

New Zealand Cycle Skills Review

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1. Summary

Road user behaviour has been recognised as the primary cause of unsafe cycling. Cycle skills training aims to improve road user behaviour by ensuring riders have competent skills and knowledge of how to ride safely on the road however it was unknown how many children and adults receive cycle skills training annually. The purpose of this New Zealand Cycle Skills review was to assess the quantity and reach of delivery of cycle skills training programmes being delivered throughout New Zealand, and to review the gaps in the delivery system and network.

98 stakeholders were identified and reviewed from August to December 2013. 29 were actively involved in cycle skills training or facilitating delivery through 23 independent channels. All 23 delivery channels were delivering the New Zealand Transport Agency's (NZTA) Cyclist Skills Guide or a programme based on the core skills within the guide. Ten delivery channels were from the sport sector, seven were from the transport sector, and six were transport/sport sector collaborations. The most common reason for these delivery channels to deliver or facilitate the delivery of cycle skills training was to achieve the aims of Kiwisport.

It was found that a total of 33 cycle skills instructors were qualified out of a potential pool of 475 instructors. The instructor training and qualification process ensures cycle skills instructors are competent at delivering cycle skills training and are of appropriate ethical standing. The barriers to qualification include the time to get qualified, cost, a lack of perceived value in getting qualified, location of assessors and the lack of availability of assessors.

The NZTA Cyclist Skills Guide is most commonly delivered as a programme for grade 1 and grade 2 cycle skills training. BikeNZ's Learn to ride programme is the most commonly delivered grade 1 programme with a point of difference. Tauranga City Council's Kid's Can Ride programme is the most commonly delivered grade 2 programme that differs from the NZTA Cyclist Skills Guide.

Nationally 27,935 children and 589 adults were recorded to have received full delivery of grade's 1 to 3 cycle skills training in the 2012-2013 financial year. This represents 4.9% of the population aged 5 to 14 years, or only 6.6% of those who actively ride bicycles.

The region with the greatest delivery of grade 1 cycle skills training to children was found to be Auckland, followed by the Bay of Plenty, and Christchurch. Christchurch achieved the most delivery of grade 2 cycle skills training to children followed by the Bay of Plenty and Taranaki. The regions with the greatest number of qualified instructors are Tasman and Wellington, who have active assessors working in the cycle skills sector.

2. Background

The Ministry of Transport's safer journeys strategy vision is "a safe road system increasingly free of death and serious injury." The safer journeys strategy identified safe walking and cycling as a medium concern across the four areas of the safe system approach; 1) safe roads and road sides, 2) safe speeds, 3) safe vehicles and 4) safe road use.⁽¹⁾

Road user behaviour has been recognised as the primary cause of unsafe cycling.⁽²⁾ This includes behaviours such as failing to stop, poor observation, crossing and turning. These characteristics can be attributed to lack of rider skill, intentional misuse or lack of knowledge of the road rules. Cycle skills training aims to improve road user behaviour by ensuring riders have competent skills and knowledge of how to safely ride on the road.

To standardise the delivery of cycle skills training throughout New Zealand, NZTA, in collaboration with the sector, developed the Cyclist Skills Training Guide.⁽³⁾ This guide (summarized in appendix 1) outlines core skills and techniques that should be taught to beginner (grade 1), intermediate (grade 2) and advanced cyclists (grade 3) and incorporates recommendations from the 2006 Francis and Cambridge Review "Development of Guidelines on the Minimum Content and Delivery Standard of Cycle Skills Education Programmes in New Zealand."⁽⁴⁾

Grade 1 cycle skills training covers basic cycle skills techniques, in a safe setting off-road, such as how to brake, corner, mount/dismount the bike, and use the gears. This is typically taught in a school playground, or park. Grade 2 cycle skills training includes fundamental road safety skills and techniques including how to ride on the road, how to ride through intersections, signalling, and understanding the road rules. This is taught both in the classroom (road rules), and on the road. Participants are checked to ensure they can fulfil grade 1 cycle skills before progressing to the road environment. Grade 3 cycle skills training includes complex road and traffic environments such as multi-lane roundabouts and roads, overtaking in a queue of traffic, and riding on rural roads.

A number of stakeholders in the cycle skills training sector deliver the core skills in the guide, or programmes based on the guide. However, how many participants are trained, where they are trained, or who is delivering throughout New Zealand, is unknown. Francis and Cambridge (2006) identified national delivery of approximately 16,000 children; however programmes varied in duration, content and quality. A total of 35 recommendations were identified for the cycle skills sector (see appendix 2) including standardising delivery, and options for nationwide delivery. A number of these were included in the Bikewise 2010-2015 Strategic Framework that aimed to provide the direction and ongoing future of cycling related activities in New Zealand.⁽⁵⁾ Since 2006 a number of these recommendations have been achieved to improve and increase the delivery of cycle skills training to children and adults, and inform community and national safety initiatives.

Therefore the purpose of this New Zealand Cycle Skills review was to assess the quantity and reach of delivery of cycle skills training programmes being delivered throughout New Zealand, and to review the gaps in the delivery system and network. The specific questions the brief sort to satisfy were the following:

- What organisations are operating cycle skills training programmes?
- What are the objectives of the programmes and their duration?
- How many trained and qualified instructors are in each region, who are actively delivering, and who pays for them to deliver?
- How many instructors are needed to service the New Zealand market?
- How many primary, intermediate and secondary schools receiving cycle skills training in each region?
- What is the number of participants in each region receiving grade 1, 2 and 3 cycle skills training?
- Are participants receiving resources when they participate in cycle skills training?
- How many adults are participating in cycle skills training in each region?
- What gaps are identifiable in the cycle skills training sector that if reduced, will contribute to the safer journeys vision?

3. Methodology

To address the purpose and answer the key questions, 98 cycle skills stakeholders were identified. These included Regional Sports Trusts (RSTs), Territorial Local Authorities (TLAs)¹ and the New Zealand Police (NZ Police). These stakeholders have previously been identified as the largest deliverers of cycle skills training.⁽⁴⁾ Other stakeholders were identified through conversations with the primary stakeholders and then included in the review. Stakeholders were interviewed, phoned or emailed from August to December 2013.

Results were then collated (where directly comparable) into regions based on Regional Council territories including: Northland, Auckland, Waikato, Bay of Plenty, Gisborne, Taranaki, Hawkes Bay, Manawatu-Wanganui, Wellington, Tasman, West Coast, Canterbury, Otago and Southland. Delivery statistics for each region were sorted into the 2012-2013 financial year (1 July 2012 – 30 June 2013).

NZTA crash statistics are from the 2012 calendar year were derived from Police reports. Injury statistics were identified from Accident Compensation Corporation (ACC) injury statistics database, and aligned to the 2012-2013 financial year. The search parameters used were:

- new claims
- age of 5-9 and 10-14 years
- region and
- road or street defined as the scene of the injury.

National population statistics for each age category and region were from the 2013 New Zealand Census.⁽⁶⁾

NZ Police report the number of sessions delivered. These sessions include all delivery that has an emphasis on cycle safety, with no differentiation between classroom, playground or on-road delivery, or planning delivery. Therefore in this review NZ Police delivery is reported differently to participants who have received training from other providers.

Bike Taupo report number of sessions delivered on the road, trails and off-road (park, school fields) and there is no differentiation between these, therefore they are reported separately.

¹ Includes District and Regional Councils for this review.

4. National Findings

Cycle skills training aims to improve road user behaviour, by giving cyclists the skills and knowledge to correctly, and safely ride on the road. This is standardised by the NZTA’s cyclist skills guide that was developed by the sector. Previously there was little consistency or regulation of cycle skills training and a standardised approach was recommended by the 2006 Francis and Cambridge review “Development of guidelines on the minimum content and delivery standards of cycle skills education programmes in New Zealand” (see appendix 2). To address some of the review recommendations the cyclist skills guide and instructor training and qualification process have been developed and implemented.

