



Learners' and trainers' perceptions of motorcycle Compulsory Basic Training

Prepared for: The Department for Transport and the Driver
and Vehicle Standards Agency
Ref: jn1657/ Brian Westra / Douglas Dalziel

LONDON OFFICE

Laystall House, 8 Rosebery Avenue
London, EC1R 4TD, United Kingdom
T +44 (0) 20 7843 9777
F +44 (0) 20 7843 9779
E info@spafuturethinking.com
W www.spafuturethinking.com

Date: 5 September 2014

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1. Introduction

Between 2009 and 2012, there have been between 7000 and 8000 road collisions each year, where the police were in attendance, involving moped riders and motorcyclists aged 16-24. 58% of these collisions involved 16-19 year olds.

In 2012, there were 7663 collisions recorded involving young people where the police were in attendance, 88% of which were males and 12% females. 23% of these collisions resulted in death or serious injury (the figure was higher among males – 24%, than females – 13%).

All new young riders have to complete Compulsory Basic Training (CBT) to validate their provisional licence entitlement before riding unaccompanied on the road.

The Department for Transport and the Driver and Vehicle Standards Agency (DVSA) commissioned SPA Future Thinking to undertake research among trainers and learner riders about the motorcycle CBT. This was to gain a better understanding of who is taking CBT and to gather views on their experiences of providing the training or taking their CBT, including how CBT might be improved.

To ride a moped or motorcycle up to 125 cc a provisional licence and a CBT certificate are required. CBT usually takes one day to complete and involves basic Highway Code knowledge, awareness of the motorbike, handling the bike off road and a minimum of 2 hours of on-road training. After completing CBT one can ride unaccompanied for 2 years with 'L' plates. After 2 years (if the rider has not gone on to take the full motorcycle test), another CBT course is required to allow the rider to continue riding for a further 2 years.

The trainers' survey covered:-

- profile of approved training bodies (ATBs) – number of trainers employed, length of time in business
- profile of their learner riders – how many, their age, level of understanding of riding mopeds/ motorcycles, first timers or repeaters
- completion rate/ one day completion rate
- what bikes trainees take CBT on – mopeds/ motorcycles/ automatics/ manuals
- training – duration, whether they sort riders by ability, length of time on the road
- fees / whether they charge per course or by day
- views on CBT – is it effective and what, if anything, needs to change
- reaction to alternative ways of running CBT
- whether riders should have to complete a theory test before taking CBT

The learners' survey covered:-

- how they found out about CBT
- reasons for choice of training school
- whether first timer or repeater
- preparing for CBT
- experience of car driving
- experience and level of understanding of riding mopeds/ motorcycles at time took CBT
- bike trained on (moped or motorcycle, automatic or manual, own bike or provided by school, whether had choice of bike or just given)
- how much they paid for the course
- whether completed/ completed in one day
- views on CBT
- confidence during on-road training and after completing the course
- value for money of the course
- reaction to alternative ways of running CBT
- likelihood of taking full motorcycle test in the next two years
- what will mainly be using moped/ motorcycle for
- demographics – gender, age, working/ not working/ student

Following the main surveys, we conducted 20-25 minute telephone depth interviews with 10 trainers and 10 learners to probe in more depth around the key findings from the quantitative surveys.

Topics covered in the depth interviews were:-

- thoughts about how CBT could be improved to make young riders safer (trainers)
- recent experience of CBT and how confident they feel riding unaccompanied on the road (learners)
- root causes behind higher incidence of road collisions among young learner riders (trainers and learners)
- theory (trainers and learners)
- off road and on-road training (trainers and learners)
- repeating CBT (trainers and learners)
- automatics and manuals (trainers and learners)
- learner riders' attitude (trainers)
- views on re-structuring CBT (trainers and learners)

This report brings together all strands of the research and is presented on a thematic basis with quantitative findings supported and illustrated by quotes from the depth interviews.

2. Key findings

2.1 Road collision data and survey findings

Road collision data produced by MAST shows that there were 7663 collisions recorded involving young people (aged 16-24) where the police attended in 2012. 4175 of these collisions involved 16-19 year olds showing that this group of teenagers is 50% more likely to have a collision than the 20-24 year olds¹.

88% of collisions involved males. In the learners' survey 97% of 16-23 year olds are male. While the incidence of road collisions by gender reflects the gender profile of all CBT learners, the MAST data reveals that when males have collisions, they are more likely to be severe, resulting in death or serious injury, than when females have collisions (24% compared to 13%). In the depth interviews with trainers, we explored the theory that the high incidence of road collisions can be attributed (at least in part) to a tendency, especially among young men, to believe they are invincible and display competitive behaviour amongst their peers. There was a general agreement that this is a contributory factor to collisions among young people and especially males. One or two trainers take quite a stern line with learners who display a bad attitude at the start of training i.e. indifference/ not paying attention/ know-it-all attitude and actually ask them to leave. Generally, however, trainers were of the opinion that there is not a lot that CBT can do to address this problem, but by delivering a good course which increases awareness of hazards and instils good practices for safe riding, trainers can at least hope to mitigate this tendency.

2.2 Profile of learner riders

According to the trainers surveyed, 61% of learner riders are aged 16-23 and 39% are aged 16-18. DVSA data indicates 43% are aged 16-23 and 24% are aged 16-18. The DVSA data is based on an analysis of 1000 recent CBT certificates. The survey data is based on trainers' estimates of the age profile of all their learners (whether they complete CBT or not).

The gender profile from the learners' survey is 85% male/ 15% female.

Full profiles are shown in the approach section which follows. While the learners' data is weighted to the profile obtained in the trainers' survey, the learners' results should not differ significantly from those that would be obtained if the age profile form analysing certificates were used instead and so we are retaining the weighting based on the learners' data.

¹ MAST Market Analysis Segmentation Tools, www.roadsafetyanalysis.org – data drawn on 5th August 2014

2.3 Motivation for taking CBT

The majority of CBT learners are taking their CBT for the first time (76% from the learner's survey and 70% from the trainers' survey). This rises to 91% amongst 16-18 year olds.

Over half of all learners are planning to use their moped/ motorcycle for commuting or travelling to and from school or college and this rises to three quarters of younger riders.

2.4 Level of understanding before taking CBT

Learners and trainers disagree about learners' level of understanding of riding mopeds and motorcycles before CBT, with over half of learners claiming they had a high or fair level of understanding but less than a quarter of trainers thinking their learners had this level of understanding. In the learners' survey, 16-18 year olds claimed almost the same level of understanding as older learners. Women are less likely to claim they had a high level of understanding. 43% of learners had no riding experience before taking their most recent CBT.

Over four in ten claimed to have read the Highway Code to prepare for CBT. Over four in ten talked to friends or relatives who had taken CBT. More 16-18 year olds took these two actions than learners in general.

Approaching six in ten took their CBT on a manual light motorcycle (up to 125 cc), a quarter on a moped and one in eight on an automatic light motorcycle. Almost all had the bike provided for them by the training school. Seven in ten could choose between an automatic and a manual.

2.5 The training

83% of learners claimed they spent at least two hours for the on-road element of the training. However, 15% are not receiving the legal minimum 2 hours on the road. 81% felt the length of time spent on-road was about right. There is a correlation between cost of course and length of time spent on the road with length of time increasing with cost of course. If the course cost less than £90, the proportion having at least two hours on-road falls to 69%. In the depth interviews, some trainers felt that the DVSA should do more inspections of ATBs as they claimed that there were some who were not adhering to the curriculum and spending less than two hours on-road to save money and undercut the market.

Two hours is considered as adequate by most trainers but there were one or two trainers who saw the advantages of having up to 4 hours for those who need it and/ or to allow for more hazard perception training. Generally trainers did not

raise any concerns about learners out on the road. They assess the competence of the learner carefully before they take them out. If someone is struggling with bike control during the on-site training, more time will be spent with them and/ or they may be invited back for a second day to make sure they have good control of the bike before proceeding to the on-road element of the training. There was no call for the statutory minimum requirement of 2 hours for on-road training to be increased. One or two flagged up the danger of tiredness if the on-road element were to be extended. Others thought that if CBT was to require a longer on-road element, that would force up prices and deter would-be riders.

Nine in ten learners felt confident during the on-road training. Young learners (16-18) are just as likely to feel confident but women are not as likely to feel very confident. There is a direct correlation between confidence during the on-road element of the training and confidence in riding unsupervised on the road after the course. Confidence levels for riding unsupervised on the road after completing CBT are similar to those recorded for the on-road training element except that a higher proportion are very confident about riding after the course.

Three quarters of trainers agree that it is a good idea to sort learners into groups based on experience and ability and a similar proportion claim to do this already anyway. There are difficulties with this approach though including not being able to assess learners' ability correctly to start with, scheduling when you have only a few bookings and/ or few trainers available, financial constraints and the general hassle of it.

The average completion rate for CBT across all ATBs is the same as that found in the learners' survey – 96%. The average one day completion rate (amongst all learners) is 84%.

42% of trainers charge a fixed rate for completing CBT no matter how long it takes and 53% charge for a one day course with varying amounts for subsequent (extra) training. 5% say it varies depending on the circumstances or use both charging mechanisms. The charging mechanism may influence the one day completion rate for CBT as more schools charging the fixed rate are completing CBT in one day.

According to trainers, the main reasons for learners not completing CBT are to do with lack of control/ bad bike handling (33%) and lack of knowledge of the Highway Code (31%). Only 9% mentioned lack of safety awareness/ road sense as a reason for not completing.

2.6 Views on CBT

Learners give high scores for CBT achieving a range of positive outcomes. Trainers also give good scores for most aspects of CBT but do not rate it as highly as learners for:

- giving the rider a responsible understanding of how to behave on the road
- establishing that the rider has a good awareness of what's going on around them at all times
- making sure the rider has enough theoretical knowledge for riding unaccompanied on the road (CBT receives its lowest rating among trainers for this aspect – 6.9 out of 10)
- giving the rider a good understanding of how different weather conditions affect the way they ride
- teaching the rider to negotiate more complex junctions e.g. multi-lane roundabouts and right turns at major traffic lights

The low score for making sure the rider has enough theoretical knowledge is reinforced by the 21% of trainers who thought there should be a stronger theory element. Again, when asked at the end of the survey for suggestions in relation to CBT for reducing collisions, 19% of trainers mentioned the need for a compulsory theory test or more theory in general. 31% of trainers felt that learners should pass the full theory test before taking CBT and a further 45% said that they should pass a simplified version of it.

In the depth interviews we found trainers using a variety of techniques to teach theory including Highway code tests, video, road sign recognition and hazard perception. It seems that trainers have quite a leeway in what content they use in the theory element.

Four in ten learners (39%) would pay extra for more on-road and safety training. However this drops to 30% among 16-18 year olds.

2.7 Trainers views on re-structuring CBT

Trainers were presented with various ideas for re-structuring CBT and asked for their opinions.

One idea is to require CBT to be taken every year instead of every two years in the hope that more would go on to complete the full motorcycle test instead of just repeating CBT. Trainers were asked if they thought such a measure would have that effect. Opinion is divided with 41% saying that it would have this effect and 48% saying that it wouldn't. Those not thinking it would have this effect thought the increased cost of training resulting from such a move would just put people off motorcycling.

When asked whether repeating CBT provides sufficient training for young learner riders, six in ten agree that it does but a quarter disagree. Many of these say the course is too basic or not long enough.

Most trainers (72%) feel that completing CBT on an automatic does not prepare learners well for riding a manual. The same proportion also agrees that CBT completed on an automatic should be valid for automatics only. They suggested having a conversion course focussing on clutch control and changing gears if learners wanted to ride a manual bike after taking CBT on an automatic or having two separate CBT courses, one for automatics and one for manuals.

28% of trainers do not think the CBT is flexible enough. They feel it is too fixed/ too prescriptive, that it does not distinguish between first timers and repeaters meaning that skilled riders have to go through all the basics again when they come back. In the depth interviews many suggested that experienced riders should not have to go through the basics again and that it should only be necessary to take them out on the road for a couple of hours to make sure they are still safe to ride on the road.

2.8 Inspection of ATBs

Several of the trainers interviewed in depth felt that the DVSA should be carrying out unannounced mystery inspections of ATBs. They felt aggrieved that some trainers were not delivering CBT properly and were gaining a competitive advantage. One suggested prices should be fixed.

3. Recommendations

3.1 Course content

Introduce a theory test or simplified version of it

The majority of trainers would like to see the introduction of a theory test (or simplified theory test) which learners take prior to attending CBT and some learners were also supportive of this idea.

Opinion is divided over whether the theory element of CBT could be reduced for learner riders who have passed the theory and hazard perception tests already.

Communicate best practice in theory training to all ATBs

There should be more clarity about how the theory element of CBT should be taught. There appears to be considerable variation in approach at the moment.

A systematic tour of ATBs to review their theory training would give DVSA the opportunity to pick ideas from the best and design a CBT theory course which could be followed by all.

More consistency in measuring knowledge of the Highway Code

Schools should be consistent in their approach to sending those with little or no knowledge of the Highway Code away to come back when they have read the Highway Code. More specific guidance from DVSA is needed with regards to what ATBs should expect from learners in the way of Highway Code knowledge.

Allow more flexibility for repeat CBT learners

For repeat CBT learners, trainers would like more flexibility to better accommodate the needs of individuals, for example, experienced riders should not have to repeat certain elements e.g. what clothing to wear, starting up the bike, bike safety checks and on site bike handling. There is no point in them having to do some of these things.

However there is a risk that if CBT became a 2-tier system it would encourage riders to repeat CBT rather than continuing with the learning to ride process and taking a full test. It would be better to strengthen a client centered learning approach to the delivery of training and to review content of the CBT syllabus.

Share best practice for training the practical elements

Look at ways for trainers to easily share best practice.

Review ways to encourage trainers to adopt a client centred learning approach.

Review the training support material for the practical elements of CBT.

3.2 Duration of course

Keep the core course to one day but strengthen the requirement to extend training when needed

The duration of CBT courses should be determined by the pace at which learners reach a competent standard as they progress through the syllabus and courses can take longer than one day to complete. However common practice and commercial pressure results in the majority of courses being completed in one day, this has resulted in public perception, by both trainees and the training industry, that CBT is a one day course.

There is broad support from amongst those taking part in the survey for keeping CBT as a one day course, with the same five element structure and a two-hour on-road component.

Cost (particularly for young people) and convenience are the main factors that discourage learners from supporting an extended training period.

However, it should be made easy and not overly costly for those who want extended training to be able to come back for another 2 hours on the road for example. The onus should not be on completion in one day and while trainers claim they don't tell learners how long it should take, the fixed fee per course price structure may be influencing many trainers to aim for one day completion.

ATBs should watch out for tiredness among learners (if they do not do so already). Women and those with no understanding of riding before the course were more likely to say the on-road element was too long (21% and 19% respectively). These groups were also most likely to feel tired by the time they started the on-road training (women 23%, no understanding of riding before CBT 29% compared to 11% overall).

Encourage ATBs to offer a menu of rates including charges for the standard one day course and charges for extra booster/ top-up/ half hour sessions

Results show that if the course is offered at a fixed rate (no matter how long it takes), the one day completion rate tends to be higher than if it is offered on a cost per day basis. In the interests of ensuring everyone gets the best possible training, it would be better for ATBs to charge per day with extra fees for a second day or morning.

Assess learners' carefully for bike handling skills and awareness of the Highway Code

Those who have not reached a satisfactory level of competence should not be rushed through the course in one day. They should be offered a further training with perhaps extended on-site training on day 1 and the on-road moved to a second day.

3.3 Automatics and manuals

Most trainers support limiting the validity of CBT certificates for those who took their CBT on automatics to automatics only and that conversion courses should be taken to ride on manuals.

3.4 Encouraging progress to full licence

There may be resistance to requiring CBT to be taken every year instead of once every 2 years as a way of encouraging more learners to go on to take the full motorcycle test. Four in ten trainers think such a measure would work but almost half don't think it would work. There are concerns that this would increase the cost of the course and deter some learners from taking up motorcycling. Trainers do see the safety benefits but are also driven by commercial considerations.

3.5 Other recommendations

Sort learners by ability

Where practical, learner riders should be sorted into groups based on their ability (experience and bike handling skills) so that the trainer is able to tailor the training more effectively, spending more time with those who need it. Consideration should be given to a short standard assessment procedure in order to assess learners' competence/ experience.

Specific considerations for young riders

Training young riders, especially males, can be a challenge. Young males tend to be overconfident. It is this group that is most likely to have an accident resulting in serious injury or death. Trainers should emphasise the risk of collision as much as possible so as to 'temper' this over confidence. These learner riders will need more effort in training to be aware of potential hazards around them and monitoring their speed. Trainers do adopt a number of strategies to highlight the risks and dangers of riding to this group. There are many different approaches currently in use and advice about how best to manage this would be useful.

Those lacking in confidence (particularly females) may need extra time and help at various stages and the courses on offer should make those who might want more training feel comfortable about asking for this.

Protecting the customer

There is support amongst trainers to have increased mystery unannounced inspections. A few complain that they are not operating on a level playing field. They claim to know of other trainers who are not offering the minimum 2 hours on-road training and can therefore undercut them on cost. Inspectors should check the duration of the on-road training, the content of theory training and whether ATBs are ensuring trainees are wearing the right gear.

Clothing and equipment

Many trainers provide clothing if the trainee is not adequately equipped; this provision can range from just helmets through helmets and gloves, helmets, gloves and waterproofs to the complete provision of protective motorcycle clothing. The provision of clothing is voluntary one. Some trainers issue pre-course joining instructions to inform trainees they must be appropriately dressed.

There would be safety benefits if trainers were required not only to ensure trainees understand the need to wear the right clothing and equipment but to ensure trainees meet this standard during training courses.

4. Approach

4.1 Trainers

A sample of all 648 Approved Training Bodies was supplied to SPA Future Thinking for the survey amongst trainers. An introductory communication was sent by DVSA to trainers who were interviewed over the phone between 27 March and 27 April 2014.

203 interviews were completed.

- By size, we interviewed the following numbers:-
 - Independents (1 employee) 54 (27%)
 - Small (2-9 trainers) 139 (68%)
 - Large/ medium (10+ trainers) 10 (5%)
- By length of time in business:-
 - Up to 5 years 48 (24%)
 - Over 5 years 155 (76%)
- And by region:-
 - Scotland/ North 76 (37%)
 - Wales/ Midlands 37 (18%)
 - South 90 (44%)

The data for the trainers' survey remains unweighted as we managed to obtain interviews with a third of all trainers (31%), providing a survey sample which was reasonably representative of all trainers by size, age and region.

4.2 Learners

Learners were recruited by trainers who had completed the telephone survey. They agreed to help us with the learners' survey by handing out paper self-completion questionnaires with reply paid envelopes and/ or cards with the web address link to the survey as well as a QR code which could be scanned by mobile phones allowing access to the survey on mobiles.

2770 paper questionnaires and postcards with details of the web and mobile phone links to the online version of the questionnaire were sent to 68 trainers agreeing to help with the learners' survey and they handed these out to their learners at the end of each CBT course over a nine week period commencing 2 May and ending 19 June.

Fifteen trainers also agreed to email the link to the online survey to an estimated 865 learners who had completed CBT in the previous month (March 2014).

The DVSA helped with boosting numbers towards the end of the data collection period by sending a communication to all recent Module 1 and Module 2 candidates. 428 learners' surveys were completed, 314 online and 114 by paper.

