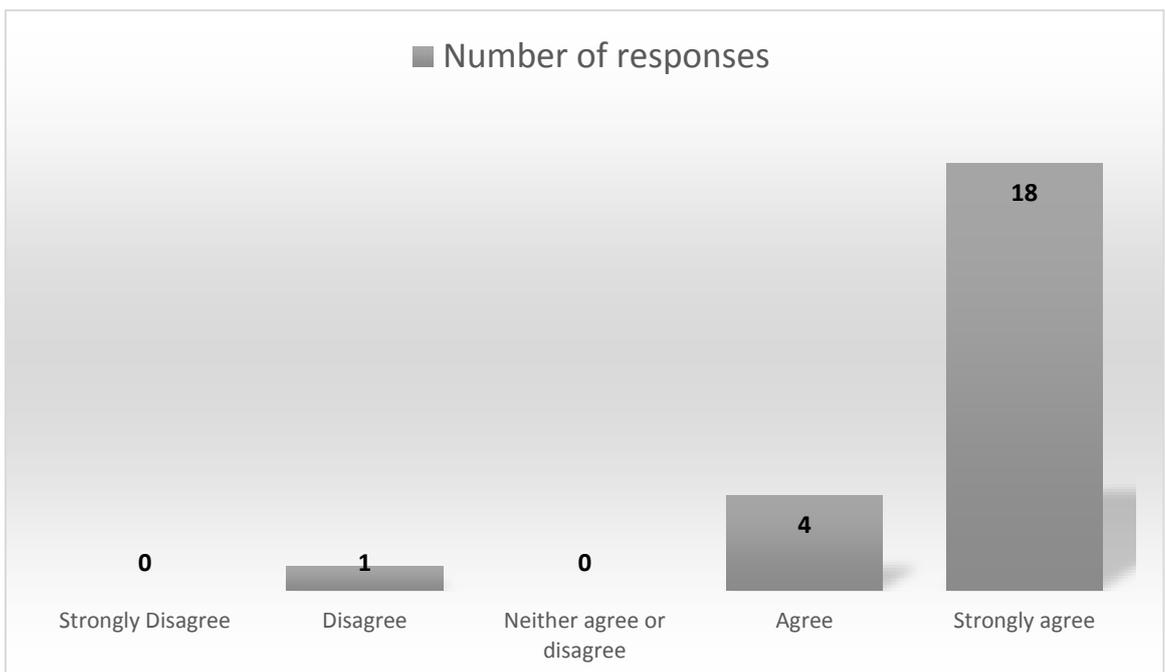


Figure 24 Post Questionnaire: (J) Wearing the correct motorcycle equipment is essential for my safety as a rider

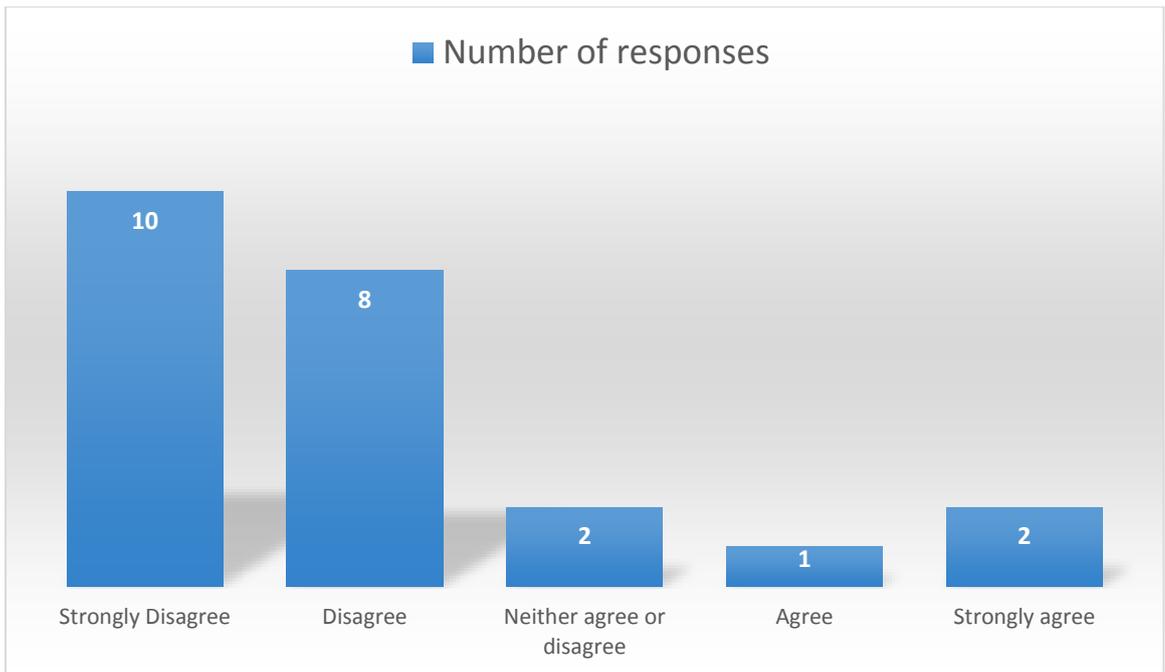


Figure 25 Post Questionnaire: (K) It is ok to ride faster than the speed limit as long as you ride carefully

