

TRANSPORT *FOR* LONDON
BIKESAFE LONDON EVALUATION 6 MONTHS ON
WAVE 3

REPORT

Transport*for*London

**BIKESAFE LONDON EVALUATION 6 MONTHS ON
WAVE 3**

REPORT

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MANAGEMENT SUMMARY

Since BikeSafe London's (BSL) inception in April 2003, 2,641 evaluation forms have been sent out to attendees 6 months after they attended their Rider Skills Day. FDS has analysed all 964 forms returned so far and outline the results in the following report.

Cumulative results to date confirm the positive results reported previously. The BSL Rider Skills Day continues to be a very popular initiative among attendees. Almost everyone who returned an Evaluation form enjoyed the day and level of likely recommendation remains very high.

Again, virtually all respondents felt the cost (£25-£30) was money well spent and more than a third would be prepared to pay at least £50.

Overall, the most important source for finding out about BSL is via motorcycle shows, followed by word of mouth, the Internet and motorcycle press. By venue there is little difference in sources, although the Alexandra Palace show, due to its location, plays a greater role in attracting people to the Ace Café.

Almost all respondents felt they had benefited from attending the Skills Day and the same proportion as previous waves – nine out of ten – think their standard of riding has improved as a result. Most felt they had become more aware and alert to potential hazards since attending.

BSL continues to have a major impact on changing riders' attitude and behaviour:-

- 89% believe that their attitude to motorcycling has changed and they have become safer riders
- 63% say their attitude to other road users has changed
- 28% claim to be taking additional security measures.

It seems that BSL is having a stronger impact on men than women. Proportionally more men claim their standard of riding has improved, their attitude to motorcycling and other road users has changed. Furthermore, the security presentation appears to have a great influence on men.

Police involvement remains an important factor for most people and the majority said they would not attend if they weren't involved.

Since attending BSL, almost a fifth have undertaken further training – mainly with IAM (the Institute of Advanced Motorists). Most of those who haven't, do not rule out doing so in future depending on availability of time and money and only a small minority implied they didn't require further training. As we have highlighted in previous waves, this suggests there is potential for more advanced training initiatives.

Barry Thomas
Senior Research Executive

December 2004

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1 INTRODUCTION

1.1. BACKGROUND

BikeSafe is an initiative run by Police Forces around the United Kingdom who work with the whole of the biking world to help lower the number of powered two wheeler (P2W) rider casualties – individual Forces run different BikeSafe events.

In London, the Metropolitan Police Service, City of London Police and Transport *for* London are working in partnership to lead the way in bike safety and make motorcycling safer in London through BikeSafe London initiatives.

BikeSafe London (BSL) has been running an assessed Rider Skills Day since April 2003 from two venues – Ace Café and The Warren – where P2W riders receive advice and information on how to improve their riding skills. The initial fee of £25 increased to £30 in May 2004.

In order to assess the effectiveness of the programme, organisers have been sending out Evaluation forms to all BSL attendees six months after they have attended their rider skills day.

Analysis of Evaluation forms is required to:-

- assess the BikeSafe London programme, including
 - riders' experience of the programme
 - any changes in behaviour and attitude (including changes to type and usage of P2W)

- provide information on the characteristics of those who attend BSL in terms of demographics, accident history, motorcycle ownership and use.

FDS was commissioned to set-up and maintain a database of responses from these Evaluation forms and analyse them on a quarterly basis.

So far 964 Evaluation forms have been returned from 2,641 sent out to date. This is the third wave of analysis and this report contains the cumulative findings of all three waves comprising the views of 964 attendants who have returned their form.

Results from the first wave were analysed in March 2004. 311 completed Evaluation forms were received for analysis from people who had attended the course in the first six months since inception. The second wave of 327 completed Evaluation forms were analysed in July. The third wave of 326 completed Evaluation forms were received for analysis in December.

Separate reports of wave 1 and 2 findings are available.

Where there are differences between waves comparisons have been made. We have also highlighted significant differences between results across key groups. These are calculated using standard statistical formulae and mean we are 95% confident that the differences are real and have not occurred by chance or sampling error.

Tabulated results have been separately provided to BSL.

2 SUMMARY OF FINDINGS

The cumulative results shown in this report are consistent with previous waves and therefore very encouraging. Where there are differences by wave we have highlighted them in Section 3: Detailed Findings.

The majority of respondents are male. The average age is 43 and only 3% are under 26 years of age.

Pleasure and commuting are the main uses for respondents P2W. There are a high proportion of 'frequent' riders, most of whom use their bike for commuting. Those who ride less frequently tend to do it for pleasure.

Over a third (37%) of respondents had been involved in a collision prior to attending their BikeSafe London Rider Skills Day. Of those, the majority (61%) were personally injured and most claim the accident was caused by another vehicle/driver. A small proportion (8%) have been involved in a collision since attending – and as we highlighted in previous waves, almost half of these had also been involved in one previously.

In general, the main sources for finding out about BikeSafe London are (in order of mentions) – motorcycle shows (including Alexandra Palace) followed by word of mouth, the Internet and motorcycle press. The sources are similar for each venue with one exception - due to location, the Alexandra Palace show is more important among those attending Ace Café.

