



The Bikeability Trust

BIKEABILITY ANNUAL REVIEW **2019**



www.bikeability.org.uk



Department
for Transport

"Our son was overjoyed when he achieved his Level 2, and his passion for cycling has gone from strength to strength. He goes out with his friend on his own on a regular basis on trails and he is happy to go to the shop on his bike."

QUOTE FROM PARENT

2019 was the first full year that the Bikeability Trust managed the Bikeability grant on behalf of the Department for Transport and during this year the Trust team has been consolidating the systems and processes to ensure the effective and efficient delivery of the grant to recipients. Working with partners we have been establishing the quality systems and developing the instructor training, throwing a lot of change at the Bikeability industry.

Last year in my introduction I wrote that our ambition as a trust was to offer 100% of children Bikeability training. We are therefore delighted to see the government affirm its commitment to offering Bikeability to every child in England during this parliament. This will ensure that the programme becomes universal and will be available to all children whatever their backgrounds and ability. The challenge of getting to that point though is considerable for our many delivery partners across the country but we know that the determination is there amongst everyone to get to the position that every child can be offered and can undertake the training.

But just getting children through the programme is not enough. The aim of all of us involved in Bikeability is to see more children cycling, more safely, more often, demonstrating that they are able to practise what they have learned and to gain a life-long skill. We know that there are so many factors involved in ensuring that children continue to cycle, not least parents gaining the confidence and skills to cycle with their children, to school or

for leisure. The Trust continues to work with partners to support families to continue cycling and promoting and communicating the message.

The Bikeability programme involves so many different partners across England. It is a truly collaborative effort with so many people dedicated to getting more children cycling.

I want in particular therefore to recognise the skill, dynamism and dedication of the 2,700 instructors who are at the heart of the Bikeability programme. There has been so much change over the past two years in the quality assessment processes and the instructor training and registration, and these amazing people have recognised the importance of these changes to the overall programme and have taken on the challenges that have been thrown at them. The dedication and commitment of Bikeability instructors in particular is hugely appreciated by everyone at the Trust, and also by the schools, parents and children who benefit directly from their work. They comprise a professional workforce delivering high quality training, and we want to see them properly rewarded.

I also want to thank the trustees of the Bikeability Trust who have given their time voluntarily to support the trust and the programme, the team at the Bikeability Trust who have worked so hard to make the charity a success, and in particular to Paul Robison, who had the determination and foresight to create the Bikeability Trust which manages the programme in such an effective and efficient way. Paul has decided it is time to move on, and I and the board want to thank him for all he

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has done to help create the vibrant programme that Bikeability is, leaving a legacy he can be proud of.

ALISON HILL

CHAIR OF TRUSTEES - BIKEABILITY TRUST



The Bikeability Trust



Welcome to the second annual review of the national Bikeability cycle training programme. This review also covers the activity of the Bikeability Trust, but its main aim is to take stock of the Bikeability programme itself.

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In our first annual review of Bikeability last year, I set out some of the history. In this second review, I would like to look to the future.

Bikeability has an important part to play in the Government's **Cycling and Walking Investment Strategy** which, in turn, has a role to play in reducing car usage (and thus helping to combat climate change), generating clean economic growth, improving air quality, reducing obesity and increasing life expectancy and quality. As the **Get Britain Cycling** report laid out back in 2013, a successful strategy for cycling must encompass many things, of which training and education are just a part and Bikeability is itself just a part of that: driver education is equally important, along with good quality infrastructure. Bikeability provides an essential life skill, and is a vital part of this overall strategy.

Although at the time of writing this the details have not been announced, we hope to be in a position soon to start ramping up Bikeability delivery to the point where it is offered to every child in England (London, with its separate funding arrangements, is slightly different). For many years, the funding from the Department for Transport (DfT) has been sufficient for around half of children to do Bikeability up to Level 2, so the pledge to offer Bikeability to every child is a real breakthrough. Without doubt, this will bring challenges: there will be schools that have never taken part before (and which may be remote or small or have

other reasons for not participating); even within the schools that already do Bikeability, the uptake is rarely 100%. The Bikeability industry as a whole has the challenge of increasing participation rates in those schools; and we will need to recruit new instructors as well as retain existing ones.

