



# Monitoring and Evaluation Report

**June 2025**



The  
Bikeability  
Trust

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# Introduction

**The Bikeability Trust is dedicated to helping children gain the skills, confidence, and independence to cycle safely and regularly. As part of our commitment to continuous improvement, we have undertaken a programme-wide evaluation to better understand the impact of our cycle training on young riders.**

The data presented in this report is drawn from the ongoing surveying of riders and their parents and carers before and after training. It explores important themes such as how often children cycle, how confident and safe they feel on their cycles, and parental encouragement and support for cycling.

A significant enabler of this evaluation has been the digitisation of the Bikeability programme's operations. Through digitisation, we've been able to collect richer, more consistent data from children, parents and carers at multiple points in time. This approach not only enhances our ability to monitor outcomes more effectively but also strengthens the long-term sustainability of the programme by embedding evaluation into its core delivery. The insights gathered through this process are already helping us shape future improvements and ensure that Bikeability continues to meet the needs of riders.

All findings are based on data collected up until June 2025, with the dataset continuing to grow as more participants share their experiences.

This report marks an important step in understanding the real-world outcomes of Bikeability training and how it supports children to become confident, capable riders.



# Key takeaways

**From increased cycling confidence to greater parental support, the data reveals how the programme is making a meaningful difference. These findings reflect the voices and experiences of children and their families, offering a snapshot of the immediate outcomes of the Bikeability programme.**



Intention to cycle is  
more than

x 5

higher

than pre-training cycle-  
to-school rate

## High intentions to cycle after completing cycle training

Survey responses show a clear trend: after completing Bikeability Level 2, riders expressed a much stronger intention to cycle more often - whether for school, leisure, or exercise - compared to their pre-training cycling rates. Big increases were seen in moderate cycling (1-3 times per week), suggesting that riders are more open to making cycling a regular part of their routines. The data points to a growing enthusiasm for cycling in everyday life.



## Greater confidence cycling on roads

93% of riders reported feeling more confident cycling on roads after completing Bikeability Level 2. This suggests that the training plays a key role in helping young cyclists feel better prepared for real-world riding conditions.

Building this confidence is a crucial step toward enabling more independent, safe and frequent cycling.

After Level 2 training

93%  
of riders

feel more confident cycling on  
roads



Before taking part  
in Level 2

**27%**

of riders hadn't  
experienced cycling on  
roads

## First-time road experience for many riders

For over a quarter of Level 2 riders, the training marked their first experience of cycling on the road. In fact, 27% of riders reported they had never cycled on the road before taking part in the training.

This highlights the programme's role in providing a structured and supported introduction to real-world cycling environments - an important step in helping young people build practical skills and confidence.

## Parents and carers show stronger support for cycling after training

Following their child's participation in Bikeability Level 2, parents and carers reported a clear boost in confidence and willingness to support cycling. Most felt more assured about their child's ability to ride on the road and independently, with many saying they were now likely to encourage cycling.

These findings suggest that the training not only builds skills in young riders but also helps shift attitudes at home - an important factor in turning cycling into a regular, supported activity.



**96% of  
parents**

are likely to encourage  
their child to cycle,  
following Level 2  
training



After Level 2,

**92%  
of riders**

felt safer cycling on  
roads

## Feeling safer on the road

92% of riders said they felt safer cycling on the road after completing Bikeability Level 2. This suggests that the training helps riders better understand how to navigate real traffic situations, boosting their sense of security and readiness.

Feeling safe is a key part of building the confidence needed to cycle more often and more independently.





### Pre-training survey

The pre-training survey, completed by parents or carers during the consent process, captures how often their child cycles and their current cycling ability.

**106,817**  
responses



### Hands-up survey

Hosted by the instructor at the end of training, the hands-up survey captures how safe and confident riders now feel about cycling, and how much they enjoyed the cycle training experience.

**103,439**  
responses



### Post-training survey

This survey, emailed to parents and carers after training, explores their child's intention to cycle, their own confidence in their child's cycling ability, and whether they plan to encourage independent and on-road cycling.

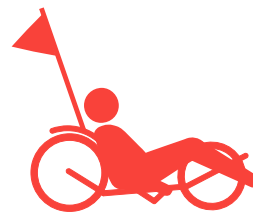
**2,350**  
responses



### Bikeability Club

Riders are invited to log their cycling activity on the Bikeability Club website by earning badges for completing cycling challenges.

