



# Police Scotland Rider Refinement North

## Interim Evaluation Report

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## SUMMARY OF KEY FINDINGS

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. 87% now rate their motorcycle riding competence overall as good or very good (up from 63%) including 17% that rate this as very good (up from 2%).

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 84% 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 competence in cornering safely (59% significant impact), their ability to anticipate what is going on around them (54%), their observation of what is going on around them (54%) and their ability to plan their next steps to ensure their safety (52%).

93% of participants indicated that the course had at least “some impact” on their motorcycle riding competence overall, with 46% citing “some impact” and 47% a “significant impact”.

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 93% rating this as either 4 or 5 on a 5-point scale of importance. 51% of respondents indicate that they are now “very likely” to seek out additional motorcycle training opportunities, with a further 30% 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 took place on various dates across August to October 2018 in the Highland, North East and Tayside areas. The programme of courses was 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. Thus far, this has included the collation of feedback through a mix of pre and post-course surveys, the results of which are detailed in this Interim Evaluation Report. It is intended that further longitudinal research will be undertaken to gauge the sustainability of the programme’s outputs and impacts over the longer term.

### *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.

1.5 The specific objectives for this Interim Evaluation have been to:

- Profile participation in the course according to a range of descriptive and behavioural criteria.
- Assess respondent satisfaction with the course.
- Undertake an initial assessment of the impact of the course.

These issues are dealt with in Sections 2 to 4 respectively.

#### *METHODOLOGY*

- 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.
- 1.6 Those individuals that attended the course 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 received for the post-course questionnaire. This represents a response rate of 80% and provides a margin of error of +/- 3.37%<sup>1</sup>, which we would consider to be an excellent margin of error for a project of this nature.
- 1.7 The pre and post-course questionnaires have been provided to Police Scotland under separate cover. The results for each individual question are detailed herein.

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<sup>1</sup> Based on a 50% answer and a 95% confidence level.

## 2.0 PROFILE OF PARTICIPANTS

2.1 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.<sup>2</sup>

**Table 2.1: Course Details**

Location	Date	Number of Participants
Forfar	12 <sup>th</sup> May 2018	9
Forfar	13 <sup>th</sup> May 2018	9
Inverurie	19 <sup>th</sup> May 2018	12
Inverurie	20 <sup>th</sup> May 2018	12
Dingwall	27 <sup>th</sup> May 2018	12
Forfar	3 <sup>rd</sup> June 2018	11
Perth	10 <sup>th</sup> June 2018	12
Dingwall	16 <sup>th</sup> June 2018	10
Dingwall	17 <sup>th</sup> June 2018	9
Dingwall	24 <sup>th</sup> June 2018	11
Inverurie	7 <sup>th</sup> July 2018	10
Inverurie	8 <sup>th</sup> July 2018	7
Perth	28 <sup>th</sup> July 2018	12
Perth	29 <sup>th</sup> July 2018	9
Inverurie	4 <sup>th</sup> August 2018	11
Inverurie	5 <sup>th</sup> August 2018	11
Perth	12 <sup>th</sup> August 2018	9
Inverurie	25 <sup>th</sup> August 2018	12
Dingwall	26 <sup>th</sup> August 2018	8
Elgin	8 <sup>th</sup> September 2018	8
Dingwall	7 <sup>th</sup> October 2018	11
<b>Total</b>	-	<b>215<sup>34</sup></b>

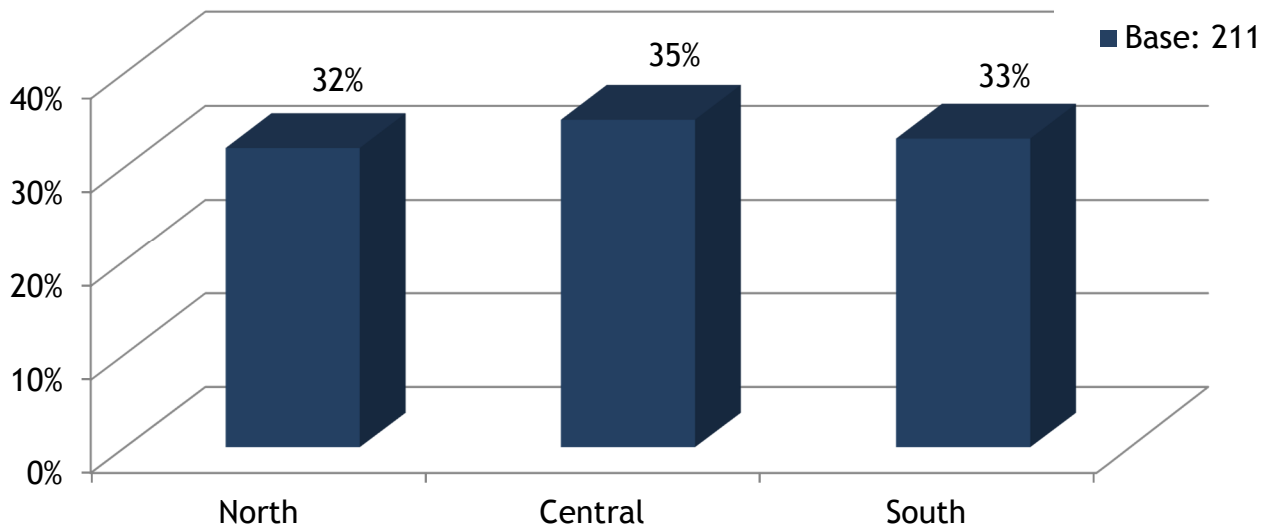
<sup>2</sup> Actual attendee numbers based on attendance information provided by Police Scotland.

<sup>3</sup> 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.

<sup>4</sup> 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.

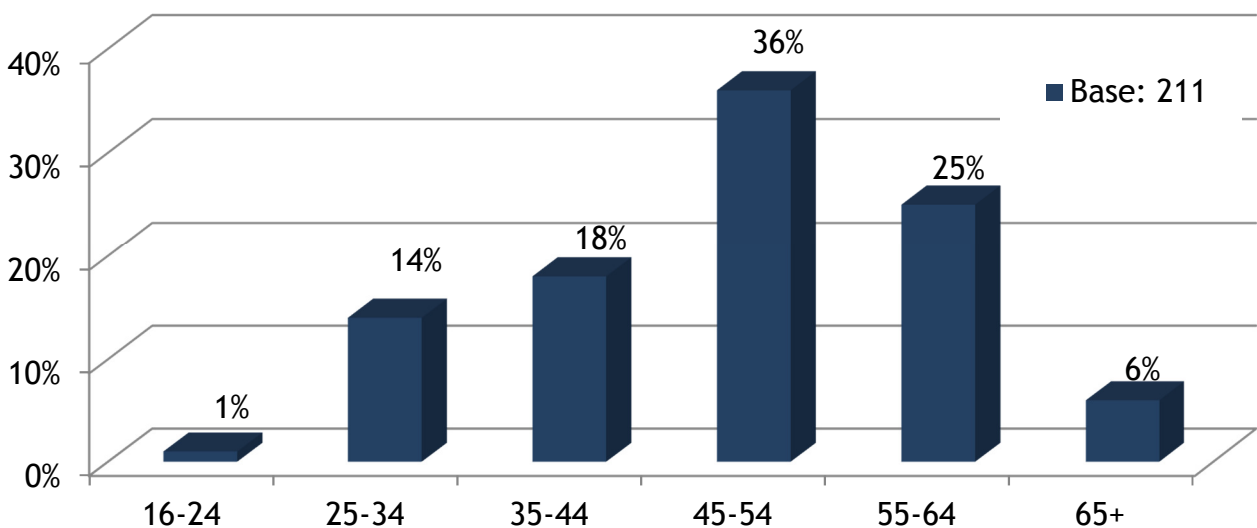
2.2 As illustrated in Figure 2.1, participation was spread fairly equally across the three areas.<sup>5</sup>