Whilst the challenge of meeting this growth will mostly fall to Bikeability providers, we at the Bikeability Trust will of course do all that we can to support the industry in meeting their targets for scaling up delivery. This central support will be in the form of financial support, centrally produced resources, training and recruitment days, amongst other initiatives.

Bikeability is at its best when it links with other programmes so we look forward to continued close working with our delivery partners to make sure that children and their families who want to cycle more after doing Bikeability have suitable support and outlets to put their new-found skills into practice. We will continue to build on these partnerships in the coming years as more and more children do Bikeability. We are all trying to achieve the same thing, and working together brings great benefits to all our organisations and, of course, to the children. We will continue to engage commercial partners who can help us to extend the reach, uptake and effectiveness of Bikeability.

We are grateful to Halfords for the partnership which came to an end in 2019. This allowed us to build up the Bikeability Innovation Fund to the point where we are soon, at time of publication, to announce its first major grant round to follow the modest first step of £150,000 distributed last year.

The staff at the Trust are grateful for the skills, experience and time that our trustees offer. We are all grateful to the DfT which has backed and funded the programme since the start, and whose decision to offer Bikeability to every child really does mark the start of the next phase of Bikeability.



PAUL ROBISON
CEO - BIKEABILITY TRUST

Bikeability – a General Review

An overview of the programme

The Bikeability Trust is the national charity for the government's cycling education programme based on the National Standard for Cycle Training. Alongside engineering and enforcement, cycling education contributes to more people cycling, more safely, more often, and to delivering the government's Cycling and Walking Investment Strategy goal to double cycling by 2025.

Bikeability is a progressive cycling education programme in which trainees first master cycle handling skills in traffic-free environments (Level 1), then develop skills and confidence to cycle on single-lane roads and simple junctions (Level 2), before tackling often busier, multi-lane roads and complex junctions (Level 3). Bikeability prepares people for cycling anywhere cycling is permitted, and contributes to the transport, environmental, health and economic benefits that more cycling promises.

As well as increasing children's confidence on the road, improving their hazard perception skills, their independence and overall co-ordination, Bikeability also helps to address society's biggest challenges such as obesity, air pollution and the growing climate change emergency.



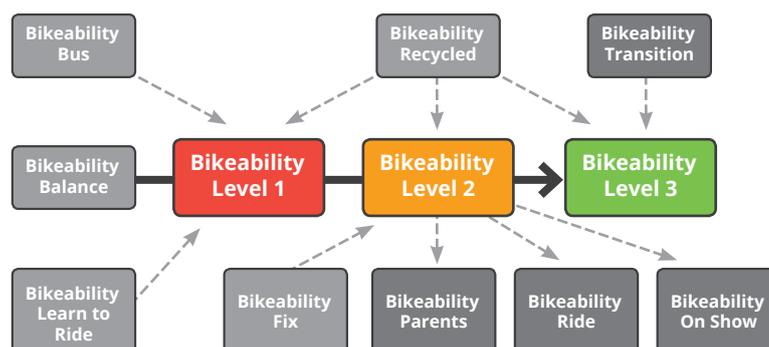
A short history of Bikeability

- Cycling Proficiency started 1950, starts to decline in 1980s, patchy at best by 1990s
- The National Standard for Cycle Training, overseen by the Department for Transport (DfT), was agreed in 2005 by over 20 organisations
- Bikeability was launched in 2007 in England
- Since 2007 over 3.1 million children have received Bikeability training
- Bikeability has gone from 10,000 places to 411,000 per annum
- Roughly half a year group now does Bikeability annually across England
- A quality assurance process was introduced in 2012
- There are 2,750 instructors that are trained, registered and paid to deliver Bikeability
- There are 326 registered Bikeability providers (including independent businesses, local authorities, School Game Organisers and School Sports Partnerships)
- Bikeability Plus was launched in 2016 as a series of complementary activities to increase the take up of Bikeability and maximise its impact on children's cycling.



Bikeability Plus

Amplifying the benefits of core Bikeability



How is Bikeability organised?

