Police Scotland
Rider Refinement North

2019 Evaluation Report

5th December 2019

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Summary of Key Findings

Results for 2018 Cohort (including 2019 Follow-up)

Courses were spread across the Highland and Moray, Aberdeenshire and Tayside areas. They particularly attracted a predominantly male group and had involvement across age groups but with a particular emphasis on participants aged 45+.

A significant proportion of motorcyclists had returned to riding since taking time off from it; whilst many have been riding for 10 years+ a significant minority were relatively new riders.

Participants used a variety of types of bike. Almost all used their bike for weekend / evening runs but with usage also being common for a variety of other commuting, practical and leisure purposes. Participants tended to use their bikes on a variety of different types of road.

A minority (albeit a substantial one of 38%) had previously attended other motorcycle training.

34% of those signing up for the programme had previously been involved in an accident; these accidents most commonly involved only the participant although a significant proportion of such accidents involved other road users. Whilst many such accidents occurred 10+ years ago a number were more recent.

The course achieves very high ratings from participants across a variety of issues such as communications, venues, tutors, quality of information, opportunities for practical learning and the time available for the course. Overall satisfaction with the course is 99% including 90% of respondents that classify themselves as "very satisfied".

The initial impact data suggests that there has been a significant improvement on average in respondents' perception of their capabilities in relation to a number of aspects of safe motorcycling and that this has been maintained a year after taking part in the course. 93% now rate their motorcycle riding competence overall as good or very good (up from 63% "before" and 87% "after") including 22% that rate this as very good (up from 2% "before" and 17% "after").

Respondents tended to already consider a number of aspects of motorcyclists' behaviour as being significant reasons for motorcycle accidents and this awareness appears to have been further enhanced immediately after the course and a year after taking part in the course.

Respondents have diverse views as to the age groups most likely to be involved in motorcycle accidents. They tend to consider that motorcycle accidents are most common on two-way country roads; there is little evidence of significant changes on a "before", "after" and follow-up" basis in relation to these perceptions.

Similarly, there are only modest signs of changes in perception in relation to issues to do with speed and people riding too fast for road conditions other than an increase in the proportion of people that "agree strongly" that some motorcyclists ride too fast for the conditions.

Across a number of outcome areas, a significant majority least 84% of respondents classified the course as having at least "some" impact and this figure rose to 97% in the "follow-up" survey. Respondents were most likely to consider this impact to be significant in relation to factors such as their competence in cornering safely ("after" 59% and "follow-up" 51%, significant impact), their ability to anticipate what is going on around them ("after" 54% and "follow-up" 59%), their observation of what is going on around them ("after" 54% and "follow-up" 57%), their ability to plan their next steps to ensure their safety ("after" 52% and "follow-up" 50%) and their ability to handle their motorcycle safely ("after" 38% and "follow-up" 52%).

98% of participants now indicate that the course had at least "some impact" on their motorcycle riding competence overall (up from 93% in the post-course survey), with 51% citing "some impact" (up from 46%) and 47% a "significant impact" (also 47% previously).

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 92% rating this as either 4 or 5 on a 5-point scale of importance (down slightly from 93% in the post-course survey). 51% of "after" respondents indicated that they would be "very likely" to seek out additional motorcycle training opportunities, with a further 30% saying that they would be "quite likely" to do so. However, 26% of "follow-up" survey respondents said that they had actually taken part in further training.

RESULTS FOR 2019 COHORT

Courses were spread across the Highland and Moray, Aberdeenshire and Tayside areas. They particularly attracted a predominantly male group and had involvement across age groups but with a particular emphasis on participants aged 45+.

A significant proportion of motorcyclists had returned to riding since taking time off from it; whilst many have been riding for 10 years+ a significant minority were relatively new riders.

Participants used a variety of types of bike. Almost all used their bike for weekend / evening runs but with usage also being common for a variety of other commuting, practical and leisure purposes. Participants tended to use their bikes on a variety of different types of road.

A minority (albeit a substantial one of 42%) had previously attended other motorcycle training.

33% of those signing up for the programme had previously been involved in an accident; these accidents most commonly involved other road users although a significant proportion of such accidents involved only the participant. Whilst many such accidents occurred 10+ years ago a number were more recent.

The course achieves very high ratings from participants across a variety of issues such as communications, venues, tutors, quality of information, opportunities for practical learning and the time available for the course. Overall satisfaction with the course is 96% including 89% of respondents that classify themselves as "very satisfied".

The initial impact data suggests that there has been a significant improvement on average in respondents' perception of their capabilities in relation to a number of aspects of safe motorcycling. 91% now rate their motorcycle riding competence overall as good or very good (up from 55%) including 17% that rate this as very good (up from 1%).

Respondents tended to already consider a number of aspects of motorcyclists' behaviour as being significant reasons for motorcycle accidents and this awareness appears to have been further enhanced.

Respondents have diverse views as to the age groups most likely to be involved in motorcycle accidents. They tend to consider that motorcycle accidents are most common on two-way country roads; there is little evidence of significant changes on a "before" and "after" basis in relation to these perceptions.

Similarly, there are only modest signs of changes in perception in relation to issues to do with speed and people riding too fast for road conditions other than an increase in the proportion of people that "agree strongly" that some motorcyclists ride too fast for the conditions.

Across a number of outcome areas, a significant majority least 94% of respondents classified the course as having at least "some" impact. Respondents were most likely to consider this impact to be significant in relation to factors such as their observation of what is going on around them (62% significant impact), their ability to anticipate what is going on around them (61%), their competence in cornering safely (54%) and their ability to plan their next steps to ensure their safety (54%).

94% of participants indicated that the course had at least "some impact" on their motorcycle riding competence overall, with 39% citing "some impact" and 55% a "significant impact".

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 91% rating this as either 4 or 5 on a 5-point scale of importance. 56% of respondents indicate that they are now "very likely" to seek out additional motorcycle training opportunities, with a further 32% saying that they are "quite likely" to do so.

1.0 BACKGROUND, OBJECTIVES AND METHODOLOGY

BACKGROUND

1.1 "Rider Refinement North" is a series of one-day training courses led by qualified police motorcyclists, which takes place annually on various dates across May to October in the Highland, North East and Tayside areas. The programme of courses is part-funded by Transport Scotland's Road Safety Framework Fund.

1.2 The programme aims to reduce the number of road traffic accidents, including fatal collisions, involving motorcyclists by building awareness and capability in relation to areas such as:

- Risk factors for accidents
- Motorcycle handling skills
- Managing road and weather conditions
- Overtaking safely
- Cornering safely
- Anticipation, observation and planning
- Overall motorcycle riding competence.

A further important objective has been to encourage uptake of other motorcycle training courses.

1.3 IBP Strategy and Research was appointed by Police Scotland to assist with the evaluation of the programme and programme of evaluation work has been conducted covering the separate programme cohorts of 2018 and 2019. An Interim Evaluation report on the 2018 cohort has been issued previously, this being based on a combination of pre and post-course surveys issued at the time. This has been further augmented in this report with a follow-up survey conducted during 2019, but with participants from the 2018 cohort.

For the 2019 cohort, this report provides interim figures based on the pre and post course surveys. It is anticipated that follow-up surveys will be conducted with this cohort during 2020, at which point a full integrated evaluation report will be produced for the programme as a whole.

OBJECTIVES

1.4 The overall purpose of the evaluation is twofold: firstly, to provide a picture of what the project has achieved and, secondly, to consider how it might be further improved (and, by extension, how future, similar interventions might also be improved).

1.5 The specific objectives for this evaluation report have been to:

- For the 2018 cohort, assess the extent to which the identified impacts from 2018 course have been sustained.
- For the 2019 cohort, to provide similar "initial" feedback to that provided previously for the 2018 cohort, including: profiling of respondents according to a range of descriptive and behavioural criteria; assessment of satisfaction with the 2019 course; initial assessment of the impact of the 2019 course.

These issues are dealt with in Sections 2 and 3 respectively.

METHODOLOGY - 2018 COHORT (INCLUDING 2019 FOLLOW-UP SURVEY)

1.5 An initial survey questionnaire was hosted online by IBP and participants were required to complete this prior to the course as a condition of their participation. A total of 235 completions were received. However, a small number of these participants did not go on to actually attend the course and so only those respondents that did so have been included in the data for the pre-course questionnaire; this amounted to 211 responses for this 2018 cohort.[1]

1.6 Immediately after the course, those individuals that attended were invited to complete a post-course questionnaire. An initial email invitation was issued followed by an email reminder and, finally, a hard copy reminder to all non-responders. A total of 169 responses were receive for the post-course questionnaire. This represents a response rate of 80% and provides a margin of error of +/- 3.37%[2], which we would consider to be an excellent margin of error for a project of this nature. These results were reported on in the previous interim evaluation report but have been re-stated in this report for completeness.

[1] The number of answers to any given question can vary and is detailed in full within the report.
[2] Based on a 50% answer and a 95% confidence level.

1.7 In October 2019, all 169 respondents to the post-course survey were invited to complete a follow-up questionnaire. An initial email invitation was issued followed by an email reminder and, finally, a hard copy reminder to all non-responders. A total of 127 responses were receive for the follow-up questionnaire. This represents a response rate of 75% and provides a margin of error of +/- 4.35%[3], which we would again consider to be a very good margin of error for a project of this nature. This report sets out the findings from this follow-up survey, comparing these to those achieved in 2018.

METHODOLOGY - 2019 COHORT

1.8 The methodology for the 2019 cohort mirrored that delivered in 2018 for the previous cohort. An initial survey questionnaire was hosted online by IBP and participants were required to complete this prior to the course as a condition of their participation. A total of 260 completions were received. However, a number of these participants did not go on to actually attend the course and so only those respondents that did so have been included in the data for the pre-course questionnaire; this amounted to 197 responses.

1.9 Immediately after the course, those individuals that attended were invited to complete a post-course questionnaire. An initial email invitation was issued followed by an email reminder and, finally, a hard copy reminder to all non-responders. A total of 176 responses were receive for the post-course questionnaire. This represents a response rate of 89% and provides a margin of error of +/- 2.42%[4], which, once again, we would consider to be an excellent margin of error for a project of this nature.

1.10 The pre and post-course questionnaires have been provided to Police Scotland under separate cover.

[3] Based on a 50% answer and a 95% confidence level.
[4] Based on a 50% answer and a 95% confidence level.

2.0 RESULTS FOR 2018 COHORT (INCLUDING 2019 FOLLOW-UP)

2.1 PROFILE OF PARTICIPANTS (2018)

2.1.1 The information in sections 2.1 and 2.2 of this report is drawn from the pre and post-course surveys from 2018. Courses were delivered in each of North (Dingwall, Elgin), Central (Inverurie) and South (Forfar, Perth) areas. The individual courses and number of participants that took part in each course is set out below.[5]

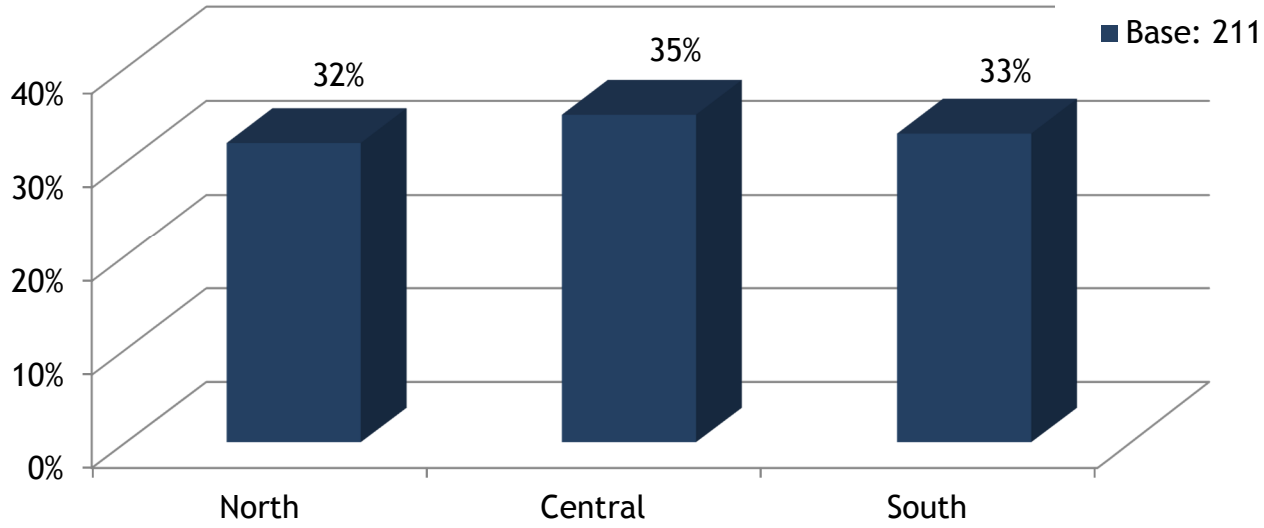
Table 2.1.1: Course Details (2018)

Location	Date	Number of Participants
Forfar	12th May 2018	9
Forfar	13th May 2018	9
Inverurie	19th May 2018	12
Inverurie	20th May 2018	12
Dingwall	27th May 2018	12
Forfar	3rd June 2018	11
Perth	10th June 2018	12
Dingwall	16th June 2018	10
Dingwall	17th June 2018	9
Dingwall	24th June 2018	11
Inverurie	7th July 2018	10
Inverurie	8th July 2018	7
Perth	28th July 2018	12
Perth	29th July 2018	9
Inverurie	4th August 2018	11
Inverurie	5th August 2018	11
Perth	12th August 2018	9
Inverurie	25th August 2018	12
Dingwall	26th August 2018	8
Elgin	8th September 2018	8
Dingwall	7th October 2018	11
Total	-	**215**[6][7]

[5] Actual attendee numbers based on attendance information provided by Police Scotland.
[6] It should be noted that in four cases a "pre-group" response was not received. It is understood that these were late sign-ups / substitutions. Thus, the remainder of profile information is based on a total of 211 responses.
[7] It should be noted also that a total of 235 "sign-ups" were received but that in this profile information we have reported only on those that were identified as actually attending the course.

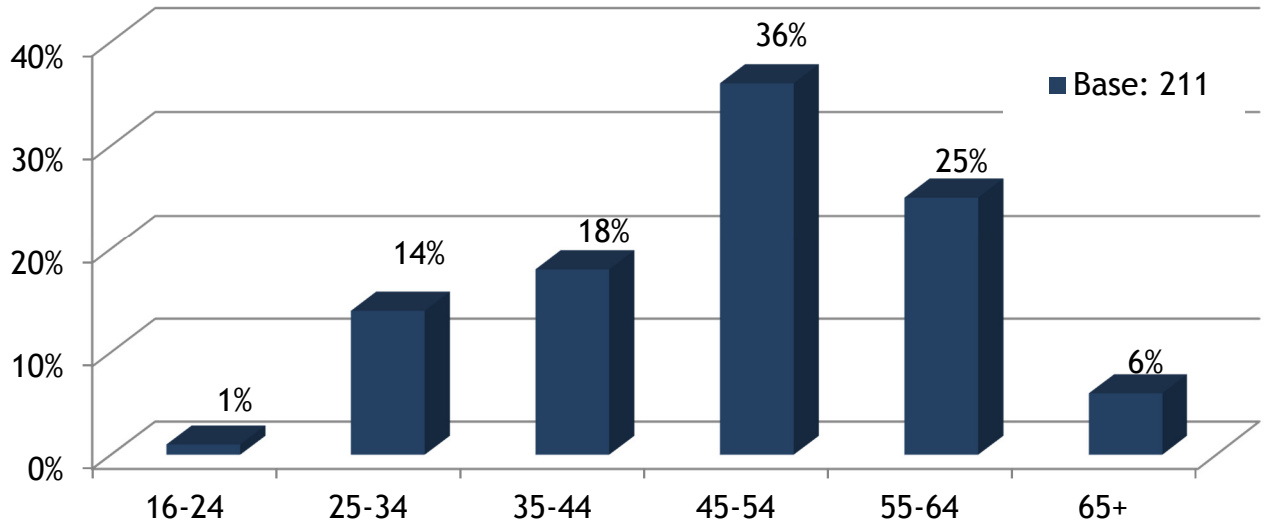
2.1.2 As illustrated in Figure 2.1.1, participation was spread fairly equally across the three areas.[8]

Figure 2.1.1: Overall Geographical Profile



2.1.3 As illustrated in Figure 2.1.2, whilst a spread of ages was apparent, participants were most commonly in the 45-54 age group (36%) and the 55-64 age group (25%).

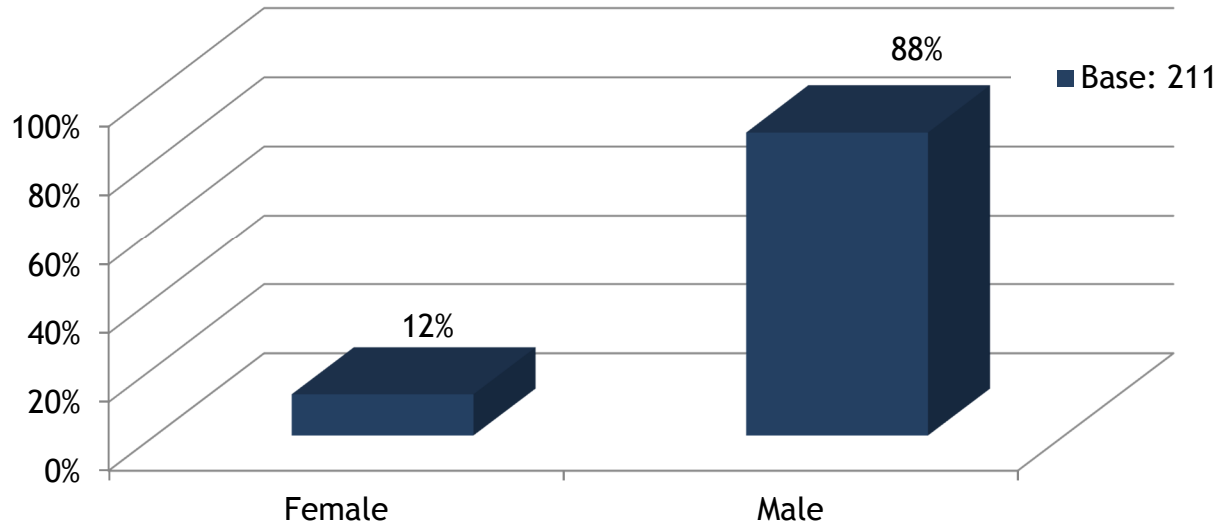
Figure 2.1.2: Age Profile of Participants



[8] It should be noted that, throughout, sums may not add to 100% due to rounding.

