

Cycling Scotland

Impact of School cycle training

Christopher Johnson
Head of Education and Training

Date 17/09/2024

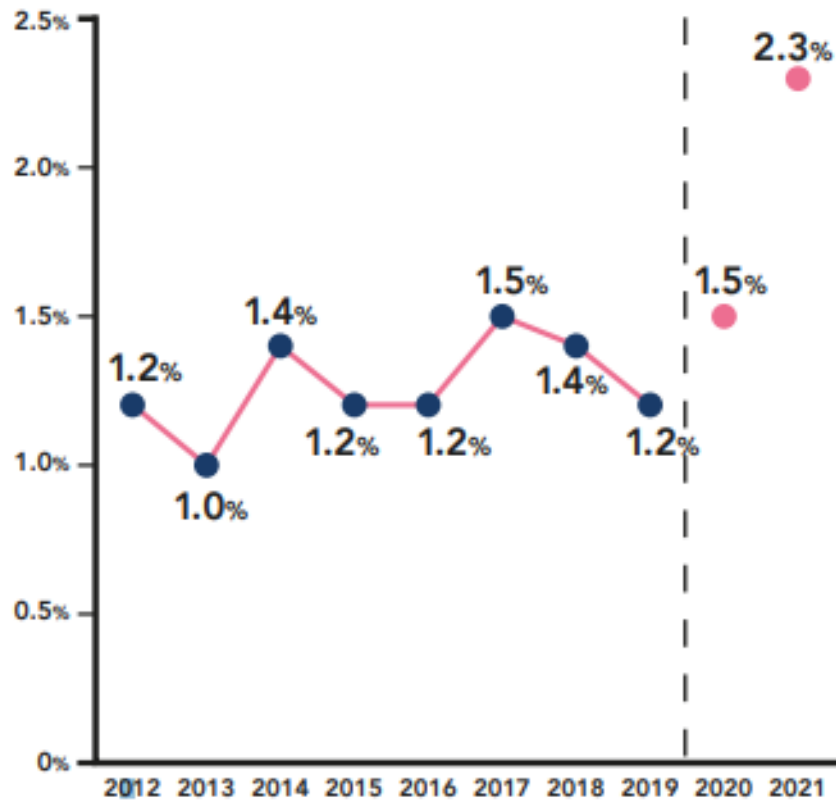


60,000

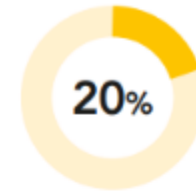
pupils accessing cycle training

Participation in cycling

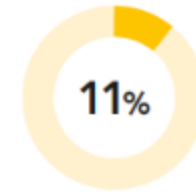
Mode share¹



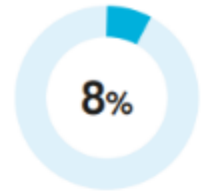
of people said they had participated in at least 30 minutes of cycling within the four weeks prior



