

EXCERPT

COMMITTEE I – MANAGEMENT CO-ORDINATING

MONDAY, JANUARY 30, 2012

Following presentation and discussion, the Committee agreed that the following recommendations go forward to the Board:

1. **Delegation: Right to Bike Framework – BC Cycling Coalition Provincial Bike Education Steering Committee**

IT IS RECOMMENDED that the Board support, in principle, the “Right To Bike: A Provincial Youth Cycling Education Framework” by the BC Cycling Coalition.

2. **Submission of Proposed Motions to the 2012 BC School Trustees Association (BCSTA) AGM**

IT IS RECOMMENDED that the following proposed motion be presented at the April 2012 British Columbia School Trustees Association (BCSTA) Annual General Meeting.

Right to Bike: A Provincial Youth Cycling Framework

That the BC School Trustees Association (BCSTA) request the Province to work with the BC Cycling Coalition (BCCC) to establish a cycling education framework based on the BCCC “Right to Bike: A Provincial Youth Cycling Education Framework” document.

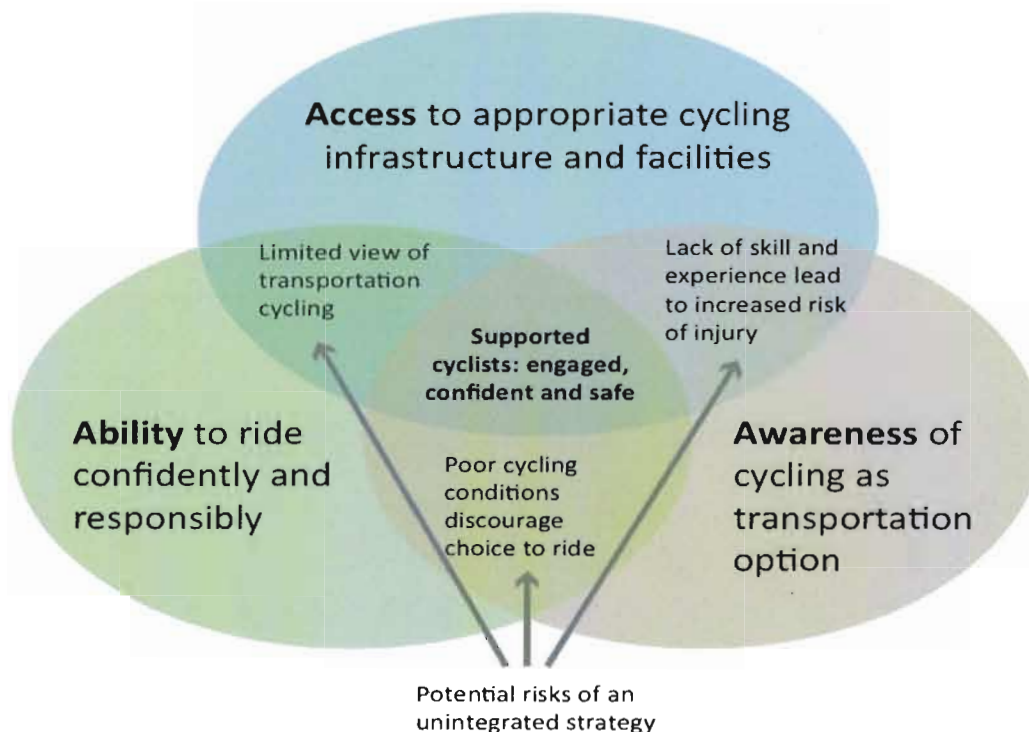
Right to Bike: A Provincial Youth Cycling Education Framework

The Context

The profile of cycling as a healthy, environmentally friendly and cost effective form of transportation and recreation is on the rise everywhere. In 2012, BC will host the world's premier international cycling conference- Velo-city Global.

Especially in recent years, BC's cycling investment has primarily focused on infrastructure and, to a lesser degree, promoting awareness of cycling. However, both in BC and in other jurisdictions, it is widely recognized that education is a critical component of cycling plans that complements investments in infrastructure. In the Netherlands, universally available cycling and traffic safety education are integral components of their cycling strategy that also includes infrastructure development and motor vehicle speed reduction. This complete strategy has resulted in very high levels of cycling with safety rates much better than Canada's.