2.1.4 A significant majority of participants were male (88%).

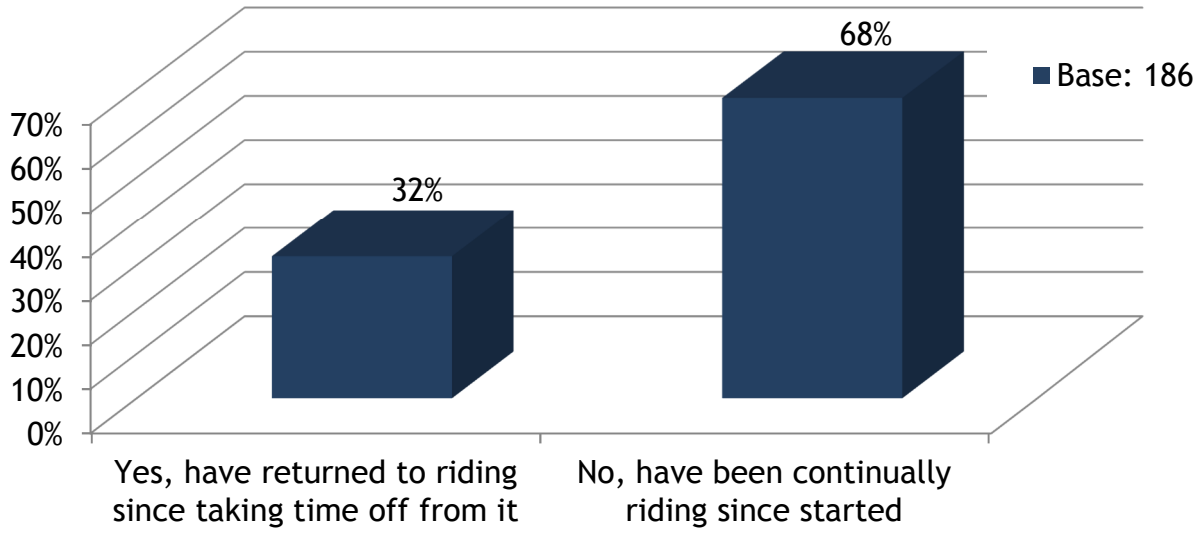
Figure 2.1.3: Gender



2.1.5 As shown in figure 2.1.4, a significant proportion of participants (32%) indicated that they had returned to riding since taking time off from it.

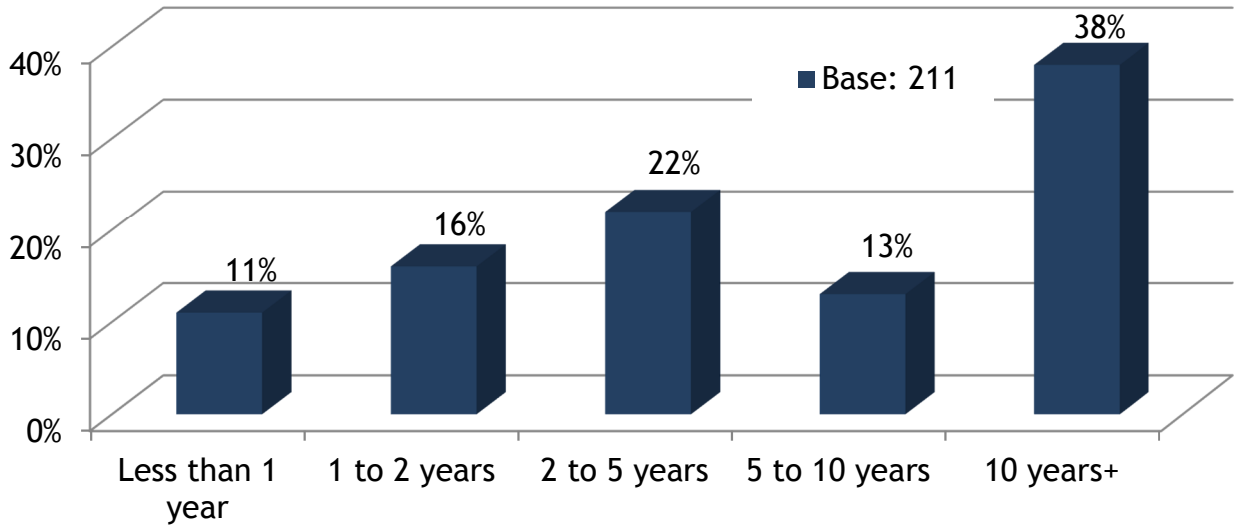
Figure 2.1.4: Motorcycling Experience

Have you returned to motorcycling having previously taken time off from it?



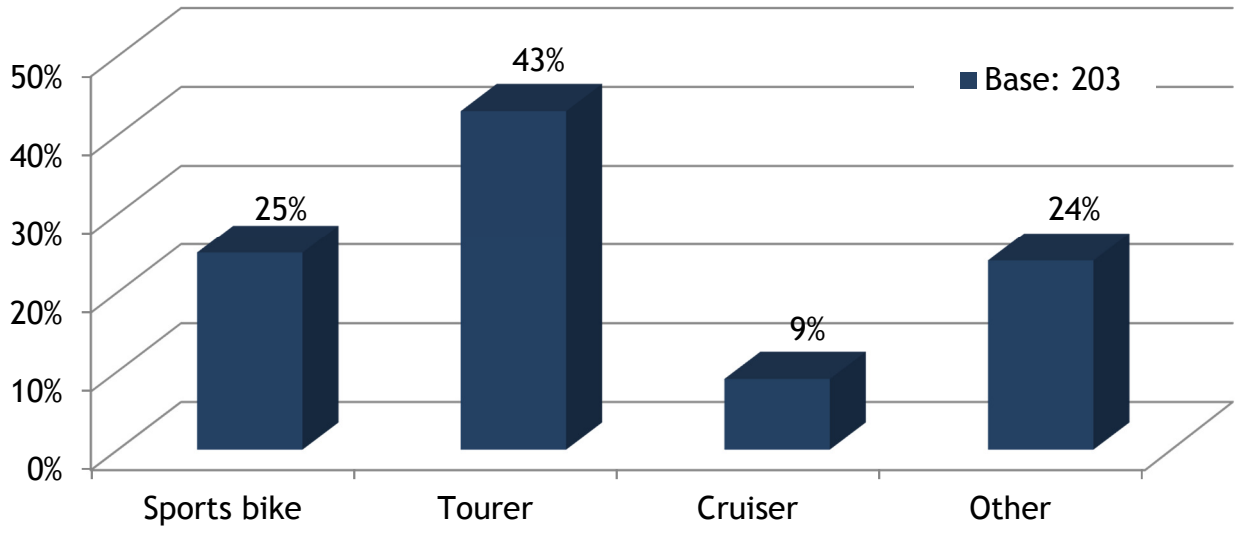
2.1.6 Participants were broadly spread in terms of the length of time they had been riding a motorcycle. Whilst the most common group was those that had been riding for 10 years +. A significant proportion (27% overall) had been riding for 2 years or fewer.

Figure 2.1.5: Length of Time Riding a Motorcycle



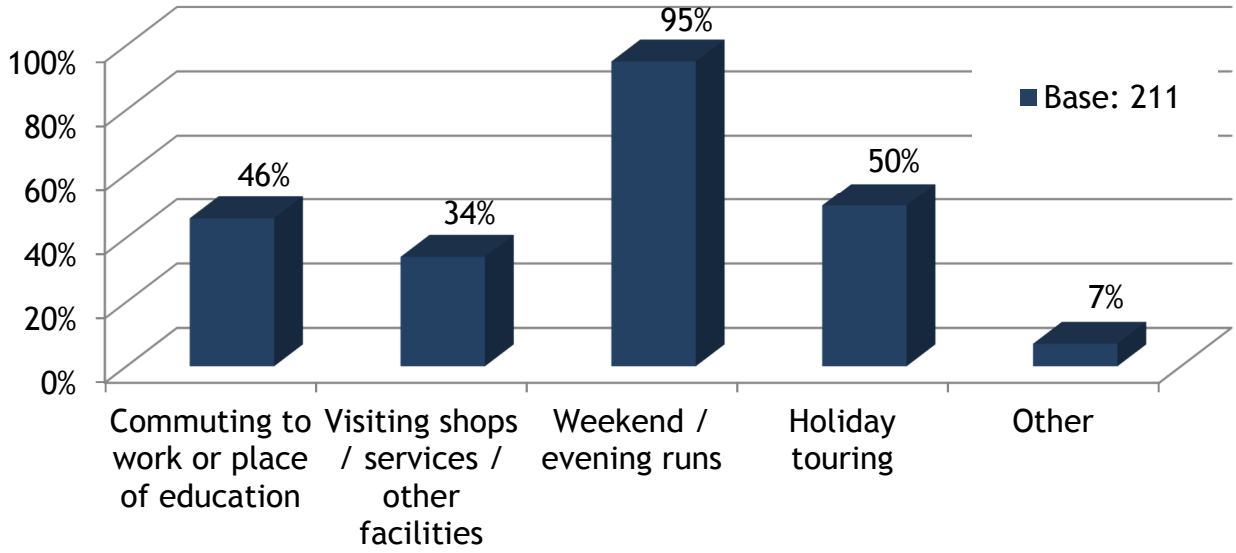
2.1.7 The type of bike most commonly ridden was a tourer (43%) followed by a sports bike (25%) with only 9% of this group indicating that they most commonly rode a Cruiser. The significant number of "other" responses included responses such as "Sports Tourer" and "Naked bike" along with a selection of other "brands" and with some respondents mentioning that they used more than one type of bike. This listing of responses has been provided under separate cover.

Figure 2.1.6: Type of Bike Usually Ridden



2.1.8 As shown in Figure 2.1.7, almost all respondents indicated that they used their bike for weekend / evening runs (95%) with a significant proportion indicating that they also use their bike for things like holiday touring (50%), commuting (46%) and visiting shops / services / other facilities (34%). A diverse set of "other" responses was included and these have been provided under separate cover.[9]

Figure 2.1.7: Purposes of Riding a Motorcycle

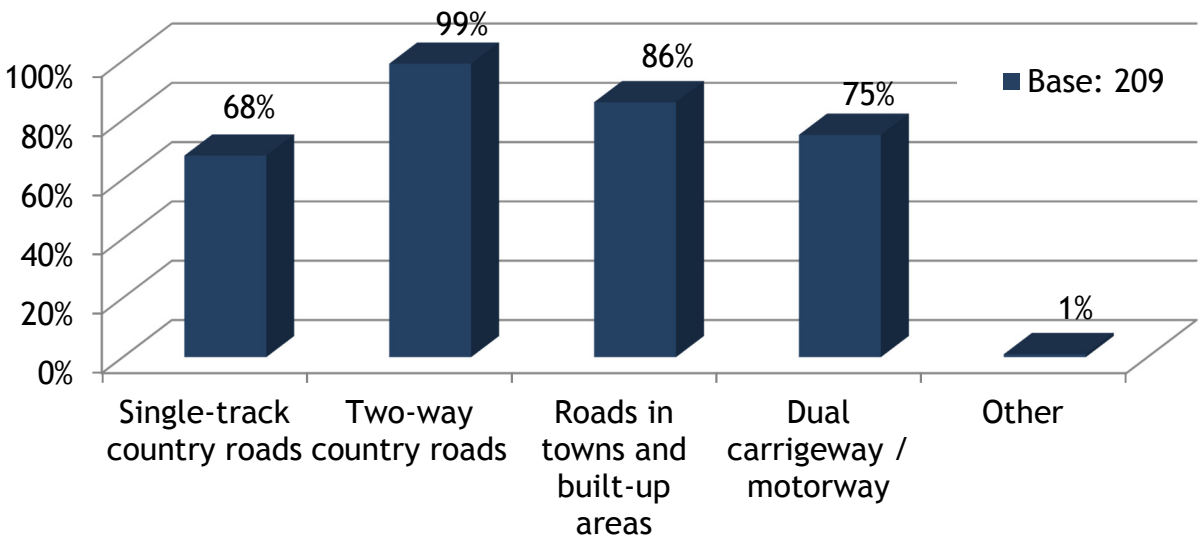


2.1.9 As shown in Figure 2.1.8 over the page, participants in the course generally cycled on a number of different types of roads. Almost all said that they commonly cycled on two-way country roads, 86% on roads in towns and built up areas, 75% on dual carriageways / motorway and 68% on single-track country roads. The small number of "other" responses has been provided under separate cover.

[9] It should be noted that multiple responses were allowed for this question.

Figure 2.1.8: Type of Roads

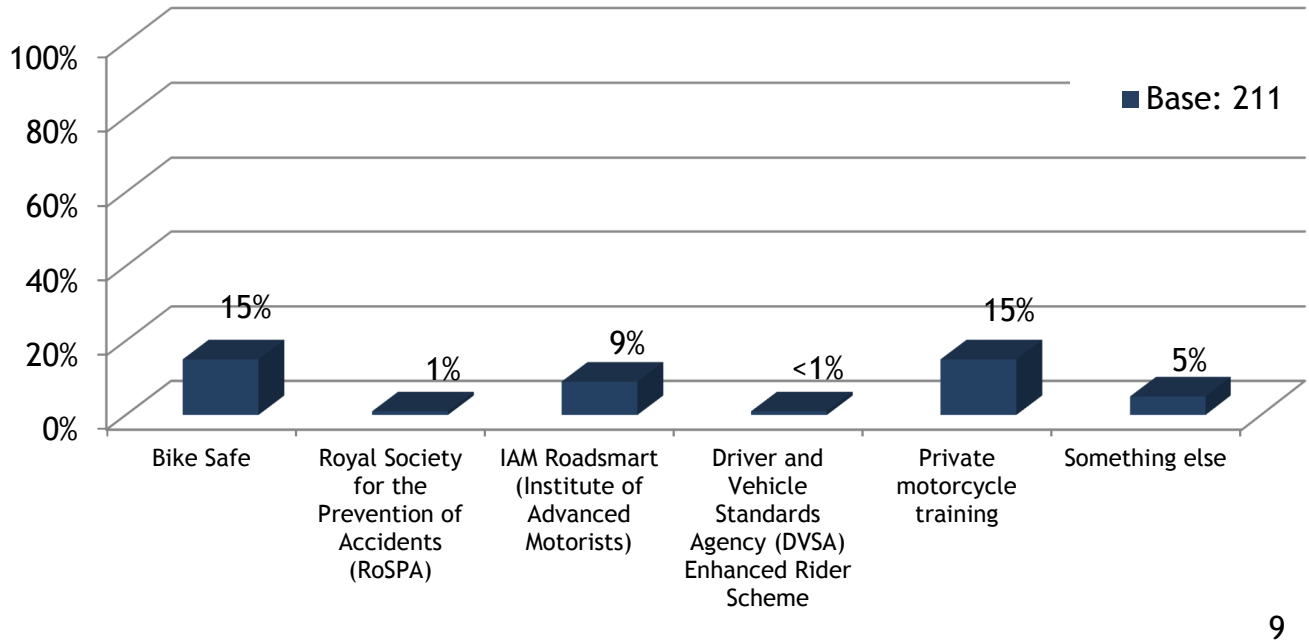
What type of roads do you commonly ride a motorcycle on?



2.1.10 Overall, 38% indicated that they had previously attended some form of motorcycle training. The most common examples were Bike safe (15% of all respondents) and private motorcycle training (again, 15% of all respondents). A variety of "other" responses were given, which have been provided under separate cover.

Figure 2.1.9: Previous Training

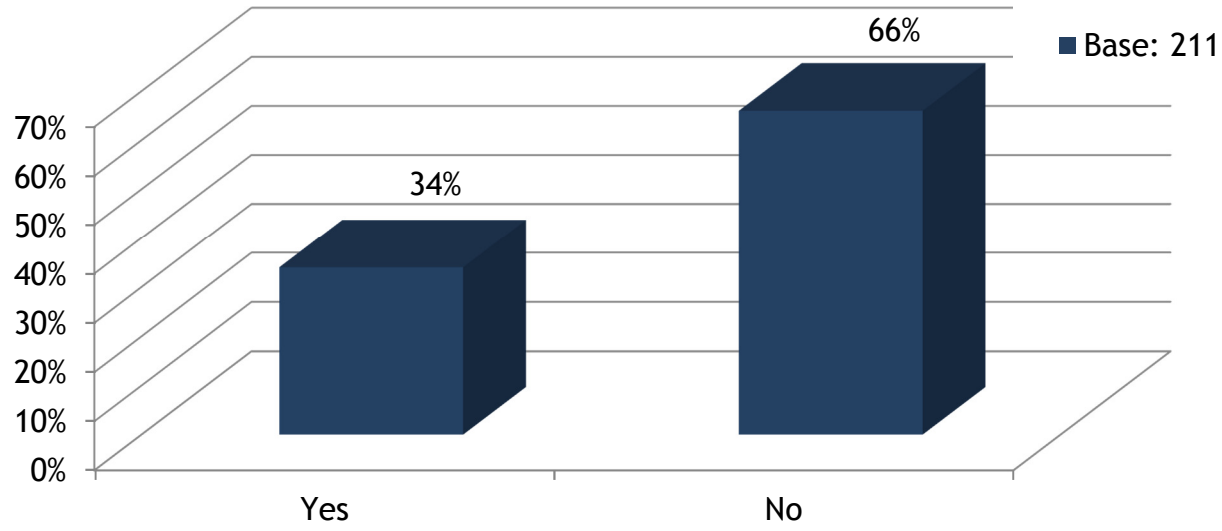
Please indicate if you have previously attended any of the following motorcycle training?



2.1.11 34% of those that participated in the courses indicated that they had previously been involved in an accident whilst riding their motorcycle, as shown in Figure 2.1.10.

