



RoSPA Scotland

A Survey of Adult Cyclist Training in Scotland

April 2001

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1. BACKGROUND

The Royal Society for the Prevention of Accidents is one of the leading safety organisations in Europe, dealing with all aspects of safety and accident prevention, and RoSPA is a world-renowned acronym, which is associated with good practice and advice in this particular field.

The Society is a registered charity and has its base in Edgbaston Park in Birmingham, with satellite offices in Belfast, Cardiff and Edinburgh. RoSPA actively pursues better and more efficient ways to fulfil its purpose, namely, "To enhance the quality of life by exercising a powerful influence for accident prevention". The Safety Policy Division is, in effect, the public face of RoSPA, and is actively involved with many organisations, groups and individuals in all walks of life, giving advice and information on safety issues, raising awareness to problems, and providing solutions where possible.

This is especially true within the road safety movement, and RoSPA has been instrumental in bringing road safety to its prominent position within society. With the statutory obligations placed on local authorities to undertake road safety engineering and education, the mid-seventies saw a marked change in the way road safety information was disseminated, and RoSPA took on a much more strategic role. The Road Safety Team within the Society is headed up by Kevin Clinton supervising six members of staff based in Birmingham, Cardiff and Edinburgh.

In the Scotland Office, the posts of Road Safety Manager and Administrative Officer are grant-funded by the Scottish Executive Development Department and, each year, RoSPA Scotland submits to that Department an Annual Work Programme of activities to be undertaken. This Programme consists of two separate elements. Firstly, there are the "core" activities of the Society, which remain relatively unchanged from year to year. These mainly consist of providing information and advice to the media, the public, government departments, road safety professionals and volunteers, as well as providing the Secretariat to the Scottish Accident Prevention Council, and in particular its Road Safety Committee. In addition, the Scottish Executive provides grant-in-aid for short-term projects which can normally be completed within the financial year.

Among the projects agreed in this current financial year was a Survey of Adult Cyclist Training in Scotland, and this paper outlines the findings of this project.

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2. INTRODUCTION

The aim of the National Cycling Strategy is to encourage many more people to cycle. The Integrated Transport Strategy, Local Transport Plans and other transport and health initiatives also aim to promote cycling. Cyclist training is one of the most important ways of equipping cyclists with the necessary knowledge, skills and attitudes to enable them to identify and cope with the many risks they face when cycling.

In Scotland in 1998 (the last year for which detailed figures are available), 13 pedal cyclists were killed in road accidents, a 44% increase from the previous year. A further 197 were seriously injured and 930 slightly injured. These figures are just the tip of the iceberg, as it has been well established that the majority of accidents and injuries to cyclists are not reported to the Police, and therefore, not recorded in accident statistics.

Practical training courses have been provided since the late 1940's, and research has shown that trained cyclists are safer than untrained ones. However, virtually all cyclist training courses are provided for children, rather than adults.

Almost 65% of cyclist casualties and nearly 77% of cyclists killed on the road are adults. If the various transport strategies succeed in encouraging more people to use bicycles, there is a very real risk that this will result in an increase in cyclist casualties.

The provision of training for new, or returning, adult cyclists is an important tool for encouraging and enabling adults to cycle safely. Despite this, there seems to be very little training provision for adult cyclists. However, the level of demand for adult cyclist training is unknown, as is the level and type (if any) of provision.

RoSPA receives regular enquiries about adult cyclist training indicating that there is some demand for such courses. Similarly, Local Authority and Police Road Safety Units receive requests for such training, but again the extent of the demand has not been measured, and there is little or no information about the level of provision of such courses within Scotland.

Consequently, RoSPA (with funding from the Scottish Executive) conducted a Survey of Adult Cyclist Training in Scotland, with three aims:

1. To identify the demand on road safety units for adult cyclist training, and survey what provision already exists.
2. To identify the demand for adult cyclist training among adult cyclists and cycling groups
3. To publish a report based on the data.

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3. METHOD

Two types of questionnaire were developed and distributed.

Firstly, Local Authority and Police Road Safety Units were asked to complete a questionnaire regarding their current provision of adult cyclist training and invited to give an estimate of the number of requests they received each year for such training. A copy of the Questionnaire is attached as Appendix 1. 23 questionnaires were sent to Road Safety Units and 19 (83%) were completed and returned. The results are described in Section 4 of this report.

Secondly, a questionnaire designed to gather information about peoples' experience and views of adult cyclist training was distributed to three separate groups:

- road safety professionals in Scotland distributed questionnaires to adults within their own area
- the major cycling organisations in Scotland distributed questionnaires to their members and contacts
- a consultancy firm was engaged to supply 1,000 names and addresses from all parts of Scotland, drawn randomly from the electoral roll, and questionnaires were also posted to these people.

In order to retain consistency, the second questionnaire forms contained exactly the same questions while the paper colour was used to identify the source from which the questionnaires had been returned. A copy of the Second Questionnaire is attached as Appendix 2.

