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Investigating the impact of the Cycling Proficiency Scheme in schools in Northern Ireland, 2019

This brief was commissioned by Safe and Accessible Travel Division, Promotion and Outreach Branch, DfI. This paper considers any changes in the attitudes of children towards road safety issues associated with cycling following the completion of the Cycling Proficiency Scheme at school.

In this Report

Infographics.....	<u>Page 2</u>
Participation.....	<u>Page 3</u>
Findings.....	<u>Page 5</u>
Q1 Cycle Helmet.....	<u>Page 6</u>
Q2 Safety Check.....	<u>Page 7</u>
Q3 Reflective Clothing Daytime	<u>Page 8</u>
Q4 Reflective Clothing Night.....	<u>Page 9</u>
Q5 Distance from kerb.....	<u>Page 10</u>
Q6 Looking over shoulder.....	<u>Page 11</u>
Post CPS training – comparison with previous years.....	<u>Page 12</u>
Survey of guardians/parents.....	<u>Page 13</u>
Tables	<u>Page 14</u>
Methodology.....	<u>Page 16</u>

Analysis, Statistics and Research Branch

Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast

Contact: Philip Ward
Tel: 028 90 540 029
Email: asrb@nisra.gov.uk



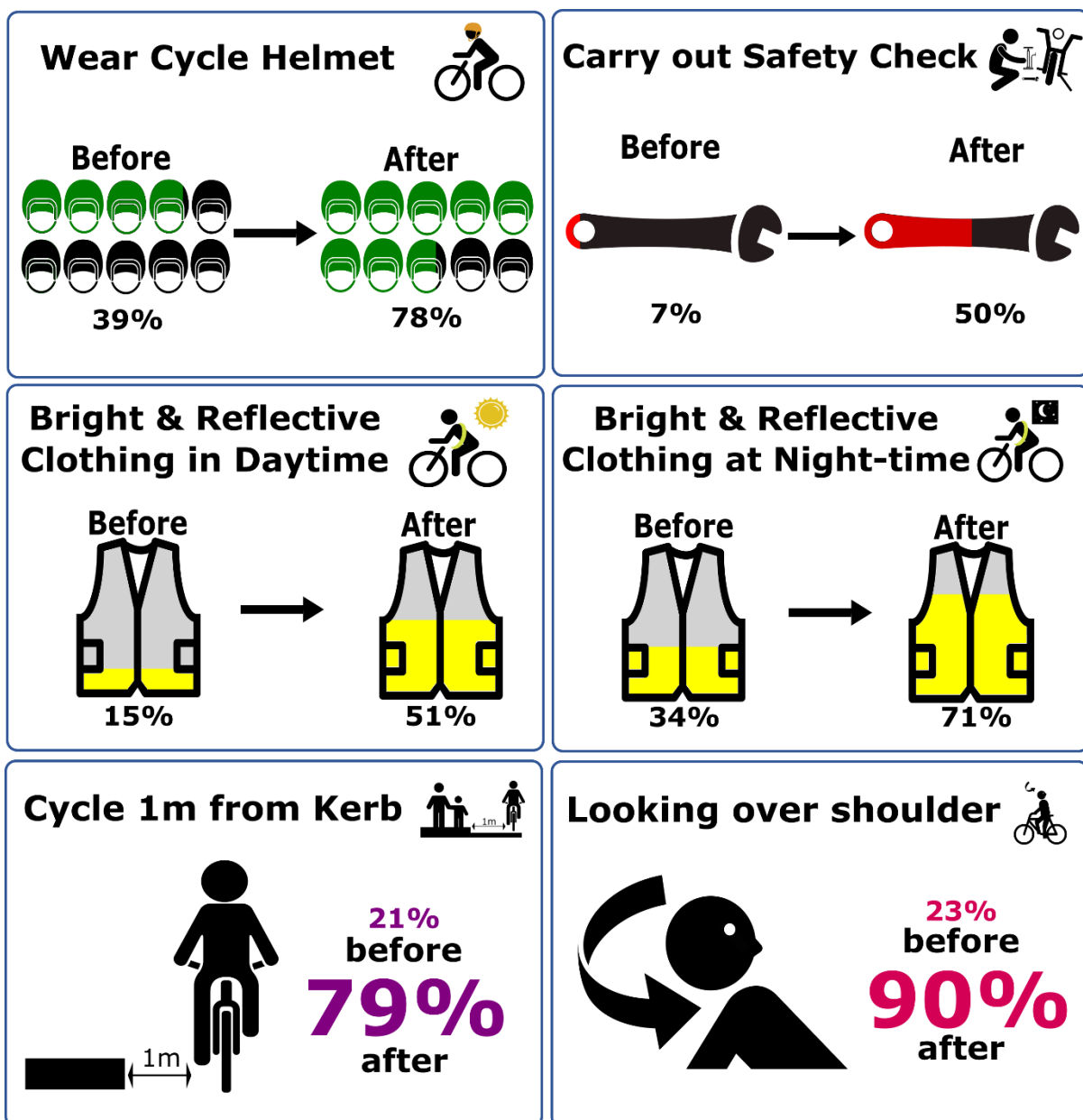
Analysis, Statistics and Research Branch
December 2019

Infographics

Pupils were asked six questions about their cycling behaviours before and after they completed the Cycling Proficiency Scheme (CPS). The questions were:

- Do you wear your cycle helmet every time you ride your bicycle?
- Do you carry out a safety check on your bicycle each time before you ride it?
- Do you wear something reflective and bright when riding your bike in the daytime?
- Do you wear something reflective and bright when riding your bike at night?
- When cycling do you keep about a metre away from the kerb / road side verge?
- When cycling do you look over your shoulder before signalling or moving?

The proportions who said 'yes' before and after CPS are presented in the Infographics below:

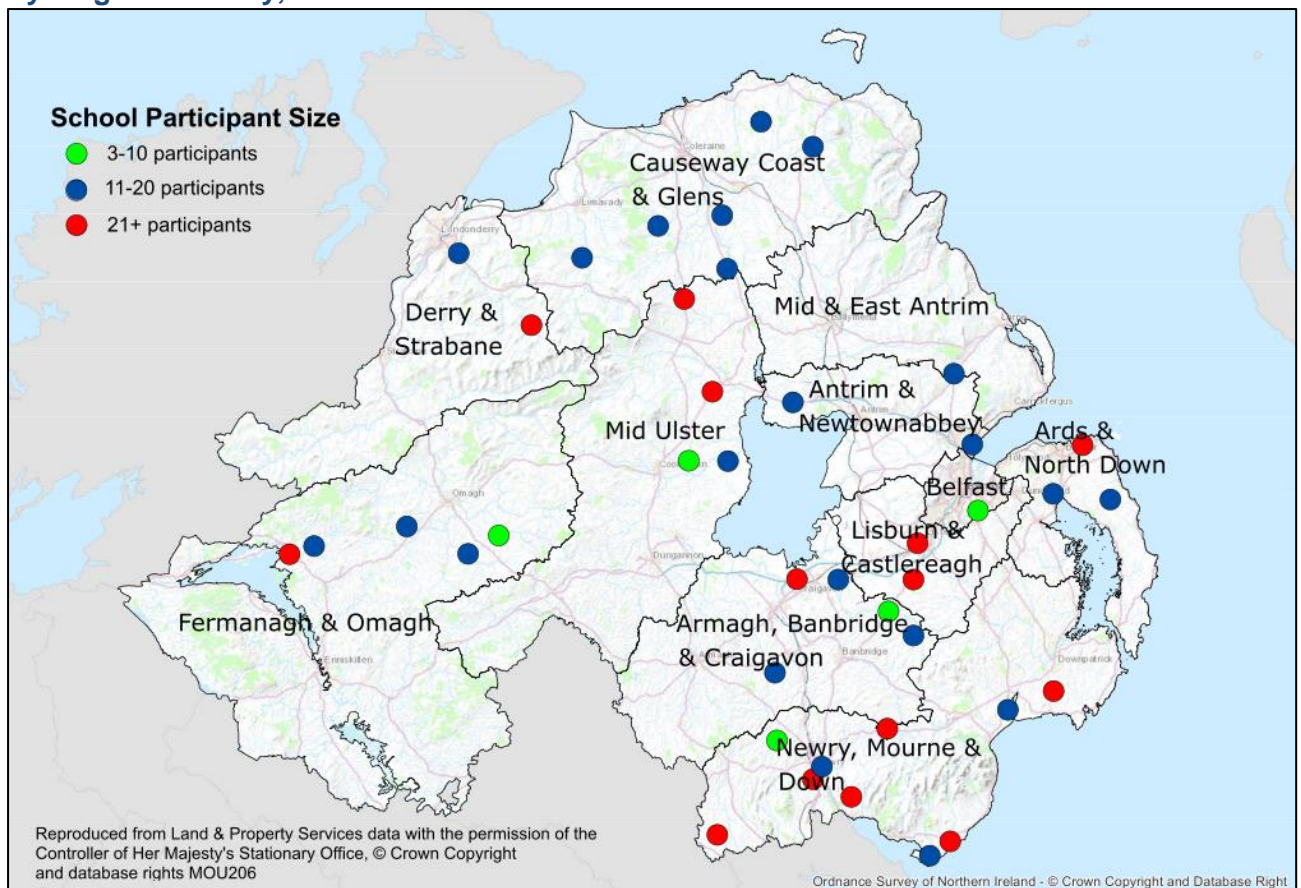


For the fifth year running, a survey of school children who took part in the CPS in Northern Ireland was carried out to consider the attitudes of the children towards various aspects of road safety before and after completion of the scheme.

Participating schools

In 2019, 348 schools in Northern Ireland carried out the Cycling Proficiency Scheme and out of the 129 schools sampled for this survey, 41 schools responded. See Survey Methodology on page 16 for more information. Figure 1 maps the location of the schools that completed and returned the cycling proficiency survey.

Figure 1: Map of Northern Ireland plotting the schools that completed the survey for Cycling Proficiency, 2019



The majority of schools who completed the survey were located in a rural area (68%), while the remaining 32% were in urban areas (28 and 13 schools, respectively). Newry, Mourne and Down had the most schools taking part by District with nine. Over three fifths of schools (61% or 25 schools) had 11-20 participants in the scheme, while nine schools (22%) had 21 or more participants and the remaining seven had 3-10 participants (17%). See Figure 2 overleaf.

Figure 2: Breakdown of Schools that completed the CPS survey in 2019

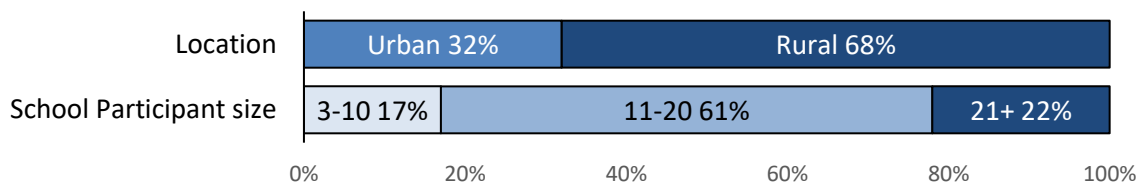
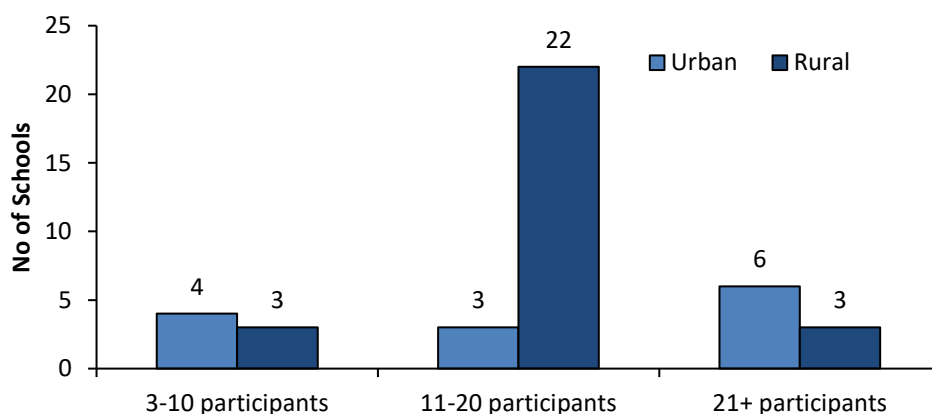


Figure 3 shows the breakdown by participant size across urban and rural schools. Although rural schools had over twice the number of schools than those from an urban location, the '3-10' and '21 or more' participant groups had actually more schools located in urban areas. Concerning schools with '11-20' participants, 22 out of the 25 schools with this group size were from a rural area (88%) while looking at this from a different angle, almost four fifths (79%) of participating rural schools contained a group size of 11 to 20 pupils who took part in the Cycling Proficiency Scheme.

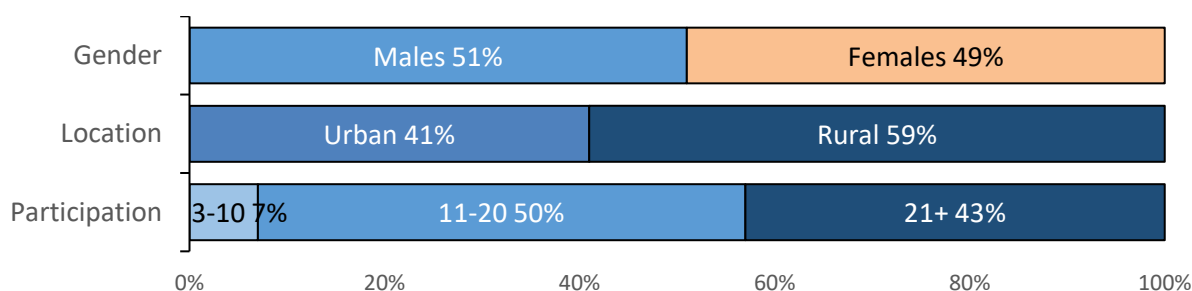
Figure 3: Schools who completed the CPS survey by participant size and urban/rural location, 2019



Participating pupils

There were 383 boys (51%) and 367 girls (49%) who completed the survey, comprising a total of 750 pupils from the 41 schools (down by 283 pupils from 2018; a decrease of 27%). Almost two thirds (59%) of these pupils were from a school in a rural area and 41% from an urban area school. In terms of group size, 373 of those were in groups of 11 to 20 participants (50%), 321 were taught in groups of 21 or more (43%) and schools with 3-10 participants made up the final 56 (7%). See breakdown below:

Figure 4: Breakdown of pupils who completed the survey, 2019

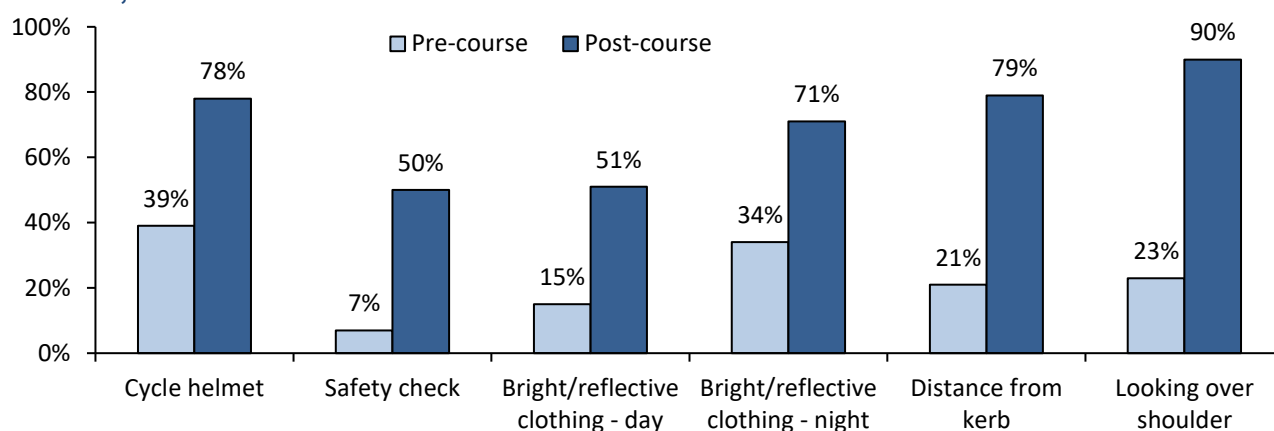


Findings

The Cycling Proficiency Scheme aims to promote safe cycling behaviours among children. The training seems to have been very effective – **96% of pupils said their knowledge of cycling safety had increased as a result of completing the CPS training**, and this proportion remains the same as reported by participants in 2018. Further to this, the children reported a positive shift in all six safe cycling behaviours on completion of the course. Figure 5 below illustrates a clear increase in the proportions of pupils who answered ‘yes’ to each of the questions after completing the CPS.



Figure 5: Proportion of pupils who answered ‘yes’ to each question before and after the CPS, 2019



Key Points

- Prior to CPS, all cycling behaviours had less than two fifths of pupils who stated that they observed these disciplines, which increased to at least 50% for each post training. The behaviours of wearing a cycle helmet, cycling at least one metre from the kerb and looking over the shoulder all increased to over 75% following the Cycling Proficiency Scheme.
- The highest pre-course score was for those pupils who wore a cycle helmet with 39%; this doubled on completion of the scheme to 78%. The highest post-course score was looking over shoulder with 90% of pupils complying with this after CPS.
- Despite having both the lowest pre-course and post-course scores with 7% and 50% respectively, the discipline of carrying out a safety check showed the greatest proportionate increase following CPS, with more than seven times as many pupils than before training indicating that they now observed this procedure before cycling.
- Girls were more likely to cycle one metre from the kerb prior to CPS but girls and boys were equally likely to do this after CPS. Girls were also more likely to look over their shoulder (both pre and post course) than boys.
- Urban school children were more likely than rural children to practise four of the six disciplines prior to CPS. However, following the training rural children were as likely to practise five of the six disciplines, the exception being cycling a metre from the kerb.
- Those children taught in groups of 21 or more participants indicated that they were more likely to use the majority of the procedures prior to CPS. This changed post course to those children with 3 to 10 participants being the most likely.



Question 1: Cycle Helmet – Do you wear your cycle helmet every time you ride your bicycle?

Before the CPS

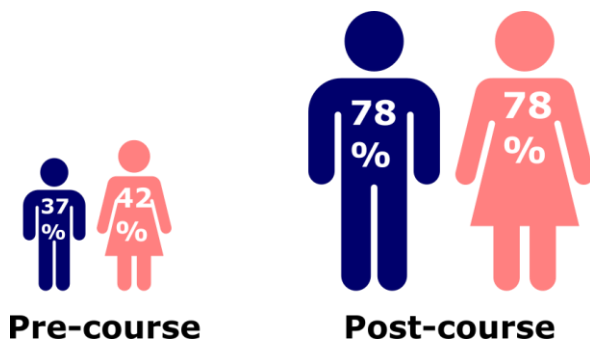


After the CPS



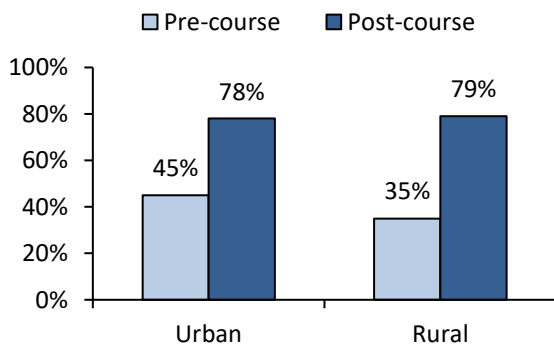
Before completing the CPS, just under **two fifths of all pupils (39%)** said they **wore their helmets** every time they ride their bike. **After** completing the CPS this proportion **doubled, with 78%** now saying they wear their helmets.

Figure 6 : Proportion of pupils who said they wore a cycle helmet, by gender, 2019



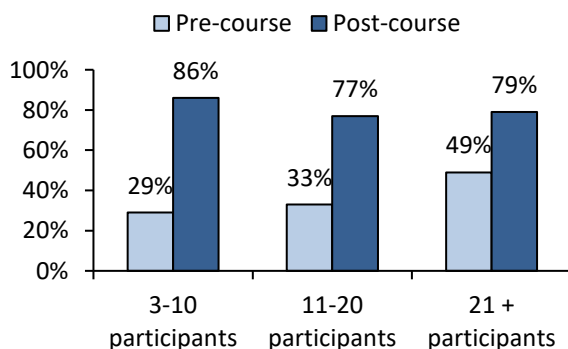
There was **no difference between the two sexes in this question**; however, both groups noted a significant increase on completing the scheme: males increased from 37% to 78% and females from 42% to 78%.

Figure 7: Proportion of pupils who said they wore a cycle helmet, by location, 2019



The proportion who responded 'yes' to this question **before CPS was greater for urban schools** (45% urban; 35% rural) but there was **no difference between locations following training** (78% urban; 79% rural)

Figure 8: Proportion of pupils who said they wore a cycle helmet, by the number of CPS participants in the school, 2019



Schools with **21 or more participants reported the highest proportions pre-course** with almost half (49%) of respondents from these schools always wearing a cycle helmet. On completion of the course, **all participant groups reported a significant increase in proportions**, although there was no difference between the group sizes following completion of the CPS.



Question 2: Safety Check – Do you carry out a safety check on your bicycle each time before you use it?