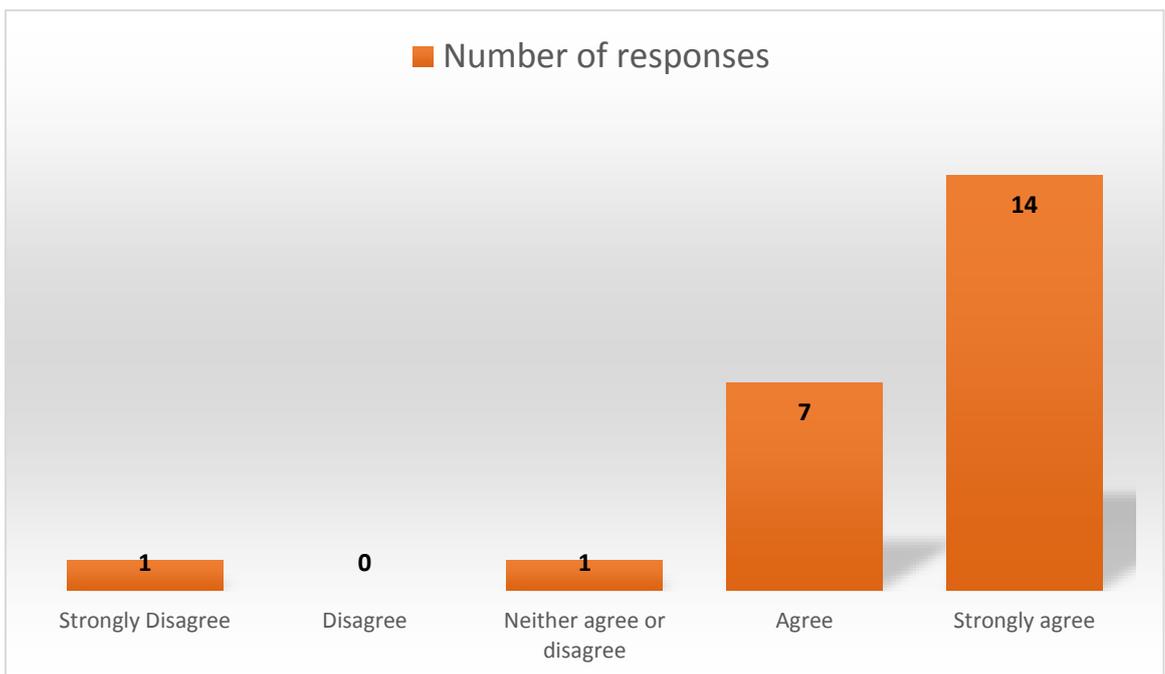


Figure 26 Post Questionnaire: (L) Even at night time on quiet roads it is important to keep within the speed limit

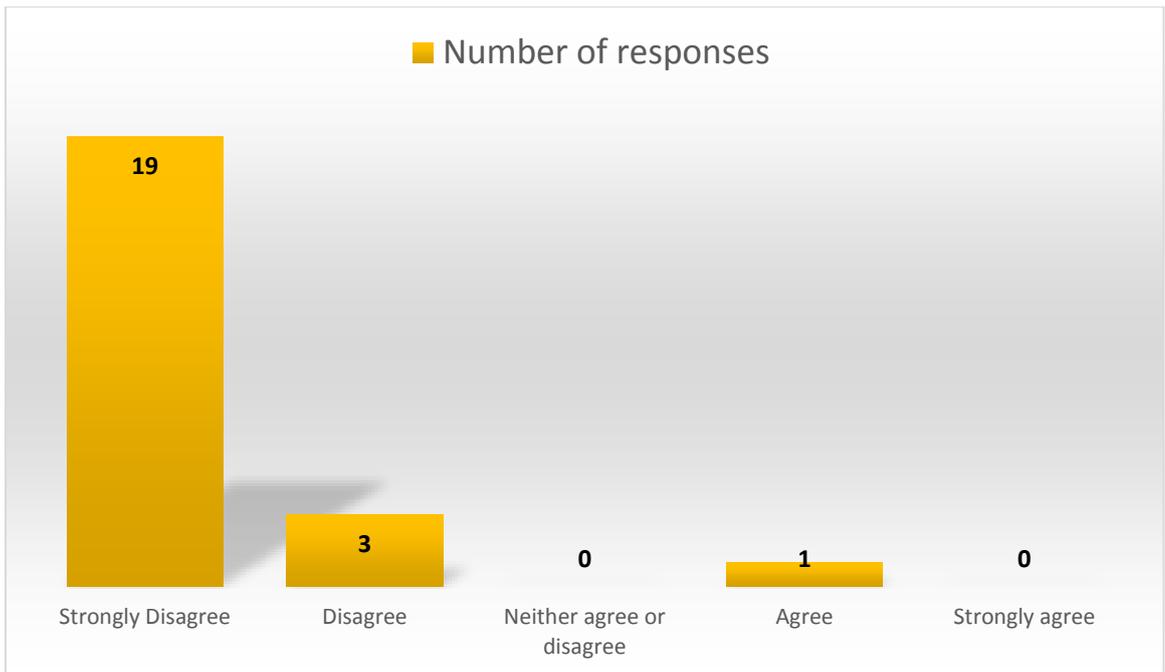


Figure 27 Post Questionnaire: (M) It is okay to ride after drinking, as long as you are not drunk

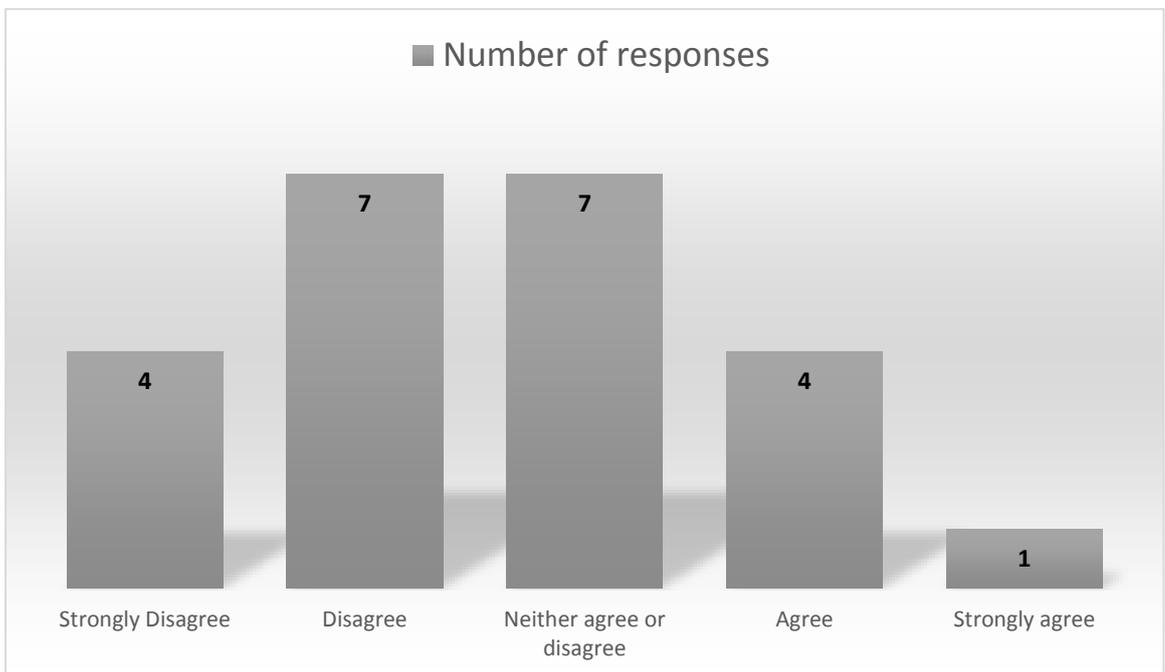


Figure 28 Post Questionnaire: (N) Most riders will ride a bit over the speed limit if they think it is safe