Department for Transport (DfT) funding is issued, via The Bikeability Trust, in the form of grants to local authorities in England, which have to bid for the funding for an estimated number of training places for each Bikeability Level 1, 2, & 3, plus Bikeability Plus modules. The grant allocation for Bikeability Level 2 is £40 per trainee.

All Bikeability providers, instructors and trainers have to register with the Bikeability Trust. Instructors are required to complete a four-day training course prior to registration and are offered informal professional development and mentoring afterwards. There is also a formal Bikeability provider Quality Assurance framework.

There are a range of Bikeability award materials for trainees including badges, certificates, handbooks and stickers.

All Bikeability providers are invited to complete an annual survey that aims to gather evidence about the state of the Bikeability programme.

How effective is Bikeability?

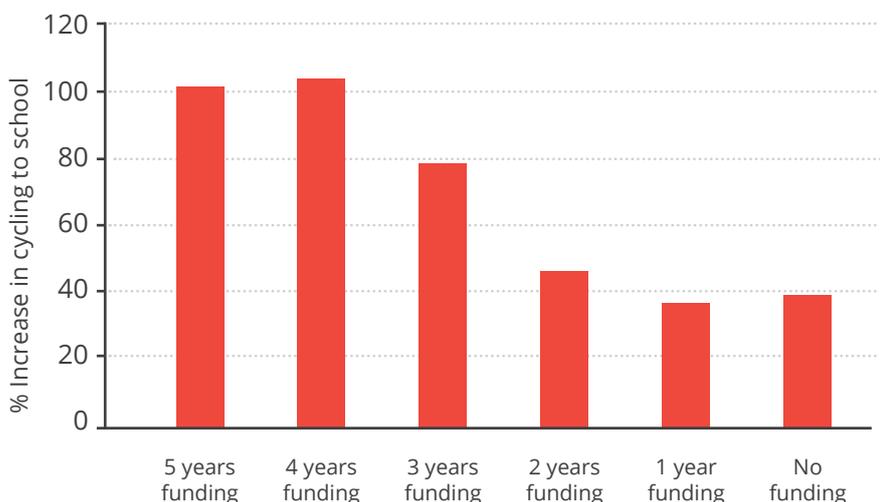
There have been a series of studies that have looked into the effectiveness and impact of Bikeability training since it began in 2007, as outlined below. This includes the results of an annual Bikeability survey in 2017, for all Bikeability providers.

The Bikeability Trust is aware of the value of collecting more evidence for the benefits of Bikeability and plans to collect direct feedback from instructors, trainees and schools in future.

In 2012, a study undertaken by Steer Davies Gleave (SDG 2012 - School travel and Bikeability administrative data analysis) found that:

- There was an increase in children cycling to secondary schools where all feeder primaries do Bikeability
- Higher levels of local authority Bikeability funding associated with more children cycling to secondary school
- Longevity of local authority cycle training associated with more children cycling to secondary school

Increase in 11 - 15 year olds cycling to school by longevity of Local Authority Funding