Figure 2.1.10: Previous Involvement in Accident

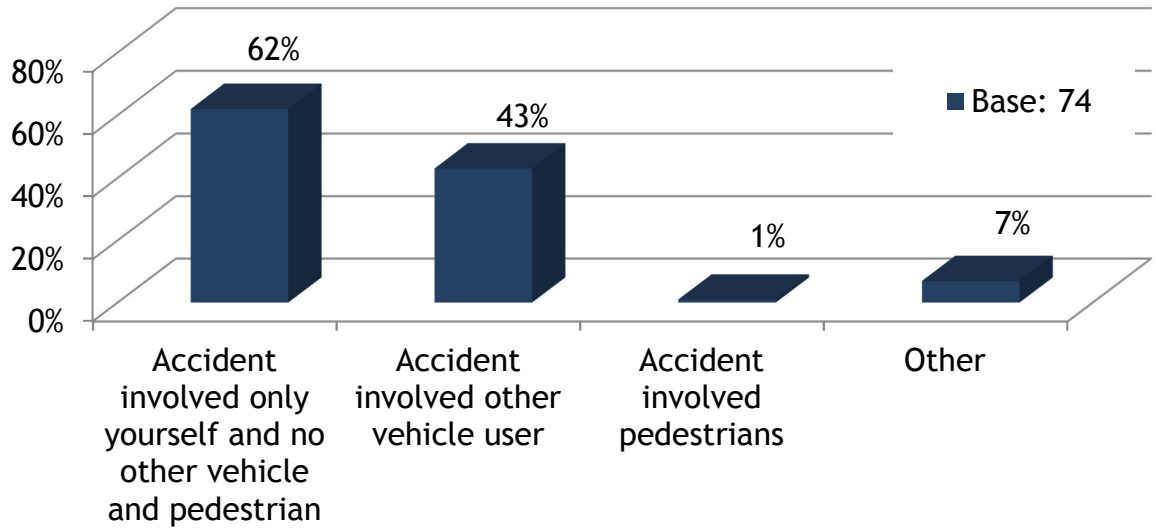
Have you ever been involved in an accident whilst riding your motorcycle?



2.1.12 As shown in Figure 2.1.11 over the page, these accidents most commonly involved only the rider themselves (62%) although 43% of respondents indicated that they had been involved in an accident involving another vehicle user. In the "other" category (listed in full under separate cover) respondents most commonly referred to accidents involving animals or accidents involving other vehicle users but where they indicated that the fault lay elsewhere than themselves.

Figure 2.1.11: Nature of Accident

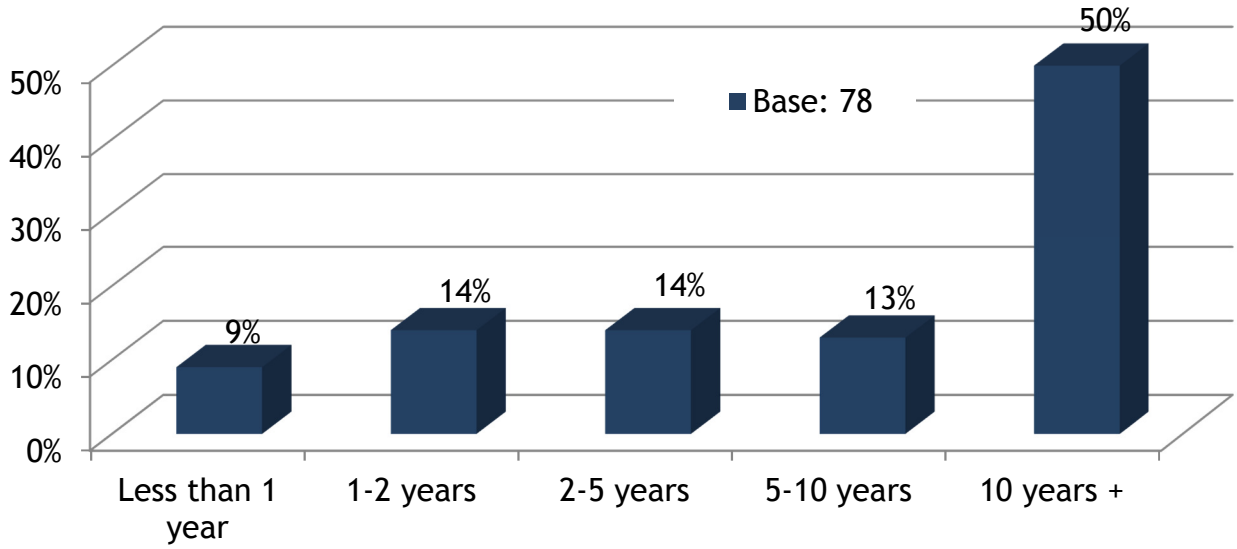
Which of the following apply to any accident(s) you have been involved in?



2.1.13 The profile in terms of timing of the most recent accident is shown in Figure 2.1.12 below. A significant proportion of accidents were 10 or more years ago.

Figure 2.1.12: Most Recent Accident

How long ago was the most recent accident you were involved in?



It is intended that the information on accidents, and when they happened, will be used as a baseline against which future changes may be measured (particularly within the longitudinal research planned for 2019 with this cohort of participants).

KEY POINTS

Courses were spread across the Highland and Moray, Aberdeenshire and Tayside areas. They particularly attracted a predominantly male group and had involvement across age groups but with a particular emphasis on participants aged 45+.

A significant proportion of motorcyclists had returned to riding since taking time off from it; whilst many have been riding for 10 years+ a significant minority were relatively new riders.

Participants used a variety of types of bike. Almost all used their bike for weekend / evening runs but with usage also being common for a variety of other commuting, practical and leisure purposes. Participants tended to use their bikes on a variety of different types of road.

A minority (albeit a substantial one of 38%) had previously attended other motorcycle training.

34% of those signing up for the programme had previously been involved in an accident; these accidents most commonly involved only the participant although a significant proportion of such accidents involved other road users. Whilst many such accidents occurred 10+ years ago a number were more recent.

2.2 Rating of the Course

2.2.1 Respondents to the post-course questionnaire were asked to rate a number of dimensions of the course they attended and the overall results of this are set out below.[10]

Table 2.2.1: Rating of Aspects of Course

	Very Poor	Poor	Neither Good nor Poor	Good	Very Good	Base
The communications you received prior to the course	1%	2%	5%	46%	46%	169
The course venue and facilities	0%	0%	2%	42%	56%	166
The tutor(s) taking the course	0%	0%	2%	8%	90%	167
The quality of the information you were provided with	0%	0%	1%	23%	76%	167
The opportunity for practical learning	0%	0%	0%	15%	85%	168
The time available for the course	0%	0%	3%	27%	70%	168

Clearly, these ratings are extremely impressive, with the combined good / very good rating varying between 92% and 100% and with ratings being particularly impressive for tutors taking the course (90% very good), quality of information provided (76% very good), opportunity for practical learning (85% very good) and time available for the course (70% very good).

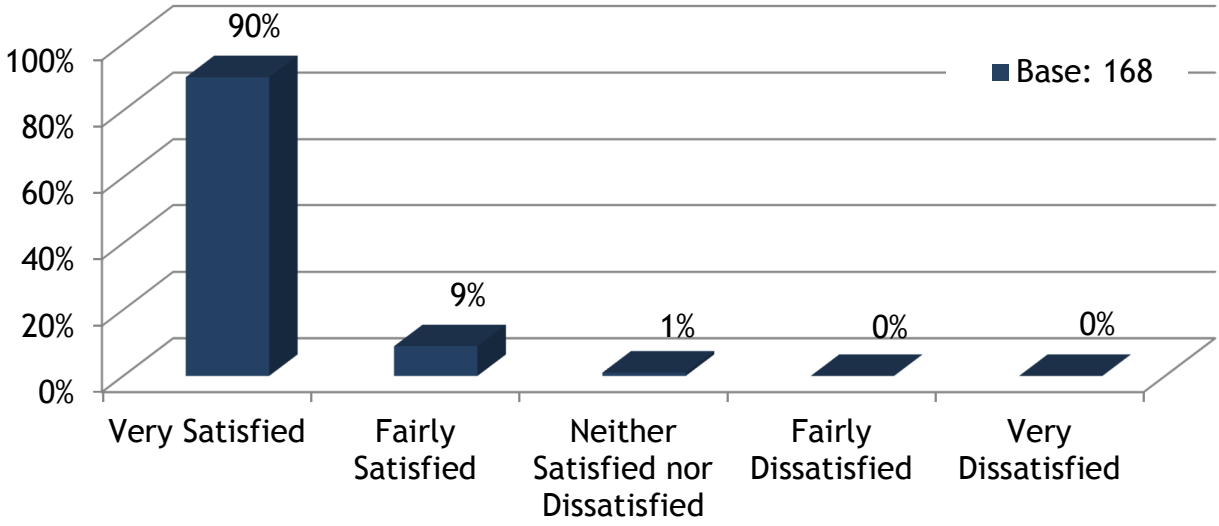
The only instance where any poor / very poor ratings at all were received related to pre-course communications and, even there, only 3% of respondents gave a negative rating.

[10] It should be noted that course-by-course feedback will be provided under separate cover but that this Interim Evaluation report focuses on the overall results across the programme.

2.2.2 Overall satisfaction with the course was 99%, with 90% giving a very satisfied rating and 9% a fairly satisfied rating. 1% of respondents gave a "neither / nor" rating and there was no outright dissatisfaction.

Figure 2.2.1: Overall Satisfaction

Overall, how satisfied or dissatisfied were you with the Rider Refinement North course that you took part in?



2.2.3 Respondents were asked to indicate the reasons for their answer to this question and a full listing has been provided under separate cover. Illustrative comments are set out below:

"Excellently delivered tuition from obviously experienced and well-trained personnel."

"Excellent course; good balance of theory and practical lessons."

"Excellent course. Getting on the road with Police instructors was invaluable and seeing the skill level they have gives a rider something to aspire to."

"Groups were a good size, lots of feedback and a good amount of practical."

"I learned a lot throughout the day and had the opportunity to put new skills into practice. The whole experience built my confidence as a rider and I have a couple of specific areas to work on."

KEY POINTS

The course achieves very high ratings from participants across a variety of issues such as communications, venues, tutors, quality of information, opportunities for practical learning and the time available for the course. Overall satisfaction with the course is 99% including 90% of respondents that classify themselves as "very satisfied".

2.3 IMPACT OF THE COURSE

2.3.1 This evaluation report provides "final" data on impact of the 2018 course, with the findings being drawn from:

- Comparison of certain information on a pre-course, post-course and follow-up basis.
- Specific responses from respondents on the impact of the course, drawn from the immediate post-course questionnaires undertaken delivered in 2018.
- Specific responses from respondents to the follow-up questionnaire (carried out during 2019).

Taken together, this provides robust evidence on both the immediate impact of the course and of the extent to which any changes brought about by the course have been sustained over the longer term.

2.3.2 Respondents (in each of the pre and post-course and follow-up questionnaires) were asked to comment on a number of aspects of their riding competence. These results are shown over the page, for pre-course, post-course and the follow-up survey. It should be noted that the bases for the follow-up survey reflect the existence of non-responses from approximately 25% of course participants.

Table 2.3.1: Rating of Competence

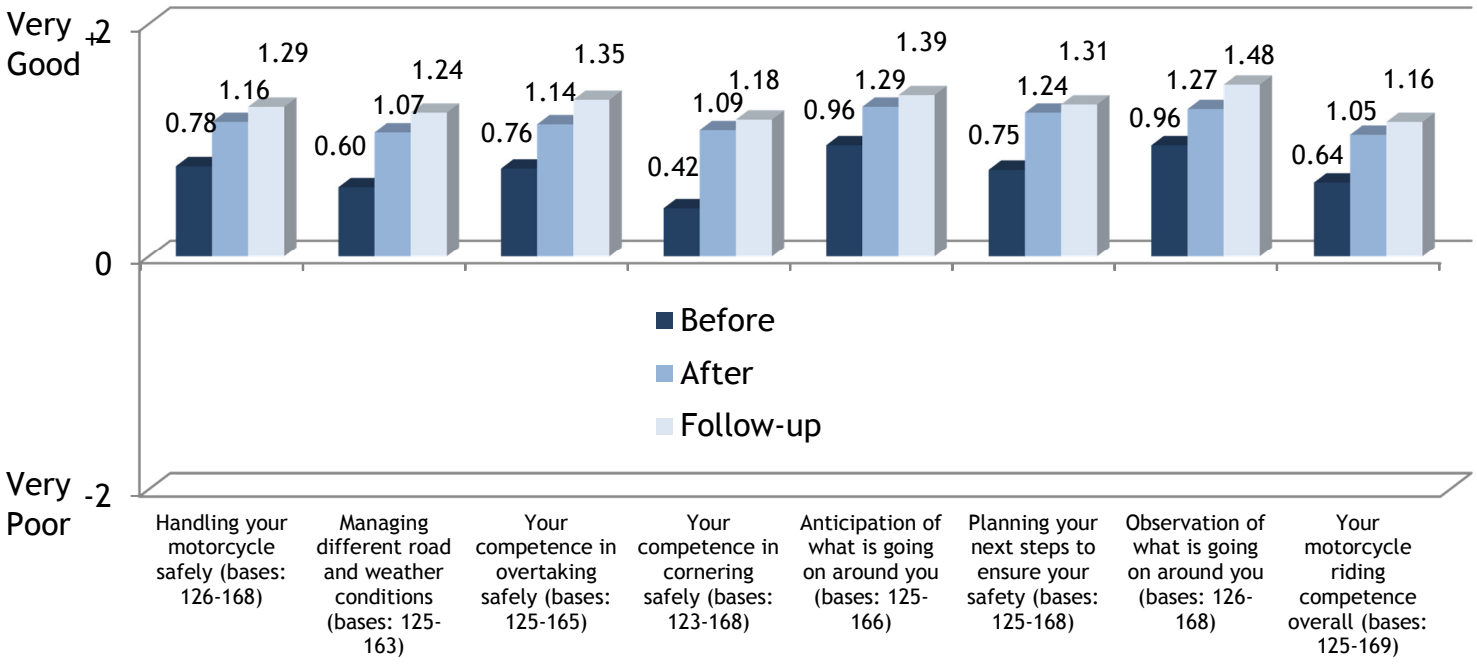
How would you rate your current level of competence in relation to motorcycle riding in relation to each of the following?

Aspect of Competence	Survey	Very Poor	Poor	Neither Good nor Poor	Good	Very Good	Base
Handling your motorcycle safely	Follow-up	0%	0%	5%	62%	33%	126
	Post	0%	0%	6%	72%	22%	167
	Pre	0%	1%	26%	68%	5%	168
Managing different road and weather conditions	Follow-up	0%	0%	6%	65%	30%	125
	Post	0%	0%	10%	73%	17%	166
	Pre	0%	4%	37%	55%	4%	163
Your competence in overtaking safely	Follow-up	0%	0%	5%	55%	40%	125
	Post	0%	1%	10%	65%	24%	168
	Pre	0%	2%	25%	68%	5%	165
Your competence in cornering safely	Follow-up	0%	0%	11%	61%	28%	123
	Post	0%	0%	18%	55%	27%	164
	Pre	0%	10%	40%	48%	2%	168
Anticipation of what is going on around you	Follow-up	0%	0%	6%	50%	45%	125
	Post	0%	0%	3%	65%	32%	168
	Pre	0%	1%	14%	73%	12%	166
Planning your next steps to ensure your safety	Follow-up	0%	0%	6%	58%	37%	125
	Post	0%	0%	7%	63%	31%	168
	Pre	1%	1%	27%	64%	7%	168
Observation of what is going on around you	Follow-up	0%	0%	4%	44%	52%	126
	Post	0%	0%	6%	61%	33%	167
	Pre	0%	0%	15%	74%	11%	168
Your motorcycle riding competence overall	Follow-up	0%	0%	6%	71%	22%	125
	Post	0%	0%	13%	70%	17%	167
	Pre	0%	1%	37%	61%	2%	169

There is a broadly similar pattern in relation to each of these elements. In general terms, few respondents gave an initial "poor" rating but a significant minority gave a "neither / nor" rating and, most commonly, respondents gave a "good" rating. The pattern in the post-course responses is one of measurable improvement, with people much more likely to rate their competence as "very good" or "good" and with comparatively few respondents giving a response of "neither / nor" and almost none giving a poor / very poor response. Further improvement is evident from the follow-up survey with a slightly higher proportion of people rating their competence as "very good" or "good". The only very minor exception relates to "anticipation of what is going on around you" where 95% rated their competence positively which is down slightly from 97% in the post-course survey. These figures suggest strongly that the finding of participants' rating their own competence as having improved due to the course has been sustained over the longer term.

2.3.3 To illustrate this trend graphically, we have calculated the mean ratings on a "before", "after" and "follow-up" basis for each element, based on a scale of +2 for "Very Good" through to -2 for "Very Poor". These results are illustrated in Figure 2.3.1 below.

Figure 2.3.1: Rating of Competence (Distance Travelled)

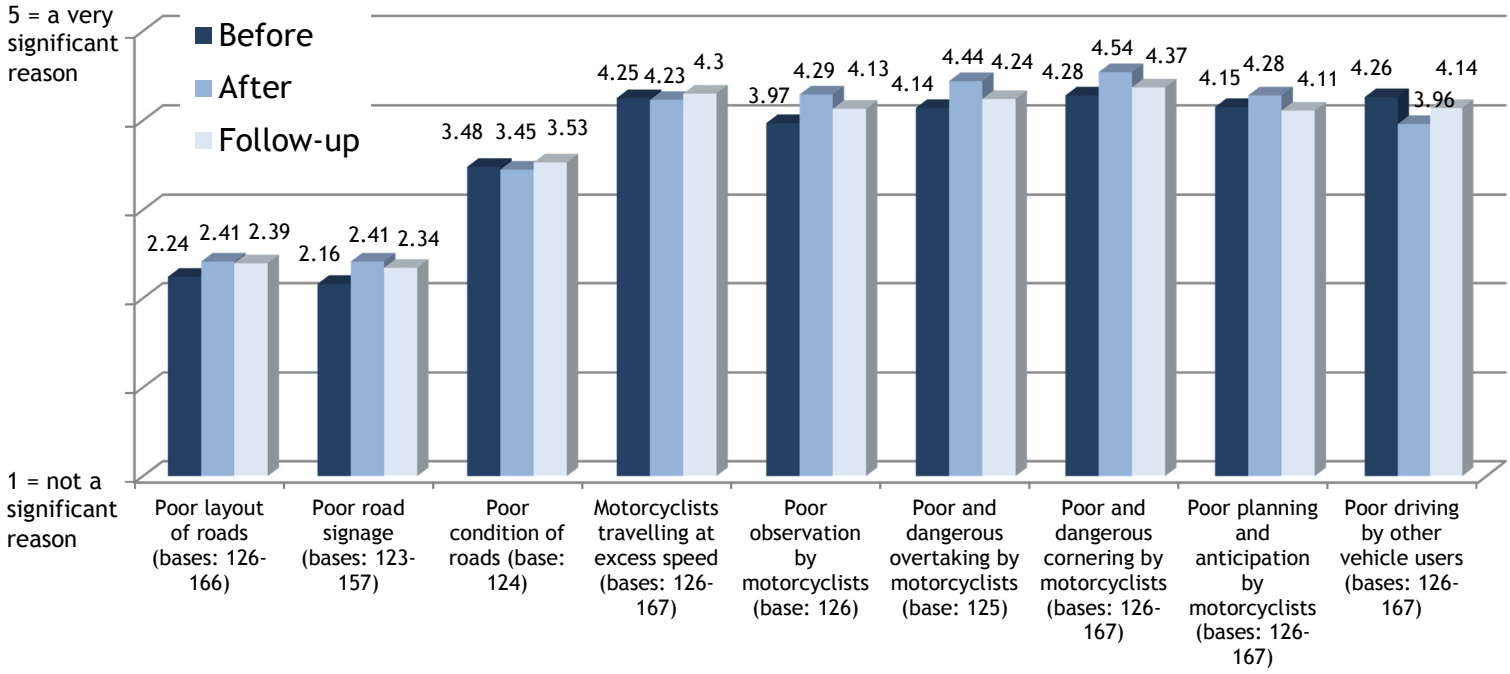


These figures demonstrate that respondents' perception of their capabilities in relation to each of these elements improved considerably after undertaking the course. This was the case in relation to each aspect of competence but with the most significant improvement pertaining to competence in cornering; this was the aspect on which respondents, on average rated themselves poorest but improved very significantly (such that the average rating is now equivalent to slightly better than "good").

