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CONCEPT

CYCLE TRAINING COURSE AND CYCLING EXAM IN PRIMARY SCHOOL



VARNA MOBILNOST
v vzgoji in izobraževanju

Concept

Cycle Training Course and Cycling Exam in Primary School

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The Council of Experts of the Republic of Slovenia for General Education has familiarised itself with the Concept of a Cycle Training Course and Cycling Exam in the Primary School Programme and Adapted Primary School Programmes on the 180th session of the Council of Experts of the Republic of Slovenia for General Education on 20 October 2016.

NOTES

- The Concept of a Cycle Training Course and Cycling Exam is target-oriented.
- The Concept of a Cycle Training Course and Cycling Exam has been given a new chapter: Adjustments for Students with Special Needs.
- The Concept of a Cycle Training Course and Cycling Exam has been supplemented based on the current traffic laws.
- The Concept of a Cycle Training Course and Cycling Exam has been translated into the official languages of both minorities (Italian and Hungarian).
- The Concept of a Cycle Training Course and Cycling Exam shall replace the document Educational Programme for a Cycle Training Course (Nine-Year Primary School), which was adopted at the 65th session of the Council of Experts of the Republic of Slovenia for General Education, Ljubljana, on 11 March 2004.

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1 DEFINITION AND LEGAL BASES OF THE CONCEPT

1.1 Definition

The Concept of a Cycle Training Course and Cycling Exam defines activities in primary school that are **a part of the regular and expanded programme of the life and work of the school and of other activities in primary school.**

The school **offers and presents** the Concept of a Cycle Training Course and Cycling Exam to the students and their parents.

The theoretical training and the skills test on a test track is intended for all students in primary education.

With cooperation from parents or statutory representatives (hereinafter: parents), the student **voluntarily decides to join** the cycle training course and take the cycling exam. Together with the student, parents submit **a written consent in advance**, allowing the student to join the practical on-road cycle training course and prepare for the cycling exam. After successfully passing the cycling exam, parents **sign the cycling licence, confirming** that they allow the student to independently ride a bicycle on the road or that they do not allow it.

The school bases the planning and implementing of activities on the **Concept of a Cycle Training Course and Cycling Exam**; it incorporates these activities into the school's annual action plan, while the teachers who implement these activities incorporate them in their yearly lesson plans for educational work in individual subjects. The Cycle Training Course and Cycling Exam are sensibly incorporated and integrated with the implementation of other traffic education activities and with individual learning objectives, as defined in the implementation curriculum for the first and second educational triad, with the activities aiming towards cross-curricular integration.

The joint task of the school and the parents or carers is to assess, within the scope of statutory provisions, when the student is physically and mentally capable of riding a bicycle independently. They also consider the child's need to participate in road traffic (the child rides a bicycle to school, the child cycles at home, etc.). The school takes into account the developmental characteristics of the children, their maturity levels and their ability to participate in road traffic, as well as the interest of the students and parents; as regards traffic safety, it also considers the characteristics and needs of the local environment. After becoming familiar with and taking into account the student's cognitive, psychosocial and motor skills, the school, together with the parents, decides when to carry out the cycle training course and cycling exam – not before the child turns eight. The recommended age for the cycle training course and for taking the cycling exam is after the child has turned ten.

1.2 Legal Bases (Current Legislation)

Pursuant to Article 40 of the Drivers Act (ZVoz) (Ur. I. RS, No. 109/2010), a child becomes qualified to ride a bicycle in primary school, after passing the cycling exam and receiving a cycling licence. The cycle training programme, the cycling exam programme and the cycling licence form are prescribed by the minister responsible for the education system.

The fourth paragraph of Article 40 of the Drivers Act (ZVoz) grants a child who is at least eight years old the right to ride a bicycle in road traffic independently, and a child who is at least twelve years old the right to ride a motorised bicycle, provided that he/she has completed the (theoretical and practical) cycle training course, passed the cycling exam, and carries a valid cycling licence on his/her person.

Safe cycling and the rules which cyclists must comply with are laid down by the Road Traffic Rules Act (UPB 2, Ur. I. RS, No. 82/2013), which defines the proper conduct of drivers, especially cyclists in road traffic.

Pursuant to Article 40 of the Drivers Act, a teacher who is training children in primary school to ride a bicycle is allowed to accompany no more than five children simultaneously, provided that other drivers have been warned with the mandatory traffic signs. While taking the cycling exam, the escort from the previous paragraph is not required if other drivers have been warned with the mandatory traffic signs.

