

Bike It Peterborough

Annual Report 2018/19



December 2019






To find out more, please contact: Rowan Wilson
rowan.wilson@sustrans.org.uk

Summary

The Bike It Peterborough project commenced in 2011 and is now in its eighth year, with 35 schools engaged since the project began. The Sustrans Schools Officers delivered a planned programme of activities with 16 of these schools in the 2018/19 academic year, designed to encourage more young people of primary and secondary school age to cycle, walk and scoot. A new officer, Gail Lydall, joined the team in May 2019 to cover for Gemma Hughes' maternity leave.

This end of year summary report uses Hands Up Survey data, Activity Logs, Teacher Surveys, case studies and Big Pedal results to demonstrate the project's impact. Hands Up Survey results for schools joining the project in different years are combined to show the average impact the project has on pupils' travel behaviours as a whole¹. More information on the Hands Up Survey analysis approach is detailed in the Methodology section in the Appendix of this report.

Headline Results

 148 school activities delivered² in 2018-19 academic year	 10,885 pupil attendances to activities during the 2018-19 academic year
	6.0 percentage point increase in pupils using cycling as their usual mode of travel to school following four years of engagement
	7.6 percentage point increase in pupils using active travel ³ as their usual mode of travel to school following four years of engagement
	5.7 percentage point decrease in pupils using car travel as their usual mode of travel to school following four years of engagement

¹ This report only includes Hands Up Survey data from Primary and Infant Schools and does not include the data provided from two secondary schools. Only one of these schools received a planned programme of activities and the data was therefore considered incomparable to the data received from primary and infant schools.

² Total attendance and activity figures do include secondary school data.

³ Active travel includes walking, cycling, scooting and skating.

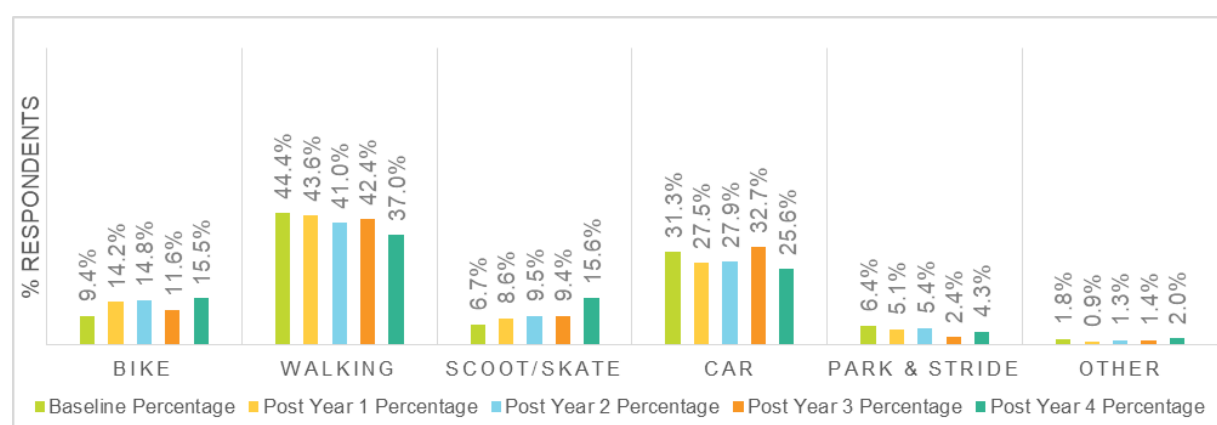
Aim 1: To increase the level of cycling to school to 20% of all young people, or to double regular cycling levels where the baseline is lower than 10% of pupils

Hands Up Survey Results

Progress has been made towards achieving aim one. Cycling as the usual mode of transport has shown a 6 percentage point overall increase from baseline (9.4%) to post year four (15.5%), (Chart 1). A percentage point increase of 3.9 occurred between post years three and four, showing the progress towards meeting aim one has continued into the later years of school engagement.

Supporting these results, the percentage of pupils who report cycling to school weekly increased from baseline (15.1%) by 5.8 percentage points to post year one (20.9%), and despite a decrease in post year three, has remained above baseline with a post year four result of 20.4% (Chart 2). The percentage of pupils who sometimes cycle to school has risen steadily from 23.8% at baseline to 39.2% at post year four (Chart 2).

Chart 1: How do you usually (most often) travel to school?



Results taken from 5,319 pupils at baseline, 4,667 at post year one, 4,264 at post year two, 3,284 at post year three, and 2,522 at post year four.

