

GUIDELINES FOR COACHING CYCLING



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Please note:

This resource is designed to be viewed on a computer and contains hyperlinks that will not be available if printed.

Throughout this resource, the terms *bike* and *bicycle* should be read to include all types of pedal cycle that meet the minimum requirements for safe participation in a coaching session. The terms *rider* and *cyclist* are also interchangeable. References to *parents* are intended to be inclusive of carers. The term *disabled rider* should be read as a generic term for anyone with a physical or sensory impairment or learning disability.

Any reference to specific levels or disciplines within this document is intended only to include those endorsed by British Cycling (e.g. Level 1 refers to British Cycling Level 1 etc).

SECTION 1. INTRODUCTION

1.1 Using *The Guidelines*

British Cycling recognises the need for the requirements and expectations placed on coaches to be clearly defined, hence the purpose of this document. The *British Cycling Guidelines for Coaching Cycling* (*'The Guidelines'* herein) have therefore been developed to promote good practice and ensure all riders receive coaching that is safe, effective, enjoyable, and challenging. ***The Guidelines are reviewed regularly to reflect the needs and requirements of coaches and to promote good, safe practice.***

This edition of the Guidelines for 2025 combines all current qualifications from the British Cycling's new [coaching framework](#), alongside the UKCC qualifications of Level 1 to Level 3, and legacy qualifications. Coaches holding UKCC qualifications (Level 1, Level 2 and Level 3) are not required to retrain or requalify but should access training opportunities and CPD in the new framework that is relevant to their coaching.

The guidance is listed by non-discipline specific qualifications, for example Activity Coach - Cycling and then by disciplines. Coaches should use the table of contents to find their qualification, or discipline and the relevant Section number. For example, an Activity coach in Track, should access the Track Coaches section.

The Guidelines aim to:

- provide guidance to cycle coaches regarding remit and health and safety issues that should be considered when conducting meaningful coaching sessions, or prescribing training for individual riders.
- assist venues and organisations in formulating their own relevant health and safety policies for conducting cycle coaching sessions.

British Cycling believes that it is incumbent on each facility to maintain high standards of coaching practice and safety and, as such, each facility should have its own guidelines, policies and procedures on risk assessment, health and safety, coaching area usage and coaching practice. British Cycling's own guidelines, policies and procedures must, however, be taken as the standard to be applied if British Cycling membership is to be relied on for insurance cover.

This document supports the information provided in the British Cycling Education programme's content and resources. These resources provide specific information on coaching in the various cycling environments and include information on planning, delivering and reviewing coaching sessions, in addition to British Cycling's guidance on risk assessment. As coaching and cycling are continually developing and evolving, the information in *The Guidelines* may supersede some information presented in other British Cycling coaching resources. British Cycling template coaching documents are referenced throughout *The Guidelines*. These can be found at:

https://www.britishcycling.org.uk/coaching/article/coa20091014_tools_forms

The Guidelines should be read as complementary to other resources, including the *British Cycling Handbook* (which covers matters such as clothing and safety equipment for specific disciplines) and specific British Cycling policies and adopted policies, such as:

- *Equality Policy*
- *Safeguarding and Protecting Children Policy*

- *Safeguarding Adults Policy*
- *Code of Practice for Cycling Coaches*

If you have any queries regarding *The Guidelines*, please contact British Cycling's-Education department education@britishcycling.org.uk

SECTION 2.

QUALIFICATIONS

& INSURANCE

2.1 Overview

The information presented in this section provides an overview of each British Cycling Coaching qualification and the details regarding the prerequisites for maintaining coaching validity, such as insurance, first aid and safeguarding status. The specific remit details for each coaching qualification can be found in Sections 6–18.

2.2 Coaching Insurance

British Cycling advises coaches to have valid insurance cover in place, to protect them in the event of claims made against their coaching practice. British Cycling membership can provide Public Liability and Professional Indemnity insurance cover to those in possession of a recognised British Cycling coaching qualification. The terms and conditions of British Cycling insurance for Coaches can be found on the British Cycling website using the following link: <https://www.britishcycling.org.uk/coachesinsurance>

* Be aware that coaching employment status can affect British Cycling insurance cover.

2.3 First Aid Training

Coaches should maintain an up-to-date Emergency First Aid certificate. As a minimum, the first aid training should lead to the award of an Emergency First Aid Certificate and include the following elements:

- The role of the first aider
- Dealing with the wounded and bleeding
- Cardiopulmonary Resuscitation
- Primary Survey
- Dealing with an unconscious casualty

Coaches accessing Coaching in Context for MTB Cross-country (XC) and MTB Gravity must hold a 2-day Outdoor First Aid Certificate.

More information regarding the specific first aid requirements and courses can be found at: <https://www.britishcycling.org.uk/coaching/article/20180208-coaching-static-content-First-Aid-requirements-0>

2.4 Safeguarding Training

British Cycling requires all coaches (regardless of qualification level or discipline) to maintain up to date Safeguarding training. Alongside many other NGBs, British Cycling has developed a sport-specific Safeguarding Awareness course that meets the requirements of the Child Protection in Sport Unit (CPSU).

Coaches wishing to operate under British Cycling insurance must complete the British Cycling Safeguarding Awareness course. This is the current training and qualification required for coaches as they renew any expired qualifications.

Completing the British Cycling Safeguarding Awareness course

The Safeguarding Awareness course is a two-part course comprising of a comprehensive piece of e-learning, followed by a one hour discussion based online seminar. The course covers child development, categories of child and adult abuse, responding to abuse and creating a safer environment. The online seminars occur once a fortnight, with self-enrolment being enabled upon completion of the e-learning module. The qualification will need to be renewed every three years.

*Under 18s will complete the safeguarding module within the Introduction to Coaching course. After 3 years, (or if the coach reaches the age of 18 earlier) they will need to renew their safeguarding training by completing the [British Cycling Safeguarding Awareness course](#). Should an individual still be under 18 after the 3 year period, it is advised that they complete the training alongside a parent or carer.

Disclosure and Barring Service (DBS) check

In addition to safeguarding training, coaches are expected to have a valid Disclosure and Barring Service (DBS) check issued by British Cycling, if coaching riders under the age of 18 years or vulnerable adults on a regular basis. Coaches over the age of 16 who are working with children on a regular basis should check the requirements for DBS by completing [a questionnaire](#). This check needs to be renewed every three years. British Cycling strongly recommends that coaches sign up to the DBS Update Service. This must be done within 30 days of your check. Further details can be [found here](#).

The requirements for DBS checks and British Cycling Safeguarding Awareness training are specific to coaches in England and Wales. Information for coaches operating in Scotland can be found on the Scottish Cycling website.

Safeguarding Questions and Reporting Concerns

British Cycling has a dedicated team to answer any safeguarding questions or investigate any concerns. The safeguarding team can be contacted on email at: compliance@britishcycling.org.uk or telephone 0161 274 2000 Option 6 If you have immediate concerns and the person is at serious risk of harm, you should contact the police on 999 or 101, the NSPCC Helpline on 0808 800 5000 or your local Adult Social Care Team.

2.5 British Cycling Coaching Qualifications

Table 1.1 lists the current British Cycling coaching qualifications. Coaches should ensure they are qualified to operate in the environment in which they are coaching. British Cycling Education provides additional training opportunities beyond the qualifications listed in Table 1.1. These are provided as professional development opportunities for coaches and do not automatically extend the coaching remit, unless explicitly stated in this document.

Table 1.1: Current British Cycling coaching qualifications

Coaching Qualification (2023 - current)	Role	Group Size	Maximum Group Size (with two or more Coaches)	Guidelines Section
Activity Coach - Cycling	Develop foundation skills that are common across all disciplines and aimed at coaches who are delivering in a non-discipline specific environment. Focus on developing skills for individual and group riding.	1** – 20 riders	N/A	Section 7
Activity Coach – BMX Freestyle	Develop foundation BMX Freestyle skills and basic tricks.	1** – 6 riders	N/A	Section 10
Activity Coach – BMX Race	Develop foundation skills and activities on and around BMX Track. Developing skills for riding BMX and an introduction to racing.	1** – 8 (race-specific activities) 1** – 16 (non-race specific activities)	N/A	Section 11
Activity Coach – Cycle Speedway	Develop foundation skills and activities on and around a Cycle Speedway track. Developing skills for riding Cycle Speedway and an introduction to racing.	1** – 4 (race-specific activities) 1** – 16 (non-race specific activities)	N/A	Section 12
Activity Coach – Off Road	Develop foundation skills to develop riders' competence and confidence in off-road environments.	1** – 8 (on trails) 1** – 20 (non-technical environment)	N/A	Section 14
Activity Coach – Road	Develop foundation skills for road cycling and an introduction to racing.	1** – 20 riders	N/A	Section 15
Activity Coach - Track	Develop foundation skills and activities on a track, enabling riders to develop confidence and competence to ride the track individually and in pairs.	1 – 4 (race-specific activities) 1** – 16 (non race-specific activities)	N/A	Section 16

Coaching in Context – BMX Freestyle	Develop riders for the technical, tactical, physical and psychological demands of BMX Freestyle riding and competition.	1** – 6 riders	N/A	Section 10
Coaching in Context – BMX Race	Develop riders for the technical, tactical, physical and psychological demands of BMX racing.	1** – 16 riders	16 riders (see table 11.2)	Section 11
Coaching in Context – Cycle Speedway	Develop riders for the technical, tactical, physical and psychological demands of Cycle Speedway racing.	1** – 20 riders	30 riders	Section 12
Coaching in Context – Cyclo-cross	Develop riders for the technical, tactical, physical and psychological demands of Cyclo-cross racing.	1** – 8 (on trails) 1** – 20 (non-technical environment)	30 riders	Section 13
Coaching in Context – MTB Gravity	Develop riders for the technical, tactical, physical and psychological demands of MTB Gravity riding and racing.	1** – 8 (on trails) 1** – 16 (non-technical environment)	16 riders	Section 14
Coaching in Context – MTB XC	Develop riders for the technical, tactical, physical and psychological demands of MTB XC riding and racing.	1** – 8 (on trails) 1** – 16 (non-technical environment)	16 riders	Section 14
Coaching in Context - Road	Develop riders for the technical, tactical, physical and psychological demands of Road riding and racing.	1** – 20 riders	30 riders	Section 15
Coaching in Context - Track	Develop riders for the technical, tactical, physical and psychological demands of track cycling and racing.	1** – 16 (novice riders) 1** – 20 (experienced riders)	20 riders	Section 16

Table 1.2: British Cycling coaching qualifications pre 2023

Coaching Qualification (Pre- 2023)	Role	Group Size	Maximum Group Size (with two or more coaches)	Guidelines Section
Level 1 Award in Coaching Cycling	Deliver engaging coaching activities to groups of riders, to improve technical performance.	1** -20 riders	30 riders	Section 8
Level 2 Certificate in Coaching Cycling	Develop riders' technical and physical performance over a period of time, through a planned series of practical sessions.	1**– 20 riders	30 riders	Section 9

Coaching Qualification (Pre- 2023)	Role	Group Size	Maximum Group Size (with two or more coaches)	Guidelines Section
Level 2 BMX Coaching Award	Develop and improve technical and tactical performance of BMX riders.	1** - 16 riders	16 riders	Section 11
Level 2 Cycle Speedway Coaching Award	Develop and improve technical and tactical performance of cycle speedway riders.	1** - 20 riders	20 riders	Section 12
Level 2 Cyclo-cross Coaching Award	Develop and improve technical and tactical performance of cyclo-cross riders.	1** - 20 riders	30 riders	Section 13
Level 2 Mountain Bike Coaching Award	Develop and improve technical and tactical performance of mountain bike riders.	1** - 8** riders 1** - 16 (non-technical environment)	16 riders	Section 14
Level 2 Road Coaching Award	Develop and improve technical and tactical performance of road race, sportive and time trial riders.	1** - 20 riders	30 riders	Section 15
Level 2 Track Coaching Award	Develop and improve technical and tactical performance of track riders.	1** - 16 novice riders 1** - 20 experienced riders	30 riders (50 riders outdoor 400m/500m tracks)	Section 16

Coaching Qualification (Pre- 2023)	Role	Group Size	Maximum Group Size (with two or more coaches)	Guidelines Section
Level 3 Certificate in Coaching Mountain Bike	Plan and implement coaching programmes for mountain bike riders.	1** - 8*** riders	16 riders	Section 14 and Section 17
Level 3 Certificate in Coaching Road and Time Trial	Plan and implement coaching programmes for track riders.	1** - 20 riders	30 riders	Section 15 and Section 17

Coaching Qualification (Pre-2023)	Role	Group Size	Maximum Group Size (with two or more coaches)	Guidelines Section
Level 3 Certificate in Coaching Track Cycling	Plan and implement coaching programmes for track riders.	1** – 20 riders	30 riders (50 riders outdoor 400m/500m tracks)	Section 16 and Section 17
Level 3 – Plan and Prescribe Training (2021-)	Plan and Prescribe training programmes for individuals in a specific discipline (Mountain bike; Road and Time Trial; Track; BMX; Cyclocross)	1** rider	N/A	Section 18

* Where a date is shown, this denotes the most recent version of the resource.

** If coaching riders who are under the age of 18 years, or vulnerable adults, additional supervision by a responsible adult (parent, or other appointed person) is required.

Coach Status

Qualified coach

A qualified coach is one who has satisfied the assessment criteria for that qualification. A qualified coach must maintain the requirements in [Section 2.1](#) to retain a valid coaching licence.

Minimum Age

The minimum age to qualify as an Activity Coach is 14 years. For all other coaching qualifications, the minimum age to qualify is 18. Activity Coaches develop rider skills through engaging cycling activities, and provide basic technical feedback to a group of riders. Coaches who are under 16 years old must coach as an assistant to another qualified coach who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

2.6 Legacy Qualifications

All existing coaches holding UKCC qualifications (Level 1, Level 2 and Level 3) are **not** required to retrain or requalify but should access training opportunities and CPD in the new framework that are relevant to their coaching.

Legacy qualifications are the qualifications that once formed part of British Cycling's Education programme but have since been updated and superseded due to British Cycling's alignment with the United Kingdom Coaching Certificate (UKCC). These legacy qualifications are outlined below.

Club Coach Award

The Club Coach Award was introduced in 2001 and delivered until 2005, when it was superseded by the introduction of the UKCC programme. The Club Coach Award did not specify the coaching environment or have a discipline-specific technical syllabus. The remit of club coaches permitted delivery of training prescription to individual riders and basic and intermediate technique coaching sessions.

Activity Coach Award – Pre 2023

An Activity Coach Award was introduced in 2003 and delivered until 2005, as a pilot to the introduction of the UKCC programme Level 2 Certificate in Coaching Cycling. The Activity Coach Award did not specify coaching environment or have a discipline-specific technical syllabus. The remit of Activity Coaches permitted delivery of basic and intermediate technique coaching sessions to groups of riders.

Legacy Qualifications and access to the current Coaching Framework

Coaches are expected to stay up to date with progress within coaching and their chosen cycling discipline(s). This includes keeping up to date with their personal training and development.