Almost a fifth of respondents (19%) have undertaken further training since attending BSL, mainly with the Institute of Advanced Motorists (IAM). Most of those who haven't, do not rule out doing so in the future depending on availability of time and money and only 12% said they hadn't because they were confident with their current level of training.

The vast majority (98%) of respondents felt the £25 cost for their Rider Skills day was money well spent and more than a third would be prepared to pay at least double. As we have seen in previous waves, almost all respondents said they enjoyed the day and will or already have recommended it to a friend or colleague.

The fact that Police Officers are involved is a positive factor for most and the majority would not attend if they weren't.

Almost everyone felt they benefited from attending the Skills Day and nine out of ten riders think their standard of riding has improved as a result. Indeed, BSL has had a major impact on changing riders attitude and behaviour:-

- 89% believe that their attitude to motorcycling has changed and they have become safer riders
- 63% say their attitude to other road users has changed
- 28% claim to be taking additional security measure.

3 DETAILED FINDINGS

3.1. PROFILE

As we have seen in previous waves, the majority of respondents are male (89% in total). The average age is 43, rising to 44 among men but down to 37 for women.

The largest age group is 36-45 and after a decrease in attendees from this age group last wave the 'peak' has risen again – in total 38% of attendees returning an evaluation form fall into this age group. The under 26's remain the smallest group.

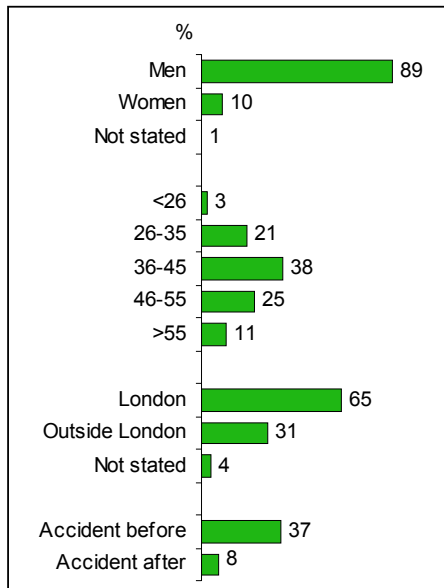
The table below compares the age structure of all attendees returning an evaluation form (sample) with that of the total attendees (universe). The age structure tends to suggest the Skills Days are attracting more experience riders and perhaps older riders returning after a break.

Age bands	Total (%)		Ace café (%)		The Warren (%)	
	Sample	Universe	Sample	Universe	Sample	Universe
<26	3	5.5	3	5	4	6
26-35	21	30	23	26	18	33
36-45	38	36	39	37	36	35
46-55	25	20.5	24	22	26	19
>55	11	8	8	10	14	7
Base	939	3,011	503	1,363	429	1,648

If we look at the total column, we can see that there is a similar pattern of distribution in age structure between the sample and universe but there are some differences in actual percentage. In particular, there is a shortfall in the sample of 26-35 year olds. We suggest weighting the results next wave to reflect the age structure of the total attendees (universe).

Chart 3.1/1: The sample

(Base: 964)



Almost two-thirds (65%) of respondents had a London postcode i.e. they live within boroughs covered by the GLA area. (See Appendix B for list of postcodes that define London).

Over a third had been involved in an accident before attending the Rider Skills Day and 8% since (see Section 3.2 for more details).

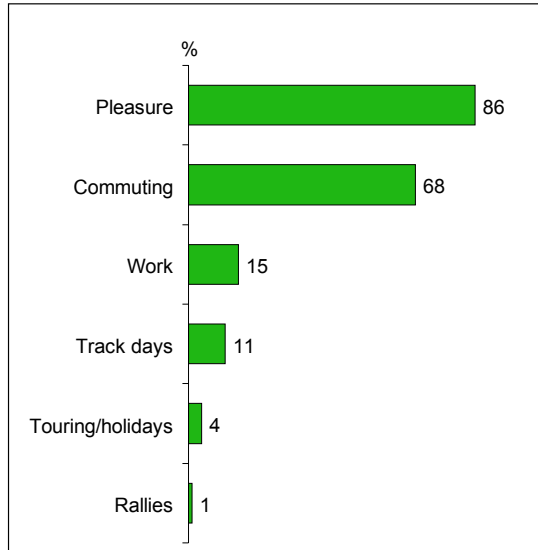
The sample profile is similar for the two venues with a few exceptions:-

- due to its location, a slightly higher proportion of those attending The Warren were from outside London (34% compared to 29%)
- the age profile of those attending The Warren and completing a form is slightly older (26% in the 46-55 years age group and 14% 55+, compared to 24% and 8%).
 - average age is 44 at The Warren compared to 42 at Ace Café
- a slightly higher proportion of those attending The Warren had been in a collision prior to the Skills Day.

The chart below shows what respondents use their P2W for. Pleasure trips and commuting are the main uses. The pattern of usage remains steady across waves with the exception of commuting which dipped last wave but has risen back to a similar high level as the first wave.

Chart 3.1/2: P2W Usage

(Base: 964)



Usage for pleasure is significantly higher among those who live outside London (91% compared to 83%), whilst commuting is higher among those who live in London (73% compared to 56%).