In 2005-2006 approximately 16,000 children and adults were receiving cycle skills training, and the majority of this delivery was through the NZ Police. Therefore the purpose of this review was to determine the national reach of cycle skills training and to find out who is delivering, what are they delivering, and who funds delivery. This review also sought to find gaps in the cycle skills training sector that could inform future recommendations. This section outlines who delivers cycle skills training, what they are delivering, and how much delivery is happening nationally.

4.1 Who provides Cycle Skills Training?

Of the 98 potential organisations that may have the remit and ability to deliver grades 1 to 3 cycle skills training, 29 organisations were actively involved in cycle skills training or facilitating delivery in their region (see Table 1), through 23 independent delivery channels. Each independent delivery channel was isolated within a project or region (see appendix 3 for all independent delivery channels). Of the 23 independent delivery channels ten were from the sport sector, seven were from the transport sector and six were transport/sport sector collaborations (appendix 3).

Table 1 - Organisations that deliver or facilitate the delivery of cycle skills training

Auckland Transport Auckland Council BikeNZ* Bike Taupo* Christchurch City Council Counties Manukau Sport Dunedin City Council Greater Wellington Regional Council* Hamilton City Council Harbour Sport	Hastings District Council* Marlborough District Council* Nelson City Council* NZ Police New Plymouth District Council Rotorua District Council* Sport Auckland Sport Bay of Plenty* Sport Gisborne Sport Hawkes Bay*	Sport Manawatu Sport Nelson* Sport Taranaki Sport Waikato* Sport Waitakere* Sport Wellington* Tasman District Council* Tauranga City Council Waipa District Council
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*Denotes collaboration with other organisations such as local Regional Sports Trusts, Territorial Local Authorities, Regional Councils or National Sporting Organisations.

Of the 23 independent delivery channels, 22 delivered grade 1 cycle skills training, while 13 delivered grade 2 cycle skills training. Only two channels delivered grade 3 cycle skills training. These channels were delivering grade's 1 and 2 cycle skills training. A total of 12 channels delivered both grade 1 and 2 cycle skills training.

Of the 23 independent delivery channels, six were collaborations between transport and sport, ten were purely funded by the sport sector and seven were funded by the transport sector. A number of district Council's worked together within the transport sector to pool resources for road safety delivery.

There is an opportunity for more sport/transport collaborations to reduce duplication of costs and increase reach. This would build on the Bikewise strategic objective to create a supportive environment for cycling through fostering greater collaboration and links between networks.⁽⁵⁾ Likewise there is an opportunity for the transport sector to achieve its road safety aims through the sport sector, given the network of delivery channels willing and able to deliver cycle skills training.

Ten of the 23 independent channels are non-sustainable. They are fixed-term projects such as Kiwisport, delivering to a set number of participants. As a consequence the anticipated decrease in the number of children receiving cycle skills training is 10% in the 2013-2014 financial year, and a further 5% in 2014-2015. Unless further investment is made through the transport or sport sectors, or a sustainable delivery model is established, the number of children receiving cycle skills training will decrease. Stakeholders commented unless they receive funding no cycle skills training occurs. Sustainable models for delivery are required to ensure cycle skills training continues without constant funding streams. Examples of this may include having incentive based delivery channels such as NCEA credits for learning cycle skills in school time, and adding each grade of cyclist skills guide to the New Zealand school's curriculum, as well as teaching grade 1 and 2 cycle skills training in teacher training college.

The most common reason for these providers to deliver or facilitate delivery of cycle skills was to achieve the aims of Kiwisport (nine delivery channels). Kiwisport aims include 1) increasing the number of school aged children participating in sport, 2) increasing the accessibility of sport opportunities, and 3) supporting children to develop skills that enable them to participate confidently in sport. Seven delivery channels primary reason for delivering cycle skills was to improve road safety. This highlights the opportunity the transport sector has in utilising the sport sector for cycle skills training delivery, while achieving sport sector aims and objectives.

4.2 Who Delivers Cycle Skills Training for these Organisations?

Every independent delivery channel has a slightly different model for delivery. Some regions contract private providers, who have instructors to deliver the programmes outlined in the following section. Other organisations use their own staff to deliver. For example, Auckland Transport contract a private provider called Bigfoot to deliver grade 1 cycle skills training in Auckland schools. In contrast, Greater Wellington Regional Council employs casual instructors to deliver cycle skills

training. In other regions Regional Sports Trusts employ staff full-time to deliver cycle skills training and deliver other sport development initiatives.

Despite the different models, all delivery channels use cycle skills instructors to deliver grades 1 to 3 cycle skills training. At the end of the financial year a total of 33 instructors were qualified in cycle skills instruction, and there were 9 fully qualified assessors. Assessors are people who determine if cycle skills instructors are competent at instruction and meet the standards set by the qualifications framework. A total of 475 cycle skills instructors are known to be active, processing, or qualified. These instructors contribute to current cycle skills delivery nationwide (see table 2), through the organisations listed in table 1.

From 2011-2013 an additional 242 instructors were trained to deliver cycle skills training, however many had not entered into the qualifications framework since their initial training.

Table 2 – Cycle Skills Instructors and Assessors

Region	Assessors	Fully Qualified	Processing	Active*	Trained**	Total
Northland	0	0	0	0	10	10
Auckland	2	3	1	15	52	73
Waikato	2	1	0	2	17	22
Bay of Plenty	1	4	0	10	13	28
Gisborne	0	0	0	1	2	3
Wanganui and Manawatu	0	0	0	1	30	31
Hawkes Bay	1	2	5	0	22	30
Taranaki	0	3	0	6	14	23
Wellington	2	7	2	0	1	12
Tasman	1	12	1	5	25	44
Canterbury	0	0	0	11	15	26
West Coast	0	0	0	0	0	0
Otago	0	0	7	1	20	28
Southland	0	0	0	3	1	4
NZ Police		1		119		
Total	9	33	16	174	242	
Total Pool					475	

*Known to be actively delivering but not qualified and not processing to become qualified.

**Excludes those processing, and qualified. This includes those trainee instructors who have completed a training course to become an instructor but are yet to start the NZQA qualification process. These trainee instructors were trained through the BikeNZ instructor training system from 2011-2013.

The number of qualified instructors required nationwide to deliver cycle skills training, depends on the number of participants targeted to receive training. Based on the delivery of five sessions per day, for 157 days per year, and abiding by the ratio of one instructor to fifteen students, with the minimum delivery time (three hours), one instructor could theoretically deliver grade 1 cycle skills to a maximum of 3,925 children per year. Overall 197 days are available for in-school delivery time, however the first week of each term, and the week after mid-term break is typically difficult for instructors to access in-school time delivery time. For every child to receive grade 1 cycle skills training at least once, a minimum of 15 “full-time qualified instructors” would be required to fulfil

this delivery. This assumes optimisation of school booking and delivery time, which is often very difficult to achieve.

Based on delivery of five sessions per day, for 157 days per year, and abiding by the ratio of one instructor to six students, with the minimum delivery time of (six hours on-road), one instructor could deliver grade 2 cycle skills training to a maximum of 673 children per year. For every child to receive grade 2 cycle skills training at least once there is a minimum of 85 “full-time, actively delivering” qualified instructors required to fulfil this delivery. Again, this assumes optimisation of school booking and delivery time, which is often very difficult to achieve.

Across grade 1 and grade 2 cycle skills training a total of 100 full-time qualified instructors working full-time, would be required to enable every child to receive training once.

In a 2013 BikeNZ surveyed 277 trained² cycle skills instructors (see appendix 4). Of those surveyed 8% worked full time and 92% worked part-time, delivering to less than 50 participants per year. If this represents a typical cycle skills training delivery network, then for the current delivery reach, this increases the number of instructors required.

It is not known how many of the active, qualified or processing instructors reported in this review are full, or part-time in cycle skills delivery. Nonetheless we do know 113 instructors (excludes NZ Police) delivered to 28,458 children and adults in the 2012-2013 financial year, or an average of 252 participants each. Based on this information, if every child was to receive grade 1 and grade 2 cycle skills training once, New Zealand would require 455 full-time, qualified and actively delivering instructors.