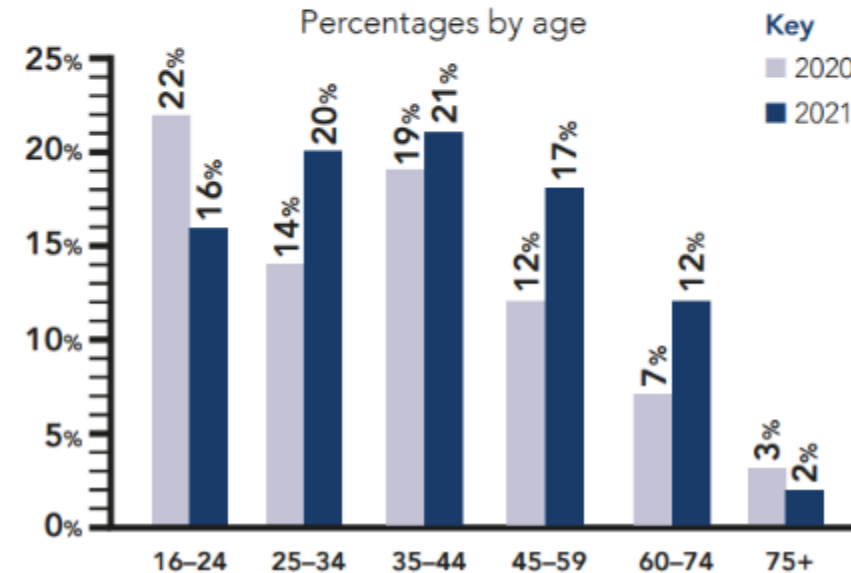
of men
In 2020, this was 17%*



of women
In 2020, this was 8%*

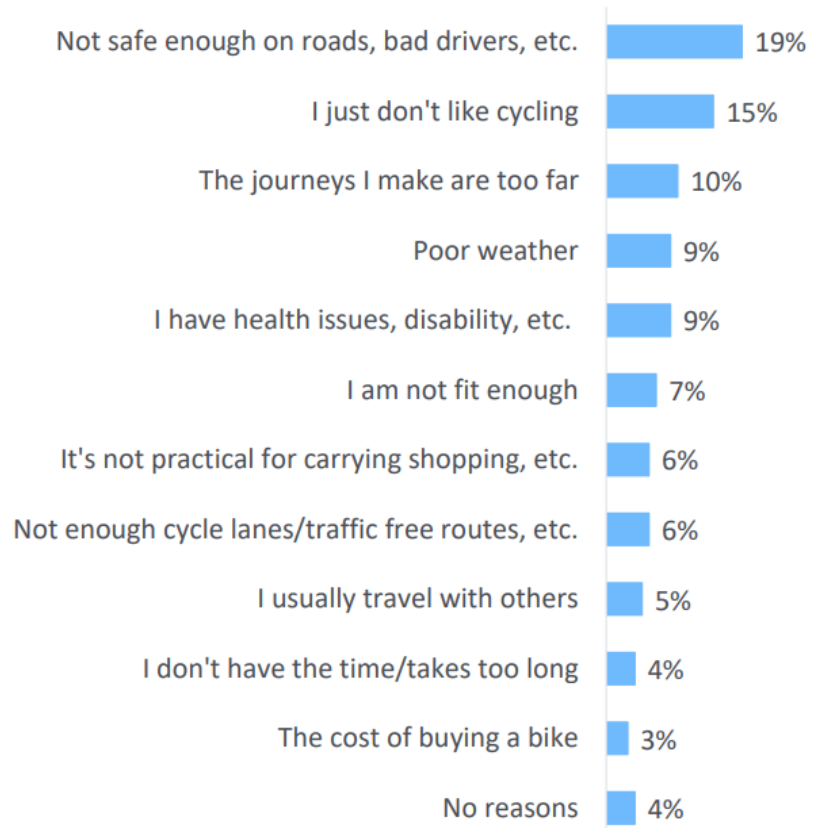


8% of disabled people participated in at least 30 minutes of cycling within the four weeks prior



Road safety implications

Concern about safety is the main barrier and many also have practicality concerns



Scotland's Road Safety Framework to 2030

Together, making Scotland's roads safer



Active Travel Framework

Key policy approaches to improving the uptake of walking and cycling in Scotland for travel.

13. Primary Schools delivering level 2 standard cycle training

Rationale:

Road safety for vulnerable road user is a key focus of road safety policy. Linked to this is cycle proficiency and teaching children how to ride a bike safely at a relatively early stage. This indicator will provide a measure of the coverage of cycle training in primary school.