Those who commute, do so to the following areas:-

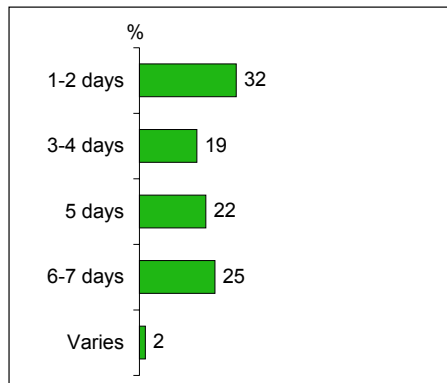
- 45% Greater London
- 44% Central London
- 38% City/West End.

Average annual mileage is 7,351 – ranging from one person claiming they travel 34,000 miles (for pleasure) to one claiming they travel only 60 miles annually (for commuting). Significantly more respondents who live outside London cover over 10,000 miles annually and average annual mileage is 8,456 compared to 6,873 among ‘Londoners’.

The chart below shows that there is a high proportion of frequent riders - 47% ride five or more days per week (ranging from 44% last wave to 51% in the first wave). These people are likely to use their bike for a number of purposes but most of them (93%) use it for commuting. Those who ride one or two days per week tend to do it for pleasure.

On average attendees ride almost four days a week.

Chart 3.1/3: No. of days per week ride
(Base: All 914 answering)



There are significantly higher levels of attendees in London who ride 7 days per week - 12% compared to 6% outside London – and there is a significantly higher proportion of ‘less frequent’ riders outside London. 39% of those who live outside London use their P2W only 1-2 days per week, whilst the corresponding figure for those in London is 27%.

Average number of riding days in London is 4.2 compared to 3.5 outside.

This suggest that, in general, people who live outside London ride less frequently but cover greater distances.

At the time of completing their assessment form most respondents (84%) are riding the same motorcycle/moped they were riding when they attended their BikeSafe Rider Skills Day. Almost a quarter are intending to change in the near future - increasing with frequency of usage. Also the more powerful their P2W, the less likely they are to change in the near future.

The table below shows the type and cc distribution of respondents main P2W. The most popular P2W's are Sport Tourers, and Sports bikes.

Table 3.1/4: Type and cc distribution of main P2W

(Base = 870 who provided details of their P2W)

Type of P2W	125cc and under (no.)	126-600cc (no.)	601-1000cc (no.)	>1000cc (no.)	Total (no.)	Total (%)
Sports Tourer	-	18	132	45	195	22
Sports	1	22	114	11	148	17
Traditional/Commuter	18	75	10	1	104	12
Tourer	-	2	30	62	94	11
Supersport	-	62	4	-	66	8
Traditional Sports	-	37	7	14	58	7
Trail/enduro	4	-	12	39	55	6
Traditional	-	29	1	2	32	4
Cruiser/Tourer	-	3	6	15	24	3
Adventure Sport	-	-	21	-	21	2
Auto Scooter/Moped/Scooter	10	7	-	-	17	2
Classic Sports	-	9	7	1	17	2
Traditional/Tourer	-	4	8	4	16	2
Trail/Commuter	-	-	15	-	15	2
Other	1	3	4	-	8	1
Total (no.)	34	271	371	194	870	-
Total (%)	4	31	43	22	-	100

A quarter of respondents (25%) own more than one motorcycle/moped. The table below shows type and cc distribution of their second P2W.

Table 3.1.5: Type of P2W and cc distribution of second
(Base = 215 who own a second P2W and provided details)

Type of P2W	125cc and under (no.)	126-600cc (no.)	601-1000cc (no.)	>1000cc (no.)	Total (no.)	Total (%)
Sports	-	8	30	3	41	19
Sports Tourer	-	7	19	5	31	15
Traditional/Commuter	9	12	4	-	25	12
Tourer	-	1	10	4	15	7
Classic Sports	-	9	9	-	18	8
Auto Scooter/Moped/Scooter	12	9	0	1	22	10
Cruiser/Tourer	-	-	-	8	8	4
Supersport	-	8	1	0	9	4
Traditional/Sports	-	2	3	2	7	3
Trail/Commuter	-	-	6	-	6	3
Classic/Traditional	-	5	-	-	5	2
Classic Sports/Race	-	4	1	-	5	2
Traditional	1	3	-	1	5	2
Other	1	7	10	-	18	8
Total (no.)	23	75	93	24	215	-
Total (%)	11	35	43	11	-	100

A significantly higher proportion of attendees living outside London have bikes with an engine over 1,000cc (26% compared to 17% of Londoners), whilst those in London are more likely to own a 600cc and under.

3.2. ACCIDENT HISTORY

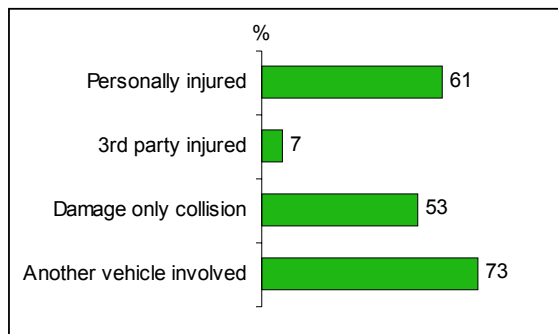
37% of respondents were involved in a collision before attending BikeSafe London. This was slightly higher among respondents who attended their Skills Day at The Warren than those who attended Ace Café and marginally higher among ‘Londoners’.