Table 3 – Number of instructors required to deliver cycle skills training

Participants receiving grade 1 and grade 2 training	Instructors required*
25,000	198
50,000	397
75,000	595
100,000	794

*Based on current delivery rates.

4.3 Instructor Training and Qualification Process

To become a qualified Cycle Skills instructor an individual can either train on the job, be trained by a qualified assessor or by BikeNZ. Trainees work towards achieving a Level 3 achievement on the New Zealand Qualifications framework. Once all assessments are successfully completed instructors receive a National Certificate in Recreation and Sport – Coaching and Instruction (Cycle Skills Instructor).

² Trainee instructors who have received instructor training but are not yet qualified or started the Skills Active/NZQA assessment process.

The following modules and unit standards on the New Zealand Qualifications framework:

	Module	Unit Standard	Title	Level	Credit
Compulsory	Cycle Skills Instructor	9705	Give and respond to feedback on performance	3	3
		20146	Apply concepts of basic risk management as an outdoor recreation leader	3	5
		25805	Demonstrate and apply knowledge of individual and group characteristics and needs for coaching activities in recreation	3	4
		25814	Facilitate an inclusive and positive environment in coaching service	4	4
		25819	Plan, implement and evaluate a training session as a coach		
		26544	Conduct a cyclist skills training course	3	4
		26545	Apply knowledge of road traffic environments required by a cyclist skills training instructor	3	10
Elective	A minimum of one unit standard must be chosen from the below				
	Cycle skills instructor – grade 1	26547	Instructor beginner cyclists in cycle handling skills	3	6
	Cycle skills instructor – grade 2	26548	Instruct intermediate cyclists in cycle handling skills	3	6
	Cycle skills instructor – grade 3	26549	Instruct advanced cyclists in cycle handling skills	3	6

Instructors have 8-months to complete the qualification and must be assessed by a qualified assessor. Assessors are trained and qualified by Skills Active Aotearoa, the industry training organisation for Sport and Recreation.

The benefits of having qualified cycle skills instructors include:

- Quality assurance of instructors ensuring they are competent at delivering cycle skills training, especially in on-road.
- First aid trained.
- Risk management procedures and protocols are maintained to the appropriate level for cycle skills training.
- Police vetting for child protection and vulnerable adults.
- Ensures instructors funded by NZTA and other government agencies such as Sport New Zealand, do not fall outside the boundaries of acceptable competence or ethical standing required to deliver to children and adults thereby protecting organisations and participants against liability.

4.3.1 Barriers to Qualification

From 2011-2013 BikeNZ trained 300+ cycle skills instructors in grade 1 and grade 2 cycle skills delivery. At the end of the measurement year only 33 had completed their qualification, and 16 were processing to finish with Skills Active. In the 2013 BikeNZ instructor survey three primary reasons were identified as barriers to full qualification:

- Length of time required to get qualified;
- Cost;
- A lack of perceived value in being qualified.

Length of time to get qualified

The qualification time period is a maximum of 8-months, however instructors identified the time as being too short, given that 92% of the cycle skills instructors surveyed were part-time or volunteer. Time to practice and work on the job (part-time) before having their final, formal assessment is difficult in 8-months.

Cost

Once an instructor is trained, they require assessment to get their full qualification they need to sign and pay for a Skills Active fee of \$143.75 + GST and also for assessment. The cost to get assessed by a qualified assessor can be up to \$400. These costs do not include First Aid training, and instructor training. Overall, it costs \$900-1150 to train and become fully qualified as a cycle skills instructor, to earn \$15 to \$30 per hour for casual or part-time work, when it is paid. This is a significant barrier for many part-time and volunteer cycle skills instructors.

Lack of perceived value

Instructors identified no additional value in gaining a qualification, post-training. This may be due to the lack of value linked to qualification, such as very few employment opportunities, relative to the cost of qualification. Or likewise there is no necessity for an instructor to be qualified to be hired for instructing cycle skills training.

Other factors

In consultation with stakeholders for this review, three further barriers to qualification were identified. These were: 1) confusion over the process, 2) the location of assessors and 3) the lack of accessibility of the assessors. When the qualification process began Skills Active had a lack of internal staff able to service queries about the qualification. This resulted in trainee instructors becoming confused, frustrated and led to some trainees being unable finish their qualification in the time required.

At the start of the qualification system there were 10 assessors who were trained and qualified through Skills Active, to service the Cycle Skills qualification. By the time cycle skills instructor trainees were ready to be assessed, a number of Cycle Skills assessors had moved from the sector and were no longer available for assessments. Many of those who were still in the industry had busy full-time roles, limiting their ability to assess instructors for Skills Active. Therefore those regions with active and available assessors have the greatest number of qualified cycle skills instructors (table 2).

4.4 What do Cycle Skills Instructors Deliver?

Every cycle skills instructor is trained on the job or through BikeNZ to deliver the core skills outlined in the cyclist skills guide, developed with the sector and provided by NZTA. This guide gives the core skills to be delivered for each grade when training beginner, intermediate and advanced cyclists in off-road and road environments. These skills are then delivered as a programme, or a programme developed including these core skills and additional learning content.

Every delivery channel in this review delivers the core skills outlined in the NZTA cyclist skills guide or a programme that includes these core skills and additional content. This is significant change in the sector, where there was little consistency in what was delivered in 2006.⁽⁴⁾

The key point of difference between the programmes is how the delivery channel provider delivers the programme. For example, some deliver the core skills only, while others deliver the skills and have additional learning content to reinforce skill learning. Some regions have personalised the cyclist skills guide and given it a name (e.g. Pedal Ready in Wellington) however in these instances there is no point of difference between the named programme and the NZTA cyclist skills guide. The delivery content and key differences of each programme are outlined in table 4. It is unknown if any programme is better than another, however the cyclist skills guide gives the fundamental core skills or backbone delivered through all the programmes.

The NZTA cyclist skills guide is most commonly delivered as a programme for both grade 1 and grade 2 cycle skills training, however the NZ Police programmes Riding By (grade 1) and Out and About (grade 2) is delivered in the most regions.

Outside of delivering the NZTA grade 1 core cycle skills as a programme, BikeNZ's Learn to ride programme is recorded as the most commonly delivered grade 1 programme, with a point of difference. This programme uses all of the core skills in the NZTA guideline and adds additional content, extending delivery from a minimum of 3hrs, to 5 to 7hrs. The method of teaching also differs, as each participant is taught using teaching games for understanding. This method has been shown to enhance skill learning and knowledge acquisition, more than traditional skill drill teaching practices.⁽¹⁴⁾ The programme is most commonly delivered over 4 to 5 weeks, to allow participants time to practice new skills over a week, before learning the next set of skills.

Table 4 – Delivery programmes: content and differences

NZTA Cyclist Skills Guide – Core Skills	Riding By	Out and About	Pedal Ready	Cycle Safe	Kids Can Ride	BikeNZ Learn to ride	BikeNZ Introduction to Road & Everyday cycling
Grade 1							
Helmet & bike check	√	√	√	√	√	√	√
Legal safety requirements	√	√	√	√	√	√	√
Mounting/dismounting	√	√	√	√	√	√	√
Pedal without help	√	√	√	√	√	√	√
Stop quickly with control	√	√	√	√	√	√	√
Steer the bike safely	√	√	√	√	√	√	√
Look behind	√	√	√	√	√	√	√
Signal stop, left, right	√	√	√	√	√	√	√
Use bicycle gears	√	√	√	√	√	√	√
Additional content or changes to how the core skills are delivered:	Teaches teachers Links with; NZ curriculum; teaching games for understanding and activities	Riders must demonstrate these skills before moving onto grade 2 skills.			Activity workbooks, in conjunction with travel safe planning	Enquiry-based learning; teaching games for understanding.	Riders must demonstrate these skills before moving onto grade 2 skills.
Grade 2							
Road signs and rules		√	√	√	√		√
Start from the kerb		√	√	√	√		√
Ride on the road		√	√	√	√		√
Pass a parked car/slow vehicle		√	√	√	√		√
Turn left at a controlled and uncontrolled intersection		√	√	√	√		√
Turn right at a controlled and uncontrolled intersection		√	√	√	√		√
Travel straight through controlled and uncontrolled intersections		√	√	√	√		√
Additional content or changes to how the core skills are delivered:		Teaches teachers Links with; NZ curriculum; teaching games for understanding and activities.			Links with NZ curriculum.		Enquiry-based learning; teaching games for understanding.
Duration of the programme	Unknown	Unknown	7-12 hours	7-12 hours	7-12 hours	5-7 hours	6-8 hours

Tauranga's Kids Can Ride programme delivered grade 2 with the point of difference to the most participants. This programme uses activity workbooks students' work through and cycle skills training is delivered in conjunction with Travel Safe and school travel plans.