Table 1: Change in Hands Up Survey Results shown in Chart 1 between baseline and post year four







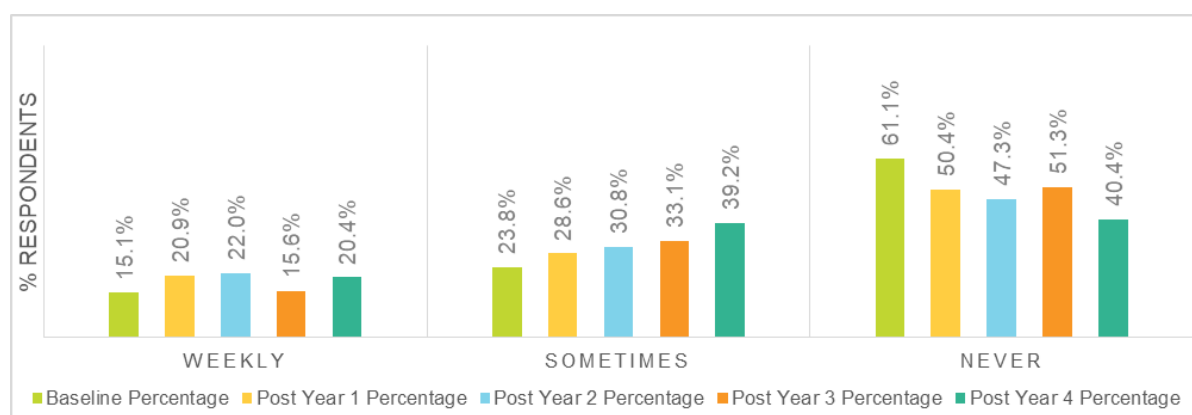

Mode	Change		Baseline %	Post Year 4 %
	7.6 percentage points	↑	60.5%	68.1%
	6.0 percentage points	↑	9.4%	15.5%
	7.4 percentage points	↓	44.4%	37.0%
	8.9 percentage points	↑	6.7%	15.6%
	5.7 percentage points	↓	31.3%	25.6%
	2.1 percentage points	↓	6.4%	4.3%

Chart 2: How often do you cycle to school?



Results taken from 5,018 pupils at baseline, 4,554 at post year one, 4,097 at post year two, 3,174 at post year three, and 2,513 at post year four.

Table 2: Change in Hands Up Survey Results shown in Chart 2 between baseline and post year four

	Change		Baseline %	Post Year 4 %
Weekly	5.3 percentage points	↑	15.1%	20.4%
Sometimes	15.4 percentage points	↑	23.8%	39.2%
Never	20.7 percentage points	↓	61.1%	40.4%

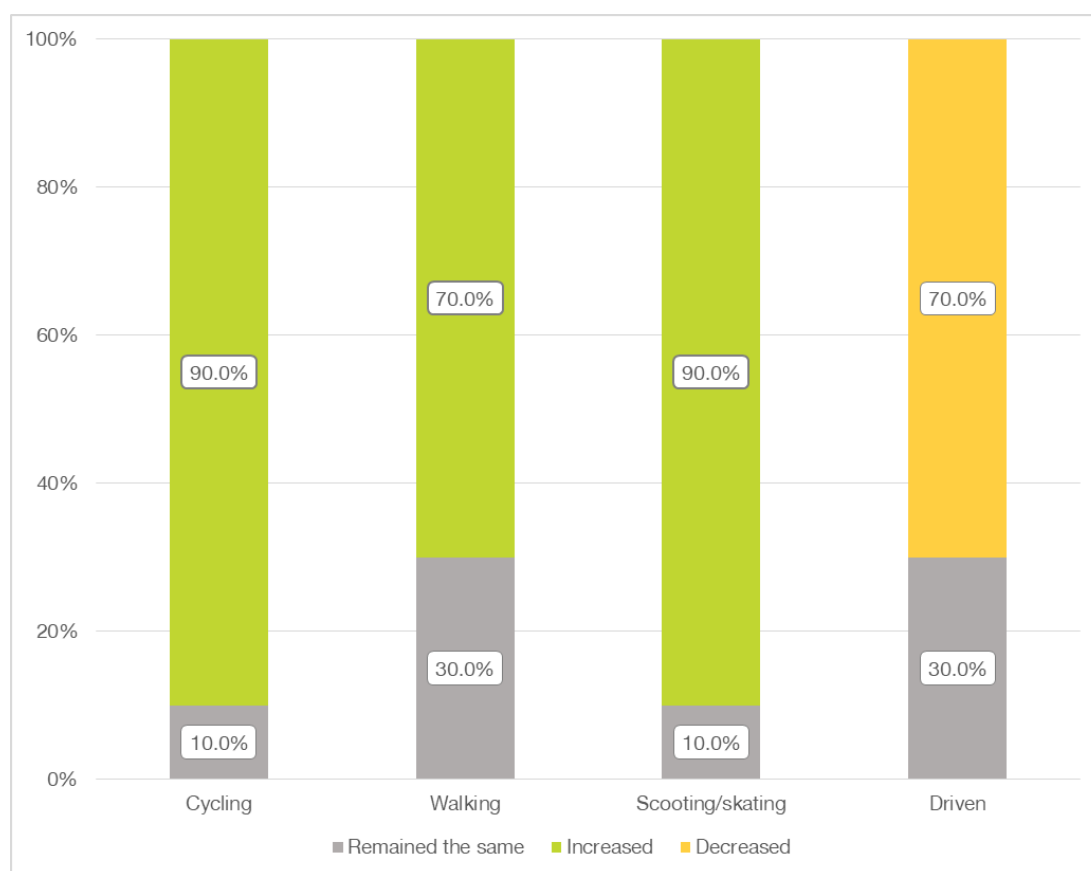
Teacher Survey Results

The results show that teachers have noticed an increase in use of active travel modes. Ninety percent of teachers said they had noticed an increase in cycling and scooting respectively, and close to three quarters had noticed an increase in walking (Chart 3). Alongside this, 70% of teachers said they had noticed a decrease in pupils being driven to school. They further reinforced these figures with the comments they provided:

"[THE SINGLE MOST IMPORTANT CHANGE SINCE THE START OF THE SUSTRANS PROJECT IS] MORE CHILDREN WALKING, CYCLING AND SCOOTING TO SCHOOL WITH THEIR SIBLINGS AND PARENTS."