Those who use their P2W for commuting and, as would be expected, the most frequent and highest mileage riders are significantly more likely to have been in an accident.

The under 36 and 46-55 age group are the most likely to have been involved in an accident, while the 36-45 age group are significantly less likely than others.

The chart below shows that almost two thirds were personally injured in the collision and the majority claim that another vehicle was involved.

Chart 3.2/1: Collision before BSL
(Base: 352 involved in a collision before BSL)



Those who live in London are more likely to claim another vehicle was involved in the collision (76% versus 66%).

The majority claim or imply that the accident was actually caused by another vehicle/driver/pedestrian, eg:-

- 22% said a vehicle turned across my path (26% among Londoners, 15% non-Londoners)
- 13% driver pulled out of side road/junction into my path
- 9% vehicle pulled out of stationary traffic to do a U-turn
- 8% vehicle drove into me
- 6% a vehicle changed lanes without looking
- 4% other vehicle (reason unspecified)
- 3% pedestrians fault
- 3% car in front braked hard
- 2% car door opened in front of me
- 2% vehicle jumped red light
- 1% other vehicle lost control
- 1% other vehicle failed to give way
- 1% vehicle on wrong side of the road.

18% claimed responsibility or part responsibility. 9% said they made an error due to lack of concentration and 9% skidded in wet conditions (6% Londoners compared to 14% non-Londoners).

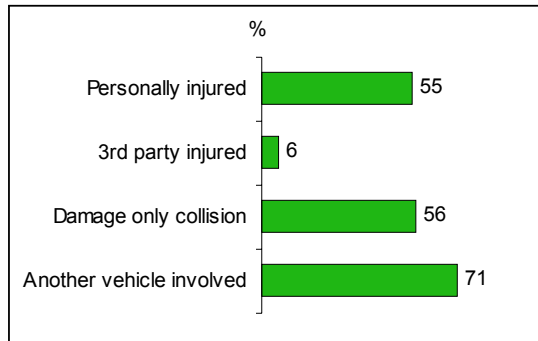
Other mentions included three respondents who had a punctured tyre, for two the accident was caused by a large pothole and one a deer on the road.

In total, 8% (78) of respondents have been involved in a collision since attending BikeSafe London. Again this figure increases with frequency of riding and mileage. Similarly the under 36's are significantly more likely to have been involved in an accident.

As we have seen in previous waves, almost half of these had been in a collision prior to BSL. This suggests that some people are more accident prone than others and perhaps require further training in safer riding – we will continue to monitor this over time.

Chart 3.2/2: Collision since BSL

(Base: 78 involved in a collision since BSL)



Only seven respondents claimed any responsibility for the accident, four said that they made an error due to lack of concentration and three skidded/slipped in wet conditions. All other respondents implied that the accident was caused by another vehicle or pedestrian, eg:-

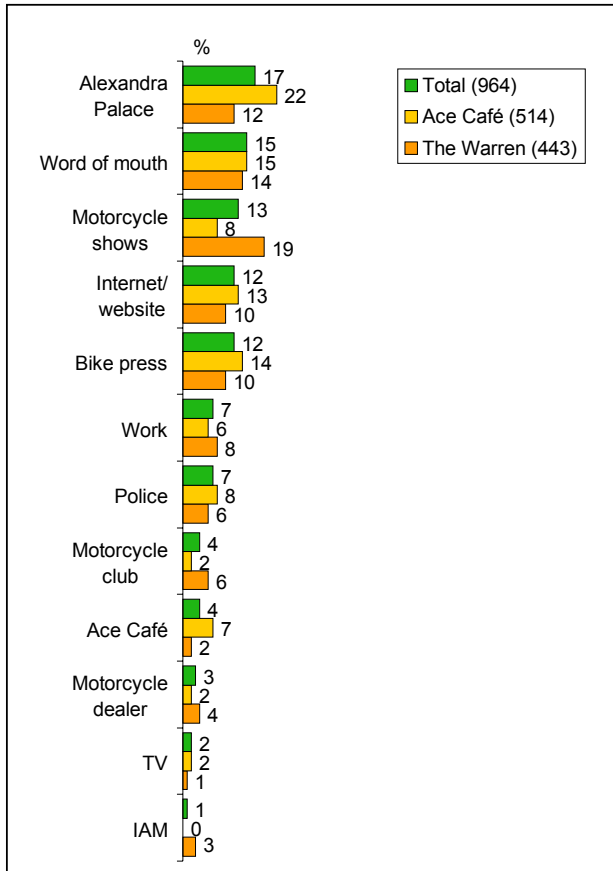
- 19 (24%) said a vehicle turned across my path
- 15 (19%) a vehicle drove into me
- 11 (14%) driver pulled out of side road/junction into my path
- 6 vehicle changed lanes without looking
- 4 pedestrians fault/pedestrian ran into me
- 2 car pulled out of stationary traffic to do U-turn
- 2 car swerved into my path
- 2 other vehicle (reason unspecified)
- 1 driver talking on mobile phone
- 1 car door opened in front of me
- 1 other vehicle lost control.