The second paragraph of Article 7 of the Placement of Children with Special Needs Act (Ur. I. No. 58/11, 40/12-ZUJF and 90/12) stipulates that the organisation, knowledge assessment method, promotion and timetable of lessons may be adapted for children with special needs who have been placed in educational programmes with adapted implementation and additional professional assistance, with regard to the type and level of their deficiency, handicap or disorder.

The Rules on Norms and Standards for the Implementation of the Primary School Programme and the Rules on Norms and Standards for the Implementation of Educational Programmes for Children with Special Needs (III. Elements for Job Classification; Article 40 for the implementation of the primary school programme and Article 51 for the implementation of educational programmes) lay down the norm for teaching and testing practical riding skills in road traffic for the cycling exam under the primary school programme, namely for a group of five students for 5 periods a year or for three students for 5 periods a year in adapted educational programmes.

The cycling licence is an official document prescribed by the Rules on Public Documents Forms in Primary Schools, which are laid down by the minister responsible for the education system.

The school shall keep all documentation on the cycle training course and cycling exam, in accordance with archival legislation.

2 PURPOSE AND GENERAL OBJECTIVES

The purpose of this concept **is to qualify a student to ride a bicycle in road traffic independently by passing a cycling exam and obtaining a cycling licence.**

Under the cycling concept, a student gains the knowledge, abilities and skills to:

- correctly and safely participate in public road traffic;
- appropriately judge various traffic conditions;
- cycle safely in road traffic in accordance with the rules and regulations, taking into account the conditions on traffic surfaces;
- participate in road traffic in a responsible, civilised and humane manner;
- spend leisure time in a healthy and beneficial way by riding a bicycle;
- behave and coexist in a civilised fashion as a cyclist in road traffic.

3 TRAINING

The cycle training course comprises **theoretical training** (theoretical knowledge), **practical training on a test track** (a skills and traffic test track), and **practical training for cycling in public traffic** (cycling in road traffic).

The theoretical part of the training and the cycling exam are included in various compulsory subjects and activities in the 4th and/or 5th grade of primary school, when the student trains and afterwards passes the theoretical knowledge exam.

The student trains and passes the cycling exam on a test track. This is followed by training in public traffic, which takes place outside of regular lessons and activity days.

Prior to practical training, the bicycle must be inspected for technical flawlessness, the 'safe bicycle' sticker must be attached to it, a bicycle inspection record must be issued, and the bicycle must be prepared for the ride. The use of a bicycle helmet is mandatory.

During the practical training and the taking of the cycling exam, students must wear a warning vest.

The cycle training course comprises:

- a theoretical part (theoretical knowledge);
- a practical part on a test track (a skills and traffic test track);
- a practical part in public traffic (cycling in road traffic).

3.1 Theoretical Part

During theoretical training, students learn, revise and consolidate the theoretical traffic knowledge which they gained during regular lessons and other activities in school. The contents related to learning the rules of safe cycling are cross-curricularly integrated in the second educational triad.

CONTENT AREAS AND OBJECTIVES

Examples of cross-curricular links; the subject of Social Studies: People in Space and Time, 5th grade; the subject of Science and Technology: Movement and Transport, 4th grade; the subject of Home Economics: Living and the Environment, 5th grade; the subject of Slovenian Language: Descriptive text (description of a route, bicycle components).

IN GENERAL

- They recognise the safe ways for cyclists to join public traffic.
- They recognise dangerous spots and potential risks for cyclists on roads.
- They are familiar with the statutory provisions relating to riding a bicycle and a motorised bicycle.

SAFE BICYCLE AND EQUIPMENT

- They know the components of a bicycle and the mandatory equipment.
- They know the mandatory and additional equipment for cyclists.
- They are aware of how important it is that the bicycle is technically flawless.
- They are informed of the consequences of using unsuitable equipment.

TRAFFIC SIGNS

- They know and understand the meaning of individual groups of traffic signs which are important for the conduct and safety of cyclists and pedestrians.
- They know and understand the importance of the key traffic signs for the safety of cyclists.
- They learn how to act in accordance with the message conveyed by individual traffic signs.
- They know the signals by authorised persons in road traffic and by vehicles with right-of-way.

CYCLING

- They learn the rules for joining road traffic on a bicycle, for cycling on a carriageway, on a cycle track or bicycle lane.
- They learn and are able to explain the rules for safe cycling in road traffic.
- They are able to apply specific traffic rules in concrete traffic conditions.
- They are able to describe individual hazards in road traffic.

3.2 Practical Part on a Test Track (Skills and Traffic Test Track)

The practical cycle training takes place on a test track and on non-traffic surfaces in the vicinity of the school.

The skills test track contains various obstacles that simulate traffic conditions and encourage the development of individual skills. Training on a skills test track is implemented in accordance with instructions issued by the Slovenian Traffic Safety Agency.