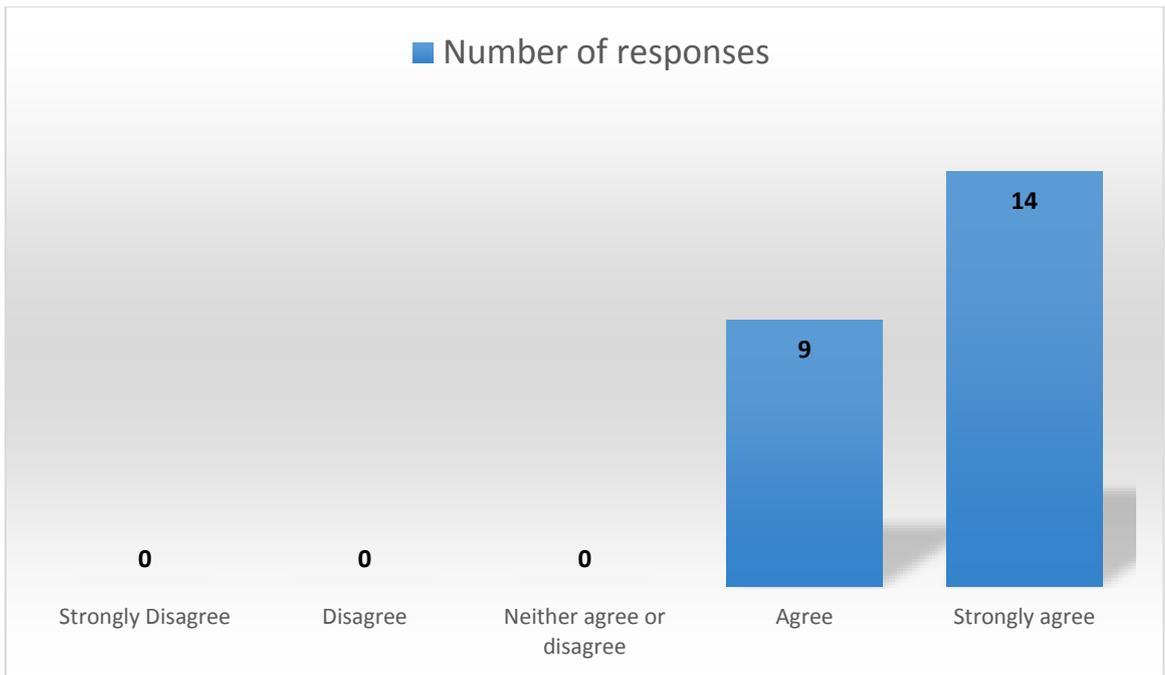


Figure 29: Post Questionnaire: (O) Rider safe has improved my own knowledge and skill level

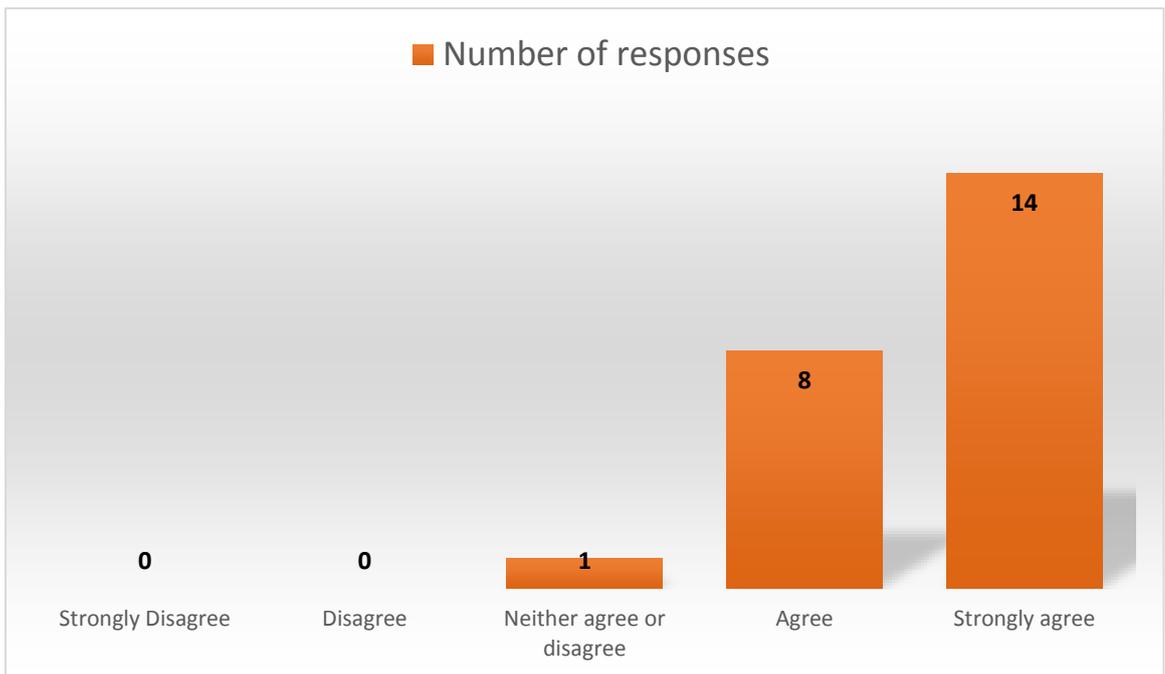


Figure 30: Post Questionnaire: (P) The knowledge I have gained during Rider safe will help me rider more safely.