Participants of the majority of cycle skills programmes received a variety of resources including certificates, a road code for cyclists, and Bikewise resources. Some programmes have their own specific resources, such as Pedal Ready certificates for participants, however the most are those received free from Bikewise.

Table 5 – Programme delivery and number of delivery channels and regions

Programme (grade)	Number of Delivery Channels	Delivery reach (participants)	Number of Regions (max = 14)
Riding By and Out and About (1,2)	1	Unknown	12
Bike Taupo (1,2 and Mountain biking)	1	Unknown	1
New Zealand Transport Agency Cycle Skills Guideline (grade 1), including Pedal Ready and Cycle safe	5	17,281	7
New Zealand Transport Agency Cycle Skills Guideline (grade 2), including Pedal Ready and Cycle safe	7	5,221	7
Bike NZ Learn to ride (1)	13	7,191	9
Kids can ride (1)	1	3,000	1
Kids can ride (2)	1	3,000	1
BikeNZ Introduction to Road and Everyday Cycling (2)	5	878	7

It is unknown whether one programme results in greater skill, knowledge, or road safety outcomes, than another programme. Some research has shown positive links. Eastern Institute of Sport student Lyndal Johansson assessed 37 children (10-13 years) who participated in the BikeNZ's grade 2 programme called Introduction to road and everyday cycling.⁽¹⁵⁾ A statistically significant increase in the children's knowledge of how to correctly and safely ride on the road occurred. However this is not enough evidence to show a casual relationship between cycle skills training and improved road user behaviour or the reduction in crashes. This information gives rise to two key questions:

- Is the NZTA cyclist skills guide providing enough guidance for cycle skills training providers, to deliver the correct skills and techniques in the correct method, to achieve Safer Journeys outcomes?
- Is one programme creating better road safety outcomes than other programmes, and if so should one cycle skills programme be delivered nationally?

4.5 How many New Zealanders are receiving Cycle Skills Training?

4.5.1 Children - Cycle Skills Training Delivery

This review found that 27,935 children (table 6) received cycle skills training in the 2012-2013 financial year. According to Statistics New Zealand 2013 Census data there were 573,588 children from 5 to 14 years of age. Known delivery of grade 1 and/or grade 2 cycle skills delivery reaches 27,935 children or 4.9% of the potential market (when known duplicate individuals are removed; 8,484 children³ received both grade 1 and grade 2 training).

Nationally 18,988 children aged between 5 and 12 years received grade 1 cycle skills training only (no grade 2 training). Nationally 8,947 children aged between 9 and 14 years received grade 2 cycle skills training with includes specific road safety skills. The highest proportion of cycling crashes and injuries is in the 10-14 and 15-19 year age groups, therefore cycle skills delivery does not adequately reflect where the problem lies.⁽¹²⁾ In speaking with cycle skills training delivery channel providers, the primary reasons more grade 1 delivery occurs has been the cost of delivery, timetable flexibility and instructor ratios relative to class sizes. In Auckland some Regional Sports Trusts have been rejected access to in-school delivery time because cycle skills training does not give students NCEA credits.

The NZ Police delivered 16,663 sessions across 12 regions, and Bike Taupo delivered 4,477 sessions in Taupo. The NZ Police delivery was a combination of Riding By (grade 1) and Out and About (grade 2), however there is no differentiation as to how many sessions were delivered for each programme.

Table 6 - Regional breakdown of cycle skills delivery: all ages

Region	Grade 1 (participants trained)	Grade 2 (participants trained)	Grade 3 (participants trained)
Northland	0	0	0
Auckland	11,048	40	41
Waikato	2,779	417*	0
Bay of Plenty	3,838	3000*	0
Gisborne	192	0	0
Hawkes Bay	610	69	0
Wanganui and Manawatu	376	96	0
Taranaki	2,706	994*	25
Wellington	1261	156	0
Tasman	650	600	0
West Coast	0	0	0
Canterbury	3339	3327*	0
Otago	400	400	0
Southland	644	0	0
North Island	22,810	4,772	66
South Island	5,033	4,327	0
Total	27,843	9,099	66
Children (<15yrs)	27,472	8,947	0
Adults	371	152	66

*Some participants received grade 1 and grade 2 training.

³ Children aged 5 to 14 years.

In comparison to Australia and the United Kingdom, New Zealand is training more children in cycle skills relative to the population of children. An estimated 30,000 children in Australia have participated in cycle skills training through the Aust Cycle delivery network, representing only 1% of the 5-14 year population.^(7,8) However, only directly funded Aust Cycle delivery is recorded. It is known that local authorities also fund cycle skills delivery but this is not recorded in a national database. The United Kingdom has a long established Bikeability cycle skills training system and delivery network. In the measurement year 255,833 children received cycle training, representing 3.6% of the 5-14 year population.^(9,10) This only includes delivery directly funded by the Department for Transport and doesn't include any delivery happening outside of this funding stream.

According to the 2011 Sport New Zealand young people's survey 420,000 of New Zealand's 5 to 14 year olds participate in cycling.⁽¹¹⁾ This indicates only 6.6% of those who actively ride bicycles are receiving cycle skills training, and therefore a significant opportunity to influence and improve how children ride bicycles on the road.

4.5.2 The Cost of Delivering Cycle Skills

Some delivery channel providers gave delivery cost ranges for cycle skills training. The ranges varied from \$50-80 per child for grade 1 cycle skills training. The cost to deliver grade 2 cycle skills training is higher because of the instructor to rider ratio required (1 instructor for 6 participants) for safety and quality instruction. This ranged from \$90 to \$160 per child. The region and model of delivery (e.g. full time versus casual instructors) resulted in the cost variation.

4.5.3 Adult - Cycle Skills Training Delivery

Very little adult cycle skills training delivery occurred in the measurement year. Only 589 adults were involved in cycle training education programmes. The majority (63%) of adults trained were involved in basic grade 1 cycle skills training. According to the 2007-2008 Sport New Zealand Active New Zealand survey approximately 745,000 New Zealander's cycle at least once a year.⁽¹³⁾ This represented 17.5% of the population at that time. Based on current delivery rates well under 0.07% of the adult population who ride bicycles are receiving cycle skills training.

Adults decide whether or not children cycle, and have the ability to teach their children cycle skills. They are also the family drivers and have the greatest ability to create a self-sustainable knowledge and education system for cycle skills.

Aust Cycle reflects the importance of this and have trained over 3,000 adults in cycle training skills, throughout Australia, however this still represents well under 1% of the adult population.^(7,8)

A number of stakeholders in this review highlighted their willingness to train adults in cycle skills and other elements of road safety or safe recreational cycling; nonetheless the uptake of participants on many of these programmes has been low.

Some successful pilot programmes for teaching safe cycling to adults have been completed. Cycle Action Auckland, in collaboration with Cycle Advocates Network, Auckland Transport, Mount Eden Cycles and BikeNZ successfully ran a pilot called Good Bunch in 2012. The Good Bunch programme targeted leaders of recreational cycling rides that leave from bicycle retail stores. This programme aimed to change the culture and road user behaviour of recreational cycling group rides, for a specific segment of the adult cycling market.

