

Cycling Scotland

2012- 2013 ANNUAL REPORT AND ACCOUNTS



ANNUAL REPORT 2012-2013

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**“THIS YEAR’S
ANNUAL
REPORT MARKS
A MAJOR
MILESTONE
FOR CYCLING
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THIS YEAR”**



CHAIR'S INTRODUCTION



This year's annual report marks a major milestone for Cycling Scotland, as the organisation turns ten years old this year.

A lot has changed in the last ten years. So many things which now seem ubiquitous in everyday life, like social networks, smartphones and to an extent even broadband, just didn't exist 10 years ago. The landscape for cycling in Scotland has had its fair share of change in the last decade as well and Cycling Scotland has played a key role in many of the major developments.

The call for a national cycling organisation in Scotland came from the Scottish Cycle Forum, a national forum hosted by the Scottish Executive for organisations and groups involved in cycling, which called for a national body to represent them and assist local authorities to share best practice and promote increased levels of cycling. A business plan written by members of the main forerunner to Cycling Scotland, the Scottish Cycling Development Project (SCDP), was approved by the Scottish Executive in late 2003.

Since then, the organisation has played a major role in the development of cycling.

Cycling Scotland has played a pivotal role in the development of the Cycling Action Plan for Scotland (CAPS). CAPS was voted for by delegates at Cycling Scotland's 2007 Conference, and Cycling Scotland took on the action to assemble a CAPS board to agree a way forward following the second National Assessment of Local Authority Cycling Policy. We led the public and

stakeholder consultations throughout 2008, fed into the final document which was published in 2010, and have since chaired the bi-annual CAPS Delivery Forum to track the progress of CAPS Actions. Cycling Scotland has helped steer Scotland from being a nation barely taking heed of the largely abandoned 1996 National Cycling Strategy to a country with its very own home-grown action plan and vision for 10% of journeys to be made by bike.

Cycling Scotland took over the administration of children's cycle training in 2010, rebranding the scheme as Bikeability Scotland with a renewed focus on ensuring as many children as possible receive multi-level training, delivered on road in line with the national standard.

We have taken the blueprint inherited from SCDP for the Cycle Friendly Employer Award and successfully rolled out the award across 176 workplaces and 190 schools around the country.

We have taken the freshno Pedal for Scotland ride and grown it from attracting 1000 riders in 2004 to over 12,000 in 2013.

We have trained over 1000 local authority professionals across our Making Cycling Mainstream professional development courses.

But, we've only just got started. The last decade has seen cycling start to be taken seriously as a mode of transport, with a national action plan for increasing the modal share of cycling trips, and a recent announcement for extra investment in infrastructure showing that national government is

starting to invest larger sums of money in cycling provision. But there is still such an incredibly long way to go to reach the point where Scotland can be called a nation of cyclists.

So while we can feel proud of how far we have come in the last ten years, Cycling Scotland isn't so much as pausing for breath before heading into the next decade. We will be working tirelessly to drive forward the progress of CAPS, champion the benefits of funding for cycling to local and national government and continue to support local authorities with MCM courses, resources for Bikeability Scotland and the National Assessment process. We will continue to train hundreds of people each year to the national standard, to build capacity to deliver Bikeability Scotland training as widely as possible to train the next generation of cyclists to a high standard. We will promote cycling more widely than ever and encourage more people than ever before back on to their bikes through events.

Whether we'll be able to sit down ten years from now and reflect on achieving the CAPS vision of 10% of journeys by bike is dependent to too many factors to say with any certainty, relying as it does on the commitment of government and each of the 32 local authorities. But what we can say for certain is that Cycling Scotland will continue to play the role it was created to do - to champion and support all aspects of improving conditions for cycling in Scotland.

Bill Wright
Chair, Cycling Scotland



On the 10th anniversary of Cycling Scotland, here's a quick look at the organisation's top ten achievements...

10 YEARS, 10 KEY ACHIEVEMENTS

1. BIKEABILITY SCOTLAND

Cycling Scotland took over the administration of cycle training in Scotland in 2010, and introduced the 3 level Bikeability Scotland scheme with a strong focus on delivering training on road to ensure the next generation of cyclists have the confidence and skills to make journeys by bike. Through the provision of resources, funding and expertise Cycling Scotland is helping local authorities increase the number of schools delivering on road training. In the three years since Cycling Scotland began administering the scheme, delivery of national standard on-road training has risen from 29% to 37.6%.

2. PEDAL FOR SCOTLAND

When Cycling Scotland took over the management of Pedal for Scotland for the 2004 event, the event attracted around 1000 riders each year. The classic Glasgow to Edinburgh format meant it was already one of the largest cycling events in Scotland, but Cycling Scotland developed the event to boost the route capacity, improved rest stops and food provision and boosted marketing activity to grow the event to attract 12,000 riders across 5 rides in 2013. The event also became the first Scottish mass participation cycling event to be televised, with extensive footage being shown as part of the programming for the STV Appeal, which is the event's official charity partner.

3. NATIONAL ASSESSMENT OF LOCAL AUTHORITY CYCLING POLICY

One of Cycling Scotland's first major projects was the National Assessment of Local Authority Cycling Policy. This major benchmarking exercise across Scottish



freshnlo Pedal for Scotland 2010



Children receiving Bikeability training on road

councils took the first ever in-depth look at each area's approach to delivering cycling locally. The 2005 report was followed by a second review in 2008 which identified the need for a national action plan which led to the development of the Cycling Action Plan for Scotland. The third report was published in late 2013.

4. CYCLING ACTION PLAN FOR SCOTLAND

The need for a Cycling Action Plan for Scotland was identified by local authorities and active travel organisations through a vote at the 2007 Cycling Scotland conference. Cycling Scotland led the public consultation for CAPS, with over 6000 people giving their views on what would encourage them to cycle more across a series of public events, focus groups and telephone surveys. The stakeholder consultation was held at the 2008 Cycling Scotland Conference and the first CAPS document was published in June 2010. Cycling Scotland chairs the CAPS Delivery Forum to track progress on the actions, which is attended by representatives of all 32 local authorities, active travel partners

with actions in CAPS, regional transport partnerships and Transport Scotland. Cycling Scotland submitted a progress report in 2012 recommending a refresh of CAPS, which was published in 2013.



Adult cycle training course in Edinburgh

5. CYCLE FRIENDLY EMPLOYER AWARD

The Cycle Friendly Employer Award encourages employers to provide all of the right facilities, incentives and promotions to make cycling to work an easy and practical way to commute. The concept and initial criteria for the award was inherited from the Scottish Cycling Development Project, but the transfer to Cycling Scotland brought the additional staffing capacity needed to roll out the award nationwide. There are now over 179 Cycle Friendly Employers across Scotland covering 78,000 employees.

6. CYCLE FRIENDLY SCHOOL AWARD

Following the success of the Cycle Friendly Employer Award, in 2007 Cycling Scotland developed a similar award to encourage the right facilities, incentives and encouragement to get children cycling to school. There are now over 190 Cycle Friendly School in Scotland covering 52,000 pupils.

7. TRAINING COURSES

Cycling Scotland quickly became the leading provider of cycle training courses in Scotland, offering courses to train instructors to deliver Bikeability Scotland, cycle ride leaders and courses for professionals using a bike a part of their job role such as police officers or park rangers. Over 5700 people have now been trained as instructors and leaders by Cycling Scotland, who have cascaded that training to over 80,000 people.

8. BIKE WEEK

Bike Week has been running since 1929 when it was started by the CTC, but in 2003 only around 100 events happened each year in Scotland. Cycling Scotland has worked to increase the number of events happening in Scotland by providing support to event organisers through seminars and workshops which provide advice on the benefits of Bike Week such as press and media support and free insurance, and also advising how to plan and organise event with advice from previous event organisers. Over 300 events took place in 2013, which accounted for 21% of events UK-wide, punching significantly above its weight for a country with 10% of the population.

9. MAKING CYCLING MAINSTREAM

One of the main findings from the first National Assessment was a desire from local authorities was for more cycling-specific professional development training, so the Making Cycling Mainstream (MCM) courses were introduced in 2005 to give guidance on a range of topics including planning and designing cycling infrastructure, carrying out cycle audits, stakeholder engagement and promoting and marketing cycling. Over 1000 people have been on an MCM course in Scotland.

10. GIVE ME CYCLE SPACE

In order to support children cycling to school, Cycling Scotland developed the Give Me Cycle Space campaign which has now been delivered in 25 local authority areas across Scotland. The campaign asks drivers to watch out for children cycling to school and give them plenty of space when passing. The 2012 campaign boosted cycling levels in the participating schools by 22%.



Mark Beaumont launching the Give Me Cycle Space campaign in Barrhead, 2010

3

CHIEF EXECUTIVE'S REPORT

Cycling Scotland Chief Executive Ian Aitken looks at the key developments over the last 12 months following the CAPS Progress Report.

In last year's annual report, my report focussed in on Cycling Scotland's CAPS Progress Report, which had just been published. The report was designed first and foremost to report back on the progress of the actions within CAPS, but we also took the opportunity to reflect on the current landscape for encouraging cycling and make several recommendations.

The three main recommendations Cycling Scotland made to Transport Scotland in the report were:

- **A need for greater leadership;**

To be encouraged by establishing an annual Cycling Summit between the Transport Minister and Local Authority Transport Convenors & Heads of Transportation, together with a requirement on Local Authorities to develop strategies and plans to deliver on the 10% target and incorporation of cycling into Single Outcome Agreements (SOAs).

- **A refresh of CAPS by the Scottish Government;**

To be started as soon as possible and to link outcomes to the funding and stakeholder commitments required to realistically achieve these outcomes, thus producing a fully-costed action plan for implementation with intermediate targets to 2020.

- **Increase funding for cycling;**

To take advantage of the wide ranging benefits of cycling as a preventative spending measure and incrementally increase the amount invested specifically on cycling and active travel to the equivalent of 10% of the transport budget by 2020. To engage with other Government budget areas that gain from the cross-cutting benefits cycling brings to health, education, environment, sport and tourism and for these budget areas to contribute to make up at least the equivalent of 10% of the transport budget. To ensure that when

transport schemes are appraised for return on funding, the full range of cycling's benefits are recognised in the Scottish Transport Appraisal Guidance (STAG).

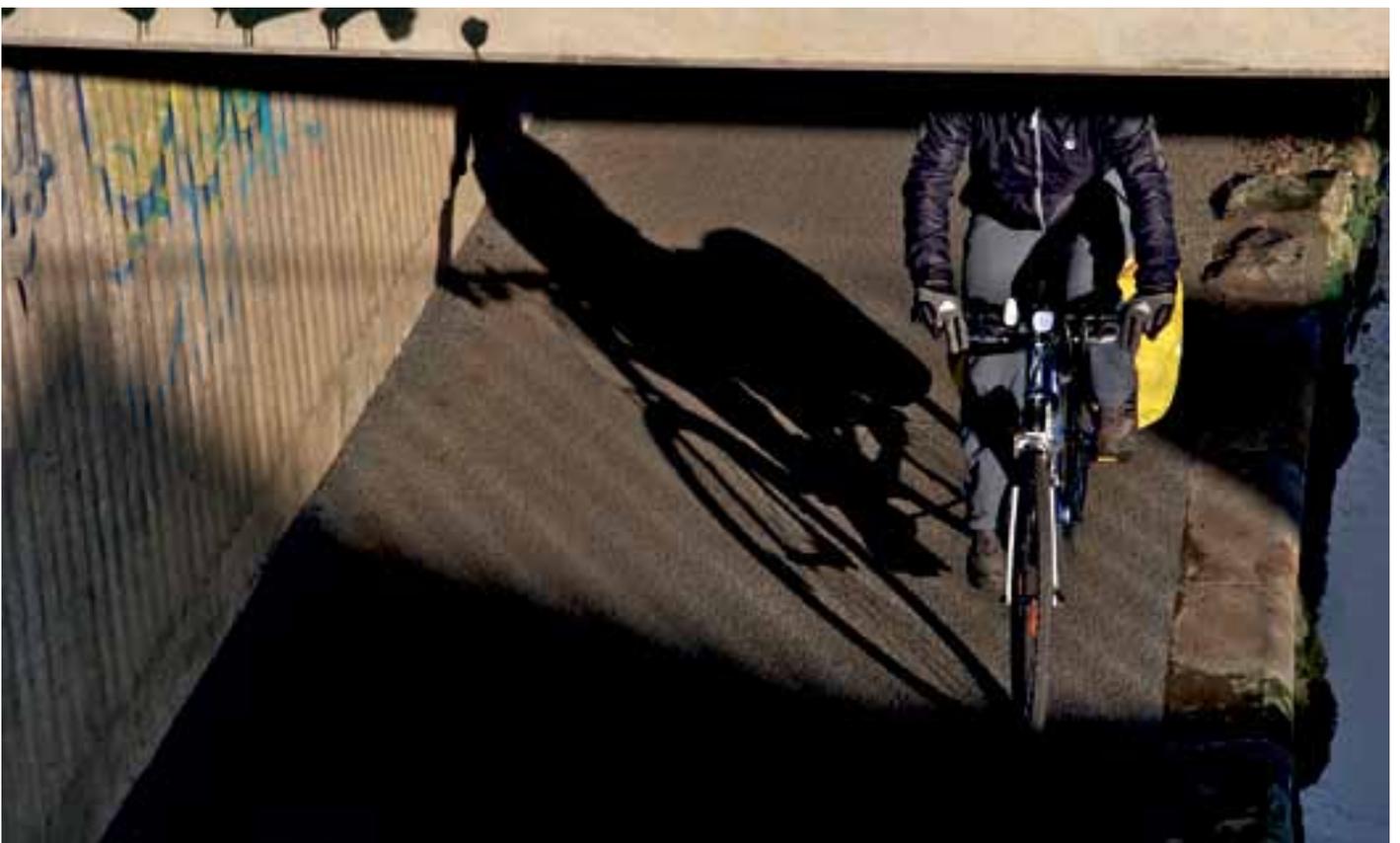
12 months on, there's plenty of progress to report back on for each of those recommendations. In terms of leadership, Cycling Scotland suggested that an annual cycling summit should take place between the Transport Minister and local authority transport convenors and heads of transport. This has been taken forward and the first meeting took place on 24th September this year. The summit was attended by elected members and senior transport officers from across the country, featured presentations from Keith Brown and a range of active travel partner organisations, and the summing up of the day concluded that a more inclusive approach to promoting cycling was needed, and the leadership coming from national government needs to be delivered in strong partnership with leadership from local authorities.

Our second recommendation for a refreshed CAPS was also taken forward, with a stakeholder consultation beginning at Cycling Scotland's annual conference in November 2012, and a refreshed CAPS published in June 2013. The refreshed CAPS included several new actions, including actions to develop a national programme of cycle training for adults, establishing the cycling summit between the Transport Minister and local authorities, improving integration with public transport and establishing more robust monitoring for cycling across a range of indicators. There is also a stronger emphasis on leadership from both national and local government and Regional Transport Partnerships and a new action for all 32 councils to introduce their own local cycling strategies to feed into CAPS. Strong partnership between local and national government is crucial to the delivery of cycling and I am pleased to see

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this new emphasis on local strategies as part of the new action plan, given that the majority of cycling infrastructure is planned and installed at a local level.

Cycling Scotland has just published its third National Assessment of Local Authority Cycling Policy, which provides a report on each council in Scotland's approach to cycling policy and delivery. The report shows there is far from a consistent approach across the country, with some councils leading the way by developing local cycling strategies and plans, building more ambitious infrastructure and allocating bigger budgets to cycling. But many councils have stayed largely in the same position as they were at the time of the 2008 assessment, remaining a long way from having a joined up, comprehensive and strategic approach to promoting cycling.

The new action in CAPS for all 32 local authorities to develop their own local cycling strategies is therefore very welcome, and I hope the feedback and recommendations from the National Assessment can help to shape and inspire local plans.

Our last recommendation was that funding for active travel should increase to 10% of the transport budget or equivalent by 2020 and there has been some positive movement in this area. An additional £20m has been announced for cycling infrastructure over the next two years, including funding for an exemplar project along Leith Walk in Edinburgh. This will provide a much needed boost to local authorities and is a positive sign that cycling is being considered as a higher priority.

To make the biggest impact with the funding available, we also need to see far stricter adherence to Scotland's existing design guidance Cycling by Design and Designing Streets to ensure the infrastructure that is built is of sufficient quality to make people feel safe. The public consultation for CAPS made clear that people want segregated facilities to make them feel safe, and want infrastructure that is coherent, continuous and forms a joined-up network. We have the guidance to produce infrastructure that is the equal of best practice around the world – it is just not always being used.