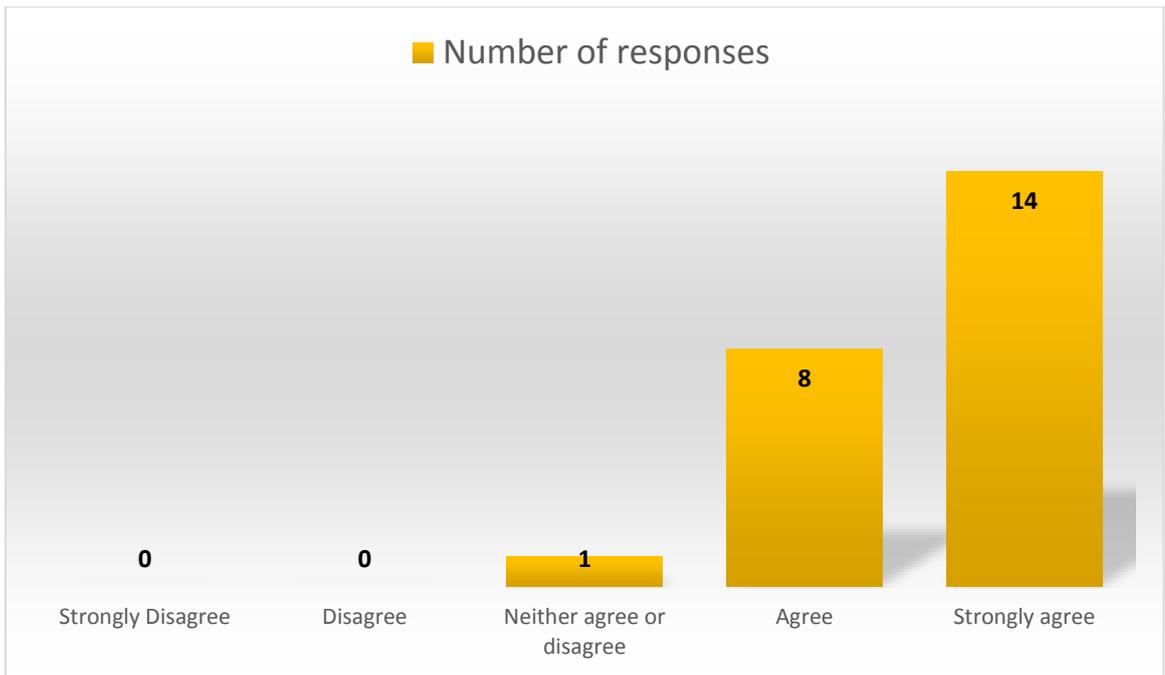


Figure 31: Post Questionnaire: (Q) The presenter was clear, knowledgeable and reassuring

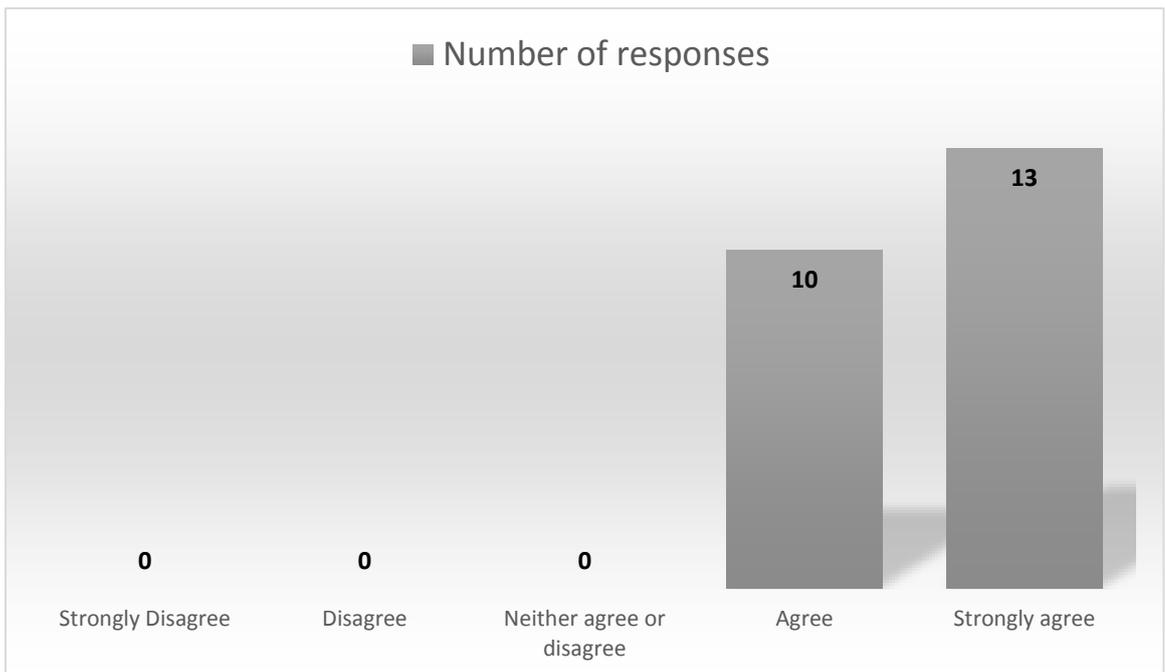


Figure 32 Post Questionnaire: (R) Rider Safe is worthwhile in highlighting to new road riders how vulnerable they are to other road users.

