

2013

# Ride Alive Focus Group Report



Prepared by the Market Research Group  
at Bournemouth University



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## Introduction

### Aims of the focus group

The overall aim of the research was to find out from participants their views on whether the council should run a post Compulsory Basic Training (CBT) moped and scooter training course. Through this discussion it was essential to find out how safe young riders felt riding on Dorset's roads was, their ideas on what would make roads safer, whether they felt any particular types of riders were particularly unsafe and what they thought of the current training provided by the CBT. Whilst exploring their opinions on further riding training the aim was also to establish how they felt the training should be publicised, what the training should include, what format it should take and when it should take place.

### Recruitment

Focus group participants were recruited face to face in appropriate locations across Bournemouth. Potential participants were selected at random and asked if they would like to attend a discussion group. They were told they would receive £30 as a thank you for their attendance. In order to participate in the focus groups participants had to be aged 16 - 25 and ride motorbikes or mopeds/scooters (small bikes under 125cc) and therefore they should have passed their CBT (compulsory basic training).

A high drop-out rate was assumed as such 15 participants were recruited in order to achieve a total of 8 participants. The first focus group that was arranged was cancelled due to a large number of last minute drop outs. As a result the focus group was re-arranged for the following week at a later start time. Twelve participants attend the discussion group.

The focus group was facilitated by two trained researchers from the Market Research Group at Bournemouth University.

### Focus group structure

The focus group structure can be found in Appendix 1. The focus group was designed using a semi-structured format. This means that participants are asked certain questions in order to fulfil the aims of the focus group with attendees also encouraged to discuss their thoughts and ideas freely which can mean the discussion deviates from the initial structure.

The main structure consisted of an introductory section which included questions about how long participants had been riding, why they chose to ride, what it means to be a safe rider, what skills are required to be a safe rider and what can be done to prevent unsafe riding. The intention for these questions was to gather initial views without any prompting from the facilitators. In the next section participants were given more information and were told that young riders in Dorset were in a high risk group of those who are killed or seriously injured in accidents on Dorset roads. Attendees were asked if they felt this was true and were then asked questions about their Compulsory Basic Training. In section two participants were provided with further information about the council's idea to run a post CBT training course. Attendees were asked for their opinions on the idea and for their ideas on what the training should include. They were also asked for their opinions on whether if a young rider

is caught with a de-restricted bike it would be better for them to attend a training course rather than having to pay a fine. The last section of the group asked the young riders about what protective clothing they currently wear and what could be done to encourage more riders to wear protective clothing.

## **Scope of the research**

The research reported here was relatively small scale and findings should therefore be read with caution and viewed as indicative. It is necessary to bear in mind the relatively small numbers involved in the focus group when considering how representative they are. It is also potentially misleading to overestimate the degree of homogeneity to be found among any particular group.

## Focus Group findings

Participants were welcomed to the group and provided with a brief introduction. The reason they were not provided with a full introduction at this stage was because the researchers did not want to provide too much information that may influence respondents' answers to some of the introductory questions posed. Participants were told that they will be asked to talk about their experiences as riders in Dorset. They were introduced to the two facilitators and it was explained that the researchers worked for The Market Research Group at Bournemouth University and the discussion was being run on behalf of Bournemouth Borough Council. The following points were explained:

- Everything said during the focus group would be anonymous (no one outside of the room is going to know you have taken part and your names will not appear in any reports).
- The group will be run as an informal discussion - so please all join in.
- It's OK to disagree – if you do disagree with someone please do say.

All participants agreed to the recording of the focus group.

The discussion started with a few introductory questions, which asked participants how long they had been riding. Six members of the group were relatively new to riding, (they all had less than nine months riding experience) and the other six participants had riding experience ranging from three to six years. Attendees were then asked for the reasons as to why they chose to ride.

### **Why choose to ride a bike?**

There were three main types of reason why participants said they chose to ride. These were social reasons, the experience and the cost.

Some participants explained that the reason they rode was because their friends had bikes.

*"Most of my **friends** had peds when I turned 16 so I got one."*

*"Most of my **mates** are on bikes so I thought when I turned 16 I'd get one and now I've got one I just want to get a bigger one. I've only got a small ped."*

Many participants spoke about the "freedom" they feel when riding and that was one of the main reasons they chose to ride.

*"It's the **freedom** I think nobody doing your head in when you're driving"*

Other participants spoke of the "buzz" and the "kick" of riding and the overall experience.