Anonymous respondent

Chart 3: How do teachers think the number of pupils travelling to school has changed since their school became engaged with Sustrans



Results based on 10 responses by teachers and school staff

"OUR BIKE AND SCOOTER STORAGE IS NOW FULL ALL YEAR AROUND AND NOT JUST DURING THE BIG PEDAL COMPETITION!"

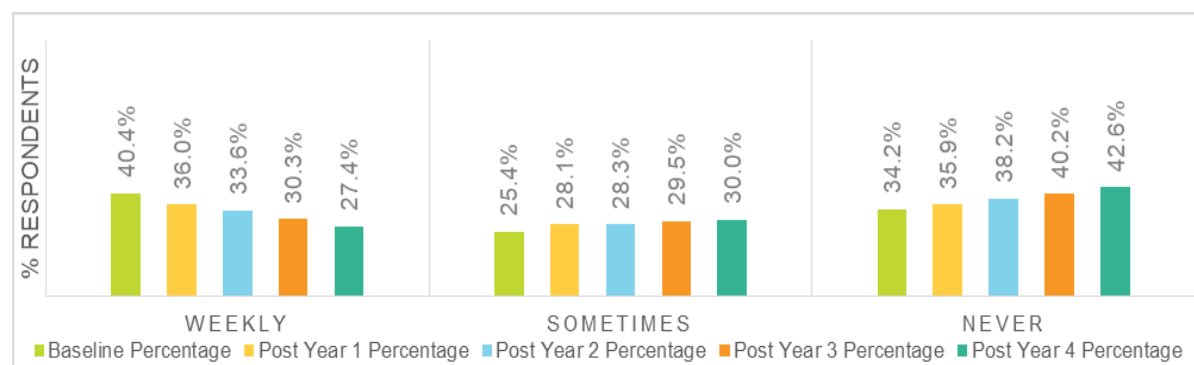
Anne-Marie McElhinney, Headteacher, St Thomas More Catholic Primary School

Aim 2: To reduce the number of young people travelling to school by car – with a shift to active travel modes or use of public transport

Hands Up Survey Results


Aim 2 of the project has been achieved, with the Hands Up Survey results showing a decrease in weekly car use for each subsequent year of engagement (Chart 4). Weekly car travel has shown a 13.0 percentage point decrease since baseline (40.4%) to 27.4% at post year four (Table 3).

Chart 4: How often are you driven to school (in car or taxi)?



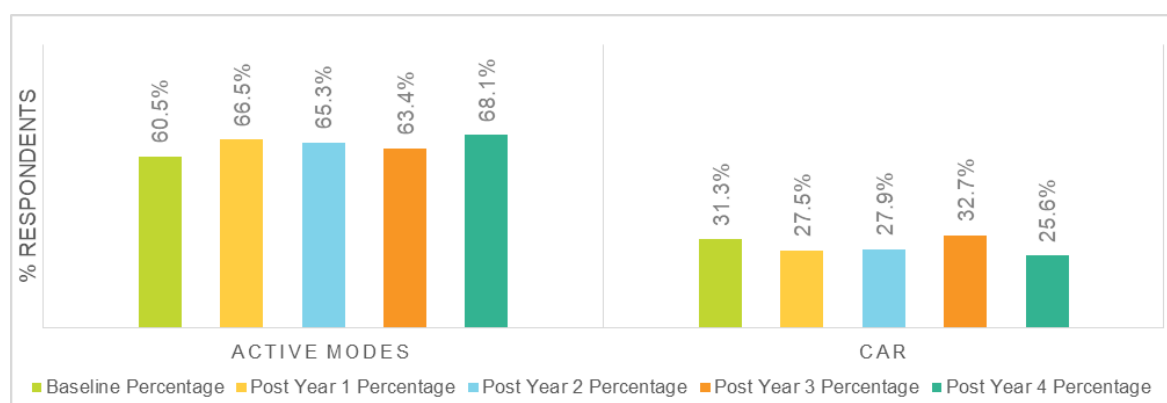
Results taken from 5,116 pupils at baseline, 4,652 at post year one, 4,077 at post year two, 3,316 at post year three, and 2,503 at post year four.

Table 3: Change in Hands Up Survey Results shown in chart 4 between baseline and post year four

	Change		Baseline %	Post Year 4 %
Weekly	13.0 percentage points	↓	40.4%	27.4%
Sometimes	4.5 percentage points	↑	25.4%	30.0%
Never	8.4 percentage points	↑	34.2%	42.6%



Alongside this, the percentage of pupils who usually travel via active modes has seen a 7.6 percentage point increase since baseline to 68.1% in post year four.