3.3. BSL EXPERIENCE

The chart below shows how respondents found out about BikeSafe London. There are clearly a wide variety of sources but there are five that stand out as the most important – Alexandra Palace, word mouth, motorcycle shows, the bike press and the internet. Alexandra Palace has been the most important overall but fluctuates by wave based on timing of the last show (33% wave 1, 6% wave 2 and 13% this wave). Word of mouth has steadily increased each wave as more and more people attend.

Chart 3.3/1: How found out about BSL

(Base: All 964 respondents)



The rider skills days are held at two venues – the Ace Café and The Warren. 53% of those returning a completed form so far, attended the programme at the Ace Café and 46% at The Warren (seven people didn't answer).

There is little difference between those who attended their Rider Skills Day at the Ace Café and those at The Warren with one exception. Due to location, Alexandra Palace is more important among Ace Café attendees. But when combining the proportion saying Alexandra Palace with other unspecified motorcycle shows we can see that shows in general are the most important source for attendees of either venue (30% Ace Café and 31% The Warren).

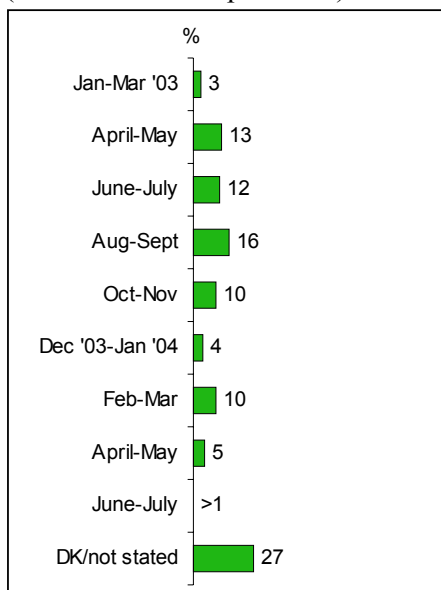
Motorcycle shows are significantly more important as a source among those who live outside London, whilst significantly more Londoners found out about BSL via the Bike Press and Ace Café.

Since Evaluation forms are distributed to all attendees 6 months after they attended their Rider Skills Day, the majority of respondents this wave attended between December 2003 and April 2004, last wave it was August to November 2003 and the first wave was April to July 2003.

Chart 3.3/2 (below) shows the overall distribution of attendance across all three waves since its April 2003 inception. Twenty five people claimed they attended the rider skills day between January and March 2003 ie. before the April launch.

A high proportion could not remember/did not state the month they attended.

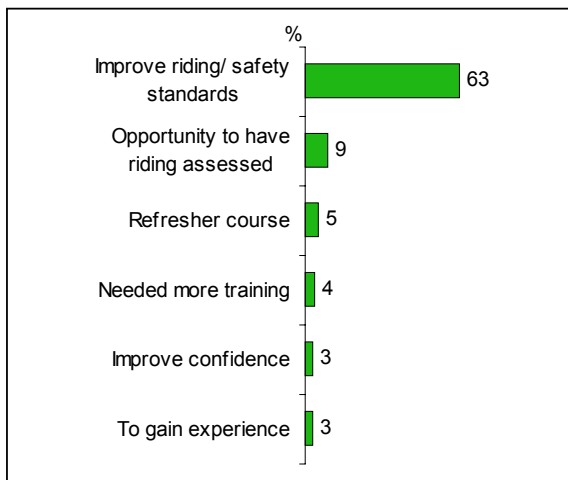
Chart 3.3/2: Month of attendance
(Total: All 964 respondents)



The winter months are obviously less popular, particularly December and January.

The chart below shows the main reasons given by respondents for attending BSL. As shown in previous waves, most attended in order to improve their riding/safety standard generally.

Chart 3.3/3: Reason for attending BSL
(Total: All 964 respondents)

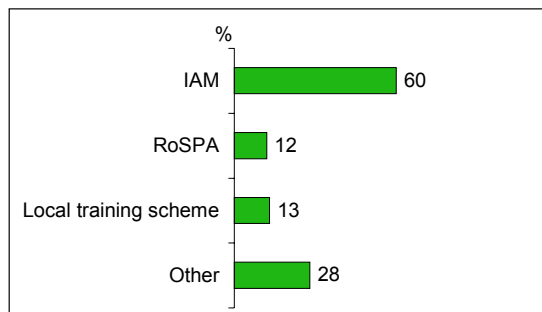


Other mentions include – to get police advice, good source of advice, to pick up tips, general interest/curiosity and good value/cheap training (2% each).

Almost a fifth (19%) have undertaken further training since attending BikeSafe London. This is significantly higher among the most frequent riders and also increases with mileage ridden. Interestingly the proportion is significantly higher among those who have had an accident since attending BSL – perhaps the recent accident resulted in them undertaking further training. The proportion of respondents undertaking further training since BSL is significantly lower among those falling into the 36-45 age group.

The chart 3.3/4 shows which training organisation they attended – the main one being IAM (Institute of Advanced Motoring).

Chart 3.3/4: Further training since BSL
(Base: 180 undertaking further training)



‘Others’ included:-

- MAC (Honda) (6 mentions)
- Traffic Officer (5 mentions)
- Rapid Training (4)
- California Superbike Scheme (3)
- Track Day (3)
- ELAM (3)
- Road training; BMW 2 day skills course; UK Advanced Motorcycle Training (2 mentions each).

