



# Monitoring and Evaluation Report

2025/26



The  
Bikeability  
Trust



Funded by  
UK Government



Active  
Travel  
England

# Table of contents

|                                             |    |
|---------------------------------------------|----|
| Foreword.....                               | 4  |
| Key takeaways .....                         | 5  |
| Data collection .....                       | 6  |
| Confidence, enjoyment and independence..... | 7  |
| Inclusion in our training delivery .....    | 9  |
| Cycling intention and behaviour.....        | 11 |
| Turning intention into action.....          | 14 |
| Summary .....                               | 16 |
| Appendices .....                            | 17 |





# Foreword

**The Bikeability Trust is dedicated to helping children gain the skills, confidence and independence to cycle safely and regularly.**

**A year on from the first programme-wide monitoring and evaluation report, this report builds on a growing evidence base to better understand the impact of Bikeability cycle training for riders, their families and the wider active travel sector. It uses ongoing survey data from riders and parents/carers collected before and after training to examine how Bikeability influences children's enjoyment, confidence, intention to cycle and cycling behaviour, as well as the barriers that can determine whether children continue to cycle after training.**

Since the previous report, the reach of data collection has increased, with a higher proportion of our Grant Recipients now part of the digitised Bikeability journey. This has strengthened the scale, consistency and usefulness of the evidence available, enabling a more developed view of outcomes over time and across different groups of riders.

This year's report is structured around a set of key questions about the role of Bikeability as a rite of passage, the relationship between intention and actual cycling frequency, rider and parent/carer perceptions of confidence and safety, engagement after training, and the wider benefits associated with cycling.

All findings in this report are based on data collected through the ongoing rider and parent/carer survey programme in addition to programme delivery data, with the dataset continuing to grow as more participants share their experiences. This report focuses on Level 2 riders who received cycle training in England (excluding London) in the financial year 2025/26.

# Key takeaways

This year's findings reinforce Bikeability Level 2's role in helping children develop the skills, confidence and motivation to cycle more often. The growing evidence base shows that cycle training is not only highly valued by riders and families, but also supports meaningful changes in confidence, intentions and cycling behaviour.

While barriers remain that prevent some children from cycling as much as they would like, the data demonstrates that Bikeability provides an important foundation.

- Bikeability continues to act as a rite of passage for many children. More than a quarter of riders had never cycled on the road before Level 2 training, making Bikeability their first experience of riding in real traffic conditions. Parents/carers strongly value this role, with 84% agreeing that cycling increases their child's independence and 89% saying they are likely to encourage their child to cycle on roads after training.
- Training significantly increases children's intentions to cycle. Before training, only 9% of Year 6 pupils cycled to school at least weekly. After completing Level 2, 39% intended to do so. Similar increases were seen for leisure cycling and cycling for exercise, with intentions approximately doubling or tripling compared with pre-training cycling rates.
- Children who did not cycle before training are beginning to cycle afterwards. Nearly half of riders who never cycled to school before training intended to do so at least monthly afterwards, while 89% of those who never cycled for exercise intended to start cycling for exercise following training.
- Emerging longer-term evidence shows intentions are translating into behaviour change. Six months after training, 23% of riders were cycling to school at least weekly and 28% had moved from occasional leisure cycling to cycling at least once a week.
- There remains a gap between intention and behaviour. Although many children leave training wanting to cycle more, practical barriers continue to limit participation. Six months after training, 69% of riders said they would like to cycle more often than they currently do. Parents/carers highlighted factors such as traffic levels, safe cycling routes, and cycle storage as important enablers of further cycling.
- The programme continues to make progress on inclusion. Participation among riders with SEND has increased substantially over recent years, reaching 10% in 2025/26. Gender representation remains balanced, and the growing dataset is providing valuable insight into how cycling behaviours and outcomes differ across demographic groups.



### Consent Form

The consent form contains questions that provide insight into pre-training attitudes and behaviours.

Completed by parents or carers of riders taking part in Bikeability, it captures how often their child cycles, their access to a cycle and their current cycling ability.

**69,063**  
**responses**



### Rider 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.

**132,292**  
**responses**



### Post Training Parent/Carer 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.

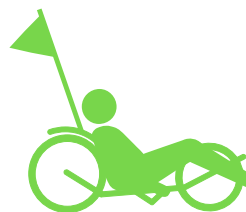
**1,557**  
**responses**



### 6-Month Follow Up Survey

This growing dataset provides insights on the longer-term outcomes of training, including whether intention to cycle more often has been made reality, rider's level of physical activity and whether feelings of confidence and safety around cycling have been sustained.

**282**  
**responses**



### Rider Characteristics

To support inclusivity in our training, we collect rider characteristics data including gender, ethnicity, Pupil Premium and SEND status which helps us monitor representation and identify opportunities to make the programme more accessible and inclusive for all children.

