

Motorcycle Awareness Programme Pre-Course Workbook



**DORSET
POLICE**

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A person wearing a helmet and riding a motorcycle on a paved road. The sun is low in the sky, creating a golden glow and long shadows. The background shows a flat landscape with fields and a distant horizon.

Terms and Conditions

By accepting the offer of a Motorcycle Awareness Programme (MAP) course, you have agreed to accept these Terms and Conditions and agree to your data being held for 3 years to enable eligibility checks for any future offences. Individuals who fail to comply with the Terms and Conditions will have their offence referred back to the Fixed Penalty or Prosecution process depending on eligibility criteria.

The attendance on the online course is for use by the participant only and registration information should not be forwarded on to third parties; doing so may hinder access, as online course entry is by prior registration only. Similarly, the materials are for use by the participant only and should not be forwarded on to third parties.

The online course relies on a good internet connection for both parties. If there is a loss of connection for either the participant or tutor, we will try to reconnect and deliver the remaining course however if we are unable to maintain an internet connection, we will contact you to rebook another course.

ID checks will/can be conducted at any time during the course. Any person without the correct ID (Valid Photocard Driving Licence or Passport) will be removed from the course and referred to the Criminal Justice System where they could be charged with perverting the course of justice by impersonating another person.

The confidentiality and security of online course registration information and event materials issued by Dorset Police is the responsibility of the participant. If you believe that a third party has obtained details in an unauthorised manner, please promptly notify the Motorcycle Awareness Programme office on 01202 227549.

The virtual event facility includes a feature that allows audio and any documents and other materials exchanged or viewed during the session to be recorded for internal training purposes only. All recordings are held on a stand-alone device for a period not longer than 3 months and then deleted. By joining a session, you automatically consent to such recordings. If you do not consent to the recording, please contact the MAP office to discuss your concerns in good time prior to the online course date.

Online course participation may require you to configure your software settings on your device upon first use or require you to download the software for your operating system. Work computers or devices should NOT be used as company firewalls may prevent you from accessing the course. Please note that you may require administrator privileges on your computer to be able to manually install software.

Cancellations must be received by email or telephone at least 48 hours before the course for your options to be discussed with the MAP team. Please note that if someone attends in lieu of yourself, you will immediately go back into the Criminal Justice System for consideration of prosecution.

Privacy Policy

In connection with the operation of the online course, we will ask you to provide us with information that personally identifies you or allows us to contact you ("Personal Information") when you register for the use of the service. The Personal Information that you provide us with in these circumstances will be provided to audio and web-conferencing services to assist in processing the information, for the sole purpose of enabling them to operate and deliver the online course service. This information will not be disclosed or shared with others and restricted to providing the contracted services of the online course.

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Course Conditions

To successfully complete the course all participants must:

Complete the mandatory pre-course workbook (approximately 60 mins) prior to the online course start time, as this will form part of the course and reference will be made to it during the course.

Please ensure that you are ready to start the course 20 minutes before the event. **If you arrive after the course start time you will be dismissed from the course.**

To gain access to the course participants MUST;

- Have photographic ID available should you be requested to show it (Valid Photocard Driving Licence or Passport).
- Engage in all modules.
- Fully participate in all polls and set quizzes.
- Be focussed and prepared to answer questions.

Standards of Behaviour

- You should be respectful to the course trainers and others attending the course.
- Disruptive behaviour, intoxication, wilful non-compliance or wilful misbehaviour whilst on a course is unacceptable.
- Using a mobile phone is prohibited throughout the course as this can cause disruption and is a distraction in a learning environment. As mobile technology can be used for recording and photography there is also a Safeguarding and Data Protection issue. The only exception would be if you are using this as your device to complete the course, which is not recommended. As there are known issues with using a mobile phone for this purpose, such as reduced functionality and disruption through incoming calls and alerts or messages.
- You should not wear clothing which is likely to cause embarrassment or offence to others delivering or attending a course.

Dorset Police reserve the right to refuse access or dismiss anyone for not complying with these Terms and Conditions. Those individuals will be referred back to the Central Ticket Office for processing. Confidentiality will be maintained at all times unless we believe an offence has been disclosed.

Introduction

You have been registered to complete the Dorset Motorcycle Awareness Programme (MAP).

Before you take part you must complete all sections and exercises in this workbook to prepare you for the course.

This workbook will take you through some background learning for the modules that you will cover, including some information about the many human factors that affect your riding abilities.

Aim of the course

To provide an understanding of the human factors of riding on public roads, to reduce the number of crashes, severity of injuries and number of fatalities amongst motorcyclists.

