UK Cargo Bike Rider Training Standard
First edition – May 2024

About the UK Cargo Bike Rider Training (CBRT) Standard

The UK Cargo Bike Rider Training Standard outlines the **minimum** content which should be included in training courses for cargo bike riders.

- For this Training Standard the terms "cargo bike" or "cargo cycle" should both be understood to cover pedal cycles, or Electrically Assisted Pedal Cycles (EAPCs), which are specifically designed for carrying cargo, and which may have any number of wheels. Cargo bikes may also be used in combination with trailers. **Riders of such vehicles in the course of business are the intended recipients of this training**.
- This training standard is **not** intended to apply for riders of standard cycles or EAPCs, even if these have been adapted to carry loads for delivery by e.g. having a box attached to the luggage rack, or by towing a trailer.
- Similarly, this training standard does **not** cover the training requirements of pedicab riders (i.e. riders transporting people rather than cargo)
- It is also **not** intended to be applicable for personal (i.e. non-commercial) use of cargo cycles.

This training may be delivered by operators themselves, or third parties.

Although currently application of the Standard is voluntary and is not overseen by a certification body, it is intended in time to form the basis of a Government-endorsed National Standard and qualification framework for cargo bike rider training similar to that which underpins the Bikeability scheme, which covers general cycle skills training for children and adults.

Completion of a training course meeting the UK Cargo Bike Training Standard by a rider will indicate that the rider has attained the minimum standard recommended by a broad coalition of public sector and industry stakeholders.

Development of this standard was led by the UK cycle industry trade association, the Bicycle Association (BA), drawing on the expertise of multiple cargo bike rider training experts from well-established UK cycle logistics operators, the Bikeability Trust, and others.

The UK Cargo Bike Training Standard aims to establish a national baseline level of competence and professionalism for cycle logistics riders, but operators are actively encouraged to go above and beyond this Standard's content in their own rider training programmes, especially for any aspects of their cargo bike operations which are company-specific and may not be covered by the Standard.

This training standard is a central pillar in the BA's mission to professionalise the cargo bike logistics sector. By establishing a baseline standard for UK cargo bike rider training, it will enable operators, riders, other road users, the general public, employers and relevant stakeholders to trust and support the use of cargo bikes as a safe, compliant and sustainable tool for use in logistics and transport.

This document will be regularly reviewed and updated; all feedback is welcome.

This initiative is co-ordinated by the Bicycle Association (BA), the trade body for the UK cycle industry. Feedback on this document is welcome via the BA website: https://www.bicycleassociation.org.uk/cargo-bikes-cycle-logistics/

Training course structure

The rider training is to be structured in two parts: a theory module and a practical module. The Theory Module should be completed before the Practical Module.

Both modules are intended to address the core competences necessary for cargo bike riding. It is almost certain that additional training will be required for other aspects of skills and behaviour which will be relevant for cycle logistics operations, but which fall outside the specific scope of this standard, or which are company specific.

Proper provision of training should also be made for these areas, which are likely to include:

- Customer interaction
- IT systems and procedures
- Reporting and complaints procedures
- General conduct and employment policies
- Manual handling training and policies

It is expected that all training to this Standard will be documented, signed-off and reviewed/refreshed in line with company-specific procedures.

We recommend that training providers check regularly for updates to this Standard.

This Standard does not specify how rider learning is to be assessed on completion of this training. However, our baseline expectation is that the instructor should be satisfied that each rider has a basic competence in all aspects covered before the training is signed off as complete.

This Standard also does not specify the minimum time or resources necessary for completion of this training. However, as a guide we envisage that the practical training, delivered in a single session, will take several hours to complete. This will be extended if the training is to cover several different types of cargo cycle; it is intended that riders should be trained on each type which they are likely to ride.

Before training begins

The BA recommends that all riders who undertake courses delivering this minimum Cargo Bike Rider Training Standard will have achieved Bikeability Level 3 before starting the course, to evidence that they have basic cycling skills.

