

Cyclist skills training

Summary of the guide

The vision for cyclist skills training is:

a New Zealand where everyone has the opportunity to become a confident and capable cyclist



Purpose of the guide

Cyclist skills training: A guide for the set-up and delivery of cyclist training in New Zealand outlines:

- > a consistent 'best practice' approach for the delivery of cyclist skills training in New Zealand
- > the cyclist skill sets (or outcomes) that need to be achieved at each level of training.

Programme outcome

The cyclist skills training programme aims to help ensure New Zealanders are confident and capable cyclists. A nation of confident and capable cyclists will:

- > help achieve the proposed target in the New Zealand Transport Strategy of increasing walking and cycling and other 'active modes' of transport to 30 percent of total trips in urban areas (currently about 17 percent)
- > lead to more people cycling for transport and recreation.

Policy context

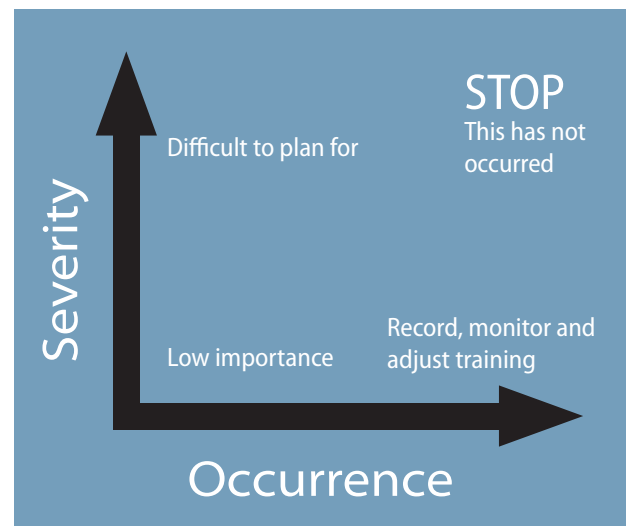
Cyclist skills training is one of 10 initiatives in the 'Getting there – on foot, by cycle' Strategy and Implementation Plan.

The guide is based on the UK Bikeability programme and has been adapted to suit the New Zealand environment. Significant input has been provided by the Christchurch City Council's Cycle Safe programme, the New Zealand Police and the Waitakere City Council's Bike West programme.

Key principles

- > The guide has three levels of cyclist skills training. Trainees are not tested on each level, but they progress to the next level only after they have achieved the overall observable outcomes for each level.
- > Trainees completing up to Level 2 will be able to safely undertake skills in a variety of traffic environments. Level 3 is training for more advanced situations.
- > The guide recommends that a cyclist skills course to Level 2 should consist of at least 10 hours of training, with a minimum of six hours of on-road training.
- > The guide focuses on risk management, particularly when training on the road. The risk management approach is based on both the likely occurrence of incidents and the severity of incidents. (See figure 1 for an outline of the risk management approach.)
- > No trainee has been killed during a cyclist skills training course anywhere in the world.

Figure 1 Risk management approach



Source

Bikeability – The National Standard for Cycle Training (Steer Davies Gleave)

Feedback welcome

We expect to revise the guide in 2009, so feedback is welcome. Send responses to cyclisttraining@nzta.govt.nz.

Two resource packages

The guide contains two resource packages:

- > Cyclist skills training course session and core skills (Part A)
- > Guidelines for training providers (Part B).