By the end of the course, you should be able to:

1. Identify the type of rider you are and why you are at risk.
2. Understand motivations for riding and how this affects ability and risk
3. Understand how you process information
4. Understand how stress, fatigue and beliefs in riding ability and skills influence decision making
5. Give examples of demands on motorcyclists that increase vulnerability
6. Describe strategies, techniques, and goals for safer riding



Risk Perception



What's the risk?

Most incidents whilst riding are due to risk-taking behaviour such as: -

- Poor decision making
- Riding when fatigued or stressed.
- Not leaving enough space between your motorcycle and other road users

In all these cases, you have the ability to influence how much demand you place on yourself as a rider.

For example, the faster you ride, the less time you have to;

- Process information,
- Make decisions,
- Act and
- Correct errors.

So, the easiest way to enable you to deal with all of this is to ride slower. Riding a bike is highly demanding and riding slower will make your riding not only more manageable but also safer.

Who are you and what is your motivation to ride?

As human beings, we base risk decisions not on actual risks but on perception of those risks. Believing that you are safe as riders is the difference between perception and reality. There may be a mismatch between what you believe about your risk and the actual risk. Risk means different things to different individuals, for example some riders enjoy the sensation of risk. Your perception of risk depends on how you interpret it, and how (and whether) you respond to it. Your perception of risk is therefore related to your motives to ride.

There are both differences and similarities between individual riders with regards their preferences for how they ride and what they get out of riding. By understanding your motives to ride you will develop your awareness of how these motives might affect your decision making and safety.

Rate each of the statements below for importance in terms of riding a motorcycle/ scooter/ moped.

0 = Not at all important / 1 = Neither important nor unimportant / 2 = Very important

Power of the bike

	0	1	2
Having much more power than in a car the same price			
The feeling of acceleration			
Going fast			
Being able to get away faster than people in cars			

Belonging

	0	1	2
A sense of belonging and camaraderie			
A sense of heritage or tradition			
Riding is part of my identity			
Feeling at one with the machine			
The social interaction with others who ride			

Relationship with the bike

	0	1	2
Heightened awareness of everything around me			
Understanding the motorcycle and taking care of it			
Feeling totally relaxed on the motorcycle			
Learning new things and getting better			
The feeling of keeping the motorcycle balanced			

Self sufficiency

	0	1	2
Not having to rely on others			
Being able to get to places quicker			
Saving on fuel and parking			
Not having to bother about anyone else			

Sensations

	0	1	2
Being exposed to sounds and smells			
Feeling the wind rushing past you			
Feedback including noise and vibration			
The chance to enjoy the weather and the scenery			

Challenge of riding

	0	1	2
Never knowing what is going to happen next			
The challenge of testing myself and my abilities			

Look at me

	0	1	2
Demonstrating my skills to others			
Pitting myself against others			

Release

	0	1	2
The fact I look good on the motorcycle			
Getting away from everyday life			
The feeling of exhilaration			
The sense of achievement after a good ride			

SELF-REFLECTION POINT:

Look carefully at those sections where you have scored higher than other sections. Think about how your motives might influence the way you ride.

- How could your motives affect your decision making?
- How could your decision making affect your safety and that of other road users?
- What can you do to reduce your risk?

By developing motives that lead to safer behaviours you are managing the risks of riding a motorcycle.

Now that you have a better understanding of your motives to ride, look at the seven different rider segments below and decide which most applies to you. Whilst not everyone will fit neatly into one of the segments, try and find the one that most fits your motivation to ride.

The following segments are split based on whether you ride in the summer or all year round. This will make it a bit easier to identify which segment best fits you.

Performance Hobbyists

You are a solitary, summer-only rider, and riding is all about your experiences and sensations. You are not concerned about what other riders are doing.

Here is a Performance Hobbyist and what he says about his motives for riding: -

“You just get that closeness. You haven’t got that protection. You’ve got you. You haven’t got anybody else driving you, you’ve got to rely on yourself. I think it’s the challenge: you’re pushing yourself; you’re not just pushing the machine. Well, you are pushing the machine, but you’ve got your own abilities.”
(M, 38, 600cc)

Riding Hobbyists

You are an older, summer-only rider who enjoys the social interaction with other riders almost as much as the riding itself. You like to look the part.

