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OPERATION IIKESAFE 2000

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Operation Bike Safe 2000

SUMMARY

The Lune valley is a picturesque rural beauty spot located in the Lancaster geographic policing area, and is a nationally recognised haunt to sports bike riders. Its popularity is due to the topography and roads, which are strikingly similar to the Isle Of Man TT road race circuit, accounting for the large number who ride dangerously, with little regard for other road users, local community and speed limits.

Since 1995 fatal and serious injury collisions involving motorcycles in this area have increased by 31 %, and there has been a significant increase in complaints from the public regarding the riding behaviour of bikers.

During 1996 / 7 we undertook a 'zero tolerance' enforcement campaign to curb the problem. This traditional response did not work, with written complaints from motorcyclists that they were being discriminated against, and adverse comments in the press & media. Neither did it achieve a reduction in casualties, the anti-social riding behaviour of bikers, and complaints continued.

A more in depth analysis took place, highlighting the high proportion of fatal and serious motorcycle collisions in the area, and registration of new motorcycles rising nationally by 42 %. A large percentage are bought by riders, between 29 and 45 years of age, who ride beyond their capabilities with disastrous consequences.

In April 1999, an initiative called BikeSafe 2000 was devised, comprising a five-point plan: Awareness - Education - Partnerships - Training - Enforcement, to promote links with community safety, and addressing national and force casualty reduction objectives.

It was independently projected that in 2000 motorcycle casualties in the Lune valley would increase by 29%. Fatal and serious injury casualties have increased over this period by 24 %. This is set against the increasing number of new motorcycles on the road, and significant changes to the accident recording system in the force. Letters of complaint have gone down by 72 %, even though more motorcyclists are visiting the Lune valley.

In 1999, the HMIC inspected BikeSafe, and said in his report, " This initiative is worthy of highlighting as good practice and I am impressed with the energy, commitment and innovation of those involved "

Such has been the success, that in June 2000 it was selected to appear in a national catalogue of best practice casualty reduction initiatives compiled by the Motorcycle Industry Association, and used as a template throughout the region for BikeSafe North West, launched in March 2001.

Scanning

In 1998 I found the number of motorcyclists visiting the Lune valley was increasing. Upwards of 3000 riders were visiting the area each weekend during the summer in comparison to less than half that number in the previous three years. This had a similar effect on the number of fatal and serious injury motorcycle collisions. Prior to this date, there was little being done by way of a systematic approach to tackle the problem.

I liaised with Mr N Brown, a researcher from the Motorcycle Industry Association who said motorcycle sales between 1994 and 1999 rose by 42 % nationally. In 2000, 58 % of the 121, 908 new machines registered are sports bikes over 600cc (engine capacity). In Lancashire registrations have quadrupled with a 284 % rise from 970 to 4826.

Our partners in the local health authority also saw an increase. I spoke to Mr S.Durham, BSc Hons BA FFAEM Med, Accident & emergency consultant at Lancaster Infirmary who has identified a rise in rider fatalities and serious injury casualties, especially from the Lune valley. Over 40 % of seriously injured riders live outside the area, taking up intensive -care and ward bed- space at Lancaster Infirmary, aggravating waiting list times for local patients requiring operations.

The NHS use a system of assessing serious injury called the Injury Severity Score (ISS). For example, a dislocated finger or broken wrist scores 5, and a serious trauma injury such as a ruptured spleen would score 10. ISS scores beyond 10 are life threatening. Average ISS scores for casualty admissions for injured riders between 31 and 40 years old to Lancaster Infirmary are increasing : 1997 : 10. 1998 : 11. 1999: 12. 2000: 13. The average stay as bed patient in Lancaster Infirmary for an injured motorcyclist has increased from 18 days in 1998 to 25 days in 2000.

Further information highlighted between 1994 - 2000, motorcycle casualty admissions were 31 % higher than the average of all UK hospitals, and 7 % higher in the age groups, as shown below.

Percentage (by age group) – Motorcyclists Vs All other Trauma admissions (1998 to 2000)					
Age Group:	0 - 20	21 - 30	31 - 40	41 - 50	> 51
Motorcyclists	5	21			12
All other	17	18	16	12	36

A further problem was public dissatisfaction. Between 1996 and 1998 there were 33 written complaints to the Police from residents and parish councils in the Lune valley, over the high speeds, excessive noise and anti-social riding manner of motorcycles at weekends throughout the summer.

Analysis.

I will break analysis down into three areas: Location. Victim. Offender.

LOCATION

LUNE VALLEY – Attraction to motorcyclists.

The Lune Valley is a rural beauty spot, over approximately 80 square miles in North Lancashire, forming a gateway to the Lake District, Trough of Bowland, North Yorkshire National Park and Fylde coast.

It is a nationally recognised haunt amongst sports bike riders, with twisting country roads presenting a challenge to upwards of 3000 riders every summer weekend, and is well publicised in bikers specialist magazines. The topography and roads are strikingly similar to the Isle Of Man TT road race circuit accounting for the popularity, and number who ride dangerously at high speed, with little regard for other road users, and local community.