Finally, Cycling Scotland would like to see more of the enforcement measures

Cycling Scotland's Role in CAPS

Cycling Scotland has a role in 13 of the 19 actions in the refreshed Cycling Action Plan for Scotland 2013, and is the lead/joint lead for 10 actions and a supporting partner for 3 actions:

Action 2: Develop for each local authority area the strategic approach to supporting functional cycling. (supporting partner)

Action 3: Continue to promote a national training programme on cycling integration design and best practice to planners, designers and engineers. (lead)

Action 9: Develop and deliver a Mutual Respect Campaign for all road users, complementing the existing Give Me Cycle Space campaign aimed at drivers. (lead)

Action 10: Continue the roll-out of Bikeability Scotland training through schools, steadily expanding participation, particularly in on-road training. (lead)

Action 11: Develop adult cycle training resources, building on Bikeability Scotland, including an essential skills module as a pilot for potential roll-out nationwide. (lead)

Action 12: Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. (Joint lead with Sustrans)

Action 13: Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3. (Joint lead with Sustrans)

Action 14: Promote cycling for young people more broadly for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides. (supporting partner)

Action 15: Develop approaches to promoting access to bikes. (lead)

Action 16: Encourage all employers across all sectors to become Cycle Friendly. (joint lead with Healthy Working Lives and Sustrans)

Action 17: Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion. (supporting partner)

Action 18: Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation. (lead)

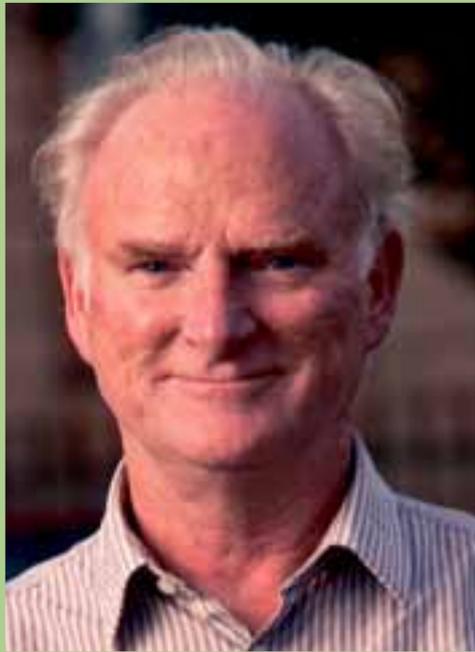
Action 19: Develop local monitoring, using data from local cycle counts and surveys etc, with support from key delivery bodies to develop a coordinated approach to data collection. (joint lead with LAs and Sustrans)

piloted by Police Scotland earlier this year. A week long initiative aimed at improving safety and awareness for vulnerable road users was run by Police Scotland in July this year, which featured a crackdown on driver behaviour which endangers more vulnerable road users such as cyclists and pedestrians. Enforcement is a vital part of the mix alongside engineering solutions and educational measures such as training and promotion, and a strong mix of these 'three E's' is essential to creating the safe environment for cycling that will lead to a significant increase in journeys by bike.

There has been a great deal of activity in the last 12 months that has left us in a potentially exciting position heading into 2014. With a newly refreshed CAPS and new funding announced, there is real positive momentum to push cycling forward. I look forward to working with all partners and stakeholders to ensure that the best possible outcome is achieved with the resources available, so we can prove that with political will and investment, we really can start moving toward being a nation of cyclists.

Ian Aitken
Chief Executive, Cycling Scotland

4 MEET THE BOARD



BILL WRIGHT

Chairman

Bill Wright is the chair of Cycling Scotland. Bill is a financial planner, a non-councillor member of TACTRAN and was a board member of Sustrans before joining the board of Cycling Scotland. Bill became Chairman in 2007.



BRIAN CURTIS MBE

Director

Brian Curtis has been active in cycle promotion for many years through the CTC, the Scottish Cycling Development Project and Cycling Scotland. Brian was formerly chair of Cycling Scotland and was awarded an MBE for his work in cycle promotion.



RONA GIBB

Director

Rona Gibb is the development manager at Paths For All, a partnership of more than twenty national organisations committed to promoting walking and cycling for health and the development of multi-use path networks in Scotland. Rona is currently on a secondment to the Scottish Government working on the National Walking Strategy.



MAUREEN KIDD

Director

Maureen Kidd has both a personal and professional interest in promoting cycling. She was previously the strategic lead for physical activity in NHS Health Scotland but is now building on her research interests by doing a PhD at the University of Glasgow, investigating the impact of the 2014 Commonwealth Games on young people living in the East End of Glasgow. She is a member of the World Health Organisation expert group on promoting physical activity in disadvantaged groups and a regular cyclist for active travel and recreation.



STUART KNOWLES

Director

Stuart Knowles was Senior Manager for Traffic and Transportation Services at Fife Council until his retirement. He is now pursuing his professional interests in sustainable transport including cycling development.



ALAN MALCOLM

Director

Alan Malcolm was Senior Depute Director of Land Services for Glasgow City Council until retirement and is an appointed member of SPT.



GORDON SEABRIGHT

Director

Gordon Seabright is Chief Executive of the CTC, the national cycling charity, and was formerly the Acting Director General of The Royal Horticultural Society and the Commercial Director of English Heritage.



KAREN FUREY

Observer - Transport Scotland

Karen is Cycling Policy Manager with the Sustainable Transport Team at Transport Scotland.



SANDY SCOTLAND

Director

Sandy Scotland has been involved in cycling promotion for many years as a member of Spokes and is an appointed member of the SEStran board.



JOHN LAUDER

Director

John Lauder is the Director of Sustrans Scotland, the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

CYCLING SCOTLAND MEMBERS

Access Forum Secretariat

Alan Malcolm

Bicycle Association of Great Britain

Bike Station Edinburgh

Bike Station Glasgow

Bike Week

Bill Wright

Brian Curtis

Challenge for Change

City of Edinburgh Council

Common Wheel

CTC (UK)

CTC Scotland

Cycle Nation

East Dunbartonshire Council

East Dunbartonshire Cycle Cooperative

First Scotrail

Forestry Commission Scotland

Forth Environment Link, Stirling Cycle Hub

Gareth George

Glenmore Lodge

HITRANS

Living Streets Scotland

Loch Lomond & Trossachs National Park Authority

Maureen Kidd

NESTRANS

Paths for all Partnership

Road Safety Scotland

Sandy Scotland

Scottish Cycling

Scottish Natural Heritage

SESTRans

Spokes

sportscotland

SPT

Stuart Knowles

Sustrans Scotland

SYHA Hostelling Scotland

The Bike Station

TRANSform Scotland

VisitScotland

5

MEET THE STAFF TEAM



IAN AITKEN

Chief Executive

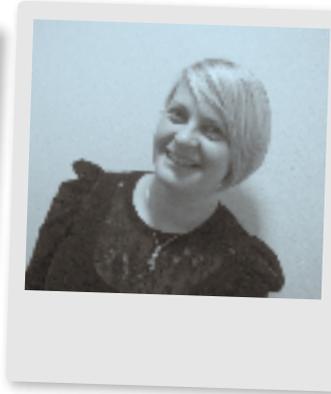
Ian Aitken has been with Cycling Scotland since 2004, starting out as Company Secretary before becoming Marketing Manager in 2005 and then becoming Chief Executive of the organisation in 2009. Ian chairs the Cycling Action Plan Delivery Forum, is a Director of the Bike Week Board and is Chair of the Bikeability Scotland Delivery Group.



ANDREW PANKHURST

Senior Communications Officer

Andrew Pankhurst manages all of the PR and Communications projects for Cycling Scotland, including the Give Me Cycle Space Campaign, freshno Pedal for Scotland and Bike Week.



VICKY TIBBITT

Communications Officer

Vicky manages Cycling Scotland's communications campaigns such as Give Me Cycle Space and Nice Way Code, and assists with the delivery of the organisation's marketing, PR and events activities.



WILLIAM WRIGHT

Events and Communications Officer

William Wright helps to deliver Cycling Scotland's events work, including Bike Week and freshno Pedal for Scotland, and assists with the delivery of the organisation's marketing and PR activities.



NATHAN KACZMARSKI

Policy Officer

Nathan is responsible for a wide variety of projects including the National Assessment of Local Authorities Cycling Policy, the Cycling Scotland conference, responding to consultations and producing policy and briefing papers.



CHRISTOPHER JOHNSON

Senior Development Officer

Christopher Johnson manages the Bikeability Scotland, Cycle Friendly Employer, Cycle Friendly School and Cycle Friendly and Sustainable Communities programmes. Christopher also manages Cycling Scotland's suite of cycle training and instructor training programmes, and the Go Mountain Bike and Let's Ride schemes.



FIONA BRECKENRIDGE

Development Officer

Fiona supports the delivery of the Bikeability Scotland, Cycle Friendly Employer, Cycle Friendly School and Cycle Friendly and Sustainable Communities programmes. Fiona also supports the delivery of Cycling Scotland's suite of cycle training and instructor training programmes, and the Go Mountain Bike scheme.



GARY BELL

Development Officer

Gary supports the delivery of the Bikeability Scotland, Cycle Friendly Employer, Cycle Friendly School and Cycle Friendly and Sustainable Communities programmes. Gary also supports the delivery of Cycling Scotland's suite of cycle training and instructor training programmes.



MATT MACDONALD

Development Officer

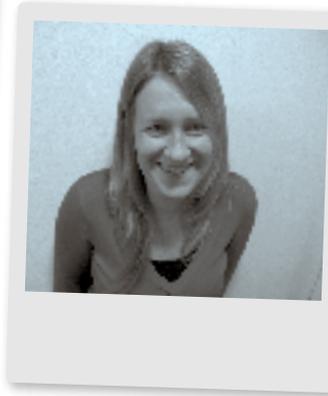
Matt supports the delivery of the Bikeability Scotland, Cycle Friendly Employer, Cycle Friendly School and Cycle Friendly and Sustainable Communities programmes. Matt also supports the delivery of Cycling Scotland's suite of cycle training and instructor training programmes, and the Let's Ride scheme.



SHONA MORRIS

Development Officer

Shona supports the delivery of the Cycle Friendly and Sustainable Communities Fund, Bikeability Scotland, Cycle Friendly Employer, and Cycle Friendly School programmes. Shona also supports the delivery of Cycling Scotland's suite of cycle training and instructor training programmes.



LINDA PETERS

Senior Finance Officer and Company Secretary

Linda is responsible for managing the organisation's finances and is also Cycling Scotland's company secretary.



DEBBIE WATSON

Finance Assistant

Debbie is responsible for looking after Cycling Scotland's finances.



CATHERINE CHRISTIE

Office Administrator

Catherine manages the Cycling Scotland office and assists with all of our projects and initiatives.



TRANSPORT PLANNING AND ENGINEERING:

PETER LESLIE

TP&E Senior Engineer

Peter Leslie manages TP&E (Transport Planning and Engineering), the social enterprise engineering consultancy whose profits go back to promoting cycling. TP&E have designed cycle routes and infrastructure projects for a wide range of Scottish local authorities.



CAMPBELL McCALL

Assistant Engineer

Campbell works alongside Peter Leslie to deliver sustainable transport engineering solutions with TP&E.



TOM A'HARA

Assistant Engineer

Tom works alongside Peter Leslie to deliver sustainable transport engineering solutions with TP&E.

BIKEABILITY SCOTLAND

Cycling Scotland is continuing to support an increase in the delivery of on-road cycle training for schoolchildren through the Bikeability Scotland programme.

Through increased funding from Transport Scotland, Cycling Scotland has made £380,000 available to local authorities to support an increase in the delivery of on-road training through the Support Plus scheme. 13 local authorities successfully applied for Support Plus funding in 2012-13, which has supported the training of 960 additional Cycle Training Assistants and Cycle Trainers and has resulted in 124 additional schools delivering training to 2000 additional pupils.

Cycling Scotland led the Scottish response to the consultation on the UK National Standards for Cycle Training, leading to a full consultation and refresh of the Level 2 Bikeability Scotland resource. Bikeability Scotland Level 1 has now been launched nationwide following an extended pilot in North Lanarkshire. The Level 3 resources are also in development, along with an updated Cycle Trainer resource to support instructors.

A video resource and updated website are also in production.

Key facts

37.6%

OF SCHOOLS DELIVERING ON-ROAD LEVEL 2 CYCLE TRAINING*

960
ADDITIONAL CYCLE TRAINERS AND CYCLE TRAINING ASSISTANTS TRAINED IN 2012-13

THE AMOUNT OF SCHOOLS PARTICIPATING HAS INCREASED BY 18% SINCE LAST YEAR

124
ADDITIONAL SCHOOLS AND 2,000
ADDITIONAL PUPILS DOING LEVEL 2 ON-ROAD THROUGH SUPPORT PLUS

75%
OF PARTICIPATING LOCAL AUTHORITIES DELIVER MULTI-LEVEL TRAINING

*IN THE 29 LOCAL AUTHORITIES DELIVERING BIKEABILITY SCOTLAND



FRESHNLO PEDAL FOR SCOTLAND

Freshnlo Pedal for Scotland had its most successful year ever in 2013, offering more rides and attracting more participants than ever before.

The annual 47 mile Glasgow to Edinburgh bike ride, which turned 15 years old this year, was joined by the gruelling 110 mile Sportive Ride and 3 shorter, traffic free Family Rides in Glasgow, Edinburgh and Aberdeen.

The Glasgow Family Ride offered a 4 mile traffic free route starting at the Sir Chris Hoy Velodrome, taking riders through the city to Glasgow Green and returning along the River Clyde. The ride was followed by a spectacular cycle show inside a sold-out Velodrome, with displays from professional Scottish track cyclists, Unit 23 BMX team, The Clan and stunt cycling legend Danny MacAskill.

The Edinburgh Family Ride gave participants the opportunity to cycle the last 9 miles of the Challenge Ride and the Aberdeen Family Ride provided a traffic free route along the Aberdeen esplanade.

12,049 riders took part across the 5 rides - the highest amount in the event's history and a 40% increase on the 2012 total.

The event also supported a brand new charity partner in 2013, with riders raising funds for the STV Appeal. The partnership with STV Appeal meant the event was advertised on TV for the first time and featured in an hour long TV show called The Big Challenge which followed STV Presenters taking part in the ride.

Key facts

12,049
RIDERS TOOK PART IN 2013

OVER

£105,000

WAS RAISED FOR THE STV APPEAL

38% OF CHALLENGE RIDERS AND 62% OF SPORTIVE RIDERS DID OVER 10 RIDES IN PREPARATION FOR THE EVENT

12% OF CHALLENGE RIDERS AND 29% OF SPORTIVE RIDERS DID OVER 30 RIDES IN PREPARATION FOR THE EVENT

18% OF CHALLENGE RIDERS AND 16% OF SPORTIVE RIDERS STARTED OR INCREASED THE FREQUENCY OF CYCLING FOR JOURNEYS THAT THEY WOULD HAVE OTHERWISE TAKEN BY ANOTHER MODE OF TRANSPORT

39% OF CHALLENGE RIDERS AND 45% OF SPORTIVE RIDERS TRAINED FOR THE EVENT BY CYCLING FOR JOURNEYS THAT THEY WOULD HAVE OTHERWISE TAKEN BY CAR

OVER
£1.45MILLION
RAISED FOR CHARITIES SINCE 1999

OVER

45,000

CAR TRIPS WERE REPLACED BY CYCLE TRIPS BY PEOPLE TRAINING FOR THE RIDE



Transport Minister Keith Brown, adventurer Mark Beaumont, actor Paul Brannigan and STV's Sean Batty and Raman Bhardwaj at the freshnlo Pedal for Scotland start line



Danny MacAskill meets his fans at a sold out velodrome for the freshnlo Pedal for Scotland Glasgow Family Ride

AWARENESS CAMPAIGNS

Cycling Scotland has delivered 2 campaigns this year calling on drivers to treat cyclists with care and respect.

The Give Me Cycle Space campaign was run from April to June to coincide with Bikeability Scotland training, and ran in 15 local authority areas, calling on drivers to look out for children cycling to school and give them plenty of space when overtaking. The campaign ran on TV, radio, press and outdoor formats, supported by branding at schools, visits from the Riderz stunt team, travel planning and mapping where available.