Chart 5: How do you usually (most often) travel to school



Results taken from 5,319 pupils at baseline, 4,667 at post year one, 4,264 at post year two, 3,284 at post year three, and 2,522 at post year four.

Table 4: Change in Hands Up Survey Results shown in chart 5 between baseline and post year four

Mode	Change		Baseline %	Post Year 4 %
	7.6 percentage points	↑	60.5%	68.1%
	5.7 percentage points	↓	31.3%	25.6%

Teacher Survey Results

The majority of teachers also noticed an increase in the use of all active modes and a decrease in pupils being driven to school (chart 3) and provided comments to support the importance of reducing congestion and encouraging students to travel actively.

"WE HAVE A VERY CONGESTED DRIVEWAY LEADING UP TO OUR SCHOOL, WHEN IT IS BIG PEDAL THERE IS A SIGNIFICANT DIFFERENCE TO THE NUMBER OF CARS."

Sarah Grange, Champion, St Augustine's C of E

"CHILDREN WHO COME TO SCHOOL WALKING, CYCLING OR SCOOTING ARE MORE ALERT AND ARE WILLING TO TAKE PART IN ALL THE Sustrans ACTIVITIES. THE CHILDREN WHO COME IN CARS PUT UP BARRIERS THAT ARE NOT NECESSARILY THERE."

Jessica Wilson, Champion, The Beeches Primary School





Aim 3: To raise awareness of the benefits of active travel

Bike It Peterborough engages with many enthusiastic schools, some of which have been engaged with the project for seven years or more. In this time the project has had success in raising awareness of the benefits of active travel. Table 8 and chart 7 in the appendix demonstrate the variety of activities delivered and their attendance figures, and show that interest and enthusiasm activities have been popular. Teacher Survey results indicate that teachers are confident the project has impacted pupils' awareness of the benefits of active travel and they have provided various comments to reiterate this.

Teacher Survey Results

The majority of teachers thought that the project had helped to raise awareness of the benefits of active travel.

Table 5: "Please consider the level of impact your Sustrans project has had on increasing awareness of the following [benefits of active travel] among pupils"

% of teachers	Level of impact on...
 100%	increasing awareness of the health benefits of active travel
 100%	increasing awareness of the environmental benefits of active travel
 70%	increasing awareness of the air quality benefits of active travel
 60%	increasing awareness of the economic benefits of active travel

Results based on 10 responses by teachers and school staff

"THE SUSTRANS PROJECT IS A WONDERFUL THING TO BE PART OF, IT IS POSITIVE, INCLUSIVE, IT HELPS THE ENVIRONMENT AND IT TEACHES OUR CHILDREN HOW TO BE FIT AND HEALTHY. THE IMPACT OF THIS THEN AFFECTS THE WIDER COMMUNITY."

Sarah Grange, Champion, St Augustine's C of E

"A GREAT WAY TO ENCOURAGE A HEALTHIER LIFESTYLE AND TO EDUCATE ABOUT THE BENEFITS FOR THE ENVIRONMENT, AS WELL AS BRINGING THE WHOLE SCHOOL COMMUNITY TOGETHER."

Anne-Marie McElhinney, Headteacher, St Thomas More Catholic Primary School

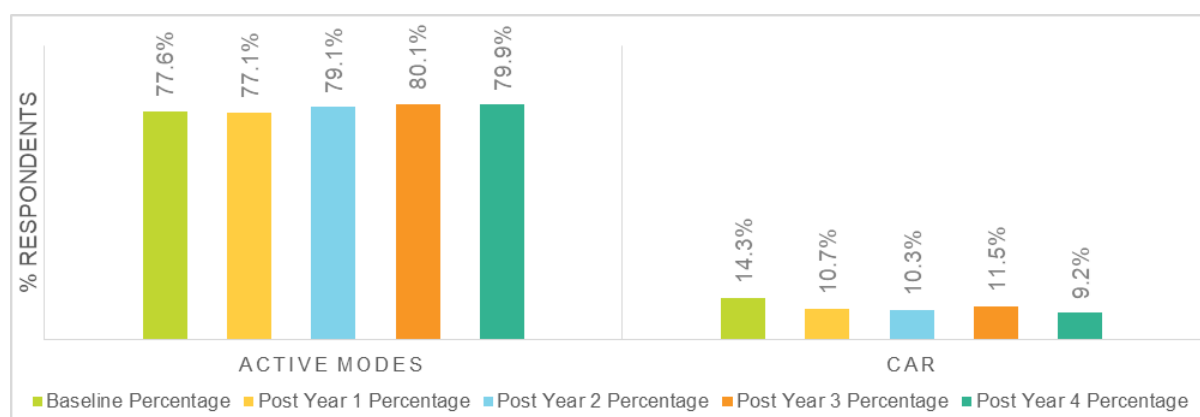
Aim 4: To create a culture of active travel within project schools that can be sustained once the Project Officer has left