Here are two Riding Hobbyists and what they say about their motives for riding: -

“My sister-in-law is a biker, and her fiancé is a biker, so if we can get a few of us to ride together, then we will, we’ll all go for a ride somewhere and pull in somewhere, have something to eat or something. If you are going out with the lads and you go out for a ride, you leather up.” (M, 33, 600cc)

“I’m not into these four-cylinder, computer-controlled things. I like the older feel of a bike, the older bikes. You can’t really wear rain gear on a Harley. You’ve got to look the part. It has to be the leather jacket and to fit the image a bit. All bikers are actors really, we’re all posers.” (M, 57, 1200cc)

Performance Disciples

You are a committed rider with a total focus on high performance and a strong dislike for anything that gets in the way of it. You emphasize the importance of your personal skill and armour when riding.

Here are two Performance Disciples and what they say about their motives for riding: -

“Any muppet can go fast in a straight line, simple as that. Why do you feel most people who ride bikes don’t go on a motorway? It’s the bends, isn’t it, that’s the skill. It literally is you and the bike. The bike is always going to be better because it’s engineered to do that. A car, the input that the driver has is taken away; on a motorcycle it’s not. (M, 38, 650cc)

“(Sports bikes) are more dynamic bikes to ride than a standard motorcycle. You’re involved in every single little thing. In much the same way that you are in a sports car, where you feel through the seat of your pants. It’s very much like that on a sports motorbike. You’re aware of every little thing you do making an effect to the way the bike handles. It’s more like a race bike if you like. And that’s what makes us excited about bikes.” (M, 42, 600cc)

Riding Disciples

Riding is a way of life for you, built on a strong relationship with your bike and membership of a wider community of riders.

Here are two Riding Disciples and what they say about their motives for riding: -

“I think the biggest difference between a biker, someone who rides bikes regularly and somebody who just drives cars is the amount of thinking that we do about our riding.” (M, 45, 600cc)

“I think the camaraderie as well with other bikers. Just talking like this. (M, 45, 750cc)

“I started riding a motorbike as soon as I could ride a two-wheel pushbike really. I used to ride motocross, did a bit of road racing, and it’s just always been in my mind. I have never been without a bike.” (M, 50, 400cc)

Look-at-me Enthusiasts

You are a young (or young at heart) rider with limited experience but limitless enthusiasm, for whom riding is all about self-expression and looking cool.

Here are two Riding Disciples and what they say about their motives for riding: -

"I've never really had a role model. I don't know that I would look up to riders. If I see a guy on the internet on a dirt bike doing some of those mad stunts, I would think that they're good - I would look up to them. When I see things, people doing some mad wheelies, standing up, I think to myself: I wish I could do that. I'd like to be like them." (M, 16, 50cc)

"I've always thought that people on motorbikes are super cool." (M, 24, 125cc)

Car Rejecters

You use your bike as a way of escaping from traffic jams, parking tickets, fuel costs and other problems with car use. You don't particularly care for motorcycles but do care for low-cost mobility.

Here are two Car Rejecters and what they say about their motives for riding: -

"I have been riding just over a year last month. I learned to ride a bike because I work over the road and commuting in the car I had at the time was too much for me on fuel and parking combined, so it was free to park, where we work, with bikes. So, it was quite a money save thing." (F, 25, 600cc)

"When I first started my business, I used to use public transport and I just got so fed up with public transport, that I decided to get myself a scooter to get from point A to B in a much quicker time" (M, 45, 125cc)

Car Aspirants

You are a young person looking forward to getting your first car when age/finances allow - but for the time being are happy to have got their own wheels.

Here are two Car Aspirants and what they say about their motives for riding: -

"When university's over, then I'll get a car." (M, 19, 125cc)

"I was going to get a scooter when I was 16 but then they introduced free bus travel, so I didn't get one. When I hit 18, I had to pay so I thought I'll get a scooter." (M, 18, 120cc)

SELF-REFLECTION POINT:

When you've decided which segment best fits your motives to ride, think about which of these segments is linked with the most risk of being involved in an incident. Makes some notes as this will be discussed on the course.

Errors, Lapses and Violations

Fill in the box below with what you believe to be an error, lapse, or violation.

Error - when you have a plan about how you intend to make a manoeuvre but execute it wrong.

Lapse - usually a failure in your concentration.

Violation - a deliberate action which breaks the traffic law.

1.	Pull onto a main road in front of a vehicle you have not noticed or whose speed you misjudged	
2.	Exceed the speed limit on a country/rural road	
3.	You realize that the vehicle in front has slowed, and you must brake hard to avoid a collision	
4.	Fail to notice that pedestrians are crossing when turning into a side street from a main road	
5.	Queuing to turn left on a main road, you pay such close attention to the main traffic that you nearly hit the vehicle in front	
6.	Overtaking on solid white line	
7.	Get involved in racing other riders or drivers	
8.	Not notice someone stepping out from behind a parked vehicle until it is nearly too late	
9.	Miss 'Give Way' or 'Stop' signs	
10.	Filtering at pedestrian crossings	

How did you do?