This was followed in July by a wider campaign called the Nice Way Code, asking drivers, cyclists and pedestrians to treat each other with greater respect on the roads. The Nice Way Code used TV ads, print and outdoor formats to ask drivers to pass cyclists carefully and slowly, leaving as much room as they'd give a car, avoid stopping in advance stop lines, and to take extra care to check for cyclists at junctions. The campaign also called on cyclists to avoid cycling on pavements and running red lights and highlighted the dangers of passing large vehicles. The Nice Way Code campaign is being evaluated and a report on its effect on attitudes and behaviour is due in late 2013.

Key facts

85% OF DRIVERS

SAID THE 2013 GIVE ME CYCLE SPACE CAMPAIGN WOULD MAKE THEM SLOW DOWN WHEN DRIVING NEAR SCHOOLS

92% OF DRIVERS

SAID THE 2013 GIVE ME CYCLE SPACE CAMPAIGN WOULD MAKE THEM MORE AWARE OF CHILDREN CYCLING TO SCHOOL

89% OF DRIVERS

SAID THE 2013 GIVE ME CYCLE SPACE CAMPAIGN WOULD MAKE THEM GIVE CHILDREN MORE SPACE WHEN PASSING

THE PARTICIPATING SCHOOLS IN THE 2012 GIVE ME CYCLE SPACE CAMPAIGN SAW AN AVERAGE INCREASE IN CYCLING LEVELS OF

22%

68%

OF PARENTS SAID THE 2013 GIVE ME CYCLE SPACE CAMPAIGN WOULD MAKE THEM MORE CONFIDENT ABOUT LETTING THEIR CHILDREN CYCLE TO SCHOOL

Mark Beaumont launches the Give Me Cycle Space campaign in April 2013 at St Benedicts Primary School Glasgow.



Riderz stunt shows ensure that children are motivated to cycle while the campaign is running



CYCLE FRIENDLY AWARDS

Cycling Scotland's Cycle Friendly Awards are a fantastic way of improving facilities for cyclists commuting to work or school. The award schemes give workplaces and schools guidance on best practice in providing facilities for cyclists and provide an incentive for them to put as many in place as possible.

A new award for secondary schools was launched in 2012, extending the scheme to a huge new audience. The awards continue to grow in popularity, with 35 new schools and 46 new employers added to the Cycle Friendly ranks in 2012/13.

Key facts

OVER 78,000 PEOPLE WORK IN A CYCLE FRIENDLY WORKPLACE - ABOUT 3% OF THE WORKING POPULATION

OVER 52,000 CHILDREN NOW ATTEND A CYCLE FRIENDLY SCHOOL

8.5% OF ALL PRIMARY SCHOOL CHILDREN ATTEND A CYCLE FRIENDLY SCHOOL

THERE ARE NOW **176** CYCLE FRIENDLY EMPLOYERS IN SCOTLAND

THERE ARE NOW **190** CYCLE FRIENDLY SCHOOLS IN SCOTLAND

Kyle Academy receiving the Cycle Friendly Secondary School Award



CYCLE FRIENDLY SCHOOL ROLL OF HONOUR

ABERDEEN CITY

Airyhall Primary
Charleston Primary
Manor Park Primary
Hazlehead Primary
Kingsford Primary
Fernielea Primary
Greenbrae Primary
Muirfield Primary
Cults Primary

ABERDEENSHIRE

Hill of Banchory Primary
Newtonhill Primary
Strathdon Primary
Alford Primary
Buchanhaven Primary
Crombie Primary
Fishermoss Primary
Arduithie Primary
Burnhaven Primary
Laurencekirk Primary
Westhill Primary
Ballater Primary
Barthol Chapel Primary
Banchory Primary
Elrick Primary

ANGUS

Seaview Primary
Maisondieu Primary

ARGYLL AND BUTE

Achaleven Primary
Barcaldine Primary
St Mun's Primary

CITY OF EDINBURGH

Towerbank Primary
Pentland Primary
Oxgangs Primary
Davidson's Mains Primary
Rudolph Steiner School of Edinburgh
Craigour Park Primary
Sciennes Primary
Stenhouse Primary
Liberton High School
The Royal High School
Forrester High School

CLACKMANNANSHIRE

Banchory Primary

DUMFRIES & GALLOWAY

Lochside Primary
Locharbriggs Primary
Cargenbridge Primary
Nethermill Primary
Dalbeattie Primary
Gatehouse Primary
Eaglesfield Primary
Eastriggs Primary
Lincluden Primary

Leswalt Primary
Glenluce Primary
St. Ninian's Primary
Hottsbridge Primary
Heathhall Primary
Maxwelltown Secondary

DUNDEE

Craigie High School

EAST AYRSHIRE

Shortlees Primary
Crosshouse Primary
Dalrymple Primary
Loudoun Academy Secondary

EAST DUNBARTONSHIRE

St Matthew's Primary
Baldernock Primary
Westercladdens Primary
Woodhill Primary
Balmuildy Primary
Clober Primary
Castlehill Primary
St Helen's Primary
Auchinairn Primary
Lenzie Moss Primary
Oxgang Primary
Meadowburn Primary

EAST LOTHIAN

Dunbar Primary
Longniddry Primary
Haddington Infant School
WindyGoul Primary
Sanderson's Wynd Primary
East Linton Primary
Yester Primary
Ormiston Primary

EAST RENFREWSHIRE

Eaglesham Primary
Cross Arthurlie Primary
Mearns Primary
Springhill Primary
St John's Primary
Auchenback Primary
Neilston Primary
Kirkhill Primary

FALKIRK

Larbert Academy

FIFE

Kirkton of Largo Primary
Cairneyhill Primary
Culross Primary
Hill of Beath Primary
Park Road Primary
Pathead Primary
Wormit Primary
Inzievar Primary

GLASGOW

Swinton Primary

Shawlands Primary
Garrowhill Primary

HIGHLAND

Muirtown Primary
Kinmylies Primary

INVERCLYDE

Inverkip Primary
Gourock Primary
Lady Alice Primary
Ailemill Primary

MIDLOTHIAN

Rosewell Primary
Lasswade Primary
Cornbank Primary
Strathesk Primary
Paradykes Primary
St Mary's Primary
Gorebridge Primary
Bonnyrigg Primary
Saltersgate Primary
Sacred Heart Primary
Cuiken Primary School
Kings Park Primary
Beeslack Community High School
Penicuik High School

MORAY

Hopeman Primary
New Elgin Primary
East End Primary
Kinloss Primary
Greenwards Primary
Portgordon Primary
Findochty Primary
Elgin Academy

NORTH AYRSHIRE

Moorpark Primary
Blacklands Primary
Ardeer Primary
St Bridget's Primary
Glengarnock Primary

NORTH LANARKSHIRE

Carnbroe Primary
St Andrew's Primary
Cumbernauld Primary
Kirk O'Shotts Primary
Clarkston Primary

ORKNEY

Papdale Primary

PERTH & KINROSS

Alyth Primary
Arngask Primary
Tulloch Primary
Royal School of Dunkeld
Pitlochry High
Goodyburn Primary

St John's RC Academy
Luncarty Primary
Fossoway Primary
Dunning Primary
Ratray Primary

RENFREWSHIRE

St Charles Primary
Inchinnan Primary

SCOTTISH BORDERS

St Ronan's Primary
Priorsford Primary

SHETLAND

Aith Junior High
South Ayrshire
Doonfoot Primary
Barassie Primary
Wellington Primary
Tarbolton Primary
St Patrick's Primary
Kyle Academy

SOUTH LANARKSHIRE

Tinto Primary
Blacklaw Primary
Halfmerke Primary
St Blane's Primary
Kirkland Park Primary
St Mary's Primary
St Charles Primary

STIRLING

St Ninians Primary
Callander Primary
Newton Primary
Doune Primary
Our Lady's RC Primary
Bridge of Allan Primary
Cowie Primary Primary

WEST DUNBARTONSHIRE

Christie Park Primary
Linnvale Primary
Dalreoch Primary
Knoxland Primary
Whitecrook Primary
Bonhill Primary

WESTERN ISLES

Bragar Primary
Shawbost Primary
Leverhulme Memorial Primary
Breasclete Primary
Sgoil An Taobh Siar
Uig Primary
Tong Primary
Shelbostbost Primary

CYCLE FRIENDLY EMPLOYER ROLL OF HONOUR

Aberdeen Council: Aberdeen Exhibition and Conference Centre
 Aberdeen Council: Kittybrewster Building
 Aberdeen Council: Marischal College
 Aberdeenshire Council: Woodhill House
 Adventure Aberdeen
 Aedas: Glasgow Office
 Aegon UK: Edinburgh Office
 Angus Council: Bruce House
 Angus Council: County Buildings
 Angus Council: Headquarters
 APS Group: Edinburgh Office
 Bangholm Outdoor Centre, Edinburgh
 Barrhead Centre, East Renfrewshire
 Benjamin Tindall Architects, Edinburgh
 Bike Trax, Edinburgh
 BNP Paribas: Glasgow Office
 British Geological Survey: Edinburgh Office
 Buro Happold: Edinburgh Office
 Buro Happold: Glasgow Office
 Cardonald College, Glasgow
 Centre for Ecology and Hydrology: Edinburgh
 Cisco Systems: Edinburgh Office
 City of Edinburgh Council: Psychological Services
 City of Edinburgh Council: Waverley Court
 City of Glasgow College
 City of Glasgow College
 City Parking (Glasgow) LLP, Cadogan Street Office
 Clackmannanshire Council: Greenfield
 Clackmannanshire Council: Kilncraigs
 Clackmannanshire Council: Lime Tree House
 Cycling Scotland, Glasgow
 Decathlon, Edinburgh
 Diageo: Glasgow

Diageo: Edinburgh
 Dumfries and Galloway College
 Dumfries and Galloway Council: Cargen Tower
 East Dunbartonshire Council: The Triangle
 East Dunbartonshire Council: Tom Johnstone House
 East Renfrewshire Council: Barrhead
 East Renfrewshire Council: Headquarters
 East Renfrewshire Council: Spiersbridge
 East Renfrewshire Council: Thornliebank Depot
 Ecodyn Ltd, Fife
 Edinburgh Airport
 Edinburgh Bicycle Cooperative: Dalmeny
 Edinburgh Bicycle Cooperative: Edinburgh
 Edinburgh Marriott Hotel
 Edinburgh Napier University
 Edinburgh University: Easter Bush Campus
 Energy Saving Trust - Changeworks, Edinburgh
 Falkirk Council: Abbotsford House
 Fallin Community Enterprises, Stirling
 Festivals Edinburgh
 Fife Council: Bankhead
 Fife Council: County Buildings
 Fife Council: Fife House
 Fife Council: New City House
 Fife Council: Rothesay House
 Fife Council: Town House, Kirkcaldy
 Forest Research, Roslin
 Forth Valley College: Alloa Campus
 Forth Valley College: Stirling Campus
 Gartnavel General Hospital, Glasgow
 Glasgow City Council: Exchange House
 Glasgow City Council: LES - Richmond Exchange

Glasgow Climbing Centre
 Glasgow Science Centre
 Glenmore Lodge, Aviemore
 Halcrow: Edinburgh
 Halcrow: Glasgow
 Halcrow: Inverness
 Hatstand Nelly, Aberdeen
 HEROtsc, Larbert
 Highland Council: Dingwall Office
 Highland Council: Diriebught Road Office
 Highland Council: Harbour Road Office
 Highland Council: Town House
 Highland Council: Kinmylies Building
 Historic Scotland: Edinburgh Office
 HMRC: Edinburgh Office
 HMRC: Glasgow Office
 HSBC Security Systems: Edinburgh
 Institute of Occupational Medicine, Edinburgh
 Integrated Environmental Solutions, Glasgow
 Jacobs UK Ltd: Glasgow Office
 Jewel and Esk College, Edinburgh
 JOBCENTREPLUS, Glasgow
 Leeboyd, Edinburgh
 Living Streets Scotland, Edinburgh
 Loch Lomond & The Trossachs National Park Boathouse, Balloch
 Loch Lomond & The Trossachs National Park HQ, Ballcoch
 Low Port Centre, Linlithgow
 Malcolm Fraser Architects, Edinburgh
 Marketing Concepts, Edinburgh
 Muirhouse Youth Development Group/My Adventure, Edinburgh
 National Library of Scotland, Edinburgh
 NATS, Prestwick

NHS Ayrshire & Arran: Ayr Hospital
 NHS Education for Scotland, Haymarket
 NHS Fife: Glenrothes Hospital
 NHS Fife: Lynebank Hospital
 NHS Fife: Queen Margaret Hospital
 NHS Fife: St. Andrews Community Hospital
 NHS Fife: Stratheden Hospital
 NHS Fife: Victoria Hospital
 NHS National Services Scotland: Anderson House
 NHS National Services Scotland: Gyle Square
 NHS National Services Scotland: Meridian Court
 North Ayrshire Council: Perceton House
 Ochil View Housing Association, Alloa
 Outfit Moray/Bike Revolution, Lossiemouth
 Paths for All, Alloa
 Pelamis, Edinburgh
 Pricewaterhouse Coopers LLP: Edinburgh Office
 Queen Margaret University, Edinburgh
 Queens Cross Housing Association, Glasgow
 Royal Commission on the Ancient and Historical Monuments of Scotland, Edinburgh
 Repower UK Ltd, Edinburgh
 RNIB: Edinburgh Office
 Royal Botanic Gardens, Edinburgh
 RSPB Scotland HQ, Edinburgh
 Scottish Agricultural College, Edinburgh
 Sandisk Scotland Ltd, Edinburgh
 Science and Advice for Scottish Agriculture, Edinburgh
 Scottish Gas: Edinburgh Office



Scottish Government:
Victoria Quay

Scottish Government:
Atlantic Quay

Scottish Government:
Saughton House

Scottish Government:
St Andrews House

Scottish Health Service
Centre, Edinburgh

Scottish Wildlife Trust:
Harbourside House

Scottish Wildlife Trust:
Cramond House

SeeByte, Edinburgh

SESTrans, Edinburgh

Sgurr Energy, Glasgow

Sheraton Grand Hotel and
Spa, Edinburgh

Skills Development Scotland,
Edinburgh

South Ayrshire Council:
Burns House

South Ayrshire Council:
John Pollock Centre

South Ayrshire Council:
Newton House

South Lanarkshire Council:
Headquarters, Hamilton

Spire Murrayfield Hospital,
Edinburgh

SPT: Broomloan Depot,
Glasgow

SPT: Buchanan Bus Station,
Glasgow

SPT: Consort House, Glasgow

SQA: Dalkeith

SQA: Optima

State Street, Edinburgh

Stevenson College,
Edinburgh

Stirling Council: Municipal
Buildings

Stirling Council: Viewforth

Student Awards Agency

Scotland, Edinburgh

Sustrans Scotland, Edinburgh

Teleperformance, Airdrie

The Bike Station, Edinburgh

The Highland Council:
Headquarters Inverness

The Union Advertising
Agency, Edinburgh

Transport Scotland, Glasgow

Triathlon Scotland, Stirling

Uaine, Forfar

University of Dundee

University of Edinburgh:
Central Area

University of Edinburgh:
Kings Building

University of Edinburgh:
Chancellors Building

University of Edinburgh:
Queen's Medical Research
Institute

University of Glasgow:

BHF Cardiovascular
Research Centre

University of Glasgow:
Boyd Orr Building

University of Glasgow:
Davidson Building

University of Glasgow:
Fraser Building

University of Glasgow:
Library

University of Glasgow:
Sir Alwyn Williams Building

University of Glasgow:
St Andrew's Building

University of Glasgow:
Stevenson Building

University of Glasgow:
Wolfson Medical School

University of Stirling:
Stirling Campus

Velocity Café & Bicycle
Workshop, Inverness



TRANSPORT PLANNING AND ENGINEERING

Transport Planning and Engineering (TP&E) is Cycling Scotland's social enterprise consultancy, specialising in the design of cycling and sustainable travel infrastructure. TP&E is a unique organisation - an engineering consultancy that focuses solely on design solutions for cyclists and walkers. Routes are designed by cyclists, for cyclists, in line with worldwide best practice. All profits from TP&E are invested back in Cycling Scotland projects to encourage more people to cycle.

TP&E provide design services to a wide range of clients, including local authorities, national parks and other national organisations.

THE TP&E TEAM

TP&E has added to its workforce during the summer of 2013, with the addition of new staff member Tom A'Hara. Tom joins Cycling Scotland after 30 years as a civil engineer at Strathclyde Regional Council and Glasgow City Council.

