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Motorcycle Training





Overview of presentation

- Motorcycling Casualty Data for London
- Compulsory Basic Training
- Types of Motorcycle Licences
- Driving Vehicle Standards Agency Consultation for Improving Motorcycle Training & Outcomes
- Next steps



Motorcycle Casualty Data 2015-17

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2015	36	504	4903	5443
2016	33	648	4578	5255
2017	31	1068	4478	5577

- In 2017 motorcyclist only account for 1% of the mode of traffic but account for 17% of the casualties on our roads
- They are the most vulnerable road user per billion kilometers travelled



Compulsory Basic Training

Compulsory basic training (CBT) is a course riders have to take before they ride a moped or motorcycle on the road

The training makes sure the rider can ride safely on their own while they practice for their full moped or motorcycle test

CBT isn't a test that you pass or fail

Compulsory Basic Training

There are 5 elements to the CBT course

- Introduction & Eyesight Check
- On Site Training
- On Site Riding
- On Road Training
- On Road Riding





Compulsory Basic Training

The CBT Certificate is valid for 2 years

Riders can be fined up to £1,000 and get up to 6 penalty points if they don't have a valid CBT certificate whilst riding, their insurance would be invalid too



Motorcycle licences - What you can ride



WHAT YOU CAN RIDE
MOPEDS UP TO
50CC BUT NOT
EXCEEDING 28MPH

(UNLESS YOU PASSED YOUR CAR LICENCE PRE 1ST FEB 2001),
IN WHICH CASE YOU ARE ALREADY ENTITLED TO RIDE A MOPED.



CBT



THEORY



PRACTICAL

MINIMUM AGE 16
WITH
L PLATES

CBT VALID FOR TWO YEARS



CBT



THEORY



PRACTICAL

MINIMUM AGE 16
WITHOUT
L PLATES

DOES NOT EXPIRE AFTER TWO YEARS LIKE A CBT.



WHAT YOU CAN RIDE
MOTORCYCLES
UP TO 125CC AND
11KW (15BHP)



CBT



THEORY



PRACTICAL

MINIMUM AGE 17
WITH
L PLATES

CBT VALID FOR TWO YEARS



CBT



THEORY



PRACTICAL

MINIMUM AGE 17
WITHOUT
L PLATES

DOES NOT EXPIRE AFTER TWO YEARS LIKE A CBT.



WHAT YOU CAN RIDE
MOTORCYCLES UP
TO 35KW (47BHP)



CBT



THEORY



PRACTICAL

MINIMUM AGE 19
IF PASSED
A1 LICENCE

PRACTICAL TEST ONLY IF A1
LICENCE HELD FOR TWO YEARS



CBT



THEORY



PRACTICAL

MINIMUM AGE 19
DIRECT
ACCESS



WHAT YOU CAN RIDE
MOTORCYCLES
OF ANY CC



CBT



THEORY



PRACTICAL

MINIMUM AGE 21
IF PASSED
A2 LICENCE

PLUS TWO YEARS RIDING
EXPERIENCE ON A FULL A2 LICENCE



CBT



THEORY



PRACTICAL

MINIMUM AGE 24
DIRECT
ACCESS



DRIVER & VEHICLE STANDARDS AGENCY CONSULTATION FOR TRAINING

Improving motorcycle training



'Progressive
access' training
option



6 penalty points
ends CBT
certificate



CBT on an auto
restricts you to
riding an auto



Taking a theory
test before CBT



Changing the
CBT syllabus
to 4 parts



Improving the
instructor
qualification



Improving quality
assurance



Earned recognition
for training schools



Making the
system digital



DRIVER & VEHICLE STANDARDS AGENCY CONSULTATION FOR TRAINING

Proposal 1- Update the qualification for motorcycle Instructors

1. create a new shorter assessment course combining CBT instructor and Direct Access Scheme assessments and possibly offer those assessments regionally
2. create a new assessment for those instructors wishing to down-train other Instructors
3. restrict the time period that down-trained instructors could give CBT instruction before being required to pass the DVSA assessment



Outcome Proposal 1



There is strong support for revising the instructor qualification arrangements. Instructor standards will be improved.