OPERATIONAL OBJECTIVES

They develop skills for riding a bicycle on a test track or on non-traffic surfaces, for instance:

- cycling in a straight line and maintaining balance;
- cycling over individual obstacles for learning bicycle control (narrowing, meandering, uneven terrain, sudden stops, cycling with one hand, etc.);
- cycling in accordance with traffic signs and rules;
- cycling in junctions and roundabouts;
- cycling past (looking back, looking ahead, correctly signalling direction with the hand, cycling on the right side of the carriageway);
- overtaking procedures, namely prior to overtaking (looking back, looking ahead, correctly signalling direction with the hand), while overtaking (increasing speed, a suitable lateral distance), after overtaking (making a slight turn to the right side of the carriageway);
- procedures when turning right and left, turning on a carriageway regulated by traffic lights, turning at pedestrian crossings, turning on a carriageway not regulated by traffic lights; procedures prior to turning (looking back, signalling direction), turning in an appropriate curve, acknowledging pedestrians' right-of-way (driving slowly or stopping the bicycle), safely continuing the ride, riding a bicycle in a roundabout, turning left: turning in a junction with traffic lights and a cycle track; turning in a junction with a cycle track, turning left in a junction without a cycle track, cycling on a one-way road.

After successfully completing their training on a skills test track and before cycling in road traffic, the students train on a traffic test track or on a non-traffic school surface, on which modular elements have been placed, intended primarily for practising cycling in junctions (turning left, turning right, cycling straight ahead in a junction, cycling in a roundabout, cycling along a straight line, cycling in circles).

3.3 Practical Part in Public Traffic (Cycling in Road Traffic)

The practical cycle training takes place on public traffic surfaces (in actual road traffic) in the school district, accompanied by a qualified teacher, in a group of no more than five students, for at least 3 to 5 periods for each student. The cycling route in public traffic contains different traffic situations that match the characteristics of the local environment (different junctions, turning left and right, cycling on a cycle track, cycling on a carriageway, etc.).

The school sees to the safety of the children during the practical cycle training on public traffic surfaces. During the practical cycle training on public traffic surfaces, other drivers must be warned with the mandatory traffic signs. External collaborators may participate in the practical cycle training on public traffic surfaces.

4 CYCLING EXAM

In addition to the cycle training course, the primary school also holds a cycling exam. It consists of a theoretical part, of cycling on a test track, and of cycling in public road traffic. The student begins by taking the theoretical part of the cycling exam, followed by cycling on a test track and cycling in public traffic.

The **theoretical part** of the cycling exam is held on the Kolesar online portal. The student successfully passes the theoretical part of the cycling exam after earning at least 75 percent of all points and after correctly solving all of the tasks awarded two points. A student may take the theoretical part of the cycling exam at least twice but no more than three times in a single school year.

Students take the **practical part of the cycling exam** on a test track on a non-traffic surface. They are successful if they ride over at least five obstacles without stepping off the bicycle or knocking down an obstacle.

Students successfully pass the **ride on a test track** if they collect less than 25 percent of negative points (the starting point is individual elements on the test track) and if they ride over 50 percent of the obstacles without making a mistake; these obstacles must include stopping, transporting an object and asymmetrical slalom.

The **practical part** of the cycling exam in public traffic takes place in the direct vicinity of the school on the route the students trained on. In the practical part of the cycling exam the student must cycle in road traffic independently.

Students successfully pass the practical cycling in traffic if they collect less than 25 percent of negative points (the starting point is individual elements on the route) and if they do not make any major mistakes (disregarding the key traffic safety signs, not yielding the right-of-way, incorrect road positioning, forcing the right-of-way, incorrectly signalling direction, etc.).

In order to assess the cycling in road traffic, the provider prepares an assessment sheet, which has been adapted to the traffic conditions on the route on which the training and cycling exam were held, and which assists the graders of the cycling exam.

Students **successfully pass the cycling exam** after successfully passing the theoretical part, the practical riding of a bicycle on a test track and the practical riding of a bicycle on public traffic surfaces, in accordance with the criteria (see appendix).

After students have successfully passed the cycling exam, they receive a cycling licence as proof that they are qualified to ride a bicycle independently. The cycling licence is a document which students must always keep on their person when riding a bicycle independently.

5 ADJUSTMENTS FOR STUDENTS WITH SPECIAL NEEDS

Implementation of the cycle training course and cycling exam is adapted for students with special needs who have been placed in a primary school educational programme with adapted implementation and additional professional assistance and in adapted programmes.

