

Bikeability Plus Delivery Guide

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Bikeability Bus



Workshop outcomes

- The Aim of Bikeability Plus
- How Bikeability Plus uses the National Standard
- The modules and the delivery outcomes
- How to use the Guide

Plan the roll-out of Bikeability Plus modules for my scheme



Bikeability Parents

What is the aim of each module?

- Balance
- Bus
- Fix
- Learn to ride
- On show
- Parents
- Promotion
- Recycled
- Ride
- Transition



Bikeability On-show

Bikeability plus is based on the NS

Which NS assessment criteria are achieved in Bikeability Plus but not in Bikeability?



Bikeability Fix

Using the Bikeability Plus delivery guide

- NS assessment criteria
- Must/should/may statements
- Inclusive guidance
- Sample questions
- Risk management

7 Bikeability Parents

Aim: increase uptake of Bikeability and cycling after Bikeability

Bikeability Parents is simply Bikeability training for parents, carers and school staff. Bikeability is based on the National Standard that describes competent cycling for everyone, including adults. This module presents an opportunity for instructors deliver Bikeability training, slightly modified as necessary, to parents, carers and teachers.

NATIONAL STANDARD ASSESSMENT CRITERIA

Relevant National Standard assessment criteria are set out in the *Bikeability delivery guide*.

This activity **may** be delivered at or around the same time as a school Bikeability Level 2 course to facilitate conversations between young people and their parents, carers and teachers about cycling. The module **may** be offered to groups of school staff in a separate group (such as part of a school INSET day) or together with parents and carers. Instructors **may** deliver Bikeability Parents as a family cycle training course with children, or after parents and carers have attended other Bikeability Plus modules, such as Bikeability On Show or Bikeability Learn to Ride. It should be delivered at a time that is convenient for parents, carers and teachers, such as after work, during summer evenings or at the weekend.

Instructors **must**:

- deliver Bikeability Parents to the same National Standard assessment criteria as they would to a group of school pupils
- pitch the learning to adults, many of whom will also be drivers and will understand many of the systematic routines involved, especially priorities involved in shared road use
- be prepared to address specific issues some participants may have about riding position, offering explanations with reference to the Highway Code, the National Standard and risk management.

Instructors **should**:

- be flexible and adjust course timings after assessing participants' skills against National Standard assessment criteria
- consider teaching parents and carers to ride with their children, and explore the family's local cycle routes and destinations
- inform participants of other cycling opportunities in their area such as local cycling clubs, organised rides, challenges, cycle routes, etc.

Inclusive guidance:

- follow the inclusive guidance in the *Bikeability delivery guide* to ensure training is accessible and open to all. Ensure

all Bikeability Parents promotional materials communicate inclusive training, including images of diverse riders using different cycles.

Sample questions (in addition to those mentioned in the *Bikeability delivery guide*):

- what do you hope to achieve doing cycle training?
- what Bikeability level did your child achieve?
- how do you plan to cycle as a family?
- how does your family normally get around?
- what kinds of trips do you make and what distances do you travel?
- what would help you make some of these trips on a cycle?

Risk management:

- a rider attends training on an expensive cycle and refuses to let the instructor check or adjust it (instructor explains they are obliged to ensure the cycle fits the rider correctly and is roadworthy, and suggests the rider checks the cycle themselves under observation)
- a rider disagrees with what the instructor is teaching, such as riding in the primary position (instructor explains Bikeability is based on the National Standard approved and published by the Department for Transport alongside other road-use national standards for driving, provides the rationale for the disputed element, and if the rider still refuses to ride according to the National Standard the instructor suggests the course may not be for them following a risk assessment)
- a rider isn't focused or is distracted, for example, by using their mobile phone (instructor agrees ground rules with riders at the start of training and requests riders turn off their phones unless they have a legitimate reason not to).



Plan delivery for your scheme

Plan delivery of 2 modules

- Before (Plan)
- During (Do)
- After (Review)



Bikeability Promotion

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