**Figure 2.1: Overall Geographical Profile**



2.3 As illustrated in Figure 2.2, 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 2.2: Age Profile of Participants**

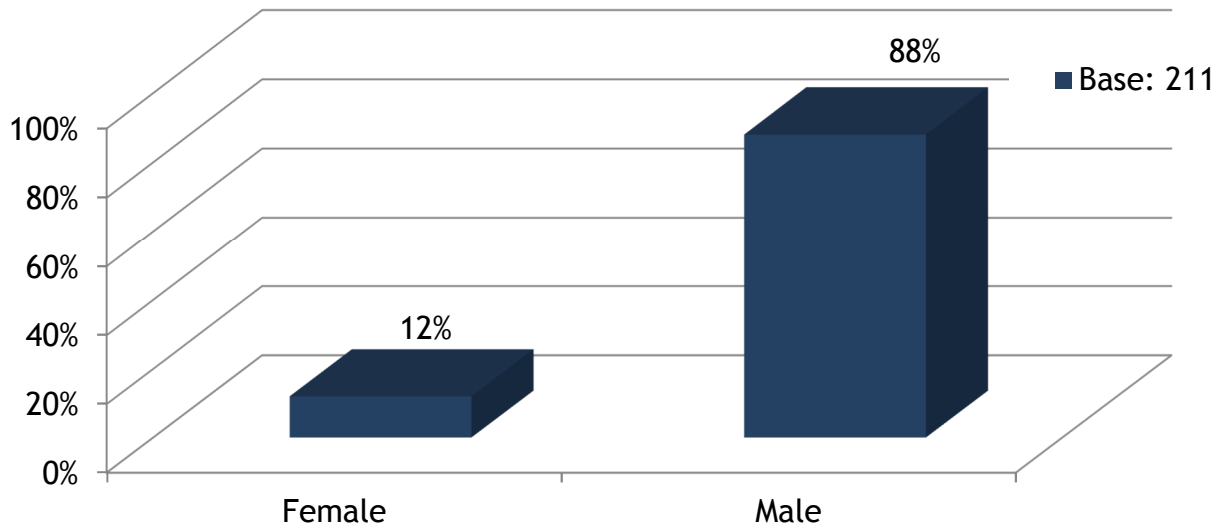


<sup>5</sup> It should be noted that, throughout, sums may not add to 100% due to rounding.



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

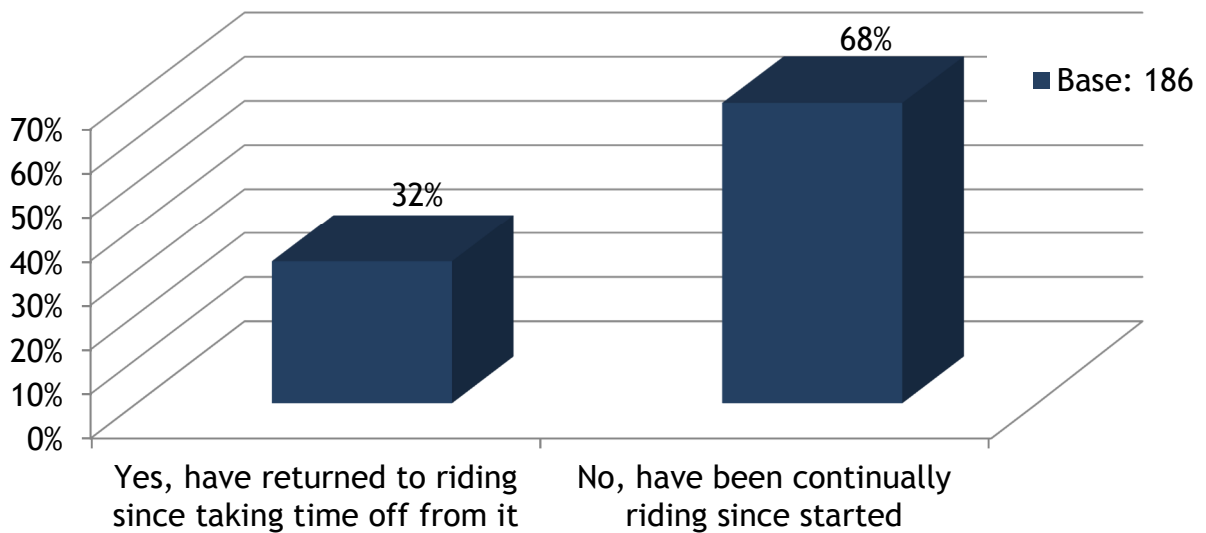
**Figure 2.3: Gender**



2.5 As shown in figure 2.4, a significant proportion of participants (32%) indicated that they had returned to riding since taking time off from it.