86.9% agreed that the DVSA should implement a new combined CBT/DAS instructor qualification Assessment

87% agreed that down-trained instructors should have a limited period giving instruction, before being required to undertake a qualification assessment



Proposal 2 - Update the content and structure of the CBT syllabus

The current CBT syllabus contains a wide range of competencies that are effective in supporting new riders learning to ride on the road but this is an opportunity to enhance and update that syllabus to better reflect the conditions that face riders in today's road and traffic conditions.





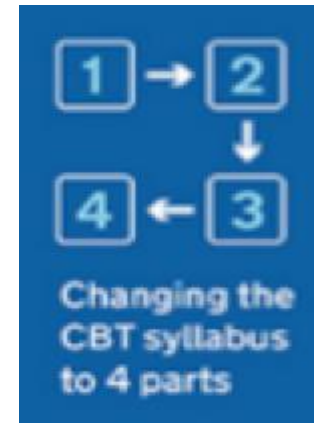
Proposal 2 continued

The main changes that the DVSA are considering are:

- reflecting the national standard for riding mopeds and motorcycles in the syllabus
- 4 elements instead of 5
- the inclusion of steering being taught as a specific skill, both in the theory and practical elements
- the inclusion of filtering in the theory element of the syllabus
- the requirement for instructors to ensure trainees are appropriately dressed for CBT



Outcome Proposal 2



There are strong road safety reasons for revising & updating the CBT syllabus

85.3% agreed that we should make changes to the CBT syllabus

68.2% agreed that the 5 elements of CBT should be condensed to 4

95.6% agreed that instructors should ensure trainees are appropriately dressed for CBT



Proposal 3 Strengthen the quality assurance scheme for motorcycle instructors

DVSA currently carries out quality assurance and compliance checks on instructors delivering CBT courses on behalf of the Secretary of State, as part of the agency's remit to improve road safety by setting standards for motorcyclists, and its role in authorising approved training bodies and motorcycle instructors.

DVSA propose to introduce arrangements to quality assure all approved motorcycle training courses (this includes CBT, DAS and any future progressive access training courses).



Outcome Proposal 3



The DVSA intend to introduce arrangements to quality assure all approved motorcycle training courses (this includes CBT, DAS and any future progressive access training courses). They do not currently intend to introduce arrangements to quality assure all road based training, this would be expensive, difficult to administer and to enforce. DVSA will continue to regulate and quality assure approved motorcycle training courses.

93.9% agreed to the introduction of mandatory standards checks

97% agreed that all types of instructors should be subject to mandatory quality assurance



Proposal 4 Introduce a licence upgrade training course

Depending on the rider's age and experience there are different routes to gaining a full motorcycle licence.



Outcome Proposal 4



91.9% agreed to exploring setting up a training option to upgrade motorcycle licence entitlements





Proposal 5 Restrict learner riders to automatic motorcycles when used for CBT

Under the current system, a learner rider who successfully completes CBT can ride an automatic or manual motorcycle regardless of the machine that was used to complete the assessment. This has road safety implications, as the skills required to ride a machine with manual transmission differ from those needed for automatic transmission.

Amending the system to restrict candidates to riding the type of machine that they completed CBT on will ensure that riders have the skills they need when riding independently.

Outcome Proposal 5



The DVSA intend to introduce this measure, they will need to consider how this will work in practice with DVLA's system and how the rider will upgrade their entitlement.

84.4% agreed that learner riders should be restricted to automatic motorcycles if used for CBT





Proposal 6 Revoking CBT certificates

That CBT certificates should be revoked if the learner rider has incurred 6 penalty points, during the 2-year period of the CBT certificate.