Bike It Peterborough has been successful in creating a culture of active travel in project schools that can be sustained once the officer has moved on to other schools. The success of the School Streets event at Ravensthorpe Primary, a school which was placed “at distance”⁴ from the project in 2017, demonstrates how a culture of active travel and enthusiasm for walking, cycling and scooting can be sustained even years after the project officer has left. Furthermore, the support provided by the Bike It officer to Bikeability students at St Augustine’s Junior School provided students with the skills and knowledge to continue cycling even after they were no longer engaged with the project. Hands Up Survey results demonstrate an increase in preference towards active travel amongst pupils, providing the motivation for pupils to continue walking, cycling and scooting even after the officer has left. Teachers responding to the survey highlighted how the project had helped them to make lasting changes within their school. This highlights how the work the officers do creates a culture of active travel within the schools that is sustained as the school becomes less intensively engaged and provides the skills, groundwork and motivation for the increase in active travel to continue long after the project officer has moved on.

Hands Up Survey Results

Results show that the number of pupils who would most like to travel to school by active modes has risen steadily across all years of engagement and was at 79.9% at the end of year four. This shows an increase in enthusiasm for active travel among pupils in Bike It schools, thereby contributing to the creation of an active travel culture within the school. This coincides with a decrease in pupils who would most like to be driven to school.





Chart 6: How would you most like to travel to school?



Results taken from 5,059 pupils at baseline, 4,716 at post year one, 4,152 at post year two, 3,248 at post year three, and 2,521 at post year four.

⁴ This refers to the school's engagement level. The engagement level determines the number of activities and level of attention the officer provides to the school and is usually one of intensively engaged, supported, or at distance. Schools which have been involved in the project a while are usually placed at distance.

Table 6: Change in Hands Up Survey Results shown in Chart 6 between baseline and post year four

Preferred Mode	Change		Baseline %	Post Year 4 %
	2.3 percentage points		77.6%	79.9%
	5.1 percentage points		14.3%	9.2%

Teacher Survey Results

Teachers were positive about Bike It Peterborough's success at creating an enduring culture of active travel. One teacher mentioned the project's impact on the wider community, whilst another school talked of promoting Bike It to teachers they meet from other schools. Furthermore, 89% of teachers believed that the project had had a positive impact on involving pupils in the ownership of project activities, enabling them to continue engaging in cycling, walking and scooting even after the officer has left.

"I THINK WE ARE SLOWLY BEGINNING TO MAKE AN IMPACT ON THE CHILDREN AND HOPEFULLY THIS IS PASSING DOWN TO YOUNGER SIBLINGS AND PARENTS."

Margaret Massey, Other School Staff, St Augustine's Junior School

"I ALWAYS ASK TEACHERS THAT I MEET FROM OTHER SCHOOLS IF THEY ARE A BIKE IT SCHOOL, IT IS ALWAYS A POSITIVE EXPERIENCE WITH ERIC AND GEMMA, I COULDN'T RECOMMEND IT ENOUGH."

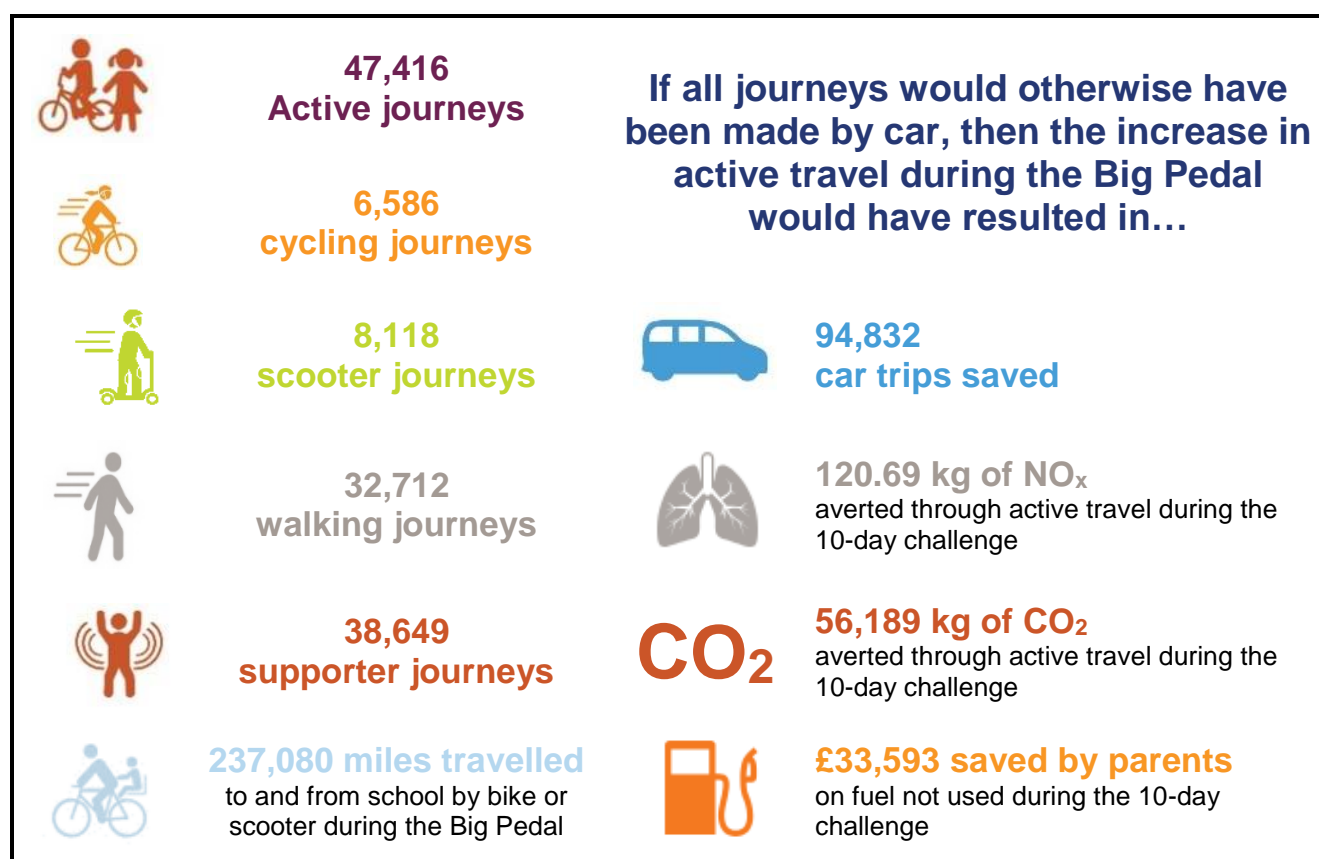
Sarah Grange, Champion, St Augustine's C of E