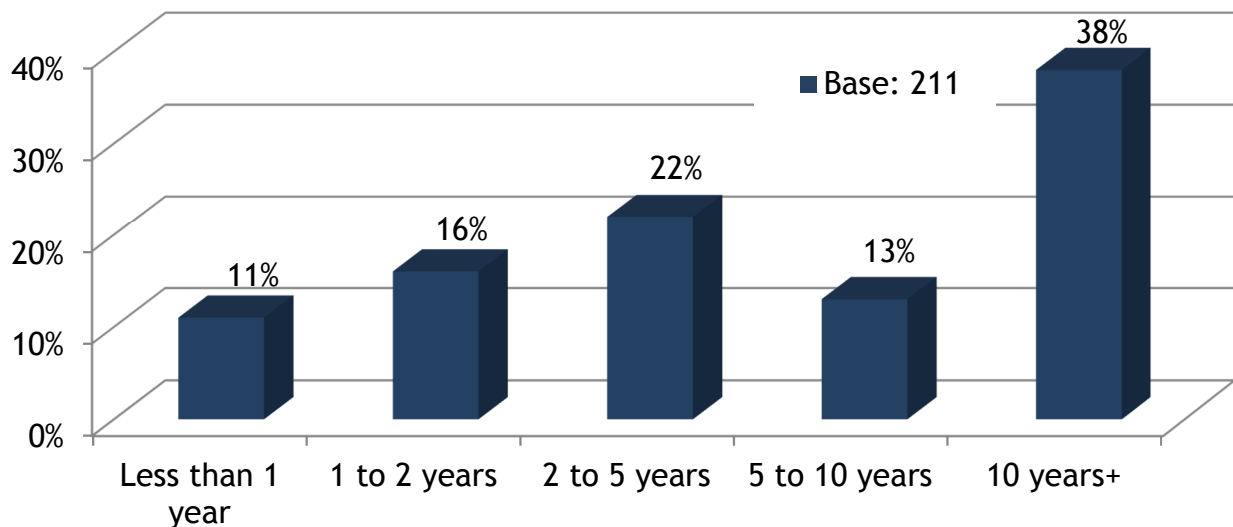
**Figure 2.4: Motorcycling Experience**

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



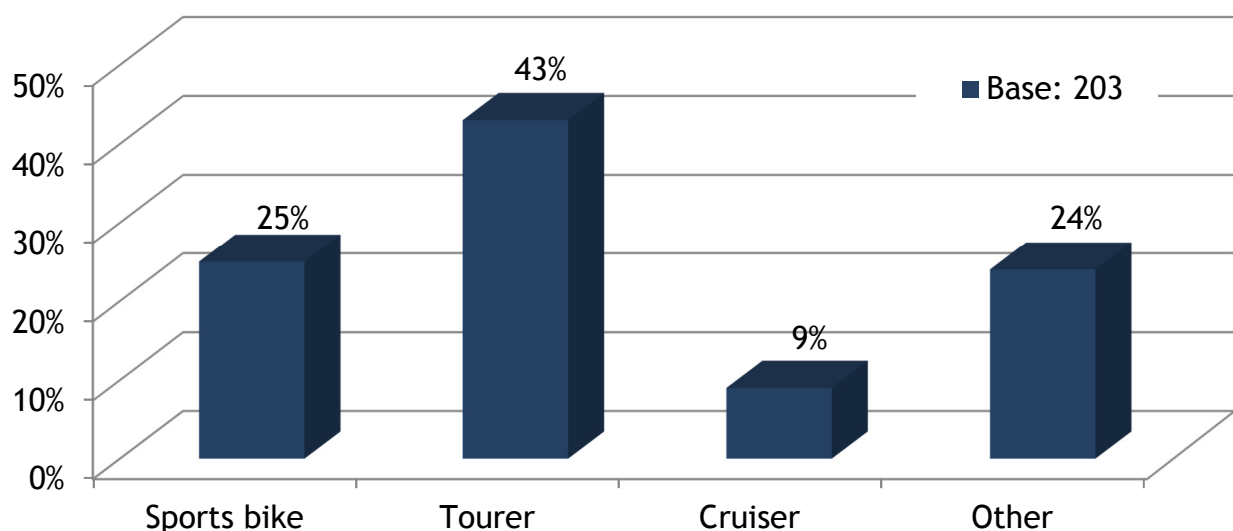
2.6 Participants were broadly spread in terms of the length of time they had been riding a motorcycle. Whilst the most common group was those that had been riding for 10 years +. A significant proportion (27% overall) had been riding for 2 years or fewer.

**Figure 2.5: Length of Time Riding a Motorcycle**



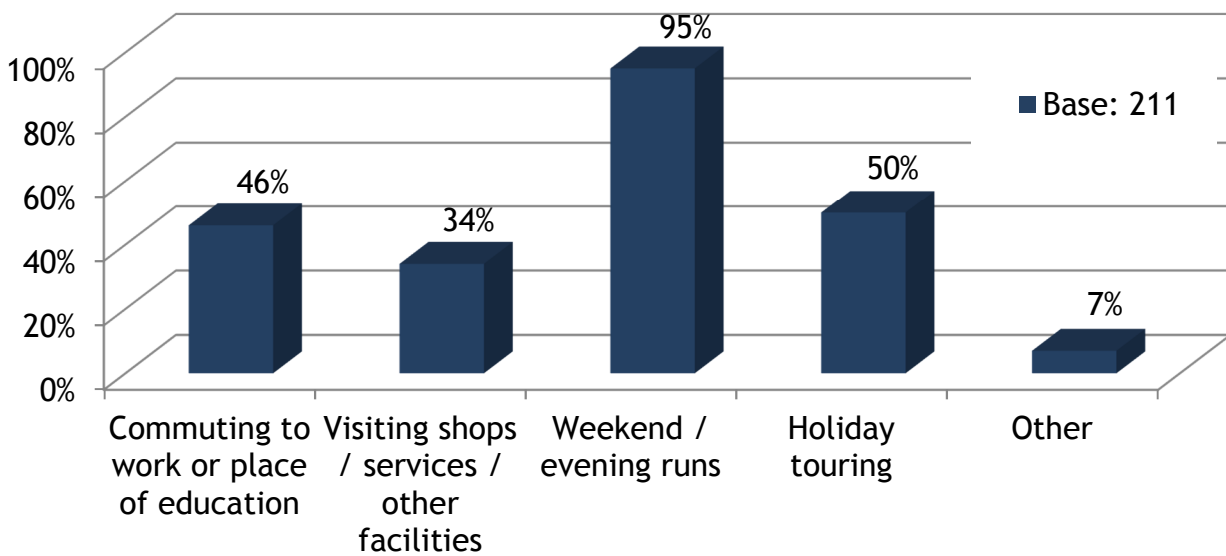
2.7 The type of bike most commonly ridden was a tourer (43%) followed by a sports bike (25%) with only 9% of this group indicating that they most commonly rode a Cruiser. The significant number of “other” responses included responses such as “Sports Tourer” and “Naked bike” along with a selection of 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 2.6: Type of Bike Usually Ridden**



2.8 As shown in Figure 2.7, 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.<sup>6</sup>

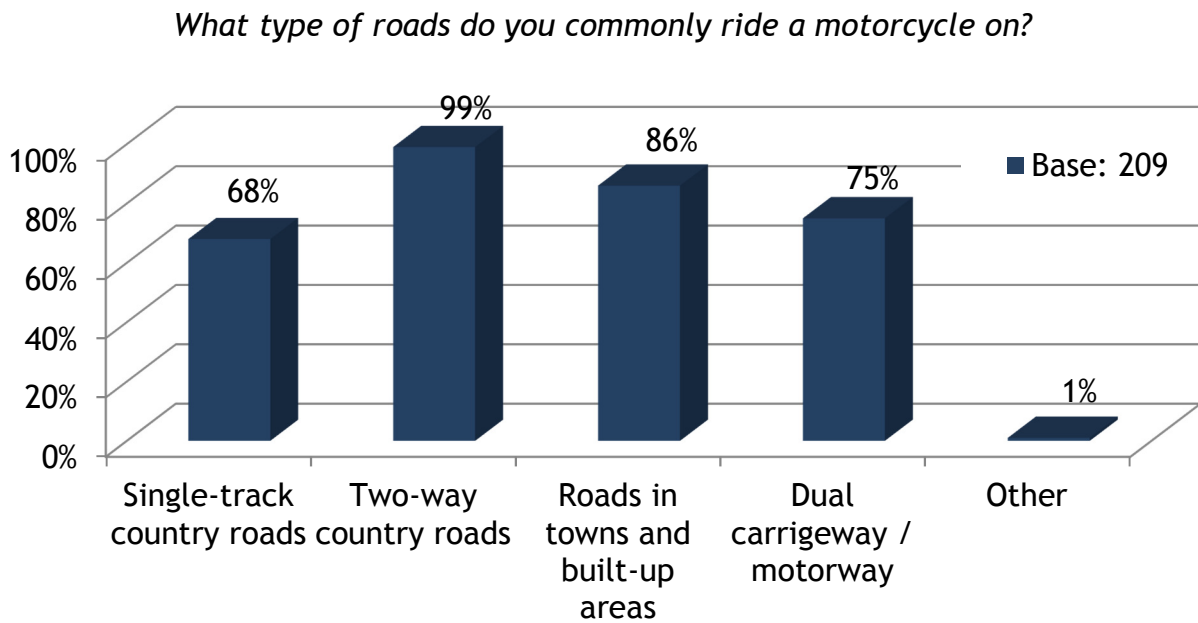
**Figure 2.7: Purposes of Riding a Motorcycle**



2.9 As shown in Figure 2.8 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.

<sup>6</sup> It should be noted that multiple responses were allowed for this question.