Conscious of the low response rate to questionnaire surveys, each questionnaire was accompanied by a pre-paid addressed envelope. Respondents were given a limited but reasonable time to complete the form and return it to RoSPA in Edinburgh, and the forms themselves were constructed in such a way that only a small amount of time would be required to complete them.

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A total of 6,500 questionnaires were distributed by the three methods outlined, and 760 completed ones were returned, representing a response rate of 12%. The best response rate, of 13%, was received for the questionnaires distributed by Road Safety Officers (RSOs). Those distributed by cycling groups had a response rate of 12%, and (not surprisingly) those distributed by random sample had a poorer response rate of 9%. The data from the questionnaires were entered into a custom designed database (Microsoft Access), and analysed.

Section 5a describes the results of the questionnaire survey distributed by Local Authority Road Safety Units in Scotland.

Section 5b describes the results of the questionnaire survey distributed to cycling groups.

Section 5c describes the results of the questionnaire survey distributed to a random sample of the population selected from the electoral roll.

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4. LOCAL ROAD SAFETY UNITS – CURRENT DEMAND AND SUPPLY

Following local government re-organisation in the mid-seventies, local authorities established road safety units whose purpose was to undertake education, training and publicity initiatives which would help reduce the number of casualties on the roads. In Scotland, the responsibility for this function lies with the local authority or the police or, in some areas, a combination of both.

The questionnaire circulated to each road safety unit (RSU) sought to identify the current state of adult cyclist training. Fourteen local authority and five police road safety units returned the questionnaires and the responses are collated below. In addition to the questions, respondents were also invited to make any other relevant comments and, where possible, these comments have been attached to the question to which they referred.

Q 1. How many enquiries do you receive per year?

Number of Enquiries Per Year	Number of RSUs
None	12
1-10	7
11-50	0
Over 50	0
TOTAL	19

Additional Comments

“Few requests from a residential home to train adults with learning or physical disabilities.”

“Although there is a demand for training, on several occasions when courses are organised, a large percentage of invited candidates fail to turn up.”

“I have had one request in five years. It may be worth discussing though”

“I can anticipate there might be a demand for training in the future particularly for company employees.”

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Q 2. Do you provide adult cyclist training?

Level of Provision	Number of RSUs
Regularly	0
On demand	1
Not at all	18
TOTAL	19

Additional Comments

“We are in the process of organising such a course to see if demand is there.”

“This is a recurring problem which I think we are all reluctant to tackle. The time such a venture would take would have to be measured against the likely outcome in terms of positive accident/injury reduction.”

“We did try and hold adult training at various locations. We advertised through radio, newspapers, posters in supermarkets, shops & post offices etc. We had one applicant, a police staff member.”

Q 3. Are you aware of other provision in your area?

Other Provision	Number of RSUs
Yes	0
No	19
TOTAL	19

Additional Comments

“Culture & Leisure Services provide for women, and adults over 35.”

Q 4. If there is other provision, who runs it?

No road safety unit indicated awareness of any other provision in the area.

Additional Comments

“Local Cyclist Touring Club and Walker Cycling Services have expressed an interest in providing training.”

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Q 5. If there was a demand, would you be in a position to provide training?

Level of Provision	Number of RSUs
Yes	5
No	1
Possibly	13
TOTAL	19

Additional Comments

“Staff resources would be the major limiting factor.”

“It would depend on trainer-trainee ratio.”

“If there was a reasonable uptake, the answer would have to be ‘No’, due to lack of staff.”

“We would be willing to service this if the need arose.”

“Need to train trainers.”

“Scottish Road Safety Campaign (SRSC) Training Trainers Course will provide for volunteers going into schools. This may extend to adult courses.”

“The Council is actively encouraging cycling to work and there has been some talk about possible training.”

“If the demand was small the answer would likely be ‘yes’.”

“I'd be careful about the targeting of the course. I'd also be concerned about conflict between different systems of cycling but would cover different strategies in discussion.”

“I assume a lot of thought will have to go into content of course and that it will be very different from National Cycling Proficiency Scheme (NCPS).”

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5a. QUESTIONNAIRES DISTRIBUTED VIA ROAD SAFETY PERSONNEL

Road Safety Units throughout Scotland distributed 3,800 questionnaires (with prepaid reply envelopes) to contacts within, and beyond, their own organisations. Of these, 470 (13%) were returned. The significant results are shown below, and the full results in appendix 3. Percentages, where shown, are calculated against the total number of respondents (470) and rounded to the nearest whole number.

Bicycle Ownership and Use

The majority (over 90%) of respondents were in employment, with most being full-time workers. Almost three-quarters (72%) owned a bicycle and, of those who did not, some 38% would consider buying one.

Among those who did not own or use a bicycle, road conditions and purchase price were the factors most often cited as having the most influence on whether or not they would acquire a bicycle. The weather, geographical location and health issues were also cited by about one third of this group, whereas confidence and lack of training seemed to be less important.

Amongst those who do own or use a bicycle, the most common use was for occasional recreational trips (67%). Over one-third (37%) also used cycles for local journeys, and 34% used them to go to work.