Overall, there was a measurable difference in respondents' perception of their motorcycle riding competence overall, this improving from 0.64 to 1.05 after the post-course survey and then improving further to 1.16 after the 2019 follow-up survey, illustrating the extent to which these apparent improvements have apparently been sustained.

2.3.4 Also on a "before", "after" and "follow-up" basis, respondents were asked to indicate the extent to which they considered various factors to be reasons for motorcycle accidents on a scale from 1 – not a significant reason to 5 – a very significant reason. We have calculated the mean responses for this and they are set out in Figure 2.3.2 below.

Figure 2.3.2: Perception of Reasons for Motorcycle Accidents



Only modest changes in these perceptions are evident and it is worth noting that respondents were quite likely, even prior to the course, to perceive that various aspects of motorcyclists' behaviour and skills (excess speed, poor observation, poor and dangerous overtaking, poor and dangerous cornering, poor planning and anticipation) were towards the upper end of the scale in terms of being significant reasons for motorcycle accidents. Poor condition of roads was quite likely to be accorded some significance but this was less so for road layout and signage.

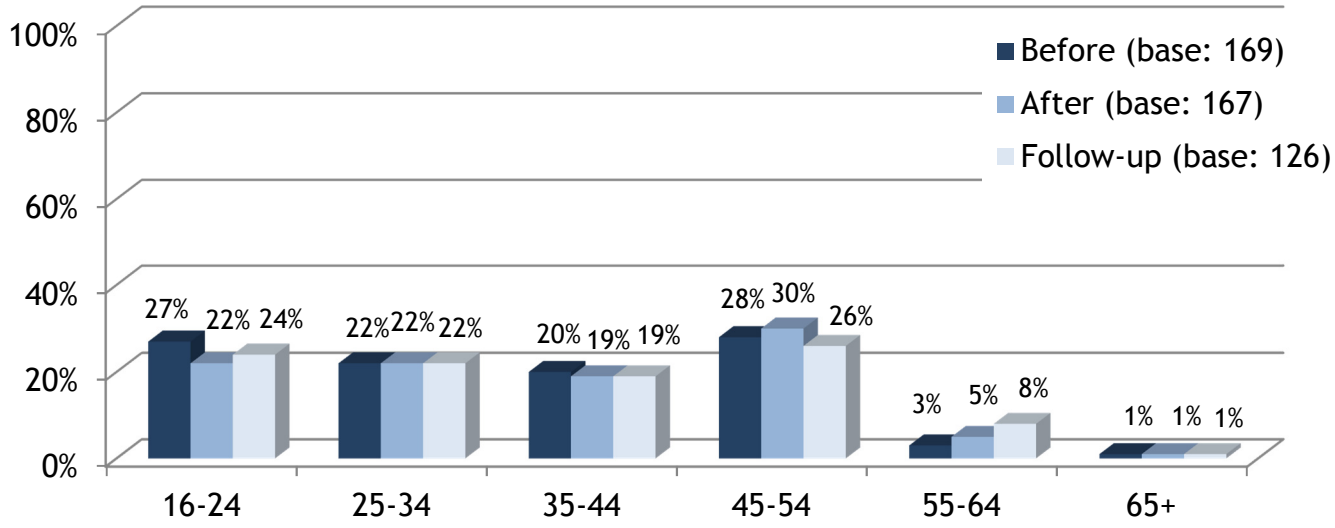
Having said this, there was, on average, a reasonable increase in the extent to which each of poor observation, poor and dangerous overtaking and poor and dangerous cornering were significant reasons for accidents, although responses from 2019 suggest some modest reduction since 2018 in the extent to which these factors were perceived to be significant reasons for accidents.

Poor driving by other vehicle users was quite likely to be accorded a high degree of significance as a cause of accidents in the "before", but less so in the "after" responses; however, there has been a modest increase in the "follow-up" responses in the extent to which this is seen as a significant reason for accidents.

2.3.5 As shown in Figure 2.3.3 over the page, there was little difference in the "before", "after" and "follow-up" responses in terms of participants' perceptions as to the age groups most likely to be involved in motorcycle accidents, with views on this being widely spread.

Figure 2.3.3: Perception of Age Groups Most Likely to be involved in Accidents

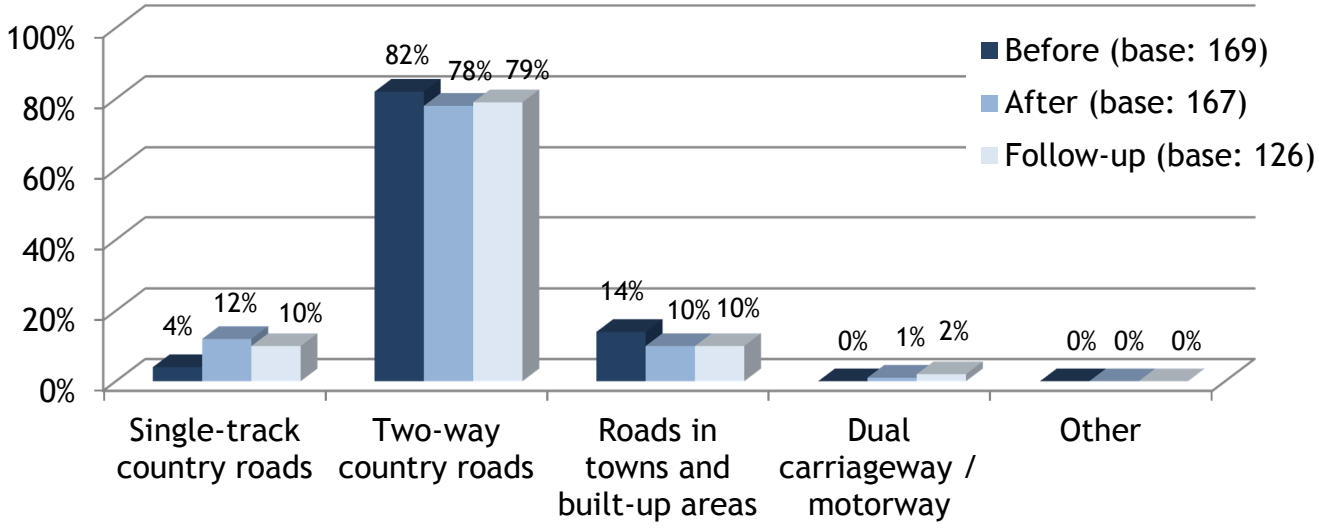
Which of the following age bands of motorcyclists do you think are most likely to be involved in a motorcycle accident?



2.3.6 As shown in Figure 2.3.4 over the page, respondents were quite likely to consider that accidents on two-way country roads were most common although there was an increase between the "before" and "after" responses in those that considered that such accidents were most common on single-track country roads. Again, there was minimal change between the "after" and the "follow-up" responses.

Figure 2.3.4: Perception of Roads Where Accidents Most Common

On what types of road do you think motorcycle accidents are most common?



2.3.7 In each of the "before", "after" and "follow-up" surveys, respondents were asked to indicate their agreement or disagreement with a number of statements about motorcycling and motorcyclists. The results are set out over the page.

Table 2.3.2: Agreement with Statements about Motorcycling

Please indicate the strength of your agreement or disagreement with the following statements about motorcycling

Statement	Survey	Disagree Strongly	Disagree	Neither Agree nor Disagree	Agree	Agree Strongly	Base
Motorcyclists have a good appreciation of the risks they face	Follow-up	0%	4%	8%	71%	17%	126
	Post	0%	7%	10%	65%	17%	166
	Pre	1%	3%	18%	64%	15%	169
There are occasions when it is safe to ride a motorcycle above the speed limit	Follow-up	5%	13%	28%	42%	12%	126
	Post	5%	10%	35%	44%	6%	165
	Pre	5%	17%	36%	35%	7%	168
Some motorcyclists ride too fast for the road conditions, even if they are not above the speed limit	Follow-up	1%	0%	6%	52%	42%	126
	Post	0%	1%	7%	42%	50%	166
	Pre	0%	1%	9%	61%	30%	169
There are occasions when you feel vulnerable riding your motorcycle	Follow-up	0%	5%	12%	56%	27%	126
	Post	0%	4%	12%	53%	31%	167
	Pre	1%	4%	12%	54%	29%	169

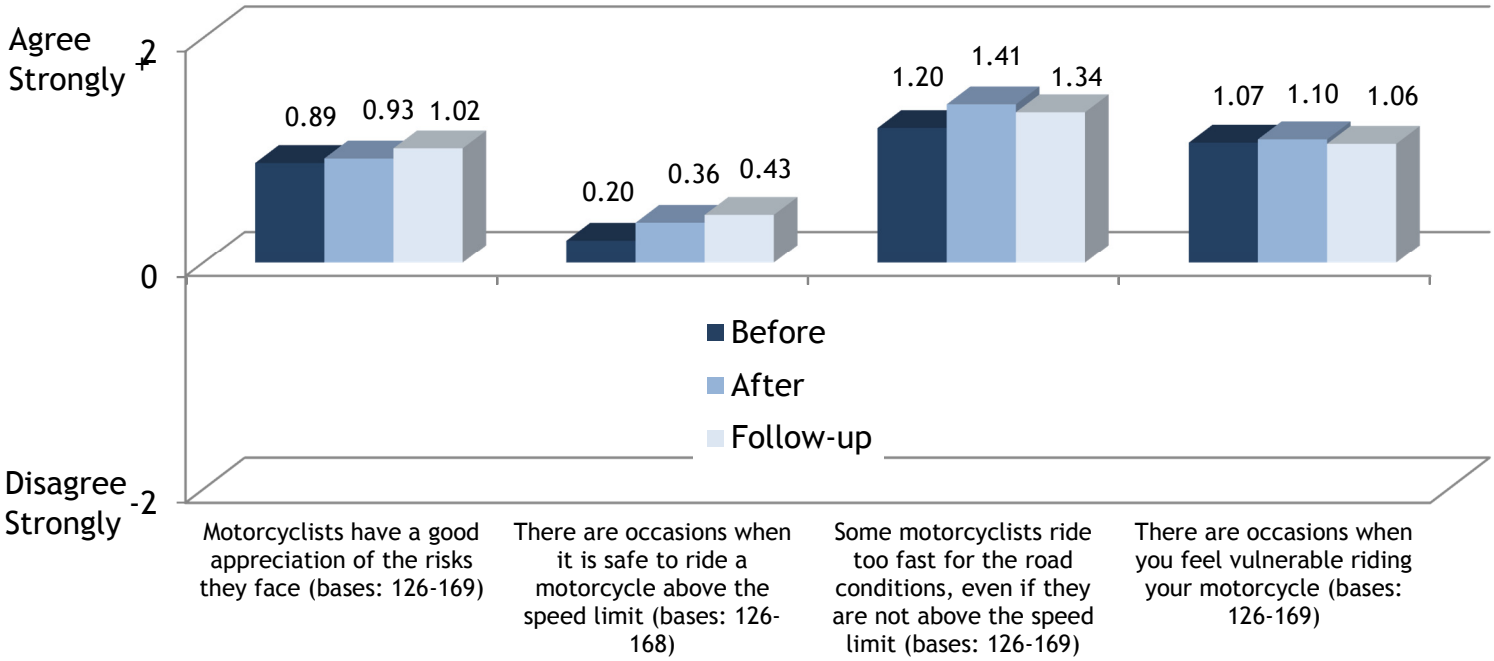
Only very limited changes in agreement or disagreement with these statements was apparent on a "before", "after" and "follow-up" basis. Participants were generally likely to consider that motorcyclists had a good appreciation of the risks they face and views on this changed little between "before" and "after", although agreement with this was marginally higher in the "follow-up" survey. This was also the case in relation to perceptions of it sometimes being safe to ride a motorcycle above the speed limit (with a slightly higher proportion actually agreeing with this statement after the course), but limited change between the "after" and "follow-up" results.

Although the proportion of respondents that agreed that some motorcyclists ride too fast for road conditions changed little, there was a significant increase (from 30% "before" to 50% "after") in the proportion of respondents that indicated that the agreed strongly with this, but this settled in-between these figures in the "follow-up" survey (42%).

It is clear that a significant majority of group participants agreed that there are occasions when they feel vulnerable riding a motorcycle and this changed little on a "before", "after" and "follow-up" basis.

2.3.8 In order to illustrate the extent of any "distance travelled" in relation to these statements we have calculated mean ratings on a "before" and "after" basis, where +2 = Agree strongly through to minus 2 = Disagree Strongly. These results are set out in Figure 2.3.5 over the page.

Figure 2.3.5: Agreement with Statements (Distance Travelled)



The very limited changes in agreement / disagreement with these statements are reflected above but with the slight increases in agreement with the statements on speed limits and speed in relation to road conditions being apparent (and being generally sustained in the follow-up survey).

2.3.9 A specific question was posed to respondents to the post-course and follow-up survey regarding the degree of impact that they considered the course to have had on various elements of their motorcycling capabilities, the response options being “no impact”, “slight impact”, “some impact” and “significant impact”. The results are tabulated over the page.

Table 2.3.3: Perceived Impact (Post-Course)

Statement	Survey	No impact	Slight impact	Some impact	Significant impact	Base
Your understanding of the risk factors facing motorcyclists	Follow-up	3%	8%	47%	42%	127
	Post	4%	8%	49%	39%	168
Your ability to handle your motorcycle safely	Follow-up	3%	3%	42%	52%	126
	Post	3%	6%	53%	38%	167
Your ability to manage different road and weather conditions	Follow-up	3%	12%	52%	33%	127
	Post	5%	15%	57%	29%	167
Your competence in overtaking safely	Follow-up	2%	9%	48%	41%	127
	Post	2%	16%	43%	39%	167
Your competence in cornering safely	Follow-up	1%	6%	43%	51%	126
	Post	2%	5%	34%	59%	167
Your ability to anticipate what is going on around you	Follow-up	1%	5%	36%	59%	126
	Post	1%	11%	35%	54%	168
Your ability to plan your next steps to ensure your safety	Follow-up	2%	4%	44%	50%	127
	Post	1%	10%	37%	52%	168
Your observation of what is going on around you	Follow-up	2%	7%	34%	57%	127
	Post	1%	9%	36%	54%	168
Your motorcycle riding competence overall	Follow-up	1%	2%	51%	47%	126
	Post	1%	6%	46%	47%	168

Across each of these dimensions, at least 84% of “after” respondents, rising to at least 97% of “follow-up” respondents, classified the course as having at least “some” impact with, in many cases, respondents perceiving this impact to be “significant”.

Respondents were most likely to consider this impact to be significant in relation to factors such as their competence in cornering safely (“after” 59% and “follow-up” 51%, significant impact), their ability to anticipate what is going on around them (“after” 54% and “follow-up” 59%), their observation of what is going on around them (“after” 54% and “follow-up” 57%), their ability to plan their next steps to ensure their safety (“after” 52% and “follow-up” 50%) and their ability to handle their motorcycle safely (“after” 38% and “follow-up” 52%).

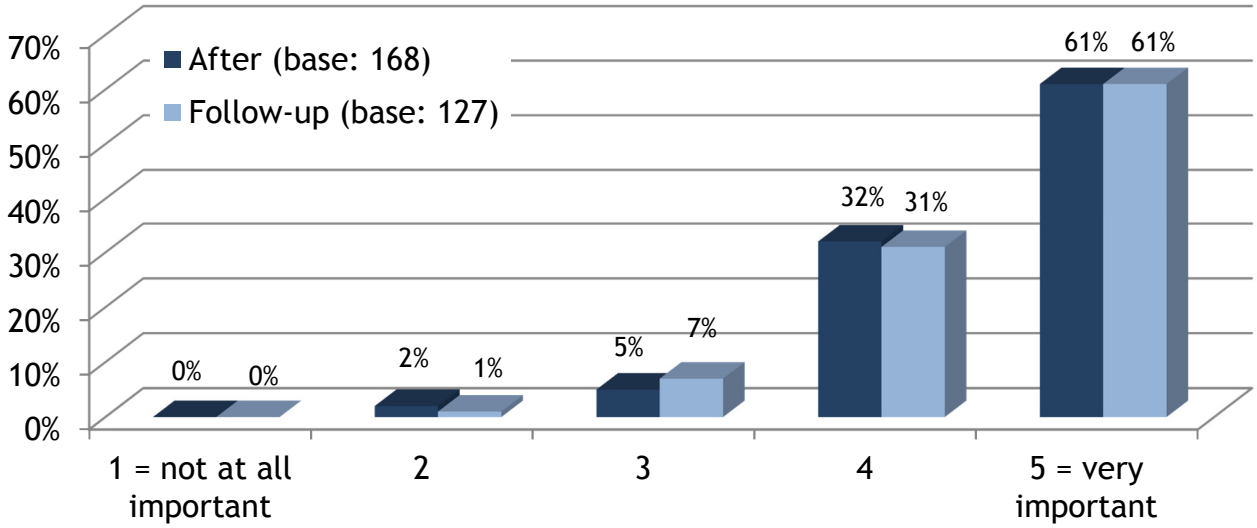
Overall, only 1% of "after" and 1% of "follow-up" respondents indicated that their course had "no impact" on their motorcycle riding competence overall, with 6% of "after" respondents and 2% of "follow-up" respondents indicating this impact was "slight" and with 46% of "after" respondents and 51% of "follow-up" respondents citing "some impact". Both 47% of "after" and "follow-up" respondents cited a "significant impact".

Across almost all of these statements, there is a clear pattern whereby the perception of the course having had these positive impacts has been sustained, with typically a higher proportion of respondents in the "follow-up" survey considering the impact to have been a "significant" one.

2.3.10 As shown in Figure 2.3.6 below, a very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 93% of "after" respondents and 92% of "follow-up" respondents rating this as either 4 or 5 on a 5-point scale of importance. There was little change between the "after" and "follow-up" responses in relation to this question.