- Returns by gender were as follows:-
 - Male 358 (84%)
 - Female 69 (16%)
 - Refused 1
- and by age:-
 - 16-18 53 (12%)
 - 19-23 57 (13%)
 - 24+ 317 (74%)
 - Refused 1
- and by working status:-
 - Working full time 304 (71%)
 - Working part time 30 (7%)
 - Student 61 (14%)
 - Looking after family/home 6 (1%)
 - Unemployed 10 (2%)
 - Retired 15 (4%)

It became apparent towards the end of the data collection period that we needed more surveys to be completed by the younger age group 16-23 and in particular 16-18 so we rang round all the participating trainers to encourage them to have a last push at handing out the surveys to these young riders and we were able to reach more robust samples in these age groups as shown above. DVSA also asked trainers to support this.

The learners data is weighted by age to the average age profile of learners obtained in the trainers' survey as follows:-

- 16-18 39%
- 19-23 22%
- 24+ 39%

The gender profile after weighting remains largely unchanged:-

- Male 85%
- Female 15%

After weighting, the profile by working status is as follows:-

- Working full time 39%
- Working part time 22%
- Student 39%
- Looking after family/ home 1%
- Unemployed 2%
- Retired 2%

4.3 Depth interviews

Telephone depth interviews were conducted with 10 trainers and 10 learners after the quantitative studies to explore in more depth, issues of interest emerging from the quantitative surveys.

For the trainers, we sampled a mix of those who rated CBT highly, some with reservations about some aspects of it and some who had quite serious reservations about it. From the quantitative survey, the majority of trainers (61%) gave CBT scores of 8 out of 10 or more on average for delivering positive outcomes and only 4% gave scores of 6 out of 10 or less. For the follow up depths, we oversampled those giving lower ratings on purpose as we were keen to obtain in depth feedback from trainers with a mix of views.

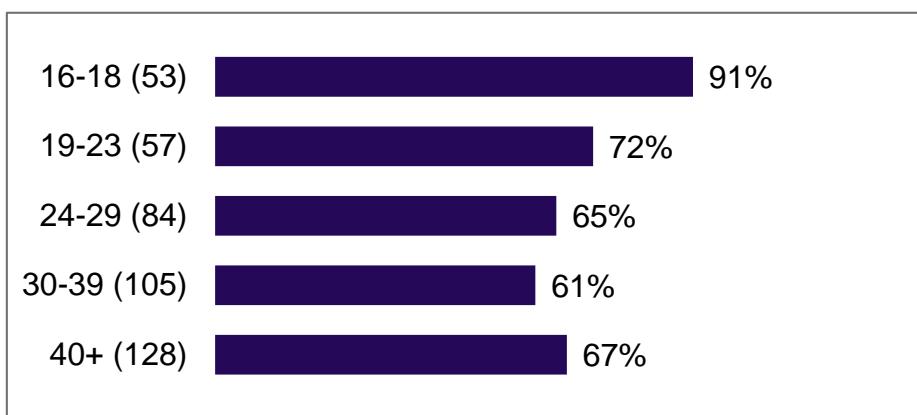
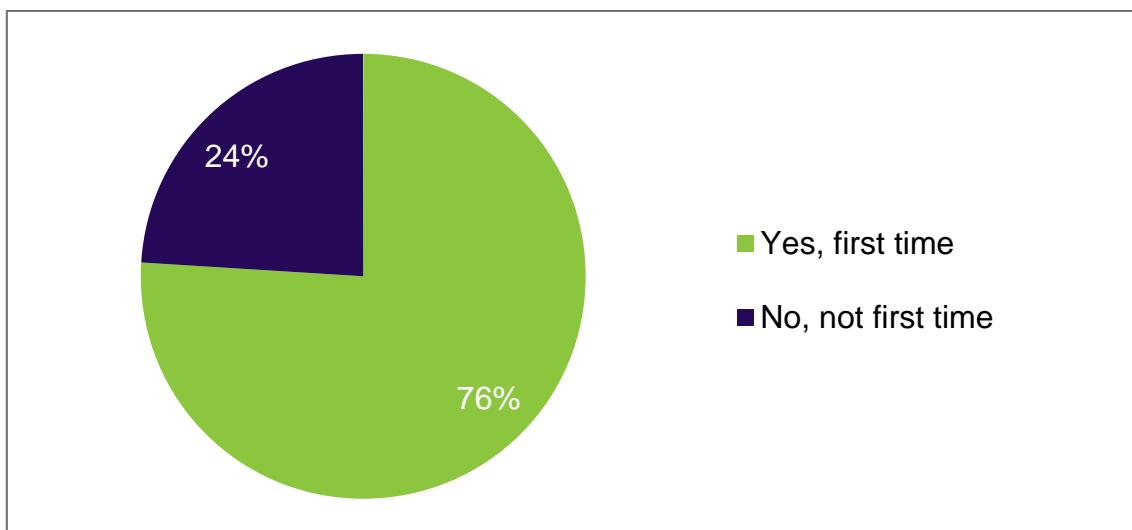
For the learners, we sampled a mix of confident and not so confident riders, males and females, 16-18 year olds and older and those giving high scores and lower scores for outcomes of CBT.

5. Detailed findings

5.1 Motivation for taking CBT

Learners were asked at the start of their survey whether this was the first time they were taking CBT. 76% said that it was. The proportion taking CBT for the first time reduces with age from 91% of 16-18 year olds to 67% of 40+.

Whether taking CBT for the first time



LEARNERS' SURVEY Q3. Thinking about your most recent CBT, was this your first time taking it?

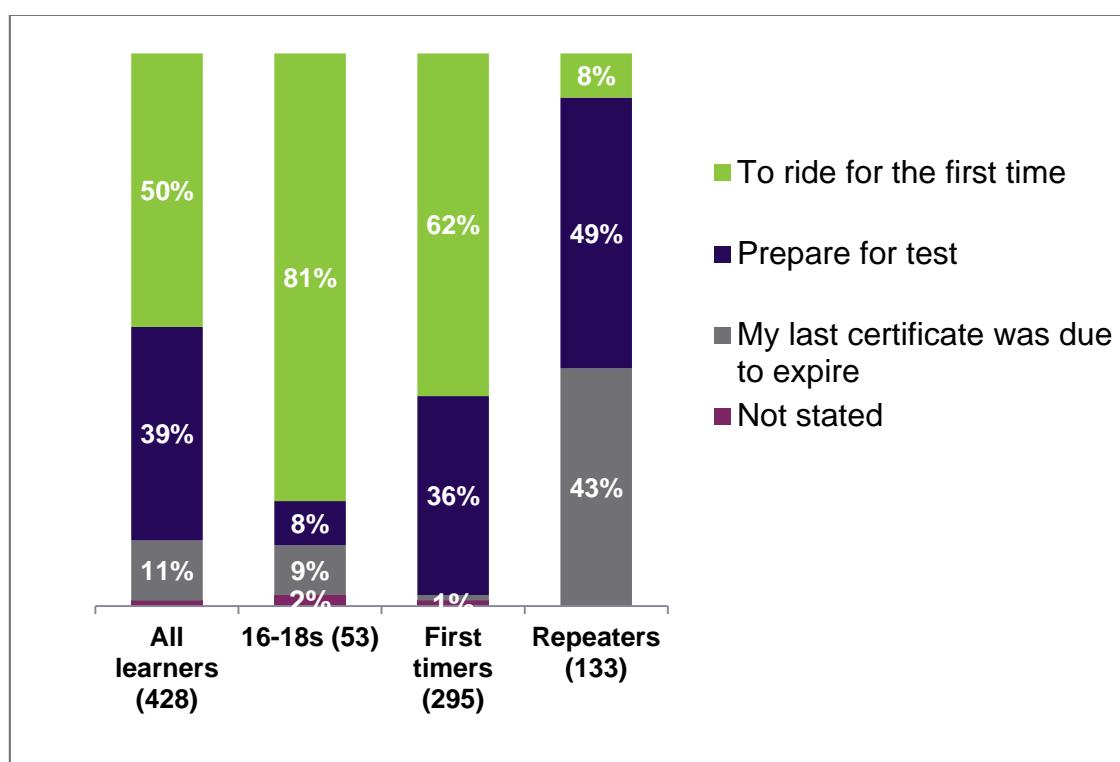
Base: All respondents: 428

Of those surveyed, there are only very few motorcyclists/ moped riders who are persistent repeaters. Only 3% have taken CBT three or more times including the most recent course). 21% have taken it twice.

Motivations for taking CBT varied by age and whether they are CBT first timers or repeaters. Overall, half were taking CBT to ride for the first time, four in ten to prepare for the full motorcycle test and one in ten to renew their certificate to ride on the road which was due to expire. 36% of those taking CBT for the first time took it to prepare for the full motorcycle test.

Learners were only allowed to answer one option at this question. The first two options are not mutually exclusive so this explains why the proportion saying they took CBT to ride for the first time is not as high as the 76% who said that this was their first time taking CBT. The vast majority of 16-18 year olds were taking their CBT to ride for the first time. Repeaters re-take CBT to prepare for the full motorcycle test or to renew their entitlement to ride on the road which was due to expire.

Why did you take your most recent CBT?



LEARNERS' SURVEY Q5. Why did you take your most recent CBT?
 Base: All respondents: 428; 16-18 year olds: 57

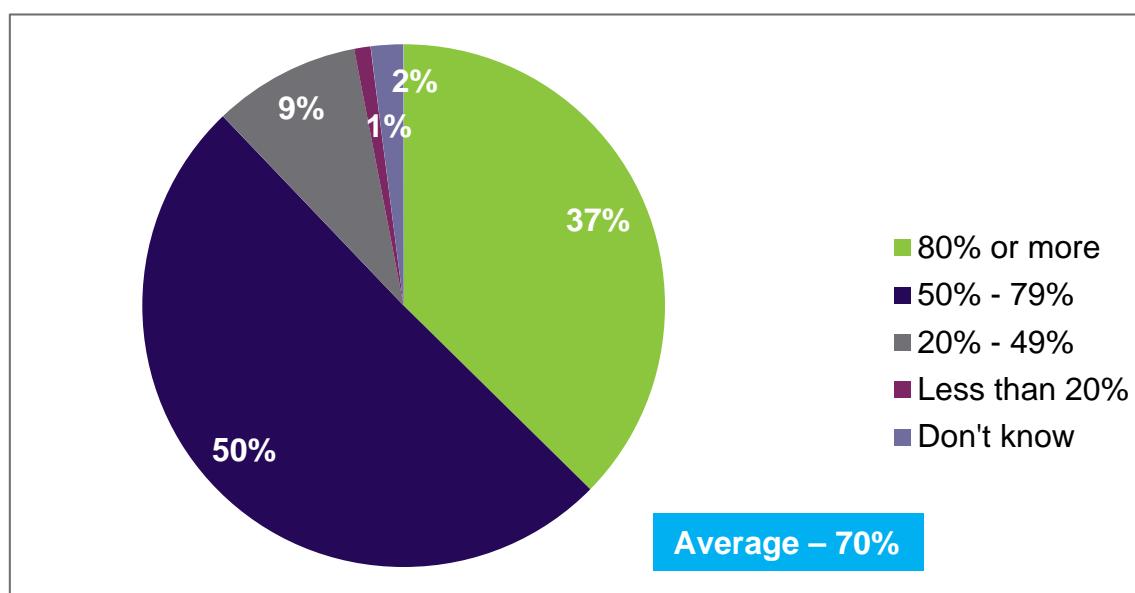
The 11% whose certificates were due to expire were asked why they did not take the full motorcycle test. The main reasons for not taking the full test were to do with cost (32%), the fact that they only wish to ride on a smaller bike (22%), their CBT certificate was about to expire (17%) or that they have taken the full test but failed (17%).

The chart below shows results from the trainers' survey. 37% of trainers have a high proportion of learners who are taking CBT for the first time (80% or more). Half of trainers have between 50% and 79% who are first timers and 10% have less than 50% who are first timers.

The average percentage of learners across all training schools who are taking CBT for the first time is 70%. In the learners' survey, 76% are first timers so the results from the two surveys tally well.

There are no significant differences in the proportion of learners who are first timers by size of trainer, length of time in business and region.

Percentage taking CBT for the first time



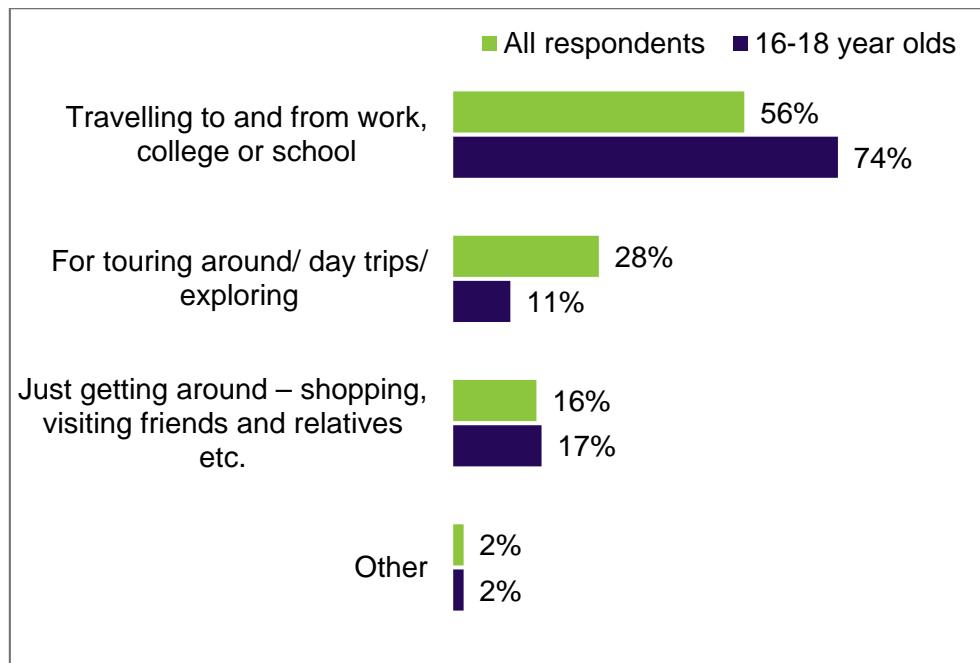
TRAINERS' SURVEY Q10. What percentage of your CBT trainees are taking the course for the first time?

Base: All trainers: 203

In the learners' survey, we asked what they will mainly be using their moped/motorcycle for. Over half (56%) will mainly be using it for commuting (to and from work and college/ school), just under three in ten (28%) for general touring/ day trips and one in six (16%) for shopping/ visiting friends and relatives etc.

Younger riders (aged 16-18) are more likely to be using their moped/ motorbike to commute (74%).

What will you mainly be using your moped/ motorcycle for?



LEARNERS' SURVEY Q48. What will you mainly be using your moped/ motorcycle for?

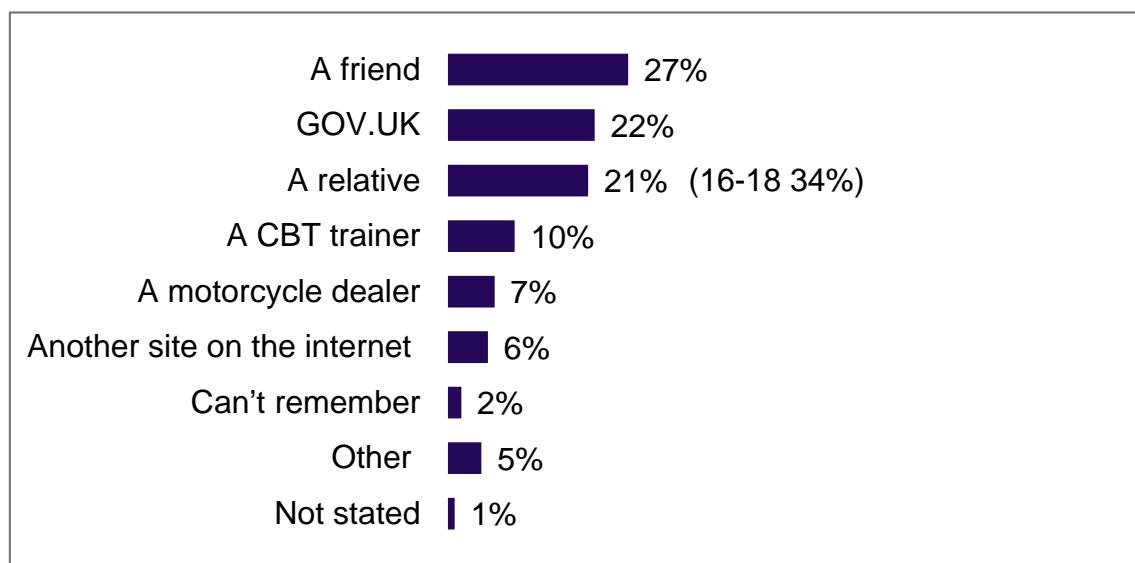
Base: All respondents: 428; 16-18 year olds: 53

5.2 Finding out about CBT and training schools

Learners found out about the need to take CBT from a variety of sources. Approaching half found out from a friend or relative and just under a quarter from Government information online. One in ten found out from a CBT trainer and 7% from a motorcycle dealer.

16-18 year olds were more likely to find out about CBT from a relative.

Where found out about CBT

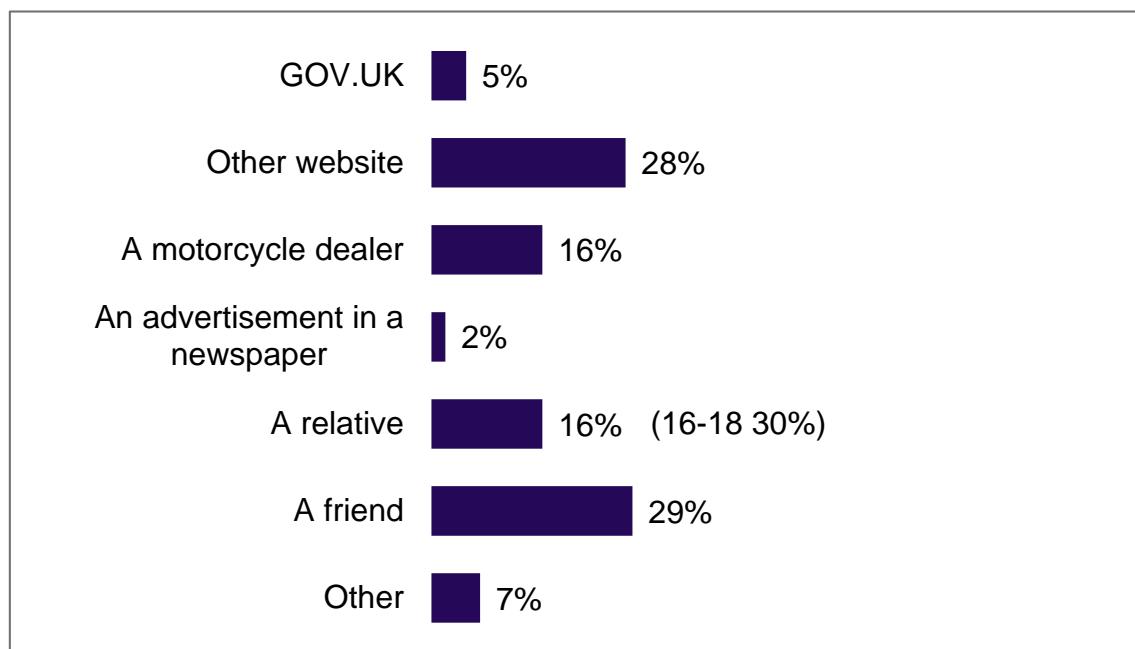


LEARNERS' SURVEY Q2. How did you first find out about the need to take CBT?
Friends and online sources used to find school

Friends and relatives were also the main source of information for finding the CBT training school that they used (45%). A third went online to find the training school including 5% who went to a Government site. One in six had the school recommended by a motorcycle dealer.