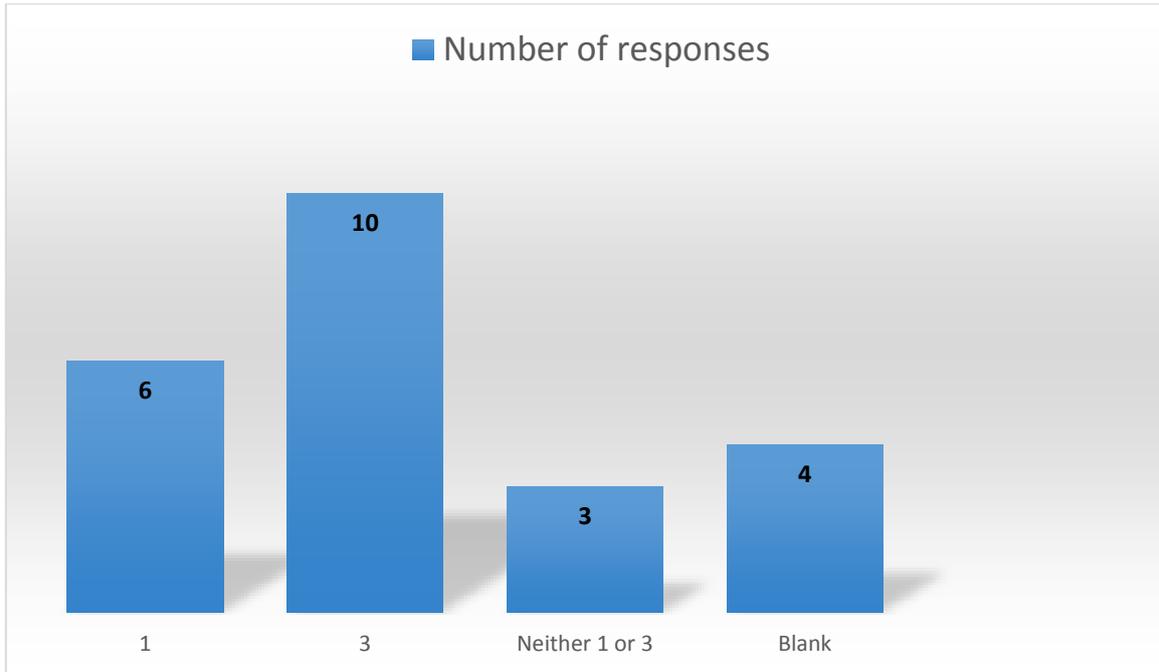


Figure 33 Post Questionnaire: (Q1) what part of Rider Safe i.e. Module 1 and 3 did you find most useful?

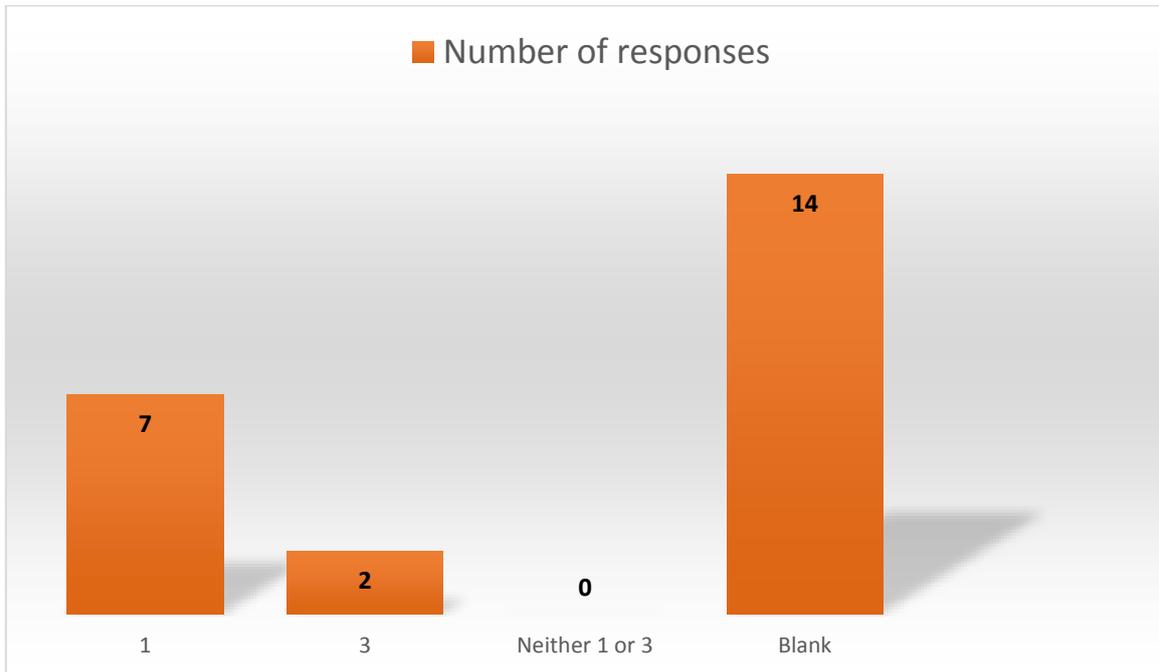


Figure 34 Post Questionnaire: (Q2) what part of Rider Safe i.e. Modules 1 & 3 did you find least useful?