Coaches in possession of the Club Coach or Activity Coach Award (Pre-2023) should access the current British Cycling coaching framework at the earliest opportunity. This is to ensure their coaching practice is up to date, effective and, above all, safe for the environment within which they coach. Club Coaches and Activity Coaches can access the current framework at the Coaching in Context module.

SECTION 3. BEFORE COACHING BEGINS

3.1 Overview

Prior to any coaching sessions taking place, there are a number of important considerations that need to be addressed. The following points are relevant to all coaches, irrespective of their level of qualification or whether they are coaching groups or individuals.

3.2 Rider Information

Rider Information and Coaching Consent

Coaches should collect and retain details for each rider being coached, including their name, address and emergency contact information. Riders should not participate in a session, or commence a training programme, until the information gathered on a *Rider Information and Coaching Consent* has been collected. For gathering consent and information for riders under the age of 18 and vulnerable adults, see [Section 3.3](#). This information is confidential, must not be shared with third parties (except when necessary for emergency response requirements) and should be stored securely within General Data Protection Regulations (GDPR).

Medical Information

To facilitate safe participation, coaches should know about any specific health requirements or medical conditions of the riders. Where possible, this information should be sought in advance, through the completion of a *Rider Information and Coaching Consent Form* and/or *Rider Profile Form*. However, it may also be necessary to talk directly with the rider and/or parent.

Emergency Contacts

Appropriate details regarding each rider taking part in the session should be readily available during every session (e.g. their name, emergency contact details and other relevant details, such as medical conditions or health requirements).

Register of Attendance

A register of attendance should be completed for every session. It is good practice to have a clear and accurate record of everyone involved in the session. This will ensure the coach is able to identify who attended a particular session should an issue be raised later that requires this information.

3.3 Coaching Riders Under 18 Years of Age and Vulnerable Adults

Gaining Consent

A completed *Rider Information and Coaching Consent Form* should be gained from the parents, or carers for any rider under the age of 18 or vulnerable adult participating in coaching sessions or having individual training prescribed. Riders should not be allowed to participate in a session, or commence a training programme, until consent has been gained.

Group Sizes and Supervision by Responsible Adults

For coaches delivering coaching to an individual rider under 18 years old, or a vulnerable adult, a parent or other responsible adult (nominated by the parent) must be present to accompany the rider.

This means that, in an emergency, one adult can stay with the riders while the other goes for help or deals with the emergency, without having to consider supervision of the rest of the group. It can also prevent any allegations regarding one-to-one contact with young children.

Rider Arrival and Departure

The consent gained should detail how, typically, the rider will get to and from coaching sessions (e.g. escorted by a parent, riding to the session alone etc). Riders under the age of 16 are expected to remain in the session from beginning to end, unless they have made prior arrangements to be picked up early. If a rider has to leave early or is being collected by someone other than the parent, the parent must advise the coach of the details of the arrangement, including who will be collecting the rider and when. The coach should also agree departure times and procedures with parents before the session commences.

Equipment

Parents or carers of riders under the age of 18 or vulnerable adults are ultimately responsible for ensuring that the correct personal clothing and equipment is brought to sessions and maintained to a safe standard.

Keeping Riders in Sight

Riders under the age of 14 should be kept in sight of the coach during coaching activities.

When coaching riders aged 14–18, riders may be out of sight for short periods, with the assistance of an additional coach or volunteer required to marshal the area that is out of the coach's line of sight. When making this decision, the safety of the riders is paramount. If the coach has any concerns regarding the safety of the riders, they should not be allowed out of sight.

The circumstances that require riders to be out of sight may, for example, include using a circuit-based coaching area, where the line of vision is obscured, such as a closed-road circuit or a short woodland-based mountain bike circuit. Activities in these environments would include performing laps, where the duration of laps are predictable and riders are expected back in sight frequently. It is not good practice for riders to be out of sight for prolonged periods alone, for example if a mountain bike rider wants to practise a particular section of trail away from the rest of the group.

The decision to allow riders out of sight should be based on the experience of the riders and the planned activities. Riders should have gained sufficient experience to demonstrate they can safely perform the planned activities and be familiar with each part of the coaching area in full view of the coach before they are out of sight for any duration.

Training Prescription

The minimum age for prescribing training to individual riders is 14 years; however, for the majority of riders, it may be more appropriate to begin prescribing training at the age of 16 years or older. The decision to start prescribing training to a rider should be based on the level of the rider's physical, cognitive and emotional development.

Prescribed training sessions are often performed by riders in the absence of the coach. In such instances, the coach may provide advice and recommendations to the rider for safe participation in prescribed training sessions; however, parents of riders under the age of 18 are ultimately responsible for rider safety and training areas being used. This should be made clear to the riders and their parents at the onset of coaching.

3.4 Risk Assessment and General Safety Considerations

Conducting a Risk Assessment

A risk assessment must be completed and recorded for all venues where cycling sessions are delivered. The risk assessment should consider the planned session/activity/task content, with due consideration for the ability and age of the riders in the group, as well as the venue, size and surface conditions. Meeting points should allow vehicle access and also have a telephone and/or mobile telephone signal.

The risk assessment must be reviewed prior to each session and any identified actions implemented before any cycling activity is undertaken at that venue. Recording that the review and implementation of the risk assessment has taken place can be done by completing Section 2B of the *Risk Assessment Form for Coaches*. Guidance for completing risk assessments is provided within the training to become a British Cycling coach.

Emergency Procedures

Coaches should have access to a first aid kit and have a first-aider present on-site. This should include the coach, however, may also include a venue appointed first aid officer. Coaches should have an emergency strategy, including knowing how to contact on-site staff, the location of the nearest telephone, knowing the exact location of the venue, emergency contact details and how to contact the emergency services, as well as an evacuation plan. They must also be aware of the content of the Emergency Operating Procedures and the Normal Operating Procedures of the venue.

Weather conditions and daylight hours

Consideration should be given to the group size, area to be used and coaching activities planned to enable sessions to be delivered all year round if desired.

Activities in outdoor areas or tracks can be significantly affected by the weather and changing surface conditions. Coaches should therefore consider the impact of the weather forecast on their activity planning and risk assessment.

Coaching may be undertaken at times when there is no daylight (for example over the winter months). In such instances, venues should be lit to provide adequate lighting for sessions to be run safely. Through risk assessment a coach may also deem it necessary for riders to use a front/rear lights of adequate brightness.

Group Sizes

The group sizes provide a minimum and maximum group size to ensure a safe coaching session. Coaches should be aware that the maximum group size may not be appropriate for all coaching situations, depending on the riders' ability. This should be considered as part of the coach's risk assessment when session planning, to identify appropriate rider numbers to promote session safety. Coaches should only work with the number of riders with which they feel confident and competent.

The group size should be sufficient to enable meaningful coaching input to be given to all riders in the session. For example, younger children and beginners may require extra supervision. Generally, it is expected that beginner and less experienced riders will require a smaller group size, while a higher group size (up to the stated maximum) would be appropriate for more experienced riders.

Group sizes may not be exceeded; however, in some coaching environments, the maximum group size can be increased with additional coaching support. Where this is possible, details are outlined in the specific coaching remit sections. Where this is not possible, additional coaches may operate discrete coaching activities in a suitably separated (e.g. cordoned-off) area.

Factors to consider are:

- size of the area/venue
- number of coaches available

- number of riders attending and their ability
- planned activities
- outcomes of the risk assessment and venue operating procedures.

Additional Personnel

Consideration should be given to whether additional personnel are required to ensure safe running of the session. Anyone enlisted to help should be suitably qualified for the role and tasks they are required to undertake. Additional personnel may be required if:

- young riders will be out of sight for short periods
- on-the-bike (ride-through) observation is planned (See [Section 4.5](#))
- rider numbers may exceed the Group Size or what is considered to be a safe number of riders to coach according to the risk assessment.

Bike, Helmet and Clothing Check

The bike, helmet and clothing check prevents unsafe or inappropriate equipment from being used. Please refer to [Section 3.5](#) for more guidance on bike, helmet and clothing requirements.

Meeting Points and Moving Riders to the Coaching Area

All coaches must consider where to meet riders attending their session. If this is not directly at the site where the session will take place, they will need to identify how to get the riders from the meeting point to the coaching area and back again. This journey must be risk-assessed as outlined below.

The coach should be able to provide exact locations for all meeting points and coaching venues (such as grid references or landmarks). It is good practice to log these locations with a venue/club official or other responsible person (appointed contact), as well as approximate timings and the intended route to and from each location. These details (in addition to the telephone number of the appointed contact) should also be made available to the parents of any riders who are under the age of 18 or vulnerable adults.

Meeting Points and Use of the Public Highway (Level 2 and Coaching in Context)

Where possible, coaches should arrange to meet the riders at the coaching area; however, this may not always be possible. Where crossing or using the public highway is involved, or moving riders to reach the coaching area is required (e.g. off-site, or to a different coaching area at a large venue), this should be detailed in the coach's risk assessment (i.e. Section 1B if using the *British Cycling Risk Assessment Form for Coaches*). Riders under the age of 18 must be under the coach's direct supervision throughout the route and specific parental consent should be gained (see *Rider Information and Coaching Consent Form*).

Short sections of public highway may be ridden by riders if they have either:

- previously demonstrated safe, confident and consistent riding performance of the required riding skills to ride on the road in a traffic-free area
- have substantial experience of riding on the road already
- have attained at least Level 2 Bikeability.

Use of the public highway should be minimal, where no other option is available. No coaching activities can take place on the route between the meeting point and the coaching area. The route must be risk-assessed in advance, taking into consideration:

- the skill level of all the riders
- whether it is best for the riders to walk with their bikes through particular sections
- whether *book-ending* (i.e. having a responsible person at the front and rear of the group) the group of riders, as well as organising in single or double file is required.
- where the turns, junctions and hazard points are
- what crossing points may be available and useful to improve rider safety (i.e. pelican crossing, zebra crossings).

Level 1 Coaches and Activity Coaches are not insured to use the public highway to move riders between separate meeting and coaching areas.

Distance from Access and Assistance

Coaching area must be within 10 minutes' walk of the session start point that allows access for a road going ambulance*.

Access points should have suitable shelter for your group and access to telephone communications (a telephone and/or mobile telephone signal).

In the case of an emergency, coaches should carefully consider their mode of transport for gaining help. Whether cycling or on foot, coaches should cover the distance to obtain help in a calm manner to reduce the risk of injuring themselves. In an emergency, do not automatically assume that cycling for assistance is the safest or quickest way to gain help.

*Coaching in Context MTB XC and MTB Gravity Coaching areas must be within 30 minutes' walk of the session start point that allows access for a road going ambulance (supported by training on course and a two-day outdoor first aid qualification – see [Section 14](#) for further detail).

3.5 Clothing and Equipment

Suitable personal clothing and equipment is essential for safe and enjoyable participation in cycling sessions and to minimise risk due to unsafe or inappropriate equipment being used. This section covers the bike, helmet and clothing check considerations.

Bike Check

The coach's responsibility is to present and maintain an environment that allows for safe rider participation. This includes assessing that riders' bikes are maintained to a safe standard and are appropriate for the planned activities. The 'M' Check provides guidance to the scope and extent of a bike assessment conducted by a British Cycling trained coach.

Any rider with a bike that is deemed unsafe or inappropriate, or becomes unsafe during the session should not be allowed to participate further using that bike. The rider (and their parents, if under 18 years) should be notified of the reason, to ensure it can be fixed for future sessions (In such cases, the coach may choose to establish an alternative way to involve the rider in the session).

How bike checks are conducted will vary depending on the age and experience of the riders in that session. Empowerment and responsibility for their own equipment is an integral part of any bike rider's development. Bike checks reduce, but do not completely eliminate the chance of a mechanical failure of a piece of equipment or cycling component during a session.

E-bikes

Unless prohibited by the venue, riders may use e-bikes in coaching sessions. Coaches should consider, within their risk assessment, the implications of incorporating this equipment and make necessary adjustments to the session.

Factors to consider include: the effects of different power assistance levels on acceleration and endurance, and the impact of the additional weight on braking performance and manoeuvrability. Coaches should also consider battery life/charge.

The legal requirements for the use of e-Bikes in the UK can be found at gov.uk/electric-bike-rules

Adapted bikes

Riders using adapted bikes may require assistance with bike set up, for example, pedals may need changing. Where riders cannot be assisted to make the changes themselves, coaches may make changes providing they feel competent to do so,

Clothing

Most cycling activities present seasonal considerations that should be addressed, including low temperatures and poor weather during the winter months. Riders should be advised to bring additional clothing, such as waterproof trousers and jackets, hats etc to keep warm before and after the session.

Specific details for the types of clothing used within each cycling discipline can be found in the remit for each specific coaching qualification (Section 7 onwards); however, loose clothing should be avoided or adapted and laces should be tucked into shoes to avoid getting caught in the moving parts of the bike.

Footwear and pedals

Riders may use either clip-in or flat pedals. The footwear used should be appropriate for the selected pedal system and activities. Riders using clip-in pedals must be familiar with their operation before participating in any other coaching activities.

Helmet Policy

Participants of any activity supervised by a British Cycling coach will wear a cycle helmet. The only exceptions will be when wearing a cycle helmet is not compatible with a religion or faith (e.g. for participants wearing a turban) or when a rider has a medical or additional need which precludes helmet use. On such occasions, the cyclist may be permitted to participate, but this will ultimately depend on the coach carrying out a detailed risk assessment to consider the capability of the cyclist, the planned activity, and the overall environmental conditions. The coach should work in partnership with the cyclist to discuss the overall risks when the conclusion is such that wearing a helmet is not an option for the person.

British Cycling acknowledges research indicating that turbans worn by Sikh cyclists can offer a level of protection in some circumstances. ([Research by Imperial College](#)).

Any such cyclist (with a parent if under 18) should also discuss the matter with the coach at the earliest opportunity to allow for a comprehensive risk assessment and to address any concerns.

When assessing a Sikh cyclist wearing a turban, coaches may consider factors such as the secureness and fit of the turban, the type of cycling activity, the cyclist's experience level, and any specific concerns raised. The primary aim of the risk assessment is to ensure the safety of all participants while respecting religious practices.

British Cycling is committed to welcoming members from all sections of the community, and adjustments will be made to facilitate progress in the sport for all.

British Cycling strongly recommends that cyclists wear a cycle helmet when engaged in any cycling activity. This is to prevent additional injuries occurring should a collision or incident happen.

Helmets should conform to a recognised manufacturer's standard. These will differ across disciplines. Further information can be found in the [British Cycling Handbook](#).

Coaching Equipment

There is a wide range of equipment available for coaches to use in their sessions. When using equipment it is important to consider:

- **Coach** – only use equipment you feel competent and confident to use. Ensure that use of any equipment is assessed as part of your risk assessment for the session and that you are taking into account all the factors to keep you and your riders safe when using equipment in your sessions. A responsible coach will ensure that all equipment is in good working order, maintained appropriately and that the manufacturer's instructions are followed regarding usage, maintenance and storage. Coaches should keep a record of damaged or missing parts and report them to the appropriate person so that they can be mended or replaced accordingly.
- **Riders** – ensure that you only use equipment that is suitable for the level of skill of the riders you are coaching. If the equipment is only suitable for some of the riders, consider a separate session or group for those riders as they will require the coach's full attention.
- **Area** – consider the space in which the equipment is to be used. Is there sufficient space for riding up to the equipment and riding out of/off it?
- **Equipment** – is it in good condition and fit for purpose? Is it suitable for the technique you are aiming to improve? Consider the size, height, width etc. It is important to use common sense when introducing equipment into a session.
- **Task** – are you clear on why you are using the equipment? Is there a point to having it in your session? Will it help the riders to improve their cycling in some measurable way?