In accordance with the law, the cycle training course and cycling exam for students with special needs must be adapted with regard to their deficiency, handicap or disorder.

Students with mobility impairments may pass the cycle training course and cycling exam with an adapted bicycle, tricycle or other means of transportation which they use to cover distances and move around on their own.

Should the expert group, together with the student and his/her parents, establish that the student's deficiencies, handicaps or disorders jeopardise the student's safety and the safety of other participants in traffic when cycling in road traffic independently, **the student will not be allowed to independently participate in road traffic and will not obtain a cycling licence.**

The organisation and implementation of the cycle training course and cycling exam, and the adapted implementation shall be defined in greater detail in an **individualised programme**, which will be prepared for the student with special needs by the school's expert group.

6 ORGANISATION OF THE CYCLE TRAINING COURSE AND CYCLING EXAM

Theoretical cycle training is carried out during regular lessons, in accordance with the learning objectives of subjects; the practical training on a test track is carried out during activity days, whereas the cycling in road traffic is carried out as a special activity. The cycle training course and cycling exam are planned in the school's annual action plan and are implemented in accordance with the plan.

The school acquaints parents with the concept of a cycle training course and with the course of the cycling exam, and obtains written consent from the parents or carers.

Other stakeholders may participate in the cycle training course and cycling exam.

7 PROVIDERS

The theoretical cycle training and the practical training on a test track are carried out by the teacher who teaches in the classroom.

The cycle training course (cycling in road traffic) and the cycling exam are carried out by the teacher at the primary school who has successfully completed a training course for programme providers under the catalogue.

8 MATERIAL CONDITIONS

For the practical cycle training course and cycling exam, students need suitably safe bicycles and protective bicycle helmets. The basic conditions for carrying out the training and the cycling exam are provided by the school and parents.

The theoretical training and the theoretical part of the cycling exam are held in a classroom. Standard computer equipment and an Internet connection are required.

The practical training and the practical part of the cycling exam are carried out on non-traffic surfaces and in public traffic. Equipment for setting up a skills and traffic test track is required. During the practical cycling in traffic, students wear warning vests so that they can be more noticeable.

Technical material can be accessed in the Kolesar online classroom on the website skupnost.sio.si. The teacher may also use other suitable technical material.

APPENDIX

CYCLING EXAM SUCCESS CRITERIA

1. THEORETICAL PART

- After earning at least 75 percent of all points and after correctly solving all of the tasks awarded two points.

2. PRACTICAL PART: RIDE ON A (Skills and Traffic) TEST TRACK

Penalty points (10 points):

- every time their foot touches the ground;
- every time their bicycle touches the test track's borderline or the line of an obstacle – for each wheel separately;
- for every pin, small board, stick or panel they move or knock down;
- for every wheel that rides outside the boundaries of an obstacle;
- for knocking down the first stick in the final obstacle or for knocking down the last stick in the final obstacle;
- for knocking down the entire obstacle;
- for knocking down an obstacle they should not even be cycling over (when circling the test track);
- for every obstacle they fail to cycle over.

The success criterion means that they must cycle over 50 percent of the obstacles without making a mistake; these obstacles must include stopping, transporting an object and asymmetrical slalom.

3. PRACTICAL PART: CYCLING IN PUBLIC ROAD TRAFFIC

Penalty points (10 points):

- **cycling technique:**
 - does not check if the bicycle is roadworthy;
 - getting on or off the bicycle awkwardly;
 - awkwardly cycling with one hand;
 - awkwardly cycling in a straight line;
 - stopping awkwardly;
- **cycling on a road:**
 - forcing the right-of-way when joining traffic;
 - turning onto the main road in too great a curve;
 - the bicycle being too far away from the edge of the carriageway;
 - incorrect use of the cycle track: the start, the ride on the track, and the finish;
 - incorrectly cycling across a level crossing;
- **turning right:**
 - not signalling the change of direction with the hand;
- **turning left:**
 - not looking back before positioning to make a left turn;
 - not signalling the change of direction with the hand;
 - incorrect positioning for turning left;
 - incorrect curve when turning;
- **cycling past:**
 - not looking back before cycling past;

- blocking traffic from the opposite direction;
- incorrectly turning right after cycling past;
- **pedestrians:**
 - blocking pedestrians at a pedestrian crossing;
- **junction:**
 - disregarding the STOP sign;
 - disregarding the right-of-way;
 - incorrectly cycling in a roundabout.

The success criterion means that students successfully pass practical cycling in traffic if they collect less than 25 percent of negative points and if they do not make any major mistakes (disregarding the key traffic safety signs, not yielding the right-of-way, incorrect road positioning, forcing the right-of-way, incorrectly signalling direction, etc.).