



Information about the DocBike charity for consideration for support by Relay Riders UK in 2019

Background

We love riding motorcycles! The freedom that riding a bike gives, whilst reducing the impact on the environment and easing traffic congestion means that in today's society riding bikes makes absolute sense. But we're an at risk group. Motorcyclists account for 1% of the miles driven on the UK roads, but we make up 25% of the critical injuries and 25% of the deaths.

1.1 Distance travelled by vehicle type	1.2 Dorset Road Deaths – Motorcyclists compared to all others (2010-2014)	1.3 Dorset Serious injury collisions – Motorcyclists compared to all others (2010-2014)
<p>National Data. In 2013, vehicles travelled 301 billion road miles in the UK. The majority of miles travelled were by car (240 billion). Motorcycles accounted for only 1% of the distance travelled (2.7 billion).</p>	<p>In the 4 calendar years 2010 – 2014, 89 people died on the roads of Dorset. 21 (24%) were riding powered two wheelers.</p>	<p>In the 4 calendar years (2010 – 2014) 1344 people were seriously injured in Dorset. 334 (25%) of these were riding powered two wheelers.</p>

The DocBike charity uses a high profile medical professional (air ambulance doctor or similar) on an emergency motorcycle to provide roadside critical care, but at the same time engage with motorcyclists to raise awareness of what it is that most commonly leads to a motorcyclist being involved in a collision; what they can do to avoid it and also through teaching on BikerDown courses, how to keep a fallen biker alive whilst waiting for the ambulance to arrive.

Motorcycle Injury Prevention & Roadside Critical Care



Our goal is simple. **To eradicate all motorcycle deaths** and dramatically reduce the number of motorcyclists who are critically injured on our roads in the UK.

Why motorcyclists crash

Understanding why motorcyclists crash is key to reducing the number of killed or critically injured bikers on our roads. As well as providing roadside critical care and engaging with riders at the roadside, the DocBike charity is heavily engaged in research, winning the National Trauma Audit Research Network prize in 2016 and being recognised for our work at the House of Lords & Buckingham Palace. We have formed partnerships with emergency services at a National level to collaborate and coordinate our efforts, but we need to do more.



Through our research, we've identified which motorcyclists are most at risk of being killed or critically injured as the result of a bike accident and we know the most common reasons why the crashes happen. Most injured riders aren't tearaways! They're not reckless in their riding, but good honest people, who benefit society and who we want to help keep safe.

If you don't know that going too fast round a left hand bend will push you out into oncoming traffic on the other side of the road.... and you get your speed wrong on the way into the bend, you're at risk of being fatally killed.

Riders who don't know that when travelling quickly down a straight road towards a junction they appear like a dart to the car driver waiting to pull out, might not adjust their position and speed in case the car driver doesn't see them and pulls out into their path.

Whilst it is the aim of the DocBike charity to be there to pick up the pieces when riders are involved in a serious collision, we're passionate about preventing motorcyclists from being involved in a crash in the first place by raising awareness amongst bikers across the country so that they can prevent their own injury.

Our research shows that 81% of bikers who were either killed or critically injured in Dorset would have avoided being in a collision in the first place, had they been aware of what was likely to cause them to be in an accident. It is for this reason we're looking to fund a PhD student to work full time over a 3 year period to develop this research and share it nationally.



Our Income and Expenditure

The DocBike project is relatively new, being developed over the past 5 years and achieving charitable status in 2018.

Our income is solely from donations coming from bikers at the roadside, local businesses, bike groups or philanthropic organisations like the Masons.

In setting up the project, we've been dependent upon the good will of others. Dorset Police allowed us to re-badge the very first DocBike motorcycle when it was due to be decommissioned. RDT Ltd gave us a patient monitor worth £20,000 to allow critical care to be delivered at the roadside and the Dorset Health Trust donated money to enable the purchase of 16 mannequins which allow us to train motorcyclists to resuscitate someone whose heart has stopped.



We have very little ongoing costs with no employed personnel to date. The biggest cost to the charity to date being replacing the old DocBike when it became too old to respond safely in emergency situations.

Our plan is to expand the DocBike project Nationally, but to do so costs £40,000 for each area:

- £16,500 for a new BMW RTP Motorcycle
- £20,000 for an IP66 rated compact critical care monitor
- £1,000 for other medical equipment (including a defibrillator)
- £2,000 for the rider's leathers, helmet, gloves, boots and other PPE
- £500 for leaflets, cards, promotional flags and collapsible tables etc. for engagement.

LOOK ONCE ... LOOK TWICE ...
THINK BIKE

DOC BIKE
www.DocBike.org

BIKER DOWN **bike safe**

The Future of the DocBike

We already have a number of interested clinicians associated with air ambulances across the UK who want to run a DocBike scheme in their area, but we don't currently have the funds to expand. As such we're concentrating on getting the research, structure and strategy right, so that when funds do become available, the roll-out of the DocBike project across the UK will be a resounding success, reducing motorcycle fatalities everywhere we go.

Working on a National level with the Trauma Audit & Research Network and emergency services partners, we're already starting to build up a true picture of where the most seriously injured motorcyclists are having crashes (something not previously possible with government data alone).



We want to continue to be part of local bike groups, raising awareness but at the same time, learning from everyday bikers as we pioneer research into motorcycle injury prevention; something that has been woefully left on the side-lines to date.

We want to have the ability to have a bigger presence at major biker events. Being able to draw in fellow bikers to hear about the work that we do and learn about why motorcyclists crash, so that they can avoid the same mistakes.

We want to use the medical expertise of the air ambulance clinicians to make a difference at the roadside when a biker crashes, but also to use the appeal of the air ambulance to engage with motorcyclists as we frequent biker haunts and major events.



We want to eradicate all motorcycle deaths across the UK.....

But we need your help to do it!

Thank-you.