**All**  
**riders**

# Confidence, enjoyment and independence

Level 2 training gives children the confidence to cycle on roads and helps parents/carers feel reassured about their child's ability to ride independently.

More than nine in ten riders said that, after training, their confidence and their sense of safety when cycling on roads had increased. Overall, 92% felt more confident cycling on roads and 91% felt safer cycling on roads after completing Level 2 training<sup>1</sup>.

Parents and carers shared this positive view. After training, 93% said they felt more confident in their child cycling on roads, while 89% said they were likely to encourage their child to cycle on roads<sup>2</sup>. This suggests that the benefits of training are recognised not only by riders themselves, but also by the adults who support and influence their cycling habits.

Children also reported highly positive experiences of the training: 97% enjoyed taking part in Level 2<sup>3</sup>. Cycling itself remains popular among participants, with 94% agreeing that cycling is fun, and fewer than 1% stating they do not enjoy cycling<sup>4</sup>.

Together the findings show how Level 2 training positively impacts how riders and their parents/carers feel about cycling and, by doing so, develops strong foundations upon which to build cycling habits.



<sup>1</sup> See Appendix A

<sup>2</sup> See Appendix F

<sup>3</sup> See Appendix A

<sup>4</sup> See Appendix A

## Bikeability is a rite of passage

Bikeability Level 2 plays an important role as a rite of passage because, for many children, it marks a first meaningful step into everyday cycling. 28% of riders had never cycled on the road before taking part in Bikeability Level 2 (see Appendix A). This indicates that the programme is providing a supervised and structured first experience of cycling in traffic for a substantial proportion of children. In this sense, Bikeability Level 2 acts as a gateway moment, helping children access real-world cycling, and grow their confidence and skill in doing so.

By developing this skill set, Bikeability Level 2 is creating opportunities for children to make journeys by cycle, and supports their independence in doing so. Following completion of Level 2 training, 89% of parents/carers said they were likely to encourage their child to cycle on roads. Furthermore, 84% of riders' parents/carers agree that cycling increases their child's independence (see Appendix F).

From these findings, it is clear that Bikeability cycle training is valued by parents/carers. Almost three in five parents and carers (59%) said they would like their child to do further cycle training after Level 2 (see Appendix F). This level of demand points to strong parental recognition of cycle training as something worth continuing, rather than a one-off intervention. It also suggests that families may see Level 2 as part of a wider progression pathway, where children build confidence, independence and readiness for more complex cycling environments over time.

Together, these findings suggest that Bikeability cycle training is a valued experience that supports children's mobility and autonomy. It is a rite of passage that both opens up their world now, and enables them to access a lifetime of cycling for mobility, leisure and as a means to support their health.



# Inclusion in our training

As we work towards meeting national demographic representation in our delivery, we continue to develop insights from our data to understand how cycling behaviour and attitudes vary between groups, and the level of impact the training has.

From our large, pre-training dataset, we know that levels of cycling prior to Level 2 vary by groups:

- More males cycle for school travel weekly than females. Just 5% of females cycled to school at least weekly prior to training, compared to 13% of males<sup>5</sup>.
- 12% of riders receiving Pupil Premium cycled to school at least weekly, compared to the rider population which was 9%<sup>6</sup>.

When comparing this with post-training results, we know that:

- Not only are male riders more likely to cycle regularly before taking part in training, but also intend to do so after training, than female riders.
- However, both male and female riders have similar levels of enjoyment of cycling: 94% of male and 95% of female riders think that cycling is fun<sup>7</sup>.
- Similarly parental encouragement for both genders is on par: 90% of parents/carers of female riders will encourage their daughter to cycle on roads and 88% of sons<sup>8</sup>.

As our database continues to grow, we can interrogate this further and understand how Level 2 training impacts groups of riders differently, and how we can best support all people to become regular, confident, safe cyclists.



<sup>5</sup> See Appendix C

<sup>6</sup> See Appendix D

<sup>7</sup> Post Training Parent/Carer Survey. N=1,557. Responses for Level 2 riders only.

<sup>8</sup> Post Training Parent/Carer Survey. N=1,557. Responses for Level 2 riders only.



90%

provide information on  
their gender



10%  
of riders

have SEND



15%

of our riders are Pupil  
Premium recipients

## Gender

90% of riders provided information about their gender prior to taking part in training. From this data, gender representation in Bikeability training remains well balanced, with 51% identifying as male and 49% as female in 2025/26 – unchanged from 2024/25. Maintaining this balance is important to ensuring cycling is perceived as an inclusive and accessible activity for all.