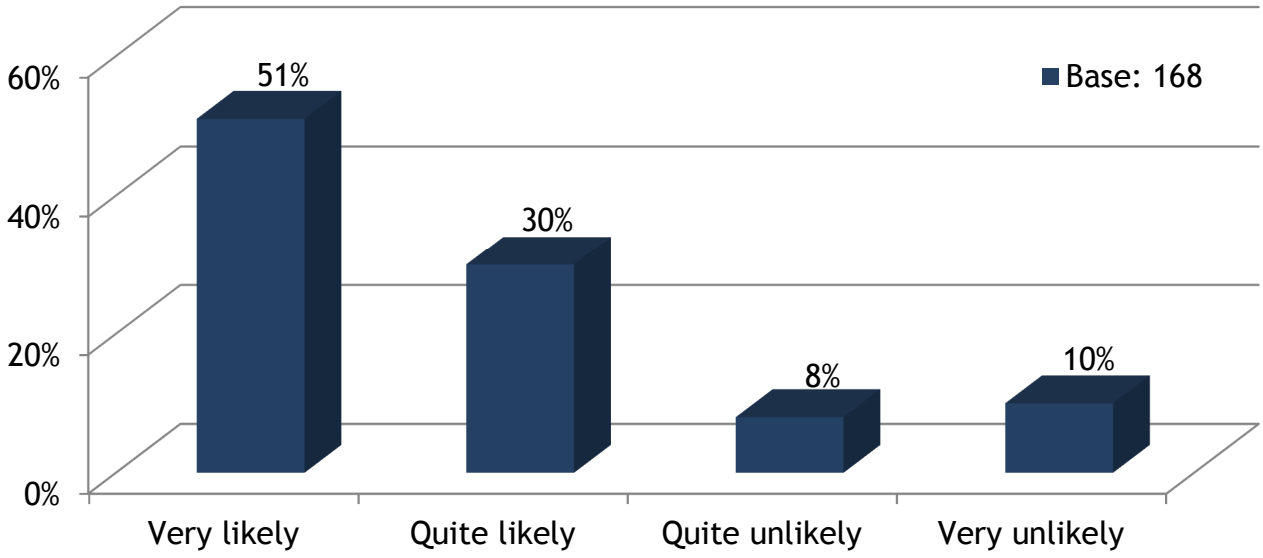
Figure 2.3.6: Perceived Importance of Advanced Training

Having now completed the Rider Refinement North course, how important or not do you think it is for motorcyclists to take advanced training?



2.3.11 As shown in 2.3.7 over the page, 51% of "after" respondents indicated that they would be "very likely" to seek out additional motorcycle training opportunities, with a further 30% saying that they would be "quite likely" to do so.

Figure 2.3.7: Likelihood of Seeking Out Additional Motorcycle Training Opportunities



"Follow-up" respondents were asked if they actually had undertaken any additional motorcycle training since taking part in the Rider Refinement North course in 2018. 26% of "follow-up" survey respondents said that they had done so; this was mainly "IAM" training. This 26% is still a significant proportion but is considerably lower than the 81% that indicated some likelihood of taking up such training in response to the 2018 "after" survey.

2.3.12 "After" respondents were given the opportunity to make any further comments that they wished about their course and these comments have been listed in full under separate cover.

These comments were typically a restatement of people's satisfaction with the course and of what they got out of it. However, a number of minor, but constructive suggestions were noted in relation to issues such as: the quality of communications equipment such as headphones and radios; allocation of riders to instructors; segmentation of the course into less and more advanced categories; some aspects of pre and post-group communications; and, incorporation of First Aid training in the course.

A number of other comments related to the perceived importance of continuing to make the course available and expanding its coverage; this included the request that people be able to take part in future courses to gauge their progress.

"Would highly recommend the course to every level of rider. You're never too experienced to learn new things."

"Practical time on the road with experienced Police riders is by far the most effective part of this course."

"I think these Police rider days attract folk to do training who wouldn't otherwise sign up for advanced rider training (me included)."

"The two ride outs, with communication from the Police instructor, were most helpful. The scheme should be promoted throughout Scotland to improve biker safety and help reduce accidents."

"I personally think every biker should attend one of these courses as it totally changed my way of riding for the better."

"Overall this was a fantastic and very welcome experience. I have noticed a significant improvement in my riding and I intend to go on to further training."

"A really valuable experience and one I would recommend to any motorcyclist."

"The knowledge passed on and the practical riding increased my awareness and confidence in leaps and bounds."

KEY POINTS

The initial impact data suggests that there has been a significant improvement on average in respondents' perception of their capabilities in relation to a number of aspects of safe motorcycling and that this has been maintained a year after taking part in the course. 93% now rate their motorcycle riding competence overall as good or very good (up from 63% "before" and 87% "after") including 22% that rate this as very good (up from 2% "before" and 17% "after").

Respondents tended to already consider a number of aspects of motorcyclists' behaviour as being significant reasons for motorcycle accidents and this awareness appears to have been further enhanced immediately after the course and a year after taking part in the course.

Respondents have diverse views as to the age groups most likely to be involved in motorcycle accidents. They tend to consider that motorcycle accidents are most common on two-way country roads; there is little evidence of significant changes on a "before", "after" and follow-up" basis in relation to these perceptions.

Similarly, there are only modest signs of changes in perception in relation to issues to do with speed and people riding too fast for road conditions other than an increase in the proportion of people that "agree strongly" that some motorcyclists ride too fast for the conditions.

Across a number of outcome areas, a significant majority least 84% of respondents classified the course as having at least "some" impact and this figure rose to 97% in the "follow-up" survey. Respondents were most likely to consider this impact to be significant in relation to factors such as their competence in cornering safely ("after" 59% and "follow-up" 51%, significant impact), their ability to anticipate what is going on around them ("after" 54% and "follow-up" 59%), their observation of what is going on around them ("after" 54% and "follow-up" 57%), their ability to plan their next steps to ensure their safety ("after" 52% and "follow-up" 50%) and their ability to handle their motorcycle safely ("after" 38% and "follow-up" 52%).

98% of participants now indicate that the course had at least "some impact" on their motorcycle riding competence overall (up from 93% in the post-course survey), with 51% citing "some impact" (up from 46%) and 47% a "significant impact" (also 47% previously).

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 92% rating this as either 4 or 5 on a 5-point scale of importance (down slightly from 93% in the post-course survey). 51% of "after" respondents indicated that they would be "very likely" to seek out additional motorcycle training opportunities, with a further 30% saying that they would be "quite likely" to do so. However, 26% of "follow-up" survey respondents said that they had actually taken part in further training.

3.0 Results for 2019 Cohort

3.1 Profile of Participants

3.1.1 The details set out in this section are drawn from the pre and post course surveys conducted during 2019.[11] In 2019, courses were delivered in each of North (Dingwall, Elgin), Central (Inverurie) and South (Forfar, Perth) areas. The individual courses and number of participants that took part in each course is set out below.[12]

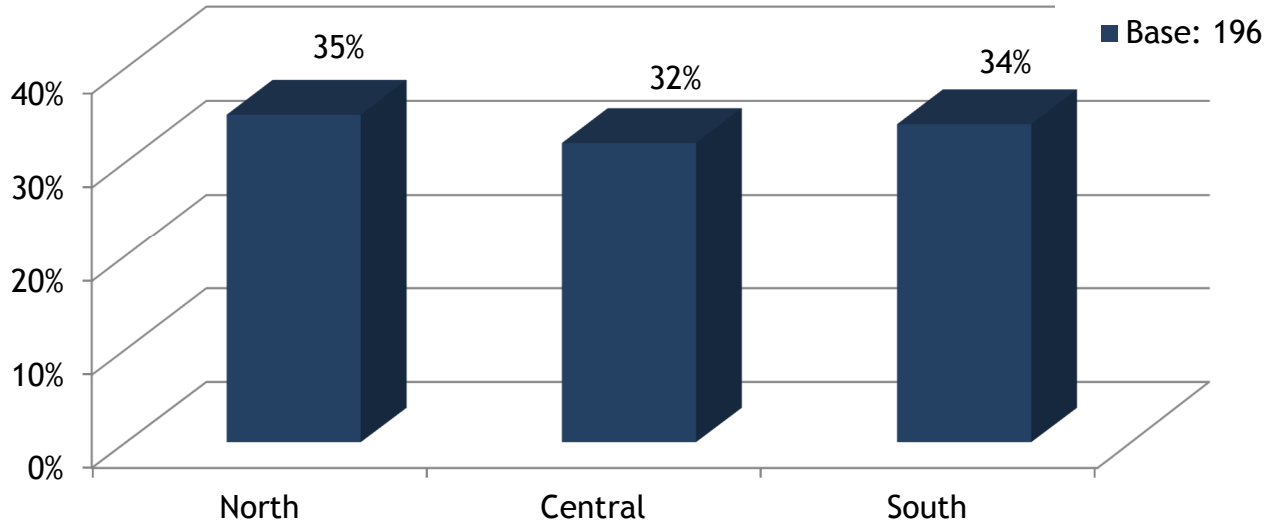
Table 3.1.1: Course Details (2019)

Location	Date	Number of Participants
Forfar	Saturday 4 May	10
Forfar	Sunday 5 May	12
Inverurie	Saturday 11 May	11
Inverurie	Sunday 12 May	10
Invergordon	Saturday 25 May	10
Invergordon	Sunday 26 May	7
Inverurie	Saturday 1 June	8
Inverurie	Sunday 2 June	9
Perth	Saturday 15 June	12
Perth	Sunday 16 June	8
Perth	Sunday 30 June	12
Kirkwall	Saturday 6th July	6
Kirkwall	Sunday 7th July	3
Inverurie	Saturday 13 July	11
Inverurie	Sunday 14 July	8
Invergordon	Sunday 21 July	9
Inverness	Sunday 11 August	10
Perth	Sunday 18 August	8
Forfar	Sunday 8 September	5
Invergordon	Sunday 15 September	7
Inverness	Sunday 22 September	8
Inverness	Sunday 6 October	8
Inverurie	Sunday 13 October	5
Total	-	**197**[13][14]

[11] We have not at this stage prepared a graphical comparison between the 2018 and 2019 cohorts as these will be brought together in a single final report. We have, however, noted where there have been any particularly significant differences between the 2018 and 2019 cohorts.
[12] Actual attendee numbers based on attendance information provided by Police Scotland.
[13] It should be noted that in one case a "pre-group" response was not received. It is understood that this was a late sign-up / substitution. Thus, the remainder of profile information is based on a total of 196 responses.
[14] It should be noted also that a total of 260 "sign-ups" were received but that in this profile information we have reported only on those that were identified as actually attending the course.

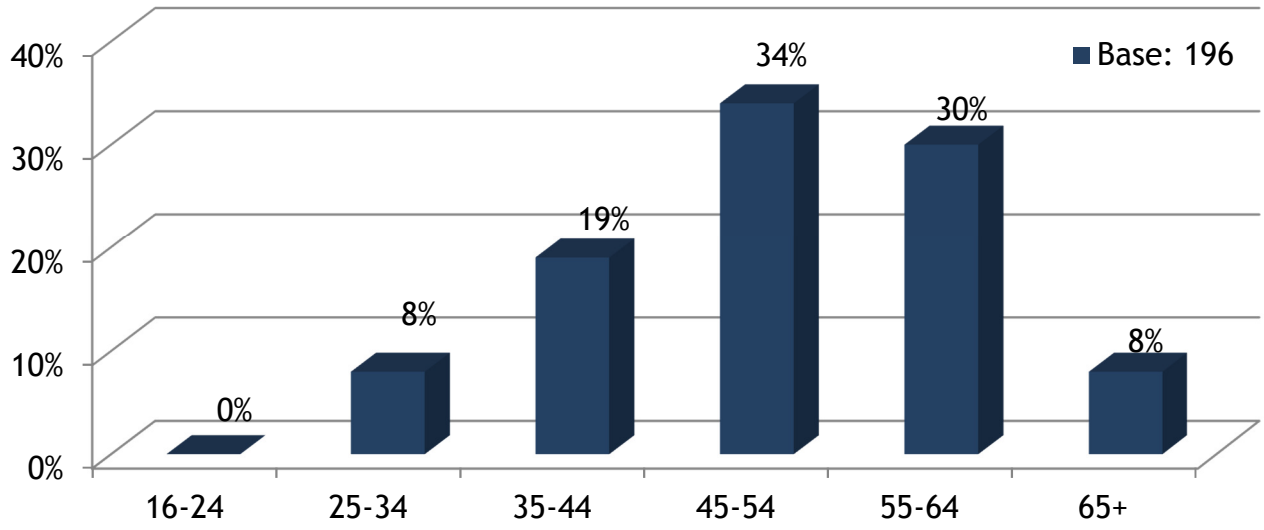
3.1.2 As illustrated in Figure 3.1.1, participation was spread fairly equally across the three areas.[15]

Figure 3.1.1: Overall Geographical Profile



3.1.3 As illustrated in Figure 3.1.2, whilst a spread of ages was apparent, participants were most commonly in the 45-54 age group (34%) and the 55-64 age group (30%), broadly similar to the 2018 age profile.

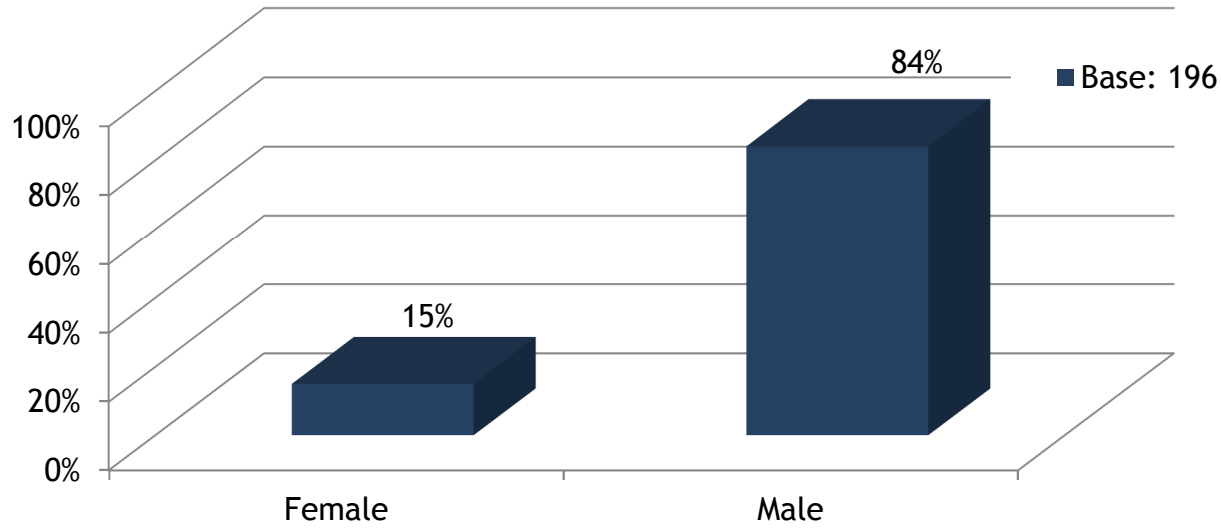
Figure 3.1.2: Age Profile of Participants



[15] It should be noted that, throughout, sums may not add to 100% due to rounding.

3.1.4 A significant majority of 2019 participants were male (84%) reflecting the experience of 2018 where 88% of participants were male.

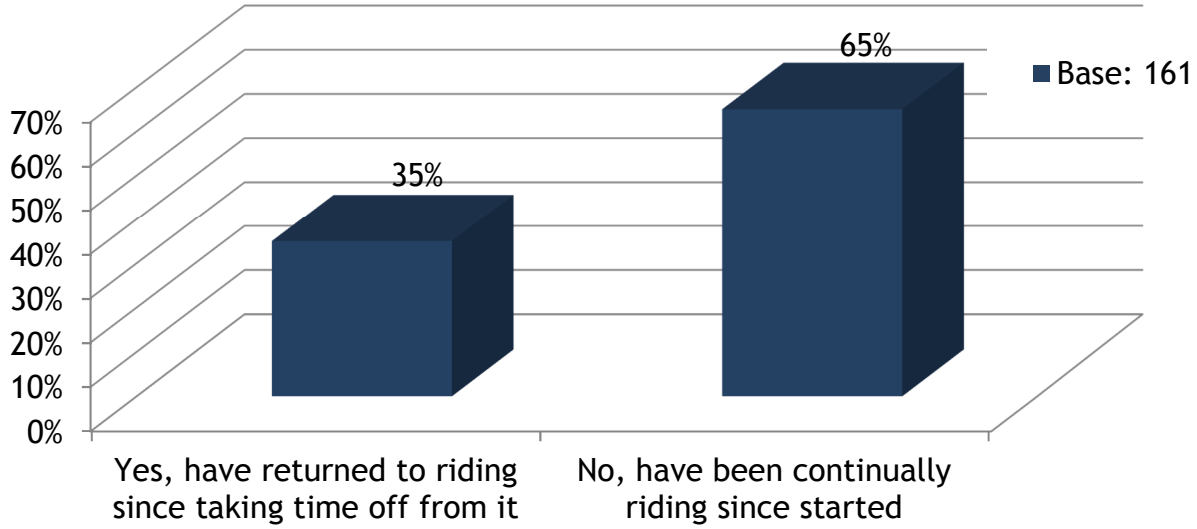
Figure 3.1.3: Gender



3.1.5 As shown in figure 3.1.4, a significant proportion of participants (35%) indicated that they had returned to riding since taking time off from it.