Again, relatives were the more likely source of information among the younger age group (16-18).

Sources used to find school



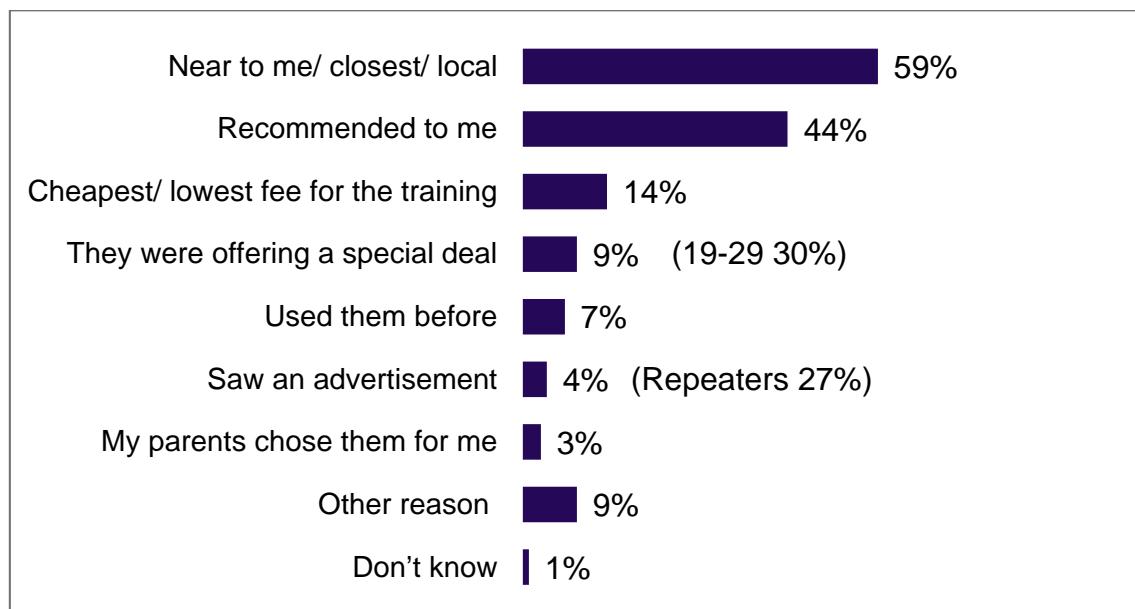
LEARNERS' SURVEY Q13. How did you find the training school/ trainer for your most recent CBT?

Base: 397 respondents

Location (59%), recommendation (44%) and cost (14%) are the main criteria used to select the training school. Just under a quarter of repeaters said they chose the trainer because they had used them before. The age group which is most influenced by price and offers is the 19-23 year old age group. 16-18 year olds are slightly more likely to be influenced by recommendations than older learner riders but not significantly so.

Reasons for choice of school

Results are consistent across age groups and gender



LEARNERS' SURVEY Q14. Why did you choose the training school/ trainer you used for your last CBT?

Base: 397 respondents

5.3 Understanding and experience before training

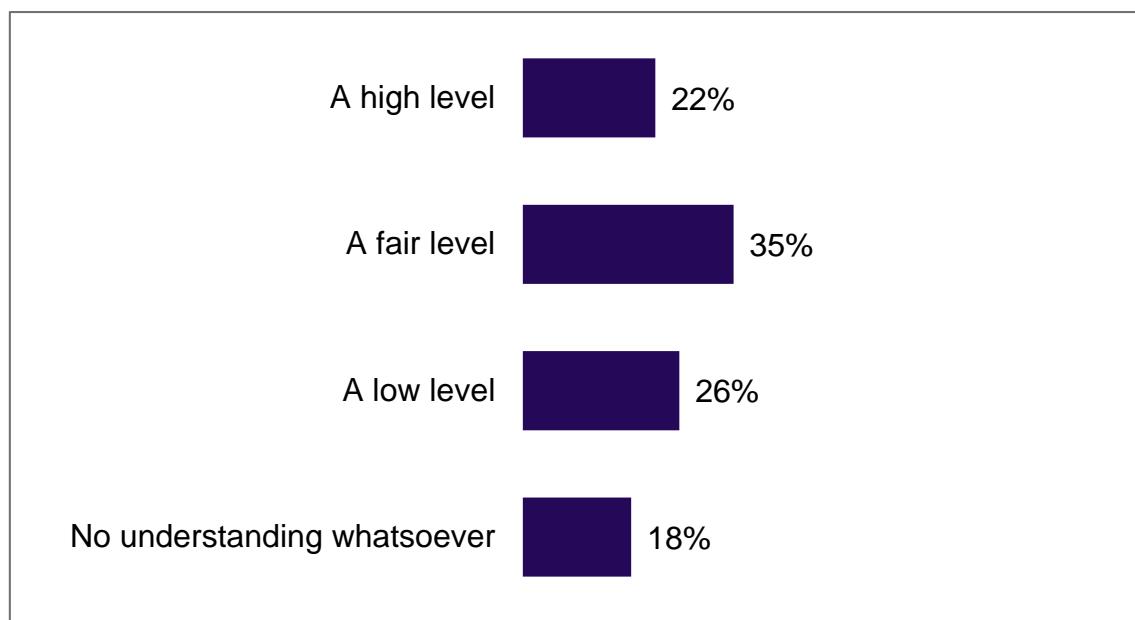
Learner riders were asked what level of understanding they had of riding mopeds and/ or motorcycles before taking their CBT course.

57% claimed to have a high or fair level of understanding. It is interesting to note that 53% of 16-18 year olds claim to have a high or fair level of understanding, despite their youth.

Women are less likely than men to claim a high or fair level of understanding (35% compared to 60%).

47% of those taking CBT for the first time claimed to have a high or fair level of understanding.

Claimed level of understanding prior to CBT

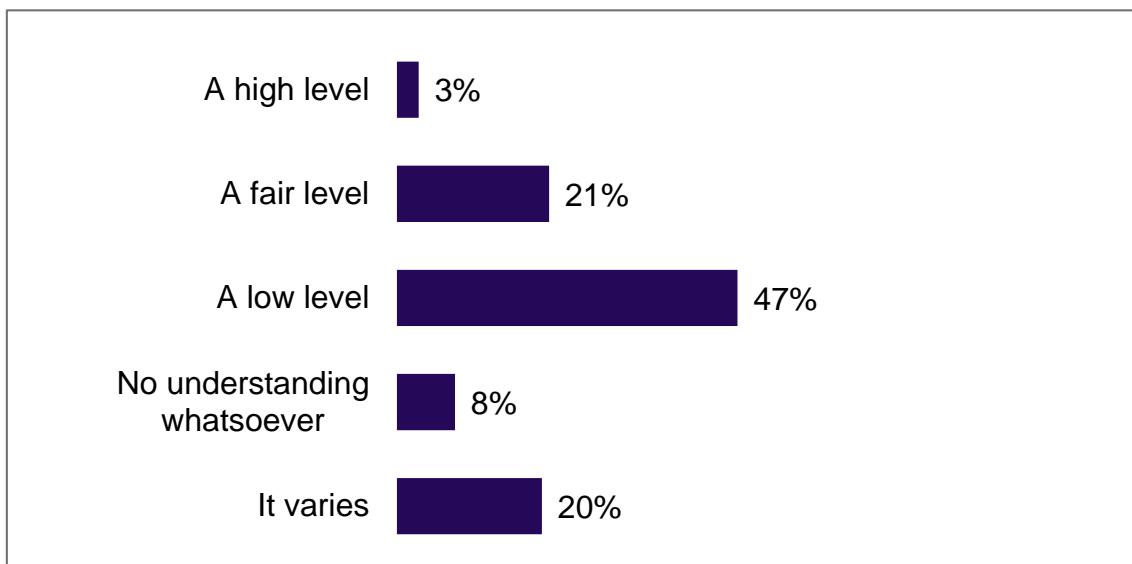


LEARNERS' SURVEY Q8. At the time you took your last CBT, what level of understanding would you say you had of riding mopeds and/ or motorbikes before the training?
 Base: All respondents: 428

Trainers, however, disagree with learners about their level of understanding of riding mopeds and motorcycles.

Only a quarter (24%) think that riders have a high or fair level of understanding of riding moped and motorcycles when they first come to them for training (compared to 57% of learners). This is not surprising given the confidence of youth on the one hand and the fact that it is the job of trainers to provide a good training to learner riders (to fill in all the gaps), on the other.

Trainers' perception of level of understanding prior to CBT



TRAINERS' SURVEY Q11. Thinking about all your first time learner riders, what level of understanding do they generally have of riding mopeds and motorbikes when they first come to you?

Base: All trainers: 203

From the depth interviews:-

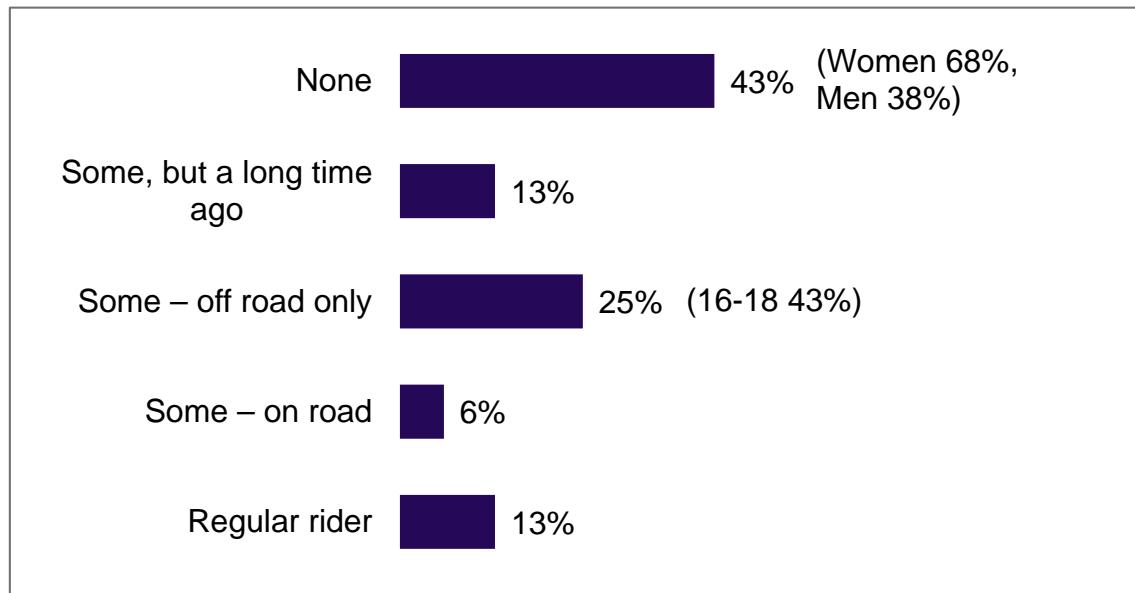
"They're used to riding a push bike. A push bike does 5 mph. They just don't understand the difference between the speeds, what can happen, demonstrate braking and how long it will take." (Trainer)

Two fifths of riders had no experience of riding prior to CBT.

Women are less likely than men to have had prior experience.

Over four in ten (43%) of 16-18 year olds claim to have had some off road experience,

Experience prior to completing CBT



LEARNERS' SURVEY Q7. What riding experience, if any, did you have before taking your most recent CBT?

Base: All respondents: 428

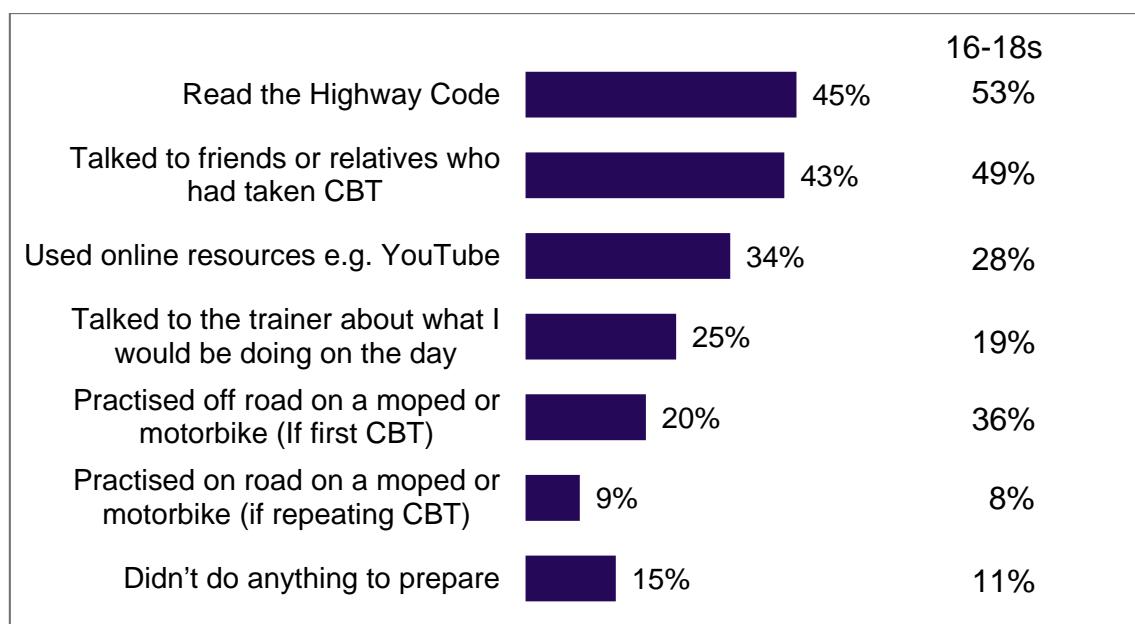
5.4 Preparing for CBT

The majority of learners (85%) did at least one thing to prepare for CBT.

Approaching half read the Highway Code (45%) and over four in ten talked to friends or relatives who had taken CBT (43%). 16-18 year olds were just as likely to take actions to prepare for CBT as older learners and a significantly higher proportion of them practised off road.

Preparing for CBT

16-18 year olds are significantly more likely than overall to practise off-road – 36% vs. 20%

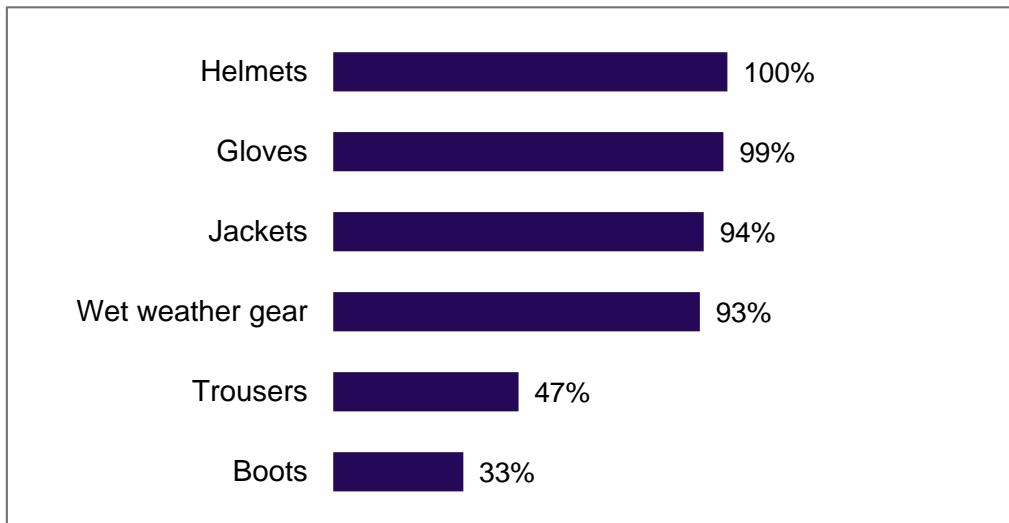


LEARNERS' SURVEY Q9. Did you do any of the following to prepare yourself for your last CBT?

Base: All respondents: 428

68% of trainers report that few or no learners arrive for their training with the appropriate safety clothing, but they all provide helmets and gloves and the vast majority provide jackets and wet weather gear. Half provide trousers but only a third, boots.

Items provided by trainers



TRAINERS' SURVEY Q16. Which of these items do you provide?

Base: 195 trainers who provide equipment

5.5 Bike trained on

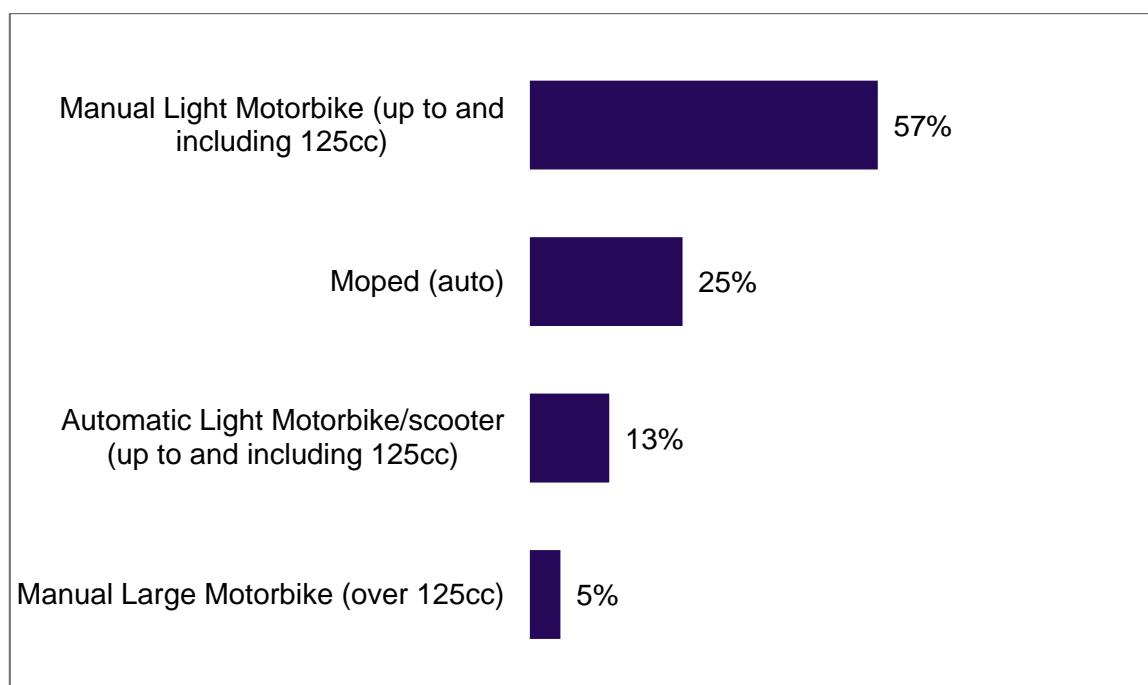
Only 7% of learners trained on their own bike, the rest having the bike provided by the trainer.

Of those provided a bike, seven in ten could choose whether they did their CBT on an automatic or a manual but three in ten had to take what was given to them.

Approaching six in ten did their CBT on a manual light motorcycle (up to 125cc) and a quarter, on a moped.

Those who were not given a choice were more likely to end up with an automatic (55%) than a manual (30%).