Big Pedal Results

Sustrans' Big Pedal is the UK's largest inter-school cycling, walking and scooting challenge inspiring pupils, staff and parents to choose human power for their journey to school. In 2019 the challenge ran for 10 days, from 25 March to 5 April 2019. It was open to all primary and secondary schools in the UK, including Special Educational Needs (SEN) schools.

In Peterborough, 19 Bike It schools took part in the Big Pedal with 47,416 active journeys being made during the school run. The best performing Bike It schools in Peterborough were:

- St Thomas More Catholic Primary School – 94% of pupils used active modes (9th nationally in the Big Primary category)
- Orton Wistow – 23% of pupils cycling
- Middleton Primary – 71% of pupils walked to school



9.5 trips around the world
cycled, walked or scooted during the
Big Pedal 2019



Case Study: School Streets at Ravensthorpe Primary

Written by Eric Schneider, Sustrans Schools Officer

Ravensthorpe Primary School has been a Bike It school in Peterborough since September 2012 and was one of the first schools to sign up to the project. The school was put at a distance in the beginning of 2017 after the school champion retired so the school had had minimal involvement with Bike It since February 2017.

In December 2018, Peterborough City Council decided to take part in the new School Streets initiative being run during the 2019 Big Pedal and chose Ravensthorpe Primary as the target school. The school was chosen due to the head teacher's concern about traffic volume and speed, and the fact that the school is located on a short cul-de-sac. Closing the road would lead to minimal disruption to traffic flow and the council wanted to start with a less challenging road closure.



There followed an intense period of re-engaging the school and trying to plan for the day. At the council's urging it was decided to go for an entire day's closure with activities planned throughout the day. In total it is estimated that the 1.5 Peterborough officers spent a combined total of 130+ hours on planning organising and delivering the day. In part this was due to the time taken to recruit new champions and re-engage with the school and with trying to liaise with several external partners such as Ravensthorpe Big Local (community group), PECT (Peterborough Environment City Trust), Jim's Silly Bikes (external activity provider) and the PCC Travelchoice and road safety team.

On the day, six Sustrans staff members (from other departments), two Sustrans volunteers, one member of Travelchoice, one road safety officer and two traffic enforcement officers were involved. This was a large commitment in staff time and resources but the day went exceptionally well.



The day started with a whole school assembly on the closed road followed by Balance bike, Spin Art, Cycle skills and Circus bike try out sessions running throughout the school day.

The day finished with traditional street games and a PTA (Parent Teacher Association) bake sale. Every child at the school was able to take part in at least one activity and the school really embraced the day. The school came third in Peterborough during Big Pedal at 88% taking part and was 30th nationally in the Big Primary category, by far their best finish ever.



Case Study 2: Bike It support for Bikeability

Written by Eric Schneider, Sustrans Schools Officer



In schools within Peterborough Local Authority, Bikeability training is provided by the external company Outspoken Training. As in many authorities, the uptake of Bikeability is in decline and some schools are struggling to get pupils to sign up to the training and there are sometimes issues with the roadworthiness of bikes for the sessions. Bike It in Peterborough has a deliberate policy of supporting and promoting the uptake of Bikeability.

Whenever possible, Bike It will book a Dr Bike session shortly before a school is scheduled to take part in Bikeability. In 2019 the project officers provided a pre-Bikeability Dr Bike session at six of the Bike It schools including all newly recruited primary schools. The schools involved were Middleton Primary, Longthorpe Primary School, Thorpe Primary School, West Town Primary Academy, Saint Michaels Church School and St Augustine's CofE (Voluntary Aided) Junior School.