Now that you've gone through this awareness raising exercise, think about your riding and your riding behaviours. Even the most highly skilled riders make mistakes, do foolish things, or bend the rules at some time or another. Some riders bend the rules more often due to their riding motives. As you are a vulnerable road user, this is potentially dangerous.

Think about when you are most likely to commit violations and reduce these to zero on your future journeys. By doing so there is no chance you will receive penalties and you will also dramatically reduce your risk of having a crash.

Look carefully at those areas in the table above. Think about the ones that apply to you most often and make a commitment to changing your approach in the future.

If you assessed yourself honestly, you'll know that thinking about why you have made a mistake or committed a violation is the first step to finding out how you can avoid this in the future.

Reduce your risk

If you ask people to rate their own riding in relation to drivers in general, then most people give themselves 7, 8 or 9 out of 10. That's because just about everyone thinks they are better than average. But think about it... this makes no sense. We can't all be better than average! The fact is that a lot of riders overestimate their ability and underestimate the risks they face on the road.

Because we're human beings, we tend to make basic mistakes in our thinking. We can't stop ourselves from making these mistakes. But if we're aware of them, then we can make sure they don't put us at risk on the road.

Here are three biases in the way we think that it's worth being aware of on the road;

The Optimism Bias

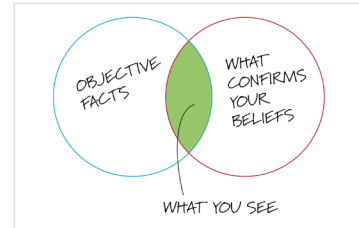
As humans we generally believe that bad things don't happen to us. For example, we think we're less likely than other people to get ill. The same applies to things like being stopped by the police if we break a traffic law or crashing, if we take a risk. We think we're more likely than others to get away with it.



We don't want to believe something bad will happen to us. It's a kind of defence mechanism. In life, optimism bias is quite a good thing. It helps us get through the day! But when we're riding, it can cause problems, if it leads us to take unnecessary risks.

Now add to this a second bias: this is known as What's Worked bias.

It's all about what's worked before when nothing bad has happened. For example, you're following a slow car on a twisty road and looking for an opportunity to overtake. If you've overtaken there before, and nothing bad happened, you do it again. In our subconscious, things like this can be really useful to master complex tasks. But they can also go badly wrong.



A third bias: the Self-Enhancement bias.

When we compare ourselves to other people, we naturally pay more attention to things that show us in a positive light. At the same time, we tend to dismiss the things that show us in a negative light – we say they are “bad luck” or “someone else’s fault”. A lot of the time, we just blank them out altogether. As a result, when we think about our own riding, we naturally tend to forgive and forget the things we’ve done badly: things such as getting in the wrong lane at a roundabout or junction, running a red light, crossing a solid white line, and getting too close to the vehicle in front. And we tend to remember all the good decisions we’ve made as a rider.



The complete opposite applies when we think about other people’s driving and riding. We pay a lot more attention to their mistakes. Maybe we even shout at them from behind the handlebars! And we remember all these examples of bad driving and riding in others.

Generally, we think we’re good riders, and that everyone else is worse than us. We tend to believe we’re better than average. It’s because we’re human beings, and that’s how humans are programmed to think. Put these three biases together and we generally underestimate the risk and overestimate our own ability. Biases in your beliefs about your riding skills are a common human tendency that we are mostly unaware of.

SELF-REFLECTION POINT:

How biased is your view of your riding skills?

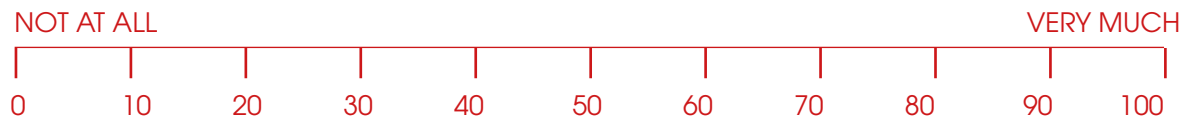
Next time another road user is aggressive towards you for making a mistake, instead of automatically defending your actions and retaliating in a way that increases your risk, consider what element of your riding needs to be improved.

Ask yourself;

- Were you riding too close?
- Did you force another driver or rider to brake quite harshly?
- Were you riding too fast for the conditions?
- Did you fail to look in the mirror and another road user in good time?

Test yourself

As a rider, how likely do you think you are of being involved in a crash over the next 12 months?



Where did you place yourself?