## SEND

In 2019/20, just 1.3% of riders taking part in Bikeability cycle training were identified as having Special Educational Needs and Disabilities (SEND). Since the introduction of targeted support initiatives by The Bikeability Trust, this proportion has increased substantially, reaching 9% in 2024/25 and 10% in 2025/26. This encouraging progress highlights our continued commitment to making cycle training more inclusive and accessible for every child.

## Ethnicity

Ethnicity data was submitted by 77% of riders, providing valuable insight into the diversity of participants in our cycle training. Among those who shared their ethnicity, 11% identified as Asian, 5% as Black, 6% as Mixed, 76% as White, and 2% as Other. This distribution is consistent with the previous financial year. Understanding this data helps us assess how effectively we are reaching different communities and identify opportunities to improve representation.

## Pupil Premium

15% of our 2025/26 riders receive Pupil Premium compared to 11% in 2024/25. This follows the trend in national statistics in which number of pupils receiving free school meals is increasing overtime, with 2025/26 figures showing this at 27%.

# Cycling intention and behaviour

**Bikeability Level 2 equips children with the skills and confidence to cycle on local roads, with the aim of encouraging more regular cycling for both school travel and leisure. The data below explores changes in cycling behaviour before training, immediately after training, and six months later, showing how often riders cycle and how their intentions translate into longer-term habits.**

## School Travel



Before training, only 9% of riders cycled to school at least weekly. After Bikeability Level 2, 39% said they intended to. This intention to cycle is more than four times higher than the pre-training cycle-to-school rate, showing a strong shift in ambition toward regular cycling.

This leap was biggest for girls – 5% of whom cycled to school at least weekly prior to the training, and after the training 34% intended to: almost a sevenfold increase in intention to cycle.

## Leisure Cycling



After Bikeability Level 2, riders' intentions to cycle weekly for leisure were double their pre-training cycle rate. Just 27% rode at least weekly before training - afterwards, 54% said they intended to.

Intention to cycle for leisure more than weekly was high for riders receiving Pupil Premium – from 32% prior to training, to 65% after training.

## Cycling for Exercise

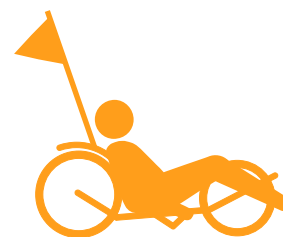


Intent to cycle for exercise was almost three times higher than pre training cycling rates. Before training, 18% of riders cycled for exercise at least weekly. After training, 53% said they intended to.

## Children who never cycled previously, are now cycling

Bikeability is helping children who did not cycle before training to start cycling and build new cycling habits:

- 47% of riders who 'never' cycled to school pre training, intend to cycle to school at least monthly after training.
- 89% of riders who 'never' cycled for exercise pre training, intend to cycle for exercise after the training.
- 24% of riders who 'never' cycled for school pre training, cycle to school at least monthly, 6 months after taking part in Level 2. For 17%, this is at least weekly.



# 39% of riders

intend to cycle at least  
weekly for school travel

## More regular cycling after training

After Bikeability Level 2, riders report increased cycling frequency and longer-term changes in cycling behaviour:

- 9% of year 6s cycle for school travel at least weekly before undertaking Bikeability Level 2 training.
- 39% of riders intend to cycle at least weekly for school travel after completing Level 2. See Figures 1 and 2.
  - 43% of male riders intend to cycle at least weekly for school travel after completing Level 2.
  - 34% of female riders intend to cycle at least weekly for school travel after completing Level 2.
- A first look at our growing dataset shows that 23% of riders cycle for school travel at least weekly, 6 months after completing Level 2 training.
  - 30% of male riders cycle for school travel at least weekly, 6 months after completing Level 2 training.
  - 14% of female riders cycle for school travel at least weekly, 6 months after completing Level 2 training.
- 6 months after completing training, 28% of riders have made the switch from occasional cycling (less than weekly) to at least weekly cycling for leisure purposes.

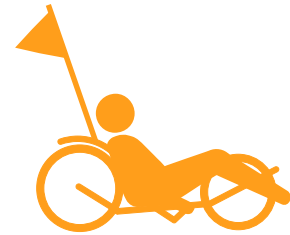


## Why more cycling matters

Children want to cycle more: 69% of riders told us that, after taking part in Bikeability, they want to cycle more than they currently do<sup>9</sup>. And by doing so, they would be supporting us to address some of our most pressing societal challenges.

