**Bikeability Cycle Training – Q&As for Level 3**

**What is Bikeability Cycle Training?**

Many years ago a range of cycling and road safety organisations joined together with Central Government to create a new National Standard for Cycle Training. This was gradually rolled out across England and Wales. The overall aim of the scheme is to get **more people cycling more often and more safely**. The training is designed both for adults and children.

Many of us will remember doing the Cycling Proficiency Test in years gone by. Bikeability is the Cycling Proficiency Test for the 21st century and is designed to give the next generation the skills and confidence to ride their bikes on today’s roads.

**How does it work?**

One of the principal differences from the Cycling Proficiency Test of old is that the training takes place largely on-road so that trainees, whether children or adults, learn how to interact safely with other road-users. Through the development of their skills and understanding trainees will be able to make journeys safely to school, to work or for leisure, on quiet roads.

Level 3 training takes place over one day, for 6 pupils who each receive a total of 5 hours and 15 minutes of tuition.

The first part of the day covers a refresher of the Level 2 module to ensure trainees had retained those skills previously taught in year 6 and successfully achieved. It allows the trainees to get used to group riding again and enables instructors to ensure trainees are ready to move onto the Level 3 outcomes. This refresher is carried out on residential roads close to the school, this enables instructors to come back to the school and discuss the theory of Level 3 before heading back out for the practical elements.

The practical elements of Level 3 involve moving onto more challenging situations and slightly busy road conditions. This is safely managed by ensuring that we take no more than 6 trainees out with 2 instructors. Trainees will experience multi-lane roundabouts, traffic light junctions, filtering and an enhanced level of hazard perception techniques. Some secondary schools sit in slightly more rural settings so the level of traffic may vary from county to county.

**What will my child(ren) learn and do?**

There are three levels of training within Bikeability, **Level 1**, **Level 2** and **Level 3**.

**Level 1** normally takes place off-road e.g. on a playground and is designed to develop the basic control skills and understanding fundamental to being able to ride on the road. These skills include getting on and off the bike, starting, stopping, pedalling, riding in a straight line, looking behind and signalling without wobbling. Trainees may have experienced this in year 4.

**Level 2** normally takes place on-road, starting off with quiet junctions and roads but progressively moving to busier junctions and roads as the trainees’ skills, understanding and confidence develop. The list of manoeuvres and skills that trainees learn to carry out is quite long and includes turning right and left from a minor road to a major road and vice versa, passing parked vehicles, passing side roads, understanding where to position themselves on the road and being able to explain decisions made whilst riding and thereby demonstrating an understanding of safe riding strategy. Trainees will have experienced this in year 6 or occasionally it is carried out in year 5.

**Level 3** isfor those who want to cycle further afield using busier roads and more complex road features such as (bigger) roundabouts, traffic lights and multi-lane roads. This training is increasingly being combined with Level 2 training for secondary school pupils. Traditionally carried out in year 7 and 8.

More details can be found on the Bikeability website [www.bikeability.org.uk](http://www.bikeability.org.uk)

**Will they be safe?**

The course is all about giving the children the knowledge, skills and attitudes to be able to ride safely on the road. During the training process we ensure trainee safety by:

* Moving progressively to more demanding cycling situations, i.e. from playground to road riding with the need to demonstrate satisfactory competence at each level before being allowed to move forward.
* Careful selection of junctions and roads used for training. Instructors position themselves so that they always have the trainees in view and more generally have good visibility of the area so that potential hazards can be spotted, in case the trainees themselves haven’t.
* Using a minimum of 2 instructors, accredited to the National Standard, to 6 children. When riding on the road one is positioned at the front and the other at the rear and slightly ‘outboard’ of the line of children and one at the rear.
* All children wear high visibility jackets/waistcoats, when training. Most councils prefer trainees to wear cycle helmets.

A full risk assessment of the cycle training activity including the roads to be used for training is always carried out.

**Who does the training?**

The training is being delivered by a company called Cycle Experience part of the TTC Group ([www.CycleExperience.com](http://www.cyclingfuture.com)). They have been selected by the council to carry out this work.

Cycle Experience works with local authorities, other public sector bodies and commercial organisations across the UK to get more people cycling, more safely, more often. We do this through a range of cycling promotion events, programmes and by delivering Bikeability Cycle Training.

Cycle Experience’s Instructors are all accredited to train to the National Standard and have had a DBS check.

Cycle Experience minimises its emissions of carbon dioxide and offsets those it does produce through the World Land Trust. ([www.worldlandtrust.org](http://www.worldlandtrust.org))