Perceptions of Safety and Risk

Few respondents (17%) said that they felt safe and confident on all journeys although almost one-third felt safe sometimes, and nearly one-quarter (22%) on certain journeys only. The main reasons cited for feeling safe were the absence of fast traffic and the provision of dedicated cycle facilities. Cyclists' own experience and ability were also important factors, while training was given a low rating.

Interestingly, 14% claimed to never feel safe when cycling. The main reasons for feeling unsafe were the behaviour of other road users, with traffic volume and road conditions also being very significant. Lack of training was cited by less than 4% of respondents.

Cyclist Training

Less than half (41%) of respondents had received some form of cyclist training, and of those who had been trained, almost all (96%) received training as a child. Only 2% had received adult cyclist training.

This group were fairly evenly divided over the benefits of cyclist training. About half believed that they would benefit from training, and that they would take a training course if one was available. Nearly two-thirds (61%) said that a fee would not deter them from attending a course.

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Who Should Provide Adult Cyclist Training?

Respondents were again split over the most appropriate provider of adult cyclist training courses. Around 40% suggested that the police should provide courses, 35% suggested the local authority and 34% suggested local cycling groups.

Where Should Courses be Held?

Not surprisingly, most respondents would prefer courses to be held locally, with nearly one-third (29%) of respondents saying that they would only attend local courses. However, 18% said that they would be prepared to attend courses held within a two-mile radius, and 30% would be prepared to travel a reasonable distance to one.

About one-third of respondents said courses should be held in off-road locations, and less than 7% specified on-road training.

Deterrents to Participating in Training Courses

The location of the courses was not the only deterrent to attending courses. Other commitments such as time, work and children would also discourage respondents from participating in a cyclist training course. A small proportion (6%) of respondents saw no deterrent to attending a course.

Content of Training Courses

Respondents were asked what topics should be included in an adult cyclist training course. Almost all respondents said the following should be included:

1. Safety equipment
2. Roadcraft
3. The Highway Code
4. Cycle awareness
5. Cycle maintenance
6. Current legislation

About two-thirds of respondents said that route planning and off-road skills should (or possibly should) be included. Other suggestions for topics were:

- Information on local cycle tracks
- Dealing with ugly situations
- First aid
- Medical benefits of cycling
- Defensive cycling
- Insurance
- Training regimes
- Group cycling
- Security
- Assertiveness
- Control
- Stunts.

When asked what would be the three most important topics in an adult cyclist training course, roadcraft, cycle maintenance and the Highway Code were most often cited, closely followed by safety equipment and cycle awareness. Current legislation was cited as one of the three most important topics by 16% of respondents and safety, off-road skills, route planning and defensive cycling by much smaller proportions.

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Format of Adult Training Courses

Most (over 78%) of respondents favoured training courses in small groups, while only 5% said that they would prefer one-to-one training.

The overwhelming majority (79%) had no preference for the trainer being of the same sex as the trainee.

With 90% of respondents being in employment, it is not surprising that evenings and/or weekends were the preferred options for course timing.

Just over half (55%) of respondents said that they would like to be informed if courses were being organised.

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5b. QUESTIONNAIRES DISTRIBUTED VIA THE CYCLING MOVEMENT

1,700 questionnaires with reply paid envelopes were distributed via cycling groups and, of these, 197 (12%) were returned. The significant results are shown below, and the full results are shown in Appendix 4. Percentages, when used, are expressed in relation to the total number of respondents (197) and rounded to the nearest whole number.

Bicycle Ownership and Use

The vast majority of respondents were in employment (76%), with some 19% being retired. It is not unexpected that almost all this group (99%) own a bicycle, although not all answered the question. As cyclists, it is to be expected that many use their cycles on a regular basis, and for a wider range of purposes than the other two groups.

Perception of Safety and Risk

This group were much more likely to feel safe when cycling than the other two groups, largely because of greater confidence in their skills and experience, and due to cycle facilities. Some (15%) said that they only felt safe on certain journeys, and only a handful said that they never felt safe when cycling. Interestingly enough, training was very rarely cited as a reason for feeling safe as a cyclist.

The two main factors that generate a feeling of being unsafe are other's behaviour and road conditions. Traffic volume and speed were cited by 22%, cars passing too close and large vehicles by 13% and 12% of respondents respectively. The weather, visibility, darkness and other cyclists were each cited by a small number of respondents.

Cyclist Training

Just over one-third (36%) of these respondents said that they had received cyclist training, of whom 93% had received it as a child. Only 4% had ever received any adult cyclist training. Just over half (53%) did not think that they would benefit from a formal training course, and a similar proportion (54%) would not take such a course even if it was available. Having said that, two-thirds (68%) of this group would not be deterred by having to pay for a course.

Who Should Provide Adult Cyclist Training?

Two-thirds (65%) of these respondents saw the police or local authority as the most appropriate providers of training courses, while nearly half (46%) thought that courses could be provided by local cycling groups. Only 8% believed courses should be run by other providers.

Where Should Courses be Held?

As with the first group, these respondents favoured courses being held at local venues, although 39% of them were prepared to travel a reasonable distance, while 8% said they would only attend a local course.