Locally, a BC Coroner's study of cycling safety between 1985 and 1995 recommends cycling education; the Union of BC Municipalities in 2010 passed a resolution that included a recommendation that the BC government help ensure cycling safety through the education of cyclists and motorists; and TransLink's regional cycling strategy, *Cycling for Everyone*, states that improving cycling infrastructure alone is not adequate to reach cycling goals but must be supported by education, encouragement and enforcement. In 2011, New Westminster took the lead and was the first BC community to make cycling skills training available for all grade 7 and 8 students.



The Case for Youth Cycling Education

An obvious place to start, in order to maximize benefit and ensure long-term impact, is to provide bicycle skills and safety training to children and youth.

Bicycle and traffic safety skills contribute to the health, safety and development of today's children. Among young British Columbians, rates of inactivity, obesity and chronic diseases are on the rise; motor vehicle crashes are a significant cause of preventable injuries and the leading cause of preventable death; and only half of all children are active enough to ensure healthy development and growth.

Effective bicycle skills training also lays a strong foundation for knowledge about traffic safety in general. As most bicycle crashes are the result of errors on the part of the cyclist or other road users, bicycle education addresses the primary cause of injuries related to cycling by creating safer cyclists and, eventually, safer drivers more conscious and accepting of bicycles on the road.

Currently, cycling education is offered by a handful of providers, concentrated in the south-western part of the province. Awareness of training opportunities and resources is low, accessibility is poor outside of major metropolitan areas, and there are no commonly agreed upon standards or criteria for what constitutes effective cycling training.

A Provincial Standard

We are proposing a framework wherein a lead organization, supported by a board of partners and stakeholders, establishes and coordinates a standard for cycling skills and safety education for the entire province.

The proposed standard would be built around a linear progression of levels, which mirrors children's physical and cognitive development, and allows anyone - child, adult or senior - to advance at their own pace to the level that suits their needs and ability:

Level 1 (Typically Grade 3/4)



Basic bicycle control and skills in a controlled environment.

www.bccc.bc.ca

Level 2 (Typically Grade 5/6)



Riding on quiet streets, bicycle maintenance, responsible riding.

British Columbia Cycling Coalition

Level 3 (Typically Grade 6/8)



Riding with traffic, advanced handling skills, sharing the road.

education@bccc.bc.ca

A certification program tied to the standard would be licensed to parties interested in delivering certified cycling training, and would include everything needed to deliver bicycle skills and safety training, anywhere in BC. Based on best practices and successful models in other fields, the program would operate on a cost-recovery model, and would offer:

- Common performance-based standards for the instruction and certification of trainees;
- Instructor training both for qualification to train and ongoing professional development;
- Accreditation of instructors, facilities, and other essential resources;
- Educational material and templates;
- Publicity, to raise public awareness of the benefits of cycling training and the existence of a standard; and
- Ongoing support to instructors and stakeholders.

Road Map

The successful realization of a Provincial Bicycle Education Framework will require a number of elements to come together over a 2 year period:

- *Partnership*: diverse stakeholders from public health, education, transportation and government have an interest in increasing youth cycling and traffic safety awareness. Agreeing on a standard will require a broad range of expertise, vision and consensus.
- *Institutional Support*: the idea of a common standard may satisfy a pressing need, but it will require leadership to achieve. We are looking to the existing structures of government, health care and commerce to add credibility and urgency to the foundation of this program.
- *Funding*: a standard that is applicable and accessible province wide will require funds to develop, administer and operate. While the proposed model would eventually operate on a cost recovery basis, the program will require financing during the growth period and for target and at-risk groups.
- *Proof of Concept*: the model and structures for common standards in skills training are well-established and proven to work. However, the BC cycling education standard will require development and evaluation, and the best possible way to undertake this would be with a prototype that would allow for the refinement of the approach prior to a province-wide roll out.

Moving Forward

A number of municipalities and school districts have identified a need for cycling skills and safety training; interest and opportunities for collaboration are already blossoming. And in June of 2012, the VeloCity conference in Vancouver presents an excellent platform to showcase BC's progressive action on cycling education to the world, and a perfect launch opportunity for the framework, encouraging an ambitious timeline for this effort.