The School Champion at St Augustine's Junior school had a particular concern this year as the previous Bikeability session had not gone well with four trainees not being able to progress to the level two on-road portion of the Bikeability training and a low pass rate among those that did complete level two. The school is located in an area that has few suitable roads for teaching Bikeability and the roads are generally more challenging than for around many other schools.



"BIKEABILITY PROVIDES A CAREFULLY PLANNED AND POSITIVELY DELIVERED PROGRAMME FOR THESE YOUNG CYCLISTS. BUT IN THIS CASE THERE WAS MORE TO IT THAN THAT. WE WERE SOWING THE SEEDS ON GROUND THAT HAD ALREADY BEEN PREPARED BY BIKE IT."

Andy Howe - Bikeability Instructor (Outspoken Training)



In light of these concerns, the project officers not only had a Dr Bike session the week before Bikeability, but also ran a cycle skill session specifically for the Bikeability trainees. Although the session was billed as a cycle skills/cycle games session it was run essentially as a Bikeability Level 1 course. As an experienced NSIQ, Eric was able to assess the riders and give advice on any areas that they could practise over the weekend before starting Bikeability the following Monday.

All of the trainees passed Level 1 and progressed to Level 2 where all but two passed. In addition to the Dr Bike and practice sessions, Bike It has also supplied and maintained a couple of pool bikes for the school. One of the Bikeability trainees forgot to bring their bike on the Monday and if not for the pool bike they would not have been able to take part.

"CHILDREN HAD BEEN EXCITED BY THE BIG PEDAL INITIATIVE WHICH BOOSTS INTEREST IN CYCLING TO SCHOOL EACH YEAR. BIKE IT PLAYS A HUGE PART IN CHANGING THE SCHOOL CULTURE, MAKING CYCLING MORE WIDELY ACCEPTED AS THE BEST AND MOST ENJOYABLE WAY TO TRAVEL IN PETERBOROUGH. WELL DONE TO SUSTRANS!"

*Andy Howe - Bikeability Instructor
(Outspoken Training)*

"THE SCHOOL HAD HAD A PREVIOUS VISIT FROM DR BIKE SO CYCLES WERE READY TO RIDE, WHICH IS NOT ALWAYS THE CASE! ENTHUSIASM AND INTEREST WERE HIGH - THE SCHOOL STAFF EXPLAINED HOW TAKE UP FOR BIKEABILITY HAD NEVER BEEN HIGHER. THE BIKE IT INPUT - COMPETITIONS, LITTLE PRIZES OF CYCLING GEAR, THE PROMOTION OF CYCLING - FOR EXAMPLE AT THE SCHOOL SUMMER FAIR AS WELL AS IN ASSEMBLY - ALL THIS HAD HELPED TO SWITCH THE CHILDREN ON TO THE FUN AND THE HEALTH AND ENVIRONMENTAL BENEFITS THAT GO WITH CYCLING."

Andy Howe - Bikeability Instructor (Outspoken Training)

Appendix

Methodology

Sustrans' Teacher and Partner survey provides the opportunity for teachers, school staff and project funders and partners to provide open feedback on the success of the Bike It Project. Some of these illustrate the impact that the project has on the levels of cycling culture in schools.

Sustrans' Hands up Survey gathers school modeshift data from pupils by asking how they usually travel to school and how they would prefer to travel to school. The data demonstrates the impact the Bike It Project has on increasing levels of active travel and decreasing car usage in journeys to school.

In this report, the Hands Up Survey data for Bike It Peterborough are analysed regardless of the year in which the school first engaged. This is to create a profile of results based on length of engagement and to concisely evidence the impact of the project. This report only includes Hands Up Survey data from Primary and Infant Schools as the method of engagement for Secondary schools was deemed different and thus incomparable with Primary and Infant schools.

There are comparable data from 20 schools at baseline, 18 at the end of year one, 16 at the end of year two, 12 at the end of year three, and 10 at the end of year four. From the fifth year of engagement, there are not enough schools with post survey data to allow for reliable comparison with the baseline. This is visualised in Table 7 below:

Table 7: Number of schools returning Hands Up Survey data at each survey point

	Baseline	Post Year 1	Post Year 2	Post Year 3	Post Year 4	Post Year 5	Post Year 6	Post Year 7
Number of schools	20	18	16	12	10	6	4	3
Number of schools with surveys from 2018/19	4	4	1	3	1	3	1	2
Included in report	✓	✓	✓	✓	✓	✗	✗	✗

Please note that due to rounding, percentage change calculations may not always correspond exactly with percentage values displayed in charts and tables throughout this report.