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Deterrents to Participating in Training Courses

Time was the single most important barrier to attendance, while 9% of respondents considered a course unnecessary for them. Other deterrents such as work, children, weather, age and course content did not seem to apply to this group.

Content of Training Courses

Respondents were asked what topics should be included in an adult cyclist training course. Their responses closely matched the two other groups and included:

1. Roadcraft
2. The Highway Code
3. Cycle awareness
4. Safety equipment
5. Current legislation
6. Cycle maintenance

About two-thirds of these respondents also said that route planning and off-road skills should (or possibly should) be included. Other suggestions for topics were:

- Information on local cycle tracks
- Dealing with ugly situations
- First aid
- Medical benefits of cycling
- Defensive cycling
- Security
- Assertiveness
- Legal rights for cyclists
- Cycling with children.

When asked what would be the three most important topics in an adult cyclist training course, roadcraft was most often cited (by 70% of respondents), followed by cycle awareness, Highway Code and cycle maintenance. Current legislation, safety equipment, off-road skills, route planning, defensive cycling, safety, and assertiveness were cited as among the three most important topics by much smaller proportions.

Format of Adult Training Courses

The majority (76%) of these respondents said that courses should be organised in small groups, and that it was not important for the trainer to be of the same sex as the trainee.

Evenings and weekends were the most popular times for such courses, which is not surprising considering most respondents were in employment.

Almost 60% stated they would like to be notified if training was organised. It must be remembered, however, that over 54% said that they would not attend a course if one was available (Q 13), while 9% believed a course was not necessary (Q 18).

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5c. QUESTIONNAIRES DISTRIBUTED BY RANDOM SAMPLE

Based on the electoral role, 1,000 questionnaires with prepaid reply envelopes were sent to a random sample of adults covering all geographical areas of Scotland. Of these, only 93 (9%) were returned. The significant results are shown below and the full results in Appendix 5. Percentages, where shown, are calculated against the total number of respondents (93) and rounded to the nearest whole number.

Bicycle Ownership and Use

Over 62% of the respondents were in paid employment, while over 23% were retired. Of the 93 respondents, just over half (51%) owned or used an adult bicycle and, of the other half who did not, less than 20% would consider purchasing one. Road conditions were the greatest deterrent, closely followed by health issues and the weather. Purchase price was the next most important factor for respondents.

Those that did use a bicycle in this group, mainly rode for recreation purposes (45%), but very few used a bicycle regularly for any purpose. Just over one-quarter (28%) of this group used a bicycle for local journeys.

Perceptions of Safety and Risk

14% of respondents claimed that they never felt safe riding on the streets, while 56% felt safe at least some of the time.

The things that made them feel safe and confident were mainly the absence of fast traffic (15%), and their own ability and experience (19%). Provision for cyclists on the road network was also important.

The main reasons for feeling unsafe were the behaviour of other road users and traffic related issues.

Cyclist Training

One third (32%) of respondents had received cyclist training at some point, almost all of whom (90%) had received it in childhood. Only 1 of the 93 respondents had ever received any adult cyclist training. Nearly half (47%) of this group believed that they would benefit from a training course, but a similar percentage would not use one if it was available. A fee would discourage over half (54%) of this group from taking a course.

Who Should Provide Adult Cyclist Training?

Almost half (40%) believed the police should be responsible for providing such courses, while about one-third (31%) saw it as the task of local cycling groups. Local authorities were less prominent in this group's opinion, with only 18% suggesting that they should organise courses.

Where Should Courses be Held?

One-third of this group felt that courses should be held at local venues. Off-road training was preferred by around one-quarter (24%) of this group.

Almost half the respondents would be prepared to travel up to two miles to attend a course, while over two-thirds said that they would be prepared to travel within any reasonable distance.

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Deterrents to Participating in Training Courses

Deterrents to attending a training course related largely to the pressure of time and other commitments but, interestingly, some 13% of respondents saw no barriers to their participation at all.

Content of Training Courses

Respondents were asked what topics should be included in an adult cyclist training course. Their responses closely matched those of the previous group and included:

1. The Highway Code
2. Cycle awareness
3. Safety equipment
4. Cycle maintenance
5. Roadcraft
6. Current legislation

About two-thirds of these respondents also said that off-road training should (or possibly should) be included, and a little over half of them said that skills and route planning should (or possibly should) be included. No other topics were suggested by this group.

When asked what would be the three most important topics in an adult cyclist training course, roadcraft, the Highway Code, and cycle awareness were most often cited, followed by cycle maintenance and current legislation. Safety equipment, off-road skills, route planning, safety, assertiveness and information about cycle tracks were also selected but by much smaller proportions.

Format of Courses

The majority of respondents (71%) favoured training being delivered in small groups, and a similar percentage believed that there was no need for the trainer and trainee to be of the same sex.

Evenings and weekends were the favoured timing for training courses, which again may reflect the fact that most respondents are in paid employment.

Just under half (41%) of this group said that they would like to be informed if courses were being organised and this corresponds to the number who would be prepared to attend a course if available (Q 13).