*"It gives you a **buzz** that a car will never really give you because you're separated in a car aren't you, from everything – it's more like a virtual experience. Whereas when you're on a bike you're like part of the bike."*

*"You ride a bike to get from A to B but you also ride a bike to get a **kick** as well."*

*"Like when the sun comes out from behind the clouds you can **feel** the sun and you can **feel** the wind, you get all the smells as well. **You're a lot more integrated in the experience.**"*

The majority of participants saw riding as a **fun** thing to do.

*"It's a lot more **fun** and it's a lot more social. I don't know any groups of car drivers who could drive out together."*

*"It's more **fun** as well."*

Three participants mentioned that the **cost** of riding was cheaper than driving and that was one of the reasons why they choose to ride instead of drive.

*"I was given a ped at the age of 16, at the age of 17 it was optional – car test or bike test, back when it was a lot **cheaper** to do the bike test. I didn't pass my car test until being 21."*

*"I just think because of the insurance **cost** of a car it was – like some of the others have said – it was so much more feasible."*

During this part of the discussion it became clear that some of the riders were car drivers too and the specific question was asked how many also chose to drive cars. Three out of the twelve participants were also car drivers.

Participants were then asked to discuss in pairs what it means to be a safe rider and what skills are needed to be a safe rider. They were asked to report back to the wider group what they discussed.

#### **What makes a safe rider?**

A variety of reasons were provided by participants about what makes a safe rider. Some spoke of the need to **concentrate** and for **awareness**,

*"**Awareness**, because if you take your eye off the road for one second something could happen."*

*"We were sort of saying that you need more full **concentration** on a bike than in a car."*

*"I'd say **observation**, training and experience; altogether those two often help everyone out."*

One participant said about the need to be aware of the road and its conditions.

*"Obviously with riding a bike you have to make sure you're **aware** of what's going on, on the road and what the **road conditions** are like. Obviously if you're going down a road that's completely chewed up you're going to have to be more careful obviously. If you hit a pot hole you've got to be very careful."*

Another participant spoke of the need to ride as though something was going to happen.

*"**Riding defensively** I guess, putting yourself in the best position for something that could possibly happen, and gear as well, you've got to have the right gear on."*

One participant mentioned the need to make sure you have basic bike maintenance knowledge.

*"You need to know basic **maintenance** of the bike to make sure the bike's not going to fail on you while you're riding it."*

A couple of participants mentioned controlling **speed**,

*"Controlling your **speed**, if you're going too fast your bike may collapse."*

Participants were asked to provide examples of some of the unsafe bike riding they see whilst they're out on the road. Examples of riders not wearing the right clothing, "wheelying", "riding beyond the bike's limit" were provided. During this discussion one participant said that there was an "it will never happen to me" attitude. The next question posed was to establish whether they thought there was any specific types of riders who drive unsafely. Groups of riders that were mentioned were "power rangers", "middle aged people who just take it out in the summer and then put it away for the winter" and "young people". The group did not come to a consensus about certain types of people being unsafe riders with one participant stating:

*"You can't really go 'oh it's that specific group'. You know when you see them because you think 'oh he's a \*\*\*\*' but it varies from bike to bike."*

Before the discussion specifically looked at extra riding training, participants were asked what they felt could be done to prevent bad riding behaviour.

#### **What can be done to prevent bad bike riding?**

The initial reaction to this question from participants was that nothing could be done to prevent bad riding behaviour,

*"Not a lot"*

*"It's **up to you** whether you're going to ride your **bike safely or not** at the end of the day."*

*"If you've got a bike and there's a 60 mile an hour speed limit, you'll do 120 anyway."*

Focus turned to saying that in some cases it's not the bike riders it's the car drivers making it unsafe for riders and participants provided examples of when they have experienced car drivers making it unsafe for them to ride.

*"It's not just you as well, it's the **other drivers**. You can be as safe as you come, but if there's somebody who can't drive...**A lot of the car drivers don't like bike riders anyway**, so they try and cause as much **hassle** as possible anyway."*

*"I've been **pushed by cars** in traffic when you're filtering. You filter in front of someone, which is perfectly legal and then they just sort of push in beside you. I've got quite a big box on my left side and I've gone like this [hand gesture – to show going off course], yeah, they don't really think."*



*“It’s when you’re filtering and you’ve got someone on-coming but ages away and they’re like flashing at you going ‘what are you doing’, there’s plenty of time. I think **car drivers don’t realise...**”*

It was also thought that if the roads were in better condition this would make riding safer.