Part A – Course guidelines

Table 1 Summary of the three levels for cyclist skills training

Level	Non-traffic/traffic environment	Summary of outcome
<p>Complete beginner (not assessed): Can demonstrate that they can ride a bike without support</p> <ul style="list-style-type: none"> • This level is usually led by the parent/caregiver 	Non-traffic	A cyclist who can demonstrate that they can ride a bike without support.
<p>Level 1 (beginner): Can demonstrate full control of their bicycle</p> <ul style="list-style-type: none"> • 3 hours in total • Cycle skills to promote confidence and safe bike handling • Trainee to instructor ratio of 30 to 1 (theory) and 15 to 1 (practical) • 8+ years old (year 4) <p>Core skills/observable outcomes</p> <ul style="list-style-type: none"> • Bike check, helmet check, legal requirements and safety equipment for bikes, getting on and off bike, start-off and pedal without help, stop quickly and with control, steer the bike where they want to go, look behind, signal – stop, right and left, use their gears 	Non-traffic	Trainees can demonstrate full bicycle control.
<p>Level 2: Can demonstrate skills to ride in a variety of traffic environments</p> <ul style="list-style-type: none"> • 7–8 hours in total (30 minutes of theory and 6 hours on-road) • Must have demonstrated full control of their bicycle while carrying out all-round observation, signalling or manoeuvring • Trainee to instructor ratio of 30 to 1 (theory) and 6 to 1 (practical) • 10+ years (year 6) <p>Core skills/observable outcomes</p> <ul style="list-style-type: none"> • All level 1 core skills, road signs and road rules, start from side of road (kerb), stop on side of road (kerb), ride along the road, pass parked or slower-moving vehicles, turn left – at a controlled and uncontrolled intersection, turn right – at a controlled and uncontrolled intersection, travel straight through a controlled and uncontrolled intersection 	Traffic	Trainees can demonstrate safe cycling manoeuvres in a variety of traffic environments.
<p>Level 3: Skills to ride in all traffic environments</p> <ul style="list-style-type: none"> • 2–8 hours, depending on requirements • Must have demonstrated the ability to safely undertake simple manoeuvres in a variety of traffic environments. Can identify and respond appropriately to minor hazards, and has shown a good understanding of traffic awareness and road positioning in these simpler traffic conditions • Trainee to instructor ratio from 2 to 1 or maximum 6 to 1 • 12+ years (year 8) <p>Core skills/observable outcomes</p> <ul style="list-style-type: none"> • All level 2 core skills, roundabouts (multi-lane), traffic-signal controlled intersections, multi-laned roads – turning into and out of, overtaking to the start of queue, recognising hazards and being an assertive but safe cyclist, rural cycling in high-speed environments 	Traffic	Trainees can demonstrate safe cycling manoeuvres in all traffic environments.

Part B – Setting up a cyclist skills training programme

The success of any training organisation will depend on its set-up and practices and the quality of the instruction delivered.

Clear objectives and roles need to be identified and risks need to be managed to enable a successful and safe cyclist skills training programme.

Above all, cyclist skills training needs to be fun and interesting.

Table 2 Key elements for cyclist skills training programmes

Key elements to consider when setting up a programme	Key elements to consider when monitoring and developing cyclist instructors
<ul style="list-style-type: none"> • Reporting requirements and a clearly defined communication plan (including regular communication between course managers and instructors) • Opportunities for integration with other road safety and health-related programmes • Written instructor recruitment, training and monitoring procedures • Instructor requirements (criminal record and licence checks) • Health and safety plan (including risk management) • Public liability insurance • An equal opportunities policy • Treaty of Waitangi obligations 	<ul style="list-style-type: none"> • Have all new instructors had criminal and licence checks? • Have all new instructors undergone a supervised period following their initial training that lasts until they are assessed as sufficiently competent? • Are all instructors subject to at least one annual, formal, structured monitoring and appraisal process, with written and verbal feedback carried out by training managers or competent agents employed on their behalf? • Do training providers offer opportunities for instructors to receive development training to broaden their skills, eg first aid, advanced cycle maintenance?



Where to from here

To achieve a national roll-out, additional areas of work need to be developed. The framework for moving this project towards implementation includes five workstreams:

- 1 funding
- 2 monitoring and evaluation
- 3 resource development
- 4 establishment of instructor training
- 5 development of unit standards.

We will continue working with the Christchurch City Council's Cycle Safe team to trial and refine the guide and develop the accompanying resources. We also plan to trial the guide in other locations before a staged national roll-out commencing in 2010. With further trialling and refinement, we expect to update the guide early in 2009. We are interested to receive feedback on any aspect of the guide and cyclist skills training.

Funding

Approved organisations are encouraged to consider cyclist skills training in their communities and working and/or partnering with other interested parties to develop programmes based on the guide.

Funding opportunities are available through the Community Focused Activity class, conditional on providers developing (or progressing towards) a programme based on the guide.

Delivery models

- > 1:1 cyclist skills training
- > Family cyclist skills training
- > Group cyclist skills training
- > Cyclist skills training could be delivered by councils, the NZ Police, national governing bodies, non-government organisations, non-profit organisations, commercial providers, regional sports trusts, cycling clubs, community organisations or any of these providers working together.



Christchurch City Council's Cycle Safe programme

NZ Transport Agency's role

The NZ Transport Agency will:

- > advise approved organisations and interested parties of availability
- > encourage and support interested approved organisations where appropriate to develop training programmes based on the guide.

Cyclist skills training: A guide for the set-up and delivery of cyclist training in New Zealand is available on the NZ Transport Agency's website at www.nzta.govt.nz.

For further information and feedback, email cyclisttraining@nzta.govt.nz.