Additional equipment specific to each cycling discipline and level is outlined within the remit for each coaching qualification.

Indoor Trainers

British Cycling recognises that static/indoor trainers, such as turbo trainers, Wattbikes and rollers are fundamental for supporting the technical and physical development of riders and are also used extensively for warming up and cooling down at events.

Coaches leading static/indoor trainer coaching sessions should not be riding during the session (for example as a spin-instructor might do so, positioned in front of the other riders). This is so that coaches can move between riders and offer help and support to them where required. Coaches may choose to demonstrate on the bike where appropriate but the focus should be to observe and develop riders.

To enable them to get the most out of sessions involving rollers, coaches are recommended to complete the online [Using Rollers in Your Coaching CPD](#).

Virtual Coaching Sessions

Virtual/online platforms offer opportunities to bring riders together in a remote setting.

Considerations that should be made for virtual sessions are:

Coach – you should continue to plan for the session as you would a face-to-face session, including consideration of all the factors contributing to an effective and enjoyable session. Only deliver a session which you feel confident and competent to deliver. Ensure you are taking into account all the factors to keep you and your riders safe, and that you are operating within remit. You can set ground rules for the session around behaviours.

Consent forms should be completed by or on behalf of all participants, and this can be done virtually. You may find you have a mixed group of adults and younger riders in the sessions, so consideration needs to go into how to manage a group online.

It is important to be clear on the focus for the session, as riders may have different expectations. Can you share the plan for the session in advance?

Platforms will differ in privacy settings, so you will need to ensure you understand these yourself and share them with your riders.

In addition to physical wellbeing, video sessions can create an opportunity for some social interaction with friends and club mates. Some participants may enjoy the opportunity to talk to others.

Riders – ensure you know who is joining the session, and that you know as much as possible about the riders; their fitness, level of riding, training and racing they have been doing, and any specific issues you need to be aware of. As with any coaching session, you should have rider information, which could be gathered on signing up to an online session if you do not already have it. How will you check on readiness of riders for the session?

Bear in mind that your riders may have been doing other virtual training and racing sessions and keep an eye out for the symptoms of overtraining, such as persistent fatigue, unexplained decreased performance, increased susceptibility to infections, colds and headaches, poor sleep and increased irritability. In the event you feel a rider may be over training, ask them about their other activities and encourage them to include more rest in their routines. You may need to discuss overtraining with parents/carers so they can help their children avoid it.

Area – you do not have a coaching area to check, but the riders all have their own space, so the challenge will be to ensure they have set up a safe area with enough space for equipment to be used in the session, e.g. rollers, static bike or turbo trainer.

Equipment – it is impossible to check the riders' equipment, so consider how you will ensure the riders have made these checks, and understand they are responsible. Will parents/carers set up the equipment for younger riders, and be available throughout the session to support?

Task – from the information you have on the riders you should be able to plan appropriate activities to develop technique and fitness, but you may have a very wide range of riders with different fitness levels and skills, along with a mix of adults and younger riders. How will you differentiate without being able to observe riders as well as you would in a face-to-face session? Think about level of intensity and how you can evaluate this and observe effort or signs of fatigue.

Feedback – is key for delivering sessions virtually and should fill in the gaps where you are unsure if the session is meeting the goal. Riders may even be more inclined to give you more feedback remotely, and this should inform future sessions.

In addition, if you are planning on including under-18s in your activities, you need to ensure that you are following the guidelines that you would normally do for any contact and engagement with children/young people via social media. The Child Protection in Sport Unit have some current guidance on remote teaching and coaching [here](#).

Some further key safeguarding considerations are listed below:

- If you are setting up a closed group that involves under-18s, make sure you include parents and communicate with them all; Do not engage in any one-to-one contact with young riders.
- Consider the platform that is being used. Are the privacy and confidentiality settings appropriate? For more information on different websites and platforms see [NetAware](#).
- Consider asking a parent or carer to be a part of any activities so that everything is kept transparent. In any case, having a second adult involved in the session would be recommended.
- Be clear about the content and training requirements of the sessions with the riders and their parents.
- Set some ground rules. Ensure appropriate language and behaviour is being used and remind your group that all participants must be treated with respect. The British Cycling Code of Conduct must be adhered to at all times.
- Ensure your riders are aware that they can report any concerns or misconduct that they experience or observe during virtual sessions.
- Complete a risk assessment as normal. For example, if a participant is injured during the activity/session what action will be taken?
- Be sensitive to, and consider the needs of, individual participants.
- Do not allow children to post photos/videos or screenshots of themselves or anyone else and ensure others do not post images without the appropriate consents being in place.
- Remember, if you and your riders are joining public sessions then you have less control over the conduct of other participants.
- Remember to check that your DBS Certificate is still valid. Further guidance on the DBS requirements can be found [here](#).
- Be sensible and follow your usual thought process in terms of protecting both you and your riders.

Further information on the British Cycling Safeguarding Children and Young People Policy and reporting concerns can also be found on our [safeguarding page](#)

SECTION 4. **DURING COACHING** **SESSIONS**

4.1 Overview

During coaching sessions, there are a number of important considerations that need to be addressed so the safety of the session is maintained. The following points are relevant to all coaches, irrespective of their level of qualification or whether they are coaching groups or individuals.

4.2 Session Safety

Safety Briefing

Coaches should ensure riders and others involved in the session have the relevant health, safety and emergency information to promote safe participation. Coaches should avoid extensive briefings, as this will lose rider engagement. Relevant information might include:

- an explanation of safety issues and hazards identified at the venue (e.g. a session running on an adjacent area)
- an explanation of any specific safety or operational requirements associated with the planned session (e.g. instructions on how to leave the activity safely, explaining the direction of travel around the coaching area)
- information about the emergency procedures and what instructions may be given.

The safety of the session should be maintained throughout, which may include providing additional safety points as the session progresses or activities develop.

Accidents or Illness

Coaches should position themselves at a location that enables a good view of the coaching area and easy access to riders if an accident occurs. If an accident does occur during a session and riders are injured, or a rider becomes ill, it is important to manage the situation promptly and in accordance with the planned emergency strategy. This should include:

- giving the people involved in the emergency clear, concise and correct instructions
- carrying out their role in the emergency procedure calmly and correctly
- maintaining the safety of the people involved, including themselves
- following the established procedures for reporting the emergency (see [Section 5.2](#)).

4.3 Coaching Activities

Rider Assessment and Progression

Throughout a session, ongoing assessment by the coach of the riders' performance is required to establish that their level of experience, ability and physical readiness to participate matches the activity being delivered. Activities should only be progressed when the coach is satisfied that the riders have the necessary experience and ability to take part in that planned activity progression.

Participating in coaching sessions can be fatiguing for riders, especially beginners. Riders may lose concentration as they fatigue. Coaches should ensure that riders take enough rest to ensure safety is maintained and recognise when it is necessary to stop or adapt activities to meet participants' needs.

Clear Instructions

When engaged in group riding activities, clear instructions regarding pace and distance between riders should be provided. This should be appropriate to the riders' age and experience and could include describing pace as *walking*, *jogging* or *running* and distance such as *wheel-sized* or *bike-length* gaps. The direction of travel within coaching areas should be clear to all riders and maintained at a level where safe participation can take place.

Finish Line Set-up and Race Activities

Activities that have a clear finish line to which two or more riders are encouraged to sprint should have an additional line marked out at an agreed distance from the finish line. All riders must ride over this line to have their time or place recorded. This additional space provides a run-off area for riders to slow down safely after crossing the finish line. Riders should be instructed to hold their line and reduce speed gradually, not stopping suddenly when they reach the finish line.

For activities that require riders to perform intermittent sprints within a longer race activity (such as a points race or elimination race) an appropriate neutral distance or neutral lap (where racing is temporarily paused, but easier paced riding continues to allow riders to regroup) should be introduced following each sprint to allow riders to regroup. Novice riders should never be introduced to a competitive sprint activity without progressing through the relevant ability stages.

Coaches should give some thought to the purpose of races within coached sessions. A coach-led race is likely to be one where the result does not matter, but the purpose is to practice a technique under pressure or to introduce some tactical element to the riders.

4.4 Inclusive Coaching

All coaching sessions should be inclusive. All the general principles of coaching including planning and organising coaching sessions are equally applicable when coaching cycling to riders with any specific needs.

Further considerations that should be made are:

Coach – Gather as much information as you can about the individual motivations and needs of the riders. Talk to the rider as well as their parent or carer when the rider enquires about or joins a session.

Be creative in finding a variety of ways to explain or develop a particular technique. When delivering, ensure instructions are clear and concise.

Ground rules apply to everyone, however modifications may need to be made to the level at which they are implemented.

Be aware that the ideal model of performance for techniques may alter with adapted cycling positions and any rider mobility issues.

Adapt activities and warm-ups to accommodate the needs of individuals.

Modify equipment and adapt rules to maximise opportunities for participation and achievement whilst continuing to keep all session participants safe.

Riders - What is the range of ability in the group? What individual needs do riders have and how does that affect the delivery of the session and the grouping of the riders? Can success be achieved through small groups, pairs or individually? Can the activity introduce creative competition?

Area - Where will the activity take place? Is there plenty of space? Bear in mind that some bikes have a large turning circle. Is the area clearly marked out? What distance will participants need to travel across?

Equipment - Consider the size, weight and type of equipment for riders.

Task - What is the task? Does everyone have equal opportunity to take part? How can the task be adapted to be easier? How can the task be modified to be harder?

Consider using the Inclusion Spectrum:

Open activity – a simple activity based on what the entire group can do with little or no modifications

Modified activity – everyone does the same activity with adaptations to challenge the more able to support the inclusion of everyone

Parallel activity – participants are grouped according to ability – each do the same activity but at appropriate levels

Separate activity – an individual or group do a purposefully planned different activity,

4.5 Coach Participation in Sessions

Coaches may be required to ride during a coaching session in order to:

- escort riders to and from the coaching area (see [Section 3.4](#)).
- provide technically correct (ride-through) demonstrations.
- observe rider performance during activities while riding (if appropriate to the activities and coaching area).

Coach participation as a rider within a session's activities could compromise the safety of both the riders and the coach.

Coaches conducting on-the-bike observations of rider performance must consider whether their own current fitness and technical ability will allow them to safely and effectively perform a ride-through observation with the group. Another coach (who is also qualified to coach in that coaching environment) should be at a designated point on the circuit throughout the session (i.e. at the activity start/finish point), to control the session and activities, as well as be on hand in case of emergency. The coach making the on-the-bike observations should coordinate their feedback with the other coach controlling the session and the activities. It is expected that this method of observation may be useful for group riding activities on closed-road circuits.

In summary, a coach who is riding with the group should:

- have a qualified support coach at a designated point on the circuit

- have sufficient fitness and technical ability to be able to maintain their own riding performance and safety, as well as promote the safety of the group.
- Maintain a safe distance from the riders in the activity, for example riding to the side of, or behind the group. Coaches should not ride within the group or take part in the activity itself. If this is required coaches need to consider including expert riders in the session.
- Provide only pre-agreed instructions and signals to riders. This will prevent riders becoming distracted or confused. Coaching points and feedback should be provided when the riders and the coach are at a standstill.

Support Coaching Roles and Assistant Coaches

The lead coach is responsible for the overall session planning and coordination of the session. This individual is therefore responsible for recruiting and deploying appropriately qualified coaches to support that delivery. Support coaching roles for a coach with an appropriate qualification for that environment may include:

- assuming responsibility for activities - for example if the lead coach needs to provide demonstrations or personally make on-the-bike observations
- providing support in activity coordination – for example supervising a different group or part of the coaching area
- provide additional feedback – for example making on-the-bike observations for the lead coach
- co-delivery – to increase the maximum permissible group size.

Support roles for coaches who are not qualified to coach in that environment may include:

- gaining experience in a different coaching environment – for example a Level 2 coach could assist a Level 2 BMX or Coaching in Context BMX Race coach with their observations and support with feedback on the track, but they would not be able to coach BMX techniques. Note that no responsibility for the group or for activities can be given to assistant coaches in a coaching environment for which they are not in possession of the relevant coaching qualification.
- providing additional, or supporting, coaching activities – for example, a Level 2 coach could support a Level 2 BMX or Coaching in Context BMX Race coach by delivering Level 2 activities on a non-technical area of the BMX track.

Expert Riders

Expert riders may assist with coaching activities. They should be responsible and experienced riders, who are both fit enough to be part of the group and able to accurately and correctly perform the techniques to be coached within the session. Expert riders do not have a coaching role – their role is to provide a rolling demonstration for the other riders to refer to during activities.

Helpers

Helpers may assist with coaching activities but must not coach or demonstrate. The role of the helper should be decided by the lead coach for the session and included in the session plan. Activities could include timing, helping riders to clip in or moving riders to the start line.

4.6 Rider Testing

British Cycling coaches should not conduct any test that is beyond their own level of competence, knowledge, experience and qualification. British Cycling coaches must recognise their limitations in qualifications, experience, expertise and competence and must operate within these limits. Coaches conducting rider testing should only employ equipment and techniques they are qualified to use and interpretation of the results should be restricted to those which they are qualified to give.

British Cycling coaches must not undertake any invasive sampling processes unless they have undertaken the appropriate training and have the relevant insurance cover to do so. This includes lactate testing, involving the collection of arterial, venous, arterialised or capillary blood.

Coaches conducting tests on a rider must ask the rider if there are any medical issues that may impact on their ability to complete the test. If the coach is in any doubt, the rider should be advised to consult their GP before undertaking the test. In this instance, the coach should not conduct any testing until written clearance is received from the rider's GP. The law requires that working practices are safe and that the welfare of the client is paramount.

Most coaches undertake fitness assessments with riders to gauge their current levels of fitness. There are many standard tests that measure the individual components of fitness, some of which have been adapted for specific sports. While many tests can be carried out in the field (e.g. time trials and timed sprints), several tests (e.g. VO₂ max tests) require the use of specialist equipment and are best carried out in laboratories. British Cycling strongly recommends that these types of test are conducted by British Association of Sport and Exercise Science (BASES) accredited laboratories and personnel. The process of accreditation demonstrates that equipment is regularly calibrated, is reliable and has been validated, and that health and safety procedures are in place. Personnel have also met a minimum level of expertise and have demonstrated that they can provide a suitable level of feedback to clients.

4.7 Fundamentals of Movement

Functional movement skills can be included in sessions delivered by all levels of coach. Coaches looking to deliver these should attend a CPD workshop.

Resources from [Ready Set Ride](#) can also be used to support young children in learning to ride both on and off the bike.