*“One thing that would make it easier for bikes is if the **surface of the roads** were kept to a good standard, it’s one less thing that we’d have to worry about all the time.”*

*“It’s things like positioning of man-hole covers. It’s usually always in the bike stream and you were saying that you can tarmac covered ones, because metal it’s so slippery.”*

*“I think there should be **more checks** on the **surfaces of the roads**. I think there should be a team that cover Dorset and they go around it and drive every road every month and just sort of write down what could be bad with it.”*

Other examples of poor road conditions were provided, raised white lines on Wallisdown Road, a pot hole on the Alder Hill roundabout and it was also mentioned that the grit used for bad weather was bad for bikes.

One participant said that they thought extra training would be beneficial.

*“I think things like the **IAM for motorcyclists**, it’s really expensive. It’s at least £150 and not everybody wants to spend that, even though to get **extra training** would be **beneficial**.”*

Two participants in the group disagreed.

*“I don’t believe extra training, some people are better at riding bikes than others, just like car drivers. So I don’t really believe – you can get extra training but it doesn’t mean it’s going to do you any good.”*

*“You can still be **reckless** however much training you have.”*

### ***It’ll never happen to me***

The conversation reverted back to the point raised by one of the participants about the “*It will never happen to me*” attitude. The question was asked to the group, if more riders saw the results of accidents would this change behaviour? There was a general consensus that seeing an accident does not have a lasting effect on driving behaviour.

*“I think seeing one is like seeing a horror movie, it’ll make you jumpy for half an hour or so. **Actually experiencing the pain is another thing.**”*

*“It comes back to the attitude of **it’ll never happen to me.**”*

It was at this point of the discussion the group were provided with more information about the purpose of the group. They were told that in Dorset young riders were one of the high statistics of those killed or seriously injured on roads in Dorset.

*"I can see why young riders are a higher statistic because you are **more reckless as a young person** because you don't have – like kids make you more grounded – I think when you're young you have that attitude of '**I'm invincible**' potentially."*

One participant at this point said that as a rider you expect to have accidents on your bike.

*"At the end of the day there are only so many 16 – 25 year olds that ride motorbikes, **you expect them all to come off at some point.**"*

This was supported by other participants.

*"There's that famous saying for bikers, **it's not if you crash it's when you crash**, because the chances are you're going to have an accident and it's basically just your job to make sure you come out of that without dying really."*

The group was asked to split into pairs and asked to discuss what they felt were the biggest causes of accidents for bike riders. Responses were varied with a mixture of external hazards, other drivers, peers and rider error provided as the biggest causes of accidents for riders.

#### **Biggest causes of riding accidents....**

*"It's got to be **drains and potholes.**"*

*"I was thinking it's the **people you hang around with**, you get some 16 year olds, they get bored of having a ped that only goes about 30 and when they're on the road they find it funny to try and scare their mates, they try and cut you up, one little wrong turn can send you both off and you have an accident. That's what sometimes freaks me out if I see a 16 year old racing past me just to catch up and then slows down just to scare me so that I'll chase them so that they can get a bit of a thrill out of it."*

*"The other thing is also **car drivers**, whether they're aware of you. I've had several accidents where it's been as a result of someone who's not been aware that I've been there."*

*"I think the main ones could be just **pure biker error**. I know that's an unfair one to say about yourselves but you hear all these statistics and they go 'the guy was going too fast'."*

*"One of the things I would agree with that's been said so far is definitely **rider error**. You can't be perfect consistently all the time, you're going to have a **lapse of concentration** at some point, we're only human."*

Another view point was that a lack of anticipation was to blame and how riding with forward planning can make you a safer rider.

*"My dad taught me to ride as though **everybody else is going to get you**. If you're good at forward planning and assessing the road and you see a car at the junction you can change your driving in case they pull out. So even if they're not going to pull out, so in the case that they did, you've given yourself time to stop, or time to manoeuvre around it. If you can train your brain to apply that to every single situation then you can plan things and stop them before they happen."*

It was argued that there are a lot of factors which can cause accidents but learning a different riding technique can prevent them.