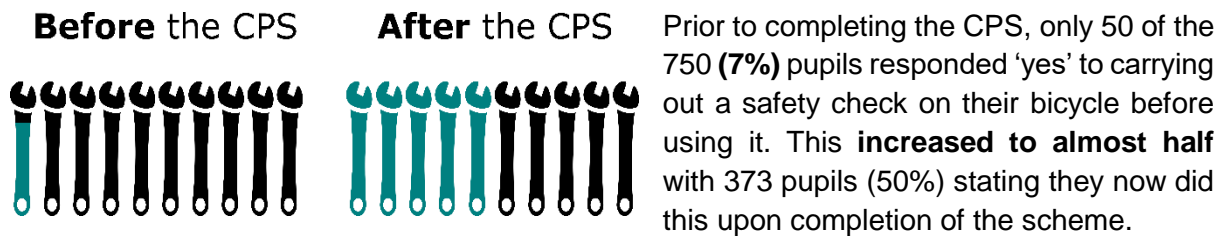


Figure 9: Proportion of pupils who said they carried out a safety check, by gender, 2019

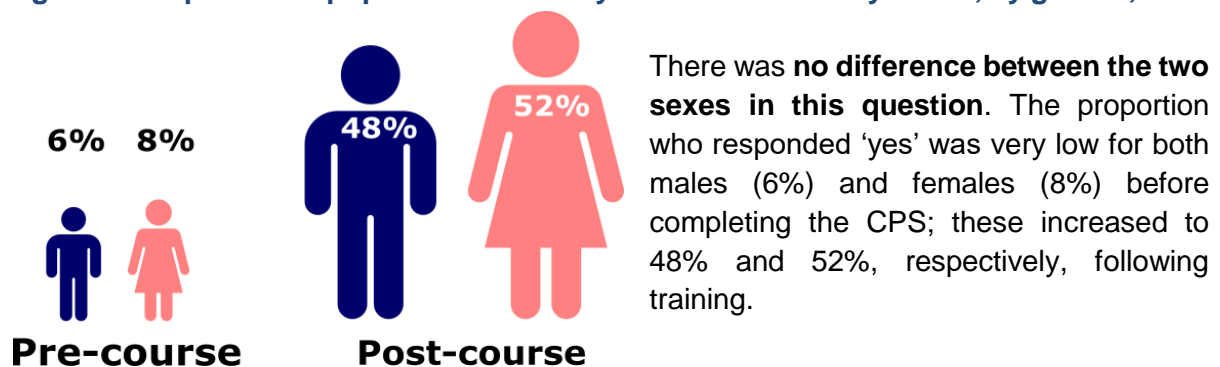


Figure 10: Proportion of pupils who said they carried out a safety check, by location, 2019

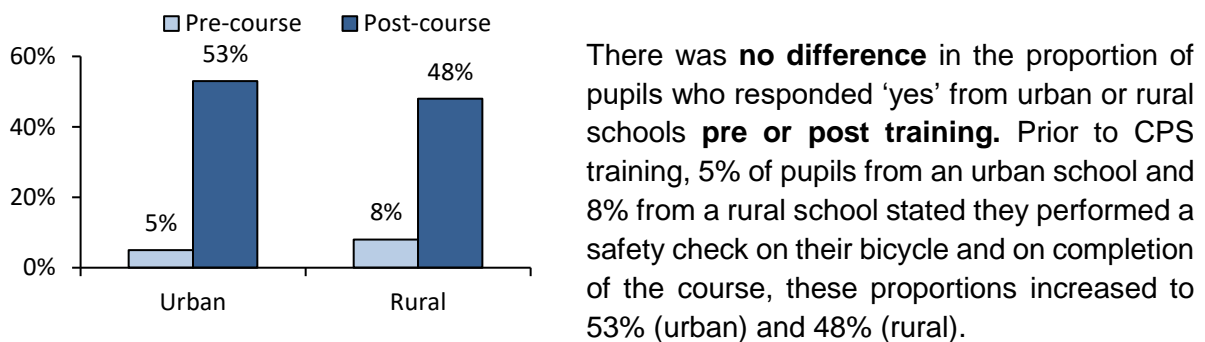
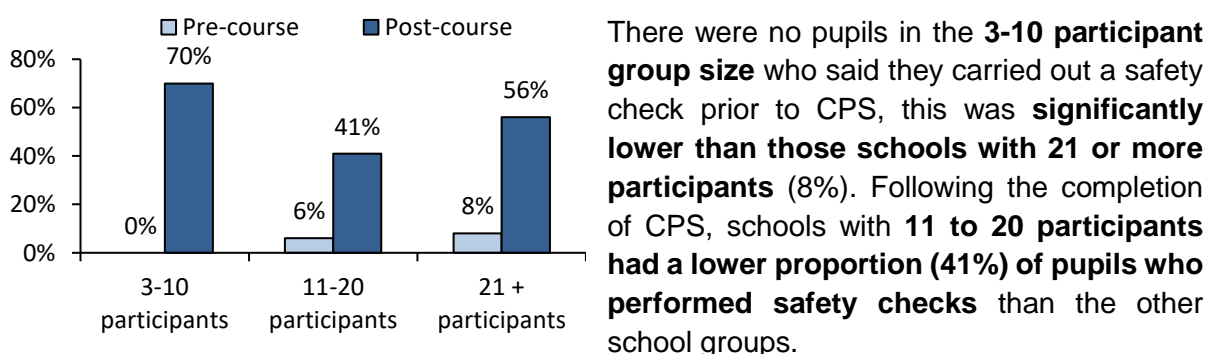
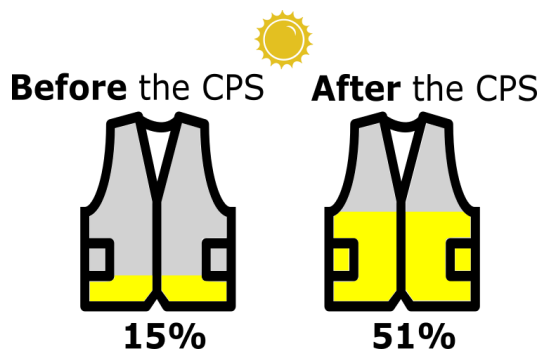


Figure 11: Proportion of pupils who said they carried out a safety check, by the number of CPS participants in the school, 2019



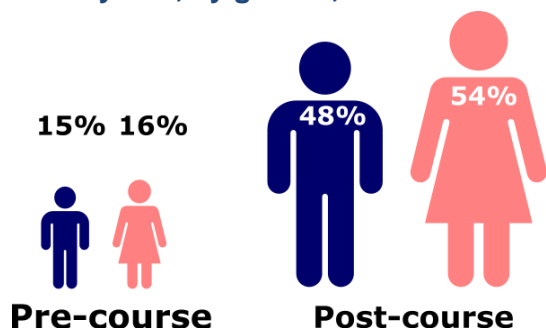


Question 3: Reflective Clothing - Do you wear something bright & reflective when riding your bike in the daytime?



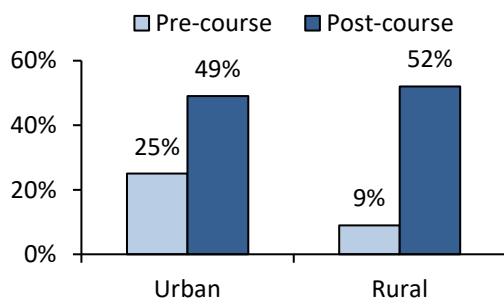
Before completing the CPS, **only 15% of pupils responded 'yes'** to wearing something bright and reflective while riding their bike in the daytime. **This increased to 51% on completion of the scheme.**

Figure 12: Proportion of pupils who said they wore bright & reflective clothing during the daytime, by gender, 2019



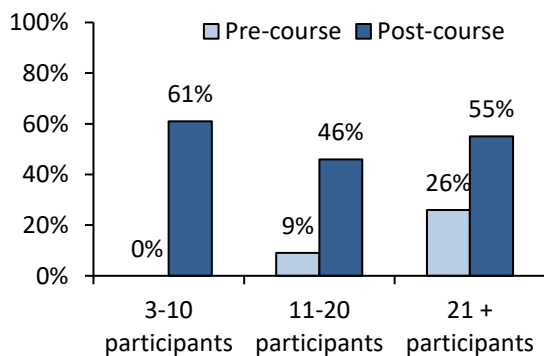
There was no difference to report between the responses of boys and girls both pre- and post-CPS training concerning the wearing of bright and reflective clothing during daylight hours.