Between 1995 and 1998 over 50 % of all motorcycle collisions occurred between 0800—1730 pm on Sundays, on the following Lune valley roads:

1. A.683 Lancaster - Kirkby Lonsdale Road.
2. A65 Ingleton - Kendal Road.
3. BayHorse Road (unclassified)
4. Quernmore Road (unclassified)

Over 700 motorcycle casualty reports occurring in the Lune valley, since 1995, were analysed to identify home address location of riders :

32 % from the local area.

29 % From the Fylde coast, approximately 18 miles South of the Lune valley.

39 % Spread between Cumbria, North Yorkshire, Merseyside and Midlands.

(see 'home address locus ' chart in appendices)

VICTIM

Victims could be the same as the offender. Their offending behaviour on the road made them a victim.

There were also victims who were in the wrong place at the wrong time, for example, in June 1998 a 34 year old self-employed man, married with two children, was riding his 600cc Honda motorcycle, when he collided with a car emerging into his path from a side road. The rider snapped his spine, is permanently in a wheelchair, divorced from his wife, living in a fiat on government benefits.

Residents in the Lune valley are also victims, whose lives are disrupted over the speed, excessive noise and anti-social riding manner of motorcycles at weekends throughout the summer:

Letters of complaint from local residents in Lune valley :	1996 / 7:	11	1997 / 8:	14
Lune Valley parish councils:	1996 17:	3	1997 / 8:	5

Over the past three years five residents have become casualties in fatal and serious collisions involving motorcyclists riding at speed on the wrong side of the road.

Analysis.

OFFENDER

A more in-depth analysis of Lancashire Constabulary crash data for motorcycle collisions in the Lime valley revealed a profile of an offender:

Male, 29 to 41 years – Professional status - married - disposable income – previous motorcycle licence holder – reliant on rusty riding skills developed in teens.

I spoke to a psychologist, Dr Geoff Crowther, head of Consumer research at Huddersfield University who has done a survey on the perceptions, attitudes and behaviour of motorcyclists towards road safety:

Aspirations & Fantasies

Speed fantasy :- wants adrenaline rush, and emulate motorcycle racetrack heroes.
Freedom fantasy :- adventure – independence – individuality - control - thrill rivalry – escapism .
Risk taking in middle age serves need for mastery and expression of individuality.
Mastery needs frequently met by experimentation, which involves testing limits and taking risks.

Motorcyclist's values, attitudes & beliefs

Motorcycling is a high - risk activity.
Invincibility.
Enjoys thrill seeking, being in jeopardy or out of control, and taking high -speed chances.
Choosing to ride "close to the edge" delivers adrenalin rush and motorcycling fulfilment.
Low regard for road safety practitioners - thrill factor in playing ` cat & mouse` with police.

The numbers and types of motorcycle ridden by an offender was also identified:

- 54 Motorcycles (excess of 600cc engine size)
- 19 Motorcycles (over 125 cc)
- 8 Mopeds 1 scooters (50 cc to 125 cc)

Crash data was further analysed to identify the precipitating and secondary causations for these riders crashing.

The precipitating factor in 60 % of all collisions was loss of control at excess speed.

Secondary causation factors were:

- 38% loss of control on left hand bends at speed.
- 14% loss of control on right hand bends at speed.
- 17% involvement with other vehicles turning into or out of junctions.
- 25% involvement of an overtaking error by one or other party.
- 6 % other causation's, i.e.: slippery road surface and adverse weather.

SUMMARY OF ANALYSIS

Location Identified target roads in the Lune valley.

Time : Between 0800 - 1730 on Sundays between April 1st and 30th September.

Problem : Anti social riding behaviour / excess speed of sports motorcyclists, leading to serious and fatal collisions through rider inexperience with increasing complaints from Lune valley community.

Offender : Male, 29 – 40 years riding a 600 cc plus sports motorcycle.

Response :

Having identified the problem, I looked at opportunities for changing riders attitudes, behaviour, and disregard for road safety issues. The response was directly geared to the analysis of the problem, and was encapsulated in Operation BikeSafe 2000 focusing on a high-risk age group, in a high-risk area at a high-risk time.

To deal with these issues, I devised the initiative within the framework of a five-point plan, awareness – education - partnerships – training – enforcement, which I will deal with now:

1. AWARENESS and 2. EDUCATION

- I devised lectures and power -point presentation, based on the Police Roadcraft rider's manual, covering safer riding techniques, focusing on cornering and bends, observations, defensive riding, overtaking and acceleration sense.

These areas were highlighted in the analysis as being precipitating and causation collision factors.

Together with Ambulance paramedics, and assistance from the consultant, Mr Durham, we devised first-aid lectures, and a handout called " Help Your Mates " giving advice to riders.

This partnership approach was a key element in addressing health authority concerns highlighted in the analysis.

I formed a partnership with a local motorcycle dealer who supplied two mechanics to give presentations on maintenance and mechanical roadworthiness.