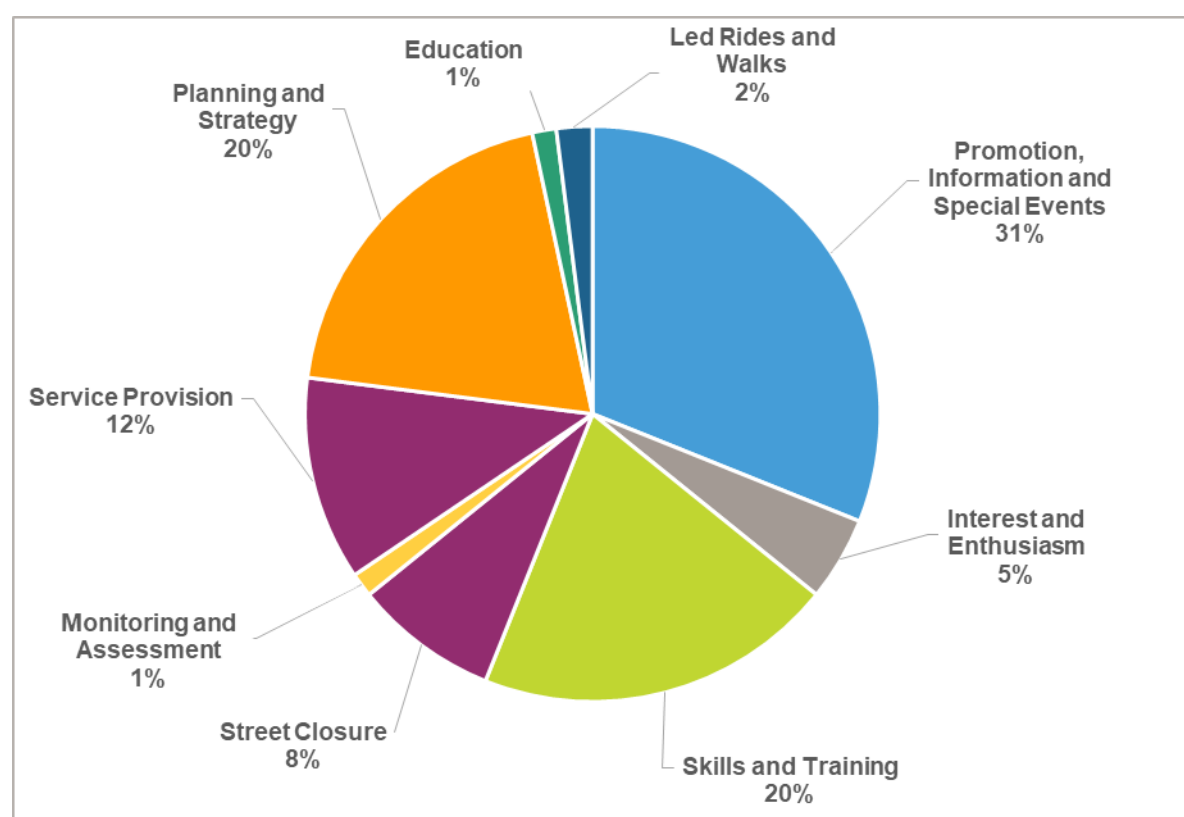
Further detail about the way Sustrans monitor and report on schools work can be made available through your Sustrans contact.

Activity Logs

Table 8: Total attendances to activities delivered in Peterborough schools in 2018/2019 academic year

Activity Type	Total Activities	Total Attendances (including parents, staff and other adults)
Promotion, Information and Special Events	46	7,737
Interest and Enthusiasm	7	1,141
Skills and Training	30	992
Street Closure	12	640
Monitoring and Assessment	2	436
Service Provision	17	388
Planning and Strategy	29	85
Education	2	65
Led Rides and Walks	3	40
Total	148	11,524

Chart 7: Proportion of activities delivered by type during 2018-19 academic year



Schools list

The 2018/19 schools list includes data for all schools that have received an activity this year, regardless of the latest post survey they have provided. Schools included in the Hands Up Survey data that in the 2018/19 academic year didn't return a post survey and didn't have any activities delivered are not included in the schools list below.

Table 9: All Peterborough schools engaged in the project during 2018/19 academic year – with activity logs and bike counts for 2018/19

School name ⁵	School roll	Academic year of engagement	Number of activities received ⁵	Number of attendances to activities	Max bike count (as % school roll ⁶)	Max scooter count (as % school roll ⁶)
Beeches**	630	2016	13	1,184	4%+	4%+
Brewster Avenue Infants**	219	2018	5	95	21%	6%
Hampton Gardens	480	2018	17‡	297	23%	6%+
Hampton Hargate Primary School	630	2012	1	11	-	-
Longthorpe Primary School**	415	2016	4	56	10%	3%
Middleton Primary**	401	2016	10	1,024	10%	6%+
Nene Valley Primary	315	2014	3	292	18%	13%
Orton Wistow Primary	405	2015	4	152	15%	9%
Queen's Drive Infant School	265	2013	4	517	12%+	17%+
Ravensthorpe Primary School	319	2012	15	918	34%+	31%+
Saint Michaels Church School**	349	2018	19	2,013	5%	5%+
St Augustine's CofE (Voluntary Aided) Junior School**	238	2015	10	681	8%+	11%+
St Thomas More RC Primary	417	2012	5	873	9%+	9%+
Thorpe Primary School**	558	2018	16	1,310	-	-
West Town Primary Academy**	385	2018	14	1,048	3%	2%
Woodston Primary School**	476	2012	8	1,053	11%	6%

⁵ (**) indicates that a school had a post survey in 2018/19, which is included in this report

⁵ (‡) indicates the school has school-led activities

⁶ (+) indicates the max bike or scooter count occurred on a day when there was no activity occurring at the school.