Typically, riders believe they have a low chance of being involved in a crash if you score below 50 on the above scale. Whether your self-rating is realistic or unrealistic is difficult to determine but most people judge themselves to have a low probability of being involved in a crash. The fact is that by committing violations, your risk of being involved in a crash is much higher.

Summary

Look again at the ratings you gave yourself in this section. What are your motives to ride and how might these motives affect your risk? Think about what the errors, lapses and violations you are likely to commit.

Perhaps you have a tendency to;

- Ride too fast for the circumstances and may lose control of your vehicle.
- Ride too close to other vehicles in a traffic queue and increase the risk of going into the back of another vehicle.
- Emerge from junctions without looking out for long enough for fast moving vehicles in the far distance.

Consider whether your beliefs about the probability of being involved in a crash is overly optimistic. Have you underestimated your risk in certain situations? How can you reduce your risk of being involved in a crash?

SELF-REFLECTION POINT:

When you've thought about these different situations it is easy to find out how to reduce your risk. Make a note of things you can do to reduce your risk in the future. To be a better and safer rider, recognise your mistakes and think about how to make safer decisions every time you ride.

Stress, Fatigue & Decision Making



The link between stress and crash involvement is well established. Studies have found that people who have had recent traumatic life events have a greater risk of crashing.

There are two main reasons for this link:

- Riders who are stressed may be distracted by thoughts about their personal problems.
- Stress may cause riders to lack the necessary motivation to avoid hazardous situations.

The road and traffic environment in which riders find themselves can make you feel stressed on your ride, ranging from heavy traffic, road debris, complex junctions and other road users that don't see you in good time. Riders can move from one emotional state to another depending on what's going on. Being aware of these emotions is the first step for reducing risky riding behaviours like speeding because you're running late and filtering when it's not safe to do so because you want to avoid the delays caused by heavy traffic.

Drivers and riders have different encounters in traffic situations and will experience the same situations differently. As a vulnerable road user, you might find that the most anger-provoking situations is in response to careless or reckless behaviours from other road users. Your emotional response to this can lead to greater risk. That's because your emotions are distracting you from make a safe decision.

You may find it to be challenging when sharing the road with car drivers that may lack knowledge about motorcycling and fail to look out for them. You may also find that some road users treat you with disrespect and are not willing to share the road with you. Whilst these situations are stressful and annoying, there are safe ways to cope that will not increase your risk.

Safe riders have developed a range of coping strategies to cope with the demands of riding. A safe rider would not allow other road users to force them into risky behaviours, even when provoked. A safe rider will not become overconfident in their skills as their riding experience levels increase. A safe rider would recognise that no matter how long they've been riding or how much training they have done, stress can affect their abilities.

SELF-REFLECTION POINT:

Make a note of how your reactions to other road users and the road environment can be managed so that you maintain your safety.

Coping Strategies Quiz

Answer the following questions by ticking the response that most applies to you.

1. Which coping strategy leads to safer riding when you're feeling under stress?

- a. Get annoyed and let off steam in a controlled manner
- b. Reflect on how stressed you feel and reframe your way of thinking about it so that you feel more in control
- c. Believe that other road users are deliberately trying to provoke you and teach them a lesson
- d. Distract yourself from the stress of riding by thinking about what you will do when you get home

2. Which coping strategy leads to safer riding if you're in heavy traffic?

- a. Concentrate more
- b. Worry a lot about what might happen
- c. Ignore the hold up and pretend it's not happening
- d. Overtake as much as you can so you're not late

3. Someone deliberately cuts you up – which coping strategy leads to safer riding?

- a. Show them what you think of them by speeding up and driving too close to them
- b. Show them what you think of them by gesturing, shouting, or honking your horn
- c. Show them what you think of them by overtaking them at the earliest opportunity
- d. Don't let it bother you and continue to drive normally

Reflect on your answers and be aware of how you react to other road users when you ride because your reactions can really increase your risk of a crash.

SELF-REFLECTION POINT:

Do you use mostly safe or unsafe coping strategies?

Rider and Riding fatigue

Have you ever noticed when you might be feeling fatigued whilst riding your bike – especially on long journeys? How alert you are is a factor in how much information your brain can process. A low level of alertness such as when you're tired will mean that you are more likely to lose concentration. Typical signs are slower reaction times, squinting eyes and feeling tired. To anticipate hazards, you need to always remain alert and be ready to identify and respond to constantly changing riding conditions.