- The rider workshops ` were advertised using local press and radio stations airtime, local dealers and clubs. The free to attend lectures are given over two evenings to groups of 30 motorcyclists. Each lecture comprises three 40-minute presentations, with riders split into groups often, visiting workstations in rotation at Lancaster Police station traffic annexe classrooms.

Workstation 1 : Safer riding techniques.

2 : First - aid training.

Mechanical awareness.

- I devised registration forms for riders to complete with name & address details, and riding experience.
 - The workshops conclude with a 1-hour observed ' rider assessment with a police advanced motorcyclist over a pre arranged route, followed by a critique and presentation of a certificate of attendance. The certificate is linked to several partners, entitling the holder to local discounts on motorcycle servicing , insurance and post test training.
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Response :

1. AWARENESS and 2. EDUCATION continued :

` Advertising Trailer '. In May 1999 I found a single axle trailer abandoned on a farm. With donations of £ 2000 from nine local businesses I had a double-sided advertising trailer built conveying a road safety message to each side of the trailer.

Deployed to target roads throughout the Lune valley providing a highly visible message to bikers to slow down. Local residents in the Lune Valley were encouraged to use the trailer to display in villages, allowing them to take a positive stance towards improving rider behaviour. (see appendices)

- Mobile Exhibition Unit ` A local insurance consultant donated a caravan, which has become a permanent BikeSafe mobile exhibition unit. It is towed to sites in the Lune valley where bikers congregate throughout the summer. Manned by Police, County Council road safety officers, ambulance paramedics and Institute of Advanced Motorists, (IAM) promoting the BikeSafe initiative. (see appendices)

Partnership publicity material In partnership with a local insurance broker and parish councils, I devised a leaflet raising concerns of residents to motorcycle riders. 5000 were printed at no cost to the Police, and given to riders at the exhibition caravan, distributed to snack bars, garages, shops, casualty department at Lancaster Infirmary and ambulance paramedics. (see appendices)

` Bumper Back stickers I designed three stickers bearing a motorcycle road safety message, named the BikeSafe Bumper Back Campaign, designed for display on rear bumpers of vehicles. British Energy at Heysham Power Station donated £ 2000 to print 5000 on vinyl stickers. I also devised a 1 metre long version. These were displayed on local ambulances, police vehicles and selected public sector organisations, such as local haulage and coach companies operating in the Lune valley. (see appendices)

` Free Prize draws ` I devised a prize draw consisting of several multi-choice questions about BikeSafe. Used on exhibition days with prizes donated by local businesses.

` Lune valley Parish Council and local resident complaints ' As a pro-active response to the complaints, I approached the Lune valley parish councils for myself, or colleagues, to attend their meetings to talk about the BikeSafe initiative, also to deal directly with concerns and expectations over local road safety issues.



Response :

3. PARTNERSHIPS

Assistance manning exhibition caravan and classroom lectures	Lancashire Ambulance Service Paramedics
Assistance with exhibition days, manning caravan	Mr S. Durham Consultant A & E Surgeon Royal Lancaster Infirmary.
Provision of display literature. Assistance on exhibition days.	Lancashire County Council Road Safety Group
Donation of mobile exhibition unit. Donation of base for `ad trailer Printing partnership leaflets.	AXA and Adam & Gaskell Insurance Consultants
Donation & use of dealership premises for Bikesafe open days	Shepherds motorcycles Lancaster & Kawasaki UK.
Donation of generator for display caravan Free secure storage of ex unit /trailer.	Foresthill's Corporate Business centre Lancaster.
Provision of display material assistance in manning caravan	Institute of Advanced Motorists (Morecambe group)
Assistance in manning caravan, provision of publicity material	Honda Motorcycles Honda M. A. C
Printing of 250 colour certificates	Lloyds TSB Bank
Drawing of winners from prize draws	John McGuinness Professional Honda team rider.
Donation, and provision of premises for rider assessments	Bikes `R' Safe Motorcycle training Lancaster

Response :

3. PARTNERSHIPS continued

Donation & Printing of publicity material Construction of advertising trailer.	Mather Signs Morecambe
Manning exhibition caravan, provision of display material	British Motorcyclists Federation
Provision of premises. Manning exhibition caravan	Lancashire Boys Club Lancaster
Provision of display material for exhibition caravan	Motorcycle Industry Association (M.C.L.A.)
Donation & provision of fascia board display Donation of prize for draw	Plas-Tech windows Morecambe
Donation, provision of premises for open day	British Energy

British Energy

4. TRAINING

Following the rider skills workshops we impress on riders the need to undertake further training with a service provider. We also encourage riders visiting the exhibition unit to review their skills, and undertake further advanced training with an approved training body or attend the BikeSafe rider workshops.

5. ENFORCEMENT

High visibility enforcement on target roads, targeting motorcyclists who choose not to heed the 'user friendly' points of the BikeSafe initiative.