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6. CONCLUSION

In total, 6,500 questionnaires about people's experience and views of adult cyclist training were distributed throughout Scotland via road safety units, cycling groups and a random sample of the electoral roll. In total, 760 (11%) of questionnaires were completed and returned. However, the return rates varied slightly between the three surveys:

- For the questionnaires distributed by Road Safety Units, the return rate was 13%
- For the questionnaires distributed to cycling groups, the return rate was 12%
- For the questionnaires distributed to a random sample of the population, the return rate was 9%.

Bicycle Ownership and Use

Bicycle ownership differed between the three groups, with virtually all of the cycling group respondents owning or using a bicycle, three-quarters of the respondents from the road safety distribution and just over half of the respondents from the random sample also owned bicycles.

Bicycles were mainly used for occasional recreational purposes by the random sample and the road safety distribution. However, respondents from the cycling groups were more likely to use their bicycles regularly and for a wider range of purposes.

For those who did not use a bicycle, the main deterrents were road conditions, traffic volume and speed and the cost of buying a bicycle.

Perceptions of Safety and Risk

Coinciding with the deterrents to using a bicycle, the main things which caused cyclists (from all three groups) to feel unsafe were other road users' behaviour, traffic volume and speed, and road conditions. Lack of cyclist training was rarely given as a reason for feeling unsafe.

Cyclists tended to feel safer when there was an absence of fast traffic and when using cycle facilities. Respondents from the cycling groups seemed to have more confidence in their own abilities.

This suggests that the provision of adult cyclist training courses on their own would not have a major effect in encouraging more adults to cycle. Providing a safer, more pleasant cycling environment, supported by the provision of accessible adult cyclist training, would be much more effective in this respect.

Cyclist Training

Between 30% - 40% of respondents had received some cyclist training, with a higher proportion of respondents from the road safety survey and from the cycling groups having had training, than from the random survey. Almost all of those who received training, had taken a course when they were children; very few had received training as an adult.

Around half of all respondents felt that they would benefit from a cyclist training course, and would take one if it was available. Some two-thirds would be prepared to pay to take a course, although only half of the random survey would pay a fee.

Who Should provide Training?

The Police, Local Authorities and Cycling Groups were seen as the most appropriate providers of adult cyclist training courses.

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Where Should Courses be Held?

Not surprisingly, there was a strong preference for courses to be held locally, although many respondents would be prepared to travel a reasonable distance.

Deterrents to Participating in Training Courses

The most common deterrents to taking an adult cyclist training course appear to be lack of time, and work and family commitments.

Course Content

There was a strong correlation between the three groups about the content of adult cyclist training courses. Almost all respondents said the following should be included:

1. Safety equipment
2. Roadcraft
3. The Highway Code
4. Cycle awareness
5. Cycle maintenance
6. Current legislation

Route planning and off-road skills were other popular topics.

Format of Courses

Again, there was a strong correlation between the three groups in their answers to these questions. Most respondents felt that courses should be organised for small groups of trainees, rather than on a one-to-one basis. Most felt that it was not necessary for the trainer to be the same sex as the trainee.

There was also a strong preference for courses to be organised in the evenings and at weekends, possibly reflecting the fact that a high proportion of respondents were in employment and would, therefore, be working during week days.

Road Safety Department's Views

23 questionnaires were sent to Local Authority and Police Road Safety Departments to gather information about the current demand and supply of adult cyclist training courses. 19 (83%) responded.

Local Authority and Police Road Safety Departments currently receive few requests from adults for cyclist training. Some have organised courses only to find few people attend. Most would be willing to organise courses, or to consider doing so, if there was a demand for them. However, resources (particularly the availability of trainers) would be a problem for many, if there was a high demand for courses.

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APPENDIX 1

Provision of Adult Cyclist Training in Scotland

Name _____

Road Safety Unit _____

1. How many enquiries per year do you receive about Adult Cyclist training?
none 1 - 10 11- 50 over 50

2. Do you provide adult cyclist training courses?
regularly on demand not at all

3. Are you aware of any other such provision in your area?
yes no

4. If you answered yes to 3, who provides the training?
Commercial Enterprise Voluntary
Other (please specify)

5. If there was a demand in your area, would you be in a position to provide adult cyclist training?
yes no possibly

6. Any other relevant comments?

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APPENDIX 2

RoSPA Scotland
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Edinburgh
EH14 1TL



Adult Cyclist Training in Scotland

On behalf of the Scottish Executive Development Department, RoSPA Scotland has been asked to establish the demand for, and provision of, adult cyclist training in Scotland. With the desire to achieve modal change, the bicycle could be a viable alternative to the car for many journeys. There may be those who would be keen to use a cycle, but have been away from it for a period of time. There may also be those who would take up cycling but feel ill-prepared or lacking in experience. This survey attempts to establish whether or not wider provision of adult cyclist training would help existing cyclists to make more and better use of their cycles, and also encourage new cyclists to take to the road.