Type of bike used for CBT course



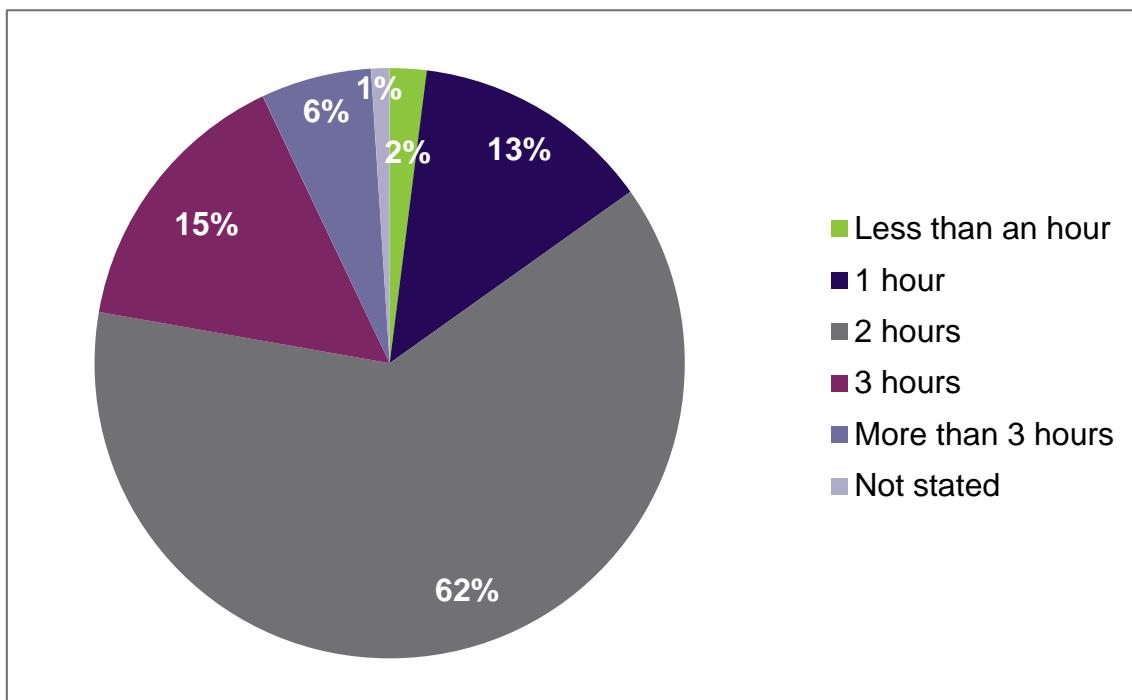
LEARNERS' SURVEY Q25. Which type of bike did you do your CBT on?

Base: All respondents: 428

5.6 On-road training

83% spent at least two hours on the road during their CBT. 15% are not offering the statutory legal requirement of at least 2 hours on the road. A significantly lower proportion of courses costing less than £90 offer two or more hours on the road (69%). This finding backs up complaints by a few ATBs in the depth interviews that some trainers are not providing the legal minimum two hours on the road and are therefore able to undercut them on price.

How long spent on-road



LEARNERS' SURVEY Q30. How long did you spend riding on the roads during CBT? (in hours)?

Base: All respondents: 397

81% felt the length of time spent on-road was about right. 10% thought it was too short and 8%, too long.

Women and those with no understanding of riding before the course were more likely to say the on-road element was too long (21% and 19% respectively). These groups were also most likely to feel tired by the time they started the on-road training (women 23%, no understanding of riding before CBT 29% compared to 11% overall).

In the depth interviews, trainers also flagged up the danger of tiredness if the on-road element was increased. Another felt that extending the on-road element would force the cost of CBT to rise.

“I think 2 hours is long enough. After 2 hours the students do start getting tired, especially if they've been on the pad for 4 hours. They've had all this information coming in, and it does make people tired. And if you made the road ride any longer than 2 hours I think then we're going to look at a higher accident rate because of tiredness.” (Trainer)

“I think that would make the day too long to sell as a day course which could be difficult for schools. CBTs on average will take 9 till 4. If you're talking about a 4 hour road run then you're looking at a 9 till 6 day. If you were going to do that, you'd have to limit your intake of candidates probably to 2 in order to keep it to a reasonable time. It's going to impact on profits, and costs would have to go up substantially.” (Trainer)

“From my perspective as a parent, I wouldn't be happy with what's in place at the moment for my 17 year old to go and do the CBT course and be safe on the road. I think there needs to be more put in place around the young riders for instance far more on being a safe road user so perhaps a full day of training.” (Learner)

There were other trainers in the depth interviews who thought it was important to have learners on-road for longer to gain as much experience as possible.

“In all honesty I think it is a must in some ways if we want to reduce accidents. It's never going to stop accidents, but the longer they're on-road the better they're going to be.” (Trainer)

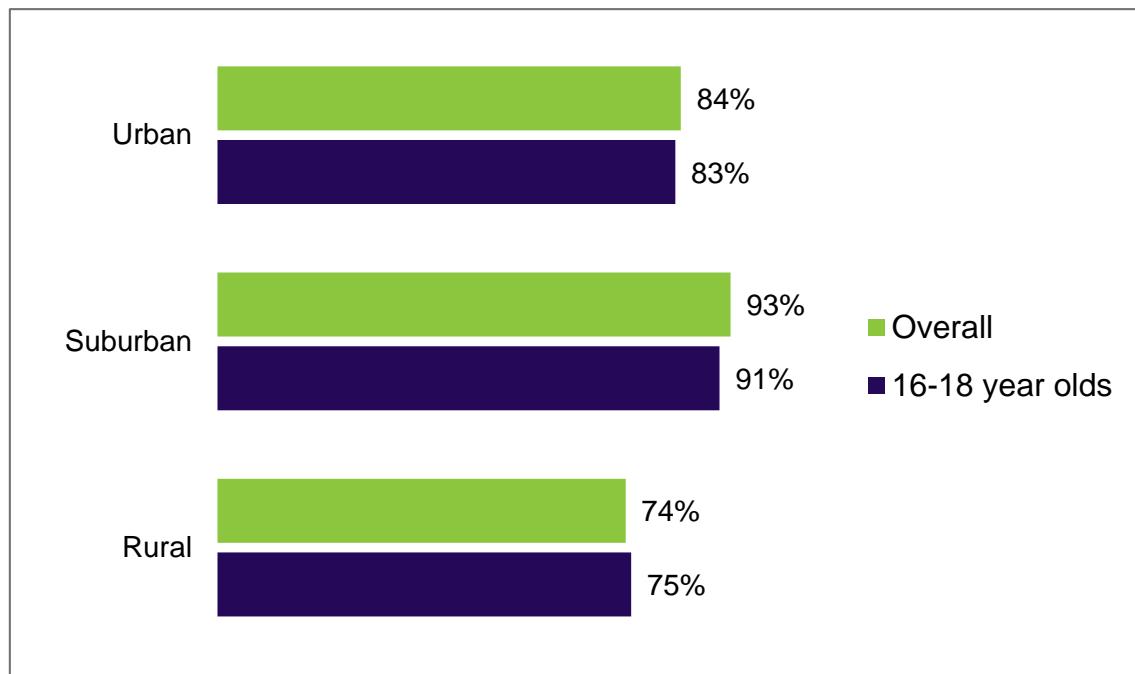
One learner considered that more training would improve hazard perception.

“Just need more training and just more knowledge of how incidents can develop and how to avoid them.” (Learner)

The majority of riders (both 16-18s and older) claim to have experienced all types of road during their training.

Rural roads however were not covered in a quarter of cases. These may be difficult for inner city trainers to go out to and come back from in the time they have available on the road.

Road types experienced during on-road training



LEARNERS' SURVEY Q33. Did you feel that you had enough opportunity to experience the following road types during your on-road training?

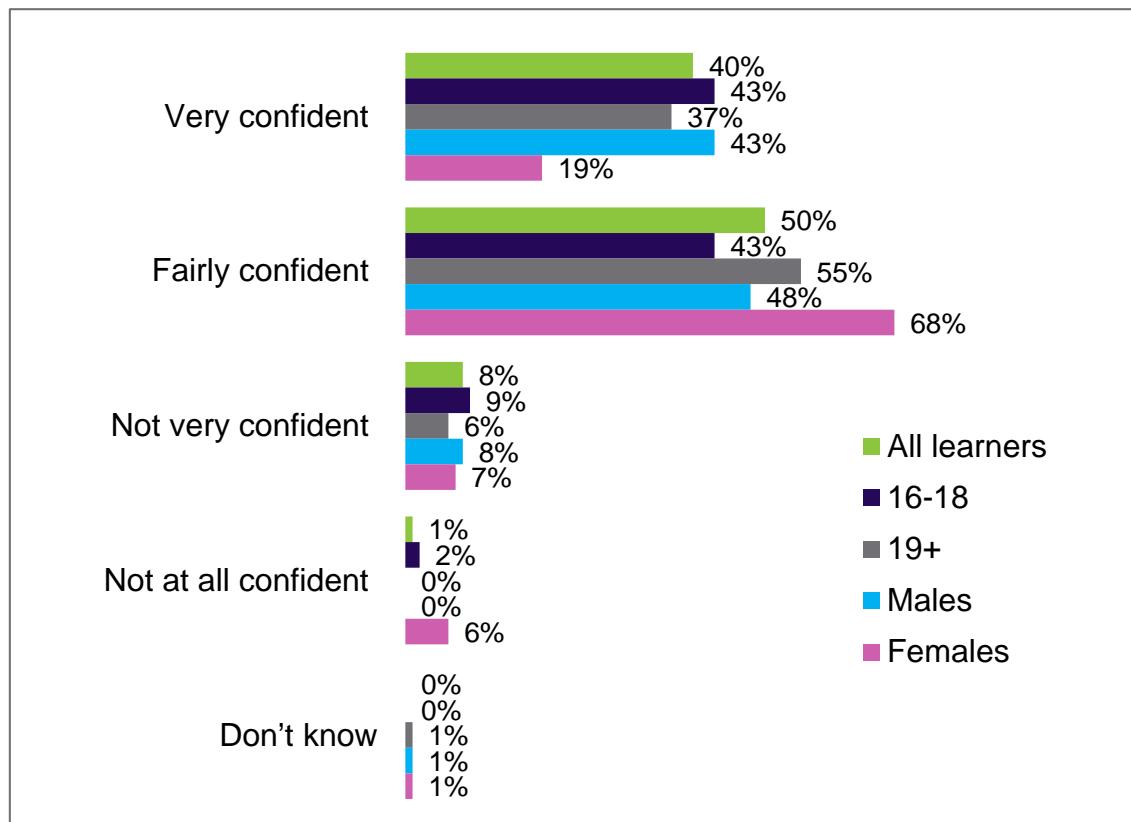
Base: All respondents: 428

The vast majority of learner riders felt confident during the on-road training (40% very and 50% fairly). It is concerning to see such high levels of confidence in the face of the road collisions data, this may reflect a lack of awareness of risk (unconscious incompetence) or over instruction on the part of the trainer.

Female riders are less likely to feel very confident (19% compared to 43% of males) and more likely to feel fairly confident (68% compared to 48% of males). In the depth interviews among trainers, one or two mentioned the 'bravado' of young men. It is in their mind-set to see riding a motorbike as a natural activity for them, that it can't be difficult and there is also the peer group pressure to appear cool/ in control.

There is a direct correlation between confidence during the on-road training and confidence about riding unsupervised on the road after the course.

Confidence during on-road training



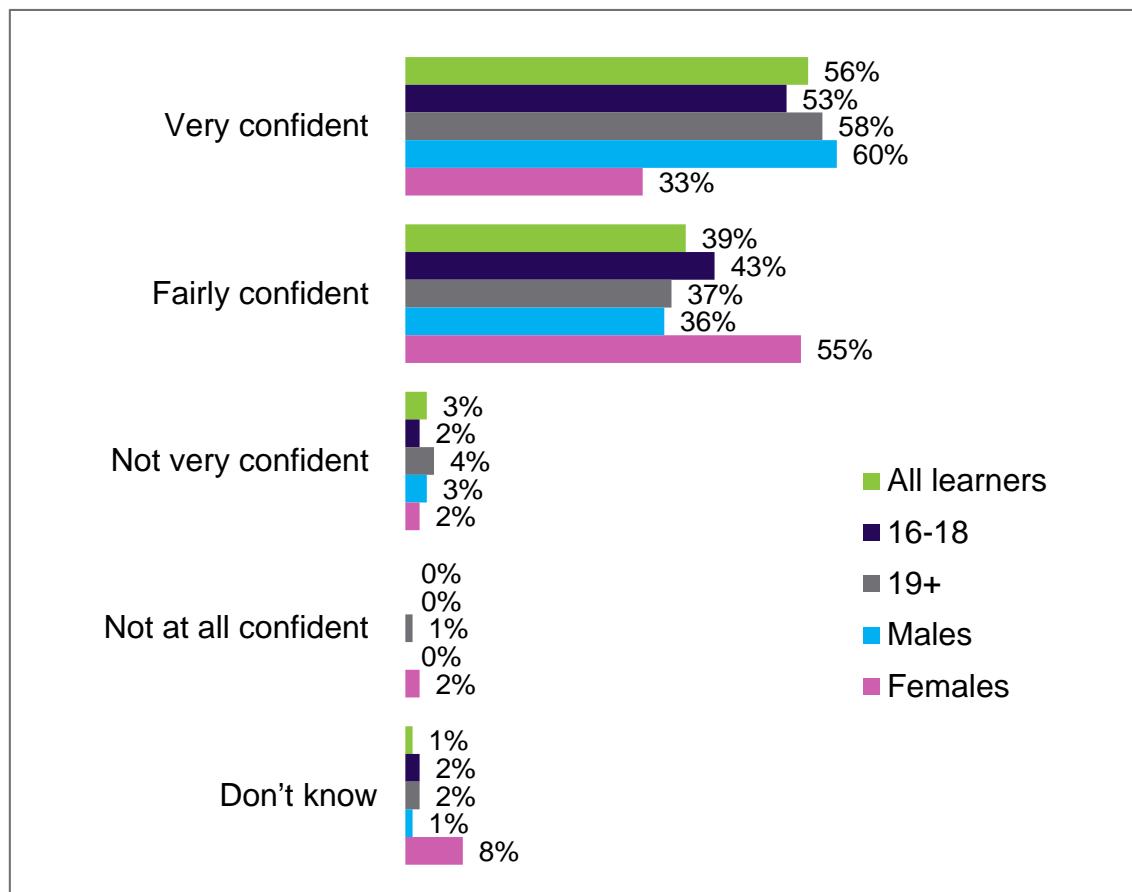
LEARNERS' SURVEY Q31. How confident or not did you feel during the on-road training part of CBT?

Base: All respondents: 428

Confidence levels for riding unsupervised on the road after completing the CBT are similar to those seen for the on-road training except a higher proportion say they feel very confident. Similar differences are observed between men and women with women less likely to claim they are very confident.

Older riders (19+) are more likely to be very confident than younger riders (16-18).

Confidence about riding unsupervised on the road after completing CBT



LEARNERS' SURVEY Q45. Now that you have completed your CBT, how confident do you feel about riding unsupervised on the road?

Base: All respondents: 428

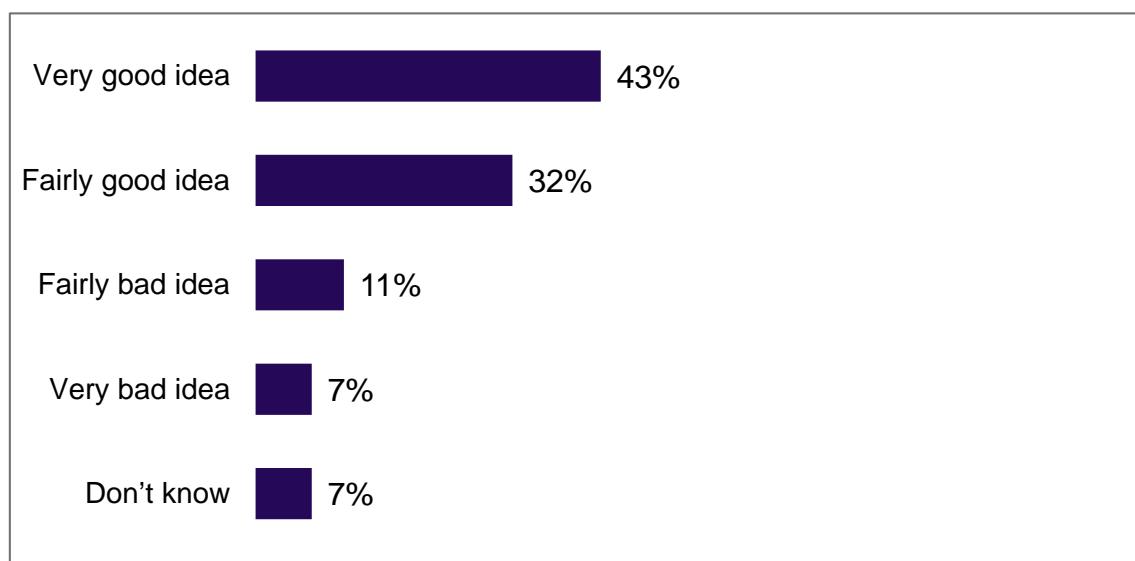
The Government's road casualty statistics show that when collisions occur, they are almost twice as likely to result in death or serious injury among males than among females (24% compared with 13%). In the depths, trainers talked about males feeling invincible and a tendency among them to show off in front of their peers. The higher levels of confidence among males in the face of these statistics show that their confidence is 'miss-placed'. Trainers really need to get the message through to young males in particular that collisions do occur and that they must be aware all the time of potential hazards. Trainers should not undermine confidence but 'temper' it.

5.7 Sorting learners into groups according to ability

Three quarters of trainers agree that it is a good idea to sort riders into experience/ ability groups for CBT.

A similar proportion actively split trainees into groups.

What do you think about sorting riders into groups of similar ability and experience when they do their CBT?

