

Contact us at:

Road Safety Promotion & Outreach Branch

Department for Infrastructure (DfI)

**Room G-31
Clarence Court
10-18 Adelaide Street
Belfast BT2 8GB**

Tel: 030 0200 7838 and ask for 'road safety'

RoadSafety.ClarenceCourt@infrastructure-ni.gov.uk

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Cycling Proficiency Scheme

A big thank you to all schools who delivered the Cycling Proficiency Scheme (CPS) to pupils in the academic year just past..

We have already received many records of assessment and processed the associated payment claim forms. However, if you have yet to submit both forms for training completed, please do so by the end of September.

Please note, where training was completed during the normal school day and payment is not appropriate, all you need to submit is the record of assessment form.

Many thanks also to those schools who were selected for evaluation of the scheme this year and who returned their form. The aim of the evaluation is to measure attitudes and behaviours of children towards road safety issues associated with cycling after completing the scheme.

We have passed responses to statisticians who will analyse them and prepare a report in due course.

Impact of 2016 Cycling Proficiency Scheme

There were 414 schools

who delivered CPS in 2016 and just under one third of those schools were sampled.

Pupils were asked questions about their cycling behaviour while cycling before and after they completed the CPS.

The scheme aims to promote cycling and safe cycling behaviours. The 2016 evaluation would suggest it has been very successful as participants knowledge increased and safe cycling behaviour improved greatly since completing the training.

98% of participants stated their knowledge of cycling safely had increased as a result of completing the training. This is an increase from 95% in 2015.

Only two in five pupils always wore a cycle helmet before commencing the CPS, this more than doubled on completion of the scheme to 85%.

After completing the scheme, the safe cycling behaviour to record the highest increase was 'looking over their shoulder before signalling or moving' - which increased from 25% (pre) to 94%. (post)

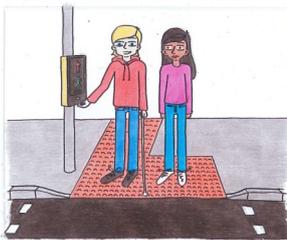
The lowest response to a pre-course ques-

tion concerned wearing conspicuous clothing while riding their bike in the daytime. Before commencement of the CPS training, only around one in seven (15%) pupils responded yes in the daytime while almost half (47%) stated that they always wore something reflective and bright while riding their bike at night. These proportions increased on completion of the scheme to 54% and 77% respectively.

The results suggest children benefitted from this scheme as there was a significant increase in the cycling safely actions after completing the training. The report concludes that the intervention of CPS has encouraged safe cycling behaviours in young people. The full report is now available on C2K.

Braille Book

Going Underground



By Sonia Boal



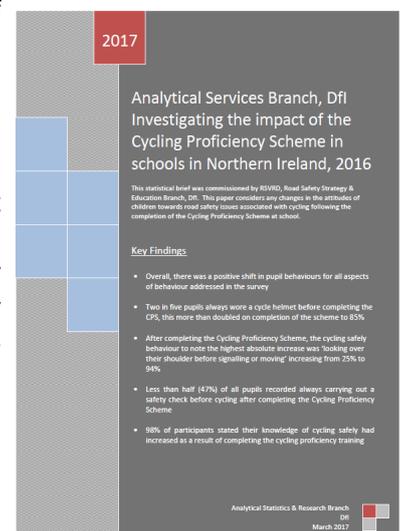
Road Safety Grant Scheme



Following the awarding of grant funding from DfI Road Safety, Guide Dogs (NI) have produced a book to assist in the road safety awareness of those who are partially sighted or blind.

The story follows the adventures of a group of friends who quite literally fall into trouble, and need to depend on their senses to get back to safety.

If your school wish to borrow our office copy, please contact us at the number or email address listed above.



20mph Limits



A recent innovation has been the development of part-time 20mph speed limits at schools, especially those on roads where the national speed limit applies.

The part-time speed limit at these schools is reduced to 20mph at opening and closing times during term times. It applies for a distance of 400-500 metres along the road in the vicinity of the school.

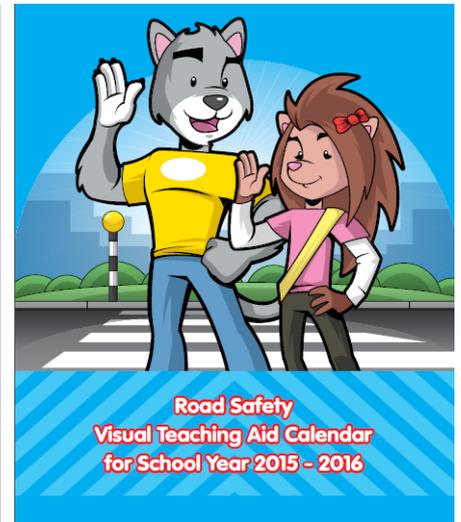
The initial pilot, at three schools, used electronic signs to display the reduced speed limit.

The electronic signs are however expensive to provide and add an additional significant maintenance burden. A further three schools have been treated since the pilot and these cost in the region of £50k to install at each site.

The arrangement using fixed “normal” signs along with flashing lights results in better reliability on top of the reduced provision and installation costs.

An alternative signing arrangement that uses standard fixed speed limit roundel signs along with flashing lights which can be set to come on at the times the reduced speed limit applies is to be tested. This test is designed to assess the effectiveness of the new arrangement against the existing systems and pick up any unforeseen issues.

A decision can then be taken whether there should be a comprehensive programme of part-time speed limits rolled out at all rural primary schools.



Teaching Aid Calendar

The teaching aid calendar is issued annually to all nurseries and primary school classes throughout Northern Ireland.

On 25 October 2016 a questionnaire was issued by email to 400 schools and nurseries, across the controlled, maintained and integrated sectors in an effort to evaluate the calendar used in the previous academic year.

It is evident from the responses that the calendar has been well received and continues to be a valuable road safety tool.

Every nursery / primary school child in Northern Ireland has an opportunity to view the calendar on the classroom wall and at a cost of 16p per child (production costs) represents fantastic value for money.



(booster cushions),

This means that manufacturers are not allowed to introduce **new models** of backless booster seats

Child Restraints - New Regulation!

New rules are now in force for booster seats (booster cushions) for children **shorter than 125cm**, or weighing **less than 22kgs**. This change to technical standards means that the range of products available on the market will be better suited for younger children.

However, the new rules do **not** affect existing models of booster seats and booster cushions. Parents can continue to use existing models, provid-

ing that the labelling indicates that they are suitable for their child.

The key message is to check the label of the backless booster seat (booster cushion) that you are using. Or looking to buy. If the label shows that it is suitable for the child that you are carrying, you will not be breaking the law. For more information, go to:

www.nidirect.gov.uk/articles/child-car-seats-restraints-and-seatbelts