*"I think the thing is there are **loads of different factors** but at the end of the day **you're always responsible** because you could have always **done something different.**"*

*"It's called IPSSGA isn't it, information, speed – it's a specific thing and it teaches you how to scan, it's like a figure of 8, it's where you're always scanning and you're taking in all the information and adjusting yourself and **it's a technique that needs development over time.**"*

One of the more experienced riders asked the participants who had only just started riding, if they had the choice would they choose to ride a car or a bike. Three out of the four participants said that they would rather go on to get a bigger bike than a car.

*"Yeah, the amount of accidents in young people, it might just be people **who aren't going to take biking seriously**, they're just doing it just to get from A to B just until they can get a car. Rather than people who go on to do biking for the rest of their lives – it might make them put more effort into their training."*

### **CBT training**

This discussion moved on to talking about Compulsory Basic Training (CBT) and participants were asked how it prepared them for riding alone. There was a debate as to whether the CBT provided enough training for young riders.

*"Yeah, **if I wouldn't have done it I wouldn't have got on a bike.**"*

*"I disagree, you could have never ridden a bike before and you go and do the CBT and that's it, one day and you're on the road. **I think that's not long enough to be honest.**"*

The CBT experience seemed to be mixed for riders with some saying that it only took 2 hours and others saying it took a day. The young riders said they would have benefitted from more on the road training to build up confidence as part of the CBT.

*"Yeah, **longer on the road** because when I did my CBT I was on the road for half an hour and that was – we were literally we were at Bournemouth Electric Ground and then came to Bournemouth University around the corner and then drove back and that was it."*

*"When I done my CBT **I wasn't confident at all** because I'd never got on a bike before that, the only things I'd ridden on the road was little pit bikes and that, and that was completely different and then I wasn't actually that confident. When I got back I'd got a bit more confidence but not enough confidence to get on the road I don't think and then I just thought **I could have had a lot longer on the road to get my confidence more** but he said I was confident enough but I didn't think I was."*

One participant suggested that new riders need to learn how to control the bike when something goes wrong.

*“The other thing I think is important to learn is **how to control a bike when it’s about to go wrong**. I don’t think you get the opportunity to slide a bike or find out what happens with the front wheel...”*

*“I think there should be an option to have the time to try sliding a bike and to see what happens...”*

One of the more experienced riders asked one of the participants who had passed their CBT within the last 6 months, whether the CBT prepared him for driving on the dual carriageway. There was a general consensus that riders weren’t confident riding on a dual carriageway after undertaking the CBT. This sparked a conversation about how safe driving a 50cc bike actually was. There was a general agreement that they weren’t.

*“I think 50cc peds are not the right thing to be riding on the roads.”*

*“Because of the restriction on it, **it’s 30 miles an hour which is a bit slow**, because then you’ve got the cars which will cause accidents, the cars who’ll overtake and then that’s the risk people have to take.”*

*“You get **pushed by the cars** but then **penalised by the police** because you’ve chosen to **make it go faster**.”*

*“You can’t pull away from the traffic, it’s dangerous.”*

*“It’s like Redhill Avenue, the 40 miles an hour sections, if you can only go 30 then everyone’s going to want to be overtaking you. Once people start getting frustrated because they’re stuck behind you they’re going to make rash decisions trying to get around you. I used to work for Pizza Hut on one of their little peds and it was oh my God!”*

There was a discussion about further training that can be undertaken (Rossi Hondas track day) but the main reason for riders not undertaking further training was because of the cost. A question was asked specifically to those participants who had only just passed their CBT whether they would be interested in further training if it didn’t cost. There was agreement from all that they would. The majority of the new riders also said they will go on to take their full bike test.

### **Extra training after CBT**

At this point in the discussion the facilitator reiterated the relatively high statistic of 16 – 25 riders being killed or seriously injured on Dorset roads and that one of the ideas to bring this statistic down was to provide a riding course for young riders who had passed their CBT to attend and improve their bike skills. Participants were asked what they thought of this initial idea. There was an overall agreement that this was a good suggestion.

*“I think it’s a **really good idea yeah**, because it’s better than having just the CBT.”*

The discussion went on to talk about incentives for attending the course and there was an overall agreement that riders wouldn't pay for the extra training.

*"I think if you're 16 and you've got £30, what are you going to do, spend £30 on a days' worth of training where you're going to be talked to by an instructor or are you going to go and get some beer and have a Friday night or whatever. I don't think £30 is something you just throw away is it?"*

There was a general agreement that if a 16 year old had £30 they would not want to spend it on training that was not compulsory.

There was a suggestion that the cost of the CBT course should be increased to include the cost of additional training, and then it was felt riders would have to pay.