I also devised a handout which was given to every rider stopped at the roadside, and local residents, explaining the enforcement strategies. (see appendices)

Specific attention was given to : Excessive speed - Careless riding - Dangerous riding .
These aspects of poor rider behaviour were highlighted in analysis of the problem.

In 1999 a local rider bequeathed £ 5000 in his will to my Bikesafe initiative. The legacy was used to purchase a plain police enforcement motorcycle, fitted with speed detection equipment and covert radio. It is ridden by police motorcyclists monitoring riding standards in the Lune valley throughout the summer.

Assessment :

- There has been an overall rise in rider casualties over the past two years.
1999 compared with 1998 :- Fatal = 200 % decrease. Serious = 48 % increase. Slight = 14 % increase.
2000 compared with 1999 Fatal = 300 % increase. Serious = 6 % increase. Slight = 16 % increase.
- The NHS projected a rise in 2000 of 29% in rider casualties to 151. We had a 24% rise with 143 casualties. It is known that a fatal collision costs £ 1.4 millions pounds and a serious injury £ 141,000 to investigate by all partner emergency services. If we take the actual number against the projected number we have saved £2, 006, 000. (one fatal and four serious injury collisions).
- On 1st January 1999 modifications to collection of injury accidents data was introduced in the force, resulting in substantial changes to casualty severity classifications. Prior to 1st January, injuries such as shock in a minor collision would have been recorded as a slight or non-injury collision. These injuries are now classified as serious injuries. Assessment of crash data since 1999 shows a significant increase in slight and serious injuries. There is no doubt the changes have accounted for a percentage of the increase in casualties, however there is no evidence to support this.
- The rise in casualties is also set against a significant increase in new motorcycle registrations throughout the UK, In 2000, 58 % of the 121, 908 new machines registered are sports bikes over 600cc engine size. The rise in new registrations has resulted in a proportionate increase in the number of second - hand motorcycles which account for a significant number of collisions. I have been unable to identify a means of analysing data on their effect on collisions in the Lune valley.
- To address increasing numbers of riders from Cumbria and Yorkshire involved in collisions in the Lune valley, I liaised with the respective forces and devised a mutual aid loop patrol initiative. As sections of target roads passed over force boundaries, police riders from each force rode over the borders, providing supplementary high visibility patrols on target roads. This proved successful in improving rider behaviour and saw a significant reduction in the number of collisions involving riders from Cumbria and North Yorkshire. Western division, in Lancashire Constabulary also assisted with high visibility ' loop patrols ' from the Fylde to the Lune valley. This activity saw a reduction in riders from the Fylde involved in collisions in the Lune valley for the first time in 6 years.
(see home address locus chart in appendices)

In the analysis I used NHS trauma injury data provided by Mr S.Durham , Consultant at Lancaster Infirmary. The data, from UK T.A.R.N. (United Kingdom Trauma Audit Research Network), is co-ordinated by Mr Durham. Due to his demanding workload there are delays obtaining further data to assess the impact of Bikesafe on the Injury Severity Score ` ISS ' and waiting list times. I am hopeful assessment will be conducted prior to June 2001.

- ` Advertising Trailer ' has seen regular use on target roads. Local residents have continued to use the trailer in the villages, with two residents displaying the trailer in their front gardens.
- ` Partnership publicity material ` All 5000 leaflets distributed and received good media coverage in the local press. A re-print is planned as more local businesses are wanting to distribute the leaflet. Several rider training enquiries generated from the leaflets.
- ` Bumper Back stickers ` All 5000 stickers were distributed. This initiative received excellent media coverage with local press and radio. 13 enquiries about skill workshops came from riders who saw stickers displayed on vehicles.
- ` Free prize draws ` The prize draw initiative has seen over 500 entries submitted in three draws. Local businesses donated prizes valuing over £8,000. The draw proves popular drawing bikers to the initiative. Entries generated 76 training scheme enquiries and 26 riders attending the skills workshops.

Assessment : .

- 286 people applied for information on the rider skills workshops and 252 applied to undertake the scheme. 210 riders have completed the workshops, 6 riders have undertaken the workshops and rider assessment twice. 25 have undertaken further advanced rider training with 58 still considering. 96 riders fitted the offender profile in the analysis. 24 letters of appreciation were received from riders attending workshops. Assessed rides took 1 hour. This totals 105 hours (or 13 eight hour shifts). There have been 14 sets of lectures taking up 50 hours, including preparation time. All officers time has been paid for through partnerships donations.