Currently a new rider may have their full licence revoked under the New Drivers Act if they accrue 6 penalty points or more in the first 2 years of their full licence. However, learner riders do not face the same consequences if they incur six or more penalty points.

The DVSA consider that this is an anomaly and having the powers to revoke the CBT certificate would encourage learners to ride more carefully and within the law or otherwise risk their entitlement to ride.



Outcome Proposal 6



DVSA will explore this further and consult on the details of how this initiative would operate in practice, particularly as the change is likely to require DVLA system changes to record the removal of CBT

83.7% agreed that the Secretary of State should have powers to revoke a CBT certificate

A detailed image of a DVSA Certificate of Completion of an Approved Training Course for Motor Bicycles (Category A) and Mopeds (Category P). The form includes fields for Driver Number of Candidate, Date of Course Completion, Age of Candidate, Time of Course Completion, Date of Birth, Candidate's Name, Current Address, Postcode, Instructor's Signature, Instructor's Initials and Surname, Instructor Certificate Number, Training Body Reference, Candidate's Signature, Official Stamp of Training Body, and Address of site where course conducted. It also features a section for 'Please read the notes overleaf' with checkboxes for Licence Possessed (Motorcycle, Moped, Full Car, Full Car/Moped) and a 'Full Site Code' field. The DVSA logo is in the top left, and the text 'DL 196' is in the bottom right.



Proposal 7 A digital platform for CBT administration

Explore options, with DVLA, to move the administration of CBT from its current paper based system to a digital platform. This would provide benefits, such as:

- immediate issue of certificates and automatic update of driver records at DVLA
- automatic reminders being sent out when CBT certificates are due to expire, to reduce the risk of people riding while uninsured, as a consequence of their certificate expiring
- the police would have access to live records
- supporting the notification of progressive upgrade training
- the manual returns that ATBs currently complete would be replaced by electronic records
- improved statistical data analysis



Outcome Proposal 7



The DVSA to introduce a digital platform when the opportunity arises; this will be dependent on other IT priorities both at DVSA & DVLA. It might be possible to schedule some of the work into IT changes that have already been planned to enhance current DVSA and DVLA systems, which should reduce costs and speed up implementation

The new platform may depend on some relatively minor alterations to the current CBT legislation

89.9% agreed that the CBT administration process should be on a digital platform



Proposal 8 Theory test before or part of CBT

Requiring all learner riders to pass the theory and hazard perception test before taking CBT would ensure new riders have the theoretical knowledge and understanding of the rules of the road before they ride independently.

This would allow trainers to spend more time on the practical aspects of training during CBT.

This thinking is supported by research, carried out in 2014, which indicated the need to improve theory training for new riders taking CBT.



Outcome Proposal 8



The following 2 options have been considered:

1. Theoretical knowledge being tested by the instructor, as part of the CBT course
2. All learner riders to pass their motorcycle theory and hazard perception test before completing CBT

83.3% agree that trainee riders should take a theory test before attending a CBT assessment



Proposal 9 Earned Recognition

An earned recognition scheme would recognise those Approved Training Bodies who provide higher standards and facilities and whose instructors achieve consistently high quality standards.

The DVSA needs to identify the criteria for gaining 'earned recognition' and the benefits that could be made available to instructors who gain earned recognition, for example, by highlighting them on the 'find a moped or motorcycle CBT course' on GOV.UK



Outcome Proposal 9



DVSA intend to develop 'earned recognition' as part of our work to help riders find useful information about training schools and instructors, to help them choose the right one for their individual needs

They will develop the criteria for 'earned recognition' with the training industry and develop the functionality of the 'find a moped or motorcycle CBT course' service on GOV.UK



Next Steps

Some of the proposals require amendments to primary and secondary legislation and these will be taken forward

The Digital Platform and Earned Recognition proposals do not require amendments to legislation and can be taken forward sooner, however....

There will also be the need to consult further on some of the proposals. Full consultation response at

<https://www.gov.uk/government/consultations/improving-moped-and-motorcycle-training>