Name: _____

Address: _____

_____ **Post Code** _____

1. **Are you:**

Employed full time	Employed part time
Self-employed	Unemployed
Student	Retired
Full time parent	

2. **Do you own or use an adult bicycle?** **Yes** **No**

3. **If you answered no, would you consider buying a bicycle?** **Yes** **No**

4. **What factors would influence this decision?**

Purchase price	Road conditions
Weather	Geographical location
Health issues	Confidence
Lack of training	Other

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5. If you have a cycle, how often do you use it?

	Daily	2-3 times per week	occasionally	seldom
To go to work				
For recreation				
For local journeys				
For longer journeys				
To go shopping				
Other purposes (please specify _____)				

6. Have you ever received cyclist training? Yes No

7. If yes, was this cycling proficiency as a child? Yes No

8. Have you received any adult cyclist training? Yes No

9. Do you feel safe and confident riding on the streets?

	Always	Sometimes	On certain journeys	Never

10. What is it that makes you feel SAFE and confident?

11. What is it that makes you feel UNSAFE?

12. Would you benefit from a cyclist training course? Yes No

13. If courses were available, would you use them? Yes No

14. Would a fee be a barrier to attending courses? Yes No

15. Who should organise such courses?

Police	LA	local cycling group	other (please specify)
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16. Where should such courses be held? _____

17. How far would you travel to attend a course?

Local only

Up to 2 miles

Any reasonable distance

18. What other barriers are there to you attending a course? _____

19. What do you think should be included?

Yes

Possibly

No

Not sure

Roadcraft

Cycle awareness

Highway Code

Off-road skills

Route planning

Cycle maintenance

Current legislation

Safety equipment

(helmets, hi visibility, etc)

Other (please specify) _____

20. What would be the three most important topics for you?

1) _____

2) _____

3) _____

21. Would you prefer training in a small group or on a one-to-one basis?

Small group

One-to-one

22. Would you prefer the trainer to be the same sex as you?

Yes

No

Doesn't Matter

23. When should courses be held? Daytime Evening Weekend

24. If courses were organised, would you like to be informed? Yes No

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25. Have you any other comments? _____

Thank you for taking the time to complete this questionnaire

This Questionnaire must be returned by Friday 19 January 2001

**The Royal Society for the Prevention of Accidents
A Survey of Adult Cyclist Training in Scotland**

APPENDIX 3

Full Results of Questionnaires distributed via road safety personnel

3,800 questionnaires, with prepaid reply envelopes, were distributed throughout Scotland by Local Authority and Police Road Safety Units. Of these, 470 (13%) were completed and returned. Percentages, where shown, are calculated against the total number of respondents (470) and rounded to the nearest whole number.

1. Are you:	Employed full time	363	Employed part time	46
	Self-employed	13	Unemployed	8
	Student	14	Retired	16
	Full time parent	7	Other	1
2. Do you own or use an adult bicycle?	Yes	336	No	132
3. If no, would you consider buying a bicycle?	Yes	87	No	50
4. What factors would influence this decision?				
	Purchase price	72	Road conditions	87
	Weather	50	Geographical location	43
	Health issues	40	Confidence	30
	Lack of training	16	Other	25
5. If you have a cycle, how often do you use it?				
	Daily	2-3 times per week	Occasionally	seldom
	To go to work	28	27	27
	For recreation	10	60	199
	For local journeys	12	27	92
	For longer journeys	5	16	52
	To go shopping	9	15	46
	Other purposes (please specify)			
	Club/training/racing		2	
	Holidays		15	1
	On business		1	
	Health		4	
	With children	1	4	
	Everything	1		
	Mountain Biking		1	
6. Have you ever received cyclist training?	Yes	194	No	268
7. If yes, was this cycling proficiency as a child?	Yes	186	No	6
8. Have you received any adult cyclist training?	Yes	11	No	432

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9. Do you feel safe and confident riding on the streets?

Always **80** Sometimes **152** On certain journeys **105** Never **66**

10. What is it that makes you feel SAFE and confident?

Absence of fast traffic	120	Cycle paths/lanes	116	Experience	58
Others' behaviour	49	Own ability	47	Road network	26
Road knowledge	26	Space	22	Conspicuity	20
Helmets	17	Visibility	9	Good weather	9
Well maintained cycle	7	Lights	6	Training	2

11. What is it that makes you feel UNSAFE?

Others' behaviour	209	Traffic volume	164	Road conditions	123
Fast traffic	54	Large vehicles	40	Lack of Practice/Training	17
Weather	14	Darkness	11	Unfamiliarity of road	6
Being alone	5	Taxis	5		

12. Would you benefit from a cyclist training course? Yes **240 No **208****

13. If courses were available, would you use them? Yes **220 No **220****

14. Would a fee be a barrier to attending courses? Yes **143 No **286****

15. Who should organise such courses?

Police	190	LA	166	Local cycling group	159
other (please specify)					
Cycling specialists	8	Combination of all three	7		
Scottish Executive	3	RoSPA/AA/RAC	4		
Cycle shops	2	Outdoor education	1		
Colleges	1	CTC	1		
SUSTRANS	1				

16. Where should such courses be held?

Locally	82	Local school	66	Local hall	23	Sports Centre	19
Quiet road	16	Parks	14	In town	12	Car park	10
Central location	8	Off-road	8	Cycle paths	6	City centres	6
Police station	5	Various places	5	Anywhere	5	Safe location	3
Adult education centre			3				

17. How far would you travel to attend a course?

Local only **135** Up to 2 miles **82** Any reasonable distance **143**

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18. What other barriers are there to you attending a course?