- Breakdown of the workshops :

Age groups :				Motorcycle Types :	
19 -24	4	36-40	58	Sports (over 600cc)	110
25 -30	10	41-45	60	Sports / touring	86
31-35	58	46-50	20	Commuter	14

- To ` quality assure ` and assess the effectiveness of the workshops and exhibition unit days, I devised a questionnaire, sent out to 320 riders. 135 were returned. 107 had attended skills workshops, 28 had visited the exhibition unit. (see appendices)
 - Over 25, 000 people have visited the Bikesafe exhibition unit, and over £ 21, 000 worth of donations have been generated through partnerships with local businesses.
 - 196 hours enforcement / high visibility patrol activity on target roads. 204 motorcyclists were stopped and given a copy of the handout. 184 were prosecuted for excess speed, dangerous or careless riding. 87 were prosecuted for a riding offence on a 600 cc + sports bike. None of the 210 riders who undertook the skills workshops were prosecuted for an offence following their attendance of the course. 13 admitted being prosecuted for speeding prior to attending the workshops.
 - There are difficulties targeting the high-risk ` hard core rider group who are persistent offenders and are not interested in undertaking further rider training, or participating in the BikeSafe initiative.
 - Public satisfaction has improved with a 72% reduction in complaints from Lune valley residents. Regular contact by road safety officers has made them feel involved, fostered better relations, provided community reassurance replacing fears with reality.
Letters from local residents in Lune valley : 1996/17: 11. 1997 / 8 : 14. 1998 / 9: 4. 1999 100: 2.
Complaints from Lune valley parish councils: 1996 / 7: 3. 1997/18: 5. 1998 19: 2. 1999 100: 1.
In 2000 we received two letters from previous complainants who commented favourably on BikeSafe and the improvement to overall riding standards in the area.
 - In November 2000 I gave a presentation on Bikesafe to the Local Road safety Officers Association (LARSOA) meeting at Bolton. Police and county council representatives from Manchester, Merseyside and Derbyshire, who were not running any similar initiatives, were impressed with the concept, and on 28th March 2001 we launched BikeSafe North West at Lancashire Cricket Club, using my five point plan as a template for the strategy;
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Assessment :

ADDITIONAL COLLISION DATA:

All motorcycle collisions in the Lune valley :

	1998	1999	2000
Motorcycles (excess of 600cc engine size)	25	28	31
Motorcycles (125 cc to 600cc engine size)	17	20	22
Mopeds I Scooters (50 cc to 125 cc)	4	3	3

There are difficulties identifying rider experience when analysing collision data. I have dealt with this by interviewing riders visiting the exhibition unit, recording this information on skills workshops registration forms, and the quality assurance questionnaire.

MOTORCYCLE COLLISION STATISTICS FOR ALL OF NORTHERN DIVISION (LUNE VALLEY FIGURES IN BRACKETS)

	1998	1999	2000
FATAL	4 (3)	2 (2)	5 (3)
SERIOUS	27(19)	50 (22)	53 (24)
SLIGHT	61 (24)	71 (27)	85(29)

COLLISIONS IN THE LUNE VALLEY ON SUNDAYS BETWEEN 0800 & 1730 HOURS INVOLVING A 600CC + MOTORCYCLE WITH RIDER AGED 29 - 40 YEARS.

	1998	1999	2000
FATAL	2	2	3
SERIOUS	9	11	14
SLIGHT	10	10	12

FUTURE PROPOSALS

- Re-launched March this year as BikeSafe 2000 +.
- Increased high visibility patrol and enforcement on target roads to reduce motorcycle casualties.
- Modification of skills workshop lectures and exhibition unit displays to induce *'hard core'* offenders towards BikeSafe and change their perceptions by:
 Replacing high speed thrills with overall enjoyment by application of advance rider techniques.
 Changing motorcyclist's evaluation of the attribute to outright performance.
 Improved contact with rider network and local motorcycle dealers to promote BikeSafe.
- BikeSafe activities can prove labour intensive and sometimes conflict with competing demands on limited Police resources and constraints on the budget. In an effort to identify possible solutions to the recurring problems we are sending a questionnaire to Lune valley residents seeking views on traffic calming and engineering measures, such as lower speed limits and improvements to existing road signs. We will work in partnership with the County Council Highways authority to see if any of the proposals can be implemented to improve the roads.
- Construction of a " shock display " board showing motorcycle casualties on a map of the Lune valley at the *' Bullbeck picnic area '* in Caton where bikers congregate.

RESEARCH MATERIAL & SUPPORT

Motorcycling. The Road to a Fully Integrated Transport Policy (Motorcycle Action Group 1997)

Solving the Urban Transport Dilemma: PTWs — a Practical Alternative. (A.CE.M. & D.E.T.R 1999)

A Guide to Local Authorities, Promoting Two Wheelers (National Motorcycle Council 1997)

Guidance. on Enhancing Public Participation in Local Government (D.E.T.R. 2000)

Full Guidance on Local Transport (D.E_TR .March 2000)

Modifications to the Collection of Personal Road injury Accidents.