Total	
PCT_Q1. Moving on...Before taking this survey, have you ever received any formal bicycle training?	
Unweighted base	1001
Base: All Scotland adults	1001
Yes, I have	26%
No, I haven't	71%
Don't know/ can't recall	4%

82% of parents were more in favour of letting their children cycle after completing Bikeability training

Delivering Life Skills with Bikeability Scotland Cycle Training

Christopher Johnson@cycling.scot – Head of Education and Training



- Bikeability Scotland is the national cycle training programme for school children. Pupils develop the skills and confidence to make *everyday* journeys by bike
- 31 of 32 local authorities participate – over 1,200 primary schools deliver training
- Bikeability aligns to the UK [National Standard for Cycle Training](#) – owned by the Department for Transport (DfT)
- Outcomes are ratified by the [Cycle Training Standards Board](#) – including DfT, Transport for London, Scottish Government, Welsh Government, Northern Ireland Assembly
- All training is delivered to a quality assured, national standard to ensure consistent learning outcomes for all pupils.

Cross-sectional evaluation demonstrates impact:

- **Increased physical activity and active travel:** Frequency of cycling, and bike ownership, is highest among secondary school pupils who have participated in Bikeability Scotland training
- **Knowledge and skills:** Pupils who have completed Bikeability Scotland display increased hazard awareness and knowledge of safer cycling practice than those who have not
- **Equity:** Bikeability Scotland training has a greater impact on bike ownership and frequency of cycling amongst pupils attending schools with a higher proportion of pupils receiving free school meals, than those attending schools in less deprived areas.

Evaluation methodology

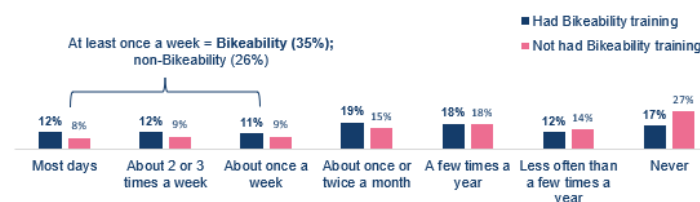
Protocols developed & tested in 2020

- Wave 1 (2021): 1,049 pupils
- Wave 2 (2022): 1,782 pupils
- Wave 3 (2023): ongoing

Samples involved P6 to S2 pupils

- 49% Trained / 51% untrained
- 49% Male / 51% female
- 93% urban, 5% rural, 2% unclassified

Cycling frequency among secondary school pupils



Scores increase combined with practical assessment:

- Pupils who participated in follow up practical assessment had a knowledge score of 61% - compared to average score of 48%.

Funding:

- Local Authorities contributed £1,300,000 towards Bikeability Scotland delivery in 2022-2023
- Cycling Scotland awarded £900,000 in grant funding

Universal:

- On-road cycle training begins at age 10/11, when children are expected to have developed the cognitive skills to effectively judge speed and distance

Performance:

- 66.7% of primary schools in Scotland deliver Bikeability
- 60,228 children received training in 2022-2023
- This is the highest rate ever recorded in Scotland

Cycling Scotland, 160 West George Street, Glasgow. cycling.scot bikeability.scot

Evaluation methodology

Protocols developed & tested in 2020

- Wave 1 (2021): 1,049 pupils
- Wave 2 (2022): 1,782 pupils
- Wave 3 (2023): 1,562 pupils

Samples involved P6 to S2 pupils

- 49% Trained / 51% untrained
- 49% Male / 51% female
- 93% urban, 5% rural, 2% unclassified