Look at the following list. These are errors that are more likely to occur when you are riding when tired. Ask yourself honestly whether you have ever had these experiences as a motorcyclist: -

(Never, Sometimes, Always)

1.	Brake strongly to an unexpected event.	
2.	Ride more slowly than usual.	
3.	Are surprised to be passed.	
4.	Tailgate the vehicle in front.	
5.	Do not see the dangers of traffic.	
6.	Forget to stop at a service station.	
7.	Do not stop even if tired.	
8.	Take the wrong direction.	
9.	Do not recognize traffic signs.	
10.	Forget to put the kickstand down.	
11.	Forget to put both feet on the ground at the crossroad.	
12.	Stop in high gear.	
13.	Do not move when the light turns green.	
14.	Unable to determine a route.	
15.	Poor communication with road partners	
16.	Remain attached to a task or a part of the visual field.	

SELF-REFLECTION POINT:

Reflect on these errors and think of ways in which you can make sure you are fully alert every time you ride.

Rider fatigue and time of day

Our body clock affects how tired we feel according to the time of day.

- Our reactions tend to be slower in the morning than in the early evening.
- There is a dip in alertness after the midday meal.
- The greatest risk of tiredness-related collisions is between the hours of 11.00 pm and 6.00 am.
- Riding at times when you would normally be asleep increases your risk.

Rider fatigue is also increased if you:

- Work irregular work and shift patterns.
- Ride for long periods of time in monotonous conditions such as at night on a motorway.
- Ride for longer than about four hours, whatever the conditions.
- Don't get enough sleep, or your sleep has been disturbed.
- Are seated uncomfortably.

Remember that the total time you spend at work added to the time spent riding means that you might be very tired before you even start a journey and get increasingly tired whilst riding.

Practical steps to combat tiredness:

- Make available adjustments so that your riding position is comfortable.
- Noise and vibration cause tiredness so wear earplugs to reduce noise.
- Being too hot or too cold causes tiredness. Wear clothing that provides physical protection and is appropriate for the weather.
- Take regular breaks – once every two hours is recommended. Don't wait until you feel drowsy. A rest break of at least 15 minutes can restore alertness.
- Have a caffeine drink (e.g. two cups of coffee or an energy drink). Caffeine needs 15 minutes to take effect and wears off over time. If you have several caffeine drinks over a long period, be aware each dose of caffeine will have less effect.
- On long journeys plan a series of rest breaks but recognise that each successive break will give less recovery than the one before.
- Physical exercise helps you recover from fatigue – a brisk 10-minute walk can energise you.

Summary

Look again at the ratings you gave yourself in this section. How does stress and your coping choices affect your decision making and risk? Think about what when you feel tired and fatigued on your journeys.

Perhaps you have a tendency to;

- Get annoyed with other road users and this distracts you.
- Break the rules and ride too fast because you're annoyed with road users getting in your way.
- Use coping strategies that are not effective for managing rider stress.
- Continue to ride even when you know you are tired or sleepy.
- Ride too close to other vehicles due to stress or fatigue.
- Experience slower reaction times when riding for long periods or make silly mistakes because you're tired.

Consider how your levels of stress and fatigue affect your decision making and increases the probability of being involved in a crash. How can you manage your emotions and reduce your risk on future journeys?

SELF-REFLECTION POINT:

When you've thought about these different situations that can be stressful and tiring, it is the first step to find out how to reduce your risk. Make a note of things you can do to reduce your levels of stress and fatigue. To be a better and safer rider, recognise how your emotions can affect your decisions and how to make safer decisions on future journeys.



Risks for Motorcyclists

Riding a motorbike is extremely demanding on your information processing system because it requires greater levels of concentration and alertness compared with driving a car. Good hazard perception skills are especially important because you are more vulnerable in traffic. Safe riders have a heightened awareness of hazards and do everything they can to gain visibility and improve their anticipation abilities.

Good observation skills will help you to spot more hazards, process information and stay aware of the traffic situation as it changes. Looking for different kinds of hazards rather than concentrate on one area, is a continuous process and requires high levels of concentration.

On every ride, a new view opens out in front of you constantly. You need to quickly process the new scene including the far distance, the middle distance, the near view, the sides, and rear. This means that you will know where the areas of risk are all around you.

Your ability to process complex information is essential to becoming a better rider. Check and re-check these risk areas as the scene changes. Try not to focus too long on particular risk areas because this means that you might miss other areas that are also risky.

Take, Use and Give (TUG)

You can use the TUG system for making sure you are taking in the information from all around you, and using this information for positioning, speed, gears and acceleration.

Take information:

Whenever you consider changing position or speed, always check first what is happening to the front, sides and behind you. You must check your mirrors at this point.

Use information:

Use your observations to decide whether you need to give a signal.

Give information:

Signal whenever it could benefit another road user.

Sound your horn when you think another road user could benefit. Its purpose is to tell other people you are there – not to rebuke them.