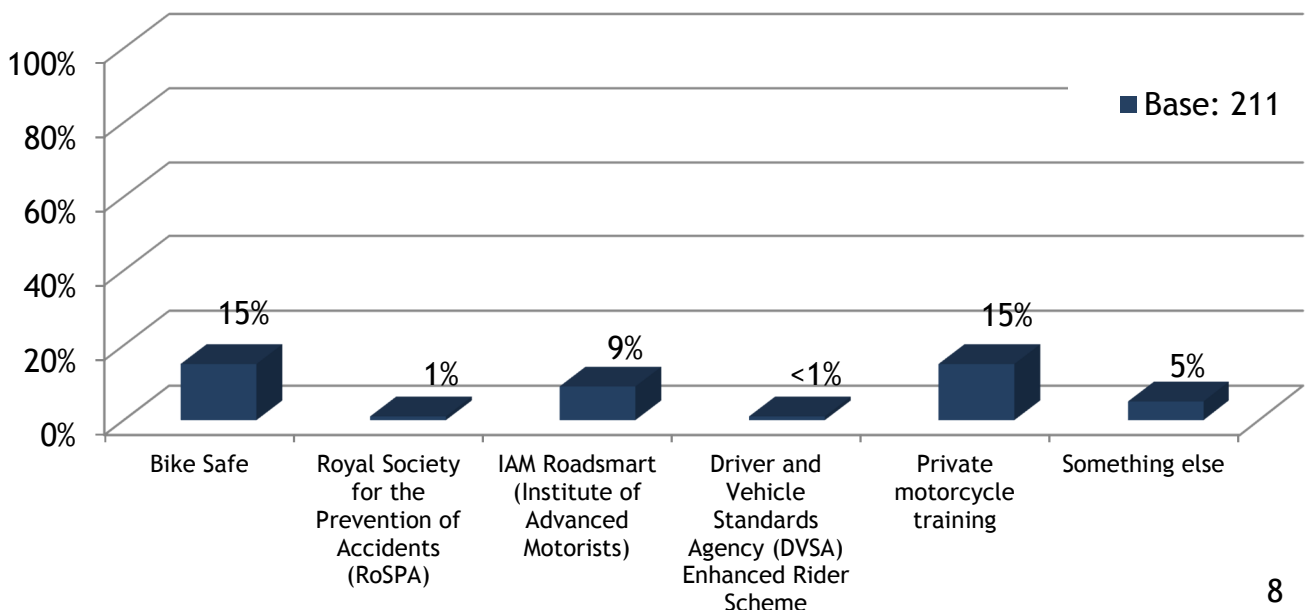
**Figure 2.8: Type of Roads**



2.10 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 2.9: Previous Training**

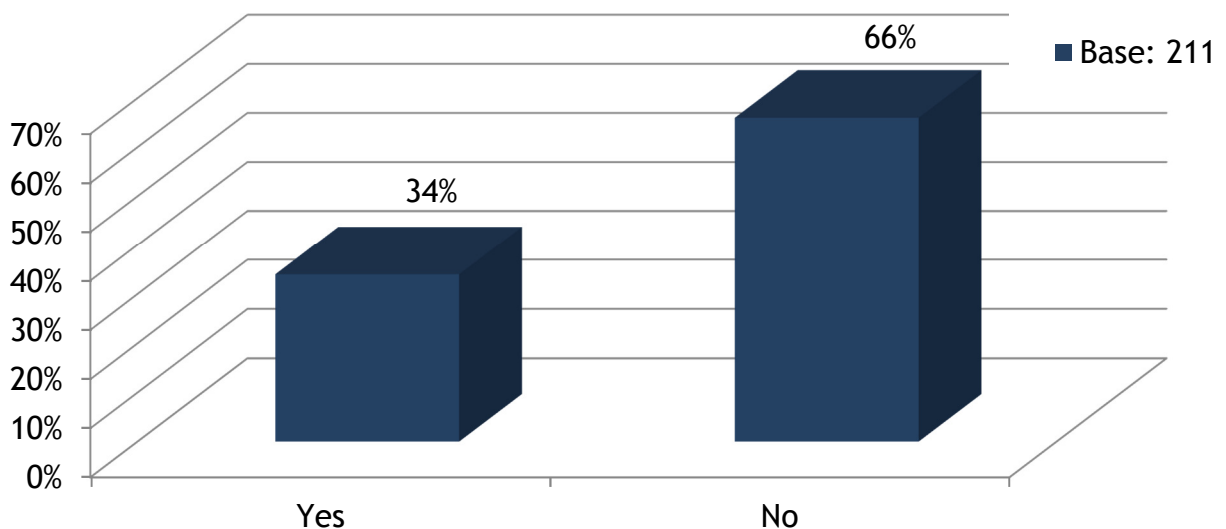
*Please indicate if you have previously attended any of the following motorcycle training?*



2.11 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 2.10.

**Figure 2.10: Previous Involvement in Accident**

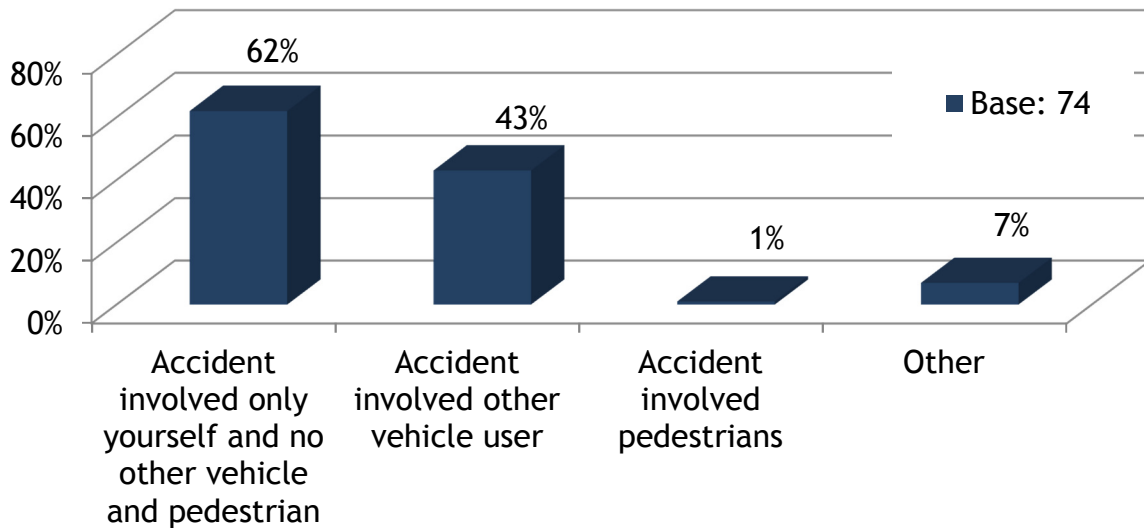
*Have you ever been involved in an accident whilst riding your motorcycle?*