*"If you up that to £150 for a CBT, so that would help pay for the course, what about then?"*

It was mentioned to the participants that the council offered attendees an incentive to attend the course the first time they tried to run it, one participant said that the sum the council were offering was not enough as you couldn't buy anything for that amount in a biking shop,

*"Maybe they could up that £60 as I don't know what you could really buy other than a set of gloves. I know all my gear combined is probably worth more than my two bikes combined."*

#### **Who should run the course?**

The riders were asked who they would want to present the course. Respondents seemed to assume that any course provided would be taken by instructors. Two participants suggested the course should be taken by experienced riders not necessary qualified instructors.

*"The problem again is who do you choose to be those people. Guys I meet down the club who I met after passing my bike test, fair enough they're all in their 50s but none of them have this IAM training ... So they by the council's view or the law's view won't be qualified because they haven't got anything on paperwork, but they are just as qualified as the IAM guys, and sometimes I think they're more clued together than the IAM guys because the IAMs like 'I've got this paperwork which says I'm the best', where they're a bit like 'we've kind of seen it all'."*

#### **What should the course consist of?**

Participants were certain that the course should mainly consist of practical riding training, this was also been shown in comments made earlier in the discussion.

*"Probably best to have a bit of everything, **obviously more experience on the road**, different types of riding."*

*"I think it would be good to have a small talk, going out on the road and then a briefing after."*

Others suggested that the training should be flexible and tailored to those who are actually attending on that day.

*“You ask the guys that turn up really, ‘right what do you feel uncomfortable with’ and some of you are saying more road use – then they can turn around and say ‘OK we’ll talk about that then’.”*

*“It’s different per person. One person might suffer on maintenance of the bike, the other one riding the bike, the other understanding the codes.”*

Bad weather, night driving and driving on country lanes were also provided as a suggestion for further training.

*“...the CBT it’s always in the day, usually if it’s bad weather they won’t go out so if you could get more experience in different types I think that would be better. **Because riding a bike at night you need to be a lot more aware as well I think.**”*

*“I think there’s night, **extreme weather**, slow riding, high speed riding...”*

*“Yeah, country lanes, especially country lanes because that’s where most of the accidents happen I think, apart from urban environments.”*

It was also suggested that bike maintenance should be part of the course.

*“And then obviously like a **maintenance** kind of 2 hours or whatever”*

One participant said that they thought not everyone wanted to be a safe rider and to encourage these types of riders to become involved you would have to include some “fun” off-road riding skills.

*“I don’t think everyone wants to be a safe rider either, some people don’t care about it, they just want to go out and **have fun** and if you could make it not out to be like a fluorescent yellow course that’s all police run and raa raa raa, I think if it was more – if they had a reward system as well where you could **go out on the road and do training** and then **go out in a car park and learn how to pop a wheelie or something.**”*

### **How to publicise the course**

Attendees were asked for advice on where the council could publicise the course. Suggestions included bike shops, schools, being told by trainers after completing the CBT and the CBT website.

### **De-restricted bikes**

The discussion then turned to de-restricted bikes. There was some uncertainty about when a bike could be de-restricted. Attendees were asked whether they thought a training course should be offered to those riders caught riding a de-restricted bike instead of receiving a fine. Participants did not actually believe that many bikes were impounded because of de-restriction and that therefore using this as a means of recruiting participants for further training would be a waste of time. The discussion reverted back to attendees saying that restricting the speed of bikes shouldn’t happen.

*“Restrictions on bikes shouldn’t happen, because you change the character – that bike they’ve sat down and engineered that bike for that power and they’ve said ‘we don’t want you riding a bike of that power’ so they’ve whacked these washers on to constrict, some of its throttle, some of its UCU.”*

### ***Protective clothing***

The importance of protective clothing to the young riders was apparent in the group. Examples had already been provided of riders that they had seen not wearing protective clothing and the participants branded them as “stupid” for not doing so. Most of the participants said that they wore a jacket, gloves and helmet and some wore boots but some admitted to occasionally just riding in a “hoodie and jeans”. When asked what could be done to encourage people to wear protective riding clothing, fines and making it the law were suggested.