These self-reported achievements help us understand how riders continue to engage with cycling beyond the training.



### Rider characteristics

To support inclusivity and to better understand who is taking part in Bikeability training, we collect rider characteristics data such as gender, ethnicity, and SEND status.

This information helps the Trust monitor representation and identify opportunities to make the programme more accessible and inclusive for all children.

# Cycling activity

**Before and after training, we ask riders their cycling activity for school travel, leisure, and exercise. The results reveal clear shifts in intent - with more riders intending to cycle more frequently. The following results focus on riders who have completed Bikeability Level 2. For full results, see Appendix A.**

## School



Before training, only 4% of riders cycled to school 1-3 times a week. After Bikeability Level 2, 23% said they intended to - this **intention to cycle is nearly six times higher** than the pre-training cycle-to-school rate.

Cycling for school travel 4+ times per week also saw a marked increase: just **3% of riders cycled to school 4+ times per week**. After completing training, **11% said they intended to do so** - showing a strong shift in ambition toward regular cycling.

## Leisure



After Bikeability Level 2, riders' intentions to cycle for leisure more than doubled when compared to their pre-training cycle rate. Just **21% rode 1-3 times a week** before training - afterwards, **42% said they intended to**.

Cycling for leisure 4+ times per week also saw an increase: before training, just **6% of riders cycled for leisure 4+ times a week**. After Bikeability Level 2, that figure climbed to **10%**.

## Exercise



Intent to cycle for exercise was almost three times higher than pre-training cycling rates. Before training, **13% of riders cycled for exercise 1-3 times per week**. After training, **38% said they intended to** - nearly a threefold increase in planned activity.

Only 4% of riders cycled for exercise 4+ times per week before training. Post-training, 11% intended to reach that level.

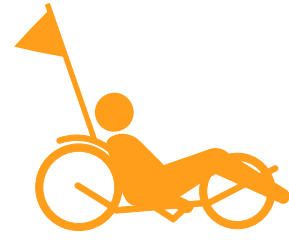
## Why more cycling matters

**Physical health:** An average primary school journey is approximately 1.5 miles. If cycled at 6mph, primary school children can achieve around half of their recommended daily physical activity just by cycling to and from school.

**Wellbeing:** Our data found that parents and carers widely recognise the benefits of cycling for their children's emotional wellbeing (81% agreed), self-esteem (88% agreed), and independence (95% agreed) (see Appendix D). Research shows that regular moderate aerobic activity - such as cycling four times a week for a combined total of 300 minutes - can significantly reduce depressive symptoms in adolescents<sup>(1)</sup>.

**Active lifestyles:** After Bikeability Level 2 training, 11% of riders intended to cycle to school at least four days a week. This level of active travel can help support better mental health and can significantly reduce the amount of time spent sedentary.

**Cleaner, healthier environments:** More cycling can mean fewer motorised journeys, improving air quality and lowering children's exposure to harmful pollutants like NO<sub>2</sub> and PM<sub>2.5</sub> - both linked to respiratory conditions. In 2024/25 alone, it is estimated that 678 metric tons of CO<sub>2</sub> equivalent was saved from journeys where children and parents/carers chose cycling or walking over their normal mode of transport on Bikeability training days<sup>(2)</sup>.



In 2024/25, approximately

**678  
metric  
tons**

of CO<sub>2</sub> equivalent was  
saved by travelling  
actively on Bikeability  
training days

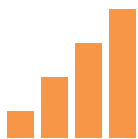




# Confidence, safety and encouragement

Developing confidence and feelings of safety are essential to help riders enjoy the freedom of cycling while developing lifelong skills. Parents and carers play a vital role in shaping their child's cycling habits. Their encouragement and belief in their child's ability to cycle safely are key to fostering a lifelong love of cycling.

## Experience



Before taking part in Bikeability Level 2, a significant portion of riders had limited or no experience cycling on roads. While 70% had cycled on roads before, 27% said they had never done so, and 3% were unsure.

This highlights the importance of providing structured opportunities for children to gain practical experience and build confidence in real traffic environments.

## Confidence



Following Bikeability Level 2, **93% of riders reported feeling more confident cycling on roads**. Notably, none felt less confident, while only 5% saw no change and 2% were unsure.

These results suggest that the training experience positively influenced how riders perceive their ability to navigate road environments.

## Safety



After completing Bikeability Level 2, **92% of riders said they felt safer cycling on roads**. With no riders reporting a drop in safety and only a small minority feeling no change (5%) or unsure (2%), the results highlight a strong sense of reassurance gained through the training experience.

