

Motorcycle Awareness Programme Workbook



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Introduction

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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.

This workbook will take you through some background learning for the modules that you will cover and gives you 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 of 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,
- Take action and
- Correct errors.

So, the easiest way to enable you to deal with all of this is to ride slower. Riding a motorcycle 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 humans we base risk decisions on our perception of those risks. Believing that you are safe as a rider is the difference between perception and reality. Risk means different things to different people, 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. If you understand your motives to ride you will become aware 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 = Somewhat important

Power of the Bike

	0	1	2
Having much more power than in a car the same price?			
The feeling of acceleration?			
Going really 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
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?
- Now that you are aware of your motives to ride, 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, take a look at the seven different rider segments below and decide which segment 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.

Performance Hobbyists

Solitary, summer-only riders, all about your experiences and sensations.

Riding Hobbyists

Older, summer-only riders, enjoy social interaction with other riders almost as much as the riding itself and like to look the part.

Performance Disciples

All year riders with a total focus on high performance and a strong emphasis on personal skill.

Riding Disciples

Riding is a way of life, strong relationship with the bike itself and rider group membership.

Look-at-me Enthusiasts

Riders with limited experience but limitless enthusiasm, for whom riding is all about self-expression.

Car Rejecters

Escapees from traffic jams, fuel costs etc., don't particularly care for motorcycles, but want low-cost mobility.

Car Aspirants

Young people looking forward to getting their first car but for now are happy to have their own wheels.

Reduce your risk

If you ask people to rate their own riding in relation to riders 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 us overestimate our riding ability and we underestimate the risks we 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.

Whatever your perception of your riding skills, there is often a difference between what you think about your riding and your actual riding skills. This disconnect is due to a number of biases in the way humans think. In particular, you may have a tendency to misperceive the way traffic events unfold and selectively process information in your favour.

Even the best riders make mistakes, do foolish things, or bend the rules at some time or another. Some of these behaviours are trivial, but some are potentially dangerous.

Once you understand how your beliefs about risk and confidence in your riding skills might influence your riding behaviour, you will then have the opportunity to make safer decisions.



Emotions, 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:

- 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.

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 actually lead to greater risk. That's because your emotions are distracting you from making a safe decision. Safe riders have developed a range of coping strategies in order to cope with the demands of riding. Make a note of the coping strategies that you use to keep safe and in control.

Rider fatigue

How alert you are is a factor in how much information your brain can process, so when you're tired you are more likely to lose concentration.

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
- Are not seated correctly
- Disturbed/not enough sleep

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.



Risks for Motorcyclists

Hazard Perception

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.

Eye scanning helps you to spot more hazards, process information and stay aware of the traffic situation as it changes. Rapidly scan the whole road environment looking for different kinds of hazards rather than concentrate on one area. Scanning is a continuous process and requires high levels of concentration.

Say it out loud

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.



Life Choices & Planning

Life choices are important decisions that you make about life and the way you choose to ride is a life choice.

Life Choices and Planning

By taking on board the information covered in this workbook and what you will be covering on the course will help you meet the challenge of changing your riding behaviour towards improved safety.

- How can your need for joy, fun and pleasure of riding affect your decisions?
- How can the need to escape your everyday life affect your decisions?
- How can testing your bike's performance increase your risk?
- How can the need to show off your riding skills increase your risk?
- How can using your riding skills to dominate the road increase your risk?
- How can riding for thrills increase your risk?
- How can your perception of your riding skills increase your risk?

Summary

Think about your life choices every time you ride. Ask yourself - how can I be safer?

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 have the opportunity to make safer decisions.

Good luck and safe riding!

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

For further details on this course please contact:

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All Dorset courses are delivered by highly qualified Road Safety Professionals with many years' experience in the delivery of theory and on-road coaching or have a background in Roads Policing. Qualifications include Driving & Vehicle Standards Agency Approved Driving Instructor (DVSA, ADI), Award in Education & Training (AET) to Degree level.

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