



Bikeability Plus Adult Delivery Guide

For registered Bikeability
training providers and
instructors in England

July 2020



Covid-19 guidance: the instructor must refer to the [Bikeability delivery guide](#) and [Bikeability Plus delivery guide](#) for fuller Covid-19 guidance, including maintaining at least two metres distance from the riders in accordance with current government guidance and avoiding riding in each other's slipstream.



MODULE DURATION AND SESSIONS	INSTRUCTOR:PARTICIPANT RATIOS
The duration and number of sessions is dictated by rider progression. The module is based on 1 session lasting 2 hours.	1:3 maximum ratio

Aim: enable adult cycling

In this module adults are trained to complete on-road cycle journeys that suit their own purposes, which may include cycling to the shops, leading family leisure rides, or perhaps commuting to work. Bikeability is based on the **National Standard for Cycle Training** that describes competent cycling for everyone, including adults. Riders **must** self-assess their riding ability when registering for the module and **should** do so again after training has been completed. Providers **must** use the **online registration form incorporating the self-assessment** when booking riders onto the module. Instructors **should** use the self-assessment information to tailor each rider's practical training and post-training development plan. This activity **should** be delivered at a time that is convenient for adults, such as after work, during summer evenings or at the weekend. Instructors **must** address riders' individual development needs and **may** draw flexibly on the range of Bikeability levels and Plus modules as required. In some cases, instructors **may** refer

applicants to other Bikeability provision (such as Bikeability Learn to Ride or Bikeability Family) or offer them additional training using this module (e.g. book more than one session).

NATIONAL STANDARD ASSESSMENT CRITERIA

Relevant National Standard assessment criteria are set out in the **Bikeability delivery guide** and **Bikeability Plus delivery guide**. Instructors **must** reinforce the core functions and systematic routines that underpin safe and responsible cycling. All assessments **must** be based on relevant **National Standard** assessment criteria. Riders **must** be able to cycle (i.e. pedal and glide) before starting this module. Riders **must** demonstrate Bikeability Level 1 National Standard assessment criteria before starting on-road cycle training in this module.

Delivery Guidance

SESSION	ACTIVITIES	TIMING
Online preparation	Registration, self-assessment, learning resources (e.g. cycle / clothing / helmet checks / fitting, route planning)	n/a
Practical session	Practical training tailored to each rider's self-assessment drawing on a range of Bikeability levels and Plus modules as required. The training should cover route planning advice and enable the rider to apply the four core functions in systematic routines at every stage of their journey.	2 hours

Instructors **must**:

- deliver the module to the same National Standard assessment criteria used in all Bikeability and Bikeability Plus delivery
- pitch the module content to adults, many of whom will also be drivers and will understand many of the systematic routines 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 module timings after reviewing participants' baseline self-assessment against National Standard assessment criteria
- inform participants of other cycling opportunities in their area such as local cycling clubs, organised rides, challenges, cycle routes, etc.
- where appropriate, include advice on family cycling and explore local routes and destinations that are suitable for family cycling.

Inclusive guidance:

- ensure all module promotional materials communicate inclusive training, including images of diverse riders using different cycles
- follow the inclusive guidance in the *Bikeability delivery guide* and *Bikeability Plus delivery guide* (as appropriate) to ensure training and assessment are accessible and open to all
- in order to ensure people with SEND can participate, consider the use of different cycles, such as side by side cycles, tandems and tricycles
- check the suitability of infrastructure along the route for cycles of different sizes
- when working within a community where English isn't the first language, consider translating promotional leaflets and flyers into other languages.

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

- what do you hope to achieve by doing cycle training?
- how confident are you riding on different types of road?
- what are the main things riders can do to minimise risk when cycling on the road?
- how would you tackle this junction?
- how confident do you feel about riding the routes you have planned?
- which parts of the route require new learning (if any)?
- what kinds of journeys would you like to be able to cycle after training?
- should part of your route to work become closed, what viable alternative route can you take?

Risk management:

- a mechanical breakdown occurs (rider ensures their cycle is fully prepared before training commences, instructor checks the cycle before training and may refuse delivery if cycle is not roadworthy, providers make this clear in module information)
- 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, 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 focussed or is distracted, for example, by giving using their mobile phone (instructor agrees ground rules with the rider at the start of training and requests they turn off their phone unless they have a legitimate reason not to).





The Bikeability Trust
ideaSpace City
3 Laundress Lane
Cambridge, CB2 1SD

contactus@bikeability.org