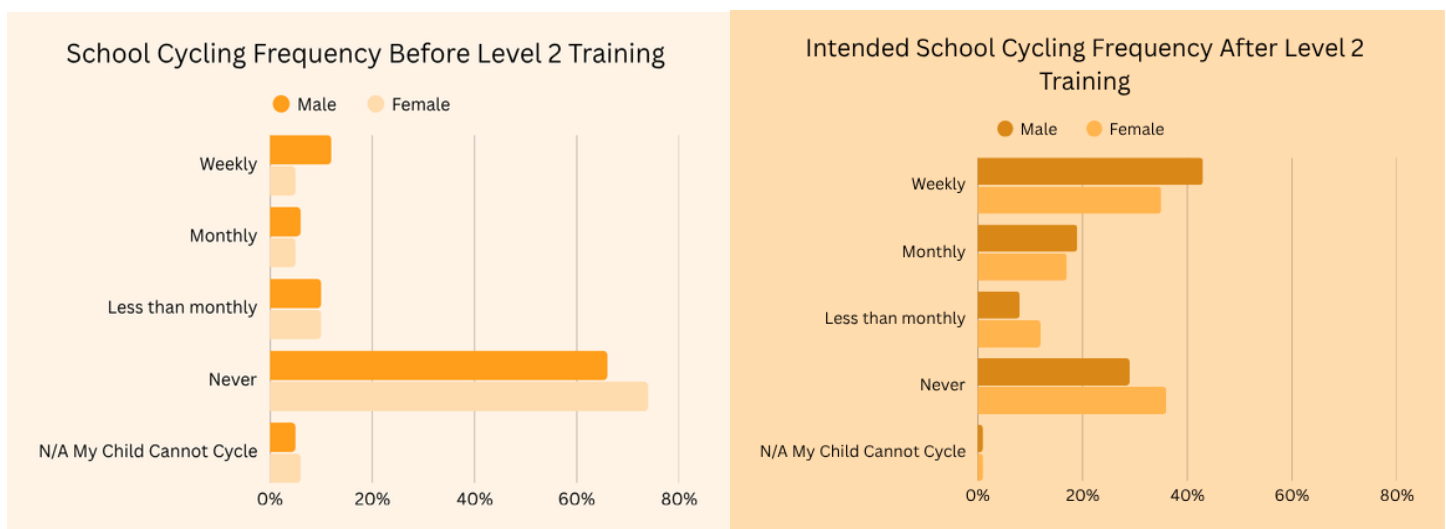
By cycling as a mode of transport, riders would be improving local air quality and helping to fight against the impacts of climate change. We estimate that 595 tonnes of CO<sub>2</sub> equivalent could have been saved on Bikeability training days in 2025/26 alone, if riders and their parents/carers chose to cycle, instead of taking their usual mode of transport to and from school<sup>10</sup>.

By cycling, whether for travel, leisure or sport, riders are reducing time spent sedentary and, by doing so, are improving their physical and mental health. 6 months after training, 57% of parents/carers reported their children were more physically active than prior to the training<sup>11</sup>. Parents and carers agreed that cycling improves self-esteem (80%), promotes mindfulness (75%) and improves their child's ability to self-regulate (70%)<sup>12</sup>. 77% of riders think that cycling keeps them healthy<sup>13</sup>.



# 69% of riders

want to cycle more than  
they currently do



**Figures 1 and 2:** School cycling frequency split by gender. Post training frequency is based on intention to cycle. See Appendix C for data.

<sup>9</sup> See Appendix A

<sup>10</sup> This accounts for parent/carer 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 AND London.

<sup>11</sup> See Appendix F

<sup>12</sup> Post Training Parent/Carer Survey. N=1,666. Responses for Level 2 riders only.

<sup>13</sup> Post Training Parent/Carer Survey. N=1,666. Responses for Level 2 riders only.



# Turning intention into action

Our data demonstrates how Level 2 training gives children the skills, motivation and confidence to cycle on roads, but this alone is not always enough to change travel behaviour or cycling frequency more generally. While many riders leave training intending to cycle more, a range of practical and social barriers can still limit how often they ride.