## Parental attitudes and influences

We ask parents and carers their confidence in, and encouragement of their child's cycling following their participation in Bikeability cycle training.

The results demonstrate a clear, positive shift in attitudes. Among those whose child completed Bikeability Level 2:

- 93% reported increased confidence in their child's ability to cycle on the road, and 72% stated they would encourage their child to do so.
- 85% stated they had an increased level of confidence in their child cycling independently.
- 96% stated that they were likely to encourage their child to cycle.

The Bikeability programme works not only to develop riders' skills but also to reassure parents and carers about their child's readiness for real-world cycling. See Appendix B for full results.



93% of  
parents

were more confident in  
their child's ability to  
cycle on roads after  
training



96% of  
parents

are likely to encourage their  
child to cycle following  
Level 2 training

## The role of parents and carers in shaping young riders

Measuring the impact of children's cycling interventions on parents and carers is particularly significant given the influential role they play as gatekeepers to their child's cycling opportunities.

When parents have a positive attitude toward cycling and cycle themselves, they can set a good example for their children and help them feel more confident about cycling. On the other hand, if parents view cycling negatively, they might set rules that limit their child's ability to ride.

Research consistently shows that adult perceptions of safety, competence and readiness are key determinants in whether a child is allowed to cycle independently. Without parental support and encouragement, even the most capable young cyclists may not have the opportunity to put their skills into practice.

# Rider characteristics

**Demographic data helps us design and deliver a cycle training programme that is inclusive, accessible, and responsive to the diverse needs of all riders. Starting in Autumn 2025, we will begin using rider demographic data alongside training outcomes to identify areas where additional support may be needed, ensuring every rider has the opportunity to succeed.**

## SEND



In 2019/20, only 1.3% of riders participating in Bikeability cycle training had Special Educational Needs and Disabilities (SEND). Following the implementation of targeted support measures by The Bikeability Trust, this figure rose significantly to 8% in 2023/24 and further increased to 9% in 2024/25.

This positive trend reflects our ongoing commitment to making cycle training more inclusive and accessible for all children.

## Gender



84% of riders provided data on their gender. Amongst these riders, gender representation in Bikeability training is well balanced, with 51% of riders identifying as male and 49% as female in 2024/25 training.

Maintaining this balance is key to ensuring that cycling is seen as an inclusive and accessible activity for everyone, and we continue to monitor participation to support gender equity across all our training sessions.

## Ethnicity



Ethnicity data was provided by 71% of riders, offering valuable insight into the diversity of participants in our cycle training. Of those who disclosed their ethnicity, 11% identified as Asian, 5% as Black, 5% as Mixed, 77% as White, and 2% as Other.

These figures help us understand who we are reaching and where we may need to focus efforts to improve representation. By monitoring this data, we aim to ensure that our programme remains inclusive and reflective of the communities we serve.

# Summary

**This research explores the self-reported impact of Bikeability cycle training on riders' cycling intentions, and feelings towards cycling, as well as the perceptions of their parents and carers. The findings highlight notable shifts in both attitudes and intended behaviour following participation in the training.**

## **Our highlights include:**

- Across all categories - school travel, leisure, and exercise - riders reported a strong increase in their intention to cycle more frequently after completing the training, when compared to their pre-training cycling rates.
- Positive shifts in confidence and feelings of safety cycling on roads suggests that the training plays a key role in helping young cyclists feel better prepared for real-world riding conditions.
- Parents and carers also reported a positive shift in attitudes. This highlights the programme's broader influence - not just on the riders themselves, but also on the support systems around them.

These findings offer valuable insights into the experiences and perceptions of riders and their families. They also highlight the importance of ongoing data collection. Regularly gathering and analysing feedback allows us to track progress over time, identify emerging trends, and ensure the programme continues to meet the needs of young cyclists.

Building a robust bank of evidence is essential - not only to demonstrate the value of Bikeability cycle training, but also to inform future development. As this dataset grows, it will enable deeper analysis into key areas such as rider demographics, training outcomes, and regional variations. Understanding these nuances will help tailor the programme more effectively and ensure it remains inclusive, impactful, and responsive to the needs of all riders.

Looking ahead, future work will focus on exploring these data in greater depth, identifying what works well, and where improvements can be made. This commitment to evidence-led development ensures that Bikeability continues to evolve as a high-quality, trusted programme that supports confident, capable, and safe cycling for all.