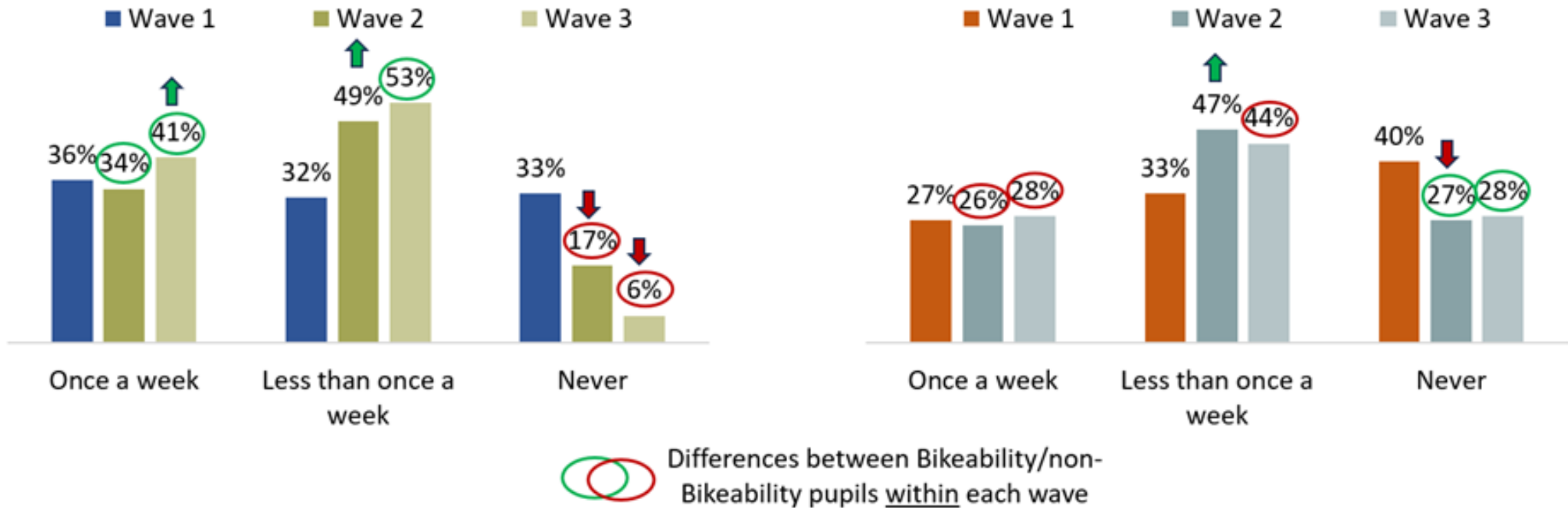


**Increased frequency of
cycling for both
everyday and leisure journeys**

Cycling behaviours: Frequency (trained