Figure 13: Proportion of pupils who said they wore bright & reflective clothing during the daytime, by location, 2019



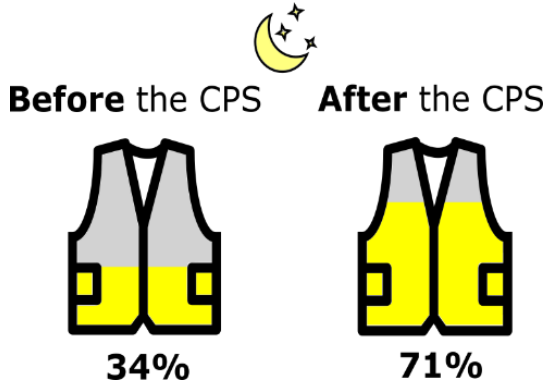
Pupils from urban schools (25%) reported a higher rate of wearing bright and reflective clothing during the daytime compared with rural schools (9%). However, following CPS urban (49%) and rural schools (52%) both reported similar findings.

Figure 14: Proportion of pupils who said they wore reflective clothing during the daytime, by the number of CPS participants in the school, 2019



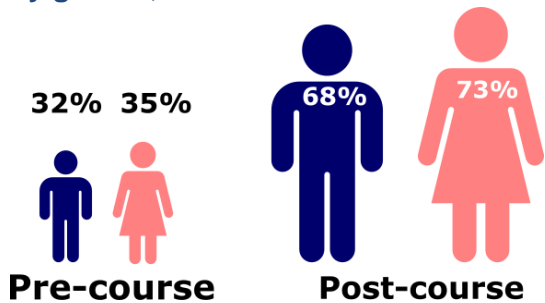
Schools with **21 or more participants (26%) reported a higher proportion of pupils** who wore bright and reflective clothing during the day than the other school groups. Following training, **schools with 11-20 participants reported a significantly lower post-test score** with 46% indicating they now wore reflective clothing during the day, compared with those schools with 3-10 participants (61%) and 21 or more participants (55%).

Question 4: Reflective Clothing - Do you wear something bright & reflective when riding your bike at night?



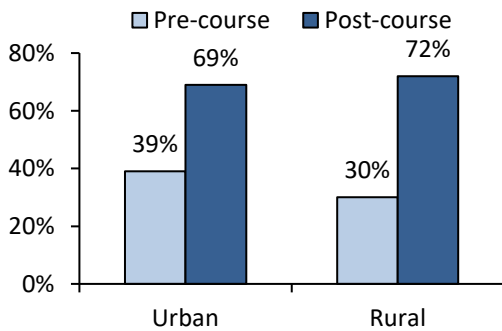
More pupils wore bright and reflective gear at night time compared to during the day. **Before training, 34% of pupils** reported they always wore something bright and reflective when cycling at night. This proportion more than doubled **after CPS to 71%**.

Figure 15: Proportion of pupils who said they wore bright & reflective clothing at night by gender, 2019



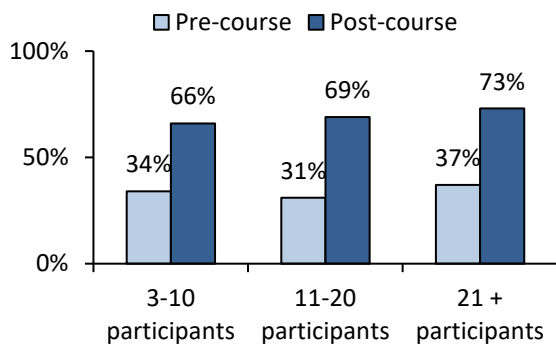
There was no difference to report between the responses of boys and girls both pre and post CPS training concerning the wearing of bright and reflective clothing during nighttime hours.

Figure 16: Proportion of pupils who said they wore bright & reflective clothing at night, by location, 2019

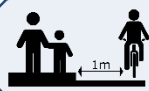


Prior to training, **pupils at urban schools reported a higher rate (39%)** of wearing bright and reflective clothing at night compared to rural schools (30%). However, there was **no difference** in the results between urban and rural schools following completion of the Cycling Proficiency Scheme.

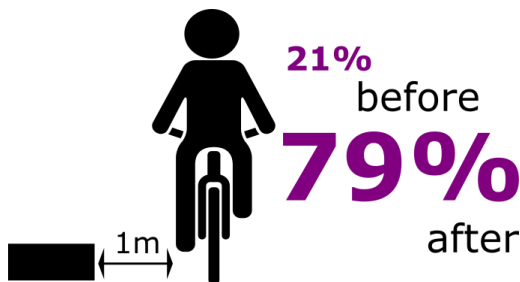
Figure 17: Proportion of pupils who said they wore bright & reflective clothing at night, by the number of CPS participants in the school, 2019



There was no difference to report between the responses in schools by participant group size both pre and post CPS training concerning the wearing of bright and reflective clothing during nighttime hours.

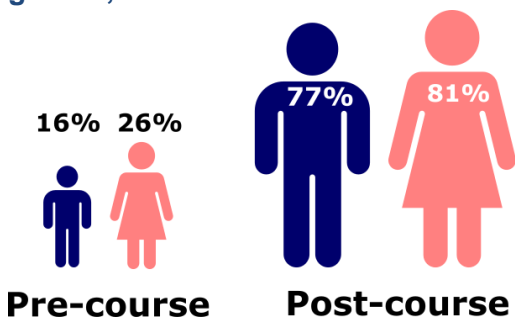


Question 5: Distance from Kerb – when cycling do you keep about a metre away from the kerb/road side verge?



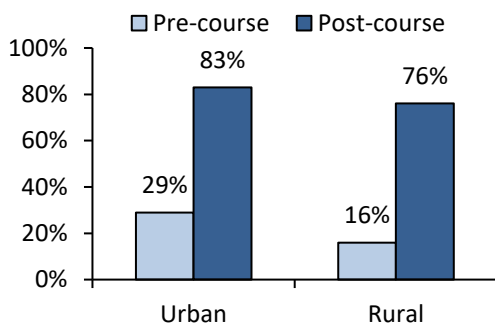
There was a significant increase in the proportion of children who responded 'yes' to this question after CPS training. **Before training, 21% of pupils reported always keeping away from the kerb when cycling which increased to 79% following the CPS.**

Figure 18: Proportion of pupils who said they kept a metre away from the kerb by gender, 2019



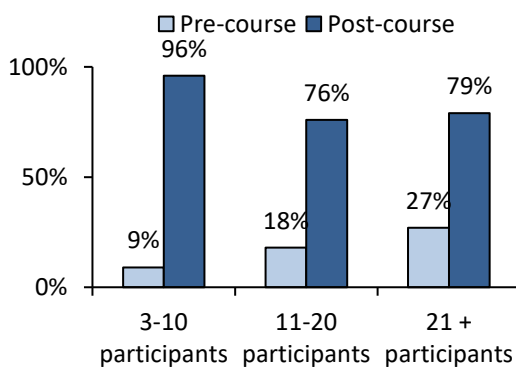
Prior to the course, girls (26%) indicated that they were more likely than boys (16%) to cycle a metre away from the kerb. However, following the CPS scheme, there were no significant difference to report between the genders.

Figure 19: Proportion of pupils who said they kept a metre away from the kerb, by location, 2019



Pupils from an urban school were more likely than those from rural schools to cycle a metre away from the kerb both before and after the CPS training. Before CPS, 29% of pupils in urban schools compared with 16% in rural schools observed this discipline; after CPS, the respective proportions were 83% and 76%.