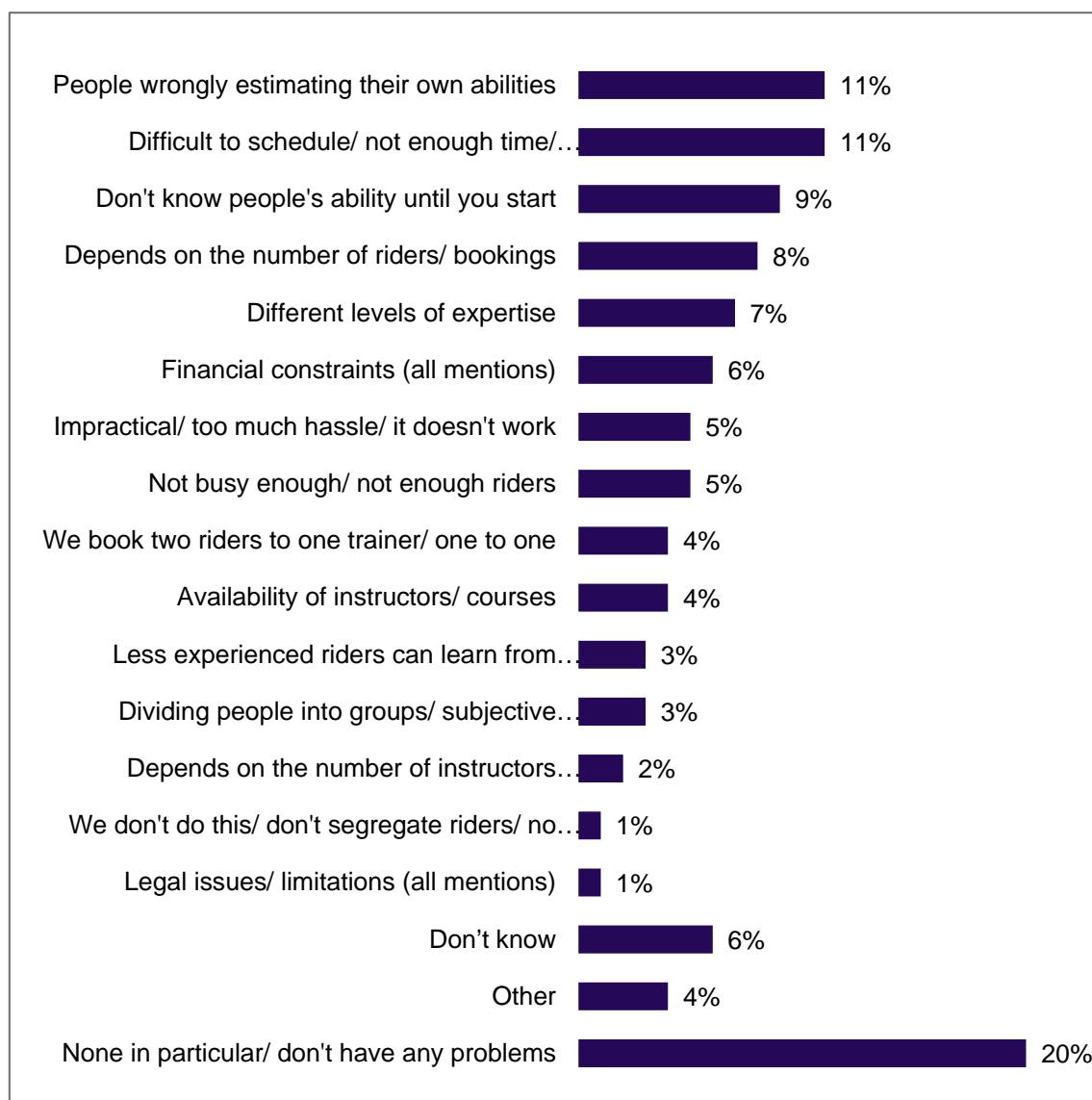


TRAINERS' SURVEY Q12. What do you think about sorting riders into groups of similar ability and experience when they do their CBT?

"When I take a booking, the customers are categorised as red, amber or green. The red ones have got no road experience; they're usually young people, 16, 17 year olds, occasionally an older person with no road experience, they're categorised as red. The instructor knows when he sees that he's got a red rider that that rider is going to need more to prepare him for the road than the green ones which are all repeats or they can ride no problem with driving." (Trainer)

Despite this, most trainers (80%) can think of at least one difficulty of splitting learners into groups. Mostly to do with difficulty surrounding correct assessment of ability and the practical problem of scheduling especially for smaller schools who don't have the number of trainers and learners to allow this. Where practical, training schools should implement a short standard assessment procedure in order to assess learners' competence/ experience before the training day so that they can be sorted into groups by ability. This will make it easier for them to focus additional training for those that need it most.

Problems with sorting learners into groups based on ability and experience



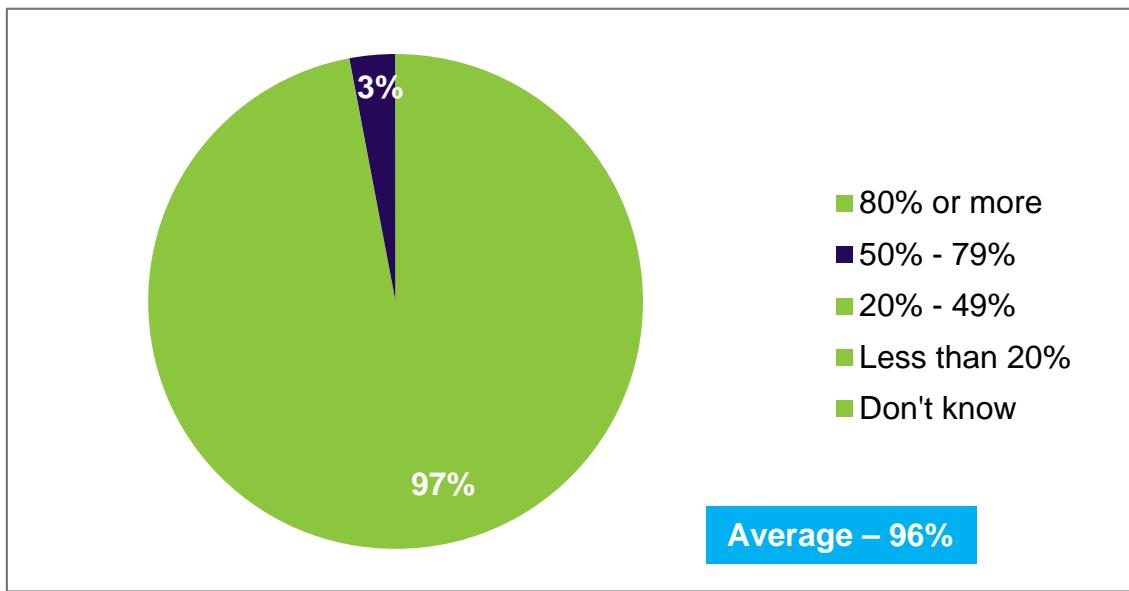
TRAINERS' SURVEY Q14. What problems are there to sorting riders into groups of similar ability and experience?

Base: 203 trainers

5.8 Completion rates

The average completion rate for CBT across all ATBs is the same as that found in the learners' survey – 96%.

Percentage of trainees who complete their CBT



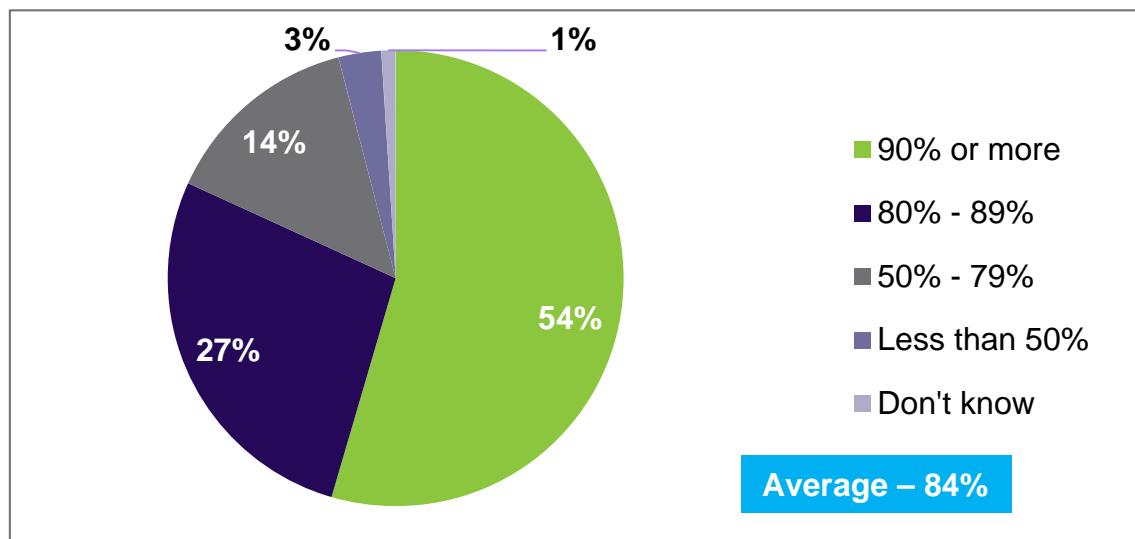
TRAINERS' SURVEY Q8. What percentage of those taking CBT with you complete the CBT?
Base: All trainers: 203

Trainers were also asked what proportion of their learners complete in one day. For over half (54%), 90% or more complete in one day and for over a quarter (27%), between 80% and 89% complete in one day.

The mean one day completion rate reported by trainers is 84%. In the learners' survey, it is 88%.

Asked whether they feel pressure to complete in one day, the majority of trainers (86%) say they do not.

Percentage of trainees who complete CBT in one day



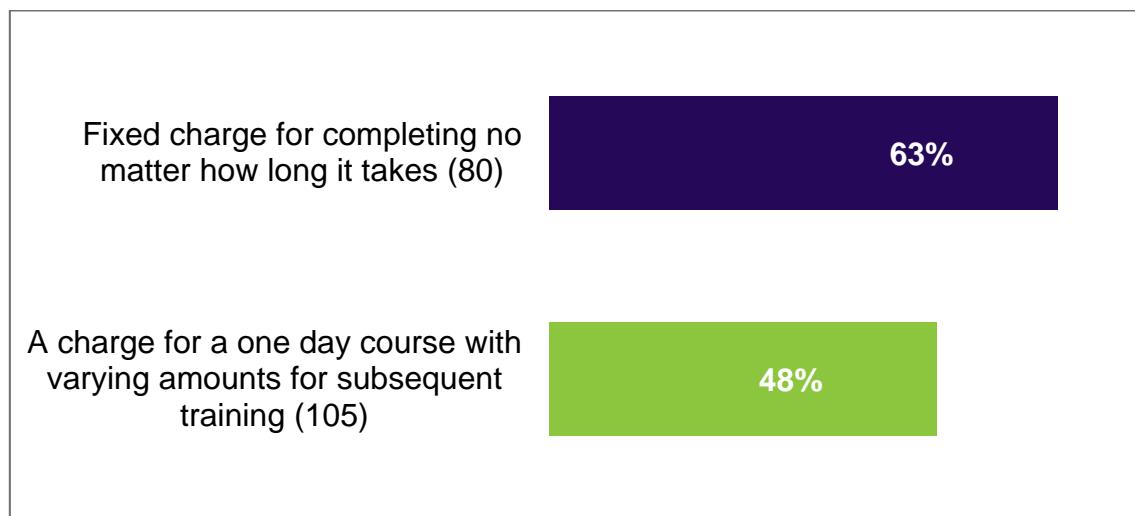
TRAINERS' SURVEY Q18. What percentage of your trainees complete CBT in one day?
Base: All respondents: 428

42% of trainers charge a fixed rate for completing CBT no matter how long it takes and 53% charge for a one day course with varying amounts for subsequent training. 5% say it varies depending on the circumstances or use both charging mechanisms.

There is evidence to suggest that the charging mechanism used by ATBs may influence their position regarding one day completion. More of those charging a fixed rate (63%) have a high one day completion rate than those offering a menu of fees (48%) as shown in the chart below.

It would seem that the fixed fee for CBT might be encouraging trainers to make sure that it is all done in one day to save them time and money. So by encouraging ATBs to offer a charge for one day with varying options (priced separately) for subsequent training might encourage more of them to offer top-ups and additional training on a second day and have the impact of improving training for those who need extra.

Proportion of ATBs saying 90% or more complete in one day



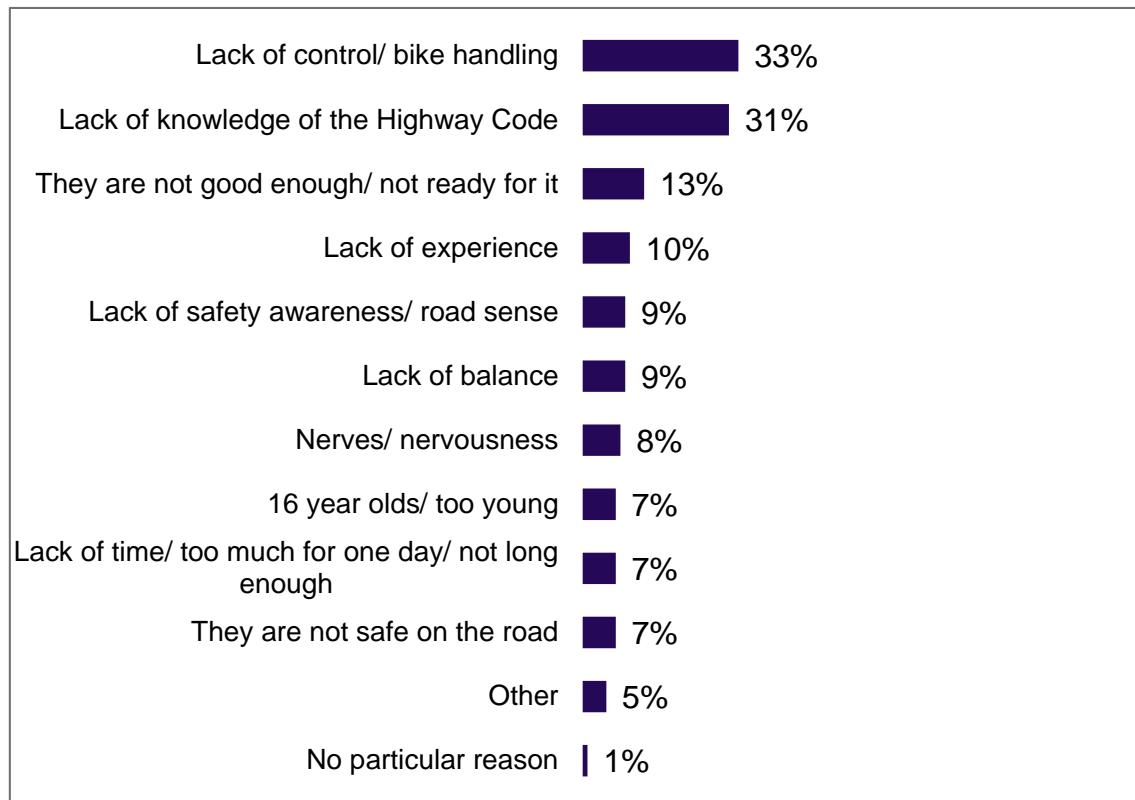
TRAINERS' SURVEY Q18. What percentage of your trainees complete CBT in one day?
 Base: All respondents: 428

TRAINERS' SURVEY Q22. How do you present your charges to prospective trainees? Is it a fixed charge for completing CBT no matter how long it takes or a charge for a one day course with varying amounts for subsequent training?
 Base: All respondents: 428

Most trainers advise learners that CBT takes as long as is necessary or don't offer advice about the length of the training (81%). The 19% who do advise a specific duration, tell learners it should take one day.

According to trainers the main reasons for not completing CBT in one day are to do with lack of control/poor bike handling (33%) and lack of knowledge of the Highway Code (31%).

Reasons for not completing CBT in one day



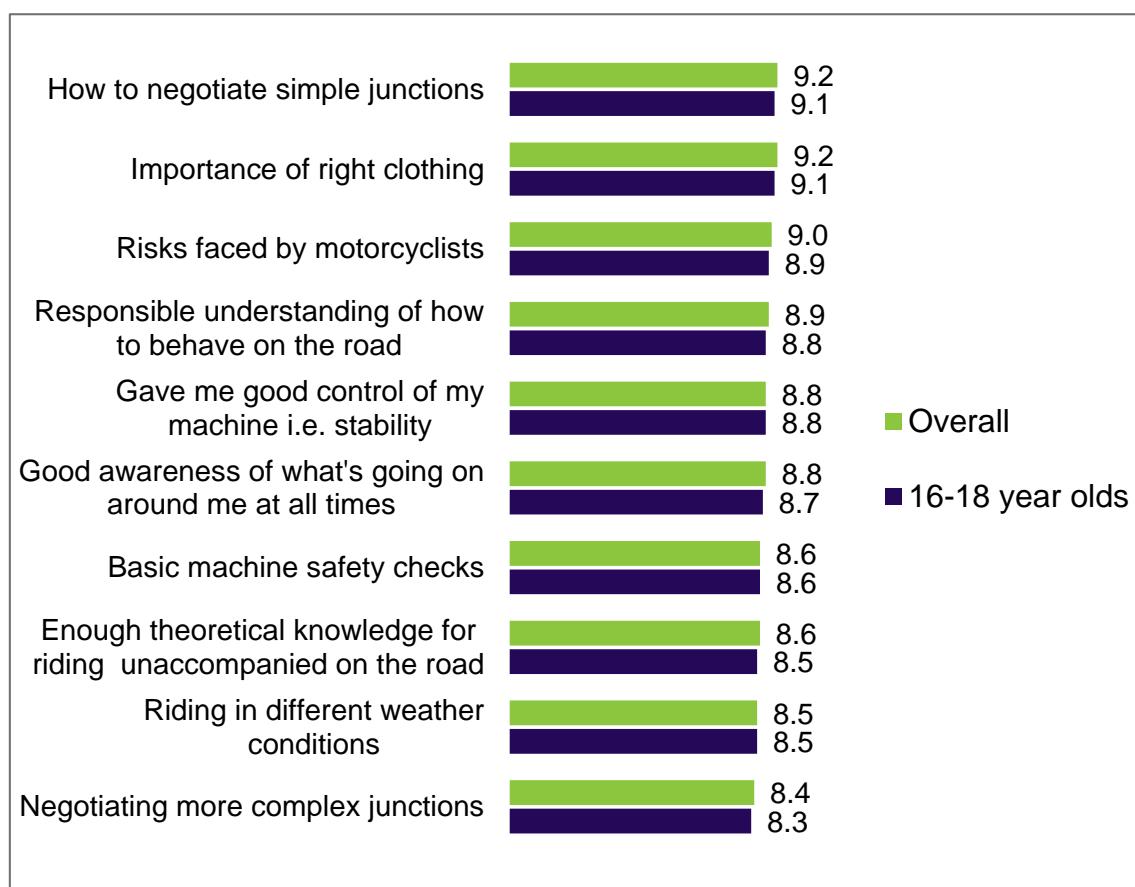
TRAINERS' SURVEY Q19. What are the main reasons for failing to complete CBT in 1 day?
 Base: 203 trainers

5.9 Views of CBT

Learners and trainers were presented with a list of ten positive outcomes from CBT. They were asked to give a score of between 0 and 10 according to how much they agreed CBT delivers these positive outcomes. The chart below shows the mean scores for how strongly learners believe CBT delivered positive outcomes. All outcomes receive a mean rating of 8.4 or above. There are no significant differences between young learner riders and all learner riders in their assessment of the adequacy of CBT.

Being taught how to ride in different weather conditions and negotiating more complex junctions receive the lowest scores but they are still good at 8.5 and 8.4 respectively.