2.12 As shown in Figure 2.11 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 2.11: Nature of Accident**

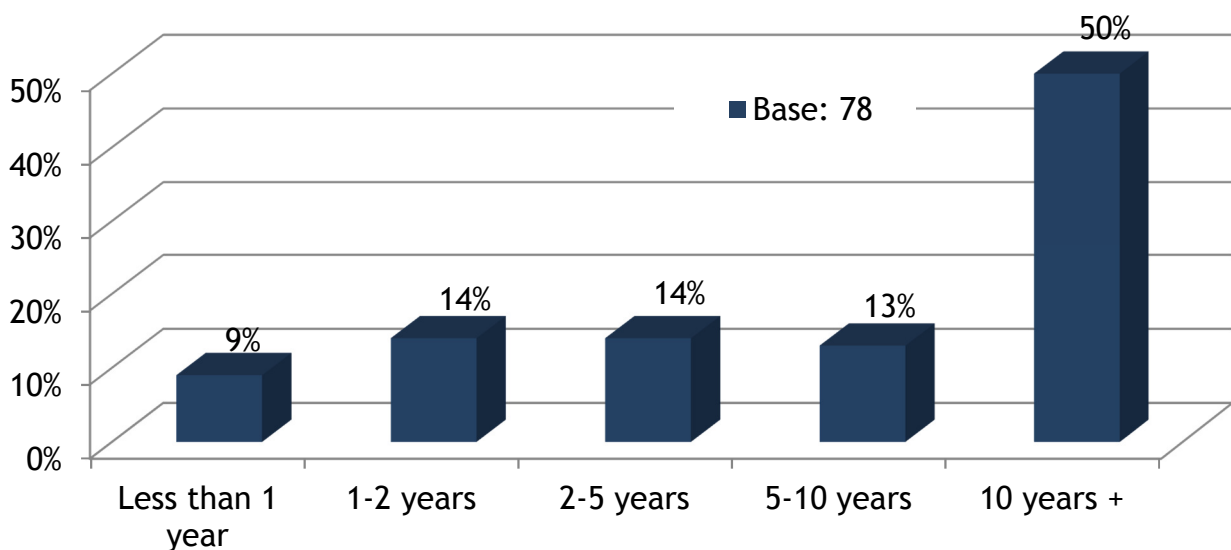
*Which of the following apply to any accident(s) you have been involved in?*



2.13 The profile in terms of timing of the most recent accident is shown in Figure 2.12 below. A significant proportion of accidents were 10 or more years ago.

**Figure 2.12: 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.

### 3.0 RATING OF THE COURSE

3.1 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.<sup>7</sup>

**Table 3.1: 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).

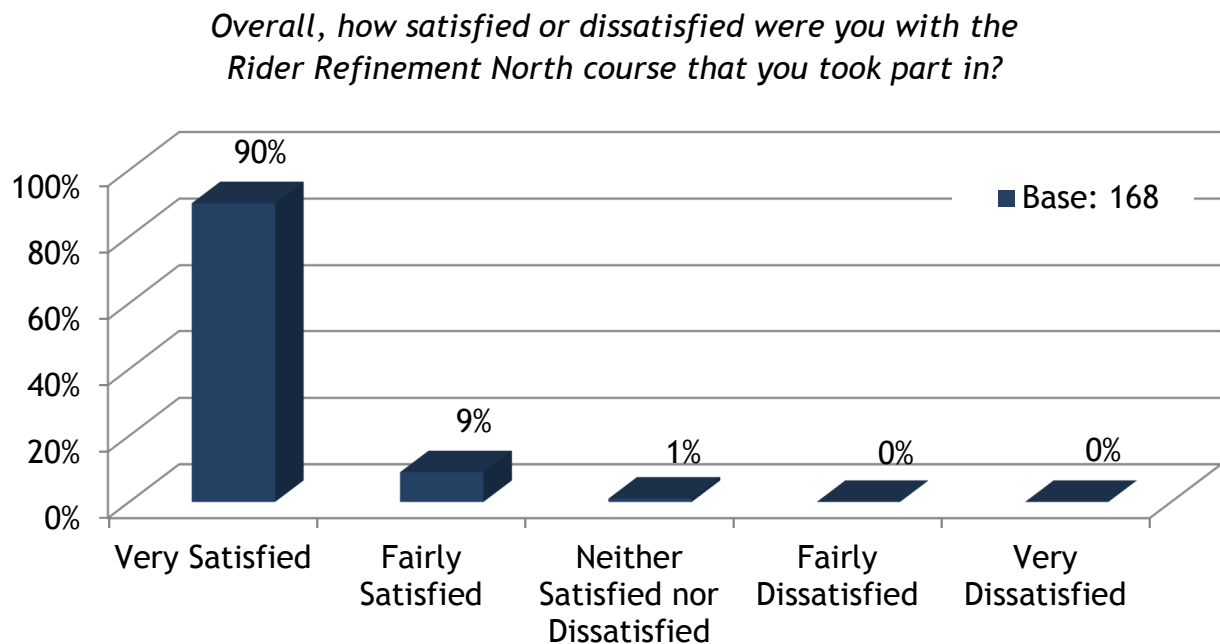
The only instance where any poor / very poor ratings at all were received related to pre-course communications and, even there, only 3% of respondents gave a negative rating.

<sup>7</sup> 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 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 3.1: Overall Satisfaction**



3.3 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”.

## 4.0 IMPACT OF THE COURSE

4.1 In this interim evaluation report we comment on the impact of the course, drawing on two types of feedback: (1) comparison of certain information on a pre and post-course basis and (2) 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 noted elsewhere in this report, the extent to which any impacts are sustained will form part of subsequent longitudinal research (during 2019).

4.2 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 below, with the post course figures being followed by the pre-course figures in brackets.