No local training scheme was mentioned more than once.

Those 778 respondents who haven’t undertaken further training were asked why not. As we have found in previous waves, most answers suggest that they haven’t ruled out further training – 21% claim they will do in the future and other answers suggest they would do so if they had more time and money.

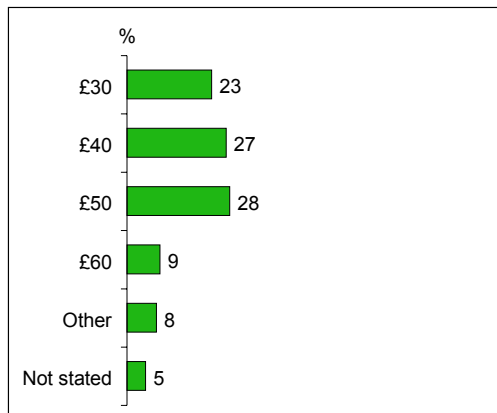
Only 12% said they were confident with their current level of training. Reasons include:-

- 40% too busy/lack of time
- 21% will do so in the future
- 12% lack of money
- 12% confident with current level of training
- 3% lack of suitable courses nearby
- 3% member of IAM/IAM advisor
- 2% waiting for better weather
- 2% haven’t decided which course is most suitable
- 2% bike off road at present
- 2% not got round to it.

Almost all (98%) the respondents felt the cost (£25 up to end of April 2004, £30 thereafter) for their BikeSafe London Rider Skills Day was money well spent. Only six (out of the 964 respondents) disagreed and fourteen didn't comment.

Indeed, given a list of amounts to choose from, more than a third are prepared to pay at least £50 – for most this is double the price they paid. The chart below shows the distribution of prices respondents would be prepared to pay.

Chart 3.3/5: Distribution of prices prepared to pay
(Base: All 964 respondents)



The mean price that respondents would be prepared to pay for the BSL day is £43.

Almost all respondents enjoyed the day and have or will recommend it to a friend or colleague. In fact, all but seven (out of 964) respondents said they enjoyed the day - one said they didn't and six respondents didn't answer this question. And only four claimed they hadn't recommended or wouldn't recommend a BikeSafe Skills day to a friend or colleague.

Over a third (35%) said they would attend BikeSafe London if Police officers were not involved but the majority obviously like the police presence and would not attend if they were not involved.

Indeed, as we have seen in previous waves, when given the opportunity to make additional general comments about BSL at the end of the questionnaire, almost a third (31%) mentioned the police involvement as a positive factor.

Other additional comments were:-

- 26% good/excellent course/great initiative
- 19% very enjoyable day
- 11% very informative
- 7% improved my riding skills
- 7% good value for money
- 6% instructors/advisors were very good/knowledgeable
- 5% a two-day course would be better
- 5% would recommend all riders to attend
- 4% course should be compulsory/a standard course between CBT and full licence
- 3% observed rides/feedback useful
- 3% would be good to hold a more advanced course
- 3% should involve more riding time.

As this list highlights, almost all comments were positive. Even those who made 'negative' comments also had something positive to say about BSL.

3.4. BEHAVIOUR/ATTITUDE CHANGE

Almost all respondents (99%) felt that they benefited from attending the Skills Day – only six felt there was no benefit (no one in wave 1, five in wave 2 and one this wave). Most mentioned an improvement in their riding:-

- 26% improved skills/knowledge
- 20% improved awareness
- 13% safer riding/more focus on safety
- 10% improved hazard perception
- 10% improved positioning on the road
- 4% correcting bad habits.

Other benefits mentioned were:-

- 15% useful feedback/very informative
- 11% improved confidence
- 3% learnt useful tips
- 3% useful to re-assess ability/establish skill level.

The majority (91%) think that the standard of their riding has improved since attending BSL, including all those with the least powerful bikes (125cc or less). The proportion is significantly higher among men than women, while those who use their P2W for Track days are significantly less likely than other riders to think their riding has improved. There is little difference by venue.

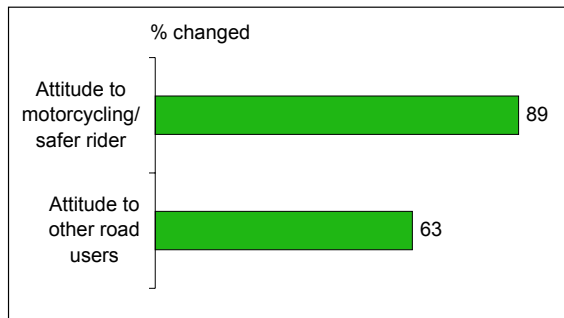
91% think their standard of riding has improved since attending BSL

Those who do think their riding has improved, say it has done so in the following ways:-

- 19% more alert/aware of potential hazards
- 17% more aware (generally)
- 14% improvement of overall riding skills
- 14% better road positioning
- 12% more focused on safety
- 9% more observant
- 9% more confident
- 7% more sensible/cautious
- 6% ride more calmly/relaxed
- 4% more patient/tolerant
- 3% ride less aggressively/more defensively
- 3% more wary/less trusting of other drivers/road users.