SECTION 5. AFTER COACHING SESSIONS

5.1 Overview

Evaluating and reflecting on coaching session delivery is good coaching practice and it is recommended that coaches spend time following each session to assess what went well and to identify what areas they could improve on. Following a coaching session, coaches should also undertake the recording and reporting of accidents, injuries, faulty equipment and issues relating to the coaching area.

5.2 Recording and Reporting Accidents and Injuries

Recording accident details will help to identify any trends or re-occurring accidents as well as areas that could be addressed to improve safety. This record will also be vital in the event of a legal action. Coaches should keep a copy of all documentation for their records and in case it may be required for a legal action.

It is essential to record incidents that occur during a session involving:

- illness or injury to riders / participants or others requiring medical attention or treatment
- incidents involving an injury to a third party or damage to their or any other property
- crashes / collisions
- where the incident may give rise to an insurance or legal claim
- anything you consider the sport may learn from (e.g. near misses)

An [Incident Report Form](#) must be completed no later than three days after the incident. Coaches should complete the Incident Report Form document and email it to incident@britishcycling.org.uk to satisfy insurance requirements.

To download a copy of the Incident Report Form, please see the [Resources for Coaches](#) section of our website

Coaches should also note any incidents on session planning documents, to help with future planning and session considerations.

Coaches should encourage riders completing individual, prescribed training to record accidents, injuries or illnesses that occur during training in their training diary and remind them to inform the coach. This will allow coaches to adapt or halt the rider's training until the rider has recovered.

SECTION 6. **OVERVIEW OF OPERATING** **REMIT**

6.1 Overview

Sections 7–16 of *The Guidelines* details the specific operating remits for each British Cycling qualified coach. This section is intended to provide a guide to the format and use of Sections 7–16. Each British Cycling coaching qualification has been designed around a specific remit, to enable coaches at each level and qualification to operate safely and effectively within these parameters. The coaching remits depend on several factors, outlined below.

Group Size

The Group Size is the minimum and maximum number of riders that coaches are insured to coach. These group sizes are specific to each qualification and coaching environment. The maximum group size is also stated within this section. This is the total number of riders that can take part in coaching activities when additional coaches who possess the appropriate qualifications are recruited.

Although maximum group sizes are stated, the number of riders in a group should not exceed what is deemed safe in the risk assessment, based on the coach's and riders' level of experience. This could be substantially lower than the maximum stated number.

The Group size refers to a group for one coach, unless indicated otherwise.

Area

The area relates to the selected coaching venue and the technical features included in that area. The coaching area may vary depending on the cycling discipline, although many coaching areas are suitable for different cycling disciplines. Whilst some coaching areas are clearly specific to certain disciplines, the type of equipment used, the coaching activities and the technical features included can affect the coaching environment and therefore coaching remit. Flat, non-technical areas are useful for developing foundation techniques and assessing riders.

Equipment

The equipment section is divided into bikes, helmets, clothing and coaching equipment.

Bikes

This section describes the types of bike that are permitted within coaching activities at each coaching level. Different types of bike can be used within the same sessions. However, specific modifications, adaptations or considerations may be required. Appropriate bikes and their due considerations are presented in this section.

Helmets

This section describes the types of helmet that are appropriate within each coaching environment.

Clothing

This section describes the types of clothing suitable for each coaching environment.

Coaching equipment

General coaching equipment is outlined in [Section 3.5](#). Additional coaching equipment may be appropriate when coaching in particular cycling discipline environments and is detailed in this sub-section.

Techniques

The techniques refer to the technical syllabus for a coaching qualification. This is outlined in the Technical Syllabus document (Activity Coaches and Coaching in Context coaches) or *British Cycling Gears Coaching Workbooks* (Level 1, Level 2 and Level 3 coaches). The Coaching in Context techniques may differ to those in Level 2 or Level 3 disciplines, as language may have changed and/or techniques may be listed under a group heading. A complete technical syllabus is available within individual course resources.

Any amendments to the technical syllabus (and therefore coaching remit) for each qualification is detailed within this document, in the 'Techniques' section for that qualification. This information supersedes what is provided in the original qualification resources or previous versions of *The Guidelines*.

SECTION 7. ACTIVITY COACH CYCLING

7.1 Overview

The primary role of an Activity Coach – Cycling, is to independently deliver safe, positive and inclusive activities in a non-discipline specific environment. Activity Coaches develop rider skills through engaging cycling activities, and provide basic technical feedback to a group of riders. Activity coaches who are under 16 years old must coach as an assistant to another qualified coach who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

An Activity Coach – Cycling, must coach within their remit as outlined below. This guidance should be read in conjunction with Section 3.

7.2 Group Size

Activity Coach - Cycling must operate within the following group size:

- 1 – 20 for one Activity Coach

Where two or more Activity Coaches are present there is no change to group size (separate coaching activities will need to be set up for each coach).

Types of riders are defined by your domain and may include but are not exclusive to children, youth or adult recreational riders.

7.3 Area

Accessible traffic-free non-technical terrain, and off-road non-technical terrain (i.e., does not require discipline specific techniques or equipment), e.g. park areas, school playing fields, open access pump tracks and circuits. All rollable terrain.

Meeting Points and Moving Riders to the Coaching Area

It is not appropriate for an Activity Coach to lead a group of riders along a public highway to get to a coaching area.

7.4 Equipment

Bike

- Mountain bikes
- Road bikes
- Cyclo-cross bike
- Gravel bikes
- BMX bikes

Any bike used must be suitable for the area, surface conditions and activity, and in good working condition. The bike should be the correct size to allow the rider to participate safely in the session.

Where sessions include bikes with and without disc brakes, consideration needs to be given to stopping distances.

Bikes appropriate to the qualification should be as follows:

Cycling:

- have two working brakes
- be fitted with a freewheel

Exceptions to this are:

- race-specific BMX bikes which typically have only one rear brake fitted, consideration needs to be given to their stopping distances when included in sessions with bikes fitted with two brakes.
- balance bikes, which frequently have no brakes. It is recommended that how to stop is covered early on in any sessions delivered to riders on these bikes.

Stunt pegs

As stunt pegs protrude some distance from the wheel, caution is required in group riding sessions.

Clothing

This may include general sports clothing or cycling-specific clothing. Overly baggy clothing is not recommended as it can get caught in moving parts of the bike. Long trousers should be tucked into the rider's socks. Trainers and flat soled shoes with an enclosed toe are ideal. Laces should be kept short and tucked in.

It is important that riders wear clothing that is appropriate for the weather conditions. A number of thin layers are better than one thick layer. A waterproof and windproof jacket should be worn in wet or windy conditions.

In the event that a rider turns up to a session wearing inadequate or inappropriate clothing they should not be allowed to participate if appropriate clothing cannot be borrowed or sourced from elsewhere. If the rider is under 18, parents should be advised about why the clothing was inappropriate. Recommending clothing in advance of a first session may mitigate this.

Gloves

Riders should be encouraged to wear mitts or gloves (cycling-specific), if possible, to protect the palms of their hands from grazing if a fall occurs.

7.5 Techniques

- Bike handling skills
- Braking
- Climbing and descending
- Cornering
- Gear selection
- Group riding
- Mounting and dismounting
- Observation
- Weighting and unweighting

SECTION 8. LEVEL 1 COACH

8.1 Overview

The primary role of a Level 1 coach is to deliver engaging cycling activities and provide basic technical feedback to groups of riders. Level 1 coaches who are under 16 years old must coach as an assistant to another qualified coach (at Level 1 or above) who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

Level 1 coaches must coach within the remit outlined below. This guidance should be read in conjunction with [Section 3](#).

8.2 Group Size

Level 1 coaches must operate within the following group sizes:

- 1 – 20 riders

Where two or more Level 1 coaches are present:

- A maximum of 30 riders in one activity

Coaches should consider whether they can make a difference to each individual rider within the group. Smaller groups are recommended for newer or less experienced riders.

8.3 Area

Level 1 coaching sessions must be delivered in a traffic-free area. The riding surface should offer predictable grip and traction. Riders must be able to roll over any obstacles without pedalling and with both wheels remaining in contact with the ground at all times. Riders should be able to ride gradients with confidence and ease. The coaching area must not exceed the technical ability of the riders and should be appropriate to the activities outlined in the Level 1 technical syllabus ([Section 8.5](#)). Coaching areas may include the use of:

- sections of closed-road circuits
- non-technical off-road terrain (such as park playing fields, school fields, fire road/hard-pack area).
- Indoor areas (such as sports halls) – suitable for low speed technical skills activities only (subject to risk assessment outcomes).

Meeting Points and Moving Riders to the Coaching Area

It is not appropriate for a Level 1 coach to lead a group of riders along a public highway to get to a coaching area.

8.4 Equipment

Bike

- Mountain bikes

- Road bikes
- Cyclo-cross bike
- Gravel bikes
- BMX bikes

Any bike used must be suitable for the area, surface conditions and activity, and in good working condition. The bike must be the correct size to allow the rider to participate safely in the session.

Where sessions include bikes with and without disc brakes, consideration needs to be given to stopping distances.

Bikes appropriate to the qualification should be as follows:

Cycling:

- have two working brakes
- be fitted with a freewheel

Exceptions to this are:

- race-specific BMX bikes which typically have only one rear brake fitted, consideration needs to be given to their stopping distances when included in sessions with bikes fitted with two brakes.
- balance bikes, which frequently have no brakes. It is recommended that how to stop is covered early on in any sessions delivered to riders on these bikes.

Stunt pegs

As stunt pegs protrude some distance from the wheel, caution is required in group riding sessions.

Clothing

This may include general sports clothing or cycling-specific clothing. Overly baggy clothing is not recommended as it can get caught in moving parts of the bike. Long trousers should be tucked into the rider's socks. Trainers and flat soled shoes with an enclosed toe are ideal. Laces should be kept short and tucked in.

It is important that riders wear clothing that is appropriate for the weather conditions. A number of thin layers are better than one thick layer. A waterproof and windproof jacket should be worn in wet or windy conditions.

In the event that a rider turns up to a session wearing inadequate or inappropriate clothing they should not be allowed to participate if appropriate clothing cannot be borrowed or sourced from elsewhere. If the rider is under 18, parents should be advised about why the clothing was inappropriate. Recommending clothing in advance of a first session may mitigate this.

Gloves

Riders should be encouraged to wear mitts or gloves, cycling-specific, if possible, to protect the palms of their hands from grazing if a fall occurs.

Helmet

Riders in a Level 1 environment should wear a standard (open-face) helmet. Full-face helmets are permitted, but not recommended.

8.5 Techniques

Adapting sessions

Level 1 coaches may adapt their sessions to make activities harder or easier to promote inclusive and engaging sessions. Level 1 coaches should focus on technique development, not teaching riders how to train or develop physical ability. Level 1 coaches may assist a more qualified coach to deliver this type of advanced session.

The Level 1 technical syllabus covers:

Bike Handling	Core Cycling techniques	Group Riding techniques
Cone of movement Learning to Ride a bike Ready position	Braking Climbing Cornering Descending Dismounting Gear selection Mounting Pedalling	Changing in a group Leading and following Riding surrounded by other riders Side by Side

SECTION 9. LEVEL 2 COACH

9.1 Overview

The role of a Level 2 coach is to develop riders' technical and physical performance, providing riders with the foundation required to progress onto any discipline-specific environment. Level 2 coaches must coach within the remit outlined below. This guidance should be read in conjunction with [Section 3](#).

9.2 Group Size

Level 2 coaches must operate within the following group sizes:

- 1 – 20

Where two or more Level 2 coaches are present.

- A maximum of 30 riders in one activity

Coaches should consider whether they can make a difference to each individual rider within the group. Smaller groups are recommended for newer or less experienced riders.

Pump and BMX tracks – group size should not exceed 10 riders. The size of the group planned for should be based on the technical and physical abilities of the riders and their prior experience.

9.3 Area

Level 2 coaching sessions must be delivered in a traffic-free area. The Level 2 coaching area can progress riders from Level 1 by including gradients that riders can ride with confidence but may challenge their technical and physical ability. The riding surface can also be varied to add unpredictability and technical challenge. The area selected must be appropriate to the level of the riders and activities being coached. Coaching areas may include the use of:

- closed-road circuits
- non-technical off-road terrain (as described in [Section 8.3](#))

Outdoor velodromes - the profile of the track must be appropriate to the session being delivered. Surface, length, width, gradient/inclination, safety area (run-off) and fences/rails will all inform on the choice of activity and the suitability of the area for the Level 2 coaching session. The coach must identify any other relevant factors, including the impact of the weather and access to the area.

Pump and BMX tracks - the profile of the track must be rollable and appropriate to the session being delivered. When coaching on a BMX track, it is assumed that coaches will be using a section of the track rather than the whole track.

9.4 Equipment

Bikes

Discipline-specific bikes are likely to be presented in the Level 2 environment but must still comply with the same safety specifications as those used for a Level 1 session (see [Section 8.4](#)).

Outdoor velodromes: the venue's Normal Operating Procedures must allow the use of freewheel bikes. It is the responsibility of the Level 2 coach to ensure the suitability of freewheel bikes (e.g. pedal clearance and tyres) that may be included in the session. Level 2 coaches **must not deliver sessions to riders using fixed wheel bikes**.

Cycle Speedway specific equipment is included in the remit for coaches holding a L2 Cycle Speedway coaching provisional licence verified by the Cycle Speedway Commission.

Helmet and Clothing

Discipline-specific cycling clothing and helmets are likely to be presented in the Level 2 environment but must still adhere to the same safety specifications as those used for Level 1 (see [Section 8.5](#)).

9.5 Techniques

The Level 2 technical syllabus covers:

Bike Handling	Core Cycling Techniques	Group Riding techniques
Cone of movement Ready position Learning to Ride a bike	Braking Climbing Cornering Descending Dismounting Gear selection Mounting Pedalling	Leading and following Side by Side Changing in a group Riding surrounded by other riders Riding in contact with another rider

- Outdoor velodromes, pump and BMX tracks - Level 2 coaches may deliver sessions that they have the experience and confidence to deliver effectively and safely manage within their remit as defined by the Guidelines. However, they **must not** deliver activities that fall within the remit of a qualified Level 2 discipline specific or Level 3 coach as defined by the Guidelines. When using pump tracks or sections of BMX tracks, the wheels must be kept on the ground at all times and activities which preclude this should be avoided.

Physical Development

Physical development will be achieved through the delivery of practical coaching sessions, where physical outcomes are consciously planned in addition to technical outcomes. The Level 2 coach may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities, and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc). This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

SECTION 10. BMX FREESTYLE COACHES



10.1 Overview

The primary role of a BMX Freestyle coach is to deliver BMX Freestyle specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified BMX Freestyle coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

All BMX Freestyle coaches can plan and deliver BMX Freestyle-specific sessions to riders in the BMX Freestyle environment.

In addition, Coaching in Context BMX Freestyle coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. The Coaching in Context coach may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc).