But this will not always be the case, so riders should be assessed for basic cycling skills before cargo bike training starts, and re-trained if necessary. Note that this assessment may determine that the rider needs retraining even if they have completed Bikeability Level 3.

For riders completely unfamiliar with cargo bikes it may be helpful to carry out an induction process, ideally with the cargo bikes on hand, ahead of starting the Theory Module to familiarise the riders with basic concepts and types of cargo cycle which they are likely to use.

Theory Module

The topics to be covered in the theory module are listed in the table below.

We recommend that for ease of use and consistency the theory module be online or app based. However, at the time of writing no online or app-based resources are available from the publishers of this Standard, so this will need to be implemented and maintained by training providers. Until such resources are available, verbal and/or written methods may be used to deliver this module.

Practical Module

The proposed list of topics to be covered in the practical module is listed in the table below.

The practical module must be delivered by trained instructors who must have appropriate expertise and experience to deliver the training. Relevant cycle training qualifications such as those administered by the Bikeability programme are desirable but not sufficient; cargo cycle-specific expertise is also required.

Each rider being trained will need access to a dedicated cargo cycle, of each type they will be expected to ride. It should be possible for one instructor to deliver the training to a maximum of three trainees.

The training is to be split into two main parts with an off-road element (in a safe location away from traffic) and an on-road element.

Why undertake Cargo Bike Rider Training?

Rider benefits: Having access to good quality training which delivers transferrable skills, ensuring better personal health and safety at work, personal development and satisfaction in employment.

Society benefits: The professionalisation of the cycle logistics sector through good quality rider training ensures that it can sustainably support the environmental, transport, levelling up and economic plans of the UK government.

Industry benefits: Adhering to published minimum training standards reassures external stakeholders that they can associate their brands with cycle logistics operators and their riders with confidence. Cycle logistics companies who train their riders to (and ideally beyond) this Standard will have a powerful tool to convince potential customers of their professionalism.

Course content for CBRT standard training

Theory Module

Topics	***Brief description***	***Elements to cover***	***Optional/ Mandatory***	***Notes***
The cargo bike	Introduction to cargo bike types, general functions and components, using electric assist and accessories.	Different types of cargo bike (e.g. 2, 3 and 4 wheeled)	Mandatory	
		Key components (e.g. parking stand, parking brake, immobilisation, security, lights, etc.)	Mandatory	The “M Check” as used in Bikeability training may be applicable to many cargo cycles
		Differences between a standard bike and a cargo bike (e.g. longer, heavier, wider, box for cargo, parking stand, parking brake). Note: for the purposes of this training the definition of a cargo cycle does **not** include standard cycles which have been adapted by e.g. having a box attached to the luggage rack, or to standard cycles towing trailers, or to pedicabs.	Mandatory	Different depending on type of cargo bike/trike/quad. Cover each type the rider may use.
		Cargo bike specific handling considerations (e.g. riding in the wet, wind conditions, riding at slow speed, turning circles, etc.)	Mandatory	Different depending on type of cargo bike/trike/quad. Cover each type the rider may use.
		Weight considerations, including - how the rider should determine how much weight can be safely carried in different models of cargo bike (e.g. where this is stated on the bike, and whether account needs to be taken of rider weight). - understanding of the importance of weight distribution and dynamic loading.	Mandatory	Note – it is expected that a label clearly stating the maximum load should be attached to each cargo cycle where it is clearly visible to the rider.
		Adjustments that can be made to the cargo bike to fit the rider (e.g. saddle height or seat position, handlebar reach, mirrors etc.)	Mandatory	For each specific cargo bike model the rider may use
		Using electric assist (e.g. basic explanation, assist levels, maximum speeds, battery charge levels)	Mandatory	For each specific cargo bike model the rider may use
		Required accessories (e.g. basic tool kit, spare inner tube, puncture repair kit, etc) and how to use them.	Optional	Only if company policies permit/require riders to undertake maintenance