The chart below summarises the encouraging impact BSL is having on riders attitude.

Chart 3.4/1: Summary of change in attitude since attending BSL
(Base: All 964 respondents)



The majority (89%) feel that their attitude to motorcycling has changed and made them a safer rider since attending BikeSafe London – (there is little difference between venues) – significantly more claim this in wave 2 and 3 than did so in the first wave.

By P2W usage, those who use their P2W for commuting are the most likely to claim their attitude has changed while those who use it for Track days are the least likely. Each wave we see that significantly more men than women feel their attitude has changed.

Among those who claim to have adopted a safer approach to motorcycling, most say they are now generally more aware or more alert to potential hazards. Comments are very similar to last wave but significantly fewer said they were a better rider/improved control of motorcycle:-

- 31% more alert/aware of potential hazards
- 26% more aware (generally)
- 12% safer rider
- 12% better rider/improved control of motorcycle
- 10% more confident
- 10% better road positioning
- 6% improved observation
- 2% riding more defensively
- 2% more sensible/cautious
- 2% more relaxed/patient/ride more calmly.

Almost two thirds (63%) also feel that their attitude to other road users has changed since attending BSL. This is significantly lower among the most frequent riders (55%) and among those who use their P2W for Track days (50%).

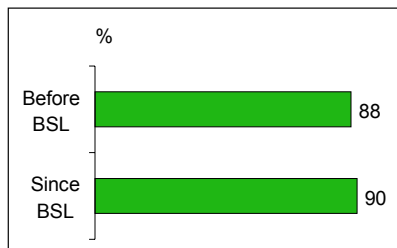
There is little difference by venue but significantly more men than women feel their attitude to other road users has changed.

The main changes in attitude that were mentioned include:-

- 29% more alert/more aware of potential hazards
- 21% more wary/less trusting of other drivers/road users
- 17% more aware/observant
- 16% more patient/tolerant
- 8% more sensible/cautious
- 4% ride less aggressively/more defensively
- 3% better road positioning
- 3% more focused on safety
- 2% more relax/ride more calmly
- 2% more confident.

Chart 3.4/2: Proportion of users that secure P2W

(Base: All 964 respondents)



The security presentation on the rider Skills Day seems to have had a minor positive effect, with slightly more riders securing their P2W since attending. This is true across all groups.

A higher proportion of men than women appear to have been influenced by the presentation.

More than a quarter (28%) of respondents claim that they are taking additional security measures since attending BSL. This has risen again after a significant drop last wave.

The vast majority (91%) claim that they always wear approved protective clothing, significantly more so among those who have been involved in an accident since attending BSL (99%). But significantly lower among respondents based in London postcode areas – 89% compared to 95% outside London.

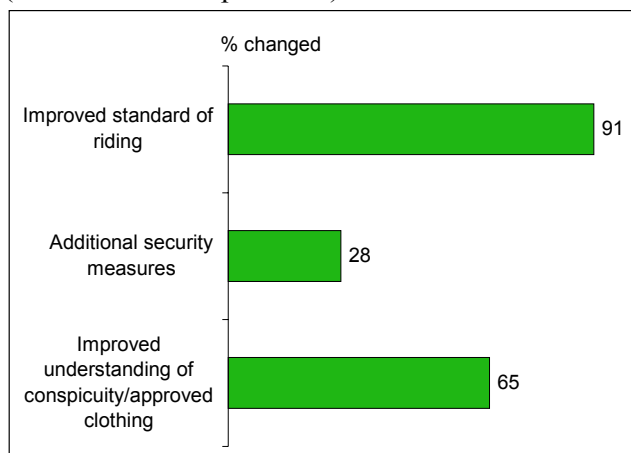
Furthermore, almost two thirds (65%) claim that their understanding of the need to be conspicuous and to wear approved protective motorcycle clothing has improved since attending BSL - this has steadily increased across the waves.

As indicated in previous waves, this is lowest among the most frequent users and those who travel the greatest number of miles annually. Perhaps due to the most frequent, longer distance riders already being more safety conscious than others before they attended BSL. The same is true of those who use their P2W for Track days, similarly this may be because they are already more aware of the need for safety due to the nature of their riding.

Those with the least powerful bikes (125cc and less) and the most powerful bikes (>1,000cc) are more likely to claim a greater understanding of conspicuity and need for approved clothing since attending BSL.

Chart 3.4/3: Summary of changes in behaviour since attending BSL

(Base: All 964 respondents)



APPENDICES

APPENDIX A
THE EVALUATION QUESTIONNAIRE





BikeSafe London Evaluation Questionnaire

How did you find out about BikeSafe London?.....

Why did you attend BikeSafe London?.....

Do you feel there was any benefit in you attending the BikeSafe London Rider Skills Day?
 Yes No

If yes in what way?.....

Having attended BikeSafe London do you feel that your attitude towards motorcycling has changed and made you a safer rider?
 Yes No

If yes in what way?.....

Do you feel that your attitude to other road users has changed since you attended BikeSafe London?
 Yes No

If yes in what way?.....

Do you think that the standard of your riding has improved since you attended BikeSafe London?
 Yes No

If yes in what way?.....