BMX Freestyle coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

10.2 Group Size (1 Coach)	
Activity Coach – BMX Freestyle	Coaching in Context – BMX Freestyle
1 - 6 riders	1 – 6 riders
Where two or more coaches are present there is no change to group size	

10.3 Area	
Activity Coach – BMX Freestyle	Coaching in Context – BMX Freestyle
- Flat ground Rails and boxes suitable for beginners, and ramps up to 4 feet in height in - Indoor freestyle parks - Outdoor freestyle parks	- Flat ground All areas and features in: - Indoor freestyle parks - Outdoor freestyle parks

10.4 Equipment	
Activity Coach – BMX Freestyle	Coaching in Context – BMX Freestyle
Bikes ▪ BMX Freestyle Bikes ▪ BMX Race Bikes* ▪ BMX Cruisers* *whilst these bikes are permitted, they are not ideal due to their different geometry.	Bikes ▪ BMX Freestyle Bikes ▪ BMX Race Bikes* ▪ BMX Cruisers* *whilst these bikes are permitted, they are not ideal due to their different geometry.
Bikes used in the BMX freestyle environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i>. Beginner and novice riders must have, as a minimum, one rear brake fitted on their bike.	
Clothing The individuality of choice and style is to be embraced by coaches as long as the clothing worn is safe and doesn't interfere with the bike or the rider's ability to move. For novice riders, wearing long sleeves and long trousers for protection from scrapes and friction burns is recommended but not required. Helmet - A specific BMX Freestyle helmet in the skate style or full-face type is recommended for BMX Freestyle. Skate style helmets come in two versions, cut above the ear or below the ear (known as Full Cut). Pads - knee pads, elbow pads, body armour and ankle supports are all common place in BMX Freestyle and pads are used by riders of all abilities to offer more protection. Gloves - Riding with gloves is a personal preference. Gloves offer additional protection and grip for sweaty hands and can be beneficial for beginner and novice riders.	Clothing The individuality of choice and style is to be embraced by coaches as long as the clothing worn is safe and doesn't interfere with the bike or the rider's ability to move. For novice riders, wearing long sleeves and long trousers for protection from scrapes and friction burns is recommended but not required. Helmet - A specific BMX Freestyle helmet in the skate style or full-face type is recommended for BMX Freestyle. Skate style helmets come in two versions, cut above the ear or below the ear (known as Full Cut). Pads - knee pads, elbow pads, body armour and ankle supports are all common place in BMX Freestyle and pads are used by riders of all abilities to offer more protection. Gloves - Riding with gloves is a personal preference. Gloves offer additional protection and grip for sweaty hands and can be beneficial for beginner and novice riders.

10.5 Techniques		
Activity Coach – BMX Freestyle	Coaching in Context – BMX Freestyle	
Body position and stance Bunny hop Carving Dismounting Dropping in Fakie Getting out (tricks – one footer, one hander, no footer) Jumping Manual Pumping	BMX Tricks and skills are <u>NOT</u> limited to the lists below. This list includes intermediate and advanced tricks and skills. This is a guide only. Riders may decide to learn different skills or tricks not listed.	
	Intermediate Techniques	Advanced Techniques
	Skills Airing quarter pipes Bunny hop Dropping in quarter pipes Falling safely Jumping a spine Jumping box jumps Wall ride Rotations/Spins 180 - 360 Backflip Tech Tricks Double peg Feeble Footjam Fufunu Air Tricks Bar spin No foot, one-hander (variations) One foot variations (can can, nac nac, grizz air etc.) One hand variations (tyre grab, seat grab etc.) Table (Invert) Tailwhip Tuck no hander X-up	Skills Alleyoop air Dropping in off elevated obstacles (sub box/wall ride etc.) Transfers (quarter to quarter etc.) Wall ride variations (fakie or trick out) Rotations/Spins 720 Flair Opposite 180 & 360 Tech Tricks 540 tap Footjam whip (deck of quarter) Grind variations (e.g. feeble to smith) Toothpick Tyre slide Air Tricks 360 variations Backflip variations Nothing Tailwhip

SECTION 11. BMX RACE COACHES

11.1 Overview

The primary role of a BMX Race coach is to deliver BMX Race specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified BMX Race coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 and Coaching in Context BMX coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities. This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

BMX Race coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

11.2 Group Size (1 Coach)		
Activity Coach	Level 2 BMX Coach	Coaching in Context – BMX Race
▪ 1 - 8 riders in a session of race specific activities ▪ 1 - 16 riders in a session of non-race specific activities	▪ 1 – 16 riders	▪ 1 – 16 riders
	General on-the-track activities to develop group riding skills can include rider numbers up to the maximum ratio but they must be appropriate for the riders’ experience and skill level. For race-specific activities performed on the track, including race starts, no more than eight riders can ride in the same straight at any one time.	
Group Size (more than 1 coach) -. Where there is more than one qualified BMX coach present, a different section of the track can be used to coach an additional group in a separate activity within the coach’s remit. These coaching areas should be distinct and allow for access without impacting safety of other coaching activity.		

11.3 Area		
Activity Coach	Level 2 BMX Coach	Coaching in Context – BMX Race
- Non-technical traffic free areas - BMX track - Pump track	- Non-technical traffic free areas - BMX track - Pro Straights - Not 8 metre and 1st straight - Pump track - Skate park - Official trails and dirt jump parks Extra precaution if a gap jump	- Non-technical traffic free areas - BMX track - Pro Straights - Not 8 metre and 1st straight - Pump track - Skate park - Official trails and dirt jump parks Extra precaution if a gap jump
Track Access - Only riders using the track should be allowed on the track or in the <i>start area</i> when the track is in use. Access to the track, paddock and start hill should be restricted when the BMX track is in use. Where public access to the track is possible (e.g. non-fenced-off areas) signs or tape should be used to make individuals aware that coaching is taking place. Areas of the track that represent a heightened risk should be emphasised to riders during the safety briefing at the beginning of the session.		

11.4 Equipment		
Activity Coach	Level 2 BMX Coach	Coaching in Context – BMX Race
Bikes - BMX race bikes - Cruisers - Freestyle BMX bikes - Mountain bikes	Bikes - BMX race bikes - Cruisers - Freestyle BMX bikes - Mountain bikes	Bikes - BMX race bikes - Cruisers - Freestyle BMX bikes - Mountain bikes
Bikes used in the BMX race environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i>. All bikes must have as a minimum, a working rear brake as defined in the British Cycling Handbook		
Helmets A full-face helmet should be used by all riders during all activities taking place on a BMX or pump track. A skate-style (<i>potty</i>) helmet is appropriate for BMX activities taking place in the Level 1 and 2 coaching area and at skate parks. Clothing Long trousers or shorts made of tear resistant material, and a loose-fitting long-sleeve jersey should be worn. Shorts should be accompanied by appropriate knee and shin protection. Gloves Full finger gloves must be worn		

Pads Knee and shin protection must be worn when riding with shorts. Elbow pads are recommended	
Start gate Automatic or manual gates may be used when practising gate starts in club settings. Outside of club settings, the coach needs to be insured by the venue for use. Only riders taking part in the gate start should be on the BMX track when a gate start is performed. The coach should be familiar with the safe operation of the start gate prior to use. The gate should be a purpose-built start gate in good working order and any use should comply with the venue's Normal Operating Procedures. An appropriately trained responsible adult may operate the start gate to allow the coach to be more effectively located to give feedback to riders on performance. For sessions that include the use of a start gate, all riders and assistants involved in the session should be given explicit instructions during the safety briefing to remain clear of the gate when it is operating, except for riders performing gate starts.	
	Portable Ramps Purpose built ramps – positioned on flat, hard standing ground with a clear safety area in front of, behind and to each side of the ramp.

11.5 Techniques		
Activity Coach	Level 2 BMX	Coaching in Context – BMX Race
Bike control and balance Body position Bunny hop Cornering Deadman starts Front wheel lift Gate starts Jumping Pumping Racing skills	Back Hops Bunny Hop Deadman starts Engaging the trunk/Ready Position Gate Starts Jump to Manual Jumping efficiently Manual Manual Hop Manual through jumps Nose Manual Pedalling Pick up Manual Picking up for a roller Popping a jump Pumping Railing a berm Shaping a jump Wheelie	Body position Bunny hop Cornering Deadman starts Gate starts Group riding Jump to manual Jumping efficiently Manual Manual through jumps Nose tap Picking up for a jump Pumping Race planning Wheelie
		*The Coaching in Context Technical Syllabus includes techniques from Level 2 for many disciplines, but language and terminology in the discipline may differ to reflect current practice

SECTION 12. CYCLE SPEEDWAY COACHES

12.1 Overview

The primary role of a Cycle Speedway coach is to deliver Cycle Speedway specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified Cycle Speedway coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 and Coaching in Context Cycle Speedway coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc).

Cycle Speedway coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

Coaching Equipment

In addition to the general coaching equipment outlined in [Section 3.5](#), cycle speedway-specific coaching equipment is outlined.

12.2 Group Size (1 Coach)		
Activity Coach – Cycle Speedway	Level 2 Cycle Speedway Coach	Coaching in Context – Cycle Speedway
1 – 8 riders (race specific activities) 1 – 16 riders (non-race specific activities)	1 – 20 riders	1 – 20 riders
Track width, track length and rider ability will influence the maximum number of riders that can be coached safely on the track at any one time. There is considerable variation in the width and length of cycle speedway tracks. Track dimensions will impact on the safe number of riders that can ride on the track at any one time. As a general rule, each rider should have approximately one metre's width of track when lined up side by side on the start grid. For example, if using a 7m-wide track, seven riders would be a safe limit per group. It is generally expected that beginner and less experienced riders will require more room on the track and, therefore, a smaller group size is more appropriate Multiple Groups The number of riders on the track in one group should be guided by the track width, however, two adequately spaced groups (i.e. half a track length apart) can participate in activities on the track at the same time. A second coach, or an assistant, may be required to help with rider coordination and supervision. This decision will be based on the coach's risk assessment, taking into account the size of the track, the activities to be coached and the ability of the riders		

12.3 Area		
Activity Coach – Cycle Speedway	Level 2 Cycle Speedway Coach	Coaching in Context – Cycle Speedway
- Non-technical traffic free - Cycle Speedway track	- Non-technical traffic free - Cycle Speedway track-	- Non-technical traffic free - Cycle Speedway track

Area considerations

Outdoor/Indoor tracks should conform to the rules that govern cycle speedway tracks used for racing, as detailed in the *British Cycling Handbook*, and be maintained at a level that allows safe participation.

If using shale-type tracks, any loose material may need to be compacted prior to coaching sessions.

The track should be suitably dry throughout, which may require standing water to be coned off or an alternative coaching area to be used. During dry conditions, surfaces can become loose and affect grip on the track. In such conditions, it may be necessary to lightly water the track to improve grip.

12.4 Equipment

Activity Coach – Cycle Speedway	Level 2 Cycle Speedway Coach	Coaching in Context – Cycle Speedway
Cycle Speedway Bikes	Cycle Speedway Bikes	Cycle Speedway Bikes
Cycle speedway bikes should have a freehub, no brakes or gears and be in a safe state of repair. Cycle Speedway bikes used should conform to the rules governing cycle speedway bikes in the <i>British Cycling Handbook</i>. Other bikes Separate activities may be run for riders who have brakes and gears fitted to their bikes, such as mountain bikes. These riders must not participate in activities that include riders with cycle speedway-specific bikes, due to the differences in stopping ability.		
	Starting gate The starting gate should be in good working order and conform to the rules governing cycle speedway. The coach should be familiar with the safe operation of the starting gate prior to use.	
Helmets A standard open-face helmet (without a peak) or skate-style (<i>potty</i>) helmet that conforms to a recognised standard should be worn in all sessions. General clothing Riders' legs should be fully covered by close-fitting trousers (either with or without pads), that are made of tear-resistant material. A loose-fitting, long-sleeved jersey should be worn. Gloves Full-finger gloves should be worn in all sessions		

12.5 Techniques

Activity Coach – Cycle Speedway	Level 2 Cycle Speedway Coach	Coaching in Context – Cycle Speedway
Balancing on the start Cornering Group Riding Line of Travel Observation Pedalling	Attacking an opponent - solo Balancing on the start Controlled slide Cornering Gating Group Riding	Attacking an opponent - solo Balancing on the start Controlled Slide Cornering Gating Group Riding

Peddalling Zone Stopping	Leaning Line of Travel Observation Passing – drop pass, dive pass, burst pass Pedalling Pedalling Zone Physical Contact Pick Up Powering round Stopping	Leaning Line of Travel Observation Passing – drop pass, dive pass, burst pass Pedalling Pedalling Zone Physical Contact Pick Up Powering round Stopping
It is beyond the coaching remit of a Level 2 cycle speedway coach to plan or prescribe training to riders. L2 Cycle Speedway When coaching race-specific activities, such as race starts or practice races, only four riders should be on the track at one time, as specified in the cycle speedway racing rules. Those riders not actively riding on the track should wait in an appropriate area that is off the track (such as in the pit area or centre green) but within view of the coach.		

SECTION 13. CYCLO-CROSS COACHES



13.1 Overview

The primary role of a Cyclo-cross coach is to deliver Cyclo-cross specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified Cyclo-cross coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 and Coaching in Context Cyclo-cross coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc). This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

Cyclo-cross coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

13.2 Group Size		
Activity Coach – Off-Road	Level 2 Cyclo-cross Coach	Coaching in Context – Cyclo-cross Coach
1 – 8 riders in a session on trails 1 – 20 riders in a non-technical environment	1 – 20 riders	1 – 20 riders
	Where two or more cyclo-cross coaches are delivering a session: 1 - 30 riders participating in an activity is permitted.	

13.3 Area		
Activity Coach – Off-Road	Level 2 Cyclo-cross Coach	Coaching in Context – Cyclo-cross Coach
Off road terrain which is rideable at walking speed, with an obvious line choice and rollable technical features.	Off road environment typical of cyclo-cross events including sections and features of: Different gradients, sections of offroad woodland trails, off camber sections, steep banks and steps. Surfaces including grass, gravel, sand, mud and rutted.	Off road environment typical of cyclo-cross events.
Venue Consent If intending to coach in public parks or on private land, coaches should gain the local authority's or landowner's permission, in writing, before commencing the sessions. Coaches should be aware that coaching riders in some areas can cause erosion and damage to the terrain, particularly when the surface is wet. Coaches should inform the landowner that this is a potential risk prior to commencing any coaching activity. It is advised that coaching venues are selected on the suitability of the surface to withstand being ridden on repeatedly, the forecast and actual weather conditions and the riders' ability to safely negotiate that area in those conditions.		

Coaching area must be within 10 minutes' walk of the session start point that allows access for a road going ambulance
Lights in Sessions As cyclo-cross is predominantly a winter sport, coaching may be undertaken at times when there is no daylight (in the evening). In such instances, venues should be lit to provide adequate lighting for sessions to be run safely. Through risk assessment a coach may also deem it necessary for riders to use a front light of adequate brightness to illuminate their path.
Surface and Features The surface and features typically found in cyclo-cross races increase the technical demands of these coaching areas and may be included as they would be found in domestic competition. These surfaces and features include: ▪ grass, gravel, sand, mud and rutted ▪ sections of off-road woodland trails ▪ steep banks - for use as rideable/unrideable climbs and as descents ▪ steps – should only be included in the coaching area for use in a uphill direction and not on downhill sections ▪ off-camber sections ▪ different gradients ▪ planks (see Section 13.4) Other rollable features such as pump sections and bomb holes may feature in the cyclo-cross environment and can be included in cyclo-cross coaching sessions. Other than the obstacles requiring riders to dismount, no part of the coaching area should require a rider's wheels to leave the ground to safely negotiate any section. Riders should not be directed through stream crossings.