The TP&E team consists of:



Peter Leslie - Engineering Manager
Peter has been Engineering Manager of TP&E since September 2007 and has worked

on all projects completed by TP&E. Peter's approach to delivering high quality engineering solutions includes promoting the use of recognised design standards for walking and cycling schemes and ensuring that all projects are focused on helping the client deliver behaviour change to increase active travel.

Peter Leslie is a member of the Institute of Highways and Transportation and founding member of Scottish Access

Technical Information Network (SATIN - www.satinonline.org) set up in 2009 to share good practice on active travel and outdoor access.

Through his work for Cycling Scotland he promotes good practice by hosting Making Cycling Mainstream courses on planning and designing for cyclists including site visits to the newly installed segregated cycle route in Glasgow.



Campbell McCall - Engineering Technician
Campbell McCall holds a Higher National Diploma in Architectural

Technology awarded by Glasgow Metropolitan College in 2007, where he received the CIAT Award for his work. Campbell has worked for TP&E since 2008 and carries out audits of walking and cycling networks, produces design drawings, consultation documents and tenders.



Tom A'Hara - Engineer
Tom A'Hara recently joined TP&E as a project engineer. Tom is an engineer with over 30 years' experience working for Glasgow

City Council (and former Strathclyde Regional Council). Tom A'Hara has been a member of the Chartered Institute of Civil Engineers since 1988. Tom has worked on several major landmark cycling projects in Scotland, including the Connect 2 Cycle Route in Glasgow including the 'Bridge to Nowhere' and segregated cycleways, the Cathkin Braes XX Commonwealth Games MTB circuit and legacy trails and Glasgow's Smarter Choices cycle route NCN75 to the Games Village.

KEY PROJECTS

TP&E has provided design services to 13 local authorities in Scotland, to Sustrans and to other public bodies including community groups. The work has provided Scotland with 105km of new cycle / shared-use routes. TP&E has reviewed, carried out feasibility studies and designed over 600km of potential routes and worked with Sustrans on sections of the NCN.

TP&E has delivered projects for a wide range of partners in the last 12 months:

PUBLIC SECTOR

SCOTTISH CANALS

TP&E has completed the review of the Lowlands Canal on behalf of Scottish Canals, covering 70km of path, to identify how the long distance routes can be improved to become an integral part of the active travel network in Scotland whilst establishing a Towpath Strategy for future investment. The strategy covers access control, improvement to the access and egress points onto the towpath, establishing a maintenance schedule and signage improvements.



TP&E are working with Scottish Canals to increase the use of the Lowlands Towpath for active travel



TP&E reviewing path options in St Fillans

COMMUNITY GROUPS

TOWARDS ZERO CARBON BUTE

TP&E is working with Towards Zero Carbon Bute to develop mapping and signage to encourage greater use of active travel on the island, and assisting with public consultation on infrastructure through events and pilot projects.

ST FILLANS PATH GROUP

TP&E has completed a design study to allow the two communities of St Fillans and Lochearnhead to be linked along a dismantled railway line, which includes the replacement of a missing bridge. TP&E has provided a design report which includes solutions/surveys to issues along the route. This aided the

community in gaining funding for the installation of the bridge which TP&E is taking through to construction. An important aspect of the project was consultation with landowners and TP&E was successful in contacting all 20 owners and agreeing a course of action to allow the project to proceed.

LOCAL AUTHORITIES



TP&E reviewing cycle routes on Bute

ARGYLL AND BUTE COUNCIL

TP&E was employed as consultant to Argyll and Bute Council to provide the provision of professional services for cycling and walking infrastructure. Since 2009 the work has entailed reviewing 21 projects which would provide active travel routes in and around communities in the local authority area. The work involved completing funding submissions, consultation, community engagement, planning processes, designs, tender packages and the management of contractors on site.

8 CYCLING STATISTICS AND TRENDS

This section contains a collection of key cycling statistics and trends that Cycling Scotland utilises to monitor progress and opportunities to encourage more cycling. These statistics and trends primarily come from Scottish Government publications and datasets and are presented here in a manner that is relevant to the work of Cycling Scotland and its members.

If any members or partners do compile statistics that are not included below, but are relevant and could be of use and help enhance this section, please let us know and we will explore presenting these in the future in order to give an even fuller picture on cycling in Scotland.

CHILDREN AND YOUNG PEOPLE CYCLING IN SCOTLAND

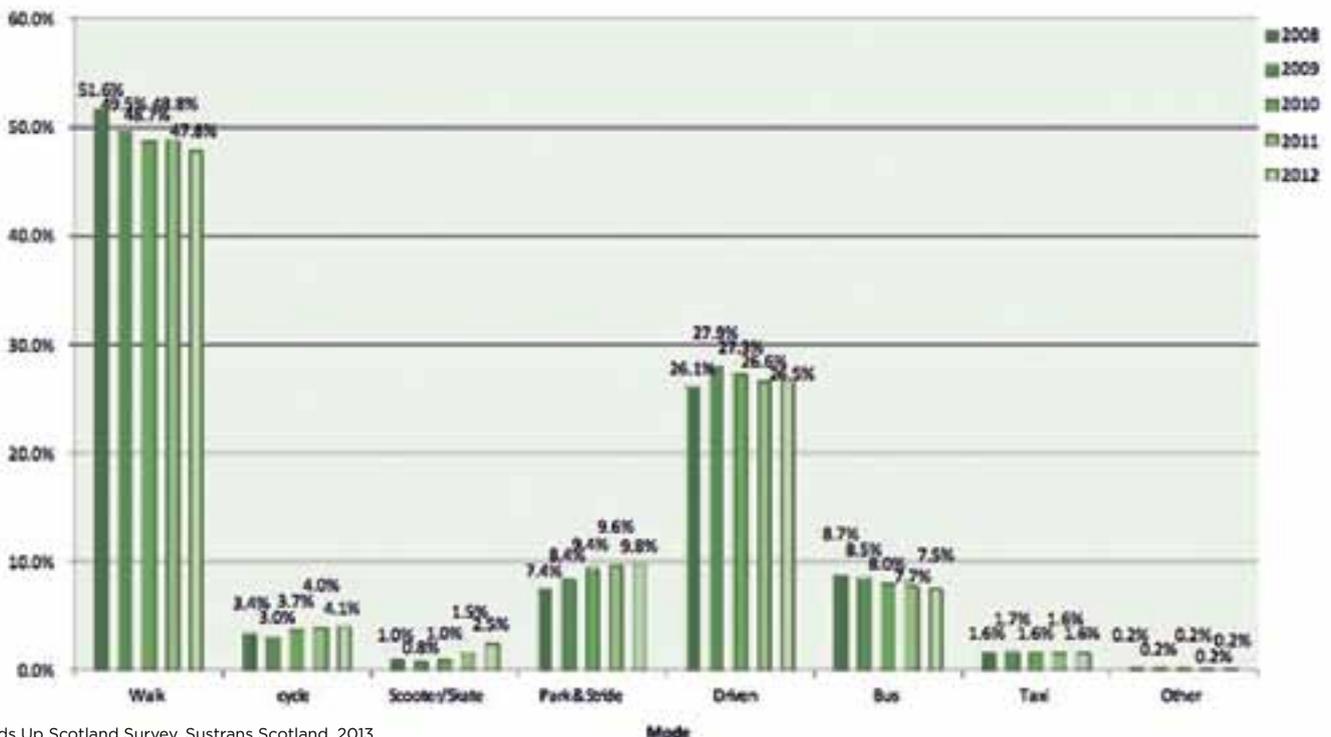
Encouraging more cycling amongst children and young people is key for much of Cycling Scotland's work, from Bikeability Scotland to Cycle Friendly Schools and the Give Me Cycle Space Campaign. The results from individual projects are detailed in the case studies earlier in the Annual Report, but this section highlights some key general statistics and data relating to trends in children and young people's cycling.

TRAVEL TO SCHOOL

The Hands Up Scotland Survey provides useful and much needed data about children and young people's travel patterns to and from school. As well as national level data, the Hands Up Scotland Survey also allows us to look at trends in travel to school at a local authority level.

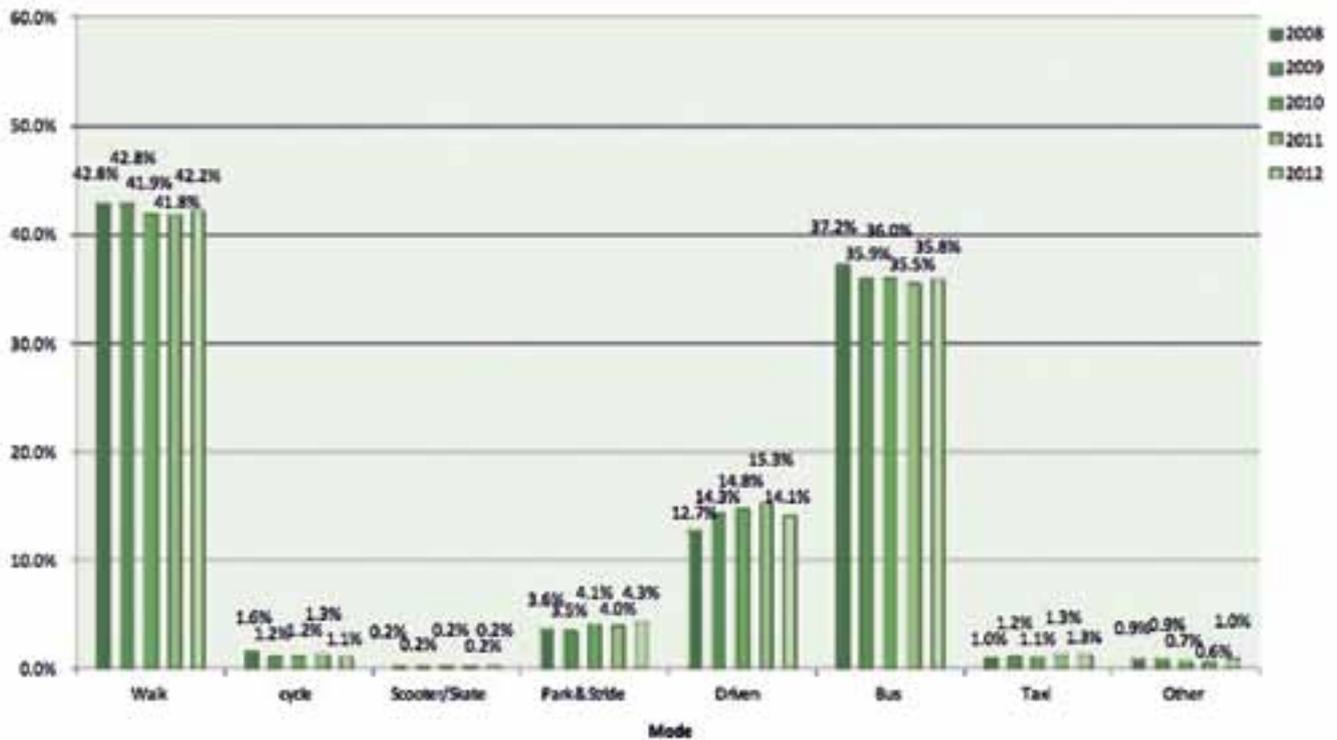
This year's Hands Up Scotland Survey showed that at a national level the overall proportion of primary school children cycling to school in 2012 at 4.1%, compared to 4.0% in 2011

HANDS UP SCOTLAND SURVEY - PRIMARY SCHOOLS



Hands Up Scotland Survey, Sustrans Scotland, 2013

HANDS UP SCOTLAND SURVEY - SECONDARY SCHOOLS

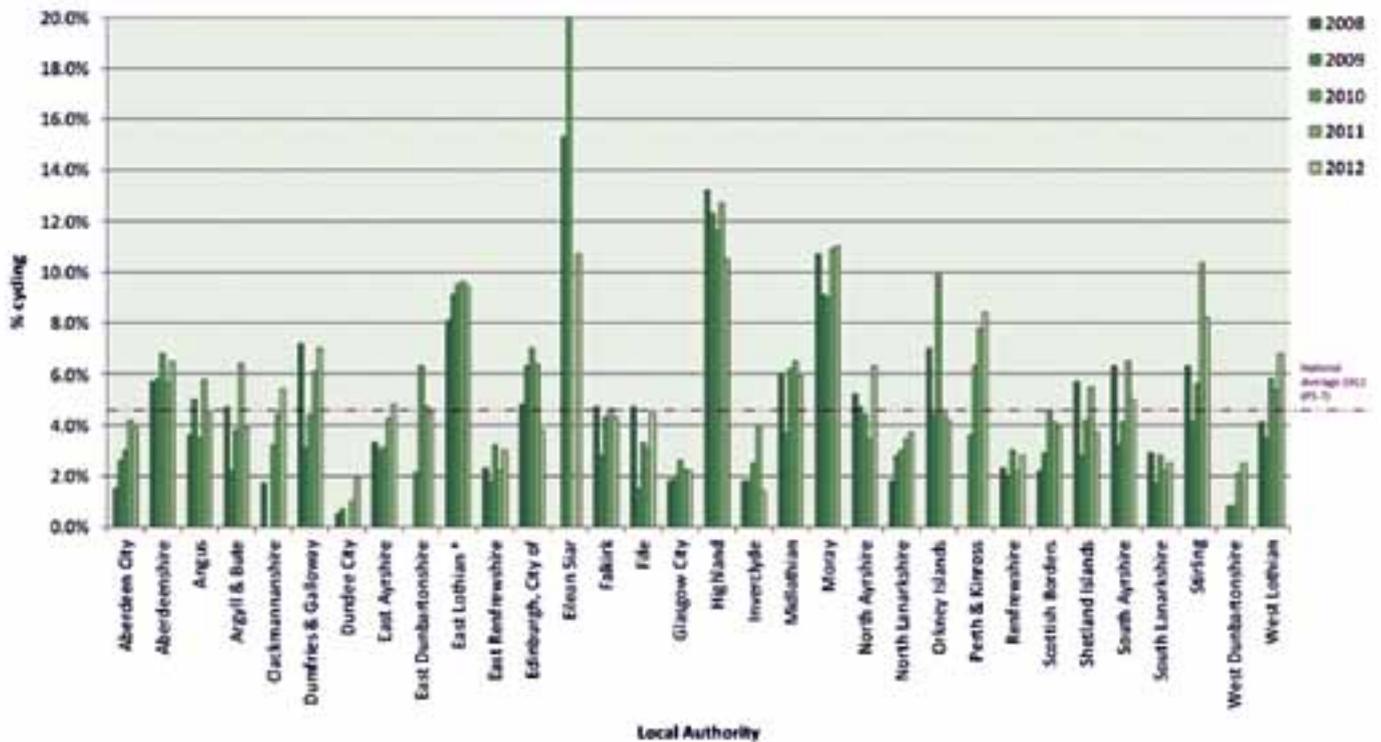


Hands Up Scotland Survey, Sustrans Scotland, 2013

Bikeability Scotland is the main intervention in place to help children learn the skills necessary to gain confidence to cycle to school. Bikeability Scotland's three levels of training are designed to be delivered to children in Primary 5, 6 and 7.

The following chart shows the number of children cycling to school in the Primary 5, 6 and 7 school years in each local authority.