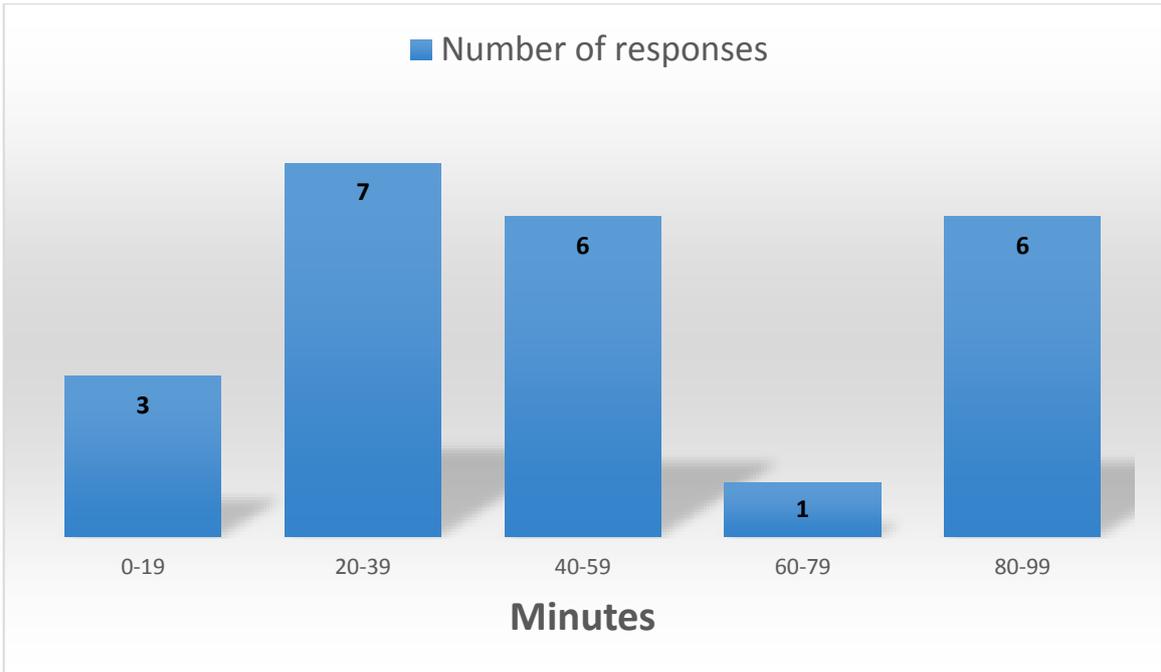


Figure 35 Post Questionnaire: (Q3) approximately how long did the ride out (module 3) last?

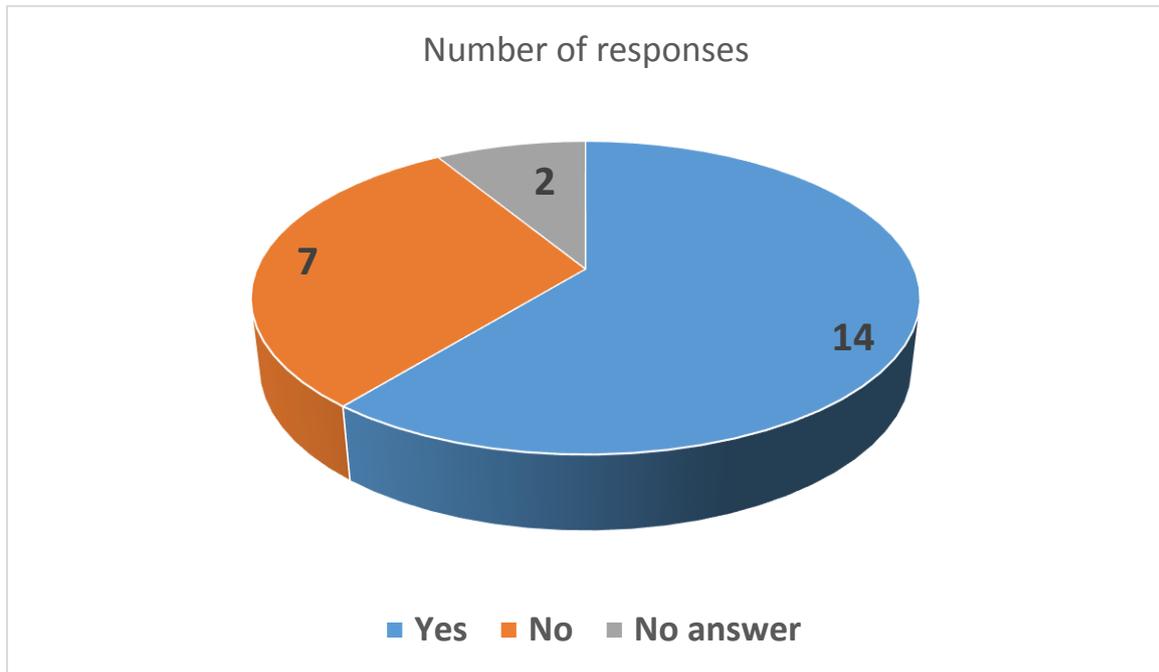


Figure 36 Post Questionnaire: (Q4) Have you received a copy of your action plan from your instructor completing your observed ride out assessment (Module 3)?

Q5. Any further comments?
"Fantastic service"
"Great Course"
"Improved confidence"
Podium were awesome"
"Love riding and amazing value for money".

Table 1 Post Questionnaire: (Q5) Any further comments

Analysis and Discussion

The rider questionnaires measured the attitudes of riders on a number of topics: overtaking, speeding, drink riding and drug riding, it also measured risk perception and attitudes towards personal safety, traffic safety and self-reported risk-taking on the highway. Responses were given on a scale of 1-5, these scales alternated sometimes 1=safety negative and sometimes 1=safety positive.

There has been a 100 % return rate of both pre and post questionnaires from the candidates. The results showed that 23 completed the questionnaire. 21 were male and 2 were female. 11 were aged 16-18 years, 6 were aged 19-21 and 6 were 22-24.

The interim results showed that the majority of candidates strongly disagreed (82.65%) and disagreed (13.5%) that it is acceptable to take or smoke an illegal substance before riding prior to the course. After the intervention this increased to 95.7% in the strongly disagreed category and 4.35% in disagreed (Figure 13 and 27). This demonstrates that the candidates show a strong aversion to taking drugs and riding prior to the course and the intervention helped to confirm these positive safe attitudes.

However, attitude toward drinking and riding prior to the intervention showed a little more lenience with only 69.6% strongly disagreeing and 21.7% disagreeing with the statement. After the intervention there was an increase in the positive shift to 82.65% of students strongly disagreeing (Figure 8 and 22). Affirming that the course has some influence immediately after on the students attitudes toward drinking and drug riding.

The self-reporting questions indicated that candidates had a positive attitude toward personal safety before and after the intervention. All candidates either agreed or strongly agreed that wearing a correctly fitted and fastened Motorcycle helmet is essential for them as a rider (Figure 5 and 19). All but one individual also agreed or strongly agreed that wearing the correct motorcycle equipment is essential for their safety as a rider (Figure 10 and 24).

There was a positive attitude amongst candidates toward developing their understanding and increasing their knowledge of the Highway Code. The consensus during the pre and post intervention was that learning the Highway Code helped them to become a safer rider (Figure 3 and 17).

The questions regarding speed were very varied in response throughout the four questions asked. The majority of candidates had a positive safety attitude toward speed prior to the intervention. For example, even at night-time on quiet roads it is important to keep within the speed limit (Figure 12 and 26), 78.3% of candidates agreed or strongly agreed with this statement, and 87% of candidates strongly disagreed or disagreed that it is okay to ride faster than the speed limit as long as you ride carefully (Figure 11 and 25).