13.4 Equipment		
Activity Coach – Off-Road	Level 2 Cyclo-cross Coach	Coaching in Context – Cyclo-cross Coach
Bikes ▪ Cyclo-cross Bikes ▪ Gravel Bikes ▪ Mountain Bikes	Bikes ▪ Cyclo-cross Bikes ▪ Gravel Bikes ▪ Mountain Bikes	Bikes ▪ Cyclo-cross Bikes ▪ Gravel Bikes ▪ Mountain Bikes
All bikes used in this environment must have two working brakes, a freewheel, off-road specific tyre tread and be in a safe state of repair. Bikes used in the off-road environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i>.		
Helmets A standard open-face helmet should be worn by riders in an off-road environment.	Helmets A standard open-face helmet should be worn by riders participating in cyclo-cross coaching sessions.	Helmets A standard open-face helmet should be worn by riders participating in cyclo-cross coaching sessions.

Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear knee, shin and/or elbow protection in coaching sessions.	Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions and allow the rider to control the brakes and gears.	Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions and allow the rider to control the brakes and gears.
	Coaching Equipment (Level 2 Cyclo-cross and Coaching in Context) Planks Planks may be used in cyclo-cross coaching sessions. Planks should be solid all the way along and without any sharp edges. They should not be made of metal. Planks should not exceed a maximum height of 40cm and must be collapsible if struck in the direction of travel. Consecutive planks should be adequately spaced for the planned activity. This may be affected by the speed at which the riders negotiate that section. Hurdles (and limbo poles) Hurdles and limbo poles are acceptable substitutes for planks; however, they should also collapse if struck in the direction of travel. Poles and stakes Poles used to mark out a cyclo-cross coaching area should be made of either wood or plastic.	

13.5 Techniques		
Activity Coach – Off-Road	Level 2 Cyclo-cross Coach	Coaching in Context – Cyclo-cross Coach
Absorbing and compressing Body movement Body position Braking Cornering Gear selection Mounting and dismounting Pedalling Weighting and unweighting	Bank Dismount Bunny hop Carrying a cyclo-cross bike Cornering Front wheel lift Power and seated climbs Race start Rear wheel lift Riding an off-camber section Riding steep descents Running corner Running remount Shouldering the bike-securing the bike Shouldering the bike-the lift Sprint finish Step-back and step-through dismount Un-shouldering the bike	Absorbing and compressing Bike management and bike handling Body movement on the bike Body position Braking Bunny hop/hopping Carrying Carrying momentum Climbing and descending Cornering Finish/Sprint finish Gear selection Group riding Mounting & Dismounting Pedalling Pit management Pre-race- course recce/pre ride Running with the bike Starting Weighting & unweighting

SECTION 14. MTB COACHES (CROSS-COUNTRY & GRAVITY)



14.1 Overview

The primary role of an MTB coach is to deliver MTB specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified MTB coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 MTB and Coaching in Context MTB Cross-country (XC) and MTB Gravity coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc). This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

MTB coaches must coach within the remit outlined in the tables below for: MTB XC - [Group Size](#), [Area](#), [Equipment](#), [Techniques](#) and MTB Gravity - [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

MTB XC Coaches

14.2 Group Size		
Activity Coach – Off-Road	Level 2 MTB / Level 3 MTB Coach	Coaching in Context – MTB XC
1-8 riders in a session on trails 1-20 riders in a non-technical environment	1 – 8 riders in a session on trails 1 – 16 riders in a non-technical environment Note that the MTB group size is lower than for Level 2 coaches in the equivalent area due to the increased emphasis required on technique analysis and rider feedback in the MTB environment.	1 – 8 riders in a session on trails 1 - 6 riders is recommended particularly when coaching with an increased technical focus 1 – 16 riders in a non-technical environment
	1 – 16 riders (on trails) if two coaches	
	Group size considerations During the session planning and risk assessment stages the maximum group size that the coaching area can withstand should be considered. This will be determined by the type, size and technical severity of the coaching area, as this will influence the number of riders it can safely withstand. A short coaching loop may be limited by the number of riders it can cope with before the flow of riders through that area becomes restricted. Alternatives could include the use of suitably cordoned-off sections of the trail simultaneously between groups, so that each group is engaged in separate activities. In this situation, coaches may bring the groups together for race type scenarios, towards the end of the session for example.	

14.3 Area		
Activity Coach – Off-Road	Level 2 MTB/Level 3 MTB Coach	Coaching in Context – MTB XC
Off-road terrain which is rideable at walking speed, with an obvious line choice and rollable technical feature, for example: - Natural off-road trails - Pump tracks - Trail centres - Urban off road	Coaching can take place in areas where mountain bike riding is permitted, for example: - Forest tracks and parkland - Mountain bike skills areas - Purpose-built four-cross, BMX or pump tracks - Purpose-built mountain bike trail centres	Coaching can take place on off-road trails where mountain bike riding is permitted, for example: - Natural off-road trails - Pump tracks - Trail centres - Urban off road
If intending to coach in public parks or on private land, coaches should gain the local authority's or landowner's permission, in writing, before commencing the sessions. Coaches should be aware that coaching riders in some areas can cause erosion and damage to the terrain, particularly when the surface is wet. Coaches should inform the landowner that this is a potential risk prior to commencing any coaching activity. It is advised that coaching venues are selected on the suitability of the surface to withstand being ridden on repeatedly, the forecast and actual weather conditions and the riders' ability to safely negotiate that area in those conditions		

Coaching area must be within 10 minutes' walk of the session start point that allows access for a road going ambulance	Coaching area must be within 10 minutes' walk of the session start point that allows access for a road going ambulance	Coaching area must be within 30 minutes' walk of the session start point that allows access for a road going ambulance.
Area Planning and Surface considerations When selecting coaching areas, attention should be paid to section 3.4. A clear line of sight is not always possible in the mountain bike environment. However, clearly marked, relatively compact loops are ideal for observing rider performance, due to the frequency that riders can pass the coach. Circuits could be approximately 30 seconds duration up to several minutes. This will depend on the age and ability of the riders in the session. The weather forecast and the changeability of the area should also be carefully considered in planning and throughout the session. Alternative coaching areas may be pre-planned in case the weather changes. Each coaching area location, including a description of the circumstances that would cause a change to the alternative area, should be logged with the appointed contact for that coaching venue. Mountain bike trails are, by their nature, loose, uneven and slippery; however, the surface and terrain should not present a level of difficulty that exceeds the riders' level of ability. This judgement should be based on the coach's assessment of the riders' current level of ability. Surface conditions can change considerably and rapidly with changes in the weather. This should be factored into the risk assessment. Coaching area selection should be based on the suitability of the surface to withstand the forecast and actual weather conditions, and the riders' ability to safely negotiate that area in those conditions. In wet conditions, be aware that repeated riding of a trail may cause damage to the terrain. The landowner should be made aware of this potential risk when permission is sought.		
	Features (Level2 MTB and Coaching in Context – MTB XC) The surface and features typically found in mountain bike racing can be included within mountain bike coaching sessions. These typically include the features outlined below. Boardwalk Boardwalk used in coaching sessions should be suitable for the level of ability of the riders in the session. For example, if working with novice riders the board walk should have a safe, anti-slip surface and be wide enough for riders to safely dismount, should they wish to do so. Drops and drop-offs Drops and drop-offs that are similar in size and technical severity to those encountered during races can be included. These can be differentiated for less technically able riders by providing rollable options. As a guide, a rollable drop is at approximately hub height. When coaching more advanced riders, obstacles may need to be higher than hub height. If coaching a mixed-ability group, alternatively sized obstacles should be provided. Jumps Level 2 MTB and CiC coaches using jumps that are similar in size and technical severity to those encountered during races can be included. Jumps should either be tabletop (flat top) or double jumps (dipped top) that are rollable (i.e. both wheels remain in contact with the jump) by riders when riding at jogging pace. Gap-jumps (with no rollable middle section) are only appropriate for advanced riders who already possess a well-developed jumping technique.	

	The use of purpose-built jumps, such as those found in a trail centre skills area, is strongly recommended, as these tend to be more stable than unofficial dirt-jump areas.
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14.4 Equipment		
Activity Coach	Level 2 MTB/Level 3 MTB Coach	Coaching in Context – MTB XC
Bikes - Mountain Bikes - Cyclo-cross Bikes - Gravel Bikes	Bikes Mountain Bikes – either full suspension or hardtail	Bikes Mountain Bikes – either full suspension or hardtail
All bikes used in this environment must have two working brakes, a freewheel, off-road specific tyre tread and be in a safe state of repair. Bikes used in the off-road environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i>. Wheel diameter and rollable terrain Coaches should be aware that the diameter of mountain bike wheels can vary, which will have implications for ensuring that terrain is rollable. As wheel diameters may vary between bikes, alternatively sized obstacles may need to be included.		
Helmets A standard open-face helmet should be worn by riders in an off-road environment. Helmets that are appropriate for the mountain bike environment should be either an open or full-face design. Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear knee, shin and/or elbow protection in coaching sessions.	Helmets For cross-country coaching sessions, a standard open face helmet is appropriate. Helmets that are appropriate for the mountain bike environment should be either an open or full-face design. Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear body armour, knee, shin and/or elbow protection in coaching sessions.	Helmets For cross-country coaching sessions, a standard open face helmet is appropriate. Helmets that are appropriate for the mountain bike environment should be either an open or full-face design. Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear body armour, knee, shin and/or elbow protection in coaching sessions.
	Coaching Equipment Purpose-built ramps may be used. The ramp should be positioned on stable ground. No additional obstacles should be placed in this area if they are being used for jumping activities.	

	Wooden pallets and obstacles Wooden pallets can be used for creating step-up and drop-off features in a non-technical area. These should be in good condition and appropriate for the environmental conditions and level of riders.
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14.5 Techniques		
Activity Coach – Off-Road	Level 2 MTB/Level 3 MTB Coach	Coaching in Context – MTB XC
Absorbing and compressing Body movement Body position Braking Cornering Gear selection Mounting and dismounting Pedalling Weighting and unweighting	Acceleration from a standing start Bunny Hop Cross country start Downhill start Drop off (manual and power-assisted) Effective Braking Effective Cornering Effective descending Efficient climbing (rhythm, technical and power climbing) Efficient dismounts (step-through and step-back dismounts) Jumping Manual Front Wheel Lift Power Assisted Front Wheel Lift Pumping Ready Position Rear Wheel Lift Receiving feed-zone support Riding a berm Riding with other riders Running remount Step-over Step-up Track Stand Using a four cross start gate Weight Shift	Absorbing and compressing Body movement Body position Bunny Hop Drop Off Effective Braking Effective climbing and descending Effective Cornering Endo Gear selection Jumping Manual Mass Start Mounting and dismounting Pedalling Pumping Riding one handed Riding with others Step up – Step over Track Stand Trail flow Weighting and unweighting XC start (mass start)
Considerations In addition, a Level 3 coach's role (pre-2021) role is to develop rider's performance through developing and delivering individualised training programmes.		

MTB Gravity Coaches

14.6 Group Size		
Activity Coach – Off-Road	Level 2 MTB/Level 3 MTB Coach	Coaching in Context – MTB Gravity
1 – 8 riders on trails 1 – 20 riders in a non-technical environment	1 – 8 riders in a session on trails 1 – 16 riders in a non-technical environment Note that the MTB group size is lower than for Level 2 coaches in the equivalent area due to the increased emphasis required on technique analysis and rider feedback in the MTB environment.	1 – 8 riders in a session on trails 1 - 6 riders is recommended particularly when coaching with an increased technical focus 1 – 16 riders in a non-technical environment.
	1 - 16 riders (on trails) if two coaches	
	Group size considerations During the session planning and risk assessment stages the maximum group size that the coaching area can withstand should be considered. This will be determined by the type size and technical severity of the coaching area, as this will influence the number of riders it can safely withstand. A short coaching loop may be limited by the number of riders it can cope with before flow of riders through that area becomes restricted. Alternatives could include use of suitably cordoned-off sections of the trail simultaneously between groups, so that each group is engaged in separate activities. In this situation, coaches may bring the groups together for race type scenarios, towards the end of the session for example.	

14.7 Area		
Activity Coach – Off-Road	Level 2 MTB/Level 3 MTB Coach	Coaching in Context – MTB Gravity
Off road terrain which is rideable at walking speed, with an obvious line choice and rollable technical features.	- Forest tracks and parkland - Purpose-built mountain bike trail centres - Mountain bike skills areas - Purpose-built four cross, BMX or pump tracks - Flat, non-technical areas.	- Forest tracks and parkland - Purpose-built mountain bike trail centres - Mountain bike skills areas - Purpose-built Downhill (uplift), four-cross, BMX or pump tracks - Flat, non-technical areas.
Coaching area must be within 10 minutes' walk of the session start point that allows access for a road going ambulance.		Coaching area must be within 30 minutes' walk of the session start point that allows access for a road going ambulance.
Area Considerations If intending to coach on private land, coaches should gain the landowner's permission, in writing, before commencing the sessions. During the session planning and risk assessment stages the maximum group size that the coaching area can withstand should be considered. This will be determined by the type, size and technical severity of the coaching area, as this will influence the number of riders it can safely withstand. A short coaching loop may be limited by the number of riders it can cope with before flow of riders through that area becomes restricted. Alternatives could include use of suitably cordoned-off sections of the trail simultaneously between groups, so that each group is engaged in separate activities. In this situation, coaches may bring the groups together for race type scenarios, towards the end of the session for example.		

For activities that run from point to point, a helper should be positioned along the course, so that riders are never far from sight, or from help. The return loop for riders to walk/ride back to the start should be clear, keeping riders a safe distance away from the trail(s) that are in use for the main activities.

Area Planning and Selection

The weather forecast and the changeability of the area should also be carefully considered in planning and throughout the session. Alternative coaching areas may be pre-planned in case the weather changes. Each coaching area location, including a description of the circumstances that would cause a change to the alternative area, should be logged with the appointed contact for that coaching venue.

Surface Considerations

Mountain bike trails are, by their nature, loose, uneven and slippery; however, the surface and terrain should not present a level of difficulty that exceeds the riders' level of ability. This judgement should be based on the coach's assessment of the riders' current level of ability.

Surface conditions can change considerably and rapidly with changes in the weather. This should be factored into the risk assessment. Coaching area selection should be based on the suitability of the surface to withstand the forecast and actual weather conditions, and the riders' ability to safely negotiate that area in those conditions. In wet conditions, be aware that repeated riding of a trail may cause damage to the terrain. The landowner should be made aware of this potential risk when permission is sought.