The Rider	What is required of the rider before they start a journey	Appropriate clothing (e.g. wet weather gear, helmet options, footwear ensuring laces cannot get caught)	Mandatory	
		Health on the day (e.g. warm up, state of mind). Discuss concept of self check guidelines - assess issues such as riding when tired, under the influence (night before) and when ill. Duty to inform the operator and not to ride if unsafe or illegal to do so.	Mandatory	
		Preparing for the ride according to the conditions (e.g. sunscreen, water, gloves, safety/sunglasses)	Mandatory	
The Law	Explanation of UK laws covering riding cycles and cargo bikes	Road signs & priorities	Mandatory	
		Where cargo bikes can and can't be ridden	Mandatory	
		Use of cycling infrastructure	Mandatory	
		Highway Code concerning cycles (which includes cargo cycles)	Mandatory	
		What happens if there is an incident or collision – reporting to police, getting witness details etc.	Mandatory	
		Riding offenses and drink / drugs, and the potential consequences of conviction	Mandatory	
Using and riding a cargo bike	Considerations when using and riding a cargo bike	Pre journey checks (e.g. ABC check, electric assist checks, head to toe clothing checks) daily walk around checks. Use of checklists.	Mandatory	
		Incident management and reporting: how to handle a crisis, managing an incident such as bike failure, loss of load, accident/injury or a road traffic accident (RTA). Reporting incidents.	Mandatory	
		Post journey checks (e.g. battery recharge, identifying and reporting maintenance issues)	Mandatory	
		Riding in inclement weather (e.g. wind, rain/snow, ice)	Mandatory	
		Stopping distances and the factors which can affect this, including vehicle configurations, braking systems, use of trailers, road conditions.	Mandatory	Cover each type of cargo cycle and configuration which the rider may use.
		Riding scenarios, to include understanding priorities, road positioning, using cycling infrastructure, etc. (i.e. applying the 'core functions' as set out in the National Standard). Also to include other aspects of hazard perception such as evaluation of road condition e.g. speed calming measures (speed tables, road humps etc), road defects such as potholes and slip/skid hazards like oil/diesel, and hazards from other road users including 'dooring'. Rear view check techniques including use of mirrors (if fitted).	Mandatory	
		Professional and considerate interaction with other road users, pedestrians, officials, and other members of the public.	Mandatory	

		Parking a cargo bike (e.g. appropriate and inappropriate places to park, any variations in local by-laws, and how to park) Also to highlight the need for caution when dismounting to avoid collisions with other passing road users.	Mandatory	
		Securing the load, the cargo bike and any removable accessories such as head units (if used) against theft.	Mandatory	
		Use of hand held communication devices according to company policy. This may involve a hard ban on use when riding, or cover techniques to avoid distraction and minimise their use in situations where their use is legal and essential to the role, always balanced against risk.	Mandatory	
		Loading and unloading (e.g. manual handling techniques, weight distribution, delivery order, routing. etc). Also to highlight the importance of not obstructing the rider's sightlines, especially to the front, when loading the cargo bike.	Mandatory	Note that many aspects of this item will be specific to company operations and/or to specific models of cargo cycle. All models which the rider is likely to use should be covered.
		On-road repairs	Optional	If permitted/required by company policy