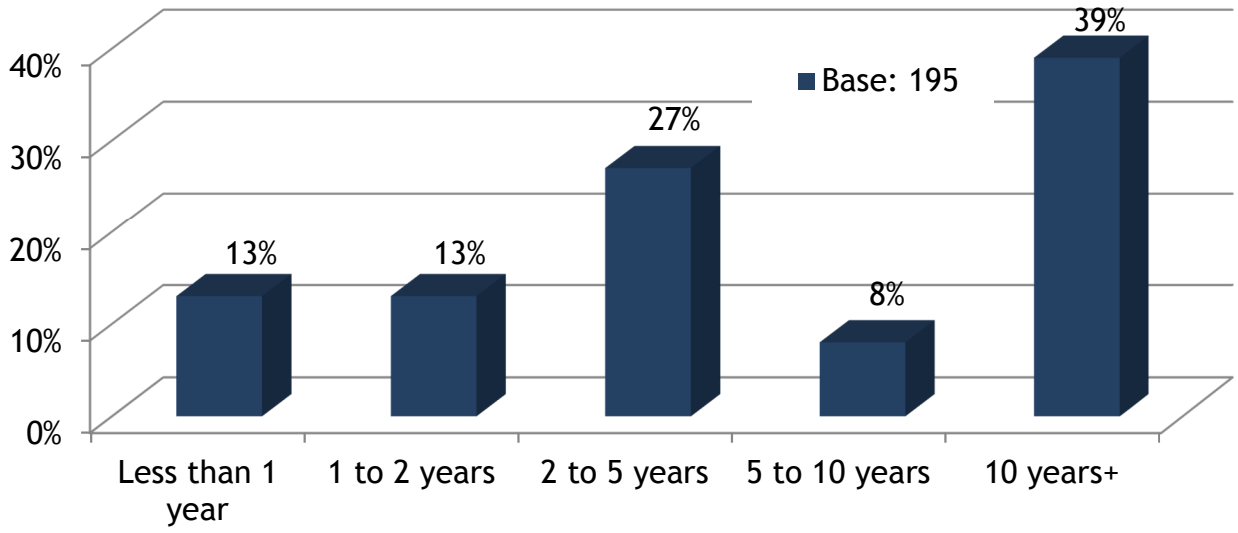
Figure 3.1.4: Motorcycling Experience

Have you returned to motorcycling having previously taken time off from it?



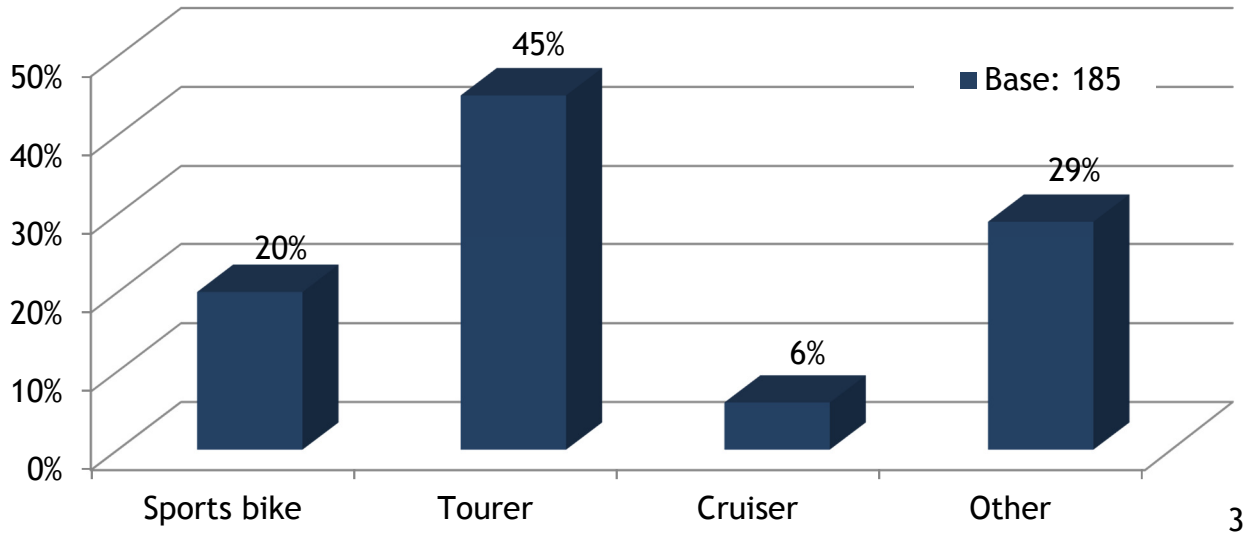
3.1.6 Participants were broadly spread in terms of the length of time they had been riding a motorcycle. Whilst the most common group was those that had been riding for 10 years +. A significant proportion (26% overall) had been riding for 2 years or fewer and a further 27% had been riding between 2 and 5 years.

Figure 3.1.5: Length of Time Riding a Motorcycle



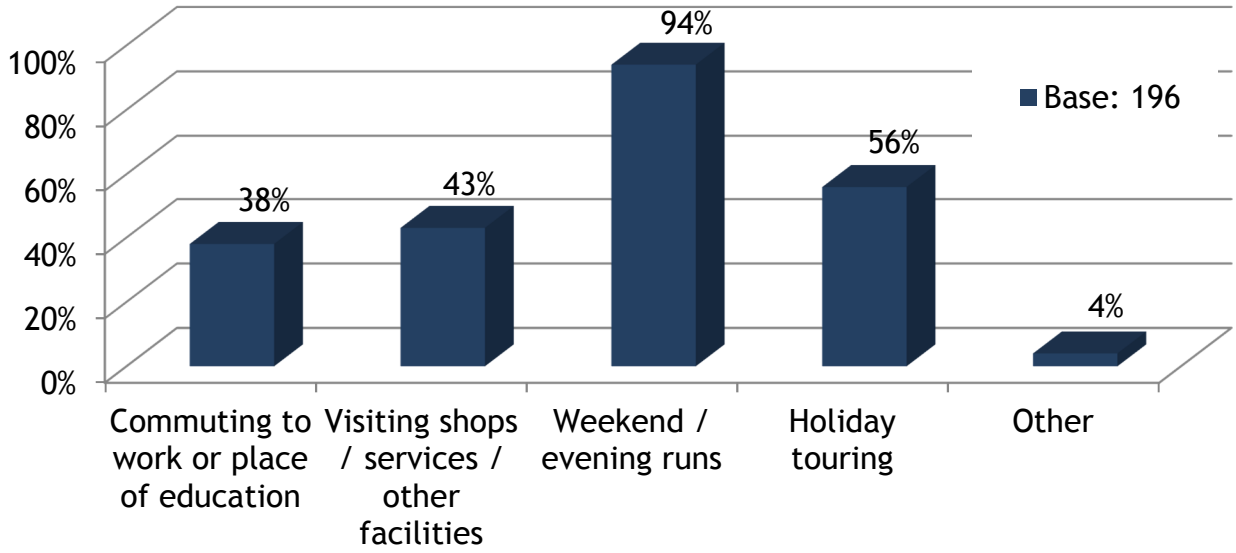
3.1.7 The type of bike most commonly ridden was a tourer (45%) followed by a sports bike (20%) with only 6% of this group indicating that they most commonly rode a Cruiser. The significant number of "other" responses included responses such as "Adventure", "Sports Tourer" and "Naked bike" along with a selection of other "brands" and with some respondents mentioning that they used more than one type of bike. This listing of responses has been provided under separate cover.

Figure 3.1.6: Type of Bike Usually Ridden



3.1.8 As shown in Figure 3.1.7, almost all respondents indicated that they used their bike for weekend / evening runs (94%) with a significant proportion indicating that they also use their bike for things like holiday touring (56%), visiting shops / services / other facilities (43%) and commuting (38%). A diverse set of "other" responses was included and these have been provided under separate cover.[16]

Figure 3.1.7: Purposes of Riding a Motorcycle

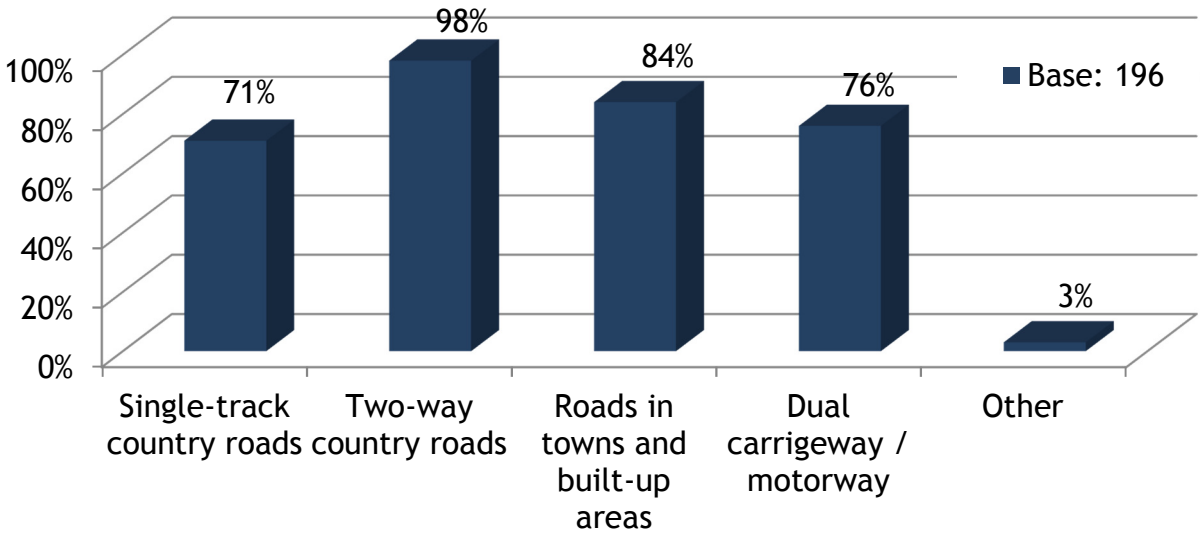


3.1.9 As shown in Figure 3.1.8 over the page, participants in the course generally cycled on a number of different types of roads. Almost all said that they commonly cycled on two-way country roads, 84% on roads in towns and built up areas, 76% on dual carriageways / motorway and 71% on single-track country roads. The small number of "other" responses has been provided under separate cover.

[16] It should be noted that multiple responses were allowed for this question.

Figure 3.1.8: Type of Roads

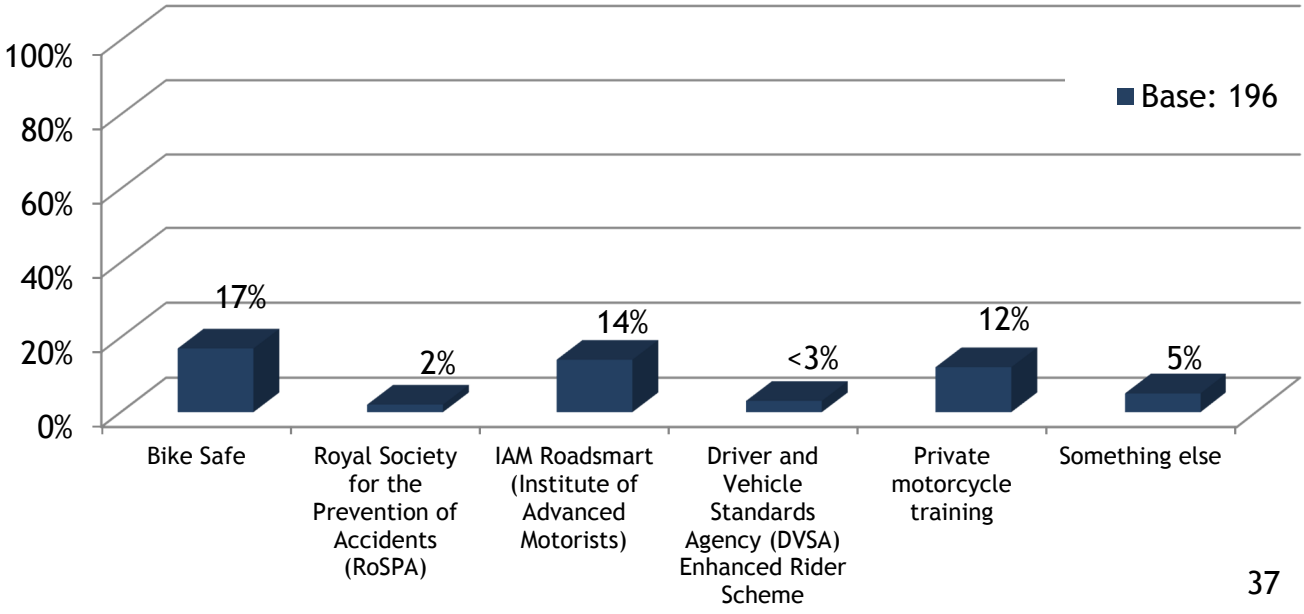
What type of roads do you commonly ride a motorcycle on?



3.1.10 Overall, 42% indicated that they had previously attended some form of motorcycle training. The most common examples were Bike safe (17% of all respondents), IAM Roadsmart (14% of all respondents) and private motorcycle training (12% of all respondents). A variety of "other" responses were given, which have been provided under separate cover.

Figure 3.1.9: Previous Training

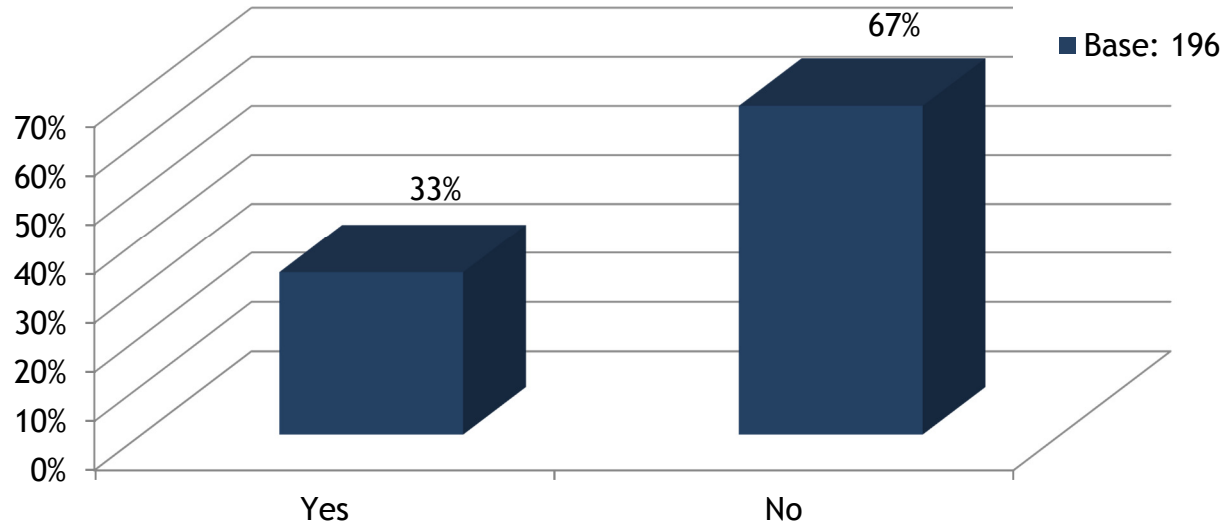
Please indicate if you have previously attended any of the following motorcycle training?



3.1.11 33% of those that participated in the courses indicated that they had previously been involved in an accident whilst riding their motorcycle, as shown in Figure 3.1.10.

Figure 3.1.10: Previous Involvement in Accident

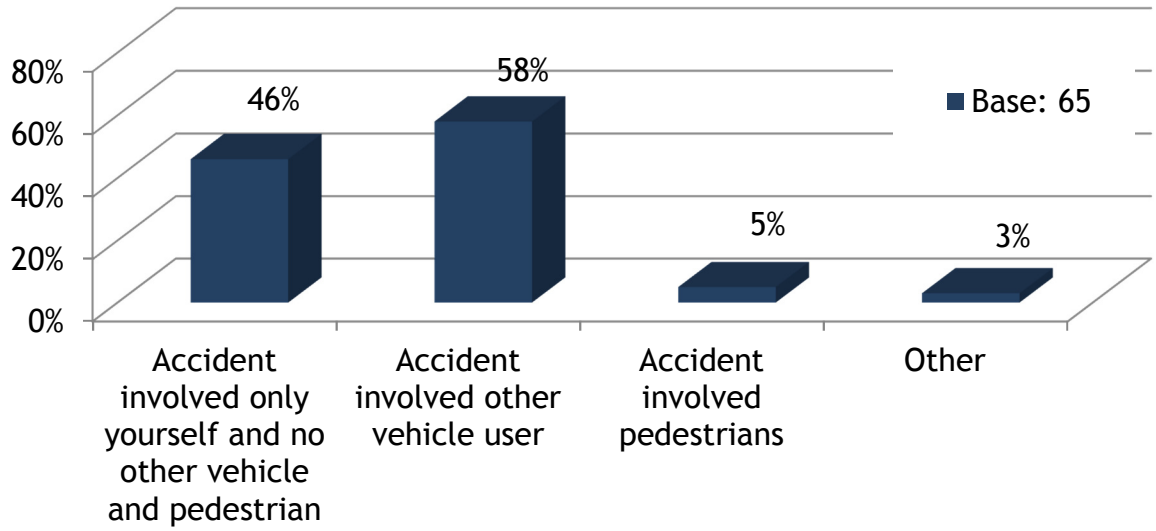
Have you ever been involved in an accident whilst riding your motorcycle?



3.1.12 As shown in Figure 3.1.11 over the page, these accidents most commonly involved another vehicle user (58%) although 46% of respondents indicated that they had been involved in an accident involving only themselves. In the "other" category (listed in full under separate cover) accidents were due to debris on the road.

Figure 3.1.11: Nature of Accident

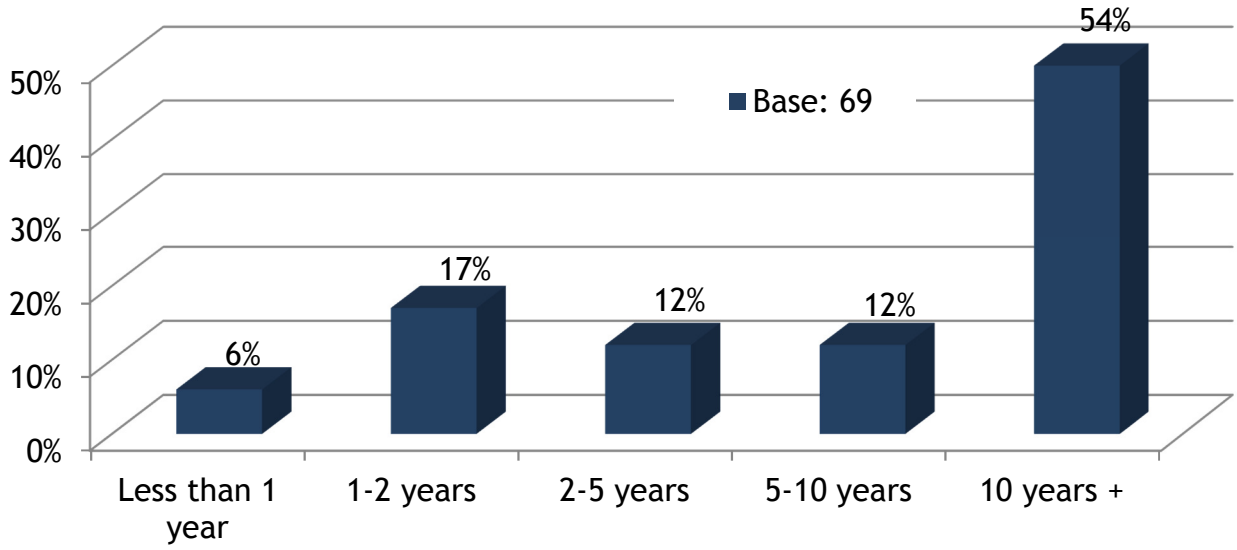
Which of the following apply to any accident(s) you have been involved in?



