

# Cycling Scotland

**Improving road safety for active modes**

**Simon Bradshaw - Cycling Road Safety Manager**

**Date 01/04/2025**

**We are Scotland's national cycling charity.**

**Working with others, we get more people cycling, more safely and easily in a better environment.**

[www.cycling.scot](http://www.cycling.scot)

[Cycling-Scotland-Strategy-2023-28](#)

## SG/Transport Scotland funding – significant changes to funding in 2024/25

- **Education and training** – Bikeability Scotland, Play on Pedals, Adult Cycle Training, Road User Awareness Training
- **Cycling Friendly** – employer/community/campus/school, Social Housing Partnership Fund, Residential Cycle Storage and Parking (funding via Regional Transport Partnerships)
- **Campaigns and policy** – [Give Cycle Space](#) campaign (*no longer funded from 2025*)
- **Cycling Scotland Conference**
- **Monitoring** – collecting and sharing cycling data, [Cycling Open Data Portal](#), [Annual Cycling Monitoring Report](#)

Safer roads key element to encouraging active travel and vice versa

## What does the data tell us?

- Deaths and serious injuries on our roads remain high – in 2023, 7 people killed while cycling and 47 killed while walking
- Cyclists account for 1.08% of journeys and 1.0% of traffic but 10% of serious casualties
- Analysis of Contributory Factor (CF) data for pedal cycle Killed or Serious Injury (KSI) collisions shows 73% of top 5 CFs assigned to driver of vehicle
- Need to reduce casualties but also address perception of safety and attitudes towards people cycling
- Increase in cycling over next 5-10 years – focus resources on what presents the greatest risk of harm to prevent serious injuries rising at the same rate

# How do we collectively address this?

## Deliver evidence-led interventions:

- **Engineering** is the top priority and the development of a cycling network, separate from motorised traffic, is the best way to deliver a safer environment for people cycling
- **Enforcement** will continue to have a vital role in tackling the behaviours that place people on bikes and other road users in danger – *Op Close Pass, journey-cam submission portal*
- **Education** remains a high priority to improve the skills and behaviours of all road users, of all ages, with the aim of reducing the risks posed to vulnerable road users – *work-related road risk, compliance with Highway Code*

# Work-related road risk

- Contributes to far more deaths and serious injuries than all other work-related activities
- One third of KSI casualties are people walking / cycling, goods vehicles 2<sup>nd</sup> most common vehicle involved
- Key priority for Cycling Scotland due to dangers posed by large vehicles to vulnerable road users



08/04/2024

## Reducing work-related road risk for vulnerable road users

In this guest article, Simon Bradshaw, Cycling Road Safety Manager at Cycling Scotland, Scotland's national cycling charity, discuss efforts to make the roads safer for vulnerable road users...



# What is Cycling Scotland doing?

Our focus is on Education & Training, as well as supporting increased infrastructure and enforcement

## Bikeability Scotland



- The national cycle training programme for school children
- 60% of primary schools delivered Level 2 on-road training in 2023-24 (54,039 pupils)
- [Research by the Bikeability Trust](#) found that '*local authorities with higher levels of Bikeability training are experiencing lower rates of serious road injuries and fatalities*'



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## Road User Awareness Training

- 'On-Cycle' course with theory and practical sessions aimed at drivers of large commercial vehicles
- More than 200 drivers have completed the training in 2024/25
- Theory-only training also delivered to fleet and learner drivers (1,500 secondary school pupils in 2024/25)





# Any questions?

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Scotland**

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