Course content for CBRT standard training

Practical Module

Topics	***Brief description***	***Elements to cover***	***Optional/ Mandatory***	***Notes***
The cargo bike	Recap of the same topics in the Theory Module but using the actual cargo bikes being used for the practical training	Key components of the cargo bike	Mandatory	
		Adjustments that can be made to the cargo bike to fit the rider (e.g. saddle height or seat position, handlebar reach, mirrors etc.)	Mandatory	For each type of cargo cycle the rider is likely to use
		Differences between a standard bike and a cargo bike (e.g. longer, heavier, wider, box for cargo, parking stand, parking brake)	Mandatory	
		Cargo bike specific handling considerations (e.g. riding in the wet, wind conditions, riding at slow speed, turning circles, etc.)	Mandatory	
Do you understand the cargo bike?	Specific checks of the trainee's perception and appreciation of the cargo bike and what it entails.	Check that the rider reaches a basic standard of comprehension of the ● bike's specific function, purpose and configuration ● the bike's braking and steering system ● the bike's gearing system and any other drive-train components (i.e. e-assist / electric motor) ● the use of parking stands (if fitted) ● use of parking brake (if fitted) ● the best and safest loading and unloading and securing payload processes	Mandatory	For each type of cargo cycle the rider is likely to use
Riding the cargo bike for the first time	Undertaken in a safe off-road environment away from traffic – ideally at least the size of a tennis court. This section should be applied for each type of cargo cycle the rider is likely to use	Walking the bike	Mandatory	
		Starting (seated and pedal ready) and stopping with control	Mandatory	
		Cornering left and right whilst minimising leaning	Mandatory	
		Riding at slow speed - i.e. riding against the brakes and brake control generally	Mandatory	
		Riding both unladen and laden cycles, tailored to payload capacity, working up to the maximum payload	Mandatory	
		Ability to ride one handed (left and right hand) and therefore to be able to signal	Mandatory	Except on cargo cycle models designed for signalling to be carried out via an indicator system, in which case operation of this system should be covered instead.
		Ability to look over right and left shoulder, or use wing mirrors if fitted	Mandatory	

		Riding clockwise and anticlockwise in ever decreasing circles (finding the tipping point)	Mandatory	
		Emergency stop	Mandatory	
		Using the electric assist and its role in starting/stopping and use in emergency stops	Mandatory	
		Using the parking stand (2 wheeled cargo bikes)	Mandatory when the rider may ride two wheel cargo cycles	
		Using the parking brake (3/4 wheeled cargo bikes)	Mandatory when the rider may ride three or four wheel cargo cycles	
Riding on the road A circuit will need to be identified and risk assessed by the instructor which will allow the trainee(s) to be observed doing the following:	Basic techniques applicable to all cargo cycles	Moving off from a stationary position	Mandatory	
		Awareness when riding (e.g. look, signal manoeuvre)	Mandatory	
		Riding past parked cars	Mandatory	
		Road positioning (primary/control or secondary/sharing). To cover road scenarios including: T-junctions, left and right turns, roundabouts	Mandatory	
		Signalling/communicating intentions	Mandatory	
		Riding in traffic (filtering)	Mandatory	
		Using cycling infrastructure	Mandatory	
		Riding in pedestrianised areas	Mandatory	
		Riding over traffic calming measures	Mandatory	
		Riding in traffic – awareness of width of bike	Mandatory	
		Using cycling infrastructure: awareness of width of bike and (especially on two way cycle tracks) need to be courteous to oncoming cyclists by slowing down and giving extra space.	Mandatory	
		Starting / stopping on hills / inclines (risk of roll back)	Mandatory	
		Turning circle	Mandatory	
	Specific challenges when riding a 3 or 4 wheeled cargo bike	Riding on cambered roads – on a heavily cambered road the rider will feel the sensation of leaning towards the kerb and will need to adjust their riding style	Mandatory when the rider may ride 3 or 4 wheel cargo cycles	
		Riding over traffic calming measures – when a traffic calming hump is NOT continuous across the width of the road, special care should be taken to ensure the rider is not in the situation where the left wheel is on the road and the right wheel is on the hump as many cargo cycles will pull left quite vigorously if travelling at speed	Mandatory when the rider may ride 3 or 4 wheel cargo cycles	
	Specific challenges when riding with a trailer	Riding over traffic calming measures – when a traffic calming hump is NOT continuous across the width of the road (as above)	Mandatory when the rider may use a trailer	
		Riding in traffic – awareness of additional length of trailer, additional weight and impact on braking distances	Mandatory when the rider may use a trailer	
		Riding on cambered roads – on a heavily cambered road the trailer may pull towards the kerb and the rider will need to adjust their riding style	Mandatory when the rider may use a trailer	