The Good Bunch programme rested on six key principles:

- cycling bunches with a maximum of two riders abreast
- 20 riders maximum per bunch
- 200 metre minimum between each bunch of riders
- follow the rules of the road code
- follow your ride leader's instructions
- courtesy counts – a wave and a smile

In 2012 Sport Manawatu, Bike Manawatu and BikeNZ piloted a road safety and recreational cycling adult education programme called Cycling Uncovered. This 8-week programme taught cycle skills and additional techniques to prepare riders for a recreational cycling event in the region. This programme attracted a large number of participants and will be run again in 2014 due to popular demand.

Specific programmes that have had high engagement with adults indicate adult cycle road safety programmes need to have a very specific value proposition and be segmented to suit each section of the adult market. This results in programmes been delivered that do not precisely fit the grade 1, 2, or 3 model but still target rider knowledge and skill that may improve road user behaviour. While adults crash less relative to 10-19 year olds, a large number of injuries and fatalities still occur with recreational cyclists over 35 years of age.⁽¹²⁾

5. Key Regional Findings

The purpose of this review was to determine the national reach of cycle skills training and to find out who is delivering, what are they delivering, and who funds delivery. This review also sought to find gaps in the cycle skills training sector that could inform future recommendations.

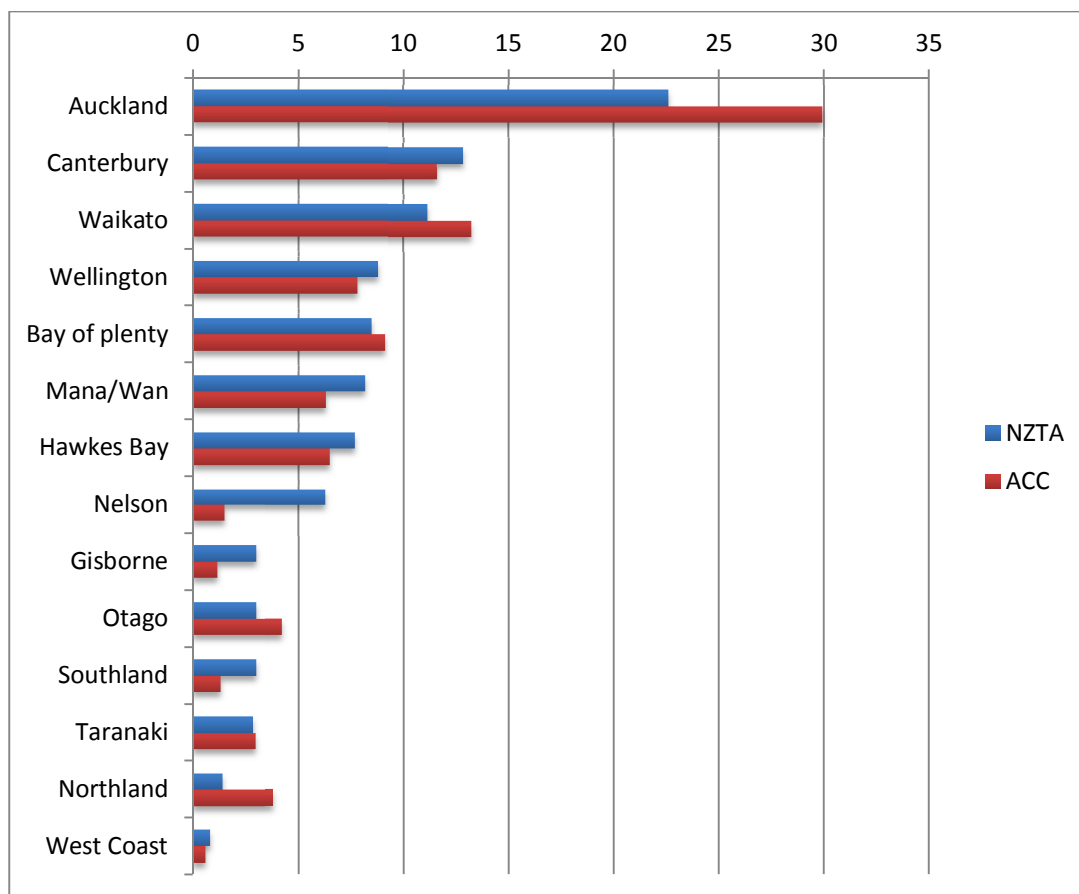
This section outlines this information in four key regions; Auckland, Canterbury, Waikato and Wellington, as these regions have the highest crash and injury statistics. While the intention of this review was to focus on cycle skills training, some other regional road safety initiatives are noted in brief, to give a broader picture of the region.

Table 7 – Cycle skills delivery to 5-14 year olds: relative to population*

Region	Cycle skills delivery (5-14 yr olds)	% reach relative to population (5-14 year olds)	Population (5-14 year olds)
Northland	0	0%	22,092
Auckland	11,048	5.7%	194,001
Waikato	2,491**	4.1%	57,984
Bay of Plenty	3,838**	9.8%	39,093
Gisborne	192	2.6%	7,257
Hawkes Bay	610	3.0%	22,017
Wanganui & Manawatu	381	1.3%	30,276
Taranaki	2,681**	17.6%	15,267
Wellington	1,361	2.2%	60,651
Tasman	950	5.4%	17,676
West Coast	0	0%	4,014
Canterbury	3,339**	5.0%	67,185
Otago	400**	1.7%	23,238
Southland	644	5.0%	12,753
Total	27,935	4.9%	

*Excludes NZ Police and Bike Taupo data.

**In some programmes the same participants received grade 1 and grade 2 training. These are reported separately in Table 6, however the known duplicates have been removed in Table 7, thus decreasing the total number of individuals who have received cycle skills training.



Graph 1 - Percentage of NZTA crash cycling statistics and ACC cycling claims (5-14 year olds) for each region (2008-2012 average).

5.1 Auckland

New Zealand's largest city Auckland has the highest absolute number of cycling crashes, and the largest absolute delivery of cycle skills training. Relative to population only 5.7% of 5-14 year olds in Auckland are receiving any form of cycle skills training. The majority of these children (91%) are receiving beginner, off-road grade 1 cycle skills training, meaning training is not addressing where the problem lies. The 2011 Sport New Zealand young people's survey established that 22% of Auckland's population of children regularly participate in cycling.⁽¹¹⁾

A small amount of adult training is happening in the region however this is without a systematic approach across delivery channels, and is primarily campaign or event based.

Auckland Transport provides the greatest delivery of cycle skills training (through a private provider, called Bigfoot) with 10,000 children receiving grade 1 training in the measurement year. Auckland Transport also provides adult training such as Commuter Leg up's and guided rides for beginners, linking infrastructure and education. At least seven major bike shops are known to take weekly (or more frequent) recreational bunch rides. These bunches ride anywhere from 1 to 4 hours in length and are generally frequented by riders training for recreational events such as the Lake Taupo Cycle

Challenge. These bunch rides are training focused and do not teach riders how to ride safely on the road. Some bunches have adopted the Good Bunch rules to improve cycling bunch riding behaviour, nonetheless road safety training is not occurring in this segment of the market.

Regional Sports Trusts, BikeNZ, and Auckland Transport have been working together through a Regional Cycle Skills Forum since late 2011 to ensure duplication of delivery does not occur, and provide a pathway for cycle skill training education. This group meets monthly to ensure collaboration occurs. Auckland Transport has trained primary school aged children in grade 1 cycle skills training while some Regional Sports Trusts targeted intermediate schools for grade 2 cycle skills training, or grade 1 in schools which Auckland Transport haven't serviced. This collaboration is resulting in a pathway approach to cycle skills training s to achieve better outcomes for children riding bicycles. This has included the establishment of a Bikes in Schools strategic plan, with BikeOn Trust, to get more off-road bike facilities in primary schools, to teach children BikeNZ's learn to ride programme.

Within the Bikes in Schools plan, sustainability of cycle skills delivery has been addressed with training teachers to deliver cycle skills training. This means for every school that has a track, a minimum number of teachers are trained to deliver cycle skills training. This is a positive step towards sustainable cycle skills training delivery.

