

## **Bikeability Scotland Resources FAQs:**

### **Why have the resources changed?**

In 2019 Cycling Scotland agreed to update the Bikeability Scotland resources to ensure they reflected changes to the National Standard for Cycle Training, and to improve information identified from quality assurance visits.

### **When will the new resources be available?**

The new resources will be introduced and ready to use from the start of January 2021. Within your local authority it may be decided to continue using current resources until stocks are depleted or additional orientation has been provided. From the 1<sup>st</sup> August 2021, Cycling Scotland will stop providing access to old resources and instructors should stop using them at this point.

### **Do I need to re-train to deliver the new resources?**

All existing instructors (including Cycle Training Assistants and Cycle Trainers) will be offered CPD orientation sessions and support to introduce the new resources. The Cycle Training Assistant course will be replaced by a new 'Bikeability Scotland Instructor' Award. This course will be available to all existing instructors, but there is no mandatory requirement to re-train.

### **Will 'Cycle Training Assistants' automatically become 'Bikeability Scotland Instructors'?**

No. Cycling Scotland will continue to recognise the 'Cycle Training Assistant' qualification for people involved in the delivery of Bikeability Scotland levels 1 and 2. We will provide orientation and CPD opportunities for any existing instructor looking for support to use the new resources. The 'Bikeability Scotland Instructor' qualification will be available for all new instructors.

### **Has the slowing down signal, as included in the Highway Code, been removed?**

Bikeability Scotland resources continue to reference the slowing down signal as featured in the Highway Code. The new resources place focus on 'core functions' including signalling and communicating with other road users. Communication can include a variety of means, including arm-signals. As children develop communication and signalling skills, they will also learn which to apply in a given situation. For example, a rider descending towards a junction may choose not to signal, if it would reduce their control of the bike, and instead communicate through eye contact or road positioning.

### **The new resources introduce 'discretionary signalling'. Do I have to teach this?**

Bikeability Scotland supports riders to understand and demonstrate core functions, including signalling / communicating with other road users. The new resources cover types of signals and the importance of communication, so that riders can travel safely by bike. You may continue to teach arm signals as default. However, we encourage discussion with riders to ensure they understand when signalling might not be appropriate, such as in cases where it would reduce control of the bike. Quality assurance associates may highlight the benefits of introducing riders to discretionary signalling during visits.

**I deliver training in an area without crossroads or a roundabout. How should these be covered?**

If there is a particular piece of infrastructure missing from your training environment, use the question prompts in the Instructor Notes to generate discussion with your riders. The updated Bikeability Scotland resources recognise that all training areas are different. The emphasis is on riders developing 'core functions', so that they can safely negotiate junctions and make independent trips by bike. By supporting riders to develop these core functions, they will be able to apply these in new and different situations to their training environment.

**Why has terminology changed in the new resources – for example 'lifesaver' has been replaced by 'final look'?**

The new resources reflect preference to use language that does not imply threat or risk to participants. 'Final look' was chosen to refer to the action a rider will take prior to performing a manoeuvre.

**Will the ratios for delivering Bikeability Scotland be changing in line with the UK National Standard for Cycle Training?**

No. Cycling Scotland, in consultation with the Bikeability Scotland Delivery Group, periodically review delivery guidance, including operating procedures. There is no intention to change existing ratios at this time. However, Cycling Scotland note that existing ratios (1:15 for level 1 and 2:16 for level 2) are recommended MAXIMUM ratios. Instructors and school staff should always consider ratios in respect of the specific abilities and needs of their group and the environment they are delivering in.

**Can I deliver Bikeability Scotland in a rural setting?**

The updated Bikeability Scotland resources recognise that riders will be faced with different road conditions and environments across Scotland. There is a greater focus on developing 'core functions' than performing specific manoeuvres. Not only should this facilitate delivery in a rural setting, it will support riders to develop and apply cycling skills throughout their life. The updated resources have increased focus on both rural and urban settings and we encourage instructors to discuss a variety of situations with their riders, even where these cannot be demonstrated locally.

**Is it compulsory for riders to complete the 'Rider's Guide' before being awarded a Bikeability Scotland certificate?**

No. The Rider's Guide has been designed to reinforce what riders have been taught during their Bikeability Scotland sessions, but they are not a substitute for practical cycle training. We hope that instructors and riders will find the resource helpful and engaging, but they are not expected to form a written assessment.

**Will the new resources be available electronically, to reduce paper waste?**

Yes. Cycling Scotland will continue to make paper copies of resources available to all local authority coordinators and instructors who request them. There will also be electronic versions available for download via the Bikeability Scotland website - [bikeability.scot](http://bikeability.scot)

**Are the Bikeability Scotland video resources going to be updated?**

Yes. Cycling Scotland is currently working on an updated suite of videos to support riders in learning and developing the core functions.

**Will there be resources covering more advanced junctions, such as multi-lane roundabouts?**

The current resources support delivery of Bikeability Scotland levels 1 and 2. Level 1 develops control skills and introduces the core functions. Level 2 starts to apply the core functions in a controlled on-road environment. At Bikeability Scotland level 3, riders will develop skills and confidence to make everyday cycle journeys, including more advanced junctions and multi-lane roundabouts. The updated level 3 materials will be developed and consulted on in 2021.

**I work with pupils with additional support needs. Can they participate in Bikeability Scotland cycle training?**

Cycling Scotland want everyone to benefit from cycle training and we strongly believe that cycle training should be tailored to the specific needs of the individual. The new Bikeability Scotland resources and Instructor manual contain additional information on making sessions as inclusive as possible. We have access to a range of CPD opportunities to help Bikeability Scotland instructors support people with additional needs and can provide funding support to enable local authorities to make reasonable adjustments to their training offer. For more information contact [training@cyclingscot.scot](mailto:training@cyclingscot.scot)

Further FAQs for instructors, schools, local authorities and parents can be found on the Bikeability Scotland website at [bikeability.scot](http://bikeability.scot)