(Extract from Part 1 of the Quinquennial Review Report — Lancashire County Council 1999)

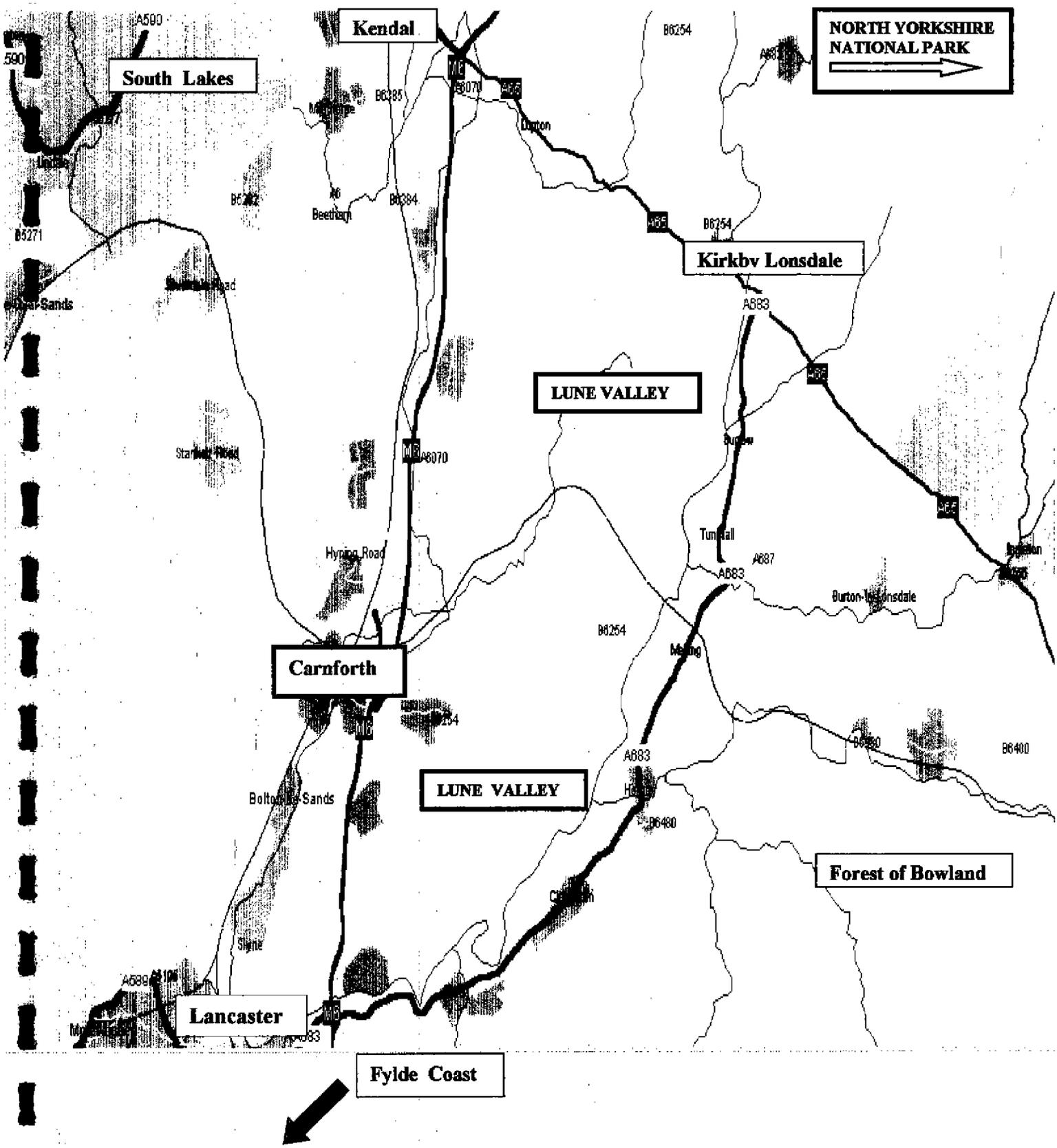
Study of Motorcyclist Perceptions, and Behaviour (Dr G Crowther. Huddersfield University)

Powered Two Wheelers Strategy and Policies (Motorcycle Industry Association 2000)

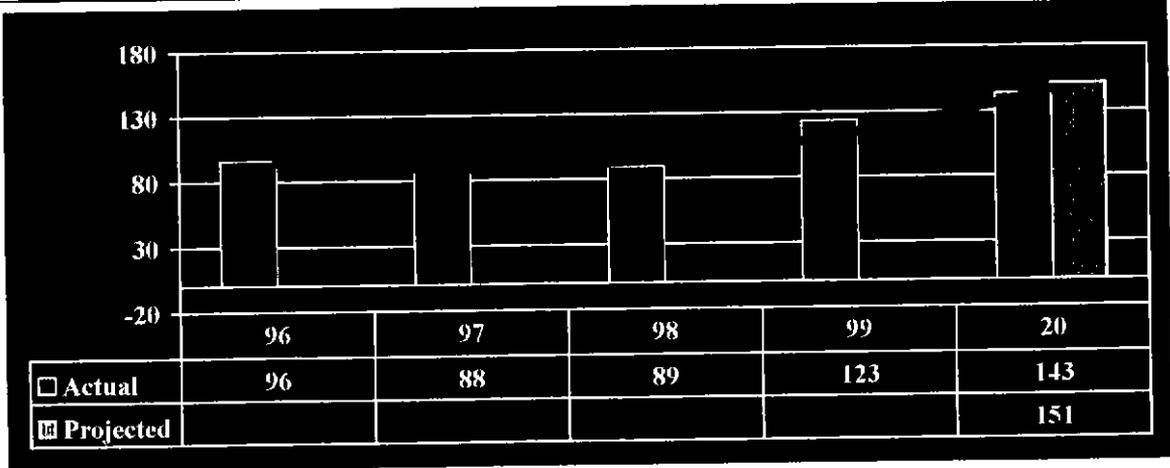
UK NHS Trauma Audit Research (Mr S.Durham, BSc Hons **BA FFAEM** Med A&E Consultant - 2000)