Agreement that CBT delivered positive outcomes... (mean score)



LEARNERS' SURVEY Q35a. Below are some positive outcomes from CBT. Could you please think about how well you believe your CBT course did in achieving these? Please give a score of between 0 and 10 where 0 means you think CBT completely failed to achieve this and 10 means you think CBT completely achieved this

Base: All respondents: 428

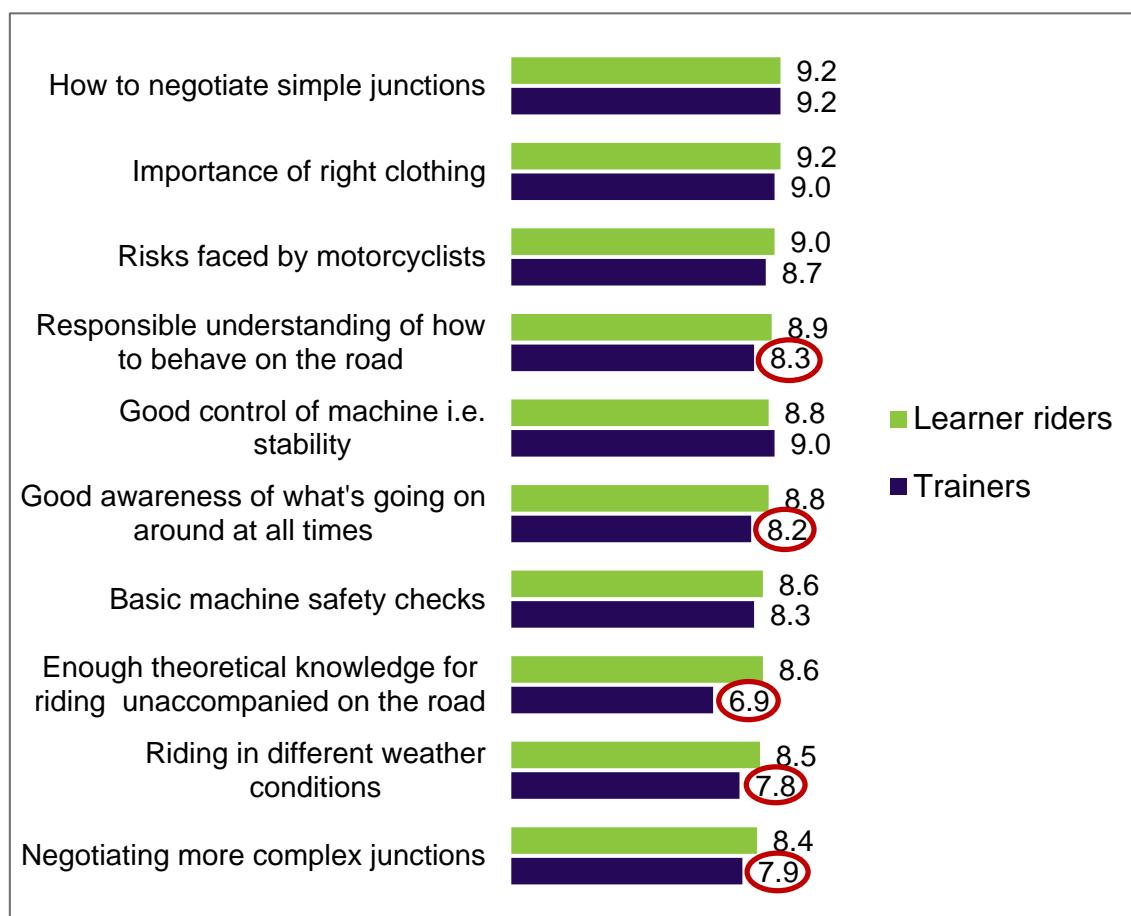
A gap is evident between learners' and trainers' perceptions of how well CBT delivers positive outcomes highlighted by the red circles in the chart below.

Trainers give lower ratings for nine of the ten outcomes and significantly lower ratings for:

- Gives a responsible understanding of how to behave on the road
- Gives a good awareness of what's going on around at all times
- Gives enough theoretical knowledge for riding unaccompanied on the road
- Riding in different weather conditions
- Negotiating more complex junctions

Overall, the majority of trainers (61%) give CBT scores of 8 out of 10 or more on average for delivering positive outcomes and only 4% give scores of 10 or less.

Agreement that CBT delivers positive outcomes... (mean score)



TRAINERS' SURVEY Q30. I am going to read out some positive outcomes from CBT. Could you please think about how well you believe CBT does in achieving these outcomes for your typical trainee. Please give a score of between 0 and 10 where 0 means you think CBT completely fails to achieve this and 10 means you think CBT achieves this completely
 Base: All trainers: 203

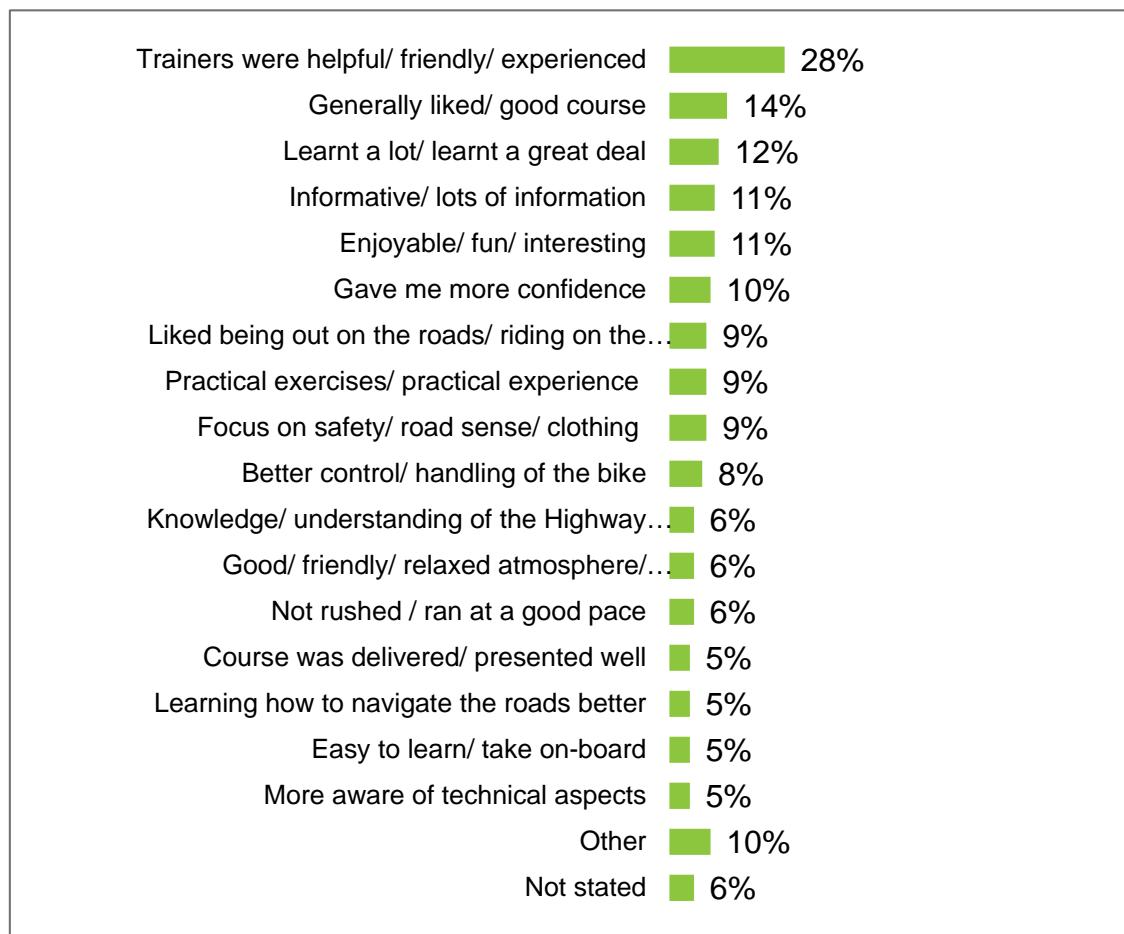
Almost all learners had something positive to say about CBT when asked what they liked about it.

The chart shows the proportions of learners liking certain aspects of the course. Three in ten praised the trainers for their helpfulness/friendliness/experience, one in seven said it was a good course, one in eight claimed they learnt a lot and there were many other positive comments including informative, enjoyable, confidence building, the experience of being out on the road, the focus on safety and others.

It should be noted that these are likes of the course which spring spontaneously to mind and that while three in ten (for example) praised the trainers for helpfulness/ friendliness, this does not mean that the remaining seven in ten thought the trainers were unhelpful/ unfriendly. It simply means that for seven in ten, the helpfulness/ friendliness of trainers was not a particular like of the course.

The course was generally well received and liked, and helped build confidence.

Likes about the course



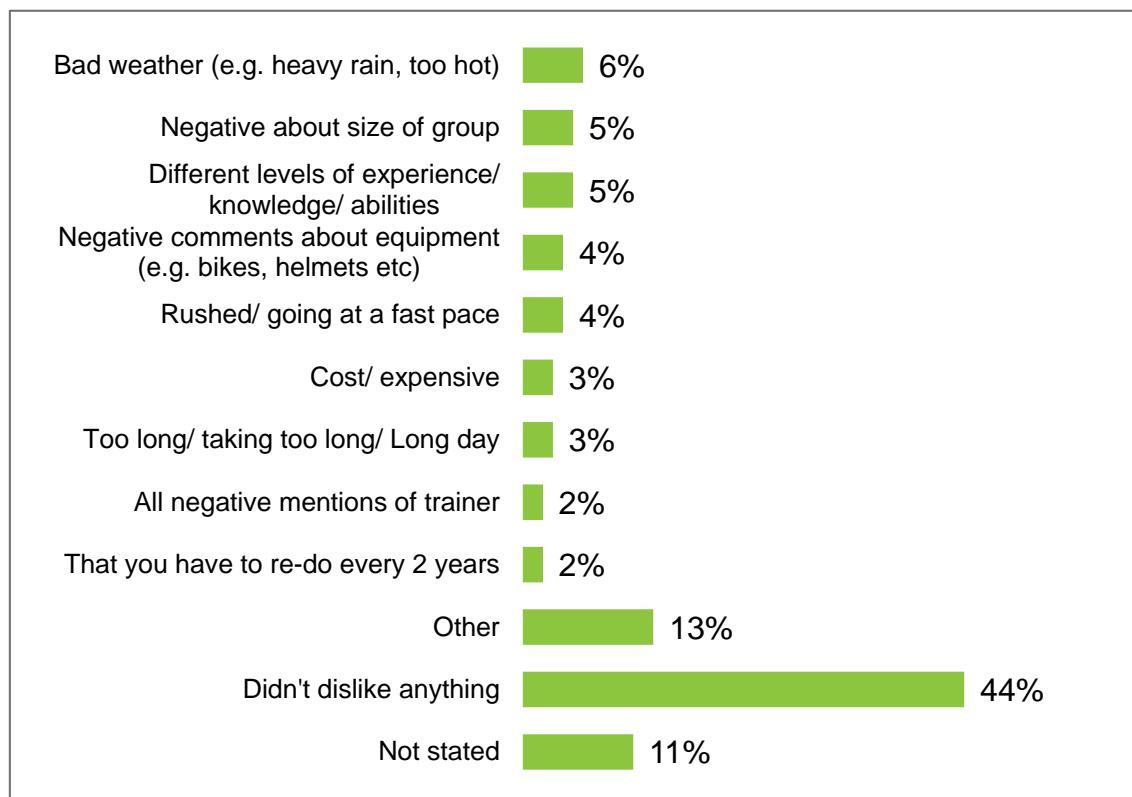
LEARNERS' SURVEY Q27. Thinking now about all aspects of CBT, what did you like about it?
Base: All respondents: 397

When asked what they didn't like about it, over half could not think of anything negative about the course.

6% mentioned bad weather, 5% the size of the group and 5% the different levels of experience, knowledge and ability in the group.

Other dislikes included the equipment (bikes, helmets etc.), feeling rushed and the cost of the course. We saw earlier that three in ten were not offered the choice of a bike to take the training on. If training schools were to ask learners at the booking stage, which type of bike they would prefer to do the training on, they may be able to offer more of them their choice of bike through scheduling the bookings to bike availability.

Dislikes about the course



LEARNERS' SURVEY Q28. And what didn't you like about it?

Base: All respondents: 397

5.10 The cost of CBT

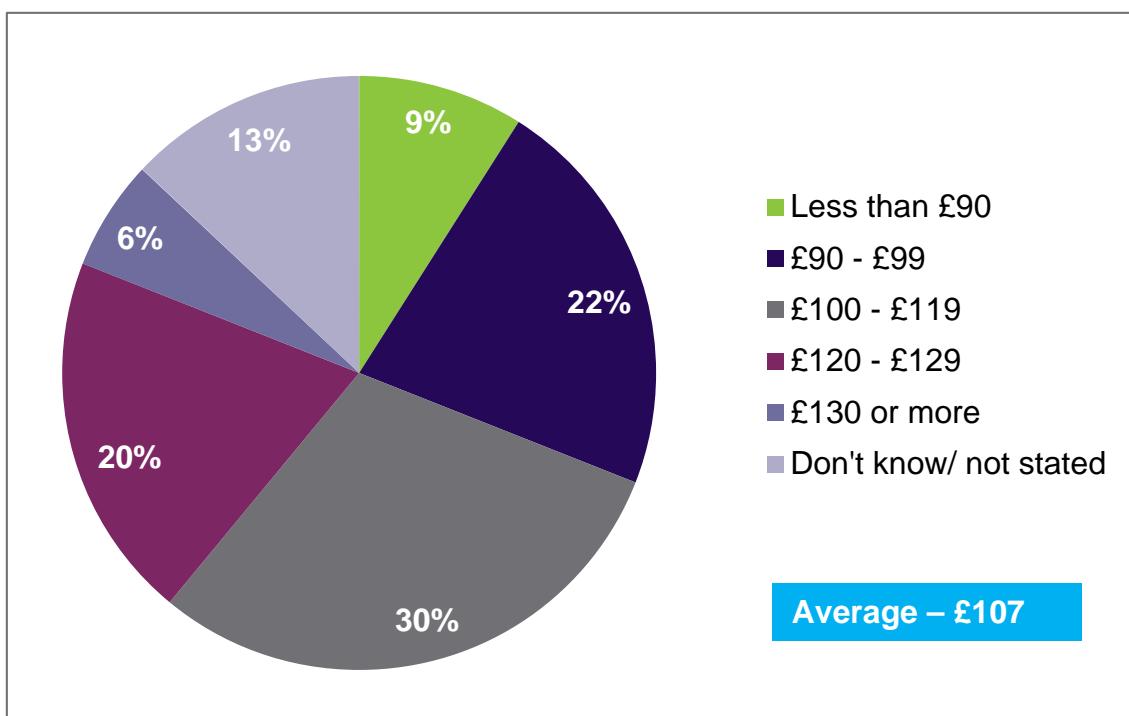
There is quite a variation in the learners' survey in the amounts paid for CBT from less than £90 to over £130. 72% paid between £90 and £119.

The average amount paid for the course is £107.

Results are consistent across age groups and gender.

The average cost of courses offering 3 hours or more of on-road training (£110) is significantly higher than the average cost of courses offering less than 2 hours of on-road training (£102).

What was paid for course



LEARNERS' SURVEY Q16. How much did you pay for your CBT course?
Base: All respondents: 428

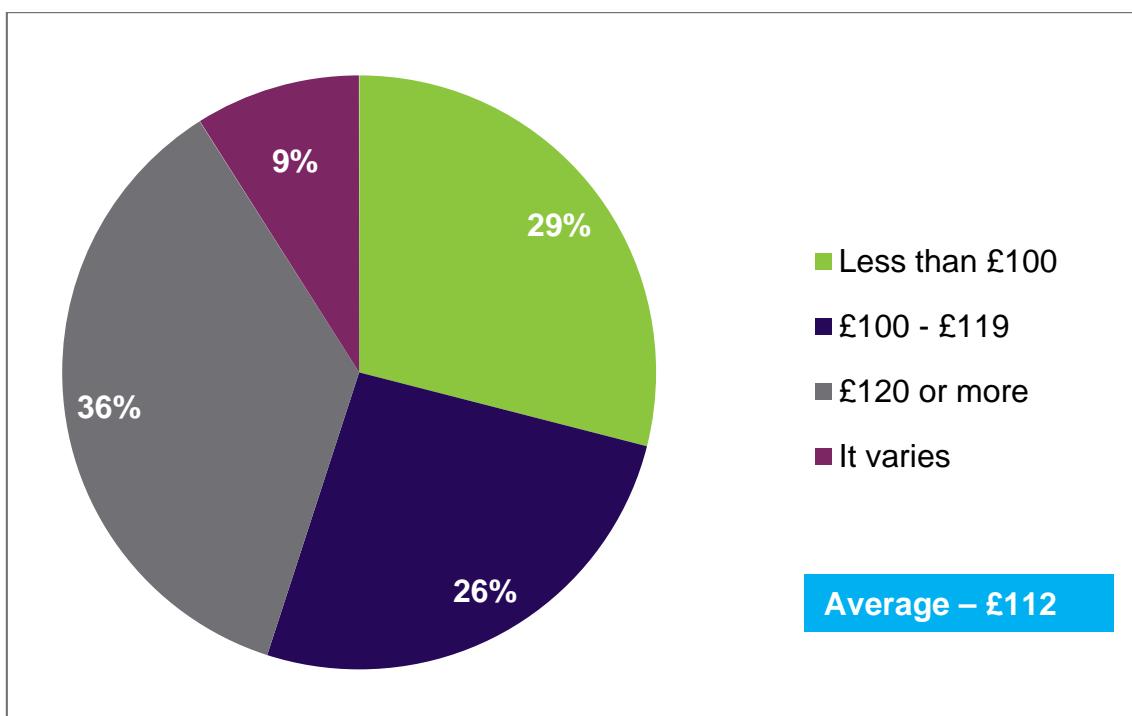
Trainers were asked how much they charge for a CBT course regardless of how long it takes.

The results from trainers tally with the results from learners with a spread of charges from under £100 to over £120 and an average charge of £112.

39% charge a fixed rate, regardless of how long a course takes to complete and 52% charge for a one day course with varying amounts for subsequent training.

There is little difference in the average charge between trainers who charge a fixed rate per course and a fixed rate per day.

CBT course charges

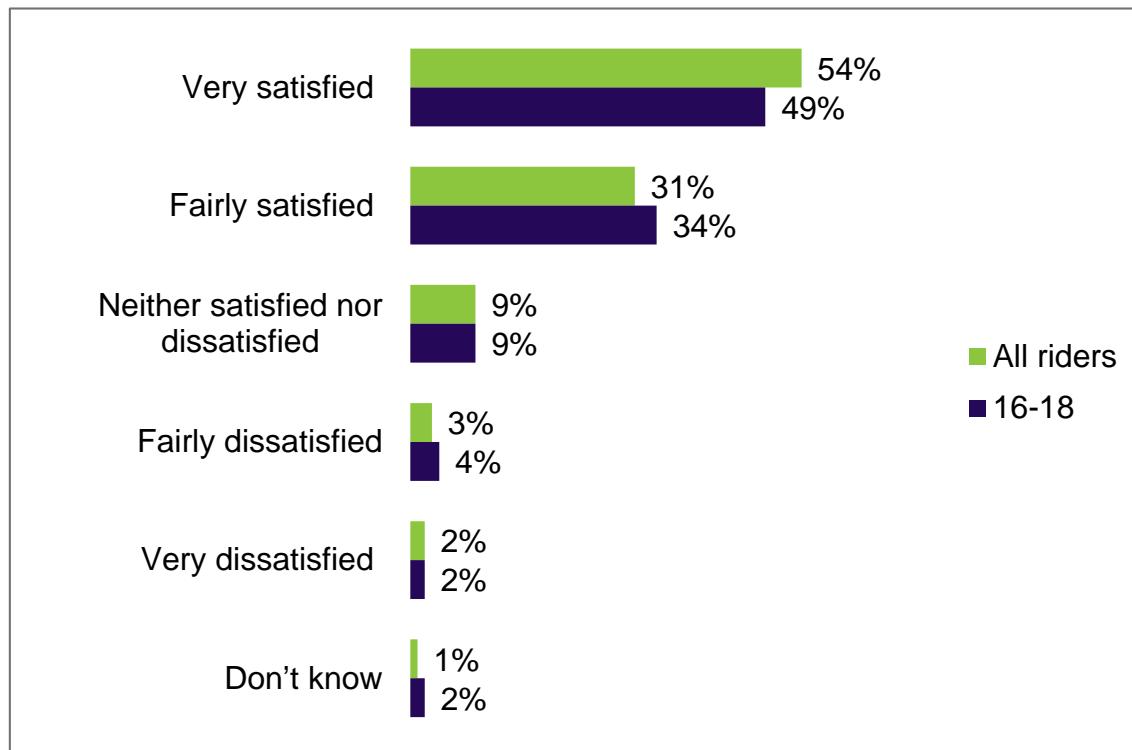


TRAINERS' SURVEY Q23. How much do you usually charge for a CBT course?
Please tell us the charge per CBT course regardless of how long it takes.

