



# Level 3 Skills Course



### **LEVEL 3 OFF THE SHELF COURSE**

The Bikeability Level 3 course is designed to be used with other reference materials, such as Cyclecraft by John Franklin. It has to be taught by a fully qualified National Standard Instructor, who's training will have equipped them with the knowledge and skills to perform this task. They will also have had access to reference materials such as the course manual for their instructor training provider. Because of the diverse nature of Level 3 detailed junction planning and options for manoeuvres are not included in this course.

### **AIM OF LEVEL 3 ADVANCED CYCLE TRAINING COURSE**

To encourage and develop safe cycling skills.

To develop positive attitudes towards road use.

To increase knowledge and understanding of the road and traffic environment.

To give trainees the confidence to use their cycles on longer journeys.

### **OUTCOMES**

By the end of the full course trainees should be able to

Understand riding on the road and how to cope with the more advanced traffic situations they are likely to encounter.

Recognise potential hazards and take appropriate action to avoid them.

Plan safe routes for the journeys they intend to make.

**NATIONAL STANDARD OUTCOMES** (compulsory elements are shaded grey)

<b>1</b>	All level 1 and 2 manoeuvres
<b>2</b>	How to use roundabouts
<b>3</b>	How to use junctions controlled by traffic lights
<b>4</b>	How to use multi lane roads and turn off and into them
<b>5</b>	An understanding of filtering and an ability to decide when to filter and when to wait
<b>6</b>	How to use both on and off-road cycle facilities
<b>7</b>	Hazard perception and strategy to deal with hazards
<b>8</b>	Understanding of route planning



## **BOOKING A COURSE**

First contact with a potential trainee is important for the following reasons:-

**A baseline of ability should be ascertained**  
(if other records are not available).

**To suit the trainer to the trainee**  
(if possible).

**To ascertain why they want to improve their skill and find out where they may be intending to cycle.**

**To help build confidence**  
(some trainees may drop out).

**So that they either check and maintain their bike before the session or take it to a bike shop.**

## **COURSE DETAILS**

Most courses are arranged between the trainer and the trainee although for children their school may be involved. In some cases for adults this may be part of a business travel plan. For children it is essential that parental consent is obtained. Most level 3 courses are trained 1:1 although in some circumstances 2 or very rarely 3 trainees may be trained by one instructor. Only National Standard Instructors can carry out Level 3 training.

The training is usually delivered in a single 2 hour session, although in some circumstances extra sessions may be required to meet the required standard. The course is delivered on road over a route agreed with the client. If off road routes are required they may be included but they do not contribute to assessment of the level 3 outcomes. In many cases the course starts at the trainee's house and will cover a route, or routes that they want to cycle.

### **1. PREPARATION**

The instructor should have some briefing about the trainee if possible. If the route that they want to cycle is not known it may be useful to familiarise themselves with it and the alternatives available. This will also help the dynamic risk assessment process.

### **2. DISCUSSION WITH TRAINER – PLANNING THE ROUTE**

Although an initial discussion should have been part of the booking of the course an essential part of the session is to discuss what the trainee is hoping to get from the course,

where they plan to cycle, and what they think their current ability is. It is also important to find out where they do not want to cycle, although in some circumstances some of the more challenging junctions and infrastructure can be brought in later in the session.

This first contact is important to instil confidence in the trainee and to build a trusting relationship. Route planning for this trip and future trips should be covered and if possible local cycling maps and other resources should be given to them.

### **3. BIKE CHECK**

The first practical part of the session is to help the trainee to check their bike. This should be linked to a discussion of what to check and how often, and what adjustments and maintenance they should expect to do. If their bike does need minor adjustment try and empower them to do it. However it is the instructor's responsibility to make sure that the bike is roadworthy, and if it is not the training should not continue.

### **4. ASSESSMENT OF ABILITY**

If the trainee has indicated that they are a beginner it may be necessary to assess their Level 1 abilities off the road (e.g. on a playground or car park). However for most trainees it is possible to find a quiet junction to assess their Level 2 abilities. It is essential that level 1 and 2 competencies are judged before moving onto level 3.

## 5. CYCLING THE ROUTE

A level 3 course is conducted predominantly by cycling immediately behind the trainee. At the start of the session this position can be used to guard road position but as the session develops the instructor should allow the trainee more autonomy.

It is important that a continual dialogue is created by the instructor. The skills required and techniques used are taught on all National Standard Instructor Training courses. The basic principles of analysis and correction are valuable for Level 3 as well as using questions to draw out why a trainee did what they did and to look at other options. With cycling there are often several options available and allowing the trainee to discover which is going to work best for them and what suits their particular cycling style. Where a new situation arises it is important to find a safe place to stop and look at the options and discuss them.

For an in depth analysis of any particular junction or manoeuvre there are several useful references. The level 2 manual should help with many of the basic principles but further reference books such as "Cyclecraft" by John Franklin are a valuable resource.

As multi-lane environments and roundabouts differ from place to place and also with differing traffic levels it is important to make sure that the trainee gets a basic grounding in the techniques. This involves making decisions early, very good observation (especially behind) and clear communication with other road users (using signalling and eye contact). It is important to develop assertiveness and

confidence; if a manoeuvre is not started early enough options can become telescoped.

Often a level 3 training course is a valuable opportunity for the instructor to learn about options and techniques and how to help trainees get the best from a session. Where possible feedback and learning should be captured after the session.

## 6. CHALLENGES OR STRETCHES

Many trainees are wary or frightened of some traffic situations and it is important within the training session to look at fears. In some cases it is possible to help the trainee learn how to cycle in what they think are challenging situations. This can be larger roundabouts and more complex multi-lane environments. In some cases several run throughs can help them gain the confidence to deal with the manoeuvre in a variety of traffic situations.

## AT THE END OF A SESSION

Make sure that there is sufficient time at the end of the session to review what has been achieved and close the session properly. Allow the trainee to evaluate what they have learnt and if necessary talk about what they felt. If there are action points such as providing more information then take notes of these. Lastly after the session try and evaluate your own thoughts and feelings. Make sure that you can get the necessary paperwork processed as time only makes these things harder.

## Appendix Level 3 tracking sheet



## LEVEL 3 - TRAINEE TRACKING FORM

Trainee Name:	Age:
Location:	Course:
Instructors:	Date:

Manoeuvre	Achieved?	Comments
All Level 1 Manoeuvres		
All Level 2 Manoeuvres		
<b>Roundabouts</b> Use correctly, lane selection, signalling, positioning, observations		
<b>Traffic Light Junction</b> Use correctly, positioning, observation, signalling		
<b>Multi-Lane roads</b> Turning into, lane selection, observations, positioning, signalling		
<b>Filtering</b> Understanding of filtering - when to filter and when to wait		
<b>Off road Cycle Facilities</b> Understanding of appropriate use		
<b>On road Cycle Facilities</b> Observations, positioning, merging with traffic flow etc		
<b>Hazard perception</b> Dealing with traffic, seeing hazards and developing a strategy to deal with them.		
<b>Route Planning</b> Planning a journey - using local maps, highways and cycle networks		
<b>Highway Code understanding</b> General Highway code & relating to cyclists - signs, marking, priorities etc		
<b>Client based outcome</b> (please state)		
<b>Client based outcome</b> (please state)		
<b>Client based outcome</b> (please state)		