	Features (Level 2 MTB and Coaching in Context - MTB Gravity) The surface and features typically found in mountain bike racing can be included within mountain bike coaching sessions. These typically include the features outlined below. Boardwalk Boardwalk used in coaching sessions should be suitable for the level of ability of the riders in the session. For example, if working with novice riders the board walk should have a safe, anti-slip surface and be wide enough for riders to safely dismount, should they wish to do so. Drops and drop-offs Drops and drop-offs that are similar in size and technical severity to those encountered during races can be included. These can be differentiated for less technically able riders by providing rollable options. If coaching a mixed-ability group, alternatively sized obstacles should be provided. Jumps Jumps that are similar in size and technical severity to those encountered during races can be included. Jumps should either be tabletop (flat top) or double jumps (dipped top) that are rollable (i.e. both wheels remain in contact with the jump) by inexperienced riders when riding at jogging pace. Gap-jumps (with no rollable middle section) are only appropriate for advanced riders who already possess a well-developed jumping technique. The use of purpose-built jumps, such as those found in a trail centre skills area, is strongly recommended, as these tend to be more stable than unofficial dirt-jump areas.
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14.8 Equipment		
Activity Coach – Off-Road	Level 2 MTB/Level 3 MTB Coach	Coach in Context – MTB Gravity
Bikes - Mountain Bikes - Cyclo-cross Bikes - Gravel Bikes	Bikes Mountain Bikes – either full suspension or hardtail	Bikes Mountain Bikes – either full suspension or hardtail
All bikes used in this environment should be suitable for the terrain and must have two working brakes, a freewheel, off-road specific tyre tread and be in a safe state of repair. Bikes used in the off-road environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i> .		
Helmets A standard open-face helmet should be worn by riders in an off-road environment Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear knee, shin and/or elbow protection in coaching sessions.	Helmets Helmets that are appropriate for the mountain bike environment should be either an open or full-face design depending on the activity. Full face helmets are required for all downhill activity. Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear body armour, knee, shin and/or elbow protection in coaching sessions. Additional protection or body armour is strongly recommended in Gravity coaching activities. This includes shoulders, neck and back, elbows, thighs, knees and shins. The British Cycling Handbook provides further detail	Helmets Helmets that are appropriate for the mountain bike environment should be either an open or full-face design depending on the activity. Full face helmets are required for all downhill activity. Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging. Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears. Pads Riders may choose to wear body armour, knee, shin and/or elbow protection in coaching sessions. Additional protection or body armour is strongly recommended in Gravity coaching activities. This includes shoulders, neck and back, elbows, thighs, knees and shins. The British Cycling Handbook provides further detail
	Timing Timing equipment may be used for timing runs or sections in accordance with manufacturers instructions. Cameras	Timing Timing equipment may be used for timing runs or sections in accordance with manufacturers instructions. Cameras

	Mounted cameras such as GoPro should be used in accordance with the British Cycling Handbook Purpose-built ramps may be used. The ramp should be positioned on stable ground. No additional obstacles should be placed in this area if they are being used for jumping activities. Wooden pallets and obstacles Wooden pallets can be used for creating step-up and drop-off features in a non-technical area. These should be in good condition and appropriate for the environmental conditions and level of riders.	Mounted cameras such as GoPro should be used in accordance with the British Cycling Handbook Purpose-built ramps may be used. The ramp should be positioned on stable ground. No additional obstacles should be placed in this area if they are being used for jumping activities. Wooden pallets and obstacles Wooden pallets can be used for creating step-up and drop-off features in a non-technical area. These should be in good condition and appropriate for the environmental conditions and level of riders.
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14.9 Techniques		
Activity Coach – Off-Road	Level 2 MTB /Level 3 MTB Coach	Coaching in Context – MTB Gravity
Absorbing and compressing Body movement Body position Braking Cornering Gear selection Mounting and dismounting Pedalling Weighting and unweighting	Acceleration from a standing start Bunny Hop Cross country start Downhill start Drop off (manual and power-assisted) Effective Braking Effective Cornering Effective descending Efficient climbing (rhythm, technical and power climbing) Efficient dismounts (step-through and step-back dismounts) Jumping Manual Front Wheel Lift Power Assisted Front Wheel Lift Pumping Ready Position Rear Wheel Lift Receiving feed-zone support Riding a berm Riding with other riders Running remount Step-over Step-up Track Stand Using a four cross start gate Weight Shift	Absorbing & Pumping Absorbing and compressing Body movement Body position Carrying speed/momentum/being efficient Drop offs Effective braking Front Wheel Lift Rear Wheel Lift Effective cornering Gear selection Jumping Manual Mounting and dismounting Movement & Weight shifting Pedalling Pumping Race Starts Riding technical features – rocks, roots, off camber Riding with other riders Speed generation/free speed Terrain, surface, line choice, riding the trail Weighting and unweighting

SECTION 15. ROAD COACHES

15.1 Overview

The primary role of a Road coach is to deliver Road specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified Road coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 and Coaching in Context Road coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc). This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

Road coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

15.2 Group Size		
Activity Coach - Road	Level 2 Road/Level 3 Road & Time Trial Coach	Coaching in Context - Road
▪ 1 – 20 riders	▪ 1 – 20 riders	▪ 1 – 20 riders
	Where two or more road coaches are present: ▪ 1 - 30 riders	
Group Size (more than 1 coach) -. Where there is more than one qualified road coach present, a different section of the track can be used to coach an additional group in a separate activity within the coach's remit. These coaching areas should be distinct and allow for access without impacting safety of other coaching activity.		

15.3 Area		
Activity Coach - Road	Level 2 Road/Level 3 Road & Time Trial Road Coach	Coaching in Context - Road
- Closed road circuits - Non-technical traffic-free	- Closed road circuit - Traffic free motor circuit - Non-technical traffic-free	- Closed road circuit - Traffic free motor circuit - Non-technical traffic-free
Area considerations Areas used should have surfaces typical of road events, but should remain traffic-free. Many closed-road circuits enable the circuit to be divided into smaller, separate circuits, or are large enough for groups to be adequately separated. Multiple activities can be run with shared use of the facility between coaches and groups.		

Lights in Sessions

Coaching may be undertaken at times when there is no daylight (in the evening). In such instances, venues should be lit to provide adequate lighting for sessions to be run safely. Following risk assessment a coach may also deem it necessary for riders to use a front light of adequate brightness to illuminate their path.

15.4 Equipment

Activity Coach - Road	Level 2 Road/Level 3 Road & Time Trial Coach	Coaching in Context - Road
Bikes ▪ Road bikes ▪ Gravel bikes ▪ Cyclo-cross bikes ▪ Hybrid bikes	Bikes: ▪ Road bikes ▪ Time-trial bikes ▪ Cyclo-cross bikes ▪ Gravel bikes	Bikes ▪ Road bikes ▪ Time-trial bikes ▪ Cyclo-cross bikes ▪ Gravel bikes
Considerations for different bikes A range of bikes is appropriate for road and time trial coaching sessions. All bikes used must have two working brakes, a freewheel and be in a safe state of repair. Bikes used in the road environment should conform to the rules outlined for the discipline in the <i>British Cycling Handbook</i>. Cyclo-cross and Gravel bikes can be modified for use in road and time trial coaching sessions by fitting tyres suitable for the coaching area. Consideration should be given to tyre grip where different bikes are included. Braking systems will also differ from bike to bike, for example disc brakes.		
	Time-trial bikes (and road bikes fitted with aero bars) should be excluded from all activities involving group riding, with the exception of activities relating specifically to time trials (e.g. team time trial practice). Time trial bikes fitted with a rear disc wheel and/or deep section rim wheels can be affected by cross winds. Riders should have experience of using these bikes and wheels alone in a range of conditions, so they are aware of the different handling characteristics before participating in any team time trial activities.	
Helmets A standard open-face helmet should be worn by riders in a road environment		
Clothing Whilst the clothing outlined in the generic section may be used for newer riders, close-fitting clothing is preferable to prevent snagging.		
Gloves Gloves should be worn and be appropriate for the weather conditions. Gloves should not adversely affect the rider's control of the brakes or gears.		
Coaching equipment Radios may be used to improve communication between coaches in the session. It is recommended that, if providing radios to riders that they are issued to a designated expert rider within the group, rather than multiple riders in the group.		

15.5 Techniques		
Activity Coach - Road	Level 2 Road/Level 3 Road & Time Trial Coach	Coaching in Context - Road
Climbing and Descending Controlling speed Cornering Gear selection Group riding Mass starts Observation Sprinting	Attacking Attacking from a group countering an attack Efficient riding in a breakaway Group etiquette and communication Group navigation Group riding Observation in a group Out-of-the-saddle acceleration Responding to an attack Seated acceleration Sheltering in the wind Starting in a group race Through and off in a chain gang Working over a group with a rider Cornering Cornering in a group Cornering individually Race-specific techniques Lunge for the finish line Riding no-handed Sprinting Stopping for a mechanical Taking nutrition from a feed zone Team time trial Using aero bars	Attacking Acceleration (seated and out the saddle) Sprinting Cornering Cornering in a group Cornering individually Riding/racing in a group Climbing and Descending Controlling speed Echelon riding Finish Gear selection Group Navigation Mass starts Observation Through and off in a paceline Time Trial: Individual Time Trial Cornering Prologue efforts Seated acceleration Starting Using aero bars Team Time Trial Changes in the paceline Cornering Finish Racing in the wind Starting Additional techniques Riding no handed (excludes time-trial) Taking nutrition from a feed zone
Considerations Level 3 Road & Time Trial Coaches – pre-2021. Exclusion to Level 3 Technical Syllabus: Race-support Vehicles		

Road and time trial coaches are not insured to deliver coaching sessions that involve motorised vehicles within coaching activities.

Section 8.5 of the *British Cycling Level 3 Coaching Handbook: Road and Time Trial* refers to *Coaching riders to use race-support vehicles*. Please use this for reference material only.

Team Time Trial Activities

For team time trial coaching sessions, riders should develop team time trial group riding skills using road bikes (i.e. without aero bars fitted) before progressing to time trial-specific equipment (i.e. with aero bars fitted). Riders must also be able to ride individually on aero bars before participating in team time trial activities. Aero bars are not permitted in any other group riding activities.

SECTION 16. TRACK COACHES

16.1 Overview

The primary role of a Track coach is to deliver Track specific coaching sessions to riders. Activity Coaches under 16 years of age must coach as an assistant to another qualified Track coach, who is at least 18 years old. Coaches 16-17 years of age must be directly supervised by an adult, in an environment with first aid provision.

In addition, Level 2 and Coaching in Context Track coaches can deliver discipline specific activities to help riders' physical development, where physical outcomes are consciously planned in addition to technical outcomes. Level 2 and Coaching in Context coaches may also provide training advice to support the rider in planning their activities for the remainder of the week, outside the coaching session. This advice should focus on ensuring the rider is achieving a good variety in their activities and is balancing stress with sufficient recovery (where stress can include other sports, education, home life etc, and recovery can include nutrition, sleep, social activities etc). This is different to the role of Level 3 Coaches, who will design and deliver individualised training programmes, prescribing daily activities for each rider, based on detailed data.

Track coaches must coach within the remit outlined in the tables below, these illustrate [Group Size](#), [Area](#), [Equipment](#), [Techniques](#). This guidance should be read in conjunction with [Section 3](#).

Considerations for Coaching Specific Track Activities

Introductory sessions

Some tracks have their own induction and accreditation schemes for riders wanting to use the track. Typically, an introductory track session should:

- allow riders to get used to a fixed-wheel bike – use the safety area at a steady pace (between walking and jogging pace) to get riders used to the fixed wheel
- remind riders to look over their shoulder to check it is clear before setting off, changing direction or stopping in the track environment
- ensure riders can set off and stop safely (through correct pressure applied to the pedals to control speed as they come to a halt) before being allowed to join the track
- gradually allow riders to join the track in the straights and build up to complete laps on the pursuit or sprinters' line
- gradually introduce group riding to riders. This should start with riding in pairs, leading and following, and side by side.

16.2 Group Size		
Activity Coach - Track	Level 2 Track/Level 3 Track Coach	Coaching in Context - Track
Tracks up to 250m		
1-4 riders (race-specific activities) 1-16 riders (non-race specific activities)	1 - 16 novice riders 1 - 20 experienced riders	1 - 16 novice riders 1 - 20 experienced riders
	1-30 experienced riders (2 or more track coaches)	1-30 experienced riders (2 or more track coaches)
Tracks over 250m		
1 – 8 riders (race-specific activities) 1-16 riders (non race-specific activities)	1- 25 experienced riders (1 Coach)	1- 25 experienced riders (1 Coach)
	A maximum of 2 groups of 25 experienced riders per group participating in 2 separate activities with 2 or more track coaches	A maximum of 2 groups of 25 experienced riders per group participating in 2 separate activities with 2 or more track coaches
Novice Riders Novice riders are likely to require more coach support, as well as space on the track to master the basics of track riding, hence the lower limit to the group size. This novice stage is regarded as the period where riders are developing the basic track skills (prior to riding in a group), such as: - starting and stopping from the fence with control - leaving and joining the track safely and independently - riding on the track independently while it is in use by other independent riders - moving between lines on the coach's request - overtaking another rider safely. Good coaching practice requires the coach to consider the ability of the riders as part of the risk assessment to identify an appropriate maximum number of riders that can ride on the track at any one time to ensure the coaching session is safe.		
	Group size considerations Maximum Rider Limits at a Coaching Event/Session The total number of riders participating in a coaching event or session is limited by what can safely be managed at the facility with the appropriate number of coaches who are, as a minimum, qualified as British Cycling Level 2 or Coaching in Context Track coaches and should not exceed 30 riders (50 riders for outdoor 400m/500m tracks). In the situation that there are in totality more riders at the event or session than the allowable track group size limits allow, riders should be situated in the track center or 'D' area whilst they wait for their allocated track time (riding on track). Riders waiting for their allocated track time, if under the age of 18 years, should still be within the appropriate group size, with the coach	

	undertaking a supervisory or support role. This may include monitoring behavior, briefing/de-briefing and overseeing any warm-ups/cool downs, particularly if utilising <i>rollers</i> (Section 3.5). An important factor to consider is the need for the riders to be given quality riding time on the track as part of the event/session. If there is a large number of riders with mixed abilities at the event/session, care needs to be taken as to the total number of riders attending in order to promote a quality experience for all riders present. Given the variety of venues where events/sessions take place the total number of riders attending an event/session may vary. The total number attending should be guided by the local Health and Safety guidance, however, for clarification, the group sizes stated in this section must be adhered to and not exceeded.
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16.3 Area		
Activity Coach - Track	Level 2 Track/Level 3 Track Coach	Coaching in Context - Track
- Indoor tracks - Outdoor hard tracks Coaches can complete assessment at indoor or outdoor tracks, including those where use of freewheel bikes is permitted. Subsequent remit is restricted to delivery in this environment - Grass tracks	- Indoor tracks - Outdoor hard tracks - Grass tracks	- Indoor tracks - Outdoor hard tracks - Grass tracks
Many track facilities specify minimum requirements for coaches and, as a result, coaches may be required to undergo further training, including a facility-specific induction, before being allowed to coach at the facility. Tracks should be maintained at a level where safe participation can take place. Track Coaching qualifications do not give coaches the automatic right to coach at a track facility. Track Inspection A track inspection should be conducted before every coaching session. This should include the considerations outlined below. Surface The track surface and the <i>safety zone</i> (run-off area) should be clear, in good condition and offer ample grip. Track access Access to the track and track centre should be restricted when the track is in use. Control of track access is particularly important when access to the centre of the track is only possible by walking over the track itself. Sessions should only be run when other activities are adequately separated (e.g. non-cycling activities taking place in the track centre which may impact on the safety of riders using the track). Perimeter and inner fence (hard tracks) The perimeter and inner fences should be in good condition and should completely surround the track. All access gates should be closed securely when the track is in use.		