85% of learners are satisfied that their CBT was good value for money. There is little difference between young learners and all learners in value for money perceptions.

Only 13 learners in our survey did not complete CBT and so it is not possible to see how value for money ratings differ between those completing and not completing.

Satisfaction with value for money



LEARNERS' SURVEY Q36. How satisfied or dissatisfied are you that your CBT was good value for money?

Base: All respondents: 428

Four in ten learners (39%) would pay extra for more on-road and safety training.

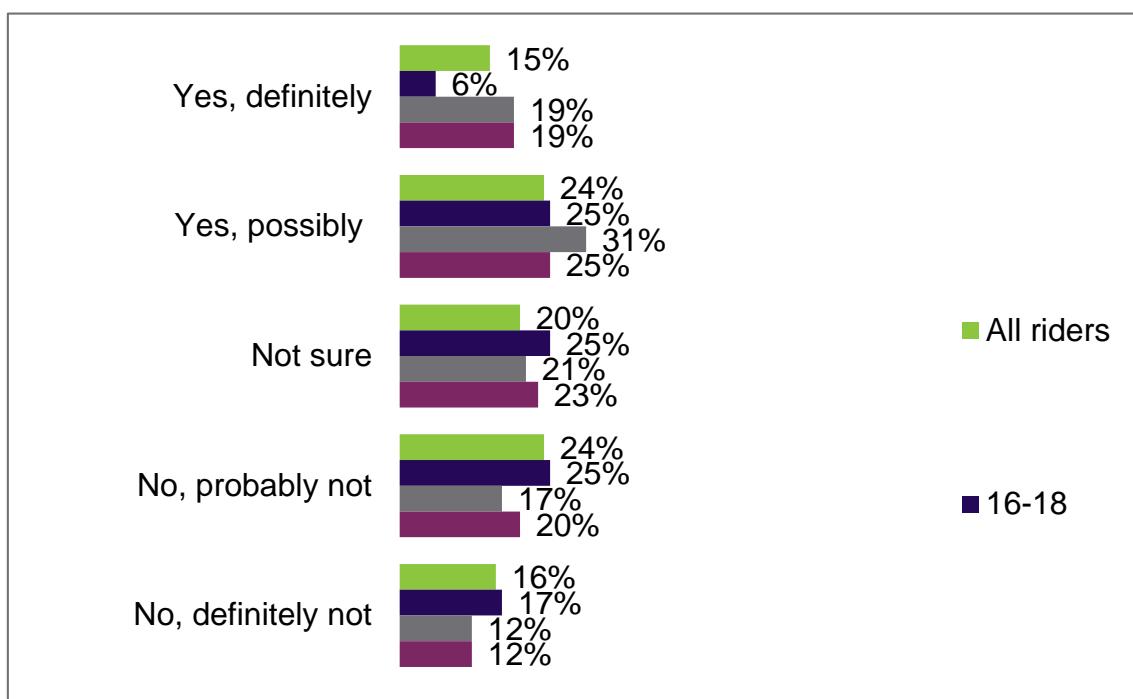
Younger learners are less willing to pay extra for this (30%) than older learners (45%).

Women (50%) and those who were not very confident about riding unsupervised on the road after completing CBT (44%) are more willing to pay extra for this.

The national standard for driver and rider training, which all CBT trainers should follow, sets out the knowledge, skills and understanding needed to deliver successful learning. The standard talks about instructors (trainers) delivering agreed syllabuses using a 'client-centred' approach. A client-centred learning approach is about maximising learning by taking into account the status, prior experience and particular needs of the learner.

Trainers should provide training that suits the needs of the individual trainee and should look out for people who would benefit from extra training and are willing to pay for it.

Willingness to pay more for more on-road and safety training



LEARNERS' SURVEY Q37. Would you be prepared to pay more for CBT if it was changed to include more on-road and safety training, making you better prepared and a safer rider?
Base: All respondents: 428

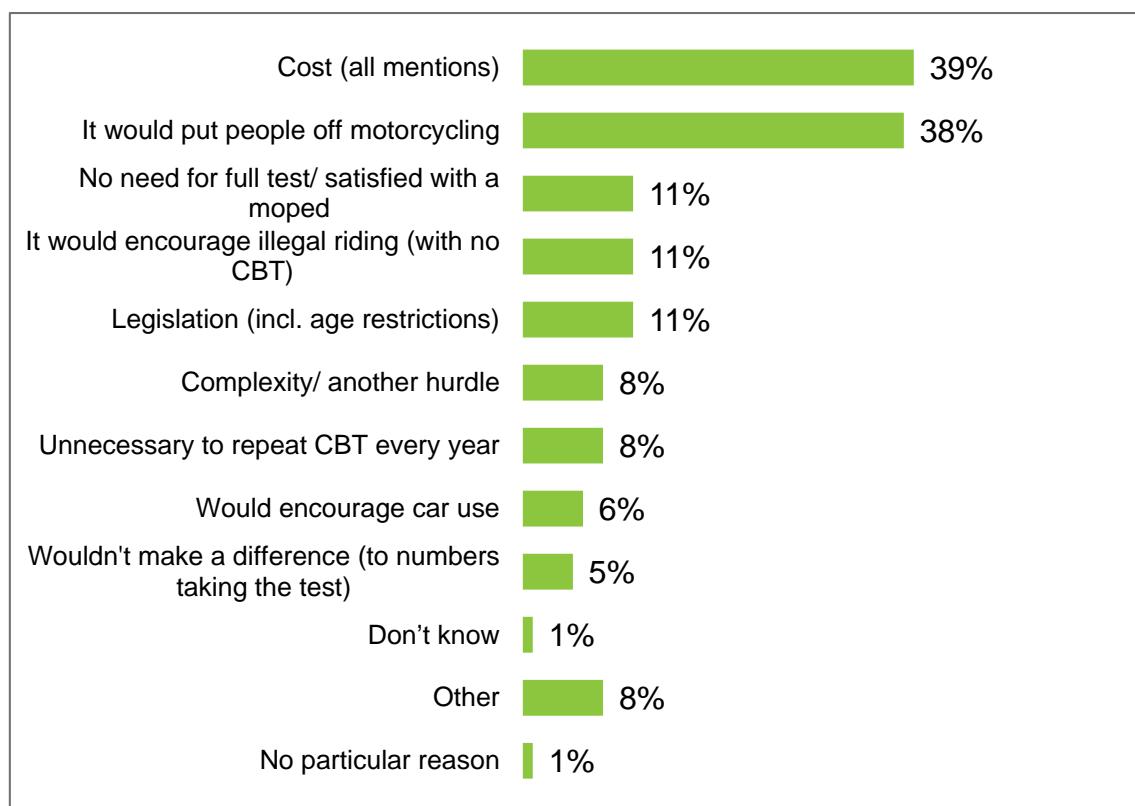
5.11 Reaction to ideas for re-structuring CBT

Opinion amongst trainers is split on whether requiring CBT to be taken every year would encourage more riders to take the full motorcycle test or not with 41% thinking it would and 48% thinking it would not.

The main reasons for thinking that it would not encourage more to take the full test are that it would be costly and put people off motorcycling.

Other reservations about this idea are that many learners only want to ride mopeds, that it would encourage illegal riding and that there would be legal ramifications involving age restrictions.

Reasons for disagreeing that requiring CBT to be taken every year would encourage more riders to take their motorcycle test



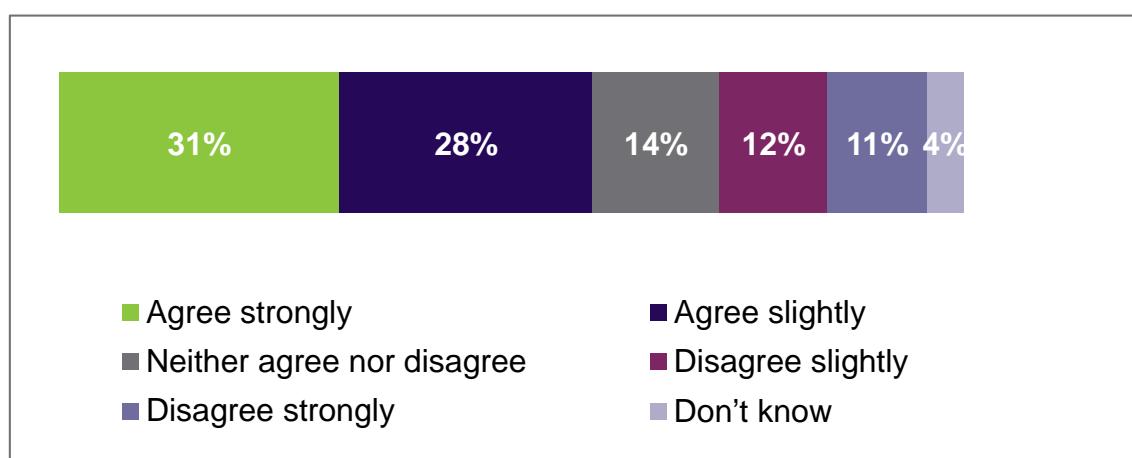
TRAINERS' SURVEY Q40. Why do you disagree that requiring CBT to be taken every year would encourage more riders to take their motorcycle test rather than repeat CBT?
 Base: 97 trainers disagreeing that requiring CBT to be taken every year would encourage more riders to take their motorcycle test

These views were echoed in the depth interviews.

"I think that would put people off from doing CBTs. Because it's expensive enough as it is. We try to keep the price of CBT down to about £100. £100 over 2 years is not too bad but £100 every year, especially for the youngsters, is going to be a little bit too expensive I think." (Trainer)

Almost six in ten trainers agree that repeating CBT provides sufficient training to younger learners but a quarter disagree.

Agreement that repeating CBT provides sufficient training to young learner riders



TRAINERS' SURVEY Q34. How much would you agree or disagree that repeating CBT provides sufficient training to young learner riders? Base: 203 trainers

Of the 23% disagreeing, the main reasons for this are:

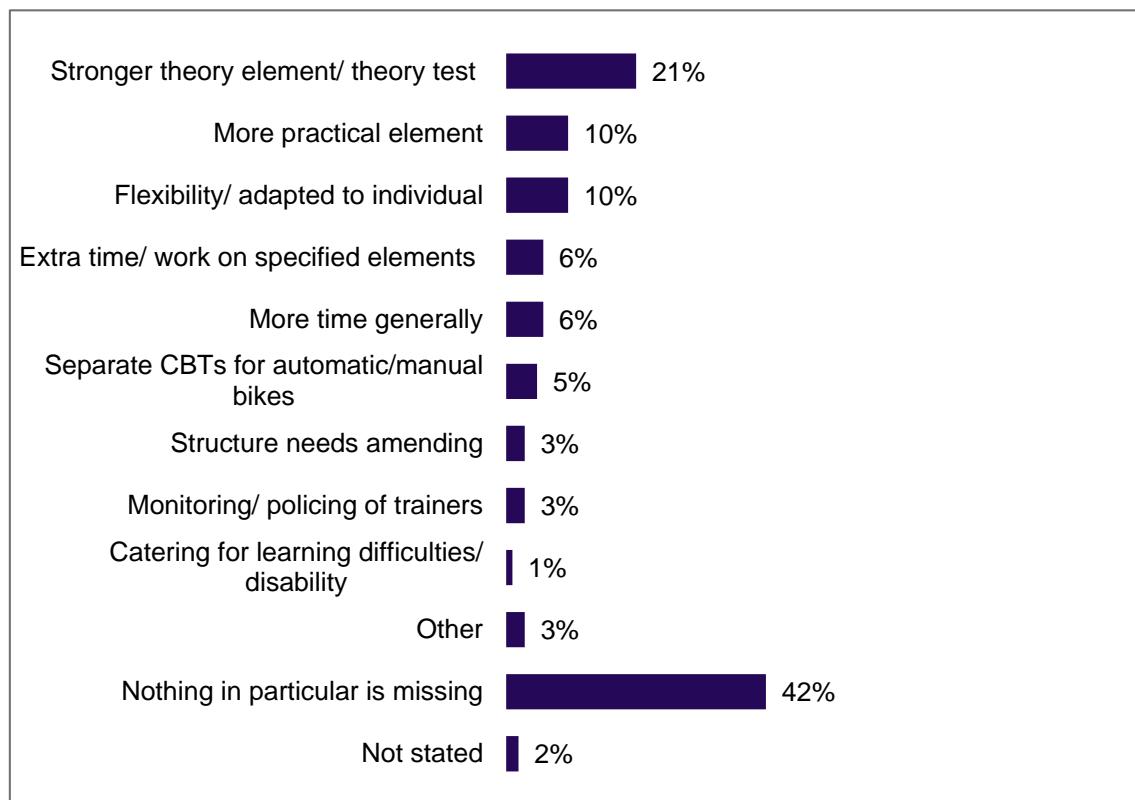
- Course is too basic – 23%
- Course is not long enough – 17%
- There should be a full test – 17%

It appears that trainers are driven by commercial instincts (if the cost of CBT rose, they might lose customers) but also appreciate the road safety benefits of change.

86% of trainers feel that the current 5 element structure of CBT is correct. However, over half of trainers state something that should be added to the CBT syllabus. 21% feel there should be a stronger theory element and/or a theory test, 10% want more practical training and a further 10%, more flexibility so that the course can be adapted to individuals' needs.

Other suggestions included more time for the course and separate CBT for automatic and manuals.

Suggested improvements to CBT syllabus



TRAINERS' SURVEY Q44. What, if anything, is missing from the current CBT syllabus that you would like included?
Base: All trainers: 203

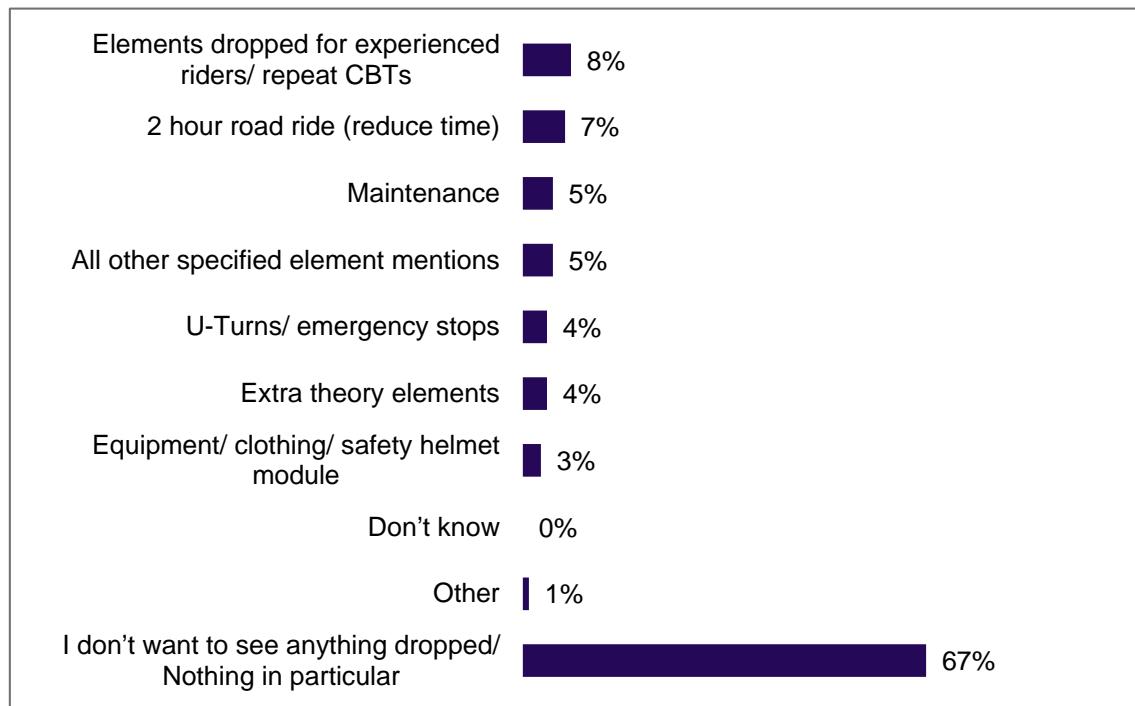
From one trainer in a depth interview:

"It works fine. Like I say it's just the delivery of it and the honesty of the people doing it that's the problem. Change the automatic thing and you've got a good basic starting point, there's no question about that. It does work if you do it properly." (Trainer)

There were no suggestions from other trainers in the depth interviews to radically overhaul the structure of CBT.

One third of trainers suggest something to drop from the CBT syllabus, including certain elements for experienced riders (8%), a shorter road ride (7%) and the maintenance element (5%).

What should be dropped from CBT syllabus?



TRAINERS' SURVEY Q46. What, if anything, is in the current CBT syllabus that you would like to see dropped?

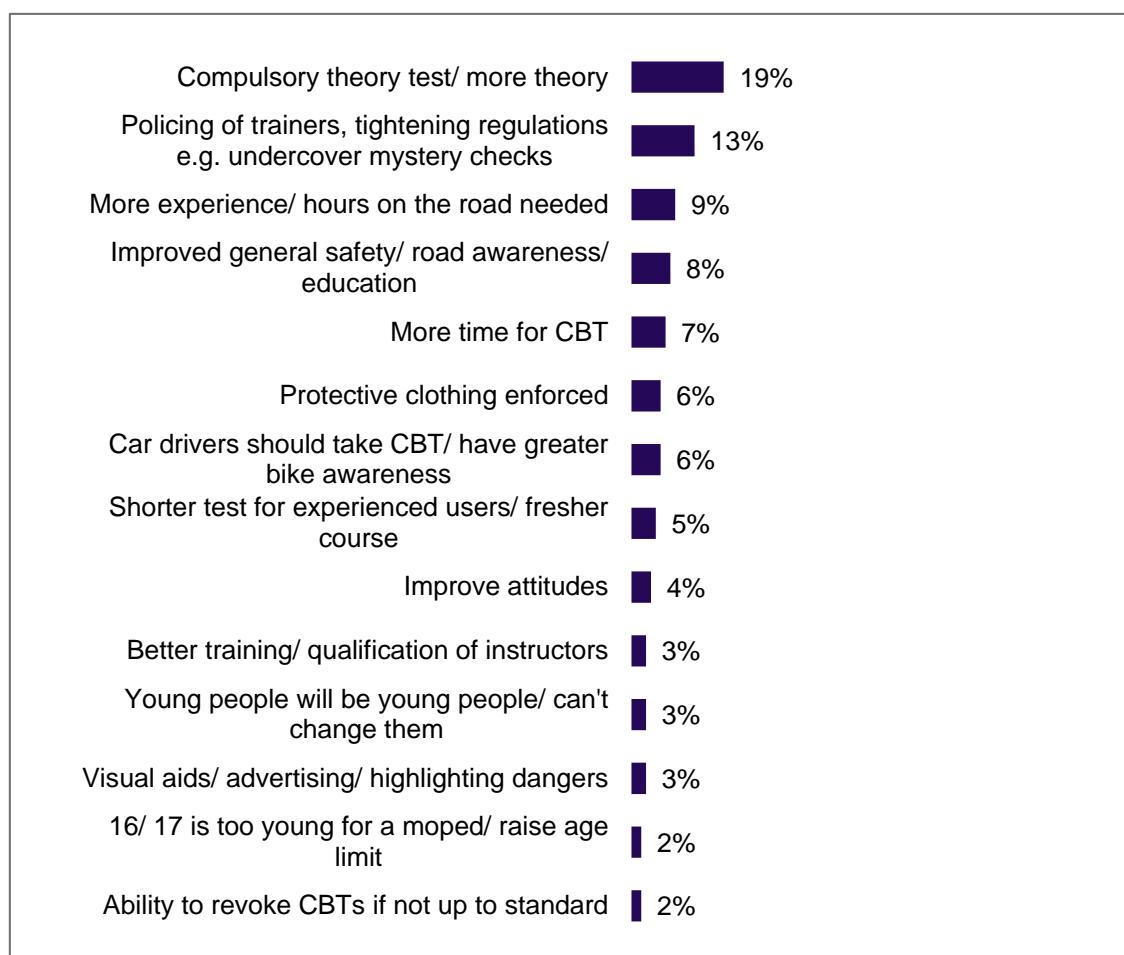
Base: 203 trainers

At the end of the trainers' survey we asked for any other suggestion they may have in relation to CBT for reducing the number of collisions, particularly among young riders.