**Table 4.1: Rating of Competence**

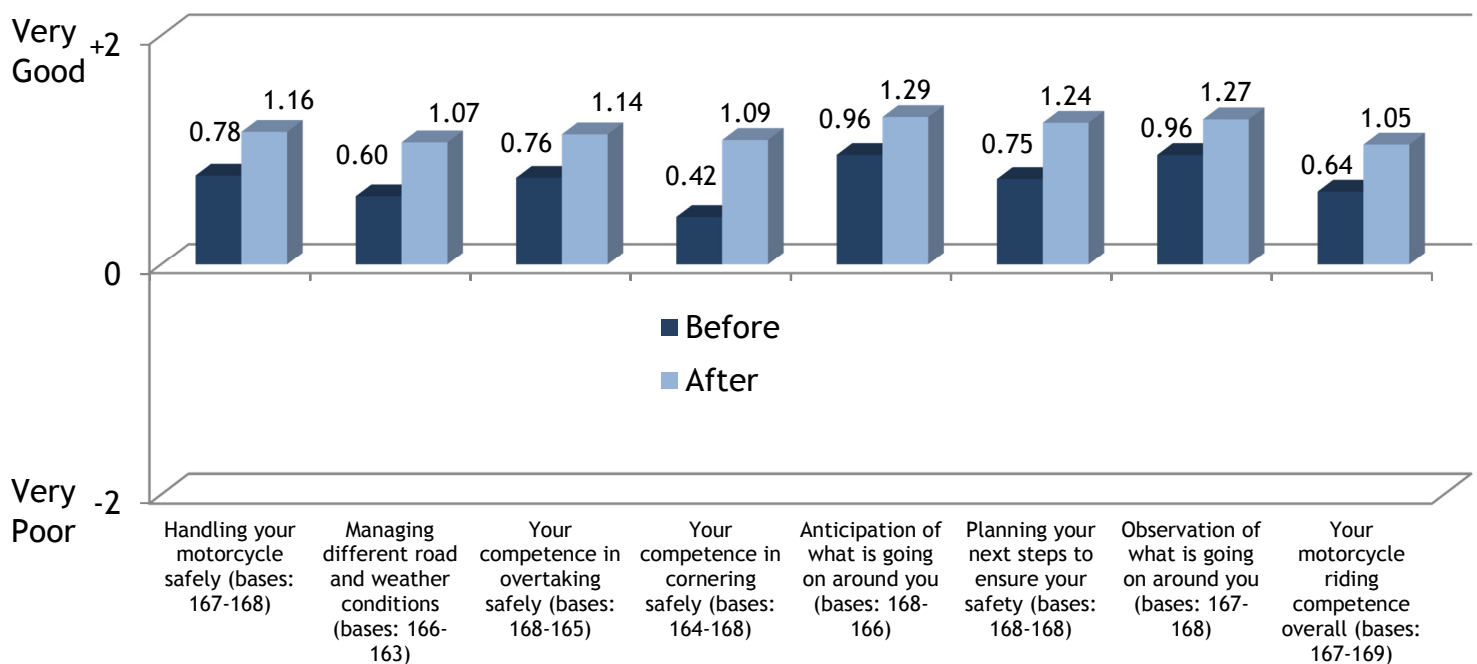
*How would you rate your current level of competence in relation to motorcycle riding in relation to each of the following?  
Pre-course ratings in brackets*

Aspect of Competence	Very Poor	Poor	Neither Good nor Poor	Good	Very Good	Base
Handling your motorcycle safely	0% (0%)	0% (1%)	6% (26%)	72% (68%)	22% (5%)	167 (168)
Managing different road and weather conditions	0% (0%)	0% (4%)	10% (37%)	73% (55%)	17% (4%)	166 (163)
Your competence in overtaking safely	0% (0%)	1% (2%)	10% (25%)	65% (68%)	24% (5%)	168 (165)
Your competence in cornering safely	0% (0%)	0% (10%)	18% (40%)	55% (48%)	27% (2%)	164 (168)
Anticipation of what is going on around you	0% (0%)	0% (1%)	3% (14%)	65% (73%)	32% (12%)	168 (166)
Planning your next steps to ensure your safety	0% (1%)	0% (1%)	7% (27%)	63% (64%)	31% (7%)	168 (168)
Observation of what is going on around you	0% (0%)	0% (0%)	6% (15%)	61% (74%)	33% (11%)	167 (168)
Your motorcycle riding competence overall	0% (0%)	0% (1%)	13% (37%)	70% (61%)	17% (2%)	167 (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.

4.3 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 4.1 below.

**Figure 4.1: Rating of Competence (Distance Travelled)**

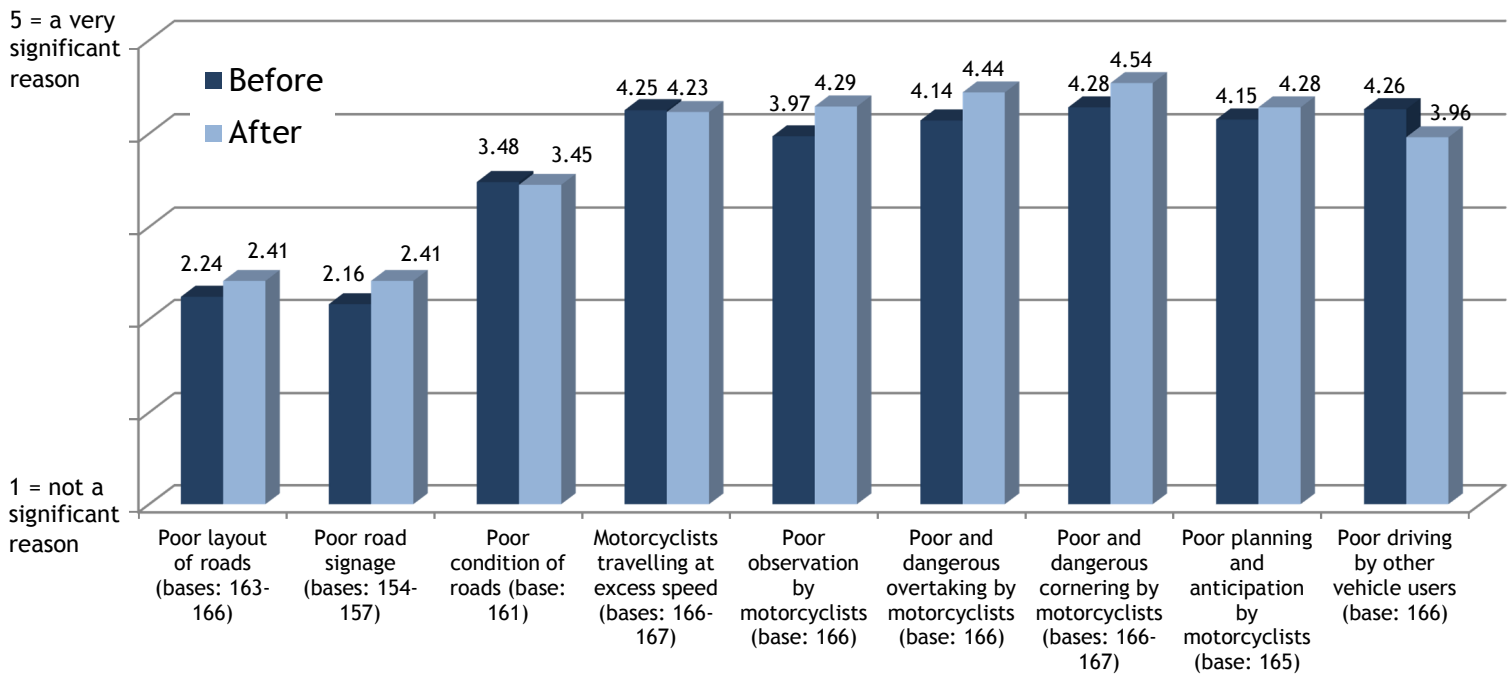


These figures demonstrate that respondents’ perception of their capabilities in relation to each of these elements improved considerably after undertaking the course. This was the case in relation to each aspect of competence but with the most significant improvement pertaining to competence in cornering; 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 on this scale.

4.4 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 4.2 below.

