

Report

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Report to:	Road Safety Forum
Date of Meeting:	24 November 2010
Report by:	Executive Director (Enterprise Resources)

Subject:	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 are 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. All primary schools are invited to participate annually. Most schools participate annually 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 19, 22 and 24 February 2010 for those involved in cycle training within their respective schools. These sessions attracted 46 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. 85 schools were visited by officers from Roads and Transportation Services to conduct a final assessment with each trainee. Each trainee's performance was 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.

- 4.2 The "Continual Assessment" method took place at a further 11 schools. This entailed the teacher/ trainer grading the pupil throughout training/ during the final training session and awarding the relevant grading. Officers from Roads and Transportation Services supported "Continual Assessment" by training the teachers/trainers on how to carry out this method and observing a training session to ensure a consistent approach was taken towards trainee instruction and assessment.

- 4.3. It is proposed to roll out the "Continual Assessment" method further in 2011.

5. Results

- 5.1. The summer 2010 programme shows an ongoing commitment to the training scheme, with 96 participating schools. A total of 1935 pupils were presented for assessment, with 54% being awarded an A grade, 20% a B grade and 26% a C grade level of performance. Three schools are conducting training during August – December 2010.
- 5.2 Cycle helmet usage continues to be promoted and monitored. Out of the 1935 pupils presented for assessment, 80% (1545) were wearing a helmet. This shows an upward trend of helmet wearing from 79% during 2009, 76% during 2008, 65% during 2007 and 55% during the summer 2006 programme.
- 5.3 All participating pupils received a Scottish Cycle Training Scheme badge and certificate, featuring personal feedback on the observed assessment. This was supplemented by a fluorescent and reflective sticker, reminding the trainees of their need to be highly visible to other road users.

6. Employee Implications

- 6.1. None.

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. Relevant risk and sustainable development issues pertaining to the Scottish Cycle Training Scheme have been considered and assessed. Risk assessment is incorporated into the initial training at information sessions for those involved in cycle training and is encouraged throughout the training scheme.

8.2. The Scottish Cycle Training Scheme helps to promote sustainable travel by promoting an understanding of the role of cycling as a healthy and environmentally sustainable form of transport.

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)

8 November 2010

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

- 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 2 September 2009

List of Background Papers

None.

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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