Figure 20: Proportion of pupils who said they kept a metre away from the kerb, by the number of CPS participants in the school, 2019



Over a quarter of pupils from schools with 21 or more participants (27%) reported that they cycled a metre away from the kerb. This was a higher pre-test score than those schools with smaller participant group sizes. Following training, it was pupils with 3 to 10 participants who reported a greater level of those who now cycle a metre away from the kerb (96%) than those with larger participant groups.

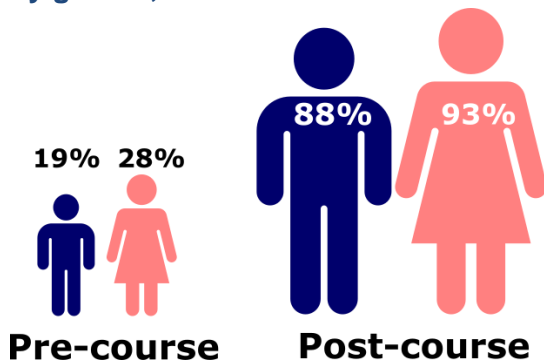


Question 6: Looking over shoulder – When cycling do you look over your shoulder before signalling or moving?



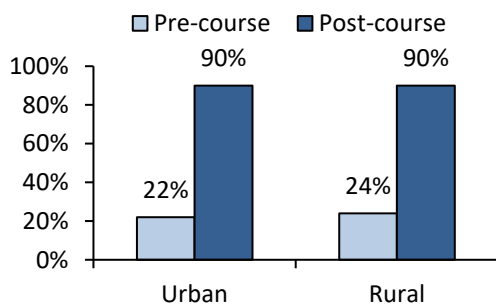
The CPS appears to have had a very positive impact on this particular procedure, with those pupils who look over their shoulder before moving off **increasing from 23% prior to CPS to 90% post training.**

Figure 21: Proportion of pupils who said they looked over their shoulder before moving, by gender, 2019



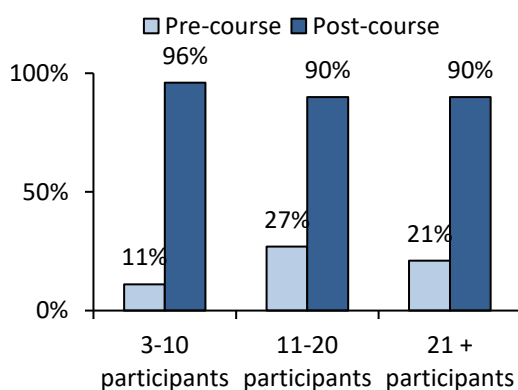
Girls indicated that they were more likely than boys to look over their shoulder prior to CPS. This remained the case following training, with 93% of girls observing this discipline compared with 88% for boys.

Figure 22: Proportion of pupils who said they who said they looked over their shoulder before moving, by location, 2019



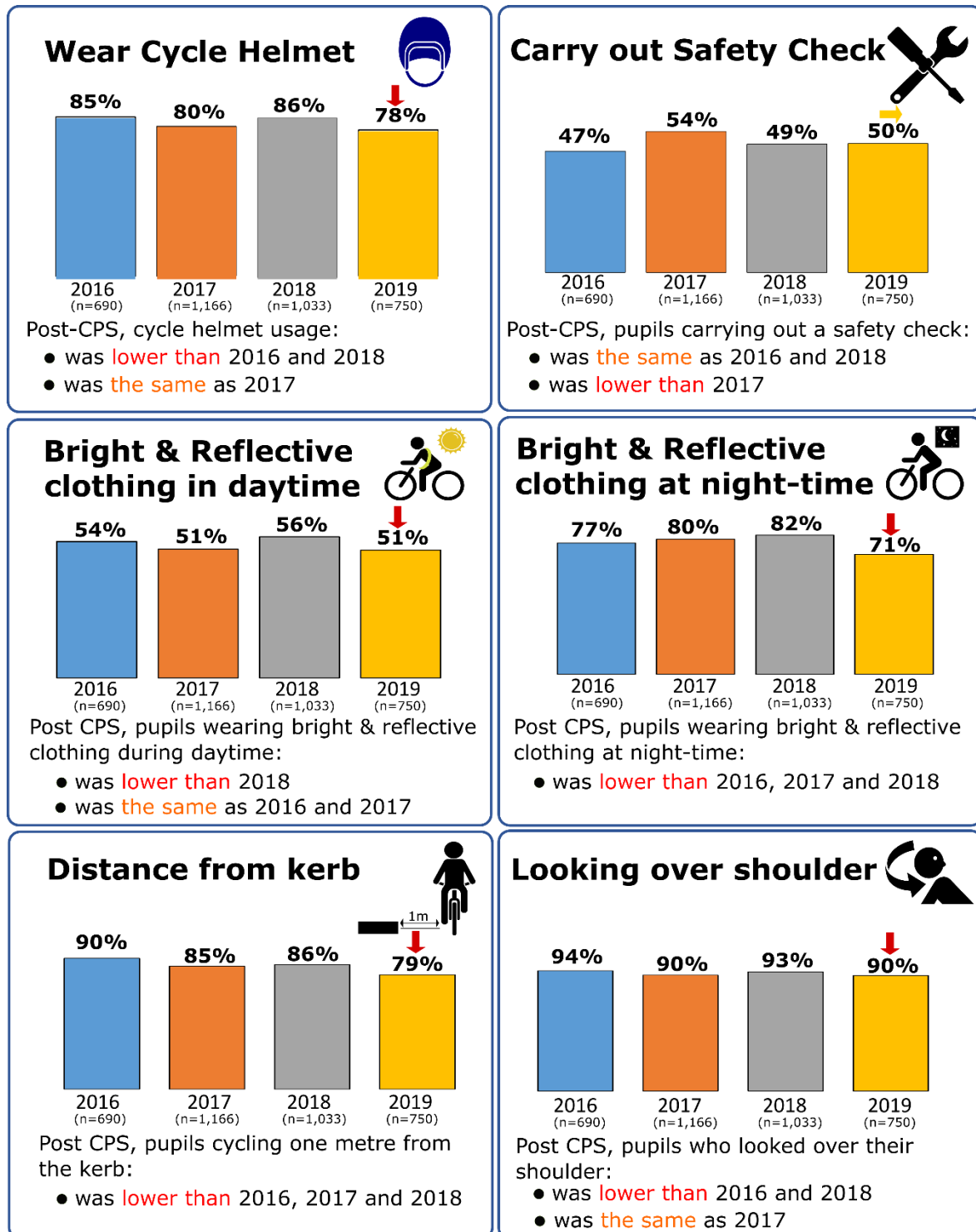
There was no difference between pupils from schools in urban (22%) or rural (24%) locations **prior to CPS** concerning looking over their shoulder before moving. This was the same **following training**, with pupils from urban and rural schools both reporting 90% compliance.

Figure 23: Proportion of pupils who said they looked over their shoulder before moving by the number of CPS participants in the school, 2019



Those school groups with **3 to 10 participants reported fewer** pupils (11%) looking over their shoulder **prior to CPS** than those with **11 to 20 participants** (27%). However, there was **no difference to report** between participant size groups **following the completion of the Scheme.**

Post CPS Training – 2019 Comparison with previous years



A comparison of 2019 compared with previous years is illustrated in the infographic above. It can be seen that a lower proportion of pupils in 2019 observed each of the disciplines than in at least one of the previous years, with performing a safety check the only one not to be lower in comparison with the proportion recorded in 2018. It should be noted though, that comparisons between the two years should be viewed with caution as the study population is different and the number of schools and pupils involved this year in the study were well below that of 2017 and 2018.