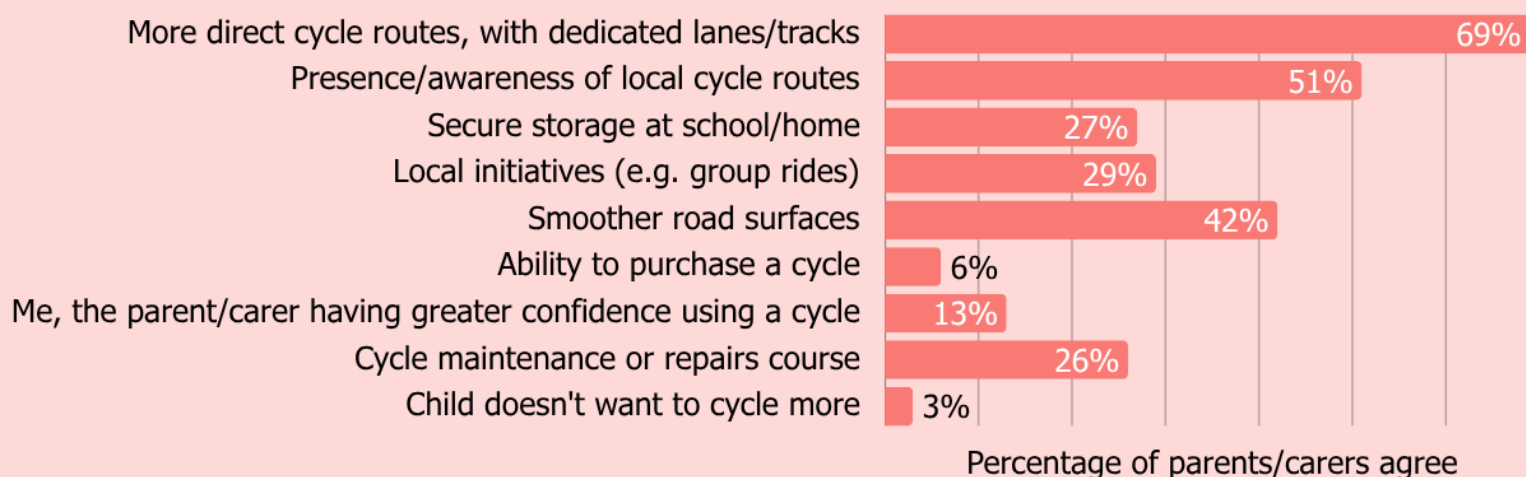
After completing Level 2, 39% of riders said they intended to cycle to school at least once a week (see Appendix B). Early findings from our growing dataset around the longer-term outcomes of the training suggest that some of this intention translates into real-world behaviour: 23% of riders were cycling to school at least weekly six months after training (see Appendix B). This is helping riders achieve higher levels of physical activity after training, something our data suggests is sustained over time (see Figure 4). However, whilst it demonstrates that training can support lasting behaviour change, it also highlights a gap between wanting to cycle and being able to do so.

The potential for further growth is clear. Six months after training, 69% of riders said they would like to cycle more often than they currently do, suggesting that many young people remain motivated but face barriers that are beyond the scope of cycle training alone (see Appendix A).

Parents and carers play a particularly important role in whether children are able to put their new skills into practice. Research consistently shows that parental cycling habits, confidence and encouragement strongly influence children's cycling behaviour. Our survey findings reinforce this, with parents and carers identifying a range of factors that would help their children cycle more often (see Figure 3).

Alongside encouragement from family members, common barriers include concerns about traffic, access to safe cycling routes, road safety, secure cycle storage and access to cycles.

**Figure 3:** Parents/carers answer to 'Which, if any, of the following would encourage your child to use a cycle more often than they currently do?' (n=1,557)