vs non-trained) - Secondary

Bikeability trained pupils

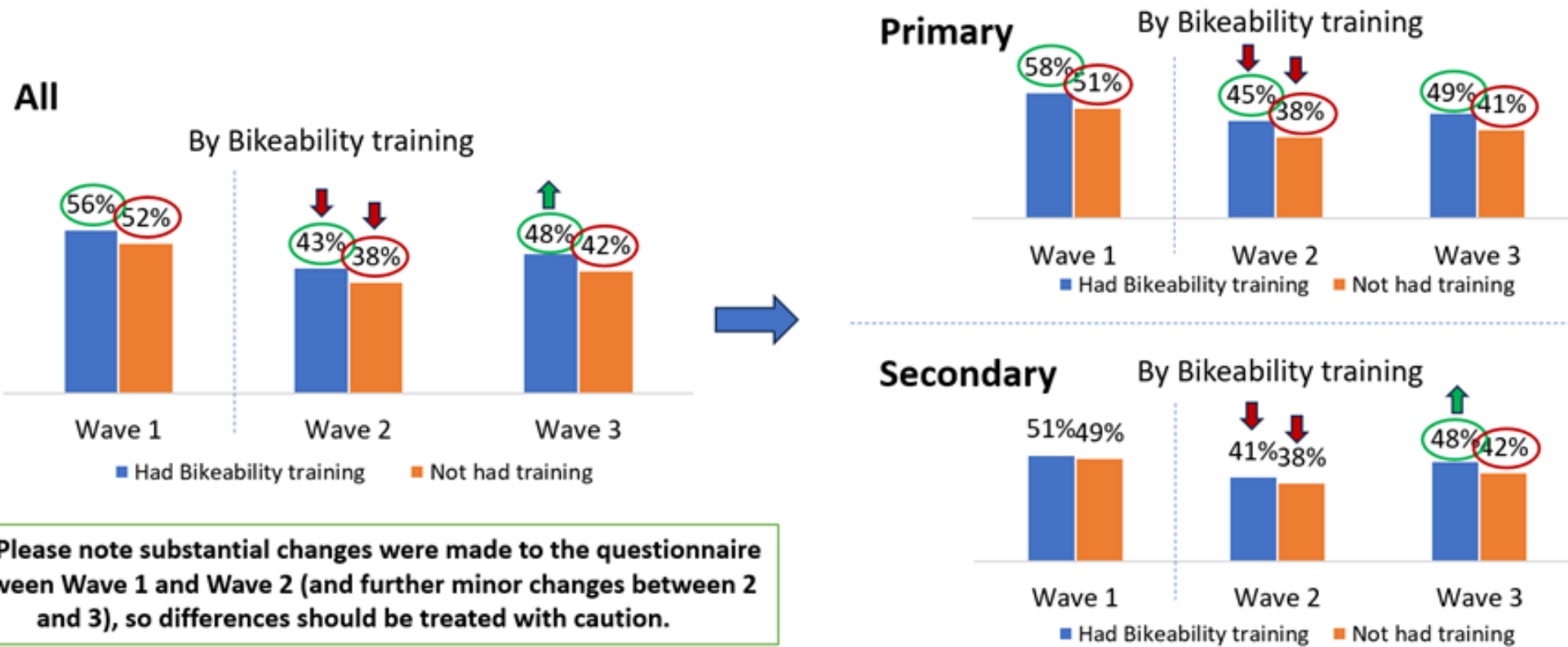
Non-Bikeability trained pupils



**Improved knowledge,
including hazard