Each Regional Sports Trust has a specific priority area in cycle skills training. Sport Waitakere's key focus has been a Sport New Zealand Active Communities project called Cycle Out West. This projects aim been to increase the opportunities for both pre-school aged children, and 16-20 year olds to participate in bike in conjunction with a yet to be built bike park facility in West Auckland. They have delivered BikeNZ programmes in their community. Harbour Sport has focused on increasing the number of primary schools with BikeOn tracks, as well as getting more teenagers cycling to school in areas that have good cycling infrastructure, such as Devonport, Belmont and Orewa. Programme delivery has included the BikeNZ learn to ride and Introduction to road and everyday cycling programmes. Counties Manukau Sport have been delivering the BikeNZ learn to ride programme in a number of South Auckland schools. Initially the focus was on those that have BikeOn tracks on the school grounds. The training has been linked to local BMX clubs to allow children a pathway of ongoing bike participation. Each Regional Sports Trust either uses their staff, or contracts cycle skills instructors (individually) to deliver cycle skills training.

The NZ Police delivered 446 sessions across the region, however it is unknown as to how many of these sessions were grade 1 or grade 2, and how many participants were in each of these sessions.

At the end of the measurement year Auckland had the highest number of trained cycle skills instructors, however very few were qualified. The only two qualified assessors in the region were unable to assess instructors, due to their full-time work commitments, and one assessor also moved out of the sector, and in to another industry. This resulted in a significant barrier to qualification in the region.

A number of these projects have been linked to clubs to provide an ongoing opportunity for children to participate in cycling. For example the Department of Cycling, a cycling club in West Auckland has

contributed to the Cycle Out West project. Likewise, Auckland Transport links cycle skills training with Travel Wise planning to ensure a pathway for children to safely ride to school.

Another road safety initiative in the region which has been complementary to creating safer journeys for cyclists has been the BikeNZ/Cycle Advocates network road user workshops for bus drivers and cyclists. These empathy based courses aim to increase the knowledge and skills of bus drivers, to share the road with cyclists.

5.2 Canterbury

Canterbury features as the second highest region for crashes in the national crash statistics. 5.0% of the population of children in the region received grade 1 or grade 2 cycle skills training through 88 primary schools. In the 2011 Sport New Zealand young people survey 32.8% of children aged 5-14 yrs in the region regularly participated in cycling and it was the highest rated participation activity.⁽¹¹⁾

Christchurch has the longest standing cycle skills programme called Cycle Safe, delivering the NZTA cyclist skills guide as a programme. This is delivered by the Christchurch City Council. Within the limits of the Council, the programme reaches 3,000+ children per year. The programme employs two lead instructors and nine part-time instructors, who deliver the NZTA guideline as a programme, called Cycle Safe. Cycle safe have tried to initiate some adult cycle skills training, however there has been low engagement. No other organisation was recorded to have delivered adult cycle skills training in this region in the measurement year.

The NZ Police delivered 1088 sessions across the region, however it is unknown as to how many of these sessions were grade 1 or grade 2, and it is unknown how many participants were in each of these sessions.

During the measurement year of this review there were no qualified cycle skills instructors in the region and no assessors able to assess trainee instructors. Cycle Safe acknowledged the need for qualified instructors, however the cost and time of the process presented too much of a barrier for this to be adopted by their programme.

Other regional road safety initiatives related to cycle skills included some awareness campaigns for truck drivers and cyclists.

5.3 Waikato

A number of organisations provide delivery channels for cycle skills training in the Waikato region, however only 4.1% of the population of children are currently receiving any form of cycle skills training. According to the Sport New Zealand young people's survey 32.3% of children in the region regularly participate in cycling, therefore there is a significant gap between how many children are riding bicycles, and how many are receiving training for how to ride safely.

Some adult training has occurred in the region, although this has been very limited and there has been low engagement from the public.

Sport Waikato and BikeNZ were delivering grade 1 and grade 2 cycle skills (BikeNZ learn to ride, and Introduction to Road and Everyday Cycling) training in 25 towns in the Waikato region, through a full-time Kiwisport funded position. This is a limited term project based on Kiwisport funding. Through this programme there has been some connection to clubs for ongoing participation in cycling, however this has been limited.

Hamilton City Council, delivering the NZTA guide as a programme, provided grade 1 and grade 2 training to year six students in 13 primary schools. This training did not continue into the following financial year. Waipa District Council have also provided some grade 1 and grade 2 training in intermediate schools, and some adult delivery.

The NZ Police delivered 459 sessions across the region, however it is unknown as to how many of these sessions were grade 1 or grade 2, or how many participants were in each of these sessions.

The region is a popular cycling region with two of the largest recreational cycling events in the country. These include the K2 Cycle Classic and the Lake Taupo Cycle Challenge however no adult training is occurring focused on this segment of the market.

Councils in the area have all contributed to Share the road campaigns, particularly on busy roads and on some rural cycling routes.

There were two fully qualified assessors in the Waikato region, and a number of trained instructors, however only one instructor was fully qualified and they are also actively delivering.

Currently there is no pathway of education from grade 1, to grade 2, to grade 3 and no collaboration of infrastructure and training for children or adults.

5.4 Wellington

According to the Sport New Zealand young people's survey 22.1% of children in the Wellington region regularly participate in cycling, however only 2.2% received cycle skills training in the 2012-2013 financial year. Consequently there is a significant gap between how many children are riding bicycles, and how many are receiving training on how to ride safely.

The Greater Wellington Regional Council through the Road Safety trust and Kiwisport (Sport Wellington) funding, deliver the NZTA guideline as "Pedal Ready." Greater Wellington Regional Council employs part-time/ casual instructors to deliver for project. The Wellington region has two key delivery channels, Pedal Ready and the NZ Police.

The NZ Police delivered 818 sessions across the region, however it is not known how many of these sessions were grade 1 or grade 2, or how many participants were in each of these sessions.

Wellington has one of the highest numbers of fully qualified instructors, due to active assessors in the region ensuring the system and process of training and qualification is adhered to. They provide value to those qualified by providing paid working opportunities.

Currently there is no pathway of education from grade 1, to grade 2, to grade 3 and no transition into combined infrastructure and training use for children or adults. Some schools deliver cycling as a sport however they do not teach the fundamentals of road safety. This is common across a number of schools in New Zealand who have road cycling teams that compete in the sport of cycling.

5.5 Other Regions

The region with the greatest delivery of cycle skills training relative to population is Taranaki. Taranaki has one of the lowest crash and injury rates, relative to the population in the country. New Plymouth District Council were successful in receiving funding to become a model community, which has combined infrastructure changes with cycle skills training for pre-schoolers, school-aged children and adults. The aim of model communities is to deliver safe environments that suit novice users to commute to school or work by cycling or walking, where this is the easiest option for transport in the community. New Plymouth branded their project as Let's Go. An additional project was added to this, called Let's Get Going. This was a collaboration between Sport New Zealand and Sport Taranaki through Active Communities funding.

New Plymouth District Council contracts a local provider to provide grade 1 and grade 2 cycle skills (delivering the NZTA guideline), ensuring 17.6% of the population of children received cycle skills training. In collaboration with BikeNZ, Let's Get Going adapted the BikeNZ Learn to ride programme and delivered a form of grade 1 cycle skills training to pre-school aged children, to ensure that once they were in the school system parents and children had some fundamental skills to successfully complete grade 1 training. 31.1% of children in the region regularly ride their bicycles, meaning there is still a gap between how many children ride and how many are receiving training how to safely ride. Travel safe planning and combining education and infrastructure has resulted in a 62.5% increase in active transport to school, in one school alone.⁽¹⁶⁾

Along with New Plymouth, Hasting District Council coordinated another model community programme and delivered through BikeNZ cycle skills instructors in the district. The primary focus was grade 1, delivered through the BikeNZ Learn to ride programme. The Hawkes Bay region as a whole also had additional NZ Police delivery of cycle skills training and further BikeNZ delivery in Taradale, Napier, and Havelock North delivering through Kiwisport funding and Road Safety trust funding. The majority of grade 1 cycle skills training in this region has happened in conjunction with BikeOn trust, in schools with off-road cycle tracks on their school grounds. Despite this, only 3.0% of the population of children aged 5-14 yrs are receiving cycle skills training, yet 30.5% of the children in the region regularly cycle.