HANDS UP SCOTLAND SURVEY - P5-7 CYCLING RESULTS



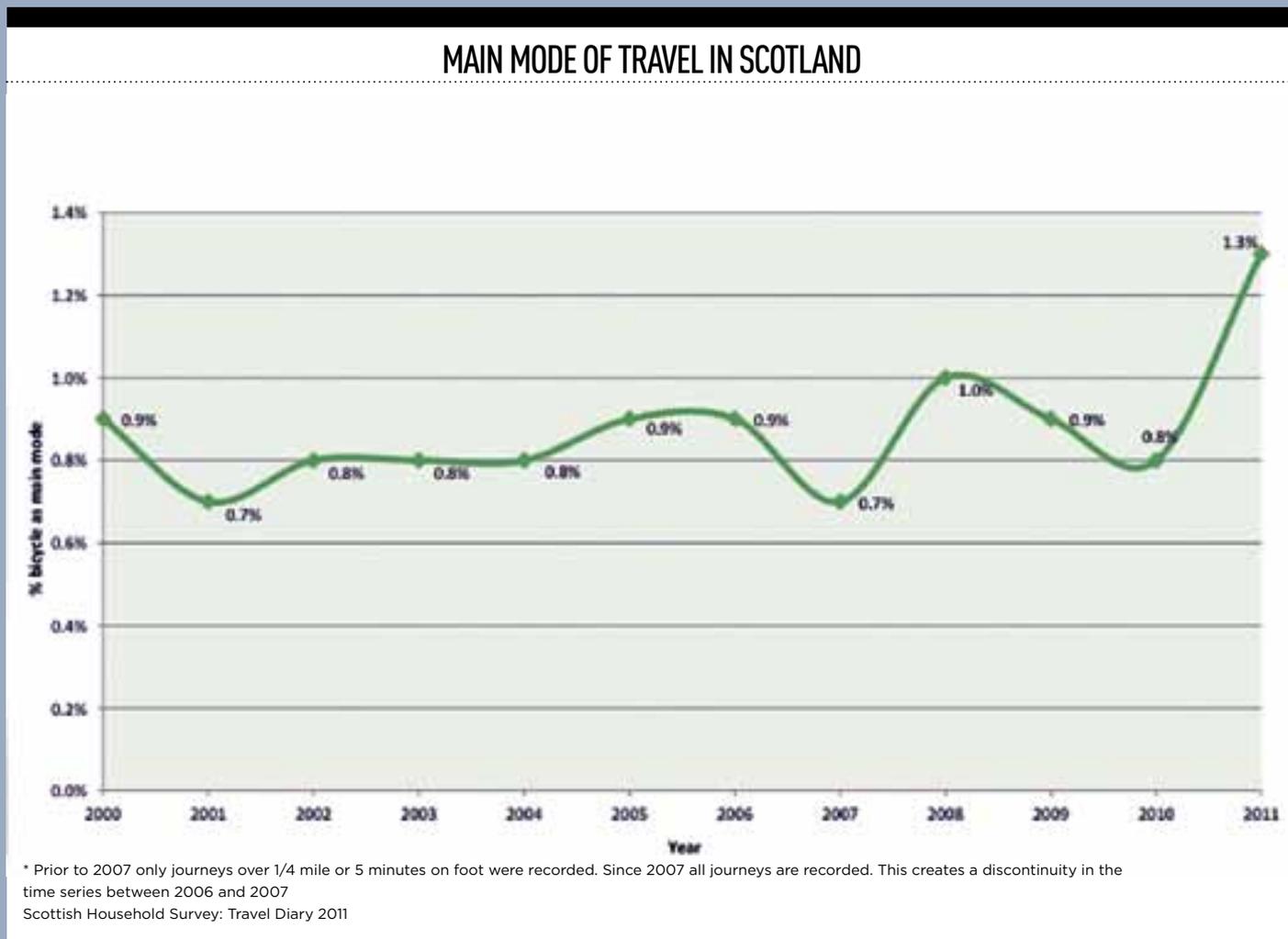
*Figures for East Lothian show whole school data. Hands Up Scotland Survey, Sustrans Scotland, 2013

ADULTS CYCLING IN SCOTLAND

The following statistics provide an overview on how adults cycle in Scotland, whether it be for work or recreation. In addition, it is important not just to see how cycling trends have changed over time, but also to identify how what could stop us moving forward. Therefore, there are also some statistics that indicate why more people in Scotland are not cycling to work.

MODE SHARE IN SCOTLAND

The Scottish Household Survey Travel Diaries collect the 'Main Mode' for adult journeys in Scotland. The chart below shows the proportion of journeys where cycling is the main mode from 2000-2011.

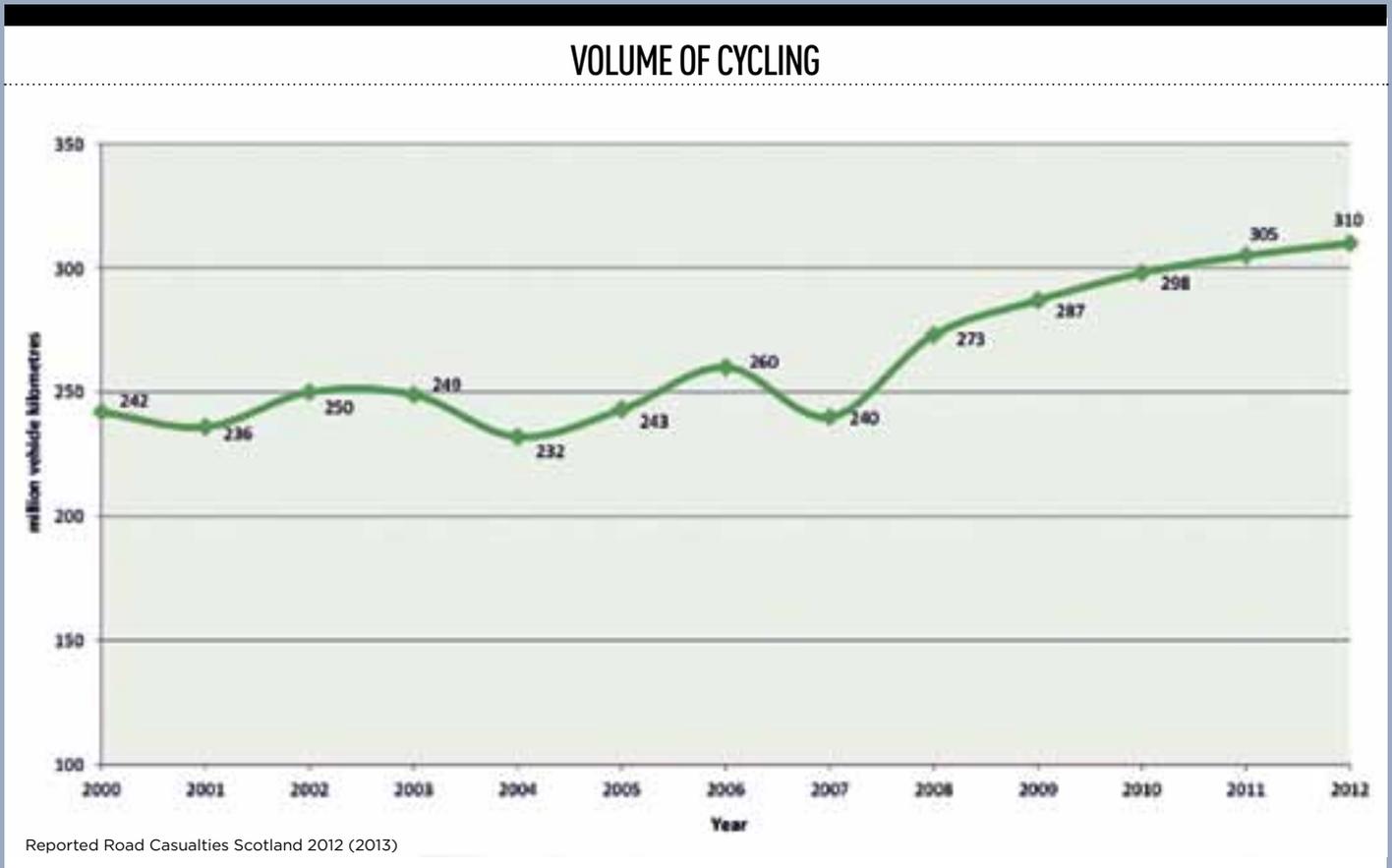


FUNDING FOR CYCLING

The Scottish Parliament Information Centre (SPICe) identified the funding analysis by Spokes, the Lothian Cycle Campaign, as "the most accurate and comprehensive guide to investment in cycling in Scotland." Spokes provides annual updates on funding for cycling and active travel and the most up-to-date analysis (October 2013) can be found in Bulletin 117, linked on their website: www.spokes.org.uk

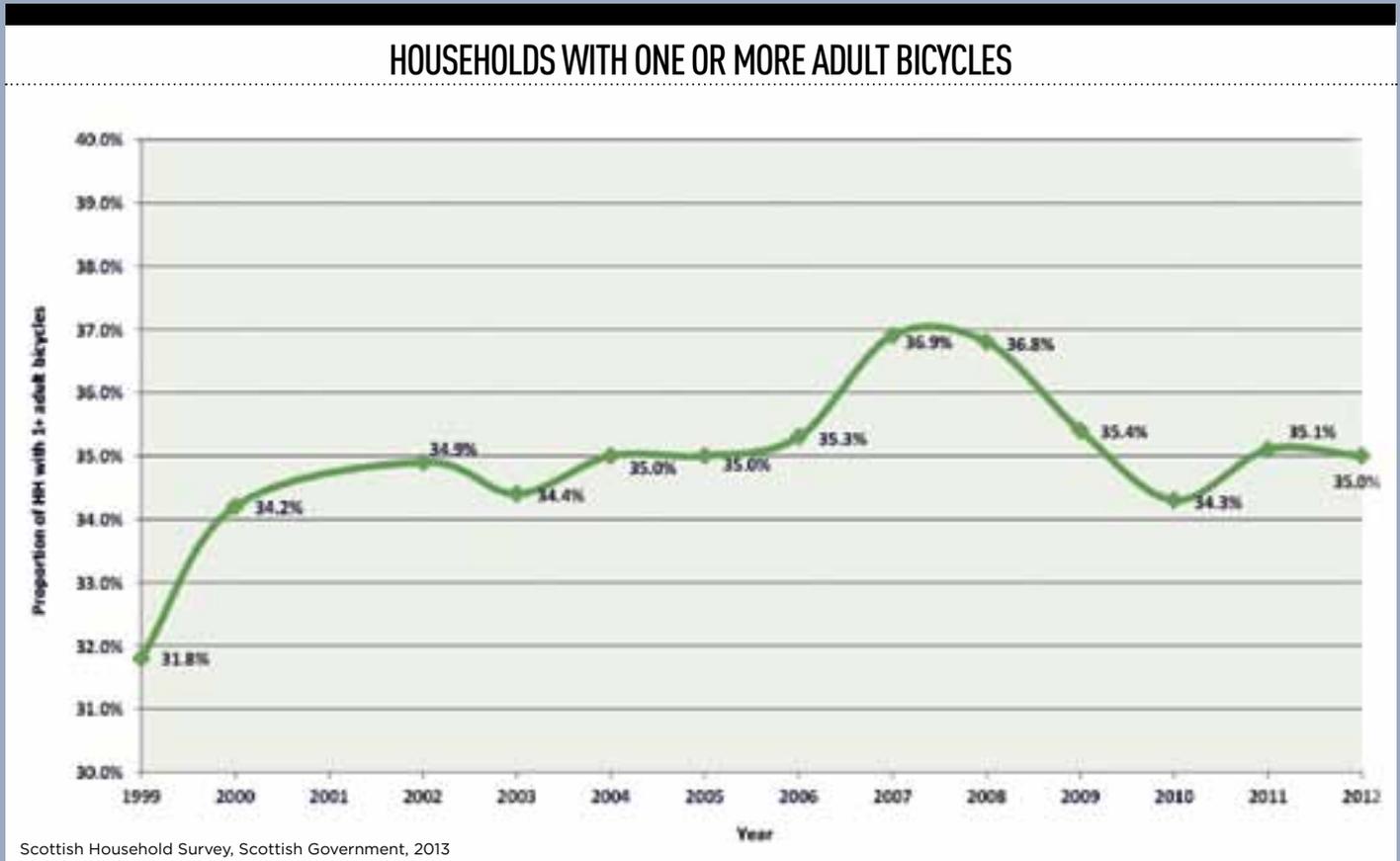
VOLUME OF CYCLING

The volume of cycling shows whether the amount of cycling is increasing in terms of kilometres travelled.



ACCESS TO BICYCLES

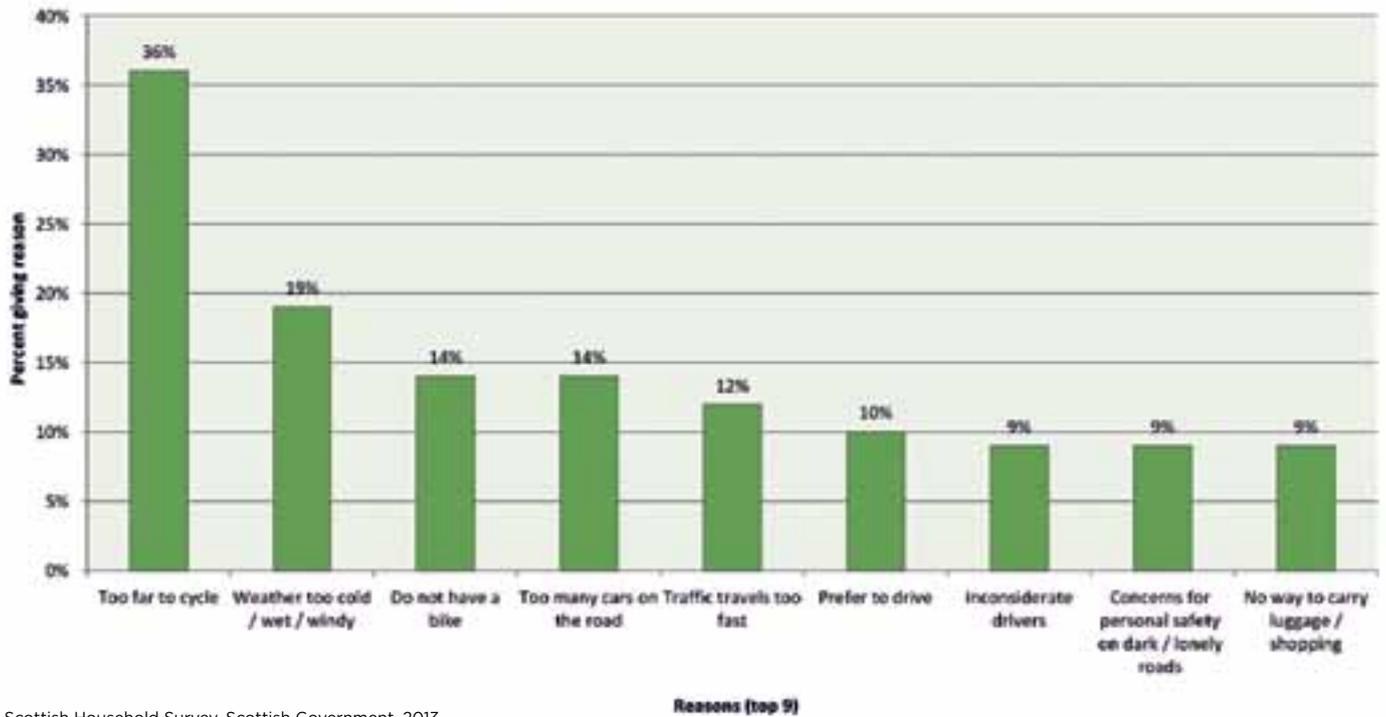
Scotland does not have huge bike hire systems like London or Paris; therefore, simply put: If people do not have a bike, they are unlikely to cycle. The following chart shows how bicycle ownership has changed over time in Scotland.



BARRIERS TO CYCLING TO WORK

Of course, if someone does not have access to a bicycle, they will not be able to cycle to work. However, a large proportion of those who have a bike still do not choose to cycle to work. The following chart shows top reasons why people in Scotland do not cycle to work.