Time	116	Work	32	Children	30	None	28
No cycle	6	Content	5	Motivation	4	No interest	4
Distance	3	Age	3	Transport	2	Course provider	2
Weather	7	Embarrassment	2			Not necessary	12

19. What do you think should be included?

	Yes	Possibly	No	Not sure	
Roadcraft	356	28	3	16	
Cycle awareness	343	35	1	13	
Highway Code	353	46	6	2	
Off-road skills	155	148	61	16	
Route planning	155	167	41	12	
Cycle maintenance	320	77	5	4	
Current legislation	294	80	11	8	
Safety equipment	374	25	8	2	
Other (please specify)					
Information on local cycle tracks	4	Medical benefits	3	First aid	3
Dealing with ugly situations	3	Defensive cycling	2	Insurance	2
Training regimes	2	Group cycling	2	Security	2
Assertiveness	2	Control	2	Stunts	2

20. What would be the three most important topics for you?

Roadcraft	249
Cycle maintenance	176
Highway code	142
Safety equipment	136
Cycle awareness	133
Current legislation	77
Safety	49
Off-road skills	44
Route planning	29
Defensive cycling	6

21. Would you prefer training in a small group or on a one-to-one basis?

Small group	368	One-to-one	27
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22. Would you prefer the trainer to be the same sex as you?

Yes	12	No	18	Doesn't Matter	370
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23. When should courses be held?

Daytime	92	Evening	235	Weekend	264
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24. If courses were organised, would you like to be informed?

Yes	259	No	159
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**The Royal Society for the Prevention of Accidents
A Survey of Adult Cyclist Training in Scotland**

APPENDIX 4

Full Results of Questionnaires distributed via Cycling Groups

1,700 questionnaires, with prepaid reply envelopes, were distributed via cycling groups throughout Scotland. Of these, 197 (12%) were completed and returned. Percentages, where shown, are calculated against the total number of respondents (197) and rounded to the nearest whole number.

1. Are you:	Employed full time	127	Employed part time	9
	Self-employed	14	Unemployed	5
	Student	0	Retired	38
	Full time parent	3	Other	0
2. Do you own or use an adult bicycle?	Yes	195	No	0
3. If no, would you consider buying a bicycle?	Yes		No	
4. What factors would influence this decision?				
Purchase price	6	Road conditions	6	
Weather	1	Geographical location	6	
Health issues	7	Confidence	0	
Lack of training	0	Other	1	
5. If you have a cycle, how often do you use it?				
	Daily	2-3 times per week	occasionally	seldom
To go to work	73	19	26	9
For recreation	21	62	96	2
For local journeys	27	71	69	2
For longer journeys	11	20	108	15
To go shopping	12	40	63	23
Other purposes (please specify)				
Club/training/racing	2		2	
Holidays	1	27	1	
On business			4	
Health		2		
With children	1			
Everything			1	
Social meetings			1	
6. Have you ever received cyclist training?	Yes	71	No	125
7. If yes, was this cycling proficiency as a child?	Yes	66	No	5
8. Have you received any adult cyclist training?	Yes	8	No	179
9. Do you feel safe and confident riding on the streets?				
Always	68	Sometimes	90	On certain journeys
				30
				Never 4

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10. What is it that makes you feel SAFE and confident?

Absence of fast traffic	41	Cycle paths/lanes	55	Experience	59
Others' behaviour	43	Own ability	25	Road network	26
Road knowledge	12	Space	13	Conspicuity	19
Helmets	10	Assertiveness	7	Good weather	9
Well maintained cycle	11	Lights	6	Training	3

11. What is it that makes you feel UNSAFE?

Others' behaviour	156	Traffic volume	43	Road conditions	118
Fast traffic	43	Large vehicles	23	Other Cyclists	5
Weather	11	Darkness	14	Unfamiliarity of road	6
Cars too close	27	Visibility	8		

12. Would you benefit from a cyclist training course? Yes **81** No **104**

13. If courses were available, would you use them? Yes **68** No **107**

14. Would a fee be a barrier to attending courses? Yes **39** No **134**

15. Who should organise such courses?

Police	69	LA	60	local cycling group	91
other (please specify)					
Cycling specialists	6	Combination of all three	15		
RoSPA	3	Professional Organisation	3		
Cycle shops	5	Outdoor education	1		

16. Where should such courses be held?

Locally	26	Local school	20	Local hall	5	Sports Centre	19
Quiet road	4	In town	5	Car park	5	City centres	11
Police station	3	Various places	5	Anywhere	3	Various places	8

17. How far would you travel to attend a course?

Local only **16** Up to 2 miles **37** Any reasonable distance **77**

18. What other barriers are there to you attending a course?

Time	41	Work	8	Children	3	None	9
Content	6	Weather	3	Not necessary	18		
Age	3	Course provider	2				

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19. What do you think should be included?