'Most riders will ride a bit over the speed limit if they think it is safe' (Figure 14 and 28) this question was supposed to indicate what candidates thought their fellow road users would do. However, the results showed that a high proportion of students 39.15% pre / 30.45% post answered 'neither agree nor disagree', which showed that the question was not fully understood. It is therefore, proposed that this question is removed from future questionnaires.

On reflection the question 'It is ok to ride faster than normal if you have a high performance bike' (Figure 9 and 23) is misplaced in an evaluation for low power two-wheelers. The results although positive did not change from pre to post results, the question is not relevant and will be removed from future questionnaires.

With regards to careless riding there was a strong attitudinal shift from the responding candidates. When asked 'when pulling out of a junction riders/drivers sometimes are surprised by an approaching rider', there were varied answers prior to the intervention with many answering neither agree or disagree (30.45%) however, 60.99% of the candidates agreed (Figure 4) . This shifted to 87% of candidates strongly agreeing and agreeing post intervention (Figure 18)

Figure 7 shows a very wide range of responses, with 14 of the candidates answering disagree or neither agree or disagree pre intervention. However, figure 21 shows a positive change, strongly disagreeing (11 candidates) that 'It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities'. These two examples, show that Rider Safe has had a positive influence immediately after the intervention towards candidates' attitudes towards careless riding.

On the matter of risk perception, the feedback from the questionnaires was mixed. The 17.4% of candidates strongly disagreed and 34.8% disagreed that 'the majority of

collisions occur by chance or bad luck' (Figure 2), this changed to 43.5% of candidates strongly disagreeing and 17.4% disagreeing (Figure 16), showing a positive safety shift in attitude of risk.

Similarly 13.05% of candidates strongly disagreed and 34.8% disagreed that one or two minor collisions in the first few years of riding are inevitable pre intervention (Figure 6). This increased to 34.8 % of candidates strongly disagreeing and 39.15% disagreeing (figure 20). This shows that the intervention changed candidates' perception and attitude toward riding in a positive way.

On reflection, the question 'the best riders are skilful riders' (Figure 1 and 15) is ambiguous. The results although positive and showing marginal change from pre to post results does not give any indication toward the riders attitude and future behaviours, the question on reflection is not relevant and will be removed from future questionnaires.

Post questionnaire results show that all 23 candidates either agreed or strongly agreed that Rider Safe has improved their knowledge and skill levels (Figure 29). 95.7% of all candidates either agreed or strongly agreed that Rider Safe has helped them ride more safely (Figure 30).

From the post questionnaire results we also ascertained candidates who took part in Rider Safe either agreed (43.5%) or strongly agreed (56.5%) that Rider Safe is worthwhile in highlighting to new road riders, how vulnerable riders are to other road users (Figure 32).

The report also states that the information that is being relayed to them is presented clearly and with knowledge (Figure 31). Whilst not indicative towards the aims and objectives is important to note that the candidates are receiving a high standard of road safety education as part of the success of the intervention.

Question 1 asked the candidates which part of the Rider Safe did they find the most useful, 43.5% of the candidates responded module 3 and 21.6% responded module 1, 30.45% candidates either declined to answer the question or the response wasn't clear? (Figure 33). On reflection this question needs to be altered for future questionnaires.

Question 2 asked candidates 'Which part of Rider Safe did they find least useful?' 60.9% of the candidates did not respond and left the questionnaire blank and 30.45% of candidates responded module 1 (Figure 34). The responses to question 1 and 2 indicate these questions are either unclear on what it is trying to establish (with so many of the blank answers or unclear responses) or the candidates are happy with the intervention 'as is' and were content not to expand any further.

The time of the ride out in module 3 (Figure 35) ranged from 20 minutes to over an hour, this information will be used for service quality checks.

Recommendations

Since writing this report the aims and objectives have been adjusted, as such some of the current aims and objectives are not included in the original questions and therefore a review will take place of the pre and post questionnaires. Changes will be made including removal of the questions that have been identified as no longer fit for purpose and adding questions such as ones to measure confidence levels in riders in all questionnaires. Changes will be implemented immediately.

It is essential that questions 1 and 2 are amended to allow for outcomes that will help improve the intervention into achieving its aims and objectives.

Consider focus groups and interviews with candidates to gain further in-depth insight into the effects of the workshop and to suggested improvements.

Consideration to be made to interviewing presenters of the intervention, to understand their thoughts on its strengths and weaknesses and to establish if any amendments to the original structure of modules 1 and 3 are required.

Summary

Results from the evaluation indicated that the majority of candidates had relatively positive safety attitudes and behaviours, even before taking part in the Rider Safe Intervention. However, attitudes showed an overall positive improvement in the post questionnaire.

At this time it is unclear of the long term effects on behaviour and attitude due to this being an interim report. This information will be available once 6-12 months has elapsed to enable the evaluators to collate this data and relate it back to the aims and objectives of the intervention.

It must be noted that evaluations need a minimum of 3 years data to show cause and effect for true reflection.

Appendix 1

Rider Safe Motorcycle Training: Pre Questionnaire

Male

Female

16-18 Years

19-21 Years

22-24 Years

Please complete the following questions prior to Module 1 of Rider Safe

To what extent do you agree or disagree with the following statements? *(Please tick the appropriate column)*

1 = Strongly Disagree 2= Disagree 3= neither agree nor disagree 4= Agree 5= Strongly Agree

	1	2	3	4	5
A. The best riders are skilful riders					
B. The majority of collisions occur by chance or bad luck					
C. Learning the Highway Code will increase my knowledge and help me to become a safer rider.					
D. When pulling out of a junction riders/drivers sometimes are surprised by an approaching rider.					
E. Wearing a correctly fitted and fastened Motorcycle helmet is essential for me as a rider.					
F. One or two minor collisions in the first few years of riding are inevitable					
G. It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities.					
H. It is absolutely fine to take or smoke an illegal substances before riding.					
I. It is ok to ride faster than normal if you have a high performance bike					
J. Wearing the correct motorcycle equipment is essential for my safety as a rider.					
K. It's okay to ride faster than the speed limit as long as you ride carefully					
L. Even at night-time on quiet roads it is import to keep within the speed limit					
M. It's okay to ride after drinking, as long as you are not drunk					
N. Most riders will ride a bit over the speed limit if they think it is safe					

Thank you for taking the time to complete this questionnaire, we hope you enjoy the Rider Safe course.