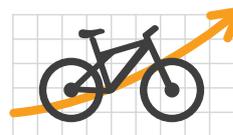
Bikeability KEY FACTS

SINCE 2007



3.1 Million Children
have received
Bikeability Training

PLACES



10,000 to 411,000
per Annum

INSTRUCTORS

2,750
instructors

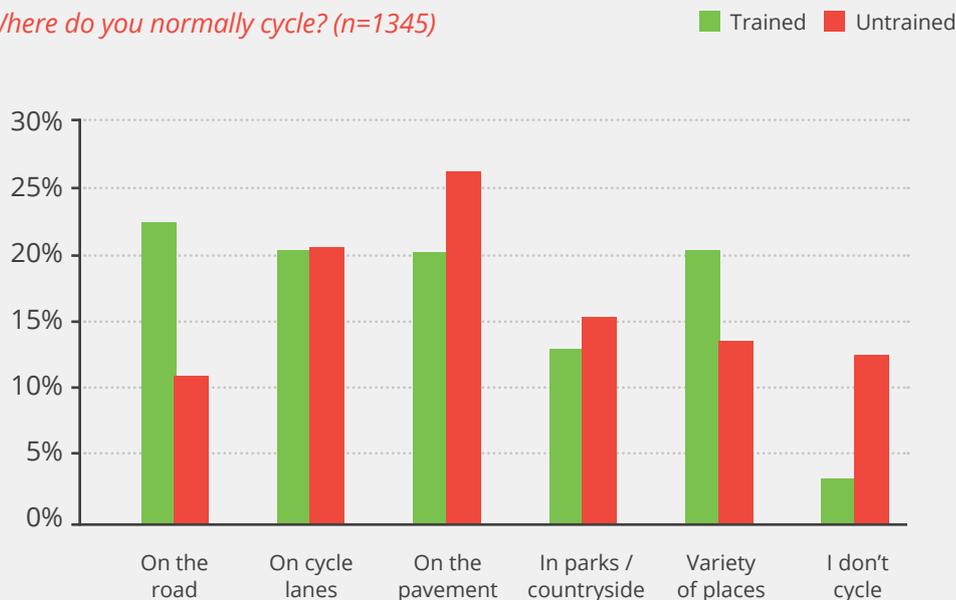
trained, registered
and paid to deliver
Bikeability

How effective is Bikeability?

In 2014 a survey undertaken by The Association of Bikeability Schemes (TABS) found that:

- Trained children report cycling more than untrained children
- Trained children report cycling to school significantly more
- Trained children report they are more likely to cycle on roads, less likely to cycle on pavements
- Trained children report they are significantly more confident cycling on local roads with traffic

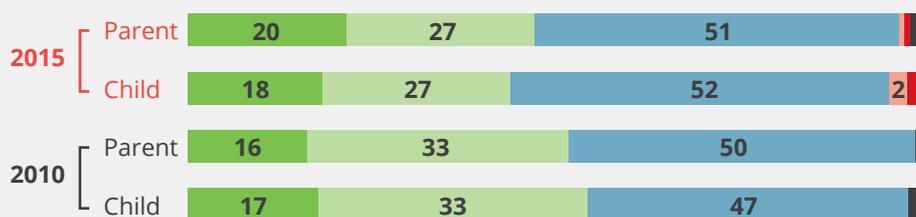
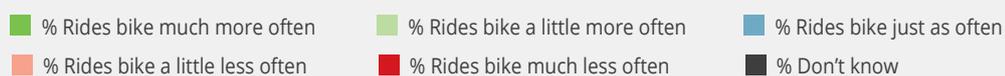
Where do you normally cycle? (n=1345)



In 2015 an Ipsos MORI survey found that:

- Bikeability is viewed positively by parents and children
- Children report improvement in their ability to judge risks
- Parents report Bikeability has improved their child's safety
- Parents and children say Bikeability has a positive impact on children's cycling confidence
- Children report cycling more after training

After Bikeability, are children cycling more?





In 2015 the National Foundation for Educational Research (NFER) found that:

- Trained children were better at perceiving and appropriately responding to on-road hazards – significant and sustained effect
- Children reported increased confidence cycling on the road after training – significant effect
- But children did not report increased cycling frequency after training

Comparison of mean pupil ability scores at baseline before training and 1-3 weeks after training



Comparison of mean pupil ability scores at baseline before training and 2-3 months after training



How effective is **Bikeability**?

The Bikeability Impact Study (May 2019) undertaken by SQW, found that:

Positive, and statistically significant, impacts associated with being offered at least Level 2 Bikeability on a range of pupil outcomes:

- Children's propensity to cycle on roads
- Parent's preparedness to allow children to cycle on roads
- Children's road safety knowledge

	Pupils in Bikeability schools	Pupils in comparison schools	% point difference (rounded)
	<i>% of Y6 Pupils</i>	<i>% of Y6 Pupils</i>	
Cycled in last week	45	37	8
Cycled this term	65	56	10
Cycles on roads in last week	34	22	12
Cycles on roads this term	46	40	7
Cycled with adults or older siblings	51	43	8
Very or fairly confident riding on roads	73	69	3
Parent allows pupil to ride on roads (alone/with friends or with adult)	70	58	12
Whether know where to look before getting on to road	22	7	15



Bikeability Delivery statistics 2017-18

The Trust has done some analysis of the number of schools in England (excluding the London boroughs) where Bikeability is delivered in comparison to where it is not delivered. It is delivered in 39% of all schools in England.