REASONS WHY DO NOT CYCLE TO WORK

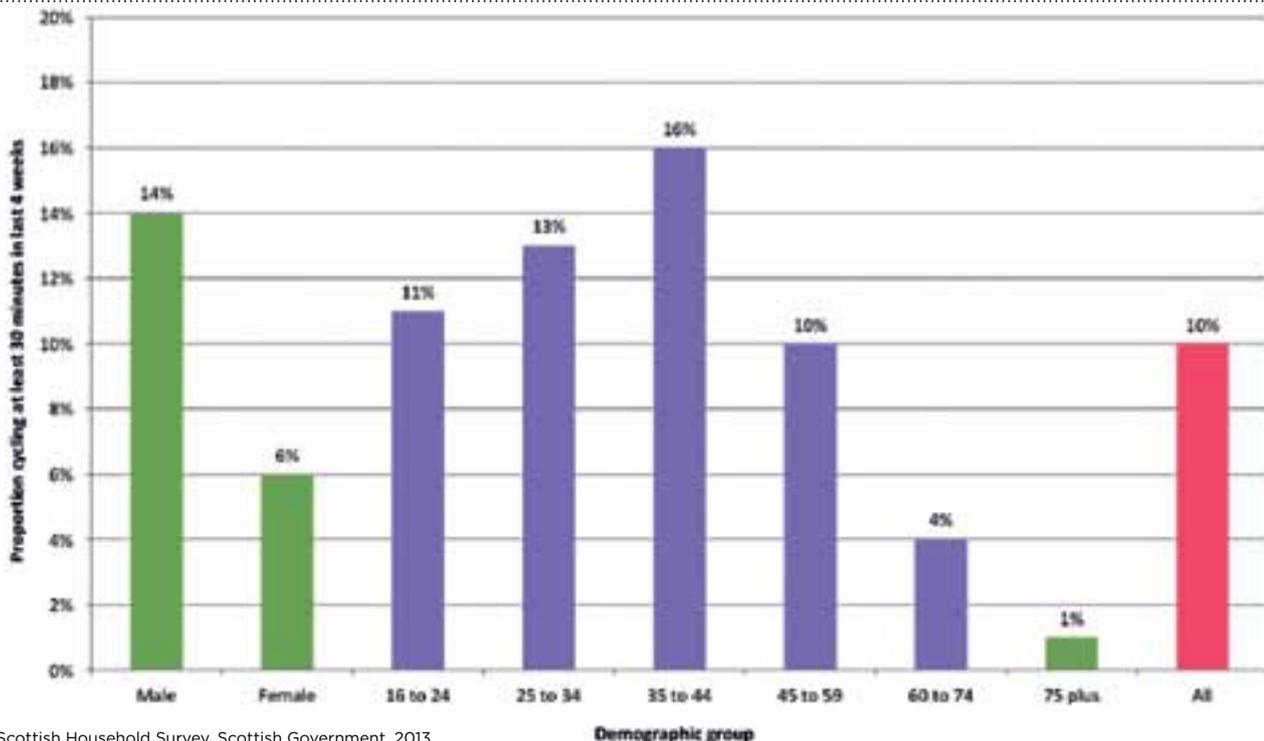


Scottish Household Survey, Scottish Government, 2013

CYCLING FOR LEISURE

As shown above, there are a number of households that have a bicycle, but do not choose to cycle to work or as a 'main mode' for their journeys. However, people often use their bikes for leisure and recreational purposes. The following chart shows that 10% of Scots have participated in cycling in the last four weeks, and breaks this down further demographically by gender and age.

PARTICIPATION IN CYCLING (IN THE LAST 4 WEEKS)

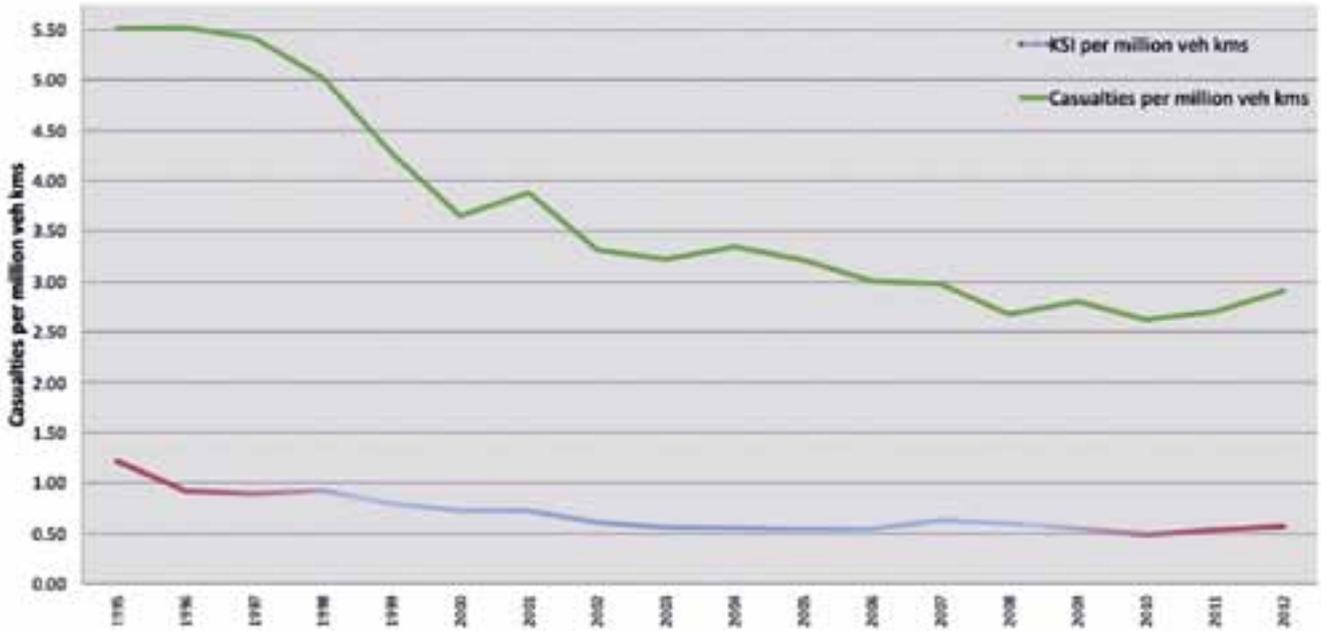


Scottish Household Survey, Scottish Government, 2013

ROAD SAFETY

One of the key barriers to cycling is concern over safety. The following charts show trends in pedal cycle casualties, including killed and seriously injured (KSI), in Scotland (overall and child specific). The KSI per million vehicle kilometre figure helps identify whether there are more KSIs due to more accidents involving cyclists or whether there is an increase in the amount of cycling that could be contributing towards any increase.

ADULT CYCLIST CASUALTY RATES – PER MILLION VEHICLE kms



Reported Road Casualties Scotland 2012 (2013)

The following chart shows child cycling casualties which have had a significant and consistent decline over the last 20 years.

CHILD CYCLIST KSIs



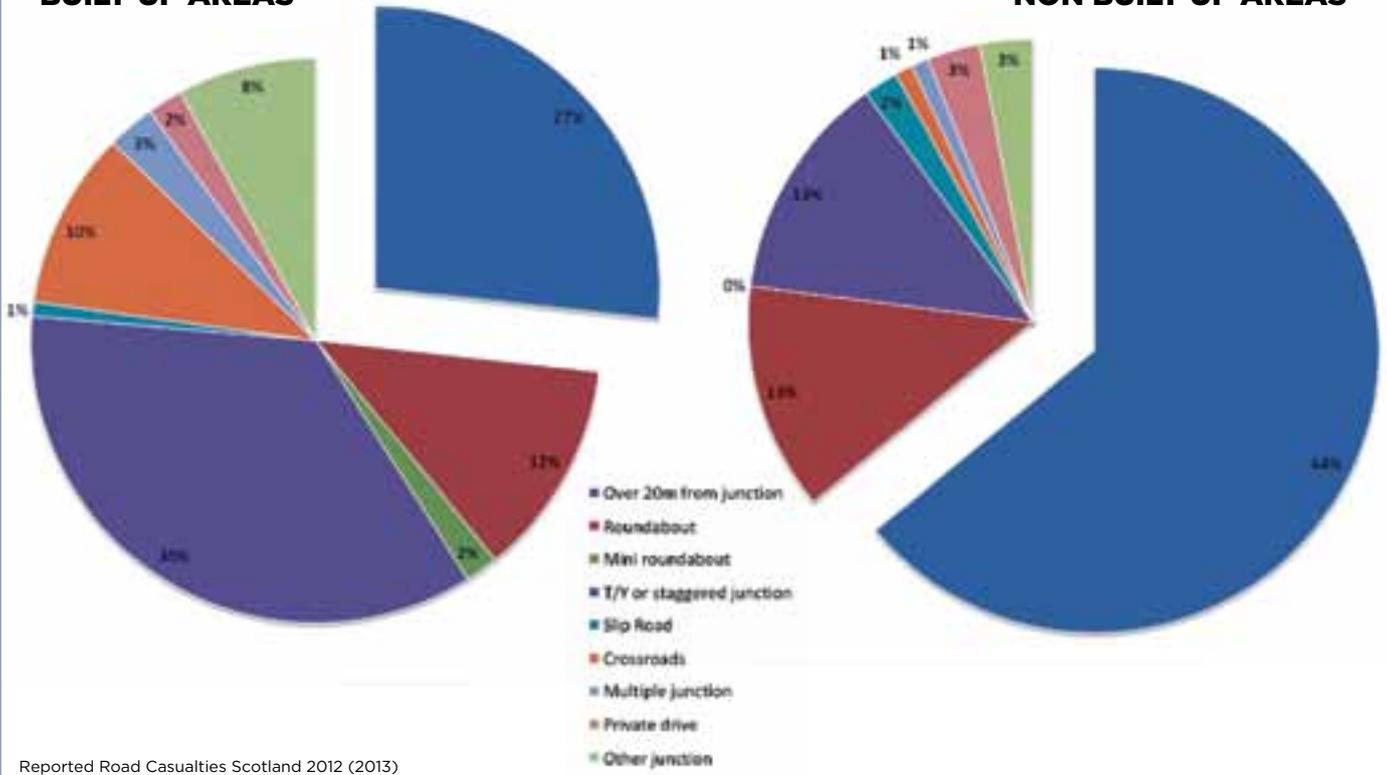
Reported Road Casualties Scotland 2012 (2013)

The following pie charts show where reported injury accidents involving pedal cyclists occur in Built-up and Non Built-up Areas. As can be seen, 63% of these occur within 20m of a junction in Built-up Areas, with 35% occurring at T/Y or staggered junctions. In Non Built-up Areas, reported injury accidents involving pedal cyclists are more likely to occur away from junctions, with 64% over 20m from a junction.

PEDAL CYCLE INVOLVED IN REPORTED INJURY ACCIDENTS BY LOCATION

BUILT-UP AREAS

NON BUILT-UP AREAS



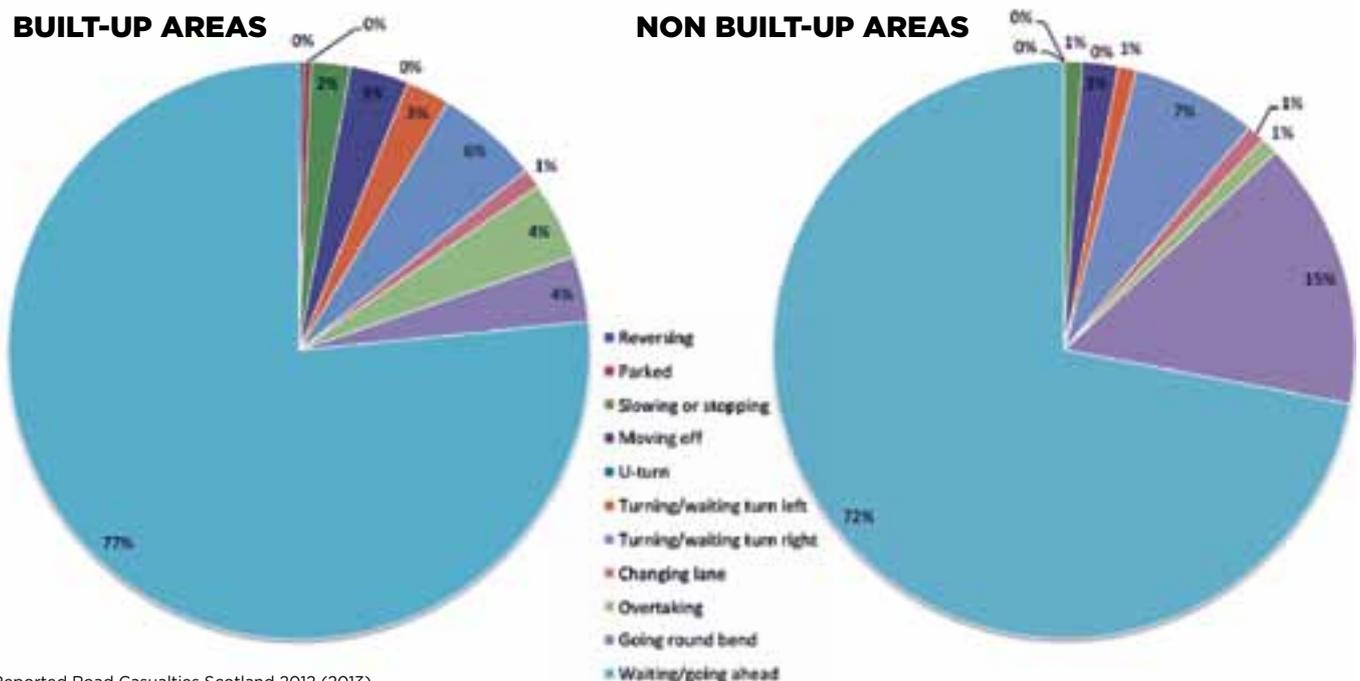
Reported Road Casualties Scotland 2012 (2013)

The following pie charts show the manoeuvre being undertaken in reported injury accidents involving pedal cyclists in Built-up and Non Built-up Areas. As can be seen, 77% of these occur when waiting/going ahead in Built-up Areas with other manoeuvres relatively evenly split. In Non Built-up Areas, reported injury accidents involving pedal cyclists by manoeuvre are also linked to waiting/going ahead, with 72%. However, in Non Built-up areas, it is also worth noting that 15% involve going around a bend.

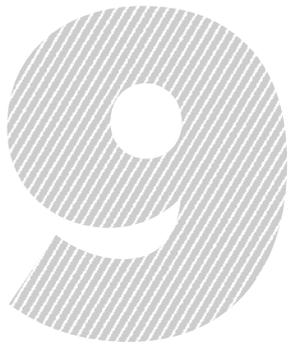
PEDAL CYCLE INVOLVED IN REPORTED INJURY ACCIDENTS BY MANOEUVRE

BUILT-UP AREAS

NON BUILT-UP AREAS



Reported Road Casualties Scotland 2012 (2013)



CYCLING SCOTLAND BUSINESS PLAN AND KPIs

Who we are and what we do

Cycling Scotland is a company limited by guarantee and registered charity, with a membership of stakeholders with an interest in cycle promotion. We are funded by Transport Scotland to bring cycling out from the fringes of everyday life and into the mainstream. We aim to establish cycling as an acceptable, attractive and practical lifestyle option.

Cycling Scotland was established in 2003 to take a national lead on the development of cycling as an everyday mainstream activity.

Since our inception, we have worked together with our partners and stakeholders to increase the number of people cycling and improve the environments they can do so in. We have worked to achieve this by having a strong strategic focus on our vision for **Scotland to be a nation of cyclists.**

Why Cycling Matters

Cycling can be a safe, convenient and practical way to get around our towns and cities and it can be an attractive, fun and healthy way for us to spend our leisure time. Cycling also has an important role to play in tackling some of the very real and serious problems facing Scottish society today, such as obesity, climate change, congestion, pollution, social exclusion and physical inactivity.

Why Cycling Scotland

There are a wide range of organisations involved in cycling in Scotland. Cycling

Scotland is uniquely placed amongst them to provide a national lead on cycling policy and practice. Through our embedded understanding, experience and skills we provide a knowledge hub for the sector and provide vision and direction for the promotion of cycling in Scotland.

We have a strong track record of partnership working; effectively and efficiently connecting the wide range of interests across the sector to produce outcomes greater than the sum of their parts.

We have a growing reputation for the quality, effectiveness and usability of our programmes, projects and publications.

Constitution, Structure and Staff

Cycling Scotland is constituted under the companies act and is a registered Scottish charity.

Cycling Scotland is governed by a board of directors with a wide range of professional and cycling experience. The operations of the organisation are managed by the Chief Executive. The team at Cycling Scotland is comprised of a core staff of 13 officers with extensive cycling, training, promotions, administrative and engineering experience.

Cycling Scotland is a membership organisation. At present there are 41 members; shown on page 7. The membership appoints Directors to the Board for a fixed term.

Transport Planning & Engineering

Transport Planning & Engineering is a sustainable transport consultancy that is a social enterprise, wholly owned by Cycling Scotland. It provides practical design construction management and strategic development and planning services to a broad range of clients. For further information, please visit www.tpande.org

Associations and Partnership

Cycling Scotland is represented in a wide range of partnerships across our programme areas. Many of our programmes will be taken forward in conjunction with stakeholders and key delivery partners. Our workstreams and projects have been developed in consultation with our key stakeholders and therefore compliment the work that these organisations carry out.

Cycling Scotland provides a facilitation role for many national partnership initiatives and is a member of several others. Below is a figure outlining some of these key partnership groups.

Figure 1: PARTNERSHIP WORKING

Cycling Scotland

Active Living	Education & Training	Communication & Events	Information and Guidance	Leisure Tourism & Access
Cycling and Young People Group (S)	Bikeability Scotland Delivery Group (S)	National Communications & PR Strategy Development (S)	Annual Ministerial Cycling Summit	Bike Events Scotland (S)
National Cycle Interests Group	UK Cycle Training Standards Board	Pedal for Scotland (S)	Cycling Action Plan for Scotland Delivery Forum (S)	Bike Week
Scotrail Cycle Forum		Walking, Cycling, Connecting Communities Conference	Scottish Access Technical Information Network (SATIN)	Developing Mountain Biking in Scotland (SMBDC)
			Scottish Parliament Cross Party Group on Cycling (S)	National Cycle Tourism Forum

(S) Groups in which Cycling Scotland is the secretariat

We will report annually on our progress and achievements in relation to the performance framework and how these relate to higher level outcomes.