3.1.13 The profile in terms of timing of the most recent accident is shown in Figure 3.1.12 below. The majority of accidents were 10 or more years ago.

Figure 3.1.12: Most Recent Accident

How long ago was the most recent accident you were involved in?



KEY POINTS

Courses were spread across the Highland and Moray, Aberdeenshire and Tayside areas. They particularly attracted a predominantly male group and had involvement across age groups but with a particular emphasis on participants aged 45+.

A significant proportion of motorcyclists had returned to riding since taking time off from it; whilst many have been riding for 10 years+ a significant minority were relatively new riders.

Participants used a variety of types of bike. Almost all used their bike for weekend / evening runs but with usage also being common for a variety of other commuting, practical and leisure purposes. Participants tended to use their bikes on a variety of different types of road.

A minority (albeit a substantial one of 42%) had previously attended other motorcycle training.

33% of those signing up for the programme had previously been involved in an accident; these accidents most commonly involved other road users although a significant proportion of such accidents involved only the participant. Whilst many such accidents occurred 10+ years ago a number were more recent.

3.2 Rating of the Course

3.2.1 Respondents to the post-course questionnaire were asked to rate a number of dimensions of the course they attended and the overall results of this are set out below.[17]

Table 3.2.1: Rating of Aspects of Course

	Very Poor	Poor	Neither Good nor Poor	Good	Very Good	Base
The communications you received prior to the course	0%	1%	2%	33%	64%	176
The course venue and facilities	0%	1%	3%	44%	52%	173
The tutor(s) taking the course	0%	1%	0%	16%	84%	176
The quality of the information you were provided with	0%	0%	2%	22%	76%	176
The opportunity for practical learning	0%	0%	2%	14%	84%	176
The time available for the course	0%	0%	1%	26%	73%	175

Clearly, these ratings are extremely impressive, with the combined good / very good rating varying between 96% and 100% and with ratings being particularly impressive for tutors taking the course (84% very good), opportunity for practical learning (84% very good), quality of information provided (76% very good), and time available for the course (73% very good).

The only instances where any poor ratings at all were received related to pre-course communications, course venue and facilities and the tutor taking the course, even there, only 1% of respondents gave a negative rating.

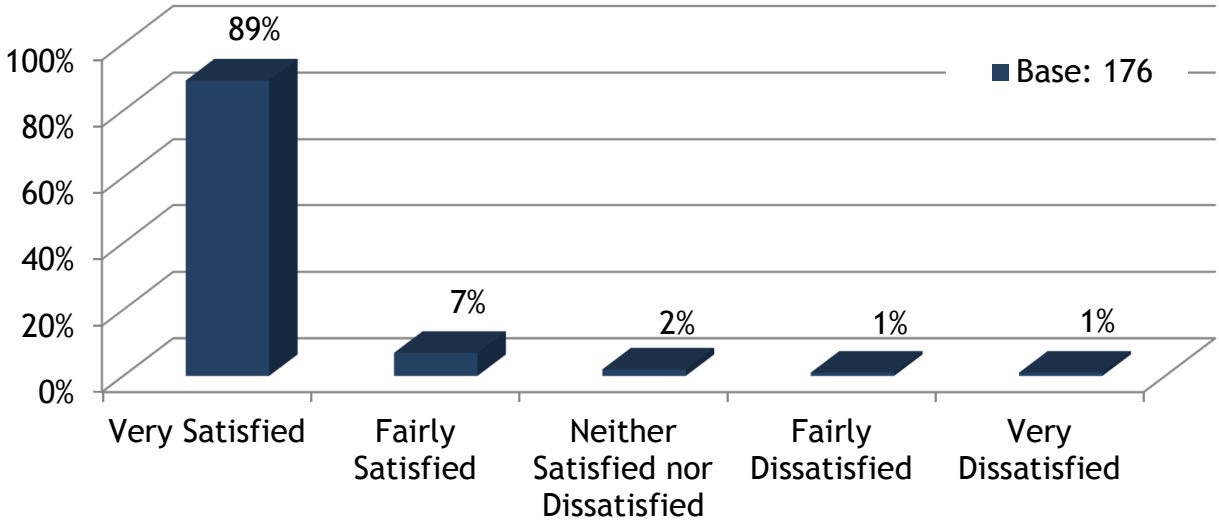
Ratings were also very positive in 2018 and have been sustained.

[17] It should be noted that course-by-course feedback will be provided under separate cover but that this Interim Evaluation report focuses on the overall results across the programme.

3.2.2 Overall satisfaction with the course was 96%, with 89% giving a very satisfied rating and 7% a fairly satisfied rating. 2% of respondents gave a "neither / nor" rating and 2% were very or fairly dissatisfied.

Figure 3.2.1: Overall Satisfaction

Overall, how satisfied or dissatisfied were you with the Rider Refinement North course that you took part in?



This was a very slight reduction from the 99% that expressed satisfaction in 2018 but is still a very high level of satisfaction.

3.2.3 Respondents were asked to indicate the reasons for their answer to this question and a full listing has been provided under separate cover. Illustrative comments are set out below:

"The tutors were approachable and informative. The practice was excellent."

"A fully engaging experience to which I took away some valuable points on road assessment."

"The course encouraged me to re-evaluate my riding and consider more training."

"A little bit of an eye-opener. I certainly pay more attention to further away risks and gear selection."

"A very good course; I will encourage more bikers to do it."

KEY POINTS

The course achieves very high ratings from participants across a variety of issues such as communications, venues, tutors, quality of information, opportunities for practical learning and the time available for the course. Overall satisfaction with the course is 96% including 89% of respondents that classify themselves as "very satisfied".

3.3 IMPACT OF THE COURSE

3.3.1 The results set out herein represent interim results for the 2019 cohort. They draw on the following:

- Comparison of certain information on a pre and post-course basis.
- Specific responses from respondents on the impact of the course, drawn from the post-course questionnaire.

This provides an immediate indication of impact although, as with the 2018 cohort, the extent to which any impacts are sustained will form part of subsequent longitudinal research to be undertaken with this 2019 cohort (during 2020).

3.3.2 Respondents (in both the pre and post-course questionnaires) were asked to comment on a number of aspects of their riding competence. These results are shown over the page.

Table 3.3.1: Rating of Competence

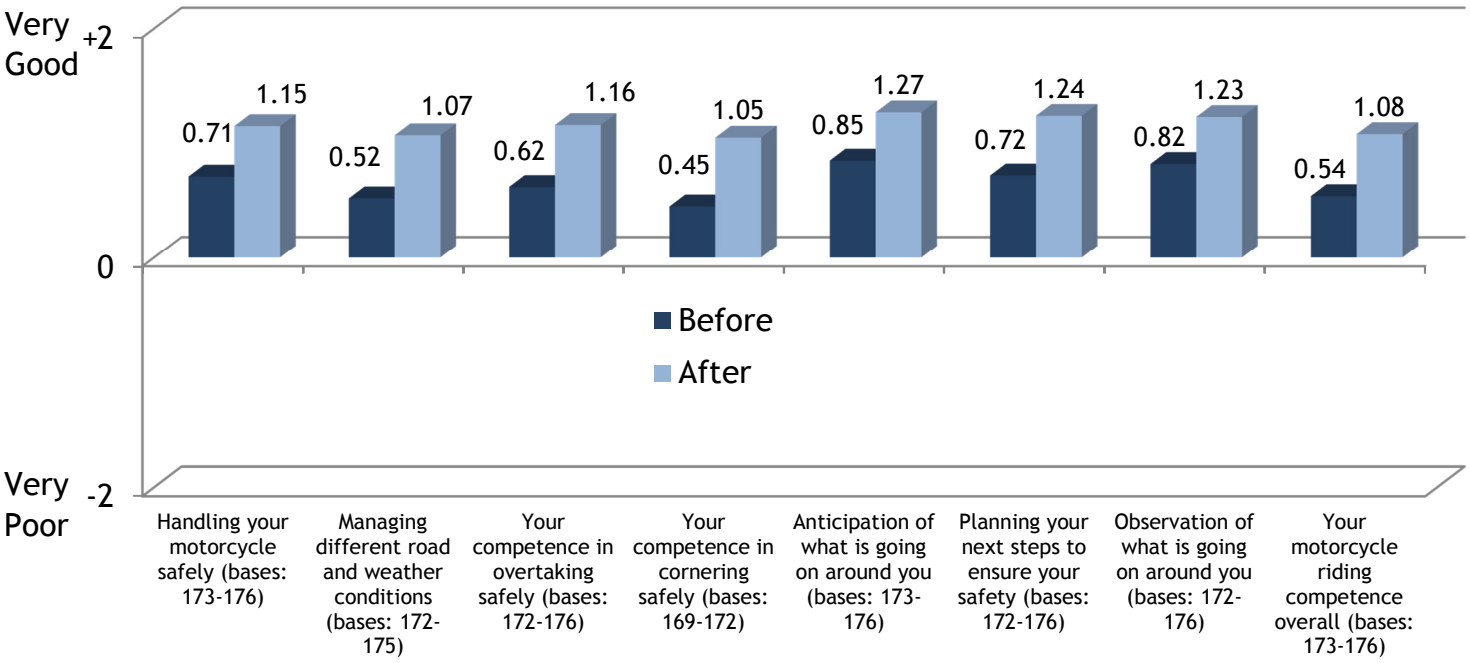
How would you rate your current level of competence in relation to motorcycle riding in relation to each of the following?

Aspect of Competence	Survey	Very Poor	Poor	Neither Good nor Poor	Good	Very Good	Base
Handling your motorcycle safely	Post	-	-	6%	74%	20%	176
	Pre	-	1%	31%	65%	3%	173
Managing different road and weather conditions	Post	-	-	8%	77%	15%	175
	Pre	-	6%	38%	55%	2%	172
Your competence in overtaking safely	Post	-	1%	9%	64%	26%	176
	Pre	-	3%	34%	60%	3%	172
Your competence in cornering safely	Post	-	2%	15%	59%	24%	172
	Pre	-	5%	46%	48%	1%	169
Anticipation of what is going on around you	Post	-	-	5%	64%	32%	176
	Pre	-	1%	23%	67%	9%	173
Planning your next steps to ensure your safety	Post	-	-	6%	63%	31%	176
	Pre	-	1%	34%	59%	7%	172
Observation of what is going on around you	Post	-	-	7%	62%	31%	176
	Pre	-	1%	26%	65%	9%	172
Your motorcycle riding competence overall	Post	-	-	9%	74%	17%	176
	Pre	-	2%	43%	54%	1%	173

As was the case with 2018 participants, there is a broadly similar pattern in relation to each of these elements amongst 2019 participants. In general terms, few respondents gave an initial "poor" rating but a significant minority gave a "neither / nor" rating and, most commonly, respondents gave a "good" rating. The pattern in the post-course responses is one of measurable improvement, with people much more likely to rate their competence as "very good" or "good" and with comparatively few respondents giving a response of "neither / nor" and almost none giving a poor / very poor response.

3.3.3 To illustrate this trend graphically, we have calculated the mean ratings on a "before" and "after" basis for each element, based on a scale of +2 for "Very Good" through to -2 for "Very Poor". These results are illustrated in Figure 3.3.1 below.

Figure 3.3.1: Rating of Competence (Distance Travelled)

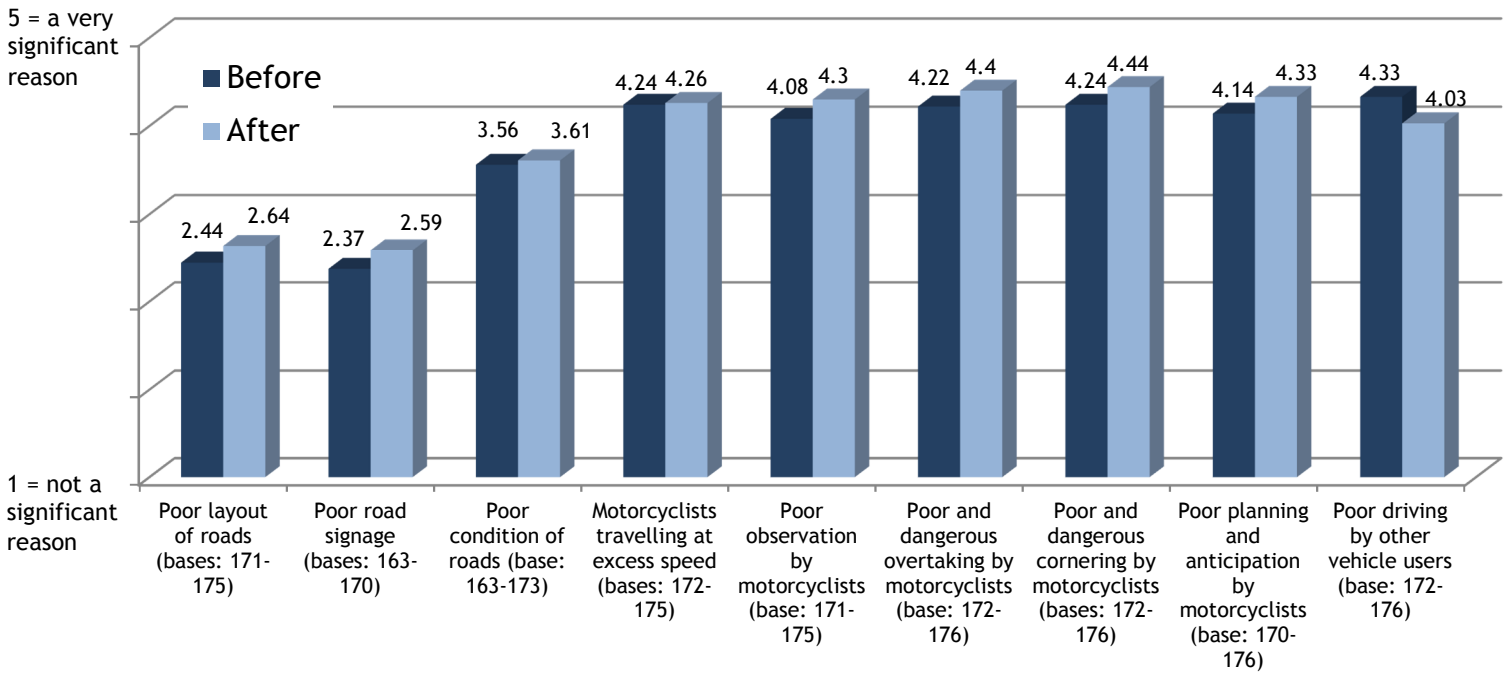


These figures demonstrate that respondents' perception of their capabilities in relation to each of these elements improved considerably after undertaking the course. This was the case in relation to each aspect of competence but with the most significant improvement pertaining to competence in cornering; this was the aspect on which respondents, on average rated themselves poorest but improved very significantly (such that the average rating is now equivalent to slightly better than "good").

Overall, there was a measurable difference in respondents' perception of their motorcycle riding competence overall, this improving from 0.54 to 1.08 on this scale (in 2018, this went from 0.64 to 1.05).

3.3.4 Also on a "before" and "after" basis, respondents were asked to indicate the extent to which they considered various factors to be reasons for motorcycle accidents on a scale from 1 – not a significant reason to 5 – a very significant reason. We have calculated the mean responses for this and they are set out in Figure 3.3.2 below.

Figure 3.3.2: Perception of Reasons for Motorcycle Accidents



Only modest changes in these perceptions are evident and it is worth noting that respondents were quite likely, even prior to the course, to perceive that various aspects of motorcyclists' behaviour and skills (excess speed, poor observation, poor and dangerous overtaking, poor and dangerous cornering, poor planning and anticipation) were towards the upper end of the scale in terms of being significant reasons for motorcycle accidents. Poor condition of roads was quite likely to be accorded some significance but this was less so for road layout and signage.

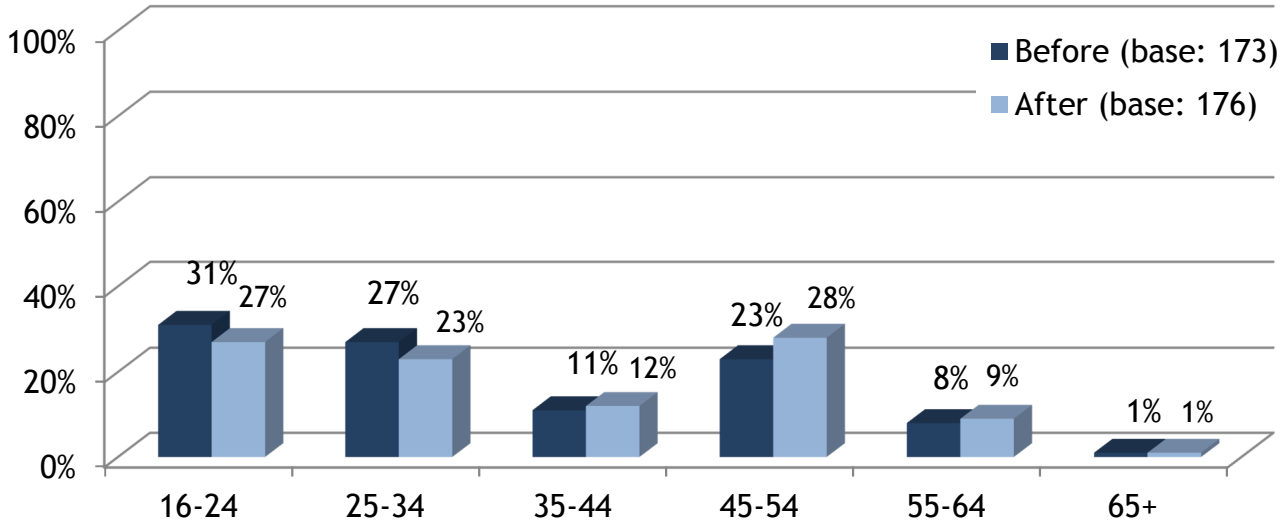
Having said this, there was, on average, a reasonable increase in the extent to which each of poor observation, poor and dangerous overtaking, poor and dangerous cornering and poor planning and anticipation were significant reasons for accidents.

Poor driving by other vehicle users was quite likely to be accorded a high degree of significance a s a cause of accidents in the "before" responses but this was less so in the "after" responses.

3.3.5 As shown in Figure 3.3.3 below, there was little difference in the "before" and "after" responses in terms of participants' perceptions as to the age groups most likely to be involved in motorcycle accidents. Albeit, respondents "after" were slightly less likely to perceive younger age groups to be involved in motorcycle accidents and slightly more likely to perceive older age groups to be involved in motorcycle accidents.

