

Report

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Report to:	Road Safety Forum
Date of Meeting:	7 December 2011
Report by:	Executive Director (Enterprise Resources)

Subject:	Bikeability Scotland - Scottish Cycle Training Scheme
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the progress of the Scottish Cycle Training Scheme within South Lanarkshire.

2. Recommendation(s)

2.1. The Forum is asked to note the following recommendation(s):-

- (1) that the contents of the report be noted.

3. Background

3.1. The Scottish Cycle Training Scheme provides pupils with basic skills and knowledge necessary for competent and safe cycling, with training materials aligning to the second level of the Health and Wellbeing Experiences and Outcomes within Curriculum for Excellence. Areas covered include bicycle control, observation, starting off and stopping, manoeuvres, the Highway Code and the role of the road user.

3.2 Responsibility for the administration of the Scottish Cycle Training scheme has migrated from Road Safety Scotland to Cycling Scotland and has been repackaged under the Bikeability Scotland brand. Bikeability Scotland consists of three levels of cycle training:-

Bikeability Scotland 1: Ready Steady Bike
Bikeability Scotland 2: Scottish Cycle Training Scheme
Bikeability Scotland 3: Go By Cycle

3.2 All primary schools have an annual invite to participate within the Bikeability Scotland 2: Scottish Cycle Training Scheme. Most schools align training at primary 6 level, with several smaller schools opting to train biannually with both primary 6 and 7 pupils.

3.3 The aim of the scheme is to develop a set of skills based on a problem solving approach to cycling, rather than a series of rules.

Scheme objectives are to:-

- ◆ promote an understanding of the road, particularly as these apply to cyclists
- ◆ encourage the development of a responsible attitude in cyclists towards the care and maintenance of their bicycles
- ◆ encourage a consideration of the risks and responsibilities of cycling
- ◆ enable cyclists to cope with common road and traffic situations involving decision making
- ◆ promote an understanding of the role of cycling as a healthy and environmentally sustainable form of transport

3.4 Information sessions were held on 2, 7 and 9 March 2011 for those involved in cycle training within their respective schools. These sessions attracted 57 attendees and included the need for safe cycling promotion in light of casualty reduction, an overview of the scheme's aims, teaching materials, a bicycle check workshop and practical cycling demonstrations within Montrose Crescent, Hamilton.

4. Assessment Procedures

4.1. Following a successful trial of the "Continual Assessment" method of appraisal during 2010, this was rolled out to all schools during the 2011 programme. This entailed the teacher/ trainer grading the pupil throughout training or during the final training session and awarding the relevant grading. Roads and Transportation Services officers supported "Continual Assessment" by training the teachers/trainers on how to carry out this method and, on request, attending a training session to offer advice and support regarding this change.

4.2 During academic term 2010 to 2011 81 schools completed assessments with each trainee's performance graded on a scale of A, B or C:-

- A Well done. You have shown a good understanding of how to cycle safely. Keep up this standard and stay safe.
- B You have progressed well and now cycle to a generally good standard. You still make some mistakes. With adult help, try and improve on the areas noted.
- C You have shown some progress but are not yet ready to cycle unsupervised near traffic. With adult help, you need further training on the areas noted.

5. Results

5.1 A total of 1753 pupils across 81 schools were subject to assessment, with 51% being awarded an A grade, 29% a B grade and 20% a C grade level of performance.

5.2 Cycle helmet usage continues to be monitored. Out of the 1753 pupils assessed, 78% (1368) were wearing a helmet. This shows a slight downward trend of helmet wearing from 80% during 2010 and 79% during 2009. Despite this slight fall, this is still an encouraging figure when compared to previous cycle helmet wearing results - 76% during 2008, 65% during 2007 and 55% during the 2006 programme. Cycle helmet wearing will be highly promoted during 2012 to combat any further decline.

6. Employee Implications

6.1 There are no employee implications.

7. Financial Implications

- 7.1 Training session associated costs were funded by the road safety revenue budget (approximately £700).
- 7.2 Scheme training materials were funded by the Scottish Government and the Department for Transport.

8. Other Implications

- 8.1 Risk assessment of training areas are completed by cycle trainers prior to each training session.

9. Equality Impact Assessment and Consultation Arrangements

- 9.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.
- 9.2 There was no requirement to undertake any consultation in terms of the information contained in this report.

Colin McDowall
Executive Director (Enterprise Resources)

10 November 2011

Link(s) to Council Objectives/Values/Improvement Themes

- Improve community safety
- Improve health and increase physical activity
- Improves lives of vulnerable children, young people and adults
- Sustainable development
- People focused

Previous References

Road Safety Forum 24 November 2010

List of Background Papers

None.

Contact for Further Information

If you would like further information please contact:-

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