Please return to your trainer when completed.

Appendix 2

Rider Safe Motorcycle Training: Post Questionnaire

Please complete the following questions now you have completed all three Modules of Rider Safe

MODULE 1- Presentation

MODULE 2- CBT

MODULE 3- Post Rider Observed Assessment

To what extent do you agree or disagree with the following statements? *(Please tick the appropriate column)*

1 = Strongly Disagree 2= Disagree 3= neither agree nor disagree 4= Agree 5= Strongly Agree

	1	2	3	4	5
A. The best riders are skilful riders					
B. The majority of collisions occur by chance or bad luck					
C. Learning the Highway Code will increase my knowledge and help me to become a safer rider.					
D. When pulling out of a junction riders/drivers sometimes are surprised by an approaching rider.					
E. Wearing a correctly fitted and fastened Motorcycle helmet is essential for me as a rider.					
F. One or two minor collisions in the first few years of riding are inevitable					
G. It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities.					
H. It is absolutely fine to take or smoke an illegal substances before riding.					
I. It is ok to ride faster than normal if you have a high performance bike					
J. Wearing the correct motorcycle equipment is essential for my safety as a rider.					
K. It's okay to ride faster than the speed limit as long as you ride carefully					
L. Even at night-time on quiet roads it is import to keep within the speed limit					
M. It's okay to ride after drinking, as long as you are not drunk					
N. Most riders will ride a bit over the speed limit if they think it is safe					
O. Rider Safe has improved my own knowledge and skill level?					
P. The knowledge I have gained during Rider Safe will help me ride more safely					
Q. The presenter was clear, knowledgeable and reassuring.					
R. Rider Safe is worthwhile in highlighting to new road riders how vulnerable they are to other road users					

Q1.What part of Rider Safe i.e. **Modules 1 & 3** did you find most useful: _____

Q.2 What part of Rider Safe i.e. **Modules 1 & 3** did you find least useful: _____

Q3. Approximately how long did the observed ride out (**Modules 3**) last? _____

Q4. Have you received a copy of your action plan from your instructor after completing your observed ride-out assessment (**Modules 3**)? YES/NO

Q5. Any further Comments _____

Please return to your trainer when completed.

Appendix 3

Rider Safe Motorcycle Training: Follow up Questionnaire

Congratulations on successfully completing Rider Safe (approx. 6-12 months ago). We have a commitment to continually reviewing and developing the quality of the service we offer and your help completing this questionnaire would be greatly appreciated.

Are you: Male Female 16-18 Years 19-21 Years 22-24 Years

To what extent do you agree or disagree with the following statements? (Please tick the appropriate column)

1 = Strongly Disagree 2= Disagree 3= neither agree nor disagree 4= Agree 5= Strongly Agree

	1	2	3	4	5
A. The best riders are skilful riders					
B. The majority of collisions occur by chance or bad luck					
C. Learning the Highway Code has increased my knowledge and helped me to become a safer rider.					
D. When pulling out of a junction riders/drivers sometimes are surprised by an approaching rider.					
E. Wearing a correctly fitted and fastened Motorcycle helmet is essential for me as a rider.					
F. One or two minor collisions in the first few years of riding are inevitable					
G. It is quite acceptable to take a slight risk when overtaking as long as you ride within your capabilities.					
H. It is absolutely fine to take or smoke an illegal substances before riding.					
I. It is ok to ride faster than normal if you have a high performance bike					
J. Wearing the correct motorcycle equipment is essential for my safety as a rider.					
K. It's okay to ride faster than the speed limit as long as you ride carefully					
L. Even at night-time on quiet roads it is import to keep within the speed limit					
M. It's okay to ride after drinking, as long as you are not drunk					
N. Most riders will ride a bit over the speed limit if they think it is safe					
O. Rider Safe has improved my own knowledge and skill level?					
P. The knowledge I have gained during Rider Safe has helped me ride more safely.					
Q. Rider Safe is worthwhile in highlighting to new road riders how vulnerable they are to other road users.					

The following questions will ask about any accidents or offences you may have been involved in the last 6- 12 months. As we have not asked for you name, your responses to these questions will only be used for the purposes of this questionnaire. Your answers will not be presented at an individual level but will instead form as a part of percentages and averages of the wider group.

	Yes	No
Q1. Have you been involved in near miss since you completed Rider Safe Training?		
Q2. Have you been involved in a collision since you completed Rider Safe Training?		
Q3. Have you been caught for careless or dangerous riding in the last 6- 12 months?		
Q4. Have you been caught for speeding in the last 6-12 months?		
Q5. Have you been caught for drink or drug driving in the last 6-12 months?		

P.T.O →

Appendix 3

For each driving behaviour described in the table below, please indicate how often you have done this whilst travelling in the last 12 months. Please indicate this by ticking the boxes below.

Please indicate this by ticking the boxes below.

1 = Never 2=Hardly Ever 3= Occasionally 4=Quite Often 5= Frequently 6=Nearly All the time 7=Always

	1	2	3	4	5	6	7
AA. Become impatient with a slower rider/driver in the outer lane and overtake them on the inside.							
BB. Ridden very close to the vehicle in front as a signal for them to drive faster							
CC. Attempted to overtake someone you hadn't noticed to be taking a right turn.							
DD. Gone through traffic lights on amber knowing that you should have waited for the next light rotation.							
EE. Become angered by another driver/ riders behaviour and reacted in some manner that could have been classed as 'road rage'.							
FF. Disregarded the speed limit as it was late at night or early morning							
GG. Ridden even though the 'alcohol' or 'drugs' you have taken may still be in your blood (i.e. the morning after)							
HH. Worn the correct motorcycle equipment (helmet, gloves, jacket, trousers & footwear)							

Please provide any comments you wish to make about Rider Safe?

**Thank you for taking the time to complete this questionnaire
Please return in the pre-paid envelope provided.**



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