Problem Oriented Policing (Chief Superintendent Kirby ; Lancashire Constabulary)

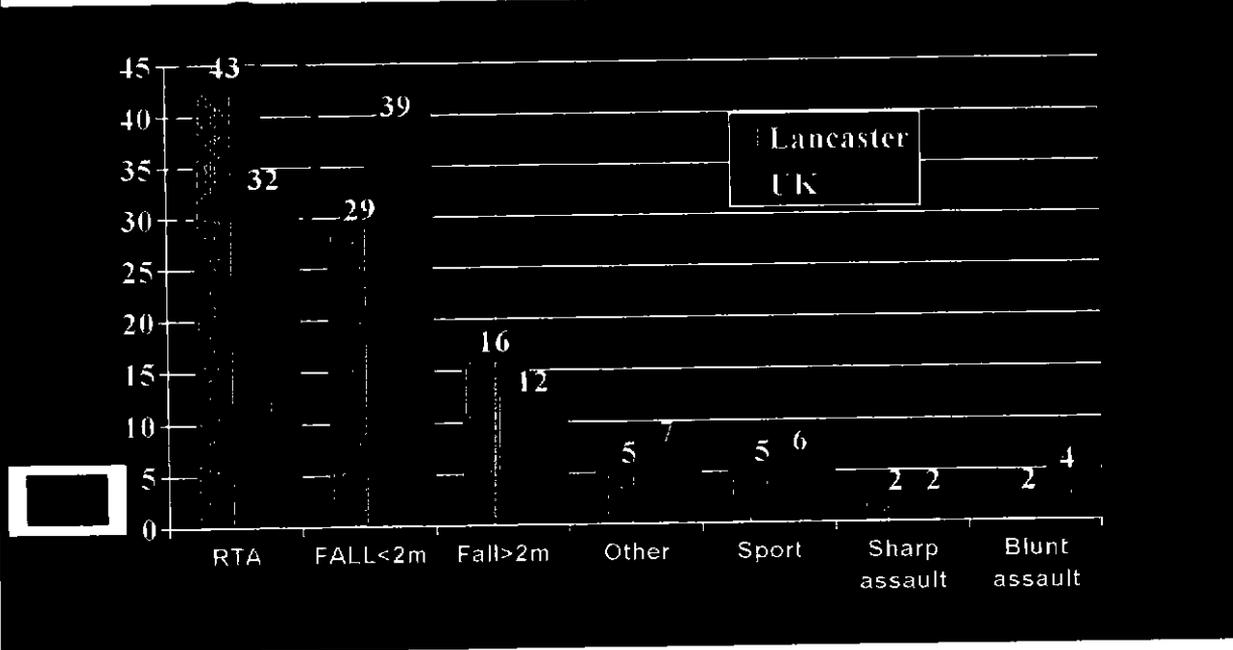
Map of North Lancashire depicting Lune Valley



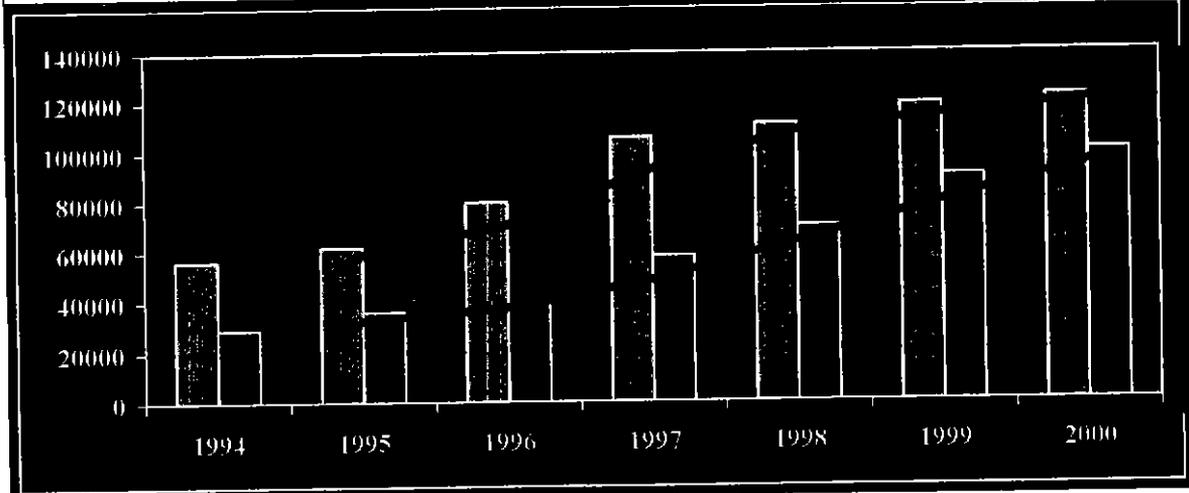
Actual & Projected Motorcycle Accidents for Lune Valley