	Yes	Possibly	No	Not sure
Roadcraft	180	3	0	1
Cycle awareness	160	13	1	7
Highway Code	164	19	1	0
Off-road skills	36	66	58	6
Route planning	72	71	18	7
Cycle maintenance	115	51	10	2
Current legislation	132	26	5	4
Safety equipment	145	27	3	0

Other (please specify)

Information on local cycle tracks	4	Medical benefits	3	First aid	3
Dealing with ugly situations	4	Defensive cycling	4	Security	2
Assertiveness	2	Legal Rights for Cyclists			4
Cycling with children	4				

20. What would be the three most important topics for you?

Roadcraft	135
Cycle awareness	68
Highway code	57
Cycle maintenance	48
Safety equipment	44
Current legislation	33
Route planning	18
Safety	12
Defensive cycling	11
Assertiveness	5

21. Would you prefer training in a small group or on a one-to-one basis?

Small group	150	One-to-one	8
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22. Would you prefer the trainer to be the same sex as you?

Yes	2	No	3	Doesn't Matter	160
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23. When should courses be held?

Daytime	43	Evening	107	Weekend	110
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24. If courses were organised, would you like to be informed?

Yes	110	No	69
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**The Royal Society for the Prevention of Accidents
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APPENDIX 5

Full Results of Questionnaires distributed via Random Sample

1,000 questionnaires, with prepaid reply envelopes, were distributed via cycling groups throughout Scotland. Of these, 93 (9%) were completed and returned. Percentages, where shown, are calculated against the total number of respondents (93) and rounded to the nearest whole number.

1. Are you:	Employed full time	38	Employed part time	13
	Self-employed	7	Unemployed	6
	Student	4	Retired	21
	Full time parent	2	Other	0
2. Do you own or use an adult bicycle?	Yes	47	No	43
3. If no, would you consider buying a bicycle?	Yes	18	No	25
4. What factors would influence this decision?				
	Purchase price	13	Road conditions	28
	Weather	15	Geographical location	9
	Health issues	18	Confidence	10
	Lack of training	9	Other	6
5. If you have a cycle, how often do you use it?				
	Daily	2-3 times per week	Occasionally	seldom
	To go to work	2	3	6
	For recreation	1	6	24
	For local journeys	3	4	10
	For longer journeys	0	1	3
	To go shopping	0	2	6
	Other purposes (please specify)			
	Holidays		1	
	Health		1	
	With children		21	
6. Have you ever received cyclist training?	Yes	30	No	56
7. If yes, was this cycling proficiency as a child?	Yes	27	No	2
8. Have you received any adult cyclist training?	Yes	1	No	74
9. Do you feel safe and confident riding on the streets?				
	Always	14	Sometimes	24
			On certain journeys	14
			Never	13

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10. What is it that makes you feel SAFE and confident?

Absence of fast traffic	14	Cycle paths/lanes	9	Experience	8
Own ability	10	Road knowledge	5	Space	3
Helmets	5				

11. What is it that makes you feel UNSAFE?

Others' behaviour	35	Traffic volume	23	Road conditions	16
Fast traffic	10	Large vehicles	6	Cars too close	9

12. Would you benefit from a cyclist training course? Yes 44 No 37

13. If courses were available, would you use them? Yes 36 No 44

14. Would a fee be a barrier to attending courses? Yes 27 No 52

15. Who should organise such courses?

Police	37	LA	17	local cycling group	29
other (please specify)					
Cycling specialists	6	Combination of all three	1	RoSPA/AA/RAC	1
Community Education	1	Outdoor education	1		

16. Where should such courses be held?

Locally	15	Local school	12	Local hall	5	Sports Centre	19
Quiet road	4	In town	5	Parks	2	Police station	3
Anywhere	3	Various places	8				

17. How far would you travel to attend a course?

Local only	26	Up to 2 miles	16	Any reasonable distance	21
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18. What other barriers are there to you attending a course?

Time	15	Work	4	Children	3	None	12
Content	6	Weather	2	Embarrassment	2	Age	3
Motivation	2	Lack of confidence	2				

19. What do you think should be included?

	Yes	Possibly	No	Not sure
Roadcraft	65		0	4
Cycle awareness	71	6	0	0
Highway Code	71	8	0	0
Off-road skills	33	31	5	4
Route planning	27	27	10	6
Cycle maintenance	51	25	1	0
Current legislation	50	19	2	1
Safety equipment	69	10	1	0

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20. What would be the three most important topics for you?

Roadcraft	43
Highway code	39
Cycle awareness	31
Safety equipment	26
Cycle maintenance	24
Current legislation	12
Safety	6
Route planning	4
Off-road skills	2
Cycle track info	2

21. Would you prefer training in a small group or on a one-to-one basis?

Small group	66	One-to-one	9
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22. Would you prefer the trainer to be the same sex as you?

Yes	4	No	4	Doesn't Matter	68
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23. When should courses be held?

Daytime	27	Evening	40	Weekend	47
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24. If courses were organised, would you like to be informed?

Yes	38	No	41
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