Use TUG to constantly reassess plans and to be ready as new hazards arise. Use shoulder checks for blind spots, junctions, joining a motorway, changing lanes, or leaving a roundabout. **Remember TUG – take, use and give information.**

Say it out loud

As a rider, you must process a lot of information from several different sources through different senses at the same time as well as controlling the motorcycle. Good observation is essential for situational awareness but to keep your concentration on riding there is something else that you can do.

When your brain is processing a lot of information, it can discard or forget new information from the road scene before it can be stored. If important information is filtered out, you might miss an unfolding hazard that can turn into a dangerous situation very quickly. Processing complex information can slow down your reaction times and you may fail to notice hazards. Your attention is often easily diverted to non-riding related matters.

One of the best ways to keep up your concentration is to say out loud what you can see as you're riding along e.g. junction ahead, pedestrian, and road signs. Saying it out loud or commentary riding will help you to stay focused and help you to re-adjust your priorities as a situation develops. With practice you can learn to concentrate on the priorities.

Summary

You need to always maintain your attention and physically adapt your position to the changing environment, even in normal riding conditions.

Practise using TUG and saying it out loud for developing your focus on the hazards and maintaining levels of alertness.

- On your next journey, take, use and give information throughout your ride.
- Notice how this improved your levels of concentration.
- If you find that you are distracted, say out loud the hazards you are anticipating helping you to focus.
- Notice how this improved your focus on the unfolding hazards.

Life Choices & Planning



Life choices are important decisions that you make about life. You have seen how different motivations in riding and better coping strategies can affect your riding abilities. The way you choose to ride is also a life choice and what better life choice can you make but to rider safely and reduce your risk? Here are some strategies to help you develop your planning skills towards safer riding.

Life Choices & Planning

By taking on board the information covered in this workbook and the course, you can meet the challenge of changing your riding behaviour towards improved safety. Imagine how good you will feel when you are riding safer with the confidence of knowing that you are riding within the law. All you must do is become more aware of your errors, lapses and violations and the circumstances under which they occur and take action to improve your safety.

SELF-REFLECTION POINT:

How can your need for joy, fun and pleasure of riding affect your decisions? By focusing on these motives, you might be tempted to take risks. Riding safely is just as much fun.

How can the need to escape your everyday life affect your decisions? Riding can feel like an escape to put yourself in a good mood and forget everyday worries, experience freedom and to 'let off steam'. By focusing on these motives, you might be tempted to take risks. Riding safely will still allow you to feel the same sense of freedom.

How can testing your bike's performance increase your risk? Accelerating and cornering on a bike to test its performance can lead to risk taking. Recognise the power of the bike without testing its capability or your riding ability. Remember that most riders have an unrealistic perception of their abilities and that you are probably no different.

How can the need to show off your riding skills increase your risk? Safe riders don't feel the need to demonstrate their riding skills to other road users. Reflect on this motivation and decide to be a safer rider instead.

How can using your riding skills to dominate the road increase your risk? Reflect on your need to be faster and better than other road users. Safe riders are happy to share the road and deal courteously with other road users.

How can riding for thrills increase your risk? Reflect on the kinds of situations in which you might be tempted to use your rides as a way of seeking an adrenalin rush. Safe riders are satisfied to use their bike as a way of getting from A to B without the need for extra thrills and spills.

How can your perception of your riding skills increase your risk? An overestimation of your belief in your riding skills means that you might be tempted to get into difficult situations and over-rely on your skills. Reflect on the mistakes you make as a rider and remember that you must be aware of your limitations.

Summary

Think about your life choices every time you ride. As yourself - how can I be safer? Think about your motivations to ride and the context for each journey. For example, are you running late? Are you feeling tired or stressed? Are you looking for an adrenaline rush? Are you hoping to impress others? These motivations will influence your risk of being involved in an incident.

Action Plan

Make a commitment to change the way you think and feel about your riding so that you can manage the risks you've identified and start with a personal goal.

MY GOAL IS:

.....

To achieve this, I will:

.....

My plan might not work because:

.....

The coping strategies I will use to help me overcome these barriers are:

.....

I will review my progress every:

.....

Keep reviewing your action plan to see how well you have achieved your goals and share it with someone you know to help you succeed.

Remember only you can meet the challenge of changing your riding behaviour if you believe you can. Once you understand how your beliefs about risk and your own riding abilities influence your riding behaviour, then you can take steps to recognise this tendency when you're next on a journey. It's at this point that you can make safer decisions. Safe riding!

There is no need to return this workbook, it is for your reference.