Through these partnerships, Cycling Scotland is engaged with a broad range of other organisations from across policy fields and sectors, and representing a diverse range of interests.

The organisations Cycling Scotland engages with in partnership projects, forums and working groups are represented in the table below.

PARTNER ORGANISATIONS

Cycling Scotland Project Delivery Partners			
Bike Hub	CTC, Cyclists Touring Club	The Bike Station	Eco Schools
Forestry Commission Scotland	Education Scotland	Living Streets	MBLA (Mountain Bike Leaders Association)
Paths for All	Road Safety Scotland	Scottish Centre for Healthy Working Lives	Scottish Cycling
Scottish Local Authorities	Scottish Government	SNH (Scottish National Heritage)	STV
Sustrans	Transport Scotland	VisitScotland	Volunteer Development Scotland
Forum & Working Group Partners			
Scotland			
ADES (Association of Directors of Education Scotland)	Bike Club Consortium	COSLA	Environmental Association of Universities and Colleges (EAUC)
National Access Forum	NHS Health Scotland	Regional Transport Partnerships	SATIN
ScotRail	Scottish Countryside Access Network	Scottish Enterprise	Scottish Mountain Safety Forum
SCOTS (Society of Chief Officers of Transport Scotland)	sportscotland	Transform Scotland	
UK			
Welsh Assembly	The Department for Transport	Northern Ireland Assembly	Passenger Focus
RoSPA (Royal Society for the Prevention of Accidents)	Skills Active	Transport for London	British Cycling

VISIONS OBJECTIVES & AIMS

Our vision is for Scotland to be a nation of cyclists

Where people of all ages and abilities, from all walks of life, cycle more often. Enjoying better access to Scotland's towns, cities, villages and the outdoors. A nation of cycling-friendly communities and green spaces, where people feel safe on their bikes, and think of cycling as the best way to get around; to school or work, to college or the shops. Where the streets are bustling with people on bikes, easing congestion, reducing carbon emissions, and helping create a happier, healthier population.

Our Vision is supported by 5 Strategic Goals:

GOAL 1

Let everyone know about the role cycling can play in achieving a healthier, more sustainable and fairer Scotland

GOAL 2

Help promote better, greener public spaces where people of all ages and abilities can cycle safely

GOAL 3

Show that cycling is a great way to get around, giving people from all walks of life better access in Scotland's towns, cities and to the outdoors

GOAL 4

Show that cycling is a safe, effective and economical transport option that's better for the people of Scotland, and for their environment

GOAL 5

Celebrate and promote that there is a type of cycling for everyone; leisure, travel, tourism, sport and play

We are also fully committed to playing a central role in assisting Transport Scotland, its partners and stakeholders to achieve the vision set out in the Cycling Action Plan for Scotland

“By 2020, 10% of all journeys taken in Scotland will be by bike.”

As a mainly publicly funded organisation, we aim to provide the best possible value for money in everything we do. Our resources are focussed on a range of strategic priorities that evolve to reflect the Transport Scotland's priorities as circumstances change.

Corporate Plan

Our corporate plan for 2011-2016 set out our framework for delivery against our vision and goals. This plan builds on our recent work and is rooted in the belief that cycling can deliver multiple benefits for Scotland and its people. The corporate plan was produced in consultation with our member organisations. We have a clear vision that cycling can make a key contribution towards a successful Scotland.

Measures of Success

Cycling Scotland measures progress and achievements in a range of different ways. To do this in a systematic manner we have developed a performance framework with indicators

which will demonstrate how we contribute to outcomes at local and national levels. We will report annually on our progress and achievements in relation to the performance framework and how these relate to higher level outcomes.

How we will work

We will deliver against our vision and strategic goals through a series of Programme Areas. Each of these will contain Workstreams and Projects, which have been developed to form our annual business plan.

We have five Programme Areas

Active Living

Education & Training

Information & Guidance

Communication

Leisure, Tourism & Access

These will form the general themes with which we focus our specific work-streams and projects. Each project has its own project overview and will be reported on monthly against the performance framework.

The individual projects and the targets for them are specified in Appendix 1: Cycling Scotland's Performance Framework.

The performance framework is reviewed annually taking into consideration performance against our targets and future funding levels.

APPENDIX 1: CYCLING SCOTLAND PERFORMANCE FRAMEWORK

The following pages show Cycling Scotland's business plan up to 2015/16, and details the organisation's performance against KPIs for the financial year 2011/12.

FINAL 2012/13		Actual (Target)		Target		Target	
Projects	Description	KPI Number	KPI / Reporting Measure	2012/13	2013/14	2014/15	2015/16
ACTIVE LIVING CYCLING AND SCHOOLS							
403 Cycle Friendly Schools	<p>Cycle Friendly Schools is a programme that seeks to create a cycling culture within Scottish primary schools. The Award recognises schools that provide a good standard of infrastructure such as bike parking and lockers, national standard cycle training and promotions.</p>	1	Number of Cycle Friendly Schools (Cumulative)	567 (577)	222	267	312
				451.50 (35400)	44,400	53400	63400
508 Cycle to School Campaign	<p>A media campaign to get more children cycling to school by targeting parental attitudes about the safety of cycling. Cycle Friendly Zones around schools carry messaging for drivers to give children space and consideration.</p>	2	<p>Number of local authorities engaged in partnership</p> <p>Increase in Parent- Driver feelings on their children cycling to school on following exposure to the campaign (% increase "in favour")</p> <p>Post campaign level of agreement (Av. % support for statement across groups): This campaign will make me feel more confident about my child cycling to school</p>	15 (12)	12	6	6
				6 (16)	15	15	15

FINAL 2012/13		Actual (Target)	Target	Target	Target
Projects	Description	KPI Number	KPI / Reporting Measure	2012/13	2014/15
ACTIVE LIVING					
CYCLING AND SCHOOLS					
			Post campaign level of agreement (Av. % support for statement across groups): The campaign will make me give kids more space on the road when driving in cycle friendly zones	88 (95)	95
CYCLING AND WORK					
406 Cycle Friendly Employer	Cycle Friendly Employer is a programme that encourages active travel by commencing workplaces that provide facilities, incentives and encouragement for staff cycling to work.	3	Number of workplaces covered by the Award	146 (146)	226
			Number of employees covered by Award	73758 (65700)	83,700
		4	Number of Cycle Commuter courses delivered	15 (12)	16
	Cycle Commuter Courses designed to support Cycle Friendly Employers and give inexperienced cyclists confidence and skills in modern road conditions to make independent trips by bike.				18

FINAL 2012/13		Actual (Target)	Target	Target	Target
Projects	Description	KPI Number	KPI / Reporting Measure	2013/14	2014/15
ACTIVE LIVING					
COMMUNITY CYCLING					
409	Cycle Friendly Communities	5	Number of Projects Supported	14	14
	A project that supports local community cycling projects which are innovative, deliver health gain, support the community and encourage cycling by awarding grants of up to £5,000.		Percentage of case studies generated from projects funded	80%	80%
EDUCATION AND TRAINING					
WORKFORCE DEVELOPMENT					
411	Let's Ride	7	Number of local led ride programmes: Cumulative	15	15
	Partnership project to improve and increase access to cycling activities.		Number of trained Cycle Ride Leaders	100	100
439	Cycle Patrol	9	Numbers trained on Cycle Patrol	40	45
	A 2-day course for staff who could make extensive use of the bicycle to enhance their current patrol duties. Staff who may benefit from such training are Park Rangers/Warden, Path Rangers, Countryside Rangers or a separate but similar course is provided.			60	60

FINAL 2012/13

Projects

Description

KPI Number

KPI / Reporting Measure

Actual / Target

Target

Target

Target

EDUCATION AND TRAINING

WORKFORCE DEVELOPMENT

Multi-level training programme offered to school age children across Scotland. Aligns to the UK National Standard.

10

37.6% (34%)

37.0%

40%

45%

Percentage of Scottish primary schools delivering level 2 National Standard Training

Number of local authorities delivering multi-level National Standard Training.

11

22 (22)

23

25

27

Number of local authorities delivering multi-level National Standard Training.

421 Bikeability Scotland

12

216 (120)

120

120

120

Number of candidates achieving 4 day Cycle Trainer qualifications

Number of candidates achieving 1 day Cycle Training Assistant certificates

758 (750)

750

650

600

FINAL 2012/13		Actual (Target)	Target	Target	Target
Projects	Description	KPI / Reporting Measure	KPI Number	2013/13	2014/15
ACTIVE LIVING					
CYCLIST PROGRESSIONS					
407	Go Mountain Bike	Number of new accredited centres	13	46 (40)	40
	A mountain bike proficiency scheme that covers 4 themes and 5 levels of proficiency. Designed to give people the confidence and skills to make off-road journeys.				40
		Number of people trained on scheme (cumulative)		2079 (2,000)	4,000
				3,000	6,000
INFORMATION AND GUIDANCE					
MONITORING & EVALUATION					
201	National Assessment of Local Authority Cycling Policy	Cycling Scotland will conduct and publish the results of a national assessment of the cycling policy and practice of Scotland's local authorities	14	0 (1)	1
	The National Assessment is a qualitative assessment of local authority cycling policy. The purpose of the study is to encourage an organisational culture that ensures cycling becomes a realistic travel and leisure choice for the travelling public.				1
209	Monitoring and Developing Cycling in Scotland	Produce a report annually on a range of national indicators to inform the national picture of cycling participation	15	0	1
	An initiative to establish accurate baseline figures for cycling levels across Scotland.				1

FINAL 2012/13

Projects	Description	KPI Number	KPI / Reporting Measure	Actual (Target)	Target	Target
				2012/13	2013/14	2014/15

INFORMATION AND GUIDANCE

ENGINEERING GUIDANCE

320 Cycle Infrastructure Advice	Provide support and advice to local authorities and similar organisations in good practice for on and off road cycle infrastructure.	16	Cycling Scotland will provide a dedicated staff resource (recorded in hours) to provide technical guidance on on-road and off-road engineering	91 (90)	90	90
324 SATIN - Scottish Access Technical Information Network	A forum to exchange good practice, share, disseminate and share information between those delivering outdoor access and active travel infrastructure in Scotland.	17	Active members of SATIN Website	119 (100)	100	100

MAKING CYCLING MAINSTREAM (MCM)

422 Making Cycling Mainstream	Making Cycling Mainstream is a set of professional development workshops aimed principally at technical staff within local authorities and other agencies. These interactive courses delivered by a range of technical experts will give staff useful skills.	18	Number of attendees by practitioners at MCM workshops	76 (120)	240 (new NPI covering practitioners, students and demonstration site)	240 (covering practitioners, students and demonstration site)
			Number of attendees by Postgraduate Students at MCM workshops	144 (60)		

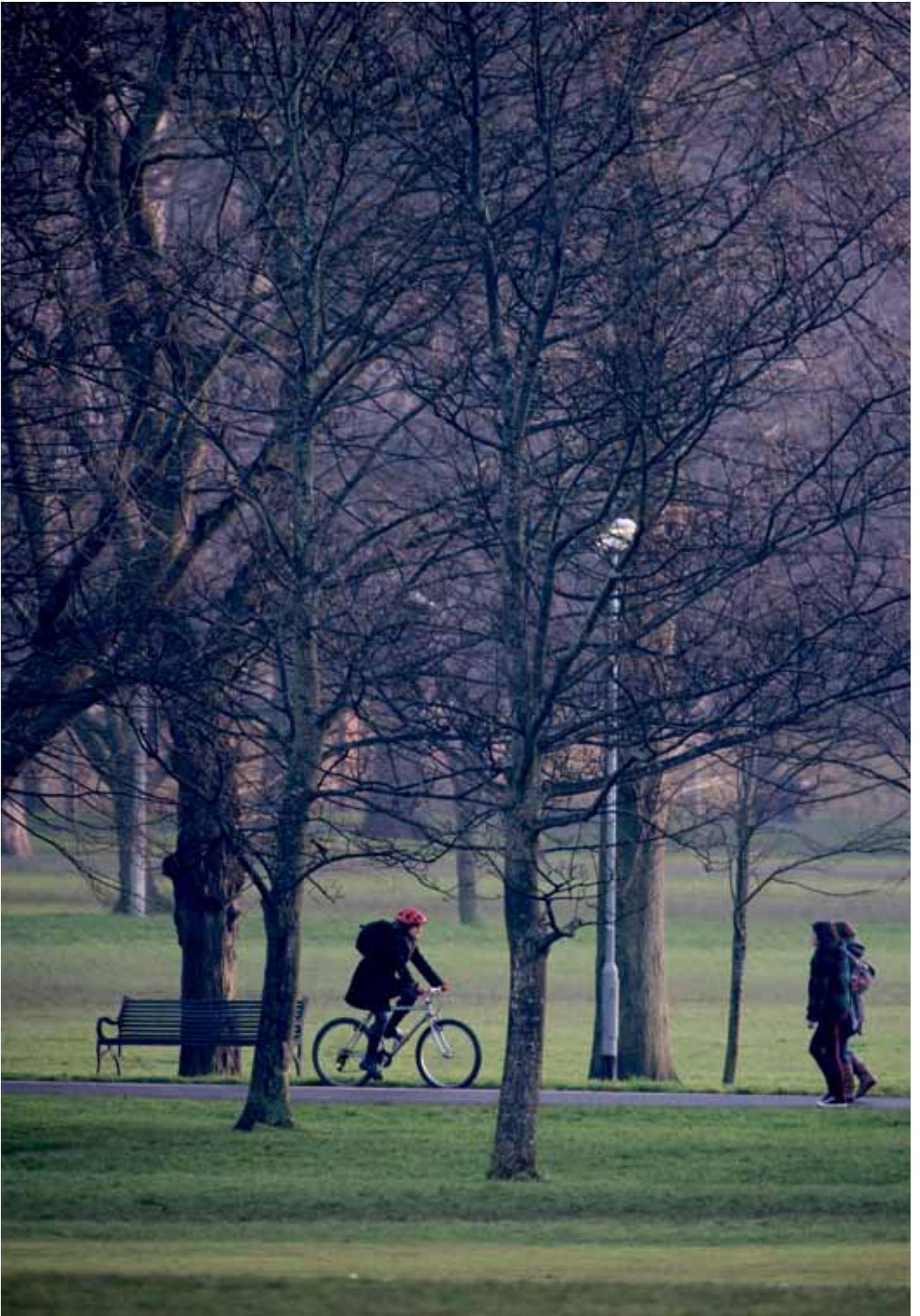
FINAL 2012/13						
Projects	Description	KPI Number	KPI / Reporting Measure	Actual / Target	Target	Target
ACTIVE LIVING						
MAKING CYCLING MAINSTREAM (MCM)						
	Providing training venues and demonstration projects showcasing good practice in active travel and shared use routes.	19	Number of practitioners attending MCM at demonstration site	78 (60)	2013/14	2015/16
COMMUNICATION						
EXTERNAL AND MEDIA RELATIONS						
	We will conduct communications and marketing activity to highlight the benefits of cycling. This will promote the many opportunities throughout the year to get involved in cycling events and activities. We have expanded the range of measures for this area.	20	Opportunities to see	43,740,124 (15,200,000)	15,900,000	16,600,000
510 Corporate Communications			Advertising value equivalent	£528,365 (£337,000)	£352,000	£367,000
			PR value	£1,615,099 (£1,010,000)	£1,065,000	£1,102,000
	The Cycling Scotland website provides an online resource for cyclists in Scotland to get information about cycling, to be signposted to other relevant websites, to get cycling news and to find cycling events to take part in.	21	Number of website hits	418,835 (280,000)	280,000	280,000
505 Online Activity						

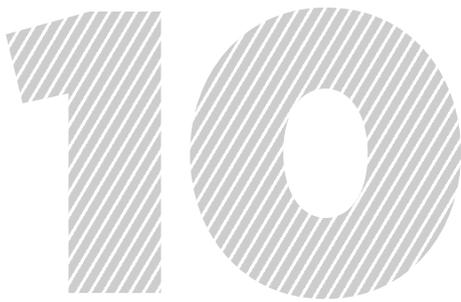
FINAL 2012/13		Actual (Target)	Target	Target	Target
Projects	Description	KPI / Reporting Measure	KPI Numerical	2012/13	2013/14
COMMUNICATION AND MEDIA RELATIONS					
EXTERNAL AND MEDIA RELATIONS					
504 Newsletter	We will produce print materials to provide news and updates on cycling in Scotland as well as the progress of our and our partners key initiatives.	Newsletter distribution figure	22	26,309 (25000)	25,000
CORPORATE COMMUNICATIONS					
219 Cycling Policy	We will produce position papers outlining the benefits that cycling can bring across key policy areas. We will contribute responses to consultations on key Scottish and Local Government Policies and Strategies.	Number of position papers and key consultation responses produced	23	3 policy briefing/position papers, 10 consultations responses, (2 policy briefing/position papers, 8 consultation responses)	2 policy briefing/position papers, 8 consultation responses
214 Cycling Scotland Conference	The Conference provides an opportunity to highlight and share best practice and innovation in cycling, promote work happening in Scotland and abroad and provide a networking opportunity for key stakeholder groups.	Number of conference delegates	24	185 (140)	140
CONFERENCE					
221 Active Travel Conference	Cycling Scotland is a key partner in this conference promoting the use of active travel alongside other key stakeholder groups.	Number of conference delegates to be set by consensus of project partners	25	120 (150)	Proposal to move to a series of workshops in partnership with Smarter Choices Smarter Places.
					Proposal to move to a series of workshops in partnership with Smarter Choices Smarter Places.

