

Report

Report to:	Roads Safety Forum
Date of Meeting:	1 March 2022
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Bikeability Scotland Cycle Training
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Bikeability Scotland Scheme within the current academic year

2. Recommendation(s)

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

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

3. Background

- 3.1. Bikeability Scotland is the name for multi level Cycle Training in Scotland, designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Bikeability Scotland supports the next generation of confident and responsible road users.
- 3.2. The 3 levels of Bikeability Scotland form part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and align to the National Standard for Cycle Training developed on behalf of the Department for Transport. Cycling Scotland has responsibility for the administration and development of this programme nationally.
- 3.3. The following Bikeability Scotland levels are coordinated and supported by the Council's Traffic and Transportation Section.

Bikeability Scotland Level 1

This covers basic cycling skills and is taught in the playground or on other traffic free environments. This is typically delivered in primary 5.

There are 6 National Standard Level 1 outcomes:-

- ◆ prepare myself for a journey
- ◆ check the bike is ready for a journey
- ◆ set off, slow down and stop
- ◆ glide
- ◆ pedal
- ◆ share space

Bikeability Scotland Level 2

The core training of the programme which takes place on quieter risk assessed single lane roads with simple junctions after a rider has demonstrated level 1 skills. This is typically delivered in primary 6 to 7 and focuses on using roads in accordance with the Highway Code and riding safely and responsibly in traffic.

There are 6 National Standard Level 2 outcomes:-

- ◆ identify and respond to hazards.
- ◆ comply with signals, signs and road markings.
- ◆ communicate with other road users.
- ◆ maintain suitable riding positions.
- ◆ Start and stop on road journeys.
- ◆ negotiate junctions

3.4. There are 4 core functions that pupils learn in Bikeability Scotland training:-

- ◆ making good and frequent observations
- ◆ choosing and maintaining the most suitable riding position
- ◆ understanding priorities on the road, particularly at junctions
- ◆ communicating/signalling intentions clearly to others

3.5. The website www.cycling.scot/bikeability-scotland is full of useful information for schools, parents and instructors as well as linking to supporting videos which accompany the practical training.

4. School Participation and Instructor Training

4.1. All primary schools were invited to participate within Bikeability Scotland Level 1 and Level 2 training during academic term 2021/2022. Contact is typically made at the start of the new term in August for the autumn/winter period and is then reissued in January for the spring/summer terms.

4.2. To support the programmes, the one day 'Bikeability Scotland Instructor' training course is offered to all new or existing school trainers. This includes school staff, volunteers and any other interested parties looking to update their skills and knowledge to National Standards for cycle training and Bikeability Scotland Level 1 and Level 2 programmes. Two Traffic and Transportation Officers are approved by Cycling Scotland as certified training providers and organise and deliver these courses.

4.3. 4 instructor training courses were delivered by Traffic and Transportation Officers in the Autumn 2021 term. These practical courses involve candidates instructing, demonstrating and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.

4.4. 20 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included classroom teachers, school support staff and parent volunteers.

4.5. Primary schools were contacted again at the beginning of January 2022 and invited to participate in the Bikeability Programme. 4 further Instructor training courses have been scheduled to take place during the month of March 2022.

- 4.6. Bike Town, part of the Healthy and Happy Community Development Trust, have undertaken pupil Bikeability training within a selected number of schools as funded through Bikeability Scotland's Bikeability Support Plus Fund during the first part of this academic year. This has been supported by at least one adult within the school community. This aims to increase training uptake by schools and to facilitate self-led delivery in future years. 8 schools benefited from this during Autumn 2021, with a number of additional schools expected to receive this support by the end of the academic year.
- 4.7. School participation is collated at the close of the academic school year and, therefore, this information is not available at present. The majority of pupil training has yet to occur during the months of March to June 2022.

5. Enhanced Communication

- 5.1. Cycling Scotland will be contacting non-participating schools within South Lanarkshire as part of an enhanced communication programme to support greater uptake of the Bikeability Scotland scheme. Direct mail communication has been agreed upon by South Lanarkshire Council with the following distribution scheduled:-

- ◆ Late January 2022
Letter and generic Bikeability Scotland information leaflet sent by post to Head Teachers.
- ◆ February 2022 (2 weeks following the Head Teacher distribution)
Letter and South Lanarkshire Council Bikeability leaflet sent to Parent Councils.
- ◆ Late February 2022 (2 weeks after the Parent Council distribution)
Second letter and South Lanarkshire Council Bikeability leaflet sent to Head Teachers.

6. Bikebank

- 6.1. A small fleet of bikes and helmets, previously funded by Cycling Scotland, remains available to schools. This allows the provision of a small quantity of bikes on a loan basis to address individual cases issue of pupil inclusion. It is not the aim of this 'Bikebank' to provide a fleet of bikes but rather to give opportunities to individual pupils where they may have been excluded due to issues such as not owning a bike, the bike has not been properly maintained or cannot be transported to school.
- 6.2. Bikes are currently available from Montrose House in Hamilton or Happy n Healthy Community Development Trust (Bike Town Project) in Rutherglen and require to be booked in advance to ensure availability and to arrange collection/delivery. These bikes are also utilised when Bike Town staff are undertaking Bikeability Scotland pupil cycle training on behalf of South Lanarkshire Council.

7. Bikeability Coordinator

- 7.1. A new part time Bikeability Co-ordinator was appointed and started on 9 November 2021, funded by Cycling Scotland's Bikeability Support Plus grant. This post will help promote Bikeability Scotland throughout the Council area and provide additional support to schools when required. Further funding will be sought to continue this post once the initial funding has been utilised.

8. Employee Implications

- 8.1. A part-time temporary Bikeability Coordinator post was established following a successful bid to Cycling Scotland's 'Bikeability Scotland Support Plus Fund'. This was reported at the Forum's October 2019 meeting. This post is now in place and will support the Bikeability Scotland programme.

9. Financial Implications

- 9.1. Printed training materials are provided free of charge by Cycling Scotland.
- 9.2. A grant of £6,700 was awarded from Cycling Scotland's Bikeability Scotland Support Plus Fund to meet the cost of 'Bikeability Scotland Instructor' courses, third-party pupil training delivery and sundry items during academic year 2021/2022.

10. Climate Change, Sustainability and Environmental Implications

- 10.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted, however, that active and sustainable travel schemes may have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Reduced motorised vehicle journeys will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions

11. Other Implications

- 11.1. There are no risks in terms of the information contained in this report.

12. Equality Impact Assessment and Consultation Arrangements

- 12.1. 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.

Alistair McKinnon

Interim Executive Director (Community and Enterprise Resources)

9 February 2022

Link(s) to Council Values/Ambitions/Objectives

- ◆ Making communities safer, stronger and sustainable
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ Road Safety Forum, Education, Training and Publicity Initiatives, 30 November 2021
- ◆ Road Safety Forum, Education, Bikeability Scotland Cycle Training, 30 October 2019

List of Background Papers

- ◆ Bikeability Scotland Training Materials

Contact for Further Information

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

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