Bikeability delivery in primary and secondary schools in England (excluding London Boroughs)



■ % schools Bikeability delivered
■ % schools no Bikeability delivered

Bikeability delivery in primary schools in England (excluding London Boroughs)



■ % schools Bikeability delivered
■ % schools no Bikeability delivered

48% of all primary school children in England in years 5 and 6 have had Bikeability training at levels 1&2 combined or Level 2.

When the number of primary schools is considered then Bikeability is delivered to 49% of all primary schools in England.



What parents and teachers say about **Bikeability**

William was nominated as Trainee of the Year in 2019 for his courage and determination. At the start of the Level 1 course, William was very nervous and lacked confidence. His cycling ability was poor, he struggled to ride in a straight line and keep control of his bike. He repeatedly said he couldn't do it, that it was too hard and he wanted to give up. After some 1 to 1 training with an instructor William managed to improve his riding enough to complete Level 1 although he still didn't feel very confident. He said he would go away and practice more in preparation for the Level 2 course the next day. On day 2 it was obvious that he had been practicing as his ability had improved considerably although he was still full of nerves regarding cycling on the road. With constant encouragement, positive comments and reassurance William began to shine. By the end of the course he had successfully completed all training activities and earned his Level 2 award. His confidence had risen as had his cycling ability. He explains the difference Bikeability made: *"When I first got onto the bike I was nervous.....but now I have had teaching I can go out on my bike every day and not worry at all..... I went from being hardly able to ride a bike at all to being fully able to ride a bike."*

An instructor explains why she learnt to teach Bikeability: *"I became an instructor because I have children myself and I wanted them to be independent on their bikes and just have a sense of freedom, but I also needed to know they would be safe."*

A proud parent expresses their views: *"Earlier this year (Jan-Feb 2019) my daughter took part in one-to-one Bikeability training. She had been trying for many years, with no success to cycle independently. In the end, I had to give in and find somewhere that would teach her. She spent 4 weeks attending a course where they got her riding on her own with no stabilisers on the first lesson and her confidence and ability grew from there. So much so, that they even got her on some of the basic tracks. As a family we can now cycle together and she loves going in the woods and through the muddiest, wettest puddles she can find regardless of the weather and time of year."*



The Bikeability Trust – An Introduction

Structure, governance and management

The Bikeability Trust was incorporated as a charity on 13 January 2017 and commenced trading on 1 April 2017. The Charity is governed by a constitution which sets out the powers and responsibilities of the Trustees in fulfilling the Charity's objectives.

The management of the CIO is the responsibility of the Trustees who are elected and co opted under the terms of the Constitution. The trustees manage the affairs of the Trust and determine its general policy.

The Charity is administered by the Board of Trustees, which must have a minimum of three and a maximum of eleven members. The Board meets approximately quarterly. The Chief Executive Officer is responsible to the Trustees for overseeing the Charity's operations.

Trustees serve for a term of three years from the date of appointment. The Board of Trustees in 2019 includes:

Richard Payne	(Appointed 10th January 2019)
Andrew Milbourne	(Appointed 25th September 2018)
Gavin Wheeler	(Appointed 18th September 2017)
Alison Hill, Chair	(Appointed 29th June 2017)
John Wann	(Appointed 29th June 2017)
Martin Porter	(Appointed 29th June 2017)
Sonya Hurt	(Appointed 29th June 2017)
Steve Garidis	(Appointed 13th January 2017)
Zsolt Schuller	(Appointed 13th January 2017)

The Bikeability Trust staff team are:

Alison Orrell	Development and Operations Officer
Benjamin Smith	Partnerships Manager
Donna Harrington	Director of Finance and Compliance
Hugo van Zeller	Data Administrator
Isobel Stoddart	Director of Promotion and Communications
Louise Sanders	Operations Manager
Michael Frearson	Director of Development and Operations
Paul Robison	Chief Executive of the Trust