The region with the highest rate of injuries to children, relative to the population of children, is the Manawatu/Wanganui region. Only 1.3% of the population of youth in the region received cycle skills

training in the measurement year (through BikeNZ and Sport Manawatu), yet 30.0% of children in this region regularly ride their bicycles.

6. Data limitations

There were a number of limitations to the dataset and therefore the following should be considered:

- It is not known how many participants have received duplicated training by the NZ Police and other delivery channels.
- Not all delivery channels record individual schools, therefore objective 5 in the scope of this review was unable to be determined.
- We know delivery is happening in some regions, such as Northland, but it is not counted and there is no formal method or accountability to report delivery.
- With different methods for recording delivery it is difficult to truly get an accurate number of participants (children and adult) receiving training.
- The Taranaki regional programme Let's Get Moving is delivering to pre-schoolers (under 5's), however it is an amended grade 1 programme (BikeNZ learn to ride), therefore has been included in the statistics.
- It is unknown how many participants receive grade 1, compared to grade 2 cycle skills training from the NZ Police. NZ Police only record the number of cycle safety sessions delivered. These sessions include all delivery that has an emphasis on cycle safety, with no differentiation around classroom, playground or on-road delivery; nor whether the delivery is led by Police or if they are supporting an alternative provider.

7. Conclusion and Summary

The purpose of this New Zealand Cycle Skills review was to assess the quantity and reach of delivery of cycle skills training programmes being delivered throughout New Zealand, and to review the gaps in the delivery system and network.

23 delivery channels were identified and delivering the New Zealand Transport Agency's (NZTA) Cyclist Skills Guide or a programme based on the core skills within the guide. Ten delivery channels were from the sport sector, seven were from the transport sector, and six were transport/sport sector collaborations.

It was found that a total of 33 cycle skills instructors were qualified out of a potential pool of 475 instructors. The barriers to qualification include the time to get qualified, cost, a lack of perceived value in getting qualified, location of assessors and the lack of availability of assessors. The regions with the greatest number of qualified instructors are Tasman and Wellington, who have active assessors working in the cycle skills sector.

The NZTA Cyclist Skills Guide is most commonly delivered as a programme for grade 1 and grade 2 cycle skills training. BikeNZ's Learn to ride programme is the most commonly delivered grade 1 programme with a point of difference. Tauranga City Council's Kid's Can Ride programme is the most commonly delivered grade 2 programme, that differs from the NZTA Cyclist Skills Guide.

Nationally 27,935 children and 589 adults were recorded to have received full delivery of grade's 1 to 3 cycle skills training in the 2012-2013 financial year. This represents 4.9% of the population aged 5 to 14 years, or only 6.6% of those who actively ride bicycles.

The region with the greatest delivery of grade 1 cycle skills training to children was found to be Auckland followed by the Bay of Plenty, and Christchurch. Christchurch achieved the most delivery of grade 2 cycle skills training to children followed by the Bay of Plenty, and Taranaki.

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Bike NZ was created in July 2003 to act as a national sporting organisation embracing all national bike and cycling organisation including, but not limited to, current member organisations: BMX NZ, BikeNZ Road and Track, Mountain Bike NZ and BikeNZ Schools. As a national not-for-profit organisation, BikeNZ provides the strategic framework from which the targets outlined with the strategic plan will be achieved. Joint strategic thinking and alliances set the platform for real growth across the various facets of cycling, through focusing and synergising our energies towards common strategic goals and is strategic positioned to bring about significant economic, environmental, educational, health and social benefits for New Zealanders.

[Strategic Plan](#)

11. Appendices

Appendix 1 – Summary of Cyclist Skills Guide Core Competencies and other Programmes

	Grade 1 (beginner)	Grade 2 (intermediate)	Grade 3 (advanced)
Core Skills	Carry out a bike and helmet check Understand legal requirements and safety equipment for bicycles Get on and off the bike without help Start off and pedal without help Stop quickly and pedal without help Stop quickly with control Steer the bike and manoeuvre safely to avoid objects Look behind Signal – stop, left and right Use the bicycle gears	All grade 1 skills Recall an understanding of road signs and the road rules Start from the side of the road (kerb) Stop on the side of the road (kerb) Ride along the road Pass a parked or slower-moving vehicle Turn left – at a controlled and uncontrolled intersection Turn right – at a controlled and uncontrolled intersection Travel straight through controlled and uncontrolled intersections	All grade 1 and 2 skills Multi-lane roundabouts Traffic-signal controlled intersections Multi-lane roads – turning into and out of Overtaking to the start of the queue Recognising hazards and being an assertive but safe confident cyclist Rural cycling in high-speed traffic environments
Instructor : participant ratio	Theory 30 to 1 Practical 15 to 1	Theory 30 to 1 Practical 6 to 1	Maximum 3 to 1
Recommended minimum time period	3 – 5 hours	7 – 8 hours (6 hours on-road training)	Assessment depends on skill of the trainee

Appendix 2 – Francis and Cambridge Recommendations

Development of guidelines on the minimum content and delivery standards of cycle skills education programmes in New Zealand – Work stream 1, 2 and 3, 2006.

- That three existing training providers be supported in their development as pilots of best practice in on-road training for children. (Any fewer than three would be too small a sample, and more than three would take too many resources.) Ideally pilots would be set up in three different centres in New Zealand.
- That the training providers chosen as pilots should also be assisted in developing adult cyclist training courses.
- That the outputs adapted from the UK National Standard and detailed in this report be used as outputs from an 'Agreed NZ Course Specification' for New Zealand, and that courses in New Zealand be measured against them.
- That the recommendations for New Zealand detailed above, on course management and structure be used for pilot programmes recommended as one of the options in Work stream 3 so that they can deliver training to the 'Agreed NZ Course Specification'.
- That an NZQA system of accreditation adapted from the UK system be set up for instructor training for New Zealand and used to train the instructors in any pilot scheme set up as the next stage of this project.
- That a permanent Steering Group be set up to control and lead the development, implementation, monitoring and evaluation of cycle training in New Zealand
- That the terms of reference of the group be determined in conjunction with its potential members
- That establishing the group is given high priority, so that development of cycle training is led and controlled by a recognized group.
- That all instructors are trained to a yet to be developed NZQA unit standard to deliver an agreed course specification, and that cycle training providers use the list of essential and desired qualities provided in Work stream 2 when recruiting instructors.
- That cycle training providers are covered by public liability and professional indemnity insurance.
- That school insurance providers are consulted when setting up cycle training courses on the road.
- That cycle training providers document risk management programmes, keep clear records and demonstrate due care.
- That an agreement about temporary traffic management plans or the lack of need for them be developed nationally.
- That consistency in the method of funding be developed if options 2 or 3 below are adopted and that the funding agency takes responsibility for auditing the programmes and ensuring they are of a consistent standard complying with the agreed course specification.
- That if no funding or limited national funding is available, Option 1 be adopted with priority given to complying with the agreed course specifications and criteria set out in Work stream 2.