# Appendices

## Appendix A: Cycling frequency results for Level 2 riders

	Pre Training		Post Training		Increase in % points		Net increase in % points
	<i>1-3 times per week</i>	<i>4+ times per week</i>	<i>1-3 times per week</i>	<i>4+ times per week</i>	<i>1-3 times per week</i>	<i>4+ times per week</i>	
<b>School travel</b>	4%	3%	23%	11%	19	8	27
<b>Leisure</b>	21%	6%	42%	10%	21	4	25
<b>Exercise</b>	13%	4%	38%	11%	25	7	32

Data sources are the pre and post training surveys. Results are for riders who completed Level 2. Pre-training survey: n=69,662, and post-training survey: n=1,626. Data downloaded on 25/06/2025.

## Appendix B: Parent/carers confidence and encouragement of child's cycling

Parent's/carers encouragement of their child's...	Unsure	Very unlikely	Unlikely	Likely	Very likely
<b>Encourage use of cycle</b>	2%	1%	1%	31%	65%
<b>Encourage use of cycle on roads</b>	9%	4%	15%	47%	25%

Parent's/carers confidence in their child's...	Unsure	Much less confident	A little less confident	Neither more nor less	A little more confident	Much more confident
<b>Use of cycle</b>	1%	4%	2%	10%	26%	58%
<b>Cycling independently</b>	3%	2%	1%	9%	34%	51%
<b>Cycling on roads</b>	1%	1%	0%	4%	32%	61%

The data source for results on parent/carers encouragement and confidence is the parent/carers post-training survey (n=1,626). Results are for riders who completed Level 2. Data downloaded 25/06/2025.

## Appendix C: Rider hands-up survey results

	Enjoyed	Did not enjoy	Not sure
Enjoyment of training	98%	0%	1%

Data source is the hands-up survey hosted by the instructor with the riders at the end of a training session. Results are for riders who completed Level 2, n= 46,797. Respondents marked as 'absent' have been excluded. Data downloaded on 25/06/2025.

Before this training...	Yes, I have cycled on roads	No, I've never cycled on roads	Not sure
Had you ever cycled on roads	70%	27%	3%

Data source is the hands-up survey hosted by the instructor with the riders at the end of a training session. Results are for riders who completed Level 2, n= 46,753. Respondents marked as 'absent' have been excluded. Data downloaded on 25/06/2025.

Now the training is complete...	More confident	Less confident	No difference	Not sure
How confident do you feel cycling on roads	93%	0%	5%	2%

Data source is the hands-up survey hosted by the instructor with the riders at the end of a training session. Results are for riders who completed Level 2, n= 46,618. Respondents marked as 'absent' have been excluded. Data downloaded on 25/06/2025.

Now the training is complete...	More safe	Less safe	No difference	Not sure
How safe do you feel cycling on roads	92%	0%	5%	2%

Data source is the hands-up survey hosted by the instructor with the riders at the end of a training session. Results are for riders who completed Level 2, n= 46,611. Respondents marked as 'absent' have been excluded. Data downloaded on 25/06/2025.

Appendix D: Parent/carers feelings towards cycling

I think cycling...	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Improves self esteem	54%	34%	9%	1%	2%
Promotes emotional wellbeing	49%	32%	14%	2%	2%
Increases independence	59%	36%	2%	1%	2%

Data source is the parents/carers survey emailed 2 days after training, n=596. Results are parents/carers of riders who completed Level 2. Data downloaded on 19/06/2025.

References

1. Zhang, C.S., Cheng, L., Chen, X., Wang, Y., Wei, S. and Sun, J. (2022). The strategies of exercise intervention for adolescent depression: A meta-analysis of randomized controlled trials. Frontiers in Psychology, 13, 974382.
2. This accounts for parent/carers AND kids' journeys to and from school on the days they attended a L1, L2, L3 or Plus Bikeability course assuming they cycled/walked their bike to and from school instead of taking their normal mode of transport. It accounts for Bikeability deliveries in England excluding London. It uses government data on KGCO2e conversion factors for average vehicles, and for modes/distances for primary and secondary school travel in England.



The Bikeability Trust aims to activate a nation of cyclists by ensuring everyone has the confidence to enjoy the life skill, independence and fun of cycling. Giving everyone the competence and confidence to cycle is our core mission, making cycling the norm for short journeys.

**[www.bikeability.org.uk](http://www.bikeability.org.uk)**



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