Our strategies for achieving objectives

The Bikeability Trust is focussed on:

Economy

- of its own operations, which will deliver significant cost savings compared to the previous administrative arrangements for Bikeability
- of the funding for delivery of Bikeability to make sure that as many children as possible can be trained given the funding available

Efficiency

- of the entire Bikeability delivery chain as well as its own operations
- providing centrally-developed resources to avoid duplication of effort by grant recipients and Bikeability providers

Effectiveness

- working with partners to leverage the effectiveness of Bikeability training itself to achieve greater to achieve greater impact
- raising standards and improving the quality of Bikeability management and delivery
- providing a comprehensive, public promotion and awareness raising programme to promote the benefits of Bikeability



Our Activities in 2019

Overview

2018 was a year of setting up the Trust – the necessary administrative, financial and legal structures as well as recruiting staff and trustees. 2019 has been a year of taking forward our programmes – Development, Operations, Partnerships and Communications work to build a solid platform for the Bikeability Trust. We have been strengthening partnerships, communicating with new audiences, and working with the Bikeability industry to take forward priority actions.

Partnerships

The Bikeability Trust has three partnership objectives:

- To secure financial partners to enable additional Bikeability Plus delivery places, as well as core Bikeability if necessary.
- To work with other key partners to provide in-kind support for the overall Bikeability programme.
- To work with PR partners to continue to raise profile of Bikeability with schools and parents.

We are grateful to Halfords for their sponsorship of the Bikeability programme since June 2018. This partnership reached its conclusion in December 2019. The partnership allowed the creation of the online Bikeability Club, and also contributed to the 'Innovation fund' allowing Bikeability providers to bid for extra funding as a means to provide training and equipment to make Bikeability more inclusive.

Halfords also sponsored the Bikeability awards for the May 2019 conference, providing four children nominated for 'Trainee of the year' each with a new bike and accessories.

This year we have also partnered with three organisations from Hungary, Romania and Slovenia with the aim of providing advice based on our Bikeability experience in the UK. The Erasmus exchange project aims to develop online resources for 10-13 years old pupils; and a 'train the trainer' course for teachers. The long-term goal of the project is to work at a local, regional and national level to support the implementation of a national cycle training programmes.



Promotion and Communications

This year our main achievements have been:

- Renewing the main **Bikeability website**, with content targeted at supporting families to continue cycling post Bikeability. The website has a new 'look and feel' with a dedicated Cycle More section containing case studies, information, signposting to other cycling opportunities
- Increasing our **internal and external social media** profiles
- Establishing a **Bikeability Club** for families with competitions, special offers, a dedicated newsletter, hints and tips (now got over 4,000 members)
- Running a **national summer campaign** in 2019 - **Our Bikes, Our Adventure** (and associated materials including a series of videos, a survey, targeted social media activity to boost our public platforms)
- Developing a comprehensive photo library
- **Working in partnership** with our Promotion and Communications Advisory Group
- **Establishing partnerships** with key stakeholders, including working with Sustrans on a joint promotional campaign for Bike to School Week.
- Running a successful **national training conference** with over 250 delegates

National Bikeability Awards

This year was our second National Bikeability Awards, held during the annual Bikeability training conference in Hereford, and hosted by Norman Baker MP. The primary aim of the Awards Programme is to reward and promote the good work that the Bikeability industry and partners are doing. Secondary aims include collecting a series of 'case studies' that can be used both to showcase Bikeability to external audiences, but also provide examples of best-practice for peer-to-peer learning within the industry. The nominations were assessed by a panel of independent, expert judges against a set of criteria for each award category. The short-listed candidates were invited to attend the Awards Ceremony at which the winners and runners up were announced and presented with their awards. We were delighted that Marcelle Rollings was able to attend for a second year, and present the Trainee of the Year Award which is dedicated to her late husband, Pete Rollings.