Appendix: Rider Motives and Crash Risk



Crash risk for the different segments shows that:-

- Riding Disciples and Riding Hobbyists have a relatively low accident propensity
- Performance Disciples have a higher accident propensity, although in part this is because of a higher annual mileage.
- Car Aspirants and Look-at-me Enthusiasts have the highest accident
- While not as risky, Car Rejecters and Performance Hobbyists also have somewhat higher accident propensities - although lower annual mileages mean they may not have accidents as often as Performance Disciples.

Here is some more information about attitude to risk for the different motives to ride segments.

Performance Hobbyists

You are a solitary, summer-only rider, and riding is all about your experiences and sensations. You are not concerned about what other riders are doing.

Attitude to Risk

- Marginally likely to view risk higher for self and motorcyclists generally
- Segment contains both high and low accident propensity groups
- Most likely to admit having over estimated abilities, taken a risk to impress others and ridden when tired
- Most likely to agree that "Life without risk would be boring" to fatality statistics

Riding Hobbyists

You are an older, summer-only rider who enjoys the social interaction with other riders almost as much as the riding itself. You like to look the part.

Attitude to Risk

- Average assessment of general and personal risk of motorcycling
- Lowest level of crash liability

- Lowest experience of risky situations
- Least likely to attribute risk to other road users
- Lowest on “constantly thinking” about risk of riding

Performance Disciples

You are a committed rider with a total focus on high performance and a strong dislike for anything that gets in the way of it. You emphasize the importance of your personal skill and armour when riding.

You have a higher level of risk, especially given that you may have a higher annual mileage. You may be particularly vulnerable to being involved in a high speed crash.

Attitude to Risk

- Rates riding risk the highest - both personally and generally
- Moderately high risk on crash liability
- Across board, higher declared incidence of risky events, including riding when tired
- Most likely to attribute riding fatalities to lack of training
- Agrees with the statement “I can live with the risk”

Riding Disciples

Riding is a way of life for you, built on a strong relationship with your bike and membership of a wider community of riders.

Attitude to Risk

- Average attitude to risk generally and personally
- Low accident propensity
- Below average experience of all risk events except being fined for speeding
- Strong views that “protective clothing will reduce risk”, “primary purpose in riding is to arrive safely”, “constantly thinking about risk when riding”

Look-at-me Enthusiasts

You are a young (or young at heart) rider with limited experience but limitless enthusiasm, for whom riding is all about self-expression and looking cool.

Attitude to Risk

- Rate motorcycling, generally and personally, safer than anyone else
- Highest accident propensity
- Highest admittance of experiencing risky situations
- Most likely to agree with “I am a good rider so the risk does not apply to me”

Car Rejecters

You use your bike as a way of escaping from traffic jams, parking tickets, fuel costs and other problems with car use. You don't particularly care for motorcycles, but do care for low-cost mobility.

Attitude to Risk

- A significant proportion who are very safe and a similar number who are very much at risk
- In response to accident statistics more likely to agree with the statements; "My primary purpose is to arrive safely" and "I would consider giving up riding"

Car Aspirants

You are a young person looking forward to getting your first car when age/finances allow – but for the time being are happy to have got their own wheels.

Attitude to Risk

- Rate motorcycling, generally and personally, safer than other segments
- Higher accident propensity
- Unlikely to have experienced many of the dangerous situations presented
- Most likely to "consider giving up" in response to risk statistics

Answers to Self-Completion Questionnaires

Errors, Lapses and Violations

1.	Pull onto a main road in front of a vehicle you have not noticed or whose speed you misjudged	Error
2.	Exceed the speed limit on a country/rural road	Violation
3.	You realize that the vehicle in front has slowed, and you must brake hard to avoid a collision	Error
4.	Fail to notice that pedestrians are crossing when turning into a side street from a main road	Lapse
5.	Queuing to turn left on a main road, you pay such close attention to the main traffic that you nearly hit the vehicle in front	Lapse
6.	Overtaking on solid white line	Error
7.	Get involved in racing other riders or drivers	Violation
8.	Not notice someone stepping out from behind a parked vehicle until it is nearly too late	Violation
9.	Miss 'Give Way' or 'Stop' signs	Error
10.	Filtering at pedestrian crossings	Violation

Coping Strategies Quiz

- 1. Which coping strategy leads to safer riding when you're feeling under stress?**
 - b. Reflect on how stressed you feel and reframe your way of thinking about it so that you feel more in control

- 2. Which coping strategy leads to safer riding if you're in heavy traffic?**
 - a. Concentrate more

- 3. Someone deliberately cuts you up – which coping strategy leads to safer riding?**
 - d. Don't let it bother you and continue to drive normally



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