Royal Lancaster Infirmary vs all UK Hospitals - Cause of injury 1994 - date



UK & Lancashire New Motorcycle Registrations



HOME ADDRESS LOCATIONS FOR ALL RIDER AND PILLION PASSENGER CASUALTIES IN NORTHERN DIVISION								
Division / Region	1994	1995	1996	1997	1998	1999	2000	Totals
A - Western	26	30	24	32	26	26		= 185 (27 %)
B - Northern	32	30	29	30	30	31		= 212 (31 %)
C - Southern	11	10	4		4	1	5	= 35 (5 %)
D - Central	8	10	22	9	6	13	17	= 81 (11 %)
E - Eastern	3	2			2	3	8	= 12 (1 %)
F - Pennine	6	1		1	4	3	8	= 25 (3 %)
Cumbria	4	10	4	3	1	2		= 25 (4 %)
Merseyside	2	1	5	6		1		= 35 (5 %)
Manchester	4	3	8	6	6	8		= 55 (8 %)
N. Yorkshire	1	13	2	3	1	2		= 22 (3 %)
* Other	1	2	2	1	3	3		= 22 (3 %)

Lancashire Constabulary by division :
 A - Western. B - Northern. C - Southern. D - Central. E - Eastern. F - Pennine.
 * Other = N. Wales. Derbyshire. Cheshire. South / West Yorkshire

 = REDUCTION
 = INCREASE
 = SIGNIFICANT INCREASE

Home address locations – motorcycle collisions in Northern Division.

Assessment showed Greater Manchester Police, Merseyside Constabulary and Derbyshire were not undertaking any form of motorcycle casualty reduction initiatives.

Lune valley collision statistics identified that since 1997, over 60 riders from the three counties were involved in injury collisions. Assessment of collision data for 1999 / 2000 showed no improvement.

To raise awareness, I gave a presentation to the North West Region of the Local Authorities Road Safety Officers Association (LARSOA) in November 2000 about Bikesafe 2000 and problems with riders involved in collisions in the Lune valley from their areas.

Those present were impressed with the concept of Bikesafe and implemented it via LARSOA, throughout the North West Region on 28th March 2001. using the five point plan I devised in 1999.

ASSESSMENT -OPERATION BIKESAFE 2000 QUESTIONNAIRE

1= Poor. 2= Fair. 3= Good. 4=Very Good. 5= Excellent.

Part A. Course Evaluation	1	2	3	4	5
Did the course meet your expectations ?	2		34	57	14
How good was the information that was given ?		1	52	48	6
How well was the information presented ?	2	16	72	17	
Part B. Assessment Ride					
Did you find the assessment ride useful ?			5	49	53
How do you feel your awareness of rider safety has improved having taken the course?		3	27	51	26
Part C. Rider Training					
Did you find the content useful in helping you to avoid any potential accident or near misses on the road since competing the workshops ?			48	48	11
How do you rate the value of the workshops in improving your overall riding standards ?		12	30	50	15
Part D. Awareness Presentation					
How good was the presentation ?			6	51	50
Was the presentation able to increase awareness to your own personal safety and that of other road users ?			2	61	44

Part E. Further Training	Yes	No	Don't Know
Would you now consider taking further formal rider training ?	58		11
Have you taken any further training since attending the rider workshops ?	25		13
Would you recommend the rider skills workshops to others ?	90	1	16
Have you been involved in any motorcycle accident since attending the workshops and rider assessment ?	1	109	
Part F. Operation of the Exhibition Caravan			
Did you find your visit to the exhibition caravan worthwhile	106	5	24
Did the visit make you think more carefully about your own personal safety and that of other road users	110	2	23
The future of road safety initiatives such as BikeSafe are constantly being evaluated, does a concept such as this have a place in today's modern Police service.	90	6	39
It is one of the aims of Lancashire Constabulary to improve public confidence in the police service. To what extent do you agree with the following statement: "I have confidence in the Road Policing of this area"	90	12	33
<p>The BikeSafe initiative also involves strict enforcement measures for those who choose not to heed the 'user friendly' advice and training and put their own lives and other road users in danger. The accidents that regularly occur could be mostly avoided, and tie up valuable emergency services and resources.</p> <p>Do you consider the Police should concentrate more, or less on the following areas that are attributable to causing these accidents.</p>			
	Very Important	Quite Concerned	Not Concerned
Speeding	30	20	18
Dangerous riding	50	13	2
Excessive noise	15	20	15
Performing stunts (ie: wheelies)	48	21	9