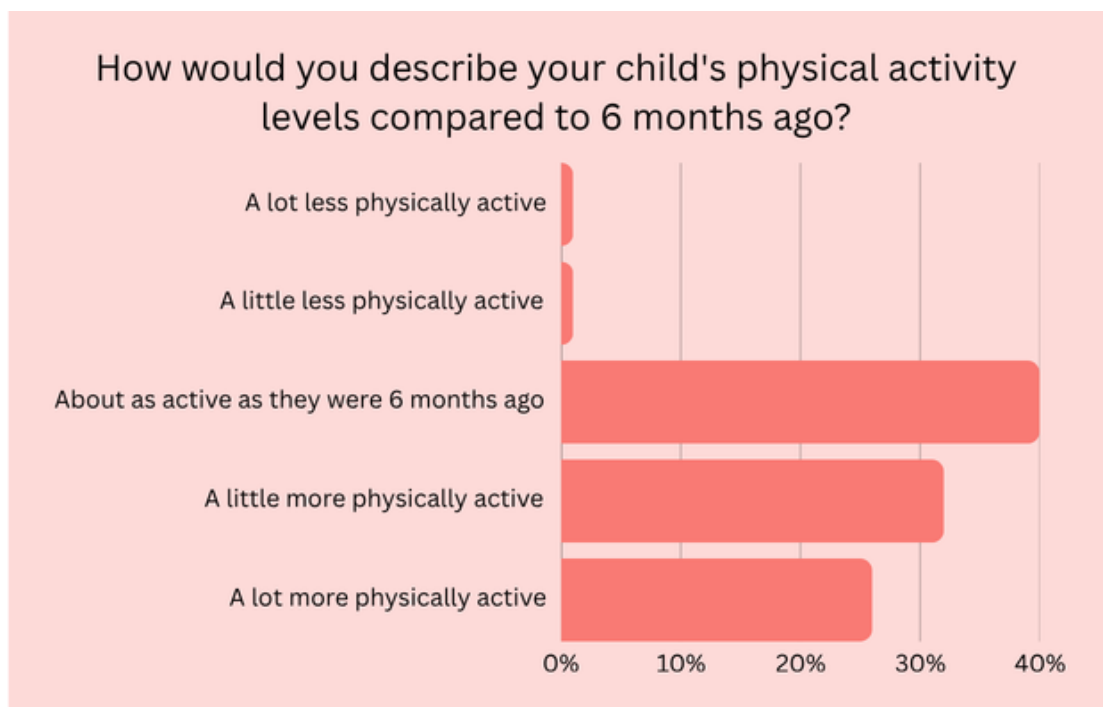


## Cycle training is one part of a wider system of change

These findings highlight the importance of viewing cycle training as one part of a wider system. Training can build skills, motivation and confidence, but increasing cycling participation also requires supportive families, schools, communities and local environments that make cycling an easy, safe and attractive choice.

## To help bridge the gap between confidence and regular cycling, Bikeability is working beyond training delivery:

- We encourage parents and carers to build their own cycling skills and confidence through our Cycle In adult cycle training programme.
- We also provide gamified post-training challenges and engaging digital content that help riders practise and reinforce what they have learned after their course through Bikeability Club, accessed via our website.
- Alongside this, we continue to work collaboratively with partners across the cycling, transport and education sectors to support the wider changes needed to make cycling safer, easier and more appealing for all.



**Figure 4:** 6 months after training takes place, parents/carers answer 'How would you describe your child's physical activity levels compared to 6 months ago? Are they...' (n=1,557, see Appendix F)

# Summary



This report shows that Bikeability Level 2 helps children build the skills, confidence and motivation to cycle, with many intending to cycle more often for school travel, leisure and exercise after training. For a significant number of riders, these intentions translate into real-world behaviour, supporting greater independence, physical activity and active travel.

The findings also highlight that cycle training is only one part of the picture. While training increases confidence and capability, many children continue to face barriers such as traffic, lack of safe routes, access to cycles and parental concerns about road safety. Closing the gap between intention and action requires supportive environments as well as effective training.

This underlines the importance of partnership working across the active travel sector. Schools, local authorities, active travel and road safety teams, public health organisations, community groups and parents/carers all have a role to play in creating conditions that enable children to use their Bikeability skills in everyday life.

As our monitoring and evaluation dataset continues to grow, it will provide increasingly valuable evidence to support programme improvement, inform local delivery decisions and contribute to wider discussions around active travel, public health, and children's independence.

Looking ahead, we plan to enable Local Highway Authorities to access and export their own rider survey data, helping them make use of local insights. Our development work will continue to prioritise SEND and parent engagement, ensuring that training is accessible and responsive to the needs of more children and families. We will also continue delivering the Cycles for Children campaign to support access to cycles for those who need them, alongside the ongoing expansion of Bikeability Club to encourage continued cycling participation beyond training. In partnership with the School Travel Alliance, we will further our collaborative work to promote active school travel and create more opportunities for children to travel actively and safely.



# Appendices

## Appendix A: Rider experience and feelings towards cycling

| Before this training, have you ever cycled on roads? | Yes | No  | Not sure |
|------------------------------------------------------|-----|-----|----------|
|                                                      | 68% | 28% | 4%       |

**Source:** Rider Hands Up Survey for Level 2 riders where n=132,292.

| Now that you have completed the training, how safe do you feel cycling on roads? | More safe | Less safe | No difference | Not sure |
|----------------------------------------------------------------------------------|-----------|-----------|---------------|----------|
|                                                                                  | 91%       | 0%        | 6%            | 3%       |

**Source:** Rider Hands Up Survey for Level 2 riders where n=132,099.

| Now that you have completed the training, how confident do you feel cycling on roads? | More confident | Less confident | No difference | Not sure |
|---------------------------------------------------------------------------------------|----------------|----------------|---------------|----------|
|                                                                                       | 92%            | 0%             | 5%            | 3%       |

**Source:** Rider Hands Up Survey for Level 2 riders where n=132,062.

| 'What was your experience of taking part in this Bikeability training?' | Enjoyed | Did not enjoy | Not sure |
|-------------------------------------------------------------------------|---------|---------------|----------|
|                                                                         | 97%     | 0%            | 2%       |

**Source:** Rider Hands Up Survey for Level 2 riders where n=132,393.

| How much would you like to cycle? | A lot more than I do now | A little more than I do now | About the same as I do now | Less than I do now | A lot less than I do now |
|-----------------------------------|--------------------------|-----------------------------|----------------------------|--------------------|--------------------------|
|                                   | 24%                      | 45%                         | 29%                        | 1%                 | 1%                       |