**Figure 4.2: 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.

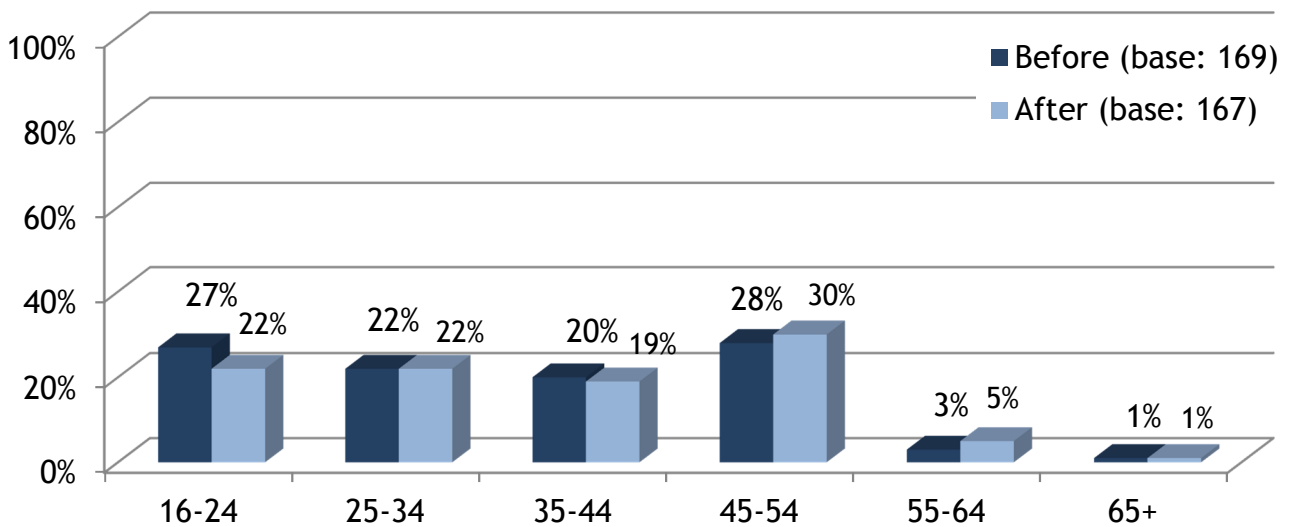
Having said this, there was, on average, a reasonable increase in the extent to which each of poor observation, poor and dangerous overtaking and poor and dangerous cornering were significant reasons for accidents.

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” responses but this was less so in the “after” responses.

4.5 As shown in Figure 4.3 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, with views on this being widely spread.

**Figure 4.3: Perception of Age Groups Most Likely to be involved in Accidents**

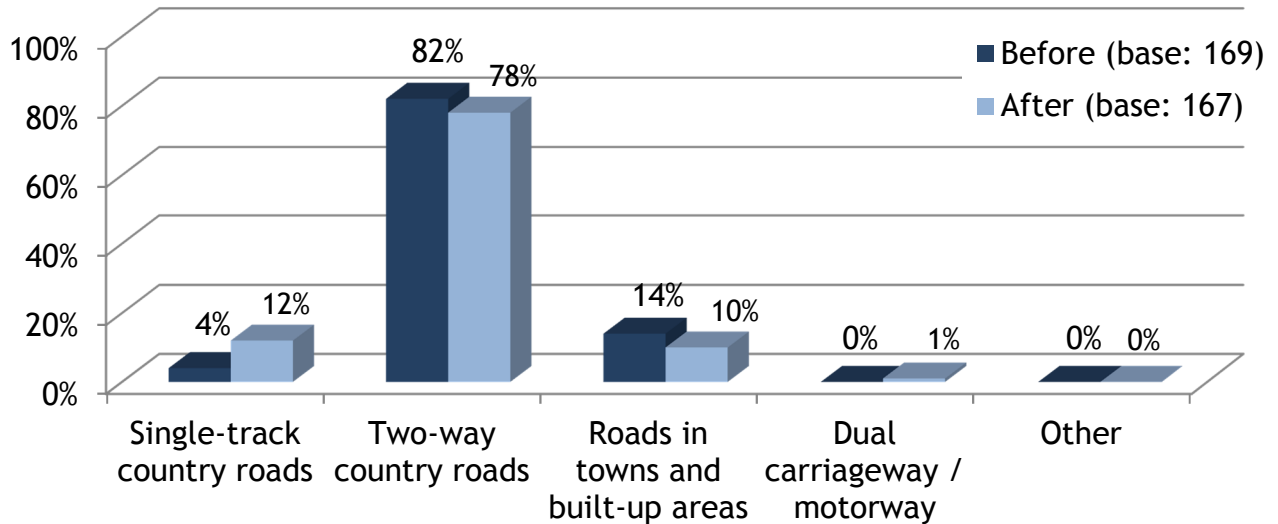
*Which of the following age bands of motorcyclists do you think are most likely to be involved in a motorcycle accident?*



4.6 As shown in Figure 4.4 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 4.4: Perception of Roads Where Accidents Most Common**

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



4.7 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 4.2: Agreement with Statements about Motorcycling**

*Please indicate the strength of your agreement or disagreement with the following statements about motorcycling  
“Before” figures in brackets*

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

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 views on this changed little. 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).

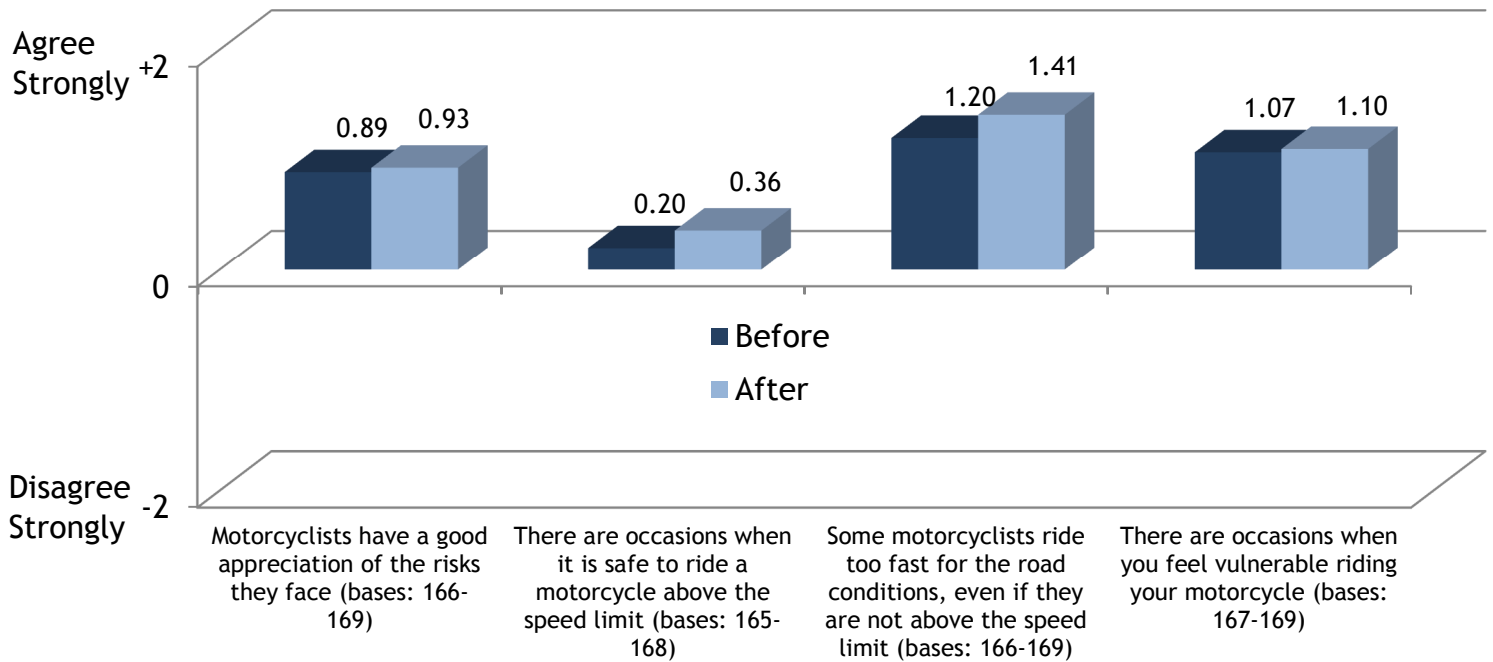
Set against this, although the proportion of respondents that agreed that some motorcyclists ride too fast for road conditions changed little, there was a significant increase (from 30% to 50%) in the proportion of respondents that indicated that they agreed strongly with this.