## Conclusion

The discussion started with many of the participants saying that they did not think an awful lot can be done to prevent poor riding. Riders mentioned an *“it’ll never happen to me”* attitude saying that no matter what accidents you witness or are shown until you are in an accident yourself it won’t affect your riding behaviour. Participants related many factors for unsafe riding including rider error and experience but also external factors such as road conditions and car driver’s attitudes towards riders. When asked unprompted whether there was any types of rider who they felt were unsafe the majority of participants did not see themselves as particularly unsafe but throughout the discussion many provided examples on when they had been unsafe. An interesting view emerged during the discussion, that as a rider you expect to have accidents *“it’s not **if** you crash it’s **when** you crash”*.

When the discussion moved on to discussing Compulsory Basic Training many attendees stated that they did not think this provided enough training and almost all of the younger riders said they would have liked more practical riding training. However, when asked whether they would be happy to contribute to the cost of running the course, it was thought that because they didn’t have to do it, young riders would rather spend money on something else. It was suggested that for the course to be effective, the cost of the Compulsory Basic Training should be increased and the additional training course should be undertaken as a follow on.

It was suggested that only riders who were thinking of riding for the long term would be interested in attending additional riding courses. It was thought that those riders who just ride from A to B until they have a car license would not be that interested in attending courses.

There was overwhelming agreement that the additional training course was a good idea and participants had lots of ideas on what should be included on the course including, night riding, country lane riding, poor weather riding, defensive riding, bike maintenance and some sort of training into what happens when something goes wrong with the bike. The course should be run by riding instructors or experienced riders and the format should be a short discussion with as much practical on road rider training as possible.

Participants questioned the number of young riders who rode de-restricted bikes and it was implied that offering them the course if they are caught instead of a fine was a waste of time as there were not many of them.

Throughout the discussion attendees said that they questioned whether bikes should be de-restricted and that it wasn’t safe for moped riders only to be able to ride 30 miles an hour on the roads. They suggested that this caused accidents when on faster roads because it encouraged other traffic to overtake mopeds or scooters.



## Recommendations

If the funding is available the council should fund a pilot training course for riders who have passed their Compulsory Basic Training but not passed their full bike test. For young riders to attend this training, the course would have to be free of charge. Every participant felt that extra training after passing their Compulsory Basic Test would have been useful. Recruitment to the course should be done through existing networks (through CBT trainers, riding groups, bike shops and using social media) but not relying exclusively on one source of publicity. The participants said that they felt in order to get riders to attend, the training would have to take place on a weekday evening.

If the council decides to pilot the training course they would have to make sure it included the type of training that young riders want. The course could include night riding, poor weather riding, country lane riding, defensive riding, bike maintenance and some sort of training into what happens when something goes wrong with the bike. Another idea that was suggested was that offering a taster of riskier off-road riding as well as the training mentioned above would attract riders to undertake the training course.

At the end of the discussion two of the more experienced riders in the group, on their own accord, asked the Market Research Group to pass their contact details on to the council so that they can potentially be involved in future planning of a training course or provide ideas on the format and content that might be used (these details will be passed to the council separately from this report). It is recommended that the council makes contact with these participants, to consult with them on their ideas as a result of this discussion group.

As mentioned previously, it is thought that young riders will not pay for this one off additional training. It was suggested that if the cost of Compulsory Basic Training was increased to include more practical on road training then young riders would pay for the course. An example was given to increase the CBT from £120 to £150 to include these extra riding skills. The council could discuss this with local training schools. They could design a package which is provided through the Compulsory Basic Training that is part funded by the rider and the council. The training school could design a course which offers further practical training which is not currently provided through the CBT.

Participants felt that they would be safer riding on the roads if car drivers were more mindful of riders. Many participants in the group had experienced car drivers being intolerant of riders on the road and provided examples of dangerous driving. The council should think about ways to make car drivers more considerate of riders on the road. This could include more information and publicity for car drivers about what it's like to be a rider on the road. This could also include stronger fines for those that had been caught driving dangerously if this driving was associated with a bike rider.

Some ideas and changes suggested by the participants are not within the council's jurisdiction but the following two points were dominant within the discussion and it is recommended that the council share the findings of this report with other bodies.

Participants argued that they felt it was unsafe for bikes to be restricted and bikes that could only do 30 miles per hour should not be allowed to be ridden on the road at all.

Ultimately participants thought that if riders had to pay for extra training which isn't compulsory by the law they wouldn't do it. The majority agreed that Compulsory Basic Training did not provide them with enough practical experience to feel safe when riding alone on the road. The council should provide this evidence to the Government and ask that the Compulsory Basic Training test should be longer and include more of the skills suggested by participants.

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