Survey of Parents/Guardians

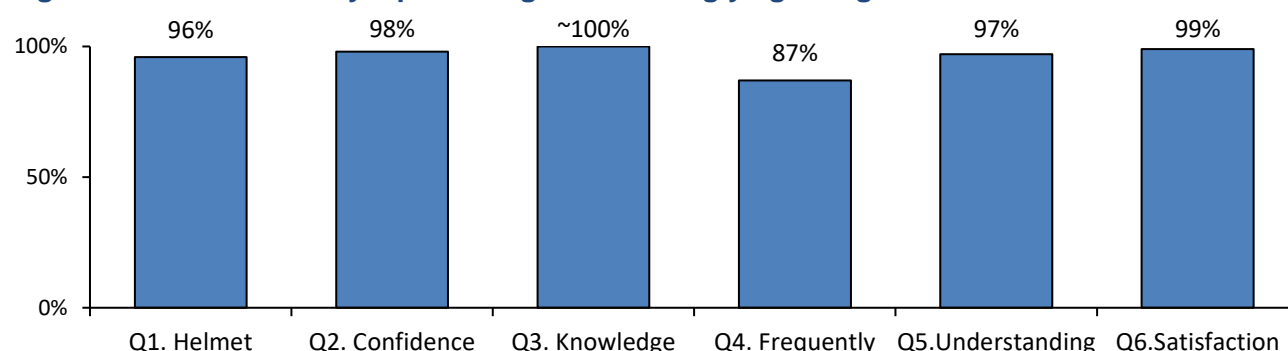
In addition to surveying pupils who participated in CPS, a short survey of parents was undertaken for the first time in 2019. This follows recommendation from the Department of Environment’s Review of Cycling Proficiency¹ in 2013 that parents/guardians assess the impact that CPS has had on their child’s cycling behaviours.

The survey asked the parents/guardian five statements about their child’s cycling post course and their overall satisfaction with the Cycling Proficiency Scheme. The responses were based on a five point Likert scale ranging from strongly agree to strongly disagree. It is envisaged that this survey will be carried out every third year. The questionnaire with the percentage for each of the 338 responses is displayed below:

Figure 25: Cycling Proficiency Scheme – Parent/Guardian Survey

QUESTION	Strongly Agree	Agree	Don’t Know/ Not sure	Disagree	Strongly disagree
Q1. My child wears a helmet when they ride their bicycle. (base=338)	71%	25%	1%	3%	<1%
Q2. I feel the scheme has improved my child’s confidence when cycling. (base=338)	67%	30%	1%	1%	0%
Q3. I feel my child’s knowledge of cycling safely has increased as a result of participating in the scheme. (base=338)	73%	27%	1%	0%	0%
Q4. My child rides their bicycle more frequently as a result of participating in the scheme. (base=338)	45%	41%	5%	7%	1%
Q5. I feel my child has gained a better understanding of how to interact with other road users as a cyclist. (base=338)	63%	34%	2%	1%	0%
Q6. Overall, I am satisfied with the cycling proficiency scheme. (base=338)	78%	22%	1%	0%	0%

Figure 26: Parent Survey – percentage who strongly agree/agree with each statement





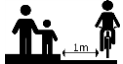



- The responses ranged from a low of 87% of parents who stated that their child rides their bicycle more frequently to almost all who stated that their child’s knowledge of cycling safely has increased.
- 99% of parents were satisfied with the Cycling Proficiency Scheme.

¹ <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/doe/motoring-report-review-of-cycling-proficiency-scheme-2013.pdf>





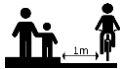

Analysis Statistics & Research Branch, DfI
Investigating the impact of the Cycling Proficiency Scheme in Northern Ireland 2019

Tables: Pupil responses for each Cycling Proficiency Scheme question before and after training by school participant size, gender and urban/rural school area

	Q1 Helmet Usage 				Q2 Safety Equipment 				Q3 Bright & Reflective clothing – day time 				Q4 Bright & Reflective clothing – night-time 				Q5 Distance from kerb 				Q6 Looking over shoulder 			
	Total				Total				Total				Total				Total							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	294	39	587	78	50	7	373	50	116	15	382	51	253	34	530	71	159	21	592	79	173	23	676	90
No	193	26	68	9	560	75	106	14	438	58	144	19	255	34	81	11	444	59	47	6	403	54	30	4
Sometimes	258	34	83	11	134	18	262	35	189	25	216	29	180	24	75	10	140	19	101	13	164	22	33	4
Missing	5	1	12	2	6	1	9	1	7	1	8	1	62	8	64	9	7	1	10	1	10	1	11	1
Total	750	100	750	100	750	100	750	100	750	100	750	100	750	100	750	100	750	100	750	100	750	100	750	100
	3-10 participants				3-10 participants				3-10 participants				3-10 participants				3-10 participants							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	16	29	48	86	0	0	39	70	0	0	34	61	19	34	37	66	5	9	54	96	6	11	54	96
No	18	32	1	2	43	77	0	0	38	68	1	2	17	30	7	13	36	64	0	0	26	46	0	0
Sometimes	22	39	5	9	13	23	15	27	18	32	19	34	10	18	1	2	15	27	0	0	24	43	0	0
Missing	0	0	2	4	0	0	2	4	0	0	2	4	10	18	11	20	0	0	2	4	0	0	2	4
Total	56	100	56	100	56	100	56	100	56	100	56	100	56	100	56	100	56	100	56	100	56	100	56	100
	11-20 participants				11-20 participants				11-20 participants				11-20 participants				11-20 participants							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	122	33	286	77	23	6	153	41	34	9	171	46	114	31	259	69	67	18	285	76	101	27	334	90
No	99	27	32	9	283	76	47	13	222	60	74	20	103	28	22	6	225	60	33	9	178	48	18	5
Sometimes	149	40	52	14	64	17	171	46	112	30	126	34	107	29	43	12	76	20	52	14	90	24	16	4
Missing	3	1	3	1	3	1	2	1	5	1	2	1	49	13	49	13	5	1	3	1	4	1	5	1
Total	373	100	373	100	373	100	373	100	373	100	373	100	373	100	373	100	373	100	373	100	373	100	373	100
	21+ participants				21+ participants				21+ participants				21+ participants				21+ participants							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	156	49	253	79	27	8	181	56	82	26	177	55	120	37	234	73	87	27	253	79	66	21	288	90
No	76	24	35	11	234	73	59	18	178	55	69	21	135	42	52	16	183	57	14	4	199	62	12	4
Sometimes	87	27	26	8	57	18	76	24	59	18	71	22	63	20	31	10	49	15	49	15	50	16	17	5
Missing	2	1	7	2	3	1	5	2	2	1	4	1	3	1	4	1	2	1	5	2	6	2	4	1
Total	321	100	321	100	321	100	321	100	321	100	321	100	321	100	321	100	321	100	321	100	321	100	321	100

Analysis Statistics & Research Branch, DfI
Investigating the impact of the Cycling Proficiency Scheme in Northern Ireland 2019

Tables continued: Pupil responses for each Cycling Proficiency Scheme question before and after training by school participant size, gender and urban/rural school area