LEISURE, TOURISM AND ACCESS

EVENTS

	<p>The National Events Website provides all agencies in Scotland that post cycle events to the web with a central point to post event details, meaning users only need to look at one site instead of many. Cycling Scotland developed and hosts the site, adds</p>	<p>26</p>	<p>Number of cycling events listed</p>	<p>372 (360)</p>	<p>360</p>	<p>420</p>	<p>450</p>
<p>513 Blive Events Scotland</p>	<p>Blue Week is a UK-wide cycling festival made up of around 1500 events organised independently by a wide range of organisations including local authorities, charities and cycle/health promotion groups. Cycling Scotland promotes the event in Scotland.</p>	<p>27</p>	<p>Event organisers seminar delegate numbers *Directed by UK Bike Week and instigated by CS</p>	<p>92 (90)</p>	<p>90</p>	<p>90</p>	<p>90</p>
<p>544 Bike Week</p>		<p>28</p>	<p>Number of registered events</p>	<p>295 (280)</p>	<p>280</p>	<p>300</p>	<p>310</p>
<p>543 Pedal for Scotland</p>	<p>Pedal for Scotland is Scotland's biggest mass-participation bike ride. There a number of different levels of ride to allow cyclists of all abilities to take part. The event demonstrates the significant distances that can be achieved by bike in a short time.</p>	<p>29</p>	<p>Bike Week event participants *This figure is based on estimates from individual event organisers</p> <p>Number of event participants</p>	<p>64,000 (51,000)</p> <p>8479 (13,000)</p>	<p>52,000</p> <p>13,200</p>	<p>53,000</p> <p>13,000</p>	<p>54,000</p> <p>14,000</p>
<p>583 Respect Campaign</p>	<p>Cycling Scotland will run a media campaign to encourage greater mutual respect between road users.</p>	<p>30</p>	<p>Deliver respect Campaign annually</p>	<p>1</p>	<p>1</p>	<p>1</p>	<p>1</p>





CAPS 2013 ACTION TABLE

THE CAPS REFRESH EXERCISE

In November 2012, a progress report on CAPS delivery was published by Cycling Scotland, with recommendations on the way forward for Scottish Government, local authorities and other key stakeholders. The three main recommendations were:

- a refresh of CAPS, led by the Scottish Government;
- greater leadership at national and local levels; and
- an increase in funding for cycling projects, with contributions from a range of budget areas.

The second and third recommendations come together through recognition of the potential increased cycling participation has to support the preventative spend agenda, i.e., acknowledging the wide range of benefits for local communities such as in relation to increased physical activity and better health and wellbeing, air quality improvements, better social inclusion and the economic benefits that recreational and tourist cycling brings. In the Resourcing section below, we discuss the contributions that might be made by other policy areas to help support delivery of the CAPS vision as part of work to achieve their own specific aims.

THE DEVELOPMENT OF CAPS 2013

In December 2012, to initiate the refresh exercise, Transport Scotland invited a wide range of key stakeholders to give their views on how the CAPS might develop in the wake of experience to date, including priorities for action, roles, resourcing opportunities, and monitoring requirements. A list of respondents is at Annex D. The recommendations from Cycling Scotland and the contributions received from stakeholders have, where possible, been taken into account in drafting this updated document, in particular, the broad

consensus that bold leadership at all levels and partnership across a wide range of delivery bodies is required to achieve our shared vision. Key points emerging from the 46 responses were:

- a general satisfaction with the original CAPS action points;
- continuing emphasis on the need for leadership by both Scottish Government and local authorities;
- whilst recognising the importance of recreational and sport cycling, general support for CAPS having a strong focus on functional cycling;

and a desire for:

- greater emphasis to be placed on cycle education for young people and adults;
- a strong emphasis on the need for local cycling strategies and plans;
- extend and improve cycling infrastructure together with more 20mph areas;
- greater promotion of the policy documents Cycling by Design and Designing Streets;
- greater support for vulnerable road users and the investment in the development of a "Respect" campaign aimed at all road users;
- increased funding from across a range of sources, for example, other Scottish Government budgets such as health, environment and education budgets; and
- a more rigorous monitoring framework of cycling modal share.

The aspirational nature of the CAPS vision requires collective action across all of its stakeholders, to make the best use of opportunities as they arise and enable steady progress towards a higher transport modal share for cycling.

The following table shows the 19 actions from the refreshed Cycling Action Plan for Scotland published in June 2013, along with the key partners responsible for delivering the actions, the expected outcomes and timescales, monitoring indicators and resources required.

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
LEADERSHIP & PARTNERSHIP				
1. Establish an annual national cycling summit involving the Minister for Transport and Heads of Transportation and relevant Committee Convenors to lead delivery and gauge progress	Transport Scotland (lead), COSLA and LAs	Strong engagement in CAPS to provide a steadily growing momentum for delivery work	See Actions 18 & 19	City of Edinburgh has offered to host in 2013; could rotate the host authority.
2. Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work	LAs, with RTPs; Cycling Scotland, Transport Scotland	Cycling strategies in place for all local authority areas and/or travel-to-work regional areas, by 2015.	Number of strategies in place and being implemented	LAs/ RTPs; Transport Scotland resourcing in 2013/14 and 2014/15 to support a central resource to work across all LAs (with RTPs) to assist the development of cycling/active travel plans
3. Continue to promote a national training programme on cycling integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places (SCSP) good practice	Cycling Scotland (lead), Sustrans, Transport Scotland	Improved integration of cycling considerations into operational and strategic delivery in local areas. Develop a SCSP best practice module for delivery by stakeholders or Transport Scotland	Number of delegates trained	Current Scottish Government grants to Cycling Scotland; LA resourcing

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY				
4. Continue to develop and maintain community links - i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) - particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces	LAs, with Sustrans, RTPs, community groups, Transport Scotland	Steady growth in the quantity and quality of infrastructure to support active travel.	Physical data on km of cycle routes in place. Quality of routes and public realm, measured against planning policy and design guidance. Number of users measured by static counters. National indicator for all journeys by active modes Cycling Scotland's National Assessment of LA delivery approaches	SG capital grant to Sustrans and to LAs through Cycling, Walking & Safer Streets. LAs' own budget allocations
5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism	Sustrans with partners including LAs, Forestry Commission, Scottish Canals, Visit Scotland, Cycle Tourism Forum	Steady growth in the quantity and improvement in the quality of infrastructure to support an increase in active travel	Physical data on km of cycle routes in place, quality of routes and public realm measured against planning policy and design guidance. Number of users on cycle routes	SG grant to Sustrans - Transport Scotland funding for Oban to Inverness NCN project.
6. Develop better integration with public transport through working in partnership with interests such as rail and bus/coach operators and RTPs	Transport Scotland (lead), RTPs, rail and bus operators / representative bodies (e.g., Confederation of Passenger Transport) Sustrans (for access to and from stations)	Improved links through promoting improved cycling routes to transport hubs and bike parking; potentially enhanced carriage of bikes (especially for rural transport)	National indicator on all journeys to work by active and public transport Perceptions of public transport	Public transport operator contributions; LA / SG funding for facilities development;
7. Establish and develop the Cycle Hub at Stirling Station as a pilot in 2013-5 and evaluate it for potential wider roll-out at other railway stations	Forth Environment Link (lead), Transport Scotland, First ScotRail, Stirling Council, Sustrans	Cycle Hub launched in May 2013 with on-going customer monitoring and evaluation to develop the services at the Hub and inform possible future developments elsewhere.	Number of visitors to the Hub Increase in uptake of cycle parking at the station Local cycle count data	SG funding running costs in 2013/4-2014/5 with contributions from all partners for improved infrastructure links and promotion

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
8. Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country, especially from the City of Edinburgh Council's pilot scheme (as well as from related initiatives such as Sustrans' 'Street Design').	LAs, with partnership work by with Transport Scotland, Sustrans	Improved road safety to encourage greater participation in active travel	Reductions in cyclist and pedestrian KSI (killed & seriously-injured) statistics	LA budgets; SG grant-funding to Sustrans (Street Design projects) and to LAs through CWSS funding
9. Develop and deliver a Mutual Respect Campaign for all road users, complementing the existing Give Me Cycle Space campaign aimed at drivers.	Cycling Scotland (lead) with input from the Vulnerable Road Users Forum and LAs for delivery and promotion of the project	Launch of the Mutual Respect Campaign due later in 2013.	Reduction in KSIs in all modes, but specifically for cyclists and pedestrians	SG funding to Cycling Scotland with LA resourcing for implementation
PROMOTION AND BEHAVIOURAL CHANGE				
10. Continue the roll-out of Bikeability Scotland training through schools, steadily expanding participation, particularly in on-road training. Develop and promote support for this, including volunteer-led delivery and parental involvement.	Bikeability Scotland Delivery Forum (lead), Cycling Scotland; LAs, schools	Resources and training available to all LAs to enable 100% of pupils in the relevant cohorts to access on-road Bikeability training by end of 2015 More children cycling, e.g., to school	Numbers of participating schools Numbers of pupils receiving on-road training Number of volunteers supported and trained Hands Up Scotland data on school travel	SG grant funding to Cycling Scotland for Bikeability delivery (including volunteer support); LA budgets
11. Develop adult cycle training resources, building on Bikeability Scotland, including an essential skills module as a pilot for potential roll-out nationwide.	Cycling Scotland (lead), working with bike retailers	Increase the number of outlets offering adult training	Number of participants taking up new resource	Current SG funding to Cycling Scotland
12. Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities	Cycling Scotland and Sustrans (lead)	Increase in number of community events and projects	Project participation and local area cycling modal shares etc	Current SG funding for Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund and the Active Fund

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
13. Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3	Sustrans and Cycling Scotland (lead), LAs	More children cycling	Hands Up Scotland Survey results in I-Bike Schools and number of Cycle Friendly Secondary Schools (CFSS) iBike evaluation data	Current SG funding for I-Bike officers to Sustrans and to Cycling Scotland for CFSS
14. Promote cycling for young people more broadly for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides	Cycling and Young People Group (lead), Cycle Tourism Forum, NHS professionals	More young people participating in all forms of cycling	Delivery body data, e.g., - membership of clubs - number of cycling events held	SG funding to Cycling Scotland; LA / Health board budgets
15. Develop approaches to promoting access to bikes - e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation (e.g., for taster cycling sessions). Sign-post community groups to sources of funding through Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund, Junior CCF	Cycling Scotland (lead), community groups, Transport Scotland / Scottish Government	Increased accessibility to bikes Increase in number of community cycling events	Numbers of trips on NCN number of children and adults accessing training number of children/adults using Bike Library	SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund
16. Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning etc)	Cycling Scotland, Healthy Working Lives, Sustrans (leads), employers	Increase in commuting to work by bike	Number of CFEs Number of employees working in a CFE Number of Bike to Work schemes on offer SHS increase in cycling to work	Current SG grants to CS and Sustrans EST loan fund for employers
17. Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.	Transport Scotland (lead) Cycling Scotland, Sustrans, LAs	Increase in active travel in all areas	SHS increase in active travel and public transport use	Transport Scotland resourcing; local authority delivery budgets

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation	Cycling Scotland (lead), SG, Sustrans, Paths for All	Available data collated and presented to inform the national picture of cycling participation	see Annex G	Transport Scotland; SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation
19. Develop local monitoring, using data from local cycle counts and surveys etc, with support from key delivery bodies to develop a coordinated approach to data collection	LAs with Cycling Scotland and Sustrans	More robust local data collected which can contribute to the 10% shared vision	Cycling Scotland's National Assessment and Sustrans cycle counter data collection, including the new cycle counters project	SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation; SG funding in 2012/3 for local cycle counters

11 FINANCIAL ACCOUNTS 2012/13

The foregoing Consolidated Income and Expenditure Account and Statement of Financial Activities and Consolidated Balance Sheet are not themselves the statutory accounts but

are a summary of the consolidated statutory accounts which have been subject to audit. The Auditors' Report in the statutory accounts contained an unqualified opinion. The full accounts,

including the Auditors' Report and Directors' Report, were approved by the directors on 22 August 2013 and can be obtained from the Secretary.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT AND STATEMENT OF FINANCIAL ACTIVITIES FOR THE YEAR ENDED 31 MARCH 2013

	UNRESTRICTED FUNDS		RESTR. FUNDS	2013 Total	2012 Total
	General	Designated			
	£	£	£	£	£
Incoming Resources					
From Generated Funds					
Gifts and donations	-	-	-	-	1,465
Trading Income	123,358	-	-	123,358	103,665
From Charitable Activities					
Scottish Government Grant	2,179,000	-	70,000	2,249,000	2,250,000
Education and consultancy	16,940	750	-	17,690	21,802
Marketing and event income	4,135	-	361,527	365,662	369,615
Other income	84,786	7,055	-	91,841	-
Corporation Tax Refund	2,827	3,756	-	2,827	75,399
From Investment Income					
Bank interest	9,961	-	-	9,961	901
Total Incoming Resources	2,421,007	7,805	431,527	2,860,339	2,822,847
Resources Expended					
Charitable Expenditure					
Charitable Activities	2,245,049	3,532	419,990	2,668,571	2,913,685
Governance Costs	18,552	-	1,752	20,304	25,930
Other Resources Expended	-	9,454	-	9,454	7,587
Total resources expended	2,263,601	12,986	421,742	2,698,329	2,947,201
Surplus/(deficit) for the year and net incoming/ (outgoing) resources before transfers	157,406	(5,181)	(9,785)	162,010	(124,354)
Transfers	(13,649)	14,022	(373)	-	-

Net movement in funds for the year	143,757	8,841	9,412	162,010	(124,354)
Balance brought forward	194,808	12,301	20,396	227,505	351,859
Closing balance at 31 March 2013	338,565	21,142	29,808	389,515	227,505
Comprising:-					
Unrestricted Funds					
General	306,859	-	-	306,859	181,667
Transport Planning and Engineering	31,706	-	-	31,706	13,141
Designated Funds					
Designated Assets	-	12,677	-	12,677	6,399
Go Mountain Bike	-	8,465	-	8,465	5,902
Restricted Funds					
Pedal for Scotland Fund	-	-	29,808	29,808	20,396
	338,565	21,142	29,808	389,515	227,505

CYCLING SCOTLAND CONSOLIDATED BALANCE SHEET AT 31 MARCH 2013

	£	2013 £	£	2012 £
Fixed Assets				
Tangible assets		12,677		6,399
		12,677		6,399
Current Assets				
Debtors	560,058		758,626	
Cash at bank and in hand	1,311,870		521,740	
	1,871,928		1,280,366	
Creditors: Amounts falling due within one year	1,430,090		939,260	
Net Current Assets		441,838		341,106
Total Assets less Current Liabilities		454,515		347,505
Creditors: Amounts falling due after one year		65,000		120,000
Net Assets		389,515		227,505
Represented by:				
Unrestricted Funds				
General		338,565		194,808
Designated		21,142		12,301
Restricted		29,808		20,396
		389,515		227,505



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Cycling Scotland
24 Blythswood Square
Glasgow
G2 4BG

Tel 0141 229 5359
www.cyclingscotland.org

Registered Charity number: SC029760