Have you been involved in a collision since attending BikeSafe London?
 Yes No

If yes please complete the following:

Were you personally injured?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was a third party injured?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was it a damage only collision?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was there another vehicle involved?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
What was the cause of the collision?		

Were you involved in a collision before attending BikeSafe London?
 Yes No

If yes please complete the following:

Were you personally injured?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was a third party injured?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was it a damage only collision?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Was there another vehicle involved?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
What was the cause of the collision?		

Have you undertaken further training since attending BikeSafe London? Yes No

If yes with which organisation?

IAM. RoSPA. Other

Local training scheme (please specify)

If No why not?.....
.....

Where did you attend BikeSafe London? North (Ace Café) South (The Warren)

What was the date of your Rider Skills Day?

What do you use your motorcycle/moped for?

Commuting. Pleasure.
In connection with your work. Track Days.

Other.....

If commuting do you commute into any of the following areas?

City/West End Central London Greater London

What is your average annual mileage?

How many days per week do you ride?

Are you riding the same motorcycle/moped you were riding when you attended your
BikeSafe Rider Skills Day? Yes No

What motorcycle/moped do you now ride?

Make :

Model :CC :

Do you own or use more than one motorcycle/moped? Yes No
If yes please give details of other machines:

Make(s):

Model(s):.....CC (s):.....

Are you intending to change your motorcycle/moped in the near future?
 Yes No

If yes what motorcycle/moped will you purchase?

Make :

Model :CC

Having attended the Security presentation on your Rider Skills Day do you now secure your motorcycle/moped? Yes No

Did you secure it before attending? Yes No

Are you taking additional security measures since attending BikeSafe London? Yes No

Having attended BikeSafe London has your understanding of conspicuity and the need for approved protective motorcycle clothing improved? Yes No

When riding do you always wear approved protective clothing? Yes No

Bikesafe London costs £25, how much would you have paid for it?

£30 £40 £50 £60 Other

Do you feel it was money well spent? Yes No

Did you enjoy the day? Yes No

Have you/will you recommend a BikeSafe Rider Skills Day to a friend or colleague? Yes No

Would you attend BikeSafe London if Police Officers were not involved? Yes No

Additional comments:.....
.....
.....
.....
.....

Optional:

Age Male Female Postcode

Thank you for taking the time to complete this questionnaire. Your answers will assist with the evaluation of BikeSafe London. Please send your questionnaire to the FREEPOST address below.

**F.A.O. Marilyn Cranfield
TfL Streetmanagement
Freepost Lon 17956
London
SW1W 9ZZ**



APPENDIX B
POSTCODES USED TO DEFINE LONDON

Postcodes used to define London

AL2	EC1	KT9	SE12	SW9	WD4
BR1	EC2	N1	SE13	TN14	WD5
BR2	EC3	N10	SE14	TN15	WD6
BR3	EC4	N11	SE15	TN16	WD7
BR4	EN1	N12	SE16	TW1	
BR5	EN2	N13	SE17	TW10	
BR6	EN3	N14	SE18	TW11	
BR7	EN4	N15	SE19	TW12	
BR8	EN5	N16	SE2	TW13	
CM13	EN6	N17	SE20	TW14	
CM14	EN7	N18	SE21	TW15	
CM16	EN8	N19	SE22	TW16	
CR0	EN9	N2	SE23	TW17	
CR2	HA0	N20	SE24	TW19	
CR3	HA1	N21	SE25	TW2	
CR4	HA2	N22	SE26	TW3	
CR5	HA3	N3	SE27	TW4	
CR6	HA4	N4	SE28	TW5	
CR7	HA5	N5	SE3	TW6	
CR8	HA6	N6	SE4	TW7	
CR9	HA7	N7	SE5	TW8	
DA1	HA8	N8	SE6	TW9	
DA14	HA9	N9	SE7	UB1	
DA15	IG1	NW1	SE8	UB10	
DA16	IG10	NW10	SE9	UB11	
DA17	IG11	NW11	SL0	UB2	
DA18	IG2	NW2	SM1	UB3	
DA2	IG3	NW3	SM2	UB4	
DA4	IG4	NW4	SM3	UB5	
DA5	IG5	NW5	SM4	UB6	
DA6	IG6	NW6	SM5	UB7	
DA7	IG7	NW7	SM6	UB8	
DA8	IG8	NW8	SM7	UB9	
E1	IG9	NW9	SW1	W1	
E10	KT1	RM1	SW10	W10	
E11	KT10	RM10	SW11	W11	
E12	KT11	RM11	SW12	W12	
E13	KT12	RM12	SW13	W13	
E14	KT13	RM13	SW14	W14	
E15	KT17	RM14	SW15	W2	
E16	KT18	RM15	SW16	W3	
E17	KT19	RM2	SW17	W4	
E18	KT2	RM3	SW18	W5	
E2	KT20	RM4	SW19	W6	
E3	KT21	RM5	SW2	W7	
E4	KT22	RM6	SW20	W8	
E5	KT3	RM7	SW3	W9	
E6	KT4	RM8	SW4	WC1	
E7	KT5	RM9	SW5	WC2	
E77	KT6	SE1	SW6	WD1	
E8	KT7	SE10	SW7	WD2	
E9	KT8	SE11	SW8	WD3	