	Q1 Helmet Usage 				Q2 Safety Equipment 				Q3 Bright & Reflective clothing – day time 				Q4 Bright & Reflective clothing – night-time 				Q5 Distance from kerb 				Q6 Looking over shoulder 							
	Males				Males				Males				Males				Males				Males							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	140	37	300	78	22	6	182	48	57	15	183	48	123	32	261	68	63	16	294	77	72	19	336	88				
No	112	29	27	7	291	76	65	17	241	63	85	22	141	37	49	13	256	67	30	8	236	62	23	6				
Sometimes	128	33	50	13	66	17	130	34	81	21	110	29	90	23	43	11	60	16	53	14	68	18	16	4				
Missing	3	1	6	2	4	1	6	2	4	1	5	1	29	8	30	8	4	1	6	2	7	2	8	2				
Total	383	100	383	100	383	100	383	100	383	100	383	100	383	100	383	100	383	100	383	100	383	100	383	100				
	Females				Females				Females				Females				Females				Females							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	154	42	287	78	28	8	191	52	59	16	199	54	130	35	269	73	96	26	298	81	101	28	340	93				
No	81	22	41	11	269	73	41	11	197	54	59	16	114	31	32	9	188	51	17	5	167	46	7	2				
Sometimes	130	35	33	9	68	19	132	36	108	29	106	29	90	25	32	9	80	22	48	13	96	26	17	5				
Missing	2	1	6	2	2	1	3	1	3	1	3	1	33	9	34	9	3	1	4	1	3	1	3	1				
Total	367	100	367	100	367	100	367	100	367	100	367	100	367	100	367	100	367	100	367	100	367	100	367	100				
	Urban				Urban				Urban				Urban				Urban				Urban							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	140	45	240	78	15	5	163	53	76	25	152	49	121	39	211	69	90	29	256	83	67	22	278	90				
No	79	26	23	7	256	83	54	18	180	58	76	25	135	44	53	17	179	58	18	6	175	57	11	4				
Sometimes	87	28	36	12	35	11	83	27	48	16	74	24	40	13	29	9	37	12	27	9	62	20	11	4				
Missing	2	1	9	3	2	1	8	3	4	1	6	2	12	4	15	5	2	1	7	2	4	1	8	3				
Total	308	100	308	100	308	100	308	100	308	100	308	100	308	100	308	100	308	100	308	100	308	100	308	100				
	Rural				Rural				Rural				Rural				Rural				Rural							
	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%	Before	%	After	%
Yes	154	35	347	79	35	8	210	48	40	9	230	52	132	30	319	72	69	16	336	76	106	24	398	90				
No	114	26	45	10	304	69	52	12	258	58	68	15	120	27	28	6	265	60	29	7	228	52	19	4				
Sometimes	171	39	47	11	99	22	179	40	141	32	142	32	140	32	46	10	103	23	74	17	102	23	22	5				
Missing	3	1	3	1	4	1	1	0	3	1	2	0	50	11	49	11	5	1	3	1	6	1	3	1				
Total	442	100	442	100	442	100	442	100	442	100	442	100	442	100	442	100	442	100	442	100	442	100	442	100				

Survey Methodology

Pupil Survey

The Cycling Proficiency Scheme (CPS) has operated in Northern Ireland schools for over 45 years, training more than 450,000 pupils. Early road safety education is crucial in keeping children safe on the roads. The purpose of the scheme is to help children develop their skills, increase their confidence as cyclists and identify risks they may come across on the roads. The CPS is delivered by school staff and instructors who are trained and approved by, and registered with, DfI Safe & Accessible Travel Division, Promotion and Outreach Branch. For the fifth consecutive year a survey of school children who took part in CPS in Northern Ireland was carried out to consider the attitudes of the children towards various aspects of road safety before and after completion of the scheme. The questions were designed to assess how much the scheme had changed the attitudes and actions of participants in respect of various safety aspects of cycling such as wearing a *helmet* and reflective clothing, carrying out safety checks on bicycles and specifics of manoeuvring on the roads. This analysis monitors the effectiveness of the Scheme, allowing the Department to identify positive changes in participants' behaviour as well as areas requiring improved support and guidance. As with the last three years, the cycling survey responses in 2019 were obtained through a show of hands in the classroom. When this new methodology was introduced in 2016, there were concerns that results could potentially suffer from bias as responses were not anonymous and participants may be hesitant responding in front of their classmates. However, the method was one that teachers could easily facilitate in order to get timely feedback and ensure a high response rate. Results in previous years were not significantly different, and Analysis, Statistics and Research Branch therefore concluded that the revised methodology could be continued in 2019.

Although 348 schools finally participated in the Cycling Proficiency Scheme, a stratified sample was taken of 428 schools in Northern Ireland who had announced their intention to take part as of March 2019. A stratified random sampling methodology on these 428 schools (stratified based on gender, urban v rural and course participant size) was used to choose the sample of 129 schools (30%). Responses were received from 41 of these, giving a response rate of 32%. This is 18 fewer schools than took part in 2018, and as a result, the number of pupils responding decreased from 1,033 to 750 (a fall of 27%) representing the fewest schools and pupils participating since the CPS was first reported on in 2015.

The table below shows the percentage of respondent schools by gender, urban/rural classification and number taking part in the final 348 CPS participating schools.

	CPS School Profile (n=41)	Participating School Profile (n=348)
Female	49%	51%
Male	51%	49%
Urban	32%	35%
Rural	68%	65%
3-10 participants	17%	20%
11-20 participants	61%	49%
21+ participants	22%	30%

The figures show that the respondent profile is broadly representative of all 348 participating schools, with no groups particularly over or under-represented in terms of their gender or urban/rural classification². Also, whilst a proportionate stratification by former Education and Library Board (ELB) area was not a key survey aim, nevertheless a good geographical spread of schools was achieved in the final sample. See the map of schools provided in Figure 1 of this report (Page 3). There was no need, therefore, to weight the results prior to undertaking the analysis.

Note that as the findings are derived from a sample survey and hence subject to sampling error, all differences reported in the commentary were tested to ensure that they were statistically significant (i.e., there was a less than one in twenty chance that they occurred through random factors alone). This means that, when comparing differences between subgroups with small numbers of respondents, some apparently large differences may not actually be statistically significant.

Parent/Guardian Survey

It was recommended in the Department of Environment's Review of Cycling Proficiency in 2013 that parents/guardians were contacted every three years to ensure their children have learned cycling skills, are aware of road safety issues and that the CPS continues to be fit for purpose. In order to get these views, the Department for Infrastructure compiled a survey of six questions using the online survey tool SurveyMonkey®. The responses for each of the questions were based on a five point Likert scale ranging from strongly agree to strongly disagree. See below:

Please indicate how strongly you agree or disagree with the statements:

1. My child wears a helmet when they ride their bicycle.
2. I feel the scheme has improved my child's confidence when cycling.
3. I feel my child's knowledge of cycling safely has increased as a result of participating in the scheme.
4. My child rides their bicycle more frequently as a result of participating in the scheme.
5. I feel my child has gained a better understanding of how to interact with other road users as a cyclist.
6. Overall, I am satisfied with the cycling proficiency scheme.

The survey was then sent to the Cycling Proficiency Instructors within the 129 schools who were sampled to take part in CPS to disseminate onwards to the parents. The parents were either given the choice of filling in the SurveyMonkey® form directly by using the link www.surveymonkey.co.uk/r/Cycling_Proficiency_ParentSurvey or by printing it off and sending the completed survey to the Department. Most parents elected for the latter option with a member of the Promotion and Outreach Branch then having to add over 300 of these returns onto SurveyMonkey®. Finally, Analysis and Statistics Research Branch exported the 338 forms for analysis into SPSS and produced the analysis as available on page 13.

² Location defined using NISRA Central Postcode Directory urban/rural classification. Boundaries are available for Northern Ireland as defined by the Planning Service. These areas are defined from Settlement Development Limits (SDLs) which are a statistical classification and delineation of settlements. See <https://www.nisra.gov.uk/sites/nisra.gov.uk/files/publications/review-of-the-statistical-classification-and-delineation-of-settlements-march-2015.pdf> for more information.