**Source:** 6-Month Follow Up Survey for Level 2 riders where n=282.

## Appendix B: Cycling frequency (aggregated)

| Rider cycling frequency (aggregated) |                      | 4 or more days a week | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A My child cannot cycle |
|--------------------------------------|----------------------|-----------------------|--------------------|-----------------------|------------------------|-------|---------------------------|
| <b>School</b>                        | Pre Training         | 4%                    | 5%                 | 6%                    | 10%                    | 70%   | 6%                        |
|                                      | Post Training        | 13%                   | 26%                | 18%                   | 10%                    | 32%   | 1%                        |
|                                      | Follow Up (6 months) | 13%                   | 11%                | 13%                   | 10%                    | 54%   | 0%                        |
| <b>Leisure</b>                       | Pre Training         | 7%                    | 20%                | 36%                   | 26%                    | 6%    | 5%                        |
|                                      | Post Training        | 13%                   | 41%                | 38%                   | 5%                     | 2%    | 0%                        |
|                                      | Follow up (6 months) | 13%                   | 33%                | 35%                   | 15%                    | 5%    | 0%                        |
| <b>Exercise</b>                      | Pre Training         | 5%                    | 13%                | 28%                   | 26%                    | 23%   | 5%                        |
|                                      | Post Training        | 14%                   | 39%                | 36%                   | 6%                     | 4%    | 1%                        |
|                                      | Follow up (6 months) | 12%                   | 27%                | 32%                   | 17%                    | 12%   | 0%                        |

**Source:** Pre-training data sourced from the Consent Form, data for Year 6's, n=69,063. Post-training data sourced from the Post-Training Parent/Carers Survey, data for Level 2 riders, n=1,557. Follow-up data sourced from 6-Month Follow Up Survey, data for Level 2 riders, n=282. England data excluding London for deliveries in 2025/26.



## Appendix C: Cycling frequency by gender (aggregated)

| Rider cycling frequency by gender (aggregated) |               |        | 4 or more days a week | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A My child cannot cycle |
|------------------------------------------------|---------------|--------|-----------------------|--------------------|-----------------------|------------------------|-------|---------------------------|
| School                                         | Pre Training  | Female | 2%                    | 3%                 | 5%                    | 10%                    | 74%   | 6%                        |
|                                                |               | Male   | 6%                    | 6%                 | 6%                    | 10%                    | 66%   | 5%                        |
|                                                | Post Training | Female | 9%                    | 26%                | 17%                   | 12%                    | 36%   | 1%                        |
|                                                |               | Male   | 17%                   | 26%                | 19%                   | 8%                     | 29%   | 1%                        |

**Source:** Pre-training data sourced from Consent Form, data for Year 6's, female n=33,197/male n=35,726. Post-training data sourced from the Post-Training Parent/Carers Survey, data for Level 2 riders, female n=752/male n=801.

| Rider cycling frequency by gender (aggregated) |               |        | 4 or more days a week | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A My child cannot cycle |
|------------------------------------------------|---------------|--------|-----------------------|--------------------|-----------------------|------------------------|-------|---------------------------|
| Leisure                                        | Pre Training  | Female | 4%                    | 16%                | 38%                   | 30%                    | 7%    | 6%                        |
|                                                |               | Male   | 9%                    | 24%                | 35%                   | 22%                    | 5%    | 5%                        |
|                                                | Post Training | Female | 10%                   | 36%                | 45%                   | 6%                     | 2%    | 0%                        |
|                                                |               | Male   | 15%                   | 46%                | 32%                   | 4%                     | 2%    | 0%                        |

**Source:** Pre-training data sourced from Consent Form, data for Year 6's, female n=33,197/male n=35,726. Post-training data sourced from the Post-Training Parent/Carers Survey, data for Level 2 riders, female n=752/male n=801.

| Rider cycling frequency by gender (aggregated) |               |        | 4 or more days a week | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A My child cannot cycle |
|------------------------------------------------|---------------|--------|-----------------------|--------------------|-----------------------|------------------------|-------|---------------------------|
| Exercise                                       | Pre Training  | Female | 3%                    | 10%                | 28%                   | 29%                    | 25%   | 6%                        |
|                                                |               | Male   | 7%                    | 15%                | 28%                   | 23%                    | 22%   | 5%                        |
|                                                | Post Training | Female | 11%                   | 36%                | 41%                   | 8%                     | 4%    | 1%                        |
|                                                |               | Male   | 17%                   | 42%                | 32%                   | 5%                     | 3%    | 0%                        |

**Source:** Pre-training data sourced from Consent Form, data for Year 6's, female n=33,197/male n=35,726. Post-training data sourced from the Post-Training Parent/Carers Survey, data for Level 2 riders, female n=752/male n=801.