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.



4.8 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 4.5 below.

**Figure 4.5: 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 speed limits and speed in relation to road conditions being apparent.

4.9 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 4.3: Perceived Impact (Past-Course)**

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

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

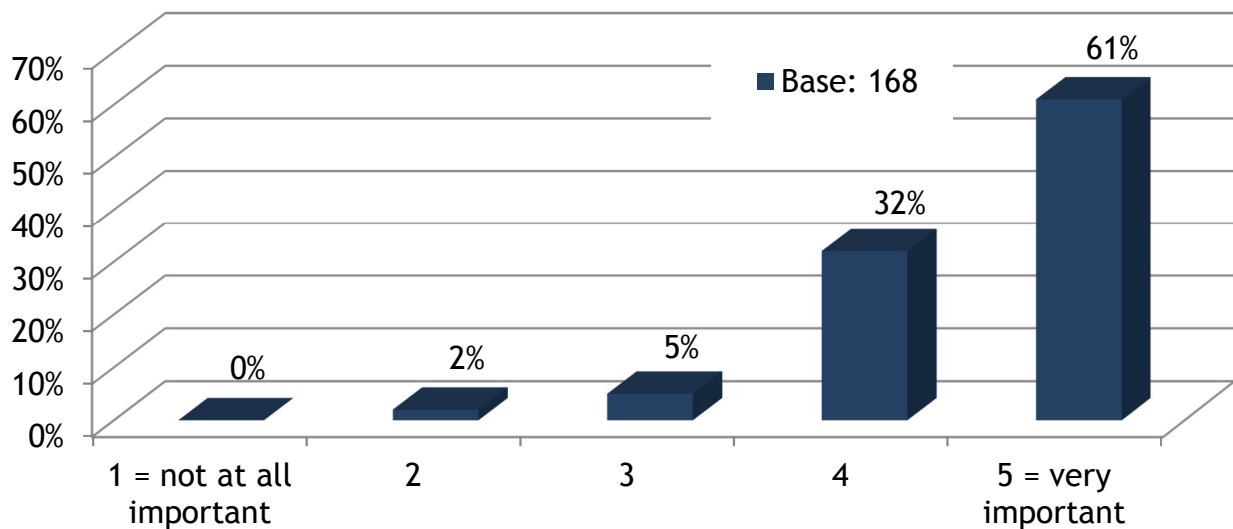
Respondents were most likely to consider this impact to be significant in relation to factors such as their competence in cornering safely (59% significant impact), their ability to anticipate what is going on around them (54%), their observation of what is going on around them (54%) and their ability to plan their next steps to ensure their safety (52%).

Overall, only 1% of respondents indicated that their course had “no impact” on their motorcycle riding competence overall, with 6% indicating this impact was “slight” and with 46% citing “some impact” and 47% a “significant impact”.

4.10 As shown in Figure 4.6 below, a very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 93% rating this as either 4 or 5 on a 5-point scale of importance.

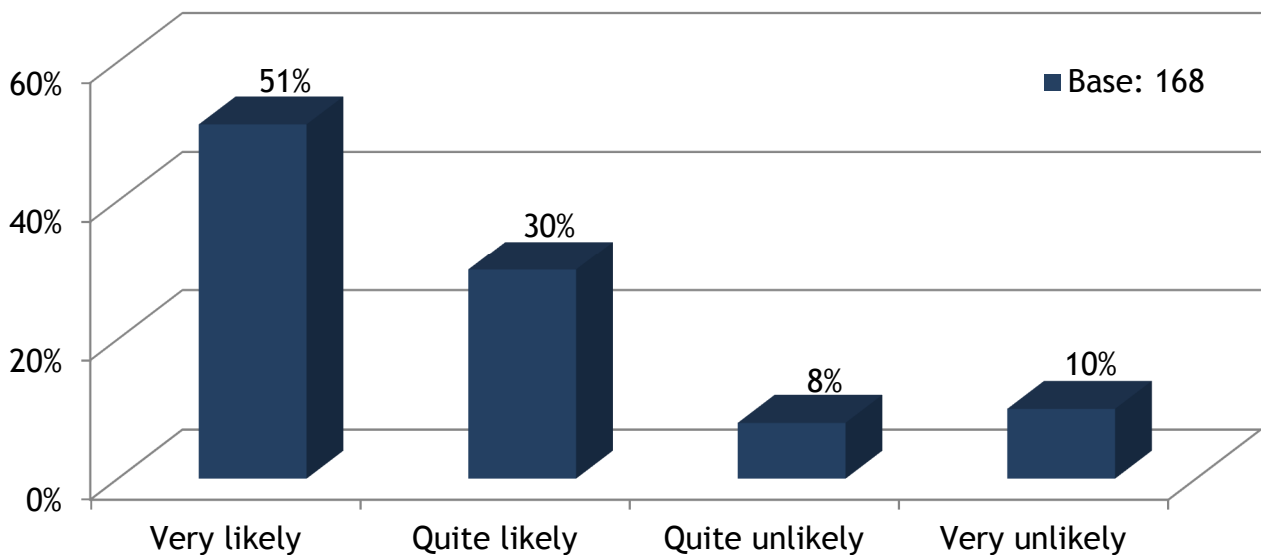
**Figure 4.6: Perceived Importance of Advanced Training**

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



4.11 51% of respondents indicate that they are now “very likely” to seek out additional motorcycle training opportunities, with a further 30% saying that they are “quite likely” to do so.

**Figure 4.7: Likelihood of Seeking Out Additional Motorcycle Training Opportunities**



- 4.12 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: 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. 87% now rate their motorcycle riding competence overall as good or very good (up from 63%) including 17% that rate this as very good (up from 2%).

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 84% 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 competence in cornering safely (59% significant impact), their ability to anticipate what is going on around them (54%), their observation of what is going on around them (54%) and their ability to plan their next steps to ensure their safety (52%).

93% of participants indicated that the course had at least "some impact" on their motorcycle riding competence overall, with 46% citing "some impact" and 47% a "significant impact".

A very high proportion of respondents now ascribe high level of importance to motorcyclists taking advanced training, with 93% rating this as either 4 or 5 on a 5-point scale of importance. 51% of respondents indicate that they are now "very likely" to seek out additional motorcycle training opportunities, with a further 30% saying that they are "quite likely" to do so.

## 5.0 NEXT STEPS

- 5.1 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.
- 5.2 The results set out 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. In addition, it will be appropriate to gather feedback from this cohort of participants as to any accidents that they may have in the future and also their uptake of additional training. A follow-up programme of research is proposed for 2019 to address these issues.
- 5.3 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.