16.4 Equipment		
Activity Coach - Track	Level 2 Track/Level 3 Track Coach	Coaching in Context - Track
▪ Track bikes (fixed wheel) ▪ Freewheel bikes – only where outdoor venue permits.	▪ Track bikes (fixed wheel) ▪ Freewheel bikes – only where outdoor venue permits.	▪ Track bikes (fixed wheel) ▪ Freewheel bikes – only where outdoor venue permits.
Bikes used in the track environment should conform to the rules outlined for the discipline in the British Cycling Handbook. Additional rules or guidelines provided by a facility may also need to be adhered to. Freewheel bikes only where outdoor venue permits. Sessions should exclusively contain freewheel bikes.		
	▪ Front disc wheel (only where session includes race specific activities that require a front disc, e.g. team and individual timed events. ▪ Time Trial/Pursuit bikes (no group riding in this instance) ▪ Tandem bikes – riders should be confident and competent to ride the track before joining a session with regular track riders.	

Clothing

Tight-fitting lycra is the norm for track cycling. Riders who are new to the track environment may participate in a session wearing clothing appropriate to the Level 1 environment. Gloves (track mitts) must be worn by riders of all abilities.

Helmet

Standard open-face helmets should be used by all riders in track coaching sessions. A time-trial aero helmet can be worn for time trial, pursuit and team pursuit drills only. Aero helmets may affect communication between riders and, therefore, should only be used for team pursuit sessions with advanced groups who are experienced at riding together in those exercises.

Coaching Equipment

Coaching equipment specific to the track environment is outlined below.

Pegs and flags

These should be used in accordance with the *British Cycling Handbook* to mark the edges of grass tracks.

Lapboards

Either electronic or manual lap boards may be used to indicate the number of laps completed or accumulated when appropriate to the activity being coached.

Pads

Pads may be used with riders to mark the track (e.g. slalom).

16.5 Techniques		
Activity Coach - Track	Level 2 Track/Level 3 Track Coach	Coaching in Context - Track
Individual riding techniques Controlled stop Holding a line Joining and leaving the track Moving off Observation Overtaking and being overtaken Riding out of the saddle Riding the track for the first time Pairs riding Changing positions in the pair Leading and following Side by side	Core techniques: Changing from the front to the back of a line of riders Joining a line of riders Leaving a line of riders Moving up and down the track Out-of-the-saddle acceleration Riding in a line of riders Riding side by side Seated acceleration Track stand Introductory techniques: Controlled stop Holding a line Joining the track Leaving the track Moving off Observation Overtaking and being overtaken Riding a fixed-wheel bike Riding the track for the first time Race-specific techniques: Aided stop Attacking after a sprint Attacking from the rear Dropping into a line Flying efforts Holding an opponent on the hip Leaving the track for a mechanical problem Lunge for the line Maintaining position in a group Marking other riders Positioning leading up to a sprint Riding in a break Rushing the gap Selecting an appropriate moment to attack Sprint observation Standing starts Team pursuit and team sprint changes Team pursuit finish Team starts Unaided stop	Individual riding techniques Controlled stop Holding a line Joining and leaving the track Moving off Observation Overtaking and being overtaken Riding out of the saddle Riding the track for the first time Pairs riding Changing positions in the pair Leading and Following Side by side Race-specific techniques: Bunch racing Flying 200, Match Sprint, Keirin Group/bunch riding Setting off Speed management Stopping Team Pursuit and Team Sprint

	Additional techniques Derny A derny is considered advanced coaching equipment that is only to be used within coaching activities held by Level 3 track coaches. In addition, Level 2 Track and Coaching in Context Track coaches who have completed the British Cycling Derny Workshop may include use of Dernys in coaching activity. Madison Madison is within the remit of a Level 3 Track coach. In addition, Level 2 Track and Coaching in Context Track coaches who have completed the British Cycling Coaching Madison Workshop. Madison requires riders to have a combination of well-developed bike-handling, group riding and observation skills, and should not be attempted in the track environment with novice riders. -
Considerations Team pursuit For team pursuit coaching sessions, riders should develop team pursuit riding skills without aero bars before progressing to riding with aero bars fitted. This includes being able to maintain a gap between each other and change appropriately in the track bankings. Riders must also be given time to ride individually on aero bars before participating in team pursuit activities. Aero bars are not permitted in any other group riding activities. The number of riders on the track during such activities should reflect the team pursuit rules and specific training exercises. Up to two groups may be on the track at any one time.	

Derny Guidance

Derny

Dernys should be driven by qualified derny pacers with at least a Motor Pace C licence and current insurance. For race training sessions involving multiple dernys on the track at one time a Motor Pace B licence and current insurance is required. The derny driver(s) cannot be the lead coach for the session. Coaches should brief the derny driver(s) prior to the session, making the activities and session objectives clear to the driver(s).

Tracks

Group A*

- Solo - Maximum of 8 dernys with 1 rider each
- Group - Maximum of:
 - 1 derny with 20 riders on track
 - 2 dernys with 10 riders behind each

Group B*

- Solo - Maximum of 10 dernys with 1 rider each
- Group – Maximum of:
 - 1 derny with 25 riders on track or
 - 2 dernys with 12 riders behind each or
 - 3 dernys with 8 riders behind each or
 - 4 dernys with 6 riders behind each.

Group C

- The use of dernys is not currently permitted for these tracks

All venues:

- Solo - dernys should never be more than 3 abreast at any point.
- Group - when passing, derny drivers should allow a gap of at least half the width of the track, and only 1 derny should overtake another at any one time.

These Guidelines set the maximum numbers, and the coach must tailor their session according to the risk assessment (including riders and activity) and venue operating procedures. Factors to consider include:

Coach

- Less experienced coaches should start with smaller group sizes
- If you are unfamiliar with the riders you are supporting, begin with small group activities to evaluate the riders' level of experience, skill and fitness

Riders

- Riders riding high and slow above a derny, for paced Madison changes or paced flying laps for example, will be unable to come off the track, and so the physical ability of these riders must be assessed before the activity
- The level of experience, technical ability and physical capability of the riders on the session must inform the number of riders in an activity

Area

- Coaches must consult the venue operating procedures and comply with any additional requirements
- The shape and size of the velodrome will influence how the derny is used and the number of riders engaged in an activity

Task

- No more than three riders behind the derny for an accelerated sprint effort
- Brief the derny pilot and riders on how riders will re-join the bunch if the activity forces or requires the group to split
- Consider reducing rider numbers for activities where the riders will be riding high and slow above a derny
- Consider the experience of the Derny pilot when planning the task to be delivered

***Group A**

- All 250m tracks
- Lyme Valley
- Forest Town

***Group B**

- Tracks over 250m in length, unless listed in Group A

***Group C**

- Calshot

Madison bibs

Madison bibs are tighter fitting than standard kit bag bibs and, therefore, are more appropriate for the higher speeds attained in the track environment.

Derny

Only level 3 track coaches, or Level 2 Track and Coaching in Context Track coaches who have completed the [British Cycling Derny Workshop](#) can use a derny (otherwise known as a derny motor-pacing cycle) within their sessions. A derny used during coaching sessions must meet the facility operating procedures. Derny drivers must hold a Motor Pace C licence and meet any additional criteria specified by the facility's rules and regulations. Lead coaches must not take part in the coaching session as a derny driver; it is their responsibility to organise the session and ensure that safety is maintained. A derny may only be used in accordance with the *British Cycling Handbook*, the derny driver's Motor Pace licence and the facility's rules and regulations.

The use of a derny in a coaching session increases the level of risk for all individuals involved in the session. It is essential that coaches complete a comprehensive risk assessment of the planned activities and assess the riders to ensure they have an appropriate level of skill to take part in the planned activities.

SECTION 17.
PRE 2021 LEVEL 3 COACHES:
GENERAL POINTS - ALL
DISCIPLINES

17.1 Overview

The role of a Level 3 coach is to develop riders' performance through developing and delivering individualised training programmes. The following remit applies to Level 3 coaches qualified in any cycling discipline.

17.2 Group Size

Level 3 coaches can coach riders on an individual basis (i.e. 1:1 basis). The upper limit is defined by the Level 3 discipline-specific environment within which the coach is operating. Please refer to the following sections for more details:

- [Mountain Bike - XC](#)
- [Mountain Bike - Gravity](#)
- [Road and Time Trial](#)
- [Track](#)

17.3 Area

When meeting and consulting with riders to plan or review training, it is recommended that a neutral meeting point, such as a public sports centre or cafe, is used. If the rider is under the age of 18, a parent should also be present. It is recommended that coaches keep a record of all communication with the rider, including meetings, phone calls and emails.

Each Level 3 discipline has a defined coaching area. Please refer to the relevant discipline section for more details.

17.4 Techniques

Individual training programmes should be developed with due consideration for the rider's goals, ability, age, lifestyle, training history and available resources (equipment, training areas and support). Coaches should keep a record for each stage of the planning and prescribing training process. This should include the general information collected about the rider (i.e. a *Rider Profile Form* and *Lifestyle Audit*) and details of the overall training plan and prescribed training. Rider information should be treated confidentially.

The technical syllabus for Level 3 coaches is defined by the Level 2 and 3 discipline-specific remits for each qualification.

Minimum Age

The minimum age for prescribing training to individual riders is 14; however, for the majority of riders, it may be more appropriate to begin prescribing training at the age of 16 or older. The decision to start prescribing training to a rider should be based on the rider's physical and mental maturity.

Multiple Disciplines

If prescribing training to riders who compete in a range of cycling disciplines, Level 3 coaches can develop a training plan that incorporates those events and schedule training accordingly. However, Level 3 coaches are only qualified to develop and deliver technical content for those disciplines for which they hold at least a Level 2 discipline-specific award.

Strength and Conditioning

Strength and conditioning training refers to off-the-bike training to develop speed, strength, agility and core stability using exercise modes such as lifting weights, plyometrics and other body weight exercises.

Level 3 coaches can plan where strength and conditioning training is scheduled in a rider's training; however, the detail of such a programme should be developed and implemented by a qualified strength and conditioning coach (e.g. UKSCA or BWL) or gym instructor (e.g. YMCA), in consultation with the coach. Level 3 coaches are not insured to plan and deliver the content of strength and conditioning programmes to riders.

Testing and Benchmarking

Level 3 coaches may test and benchmark rider performance to monitor training progression. Extensive information is provided in the *British Cycling Level 3 Coaching Handbook* on the types of test that can be performed. Please also refer to the guidance in [Section 4.6](#) of this document regarding the scope of testing.

Rider Safety

Riders, when training independently, are responsible for their own safety and for choosing appropriate training areas based on the training prescription provided by the coach. To follow prescribed training, it is likely that riders will train on the open road. Riders should be aware of, and adhere to, rules and regulations that govern the use of the public highway. Riding on the public highway is dangerous and, while other road users present hazards to them, *they* provide hazards to other road users. It is the rider's responsibility to minimise the risk to themselves and other road users. Legislation exists to penalise *dangerous*, and *careless and inconsiderate*, cycling (see the *Road Traffic Act 1988 and 1991*). Riders should ensure they ride in a manner that is safe and responsible at all times.

It is the responsibility of the rider (or their parents if under the age of 18) to ensure that the correct personal clothing and equipment is used, although the coach has a duty of care to provide recommendations to the rider for safe participation in the prescribed training. Parents of riders under the age of 18 are ultimately responsible for the safety of training areas being used. This should be made clear to the riders and their parents at the onset of coaching.

SECTION 18.

LEVEL 3 COACHING – PLAN AND PRESCRIBE TRAINING (2021 ONWARDS)

18.1 Overview

The role of a coach with this qualification is to improve a rider's performance through developing and delivering individualised training programmes in their discipline. The following remit applies to all coaches with this qualification.

18.2 Group size

Coaches with this qualification can coach riders on an individual basis (i.e. 1:1 basis).

18.3 Area

When meeting and consulting with riders to plan or review training, it is recommended that a neutral meeting point, such as a public sports centre or cafe, is used. If the rider is under the age of 18, a parent should also be present. It is recommended that coaches keep a record of all communication with the rider, including meetings, phone calls and emails.

18.4 Techniques

Individual training programmes should be developed with due consideration for the rider's goals, ability, age, lifestyle, training history and available resources (equipment, training areas and support). Coaches should keep a record for each stage of the planning and prescribing training process. This should include the general information collected about the rider (i.e. a *Rider Profile Form* and *Lifestyle Audit*) and details of the overall training plan and prescribed training. Rider information should be treated confidentially.

Minimum age

The minimum age for prescribing training to individual riders is 14; however, for the majority of riders, it may be more appropriate to begin prescribing training at the age of 16 or older. The decision to start prescribing training to a rider should be based on the rider's physical and mental maturity.

Multiple disciplines

Coaches must hold the relevant qualification for the discipline for which they wish to plan and prescribe training.

Strength and conditioning

Strength and conditioning training refers to off-the-bike training to develop speed, strength, agility and core stability using exercise modes such as lifting weights, plyometrics and other body weight exercises.

Coaches with this qualification can plan where strength and conditioning training is scheduled in a rider's training; however, the detail of such a programme should be developed and implemented by a qualified strength and conditioning coach (e.g. UKSCA or BWL) or gym instructor (e.g. YMCA), in consultation with the coach. Level 3 coaches are not insured to plan and deliver the content of strength and conditioning programmes to riders.

Testing and benchmarking

Coaches with this qualification may test and benchmark rider performance to monitor training progression. Extensive information is provided in the course materials, on the types of test that can be performed. Please also refer to the guidance in [Section 4.6](#) of the Coaching Guidelines regarding the scope of testing.

Rider safety

Riders, when training independently, are responsible for their own safety and for choosing appropriate training areas based on the training instructions provided by the coach. To follow prescribed training, it is likely that riders will train on the open road. Riders should be aware of, and adhere to, rules and regulations that govern the use of the public highway. Riding on the public highway is dangerous and, while other road users present hazards to them, *they* provide hazards to other road users. It is the rider's responsibility to minimise the risk to themselves and other road users. Legislation exists to penalise *dangerous*, and *careless and inconsiderate*, cycling (see the *Road Traffic Act 1988 and 1991*). Riders should ensure they ride in a manner that is safe and responsible at all times.

It is the responsibility of the rider (or their parents if under the age of 18) to ensure that the correct personal clothing and equipment is used, although the coach has a duty of care to provide recommendations to the rider for safe participation in the prescribed training. Parents of riders under the age of 18 are ultimately responsible for the safety of training areas being used. This should be made clear to the riders and their parents at the onset of coaching.