## Appendix D: Cycling frequency for Pupil Premium riders (aggregated)

| Rider cycling frequency for <u>pupil premium riders</u> |               | 4 or more days a week | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A My child cannot cycle |
|---------------------------------------------------------|---------------|-----------------------|--------------------|-----------------------|------------------------|-------|---------------------------|
| <b>School Travel</b>                                    | Pre Training  | 6%                    | 6%                 | 7%                    | 10%                    | 62%   | 9%                        |
|                                                         | Post Training | 23%                   | 27%                | 14%                   | 7%                     | 27%   | 2%                        |
| <b>Leisure</b>                                          | Pre Training  | 11%                   | 21%                | 28%                   | 21%                    | 10%   | 9%                        |
|                                                         | Post Training | 24%                   | 41%                | 27%                   | 3%                     | 3%    | 1%                        |
| <b>Exercise</b>                                         | Pre Training  | 8%                    | 15%                | 23%                   | 21%                    | 24%   | 9%                        |
|                                                         | Post Training | 25%                   | 39%                | 27%                   | 5%                     | 3%    | 1%                        |

**Source:** Pre-training data from Consent Form for Year 6's only, n=13,867. Post-training data sourced from the Post-Training Parent/Carers Survey, data for Level 2 riders, n=271.

## Appendix E: Cycling frequency (matched)

| School cycling frequency matched by pre and post survey responses |                        | Post Training Intended Cycling Frequency: School Travel |                    |                       |                        |       |     |
|-------------------------------------------------------------------|------------------------|---------------------------------------------------------|--------------------|-----------------------|------------------------|-------|-----|
|                                                                   |                        | 4 or more days a week                                   | 1 to 3 days a week | Once or twice a month | Less than once a month | Never | N/A |
| <b>Pre Training Cycling Frequency: School Travel</b>              | 4 or more days a week  | 44                                                      | 4                  | 0                     | 0                      | 2     | 0   |
|                                                                   | 1 to 3 days a week     | 25                                                      | 38                 | 7                     | 1                      | 3     | 0   |
|                                                                   | Once or twice a month  | 15                                                      | 53                 | 9                     | 3                      | 3     | 0   |
|                                                                   | Less than once a month | 22                                                      | 51                 | 59                    | 16                     | 10    | 1   |
|                                                                   | Never                  | 91                                                      | 234                | 200                   | 129                    | 465   | 9   |
|                                                                   | N/A                    | 4                                                       | 22                 | 6                     | 8                      | 21    | 2   |

**Source:** Pre-training data from Consent Form matched with post-training data from Post-Training Parent/Carer Survey, n=1,557. England data excluding London for deliveries in 2025/26.

## Appendix F: Parent/carer feelings towards their child cycling

| Now your child has completed Level 2, will you encourage your child to cycle on roads? |     |     |
|----------------------------------------------------------------------------------------|-----|-----|
| Very likely                                                                            | 388 | 25% |
| Likely                                                                                 | 992 | 64% |
| Unlikely                                                                               | 0   | 0%  |
| Very Unlikely                                                                          | 53  | 3%  |
| Unsure/don't know                                                                      | 124 | 8%  |

*Source: Post-Training Parent/Carer Survey, n=1,666. England data excluding London for deliveries in 2025/26.*

| Now your child has completed Level 2, how confident are you in them cycling on roads? |     |     |
|---------------------------------------------------------------------------------------|-----|-----|
| Much more confident                                                                   | 982 | 63% |
| A little more confident                                                               | 456 | 29% |
| Neither more nor less confident                                                       | 71  | 5%  |
| A little less confident                                                               | 7   | 0%  |
| Much less confident                                                                   | 21  | 1%  |
| Unsure/don't know                                                                     | 20  | 1%  |

*Source: Post-Training Parent/Carer Survey, n=1,666. England data excluding London for deliveries in 2025/26.*

| Would you like your child to do more Bikeability training? |     |     |
|------------------------------------------------------------|-----|-----|
| Yes                                                        | 921 | 59% |
| Maybe                                                      | 493 | 32% |
| No                                                         | 143 | 9%  |

*Source: Post-Training Parent/Carer Survey, n=1,666. England data excluding London for deliveries in 2025/26.*

| How would you describe your child's physical activity levels compared to 6 months ago? |     |     |
|----------------------------------------------------------------------------------------|-----|-----|
| A lot more physically active                                                           | 72  | 26% |
| A little more physically active                                                        | 90  | 32% |
| About as active as they were 6 months ago                                              | 112 | 40% |
| A little less physically active                                                        | 4   | 1%  |
| A lot less physically active                                                           | 4   | 1%  |

*Source: 6-Month Follow Up Survey, n=282. England data excluding London for deliveries in 2025/26.*

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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