Ruth Hodgson has Downs Syndrome. She was awarded Trainee of the Year in 2019. Her mum said "Yesterday I was an immensely proud and very emotional mum. You and your team went out of your way to support Ruth through her year 6 Bikeability in October last year. The boost in confidence that it gave her was huge. Since then she has practiced once a week and yesterday was the first time she cycled all the way to school and back (over a mile). It is such an achievement for her and such a wonderful life skill. You have played a part in opening up her freedom and independence. Thank you so much."

The results for the 5 award categories were:

INSTRUCTOR OF THE YEAR

Winner: **Chris Lee (Outspoken Training)**

Runner up: **David Goodworth (Avanti Cycling)**

PROVIDER OF THE YEAR

Winner: **Cycle Confident**

Runner up: **Go Velo**

GRANT RECIPIENT OF THE YEAR

Winner: **Cambridgeshire County Council**

Runner up: **Devon County Council**

SCHOOL EMPLOYEE /GOVERNOR OF THE YEAR

Winner: **Carol Atkinson (Manor Road Primary School, Chorley)**

Runner up: **Ramona Toreki (Michael Tippett Secondary School, London)**

TRAINEE OF THE YEAR (PETE ROLLINGS AWARD)

Presented by **Marcelle Rollings**

Winner: **Ruth Hodgson**

Runner up: **Conall Riley**





Operations

In 2019, the operations team delivered the following Bikeability programme management core services under the Department for Transport grant agreement. In 2019 the following were delivered:

- Bikeability grant payments of £13,070,212.00 to 176 grant recipients
- Bikeability award materials (certificates, badges, handbooks) distributed to c. 450,000 trainees throughout the year (22662 packs of core training award materials distributed to registered Bikeability providers in this period)
- Bikeability provider/grant recipient registrations, at the end of 2019 there were 326 active registered providers and grant recipients
- Bikeability instructor registrations, at the end of 2019 there were 2752 active registered instructors
- Bikeability email accounts and helpline, 5747 emails processed in four email accounts, and 570 helpline phone calls answered in this period
- Bikeability quality assurance, 36 external quality assurance visits completed



Development

The main achievements in 2019 were:

- Convening the Bikeability Effectiveness Advisory Group (March and September 2019)
- Launching the 1st4Sport instructor qualifications for instructor trainers (May 2019) and instructors (August 2019)
- Strengthening external quality assurance with traceable, evidence-based assessments of Bikeability delivery and management quality and timed action planning (September 2019)
- Investigating how Bikeability grant recipients and providers utilise DfT grant funding (October 2019)
- Commencing the 2018/19 financial year review (November 2019)
- Developing a comprehensive Bikeability registration guide including strengthened guidance on internal quality assurance and use of the new relational database (launch in April 2020)
- Developing a new relational database for more efficient grant administration (allocation, amendment, monitoring, payment), provider and instructor registration and renewal, and internal and external quality assurance monitoring (launch in April 2020)
- Developing practical training and online learning resources for the Approved Driving Instructor cycle awareness pilot as part of the DfT's Cycling and Walking Investment Strategy cycle safety review (pilot between May and October 2021)
- Hosting webinars and responding to questions about development work in Frequently Asked Questions on the Bikeability professionals' website (throughout 2019).

Financial Review

Our financial results are carefully monitored by the Trust's Finance and Audit committee on a quarterly basis. As the Trust assumed responsibility for the delivery of the Bikeability grant a key area of focus is the safeguarding of public money and ensuring value for money. The committee pays particular attention to cost control across all areas of the Trust's activities, and close monitoring of any providers that might fail to deliver their allocated grant-funded Bikeability places to the required standard.

Based on figures taken from the financial statements for the year ended 2019, The Trust has made a surplus of income over expenditure on unrestricted funds of £531,980. This is the result of a small surplus from the sale of Award Materials, partnership income from Halfords and efficiency savings following the Department for Transport's transfer of the administration of the Bikeability programme to the Bikeability Trust.

The Trust currently has unrestricted reserves brought forward of £142,711. On the basis that the Trust requires unrestricted reserves of £185,000 in order to cover unavoidable costs in the event of a downturn and or closure of the charity, the Trustees have decided that there should be a transfer to the Innovation Fund of £489,691.





The Bikeability Trust

Further information

For more information about the Bikeability Trust and what we do:

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