Almost a fifth suggested a compulsory theory test or more theory training and one in seven wanted to see better policing of trainers e.g. undercover mystery checks.

Other suggestions included more hours on the road, improvements to safety and road awareness training, more time for CBT generally, proper enforcement of protective clothing and training for car drivers to be more aware of motorcyclists.

Suggestions for improvement to CBT



TRAINERS' SURVEY Q48. And finally, what other suggestions do you have in relation to CBT for reducing the number of moped and motorcycle collisions, particularly among young riders?
Base: 203 trainers

Several trainers stressed the importance of more theory training/ hazard awareness in the depth interviews.

“Well I think the preparation for CBT is poor. They don't ask pupils to do a theory test, not enough attention is given to that. They turn up, they have very little, or no knowledge of the Highway Code, and our remit as a current training body is just to check that by asking them a few questions about the Highway Code traffic signs, and unfortunately we find out how poor their knowledge is when they're on the road.” (Trainer)

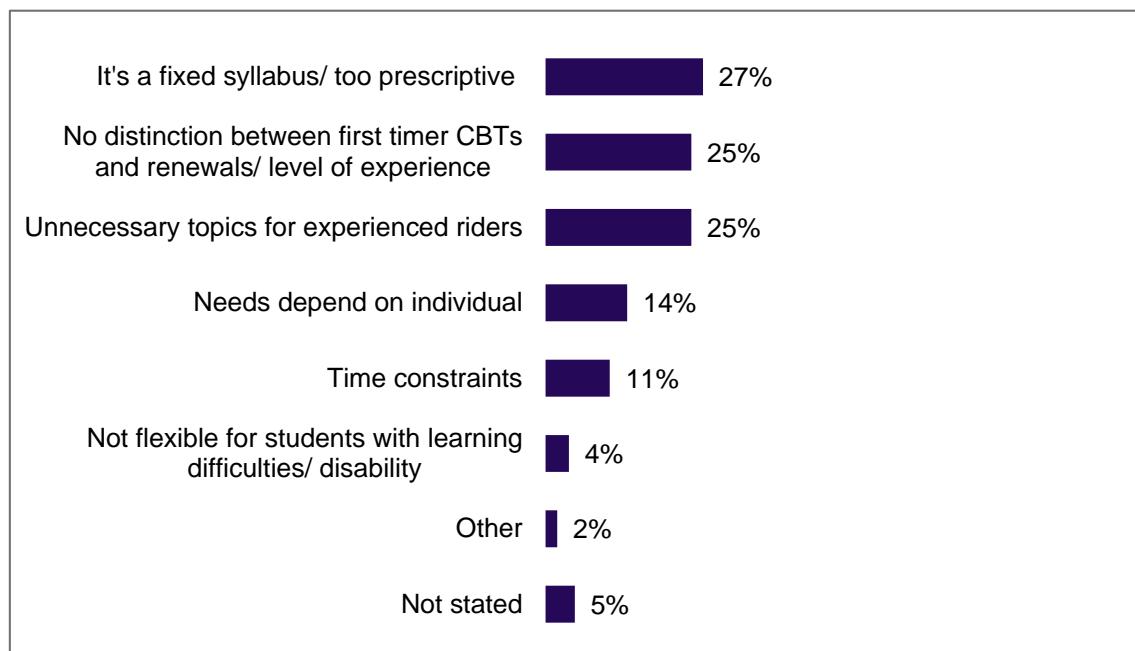
“Well our view is that young people should have to do the theory test, the motorcycle theory test before they do a CBT. It seems ludicrous to me that you can get on a bike with never having read the Highway Code. It becomes apparent as soon as you start talking to them in the CBT session whether or not they've actually done anything with the Highway Code and on occasions, we've gone as far as to say “You've never read the Highway Code. You don't know the rules of the road. Why should you be on the road with us?” (Trainer)

“I think the current theory for the practical test is good but I think there should be a theory test just for CBT, even if it's just 25 questions on the Highway Code, I think that would be adequate enough.” (Trainer)

Over a quarter of trainers (28%) don't feel CBT is flexible enough

Those who do not believe it is flexible complain that the syllabus is too fixed/ too prescriptive, that there is no distinction between those with prior knowledge and experience and those who are complete novices, resulting in unnecessary topics for experienced riders and that training needs depend on each individual.

Reasons for CBT not being flexible



TRAINERS' SURVEY Q33. Why do you say that CBT is not flexible at adapting to the needs of individual trainees?

Base: 56 who state CBT is not flexible at adapting to the needs of individuals.

"Ideally yes, it would be nicer to have some more tailored training courses than just a tick box exercise of the CBT but I mean obviously that's going to cause the training schools more work." (Learner)

Most trainers (72%) feel that completing CBT on an automatic bike does not prepare new riders well for riding a manual bike.

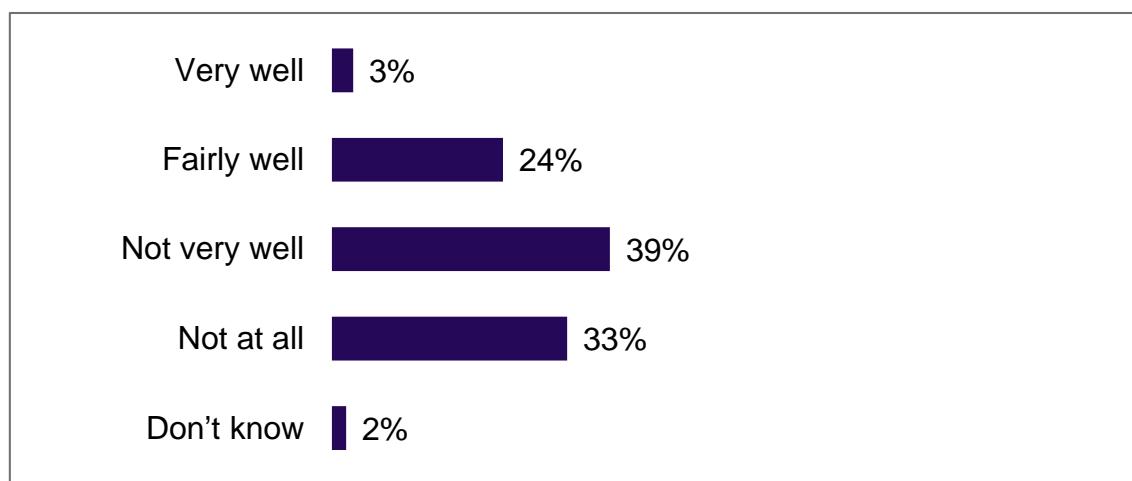
72% also agree that CBT completed on automatics should be valid only for automatics.

"I try to discourage that here. I do say if people do it on an automatic and they want to get a geared bike then to come back for at least an hour's training on a geared bike, because there's a big difference between the two." (Trainer)

If you take your main licence on an automatic car, you can't ride a geared car so why should it be different? Even less reason for it to be different for somebody with not a lot of road experience. For the 16 year olds who haven't got a choice. All they can do is a 50cc. So they're 12 months on a 50cc. At 17 they can go out, buy a manual bike and jump on it basically without another CBT." (Trainer)

The learners' survey shows a higher proportion of automatic riders (44%) saying they were very confident during the on-road training than manual motorcycle riders (37%) although when you add those saying they were fairly confident there is no difference in confidence.

Completing CBT on an automatic machine prepares riders for riding a manual bike...

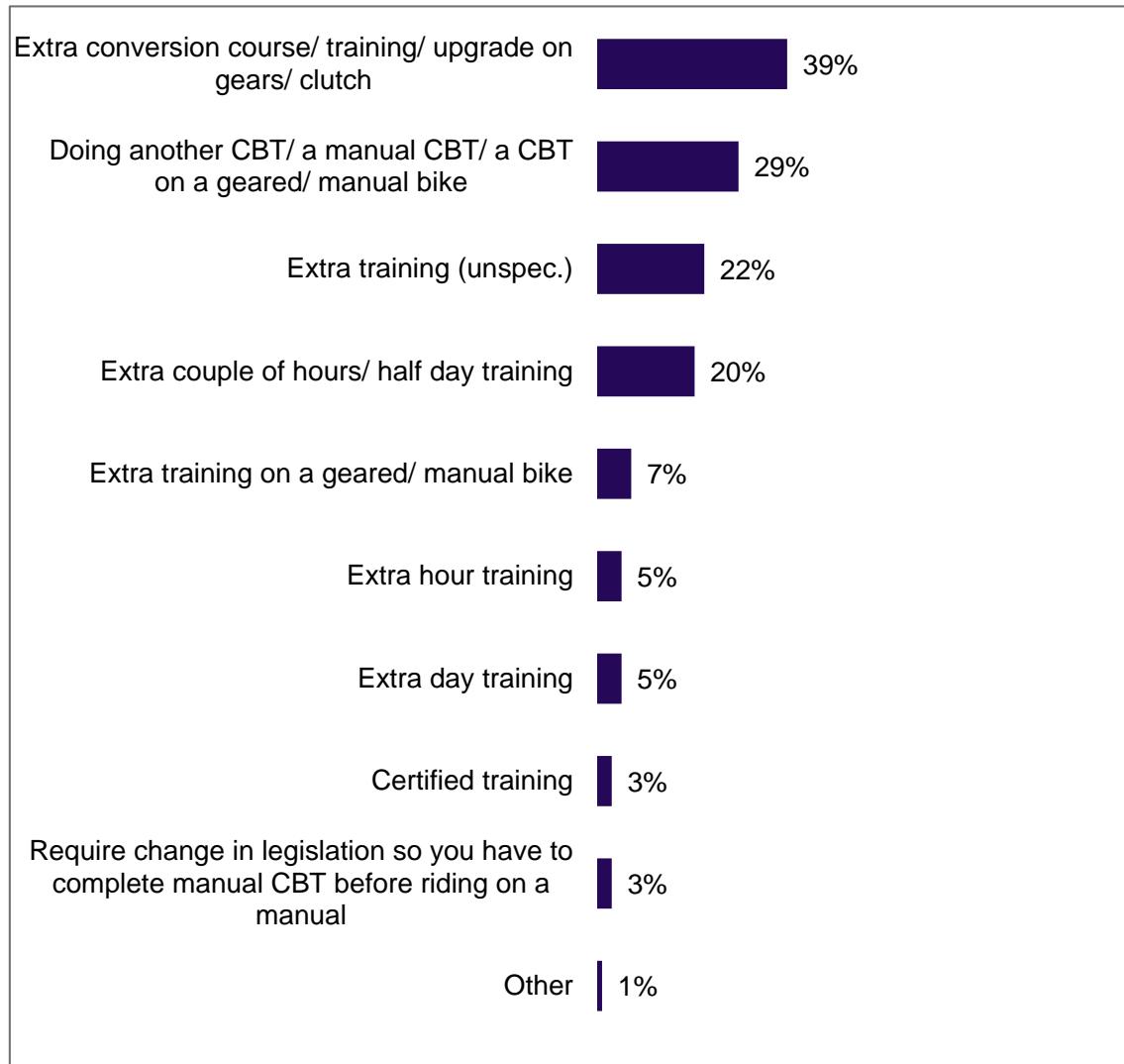


TRAINERS SURVEY Q27. How well do you think completing CBT on an automatic machine prepares new riders for riding a manual bike?

"They're quite surprised that we can take them out on a scooter and then give them a certificate and they can go and buy themselves a bike and ride off on it and go straight across a junction and kill themselves." (Trainer)

Trainers who think CBT should be restricted for riders who complete on an automatic suggested an extra conversion course focussing on managing gear changes, separate CBTs for automatics and manuals or just more time for those training on manual bikes.

Suggested ways of upgrading from auto only to manual CBT

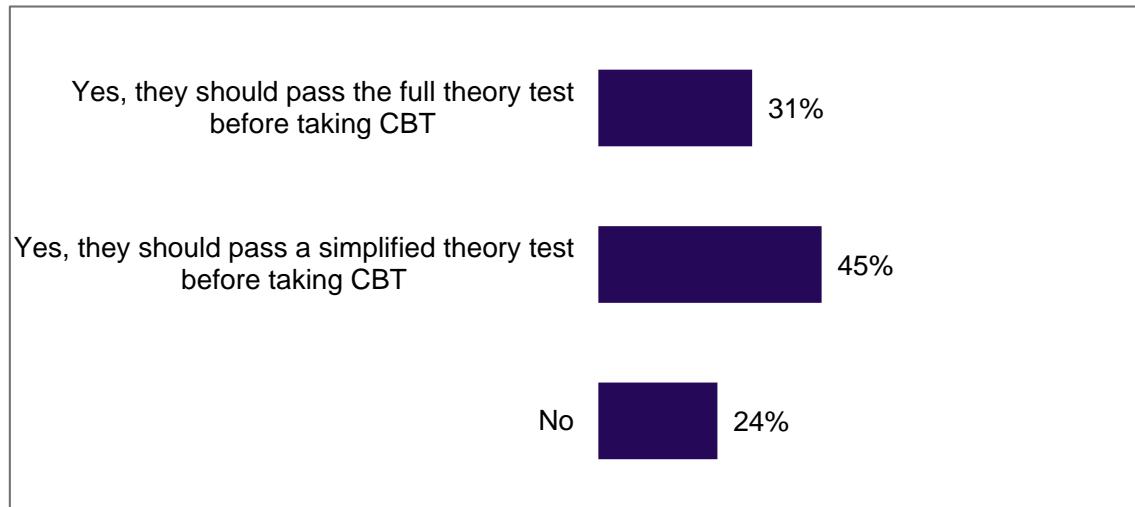


TRAINERS' SURVEY Q29. How could they upgrade from auto only to manual CBT?

Base: 147 trainers who think CBT should be restricted for riders who complete on an automatic machine so that they can only ride automatic machines

Three in ten trainers think learners should have to pass the full theory test before taking CBT and approaching half think they should have to pass a simplified version of it.

Should learner riders have to pass the theory test before taking CBT?



TRAINERS' SURVEY Q41. Do you think learner riders should have to pass the full motorcycle theory test or a simplified version of it before taking CBT?

In the depth interviews we found trainers using a variety of techniques to teach theory including Highway Code tests, video, road sign recognition and hazard perception. It seems that trainers have quite a lot of leeway in what content they use in the theory element. This could, in part, explain the high levels of agreement that there should be some theory test before CBT. It removes any doubt they may have about their own theory content.

Opinion is divided over whether the theory part of the CBT could be reduced for learner riders who have passed the theory and hazard perception tests with 57% saying that it could and 43% saying that it should not.

5.12 Youth and attitude

In the depth interviews we explored the theory that the high incidence of road collisions can (at least in part) be attributed to a tendency, especially among young men, to believe they are invincible and the youthful competitiveness of young males in a group – showing off, bravado. Some trainers complained about individuals who did not seem to be taking the course seriously exhibiting a cavalier attitude. One or two take a hard line and tell them to leave and come back when they are ready.

There were many comments from both trainers and learners about this. They tended to agree that this is not something that they had any control over but by delivering a good course which increased awareness of hazards and instilling good practices for safe riding, they could at least hope to mitigate this tendency.

“A lot of it is down to showing off, me and my mate, he’s already passed, oh look he’s behind me, I’ll look over my shoulder and see where he is, I’m not concentrating on what I’m doing, I think anyway. And again a lot of it is, let’s go fast, let’s go fast, we can go fast. He wants to go fast in a straight line is what happens when something happens” (Trainer)

“You can’t change a person’s outlook completely; you have to just train them as best you can. Just more training and just more knowledge of how incidents can develop and how to avoid them” (Learner)

“Females tend to have a different attitude towards things in general, but I find that they tend to take a little bit longer to teach because they’re a bit more cautious. But they seem to retain it better and can take it more seriously.” (Trainer)

“It’s peer pressure syndrome, as I call it. And the other thing that may well help as far as I can see is, we’re told that they have to wear certain clothing. Why can’t the Government enforce that? For example why can they ride around in shorts and T-shirts and things like that, because again I’m at college, and you should see some of the sights I see riding.” (Trainer)

*“Yeah I think attitude is an important aspect of riding a bike. If you’ve got the wrong attitude you can end up in trouble.”
(Trainer)*

“I’ve seen it myself, them coming off the back of it or nearly hitting a car or weaving through traffic at really slow speeds and nearly knocking people over. For me it’s just, they just don’t have the mentality on their shoulders to take risks into consideration.” (Learner)

“I don’t know why it’s younger drivers, probably because they’re very, very cheap to run and cheap to buy and that’s what young people can afford. And sadly when you’re young, you think you’re invincible don’t you so you probably do more silly things.”
(Learner)

“We do show some photos of people that have been involved in accidents not wearing the right equipment. They sort of look at it and that really hits home that that’s what could happen.”
(Trainer)

“They just don’t have the brains for it. I was the same when I was 16, 17. How I survived, I don’t know to this day! It doesn’t matter how much training you give them they’re still going to go out and end up in the side of a car somewhere.” (Trainer)

5.13 Inspections of ATBs

Several of the trainers interviewed in depth felt that the DVSA should be carrying out mystery inspections of ATBs. They felt aggrieved that some trainers were not delivering CBT properly and gaining a competitive advantage. One suggested prices should be fixed.

“There are cowboy outfits out there and they are only interested in getting the money for the CBT. The department needs to do more to control these operators and perhaps to have surprise inspections.” (Trainer)

“He mentioned that everyone will have to do 2 hours on the road. He took us out for half an hour, we sat in the McDonald’s for half an hour while we talked about what we’d done and went back for half an hour so it wasn’t good.” (Learner)

“I would urge the Government to carry out spot checks or mystery shopping on CBT schools, because I know it goes on. I know there are 17 year olds that are being given CBT Certificates from other schools when they’ve been kicked off the course by us, no way should they be given a CBT Certificate. I know there are CBT schools out there that are doing a 45 minute road ride.” (Trainer)

“Motorcycle News did a rather good study, a couple of years ago now, where they did some, they planted a few people in training schools in and around London, and the results were shocking.” (Trainer)