Figure 3.3.3: Perception of Age Groups Most Likely to be involved in Accidents

Which of the following age bands of motorcyclists do you think are most likely to be involved in a motorcycle accident?

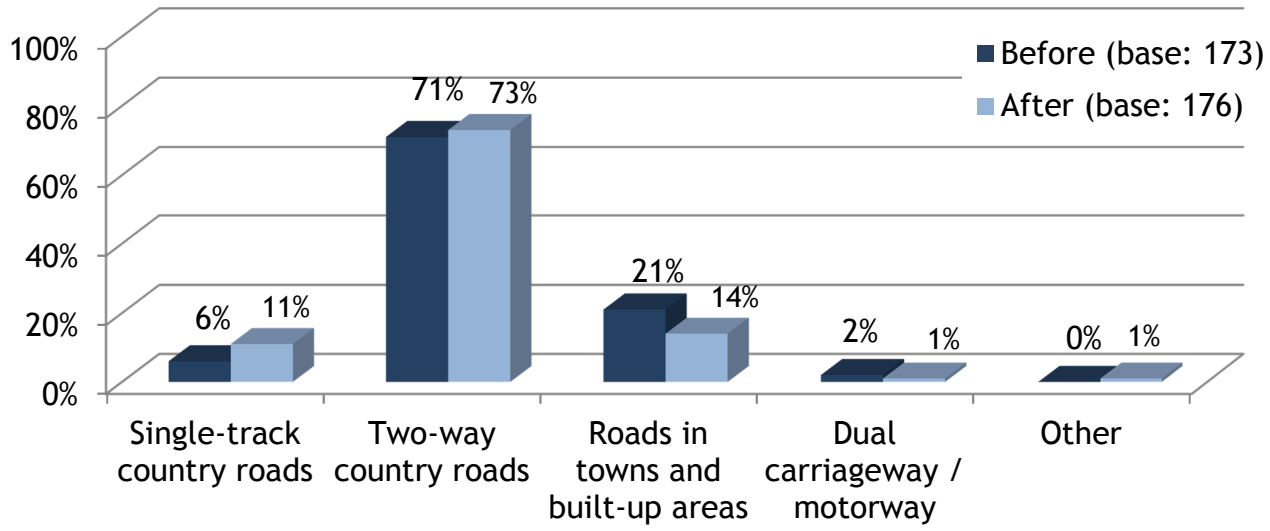


In comparison to 2018, it is worth noting that significantly fewer 2019 participants (12% in the "after" survey compared to 19% in 2018) felt that people in the 35-44 age group were most likely to be involved in a motorcycle accident.

3.3.6 As shown in Figure 3.3.4 over the page, respondents were quite likely to consider that accidents on two-way country roads were most common although there was an increase between the "before" and "after" responses in those that considered that such accidents were most common on single-track country roads.

Figure 3.3.4: Perception of Roads Where Accidents Most Common

On what types of road do you think motorcycle accidents are most common?



2019 participants were somewhat more likely than 2018 participants to cite "roads in towns and built-up areas" in relation to this question (14% of "after" responses compared to 10% in 2018).

3.3.7 In each of the "before" and "after" surveys, respondents were asked to indicate their agreement or disagreement with a number of statements about motorcycling and motorcyclists. The results are set out over the page with the "after" figures being followed by the "before" figures in brackets.

Table 3.3.2: Agreement with Statements about Motorcycling

Please indicate the strength of your agreement or disagreement with the following statements about motorcycling

Statement	Survey	Disagree Strongly	Disagree	Neither Agree nor Disagree	Agree	Agree Strongly	Base
Motorcyclists have a good appreciation of the risks they face	Post	1%	3%	11%	61%	24%	176
	Pre	0%	3%	17%	62%	18%	173
There are occasions when it is safe to ride a motorcycle above the speed limit	Post	5%	16%	31%	40%	7%	175
	Pre	9%	16%	37%	35%	3%	173
Some motorcyclists ride too fast for the road conditions, even if they are not above the speed limit	Post	0%	0%	7%	52%	41%	175
	Pre	0%	1%	7%	60%	33%	173
There are occasions when you feel vulnerable riding your motorcycle	Post	1%	3%	11%	55%	30%	176
	Pre	1%	2%	12%	56%	29%	173

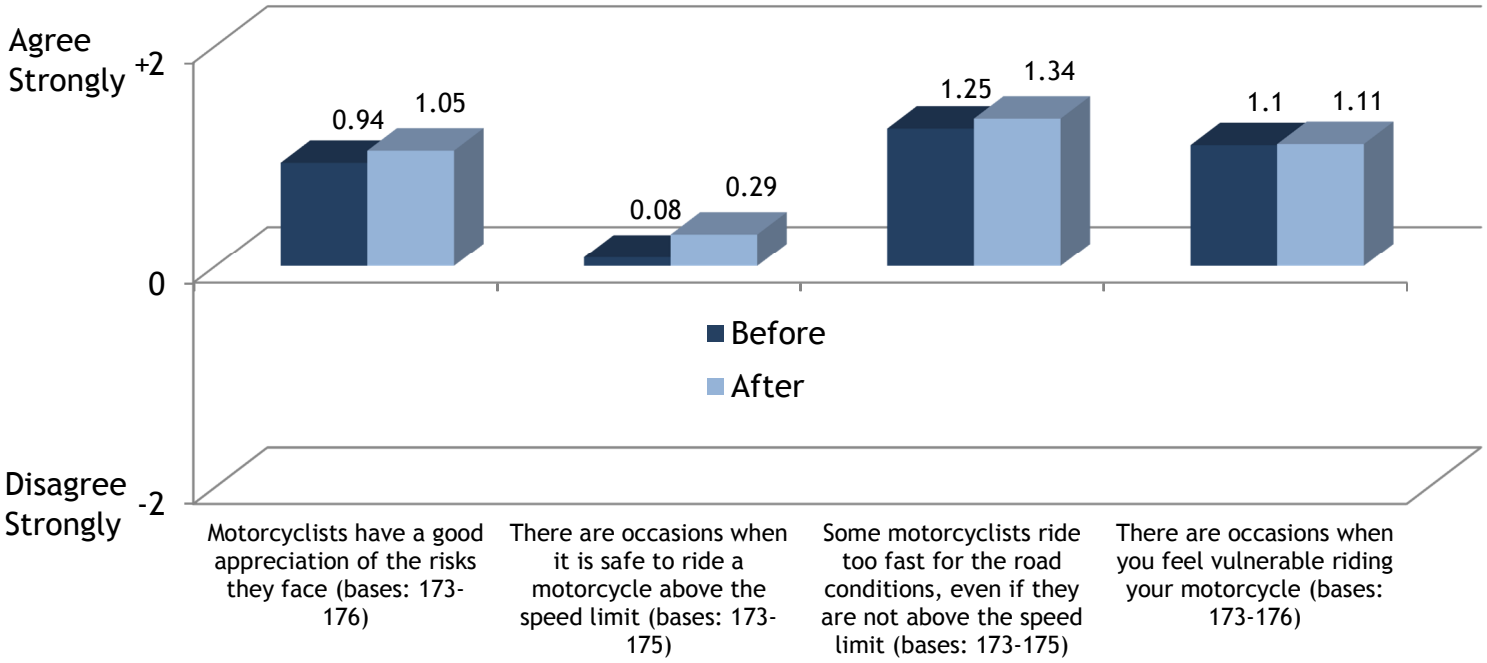
Only very limited changes in agreement or disagreement with these statements was apparent on a "before" and "after" basis. Participants were generally likely to consider that motorcyclists had a good appreciation of the risks they face and agreement with this statement was slightly higher in the "after" responses. This was also the case in relation to perceptions of it sometimes being safe to ride a motorcycle above the speed limit (with a slightly higher proportion actually agreeing with this statement after the course).

Set against this, the overall proportion of respondents that agreed that some motorcyclists ride too fast for road conditions has remained unchanged between the "before" and "after" results, although "after" respondents are slightly more likely to strongly agree.

It is clear that a significant majority of group participants agreed that there are occasions when they feel vulnerable riding a motorcycle and this changed little on a "before" and "after" basis.

3.3.8 In order to illustrate the extent of any "distance travelled" in relation to these statements we have calculated mean ratings on a "before" and "after" basis, where +2 = Agree strongly through to minus 2 = Disagree Strongly. These results are set out in Figure 3.3.5 below.

Figure 3.3.5: Agreement with Statements (Distance Travelled)



The very limited changes in agreement / disagreement with these statements are reflected above but with the slight changes in the degree of agreement with the statements on appreciation of risks, speed limits and speed in relation to road conditions being apparent.

3.3.9 A specific question was posed to respondents to the post-course survey regarding the degree of impact that they considered the course to have had on various elements of their motorcycling capabilities, the response options being "no impact", "slight impact", "some impact" and "significant impact". The results are tabulated over the page.

Table 3.3.3: Perceived Impact (Post-Course)

	No impact	Slight impact	Some impact	Significant impact	Base
Your understanding of the risk factors facing motorcyclists	5%	9%	45%	41%	176
Your ability to handle your motorcycle safely	5%	9%	41%	44%	174
Your ability to manage different road and weather conditions	5%	18%	45%	32%	176
Your competence in overtaking safely	6%	13%	42%	39%	174
Your competence in cornering safely	3%	8%	35%	54%	173
Your ability to anticipate what is going on around you	1%	6%	32%	61%	176
Your ability to plan your next steps to ensure your safety	1%	8%	37%	54%	176
Your observation of what is going on around you	1%	5%	32%	62%	173
Your motorcycle riding competence overall	2%	5%	39%	55%	174

Across each of these dimensions, at least 94% of respondents classified the course as having at least "some" impact with, in many cases, respondents perceiving this impact to be "significant".

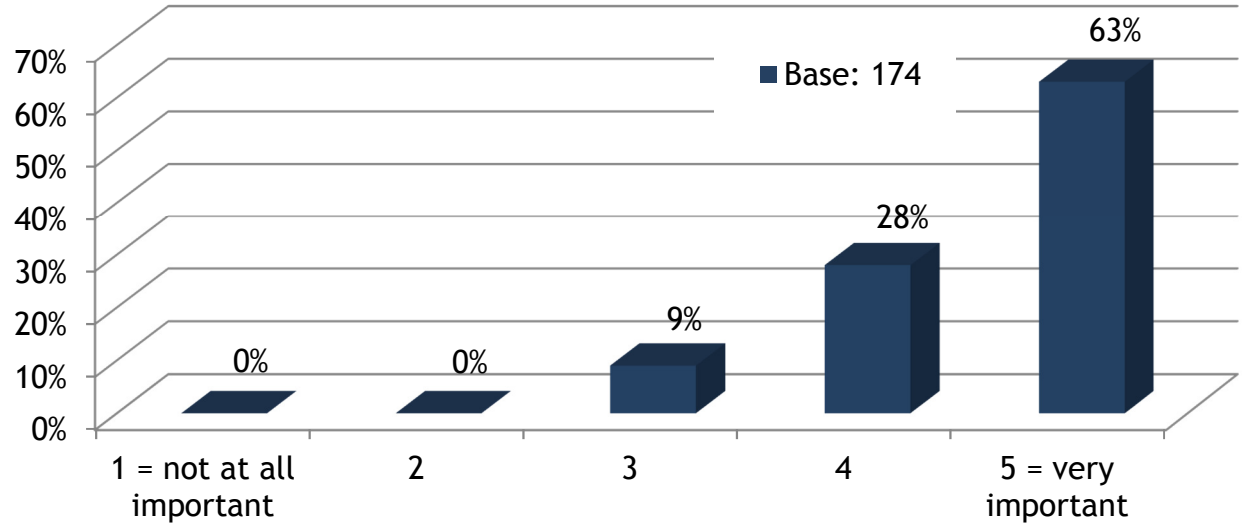
Respondents were most likely to consider this impact to be significant in relation to factors such as their observation of what is going on around them (62% significant impact), their ability to anticipate what is going on around them (61%), their competence in cornering safely (54%) and their ability to plan their next steps to ensure their safety (54%).

Overall, only 2% of respondents indicated that their course had "no impact" on their motorcycle riding competence overall, with 5% indicating this impact was "slight" and with 39% citing "some impact" and 55% a "significant impact".

3.3.10 As shown in Figure 3.3.6 below, a very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 91% rating this as either 4 or 5 on a 5-point scale of importance.

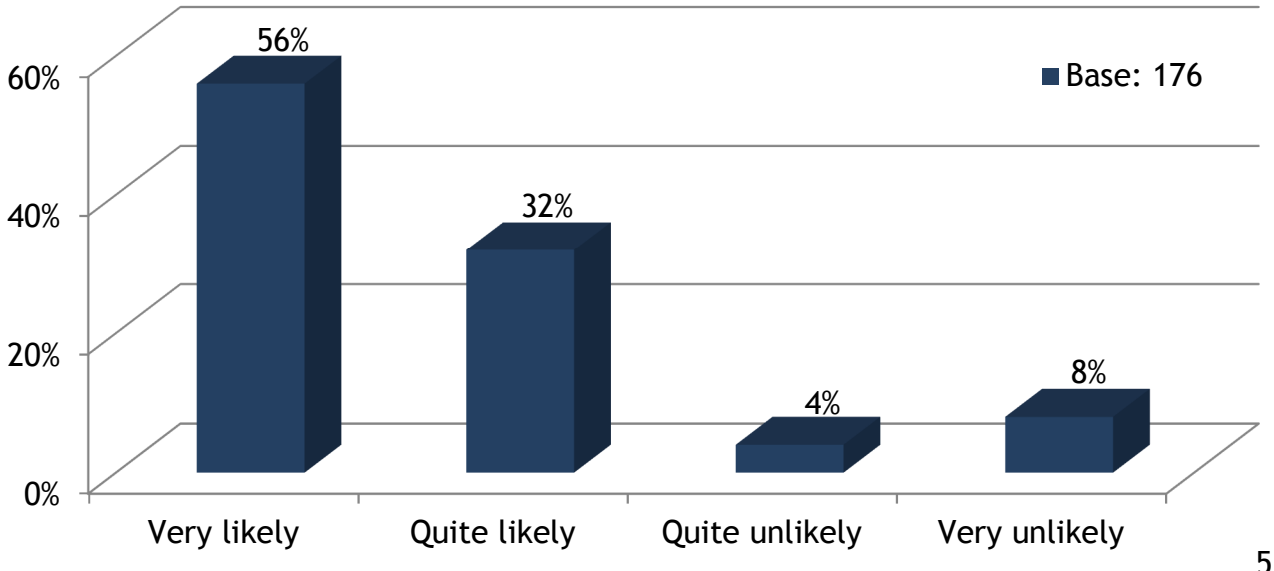
Figure 3.3.6: Perceived Importance of Advanced Training

Having now completed the Rider Refinement North course, how important or not do you think it is for motorcyclists to take advanced training?



3.3.11 56% of respondents indicate that they are now "very likely" to seek out additional motorcycle training opportunities, with a further 32% saying that they are "quite likely" to do so.

Figure 3.3.7: Likelihood of Seeking Out Additional Motorcycle Training Opportunities



3.3.12 Respondents were given the opportunity to make any further comments that they wished about their course and these comments have been listed in full under separate cover.

These comments were typically a restatement of people's satisfaction with the course and of what they got out of it. However, a number of minor, but constructive suggestions were noted in relation to issues such as: shorter classrooms sessions; better facilities; more publicity; making course mandatory for new riders; extending the course over 2 days.

"A shorter classroom session would have been better for me but this may be because I have done similar classroom driving courses through my work. The practical riding element was the most useful for me."

"Better facilities and media coverage; more courses."

"Course is high value. Would be great if it was made mandatory for new riders, or for riders persistently offending."

"Excellent course, highly recommended and I have gained a lot of knowledge and confidence in my abilities as a result. I have booked the IAM Roadsmart course as a result."

"Great course; 2 days would be better."

"I only found out about the course through a friend at work who had Facebook. There should be more publicity of these courses and they should be more available in all areas as I do believe they will save lives."

"I think it was excellent and would not change anything."

"One to one observation of skills and then feedback."

KEY POINTS

The initial impact data suggests that there has been a significant improvement on average in respondents' perception of their capabilities in relation to a number of aspects of safe motorcycling. 91% now rate their motorcycle riding competence overall as good or very good (up from 55%) including 17% that rate this as very good (up from 1%).

Respondents tended to already consider a number of aspects of motorcyclists' behaviour as being significant reasons for motorcycle accidents and this awareness appears to have been further enhanced.

Respondents have diverse views as to the age groups most likely to be involved in motorcycle accidents. They tend to consider that motorcycle accidents are most common on two-way country roads; there is little evidence of significant changes on a "before" and "after" basis in relation to these perceptions.

Similarly, there are only modest signs of changes in perception in relation to issues to do with speed and people riding too fast for road conditions other than an increase in the proportion of people that "agree strongly" that some motorcyclists ride too fast for the conditions.

Across a number of outcome areas, a significant majority least 94% of respondents classified the course as having at least "some" impact. Respondents were most likely to consider this impact to be significant in relation to factors such as their observation of what is going on around them (62% significant impact), their ability to anticipate what is going on around them (61%), their competence in cornering safely (54%) and their ability to plan their next steps to ensure their safety (54%).

94% of participants indicated that the course had at least "some impact" on their motorcycle riding competence overall, with 39% citing "some impact" and 55% a "significant impact".

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 91% rating this as either 4 or 5 on a 5-point scale of importance. 56% of respondents indicate that they are now "very likely" to seek out additional motorcycle training opportunities, with a further 32% saying that they are "quite likely" to do so.

3.4 NEXT STEPS

3.4.1 It is recommended that the contents of this report and the supporting documentation (such as the split by course and the detailed comments) be reviewed with a view to considering how such activity might best be taken forward in the future.

3.4.2 The results set out now provide a "full" longitudinal data set for the 2018 cohort, painting a comprehensive picture of participation, satisfaction and impact. It is clear that the impacts identified with this cohort in 2018 have generally been sustained to a very high degree.

3.4.3 For the 2019 cohort, the results herein provide an initial view of impact but it is, of course, necessary to consider how such impacts (in relation to awareness, attitudes and behaviour) are sustained. A follow-up programme of research is proposed for 2020 to address these issues.

3.4.4 At this future stage, it may be appropriate to merge the results across cohorts, with a view to providing a final picture of participation, satisfaction and impact of the Rider Refinement North programme overall.

3.4.5 This model of pre and post-course feedback, with subsequent follow-on research can then be used for future cohorts of the programme in order to continue to measure success and identify opportunities for improvement.