perception**



Test scores, as a percentage



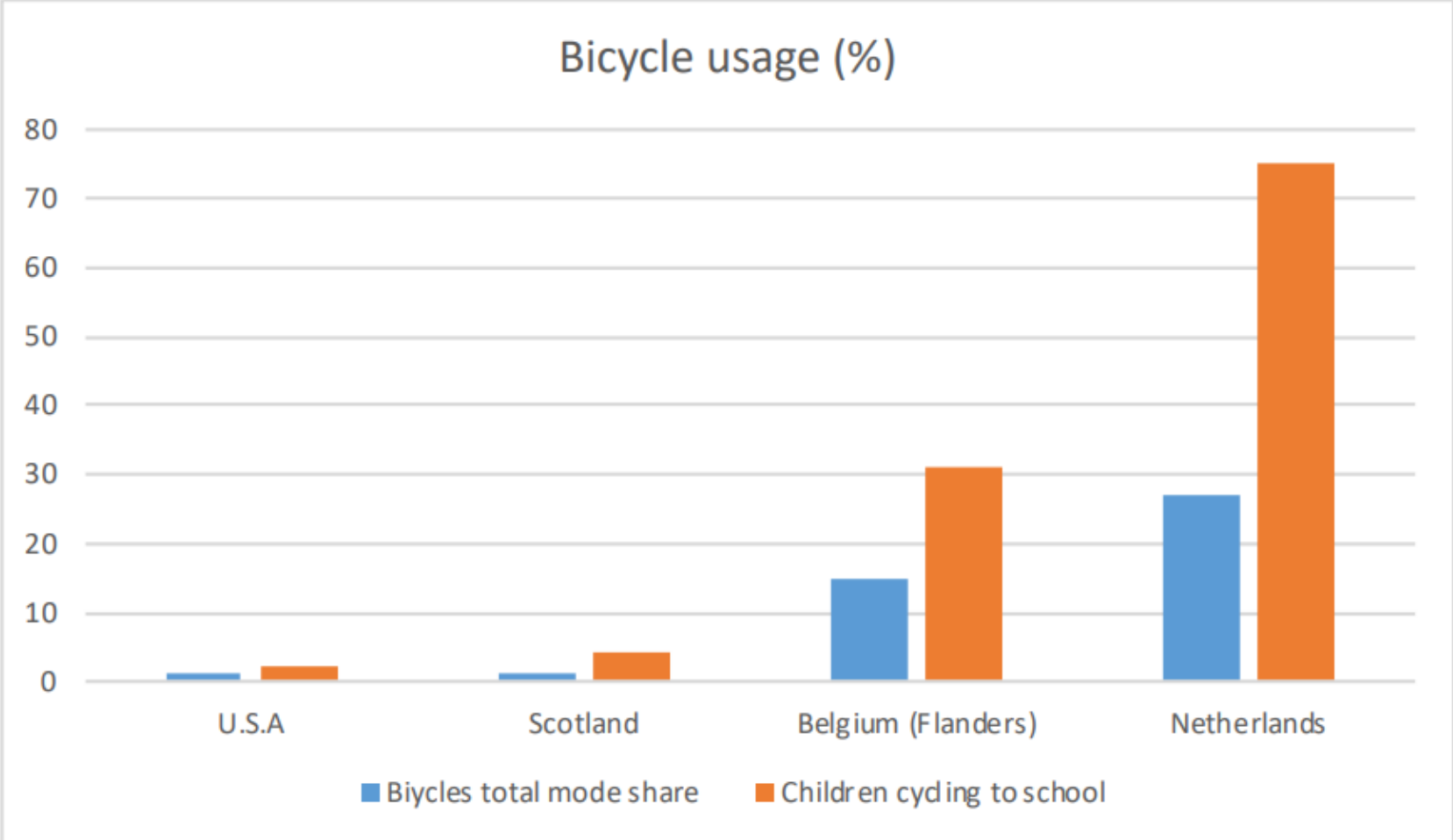
Scores increase combined with practical assessment:

- Pupils who participated in follow up practical assessment had a knowledge score of 61% - compared to average score of 48%.

Increased access to bikes and bike ownership



School cycle training – international context





Curriculum for Excellence

Bikeability Scotland · For local authorities ·

How does cycle training fit within the Curriculum for Excellence?

Find out how Bikeability Scotland training supports Health and Wellbeing Experiences and Outcomes and how cycling links directly to Physical Education Significant Aspects of Learning.

As the majority of Bikeability Scotland training is delivered in schools and increasingly forms part of the Physical Education and/or wider curriculum, Cycling Scotland recognises the importance of explicitly demonstrating how cycle training fits within the context of the Curriculum for Excellence.

Webinar: Supporting

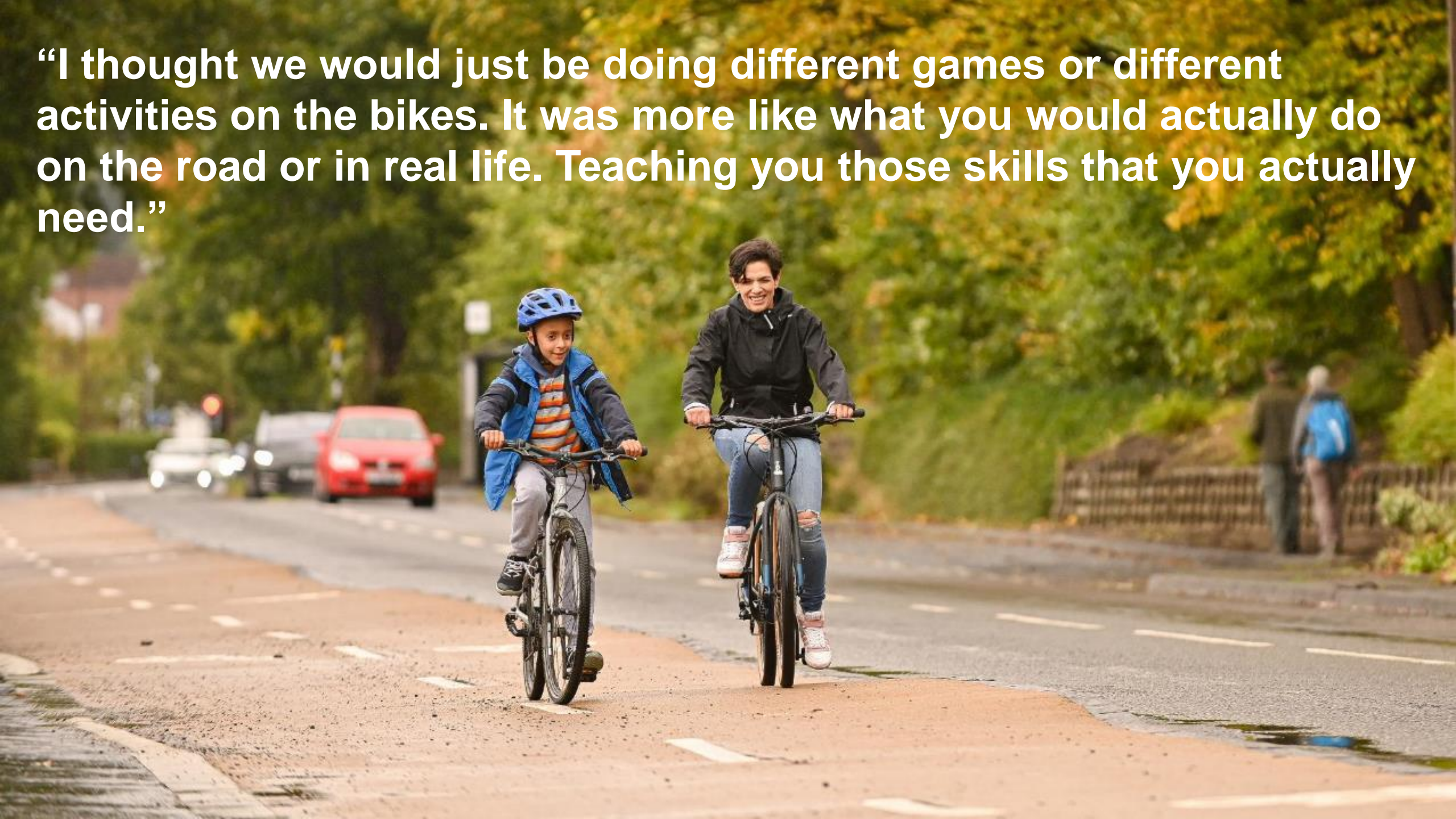
This webinar brings together the Scottish education sector and Scotland cycle training to support the curriculum.

[View Supporting the](#)

Video playlist: Intro

Throughout the training, 'core functions' which can be used in the Curriculum for Excellence. Cycling Scotland has provided videos that provide insight into what you can learn during their training.

“I thought we would just be doing different games or different activities on the bikes. It was more like what you would actually do on the road or in real life. Teaching you those skills that you actually need.”



- In 2018 Cycling Scotland commissioned [Edukado](#) to evaluate the impact of Bikeability Scotland on education outcomes, finding a positive increase in “cognitive, psychomotor and affective learning domains”.
- A 2015 study by the [National Foundation for Educational Research](#) observed that participants that took part in Bikeability Level 2 training in England, “scored significantly higher on the quiz assessing hazard perception than children who had not received training.
- [Evaluation by SQW](#) published in 2019 found positive impact for pupils in England completing Bikeability Level 2 training on cycling frequency and parental confidence.
- Wider [attitudes and behaviours research](#) shows that 82% of parents are more in favour of letting their children cycle after completing Bikeability Scotland training.

**Cycling
Scotland**

**160 West George Street
Glasgow G2 2HG
0141 229 5350
www.cycling.scot**

Cycling Scotland is a Scottish Charity, SC029760, regulated by the Scottish Charity Regulator (OSCR)