- That any increase in local funding be used to recruit and train more instructors.
- That if a small amount of national funding is available priority be given to setting up NZQA unit standards for cycle training, developing an agreed course specification and training existing instructors to these standards.
- That if sufficient funding is available, Option 2 be introduced with 2 or 3 pilot programmes, delivering levels 1 and 2 training to an agreed specification.
- That under Option 2 enough instructors will be recruited and employed to provide a ratio of 1 instructor to 6 students.
- That under Option 2 these instructors will be trained to NZQA unit standards and certificated after training and monitoring.
- That Option 3, a roll out of cycle training to most schools in New Zealand, is taken up after evaluation of the pilot projects in Option 2.
- That under Option 3 funding is provided for running courses for Year 6 students in almost all schools at levels 1 and 2.
- That school courses have NZQA trained instructors, working at a ratio of 1 to 6 for all on road training.
- Those providers with NZQA trained instructors be encouraged and funded to run courses for adults according to demand and that current providers be encouraged to have instructors trained to NZQA unit standards and courses complying with agreed course specifications.
- That the New Zealand Road Transport and Logistics ITO be approached to prepare a set of Unit Standards which relate to cycle training.
- That funding is obtained to undertake the development of the Unit Standards.
- That under Option 2 a working group be set up to support the pilots throughout their first year of operation
- That the working group support any future expansion of training from the pilots with a similar level of monitoring and mentoring.
- That the working group sets up the NZQA unit standards for training instructors and undertakes the initial training of instructors.
- That the working group oversee development of an agreed course specification with input from existing course providers and instructors currently doing on-road cycle training.
- That the working group contains expertise in the cycle training promoted in the pilot projects.
- That a programme of targeting promotion of cycle training in schools in low socio-economic areas and areas with low transport options be set up under Option 3, with funding directed to providing trained instructors for these courses.
- That under Option 3, Maori and Pacific instructors be trained and helped to establish courses in Maori and Pacific languages with instruction methods that suit those students, and possibly Marae-based courses.
- That consistent national funding is supplied from one organisation for Options 2 and 3.
- That a New Zealand cyclist training manual be developed and used in training courses so there is consistency in training throughout the country.

Appendix 3 – Independent Cycle Skills Delivery Channels

Independent Channel	Secondary stakeholders involved	Primary reason for cycle skills delivery	Programme(s) delivered	Sector	Notes
NZ Police		Road safety	Riding By	Transport	Sometimes grade 1, depending on abilities of students
Auckland Transport		Road safety	NZTA guide	Transport	
Harbour Sport		Kiwisport	BikeNZ Learn to ride	Sport	
Counties Manukau Sport	BikeNZ	Kiwisport	BikeNZ Learn to ride	Sport	
Sport Auckland	BikeNZ	Kiwisport	BikeNZ Learn to ride	Sport	
Sport Waitakere	Auckland Council BikeNZ Sport NZ	Choosing cycling (active communities project)	BikeNZ Learn to ride BikeNZ Introduction to road/everyday cycling NZTA grade 3	Sport	
Sport Waikato	BikeNZ		BikeNZ Learn to ride BikeNZ Introduction to road/everyday cycling	Sport	
Waipa District Council		Road safety	NZTA guide	Transport	
Hamilton City Council		Road safety	NZTA guide	Transport	
Tauranga City Council	Bay of Plenty regional council	Road safety	Kids can ride	Transport	
Sport Bay of Plenty	BikeNZ Rotorua District Council Rotorua District Health Board Sport NZ	Choosing cycling (active communities project)	BikeNZ Learn to ride	Transport /Sport	
Bike Taupo	Taupo District Council Sport Waikato	Choosing cycling	Bike Taupo and BikeNZ Learn to ride	Transport /Sport	Estimated delivery participants
New Plymouth District Council	Sport Taranaki Sport NZ (active communities project)	Choosing cycling	NZTA guide BikeNZ Learn to ride	Transport /Sport	BikeNZ Learn to ride delivery occurs to 3-5 year olds

Greater Wellington Regional Council	Sport Wellington	Road Safety	Pedal Ready	Transport /Sport	
Hastings District Council	BikeNZ	Road safety	BikeNZ Learn to ride	Transport /Sport	
Sport Hawkes Bay	BikeNZ	Kiwisport	BikeNZ Learn to ride BikeNZ Introduction to road/everyday cycling	Sport	
Sport Manawatu	BikeNZ	Kiwisport	BikeNZ Learn to ride BikeNZ Introduction to road/everyday cycling	Sport	
Sport Gisborne		Kiwisport	BikeNZ Learn to ride	Sport	
Nelson City Council	Sport Tasman Marlborough District Council Blenheim District Council	Choosing cycling	NZTA Guide BikeNZ Introduction to road/everyday cycling	Transport /Sport	
Christchurch City Council		Road safety	Cycle safe	Transport	
BikeNZ	Road safety trust (grade 2)	Road safety	BikeNZ Learn to ride BikeNZ Introduction to road/everyday cycling	Transport /Sport	
Sport Southland	Cycling Southland BikeNZ	Kiwisport	BikeNZ Learn to ride	Sport	
Dunedin City Council		Road safety	NZTA Guide	Transport	

Appendix 4 - Cycle Skills Instructor Survey 2013

In June 2013 BikeNZ surveyed 277 trained cycle skills instructors. The purpose of the survey was to gain an understanding of cycle skill instructor delivery, participation in delivery and role that BikeNZ could have in supporting instructors to deliver in the cycle skills sector.

The instructors surveyed had been trained in either grade 1, grade 2 or grade 3 cycle skills from 2011 to 2013. A total of 45 instructors (16.2%) responded to the survey providing the following information.

Summary of Key Findings

The majority of cycle skills instructors work for Territorial Local Authorities (TLAs) (40%), Regional Sports Trusts (27%) or the NZ Police, delivering cycle skills less than five hours per week (47%). Only four respondents (8%) work full-time delivering cycle skills, though most regions of the country are covered. The majority of instructor deliver cycle skills in the Auckland region (51%), followed by Tasman (25%). Most other regions are covered, with the exception of the West Coast of the South Island.

Cycle skills training is primarily funded by TLAs (46%), followed by NZ Police and voluntary delivery (20%). While 27% of instructors deliver for Regional Sports Trusts only 11% stated funding came from this source. Some delivery is funded through participant fees, schools, BikeNZ, Ministry of Health, and clubs.

NZTA Grade 1 programmes (or programmes including grade 1 skills such as BikeNZ Learn to ride) are delivered by 91% of the instructors who responded to the survey, while grade 2 is taught by 48% of the instructors. Instructors mainly deliver in primary schools (86%), and 60% to intermediate school children. The least amount of delivery is to secondary school children. The majority (59%) of instructors deliver to less than 50 participants per year, with 31% delivering to less than 50 participants annually.

Almost half of the instructors gave participants certificates, with equally nothing been given to participants. Instructors identified that the following tools would be useful for participants: videos, lights, reflectors, pumps, tubes, helmets, cycling maps, cyclist codes parent information and information to continue riding.

Instructors identified that the following would be useful tools for them to enhance their delivery of cycle skills: training videos, further development opportunities, first aid kit, tools, and prizes to give participants, bikes, mini road signs, and suitable clothing for delivery.

58% of the instructors who responded are not qualified because of the following reasons: time to get qualified, cost and lastly the lack of perceived value in being qualified.

89% of instructors perceive BikeNZ's role is to support instructors and 46% think BikeNZ should coordinate stakeholders involved in cycle skills. 88% of instructors think BikeNZ should provide resources and resource development to support cycle skills.

Implications of the Key Findings

The majority of instructors work less than five hours a week delivering cycle skills. This will need to be taken into consideration when determining optimal nationwide delivery, and considered when determining how many instructors will be needed to achieve that delivery. This is reinforced by the majority of instructors delivering to less than 50 participants per year.

Funding sources do not match who an instructor works for. This means that while an instructor may work for an organisation, that organisation may be funded by another organisation. Volunteer strategies should be considered given that 20% of delivery is done voluntarily. All road safety and cycle skills strategies should include volunteer recruitment, recognition and support strategies.

The highest crash statistics nationwide are for the 10-14 year and 15-19 year age groups (road user behaviour), yet the largest delivery is currently to primary aged children. This needs to be taken into consideration with regard to investment decisions and targeted funding.

For future resource development stakeholders in cycle skills may want to consider the tangible resources identified by instructors to enable them to deliver effectively.

Employers and investors can provide a number of incentives to increase qualified instructors such as providing paid time to get qualified, increasing value by paying qualified instructors more, and paying for qualification.

Nearly half of the respondents think BikeNZ should lead the coordination of cycle skills stakeholders, which also includes all aspects of cycle skills including the provision of support, training, resources, resource development, and quality control for instructors.

Conclusion

This information can be used to inform strategy and decisions in relation to cycle skills; however the sample size needs to be taken into consideration. It is recommended that when deciding upon specific initiatives further research is carried out, or that this information is used to complement already existing work, not as standalone evidence.