

Cycling Scotland

# 2015- 2016 ANNUAL REPORT AND ACCOUNTS

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# ANNUAL REPORT

# 2015-2016

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## Chair's Introduction

This is my first year as Chair of Cycling Scotland, having been a director since 2011. I want to thank Bill Wright, my predecessor, for his outstanding leadership over a number of years. Bill remains as director, and we continue to benefit from his expertise and experience.

The Chair might have changed, but the single vision that informs and guides the activities of Cycling Scotland remains the same. Our sights are set on achieving a sustainable, inclusive and healthy Scotland where anyone, anywhere can enjoy all the benefits of cycling. A tough challenge, but a worthy one, promising to enhance our quality of life. The evidence leaves no doubt that cycling delivers a whole host of social, environmental, and economic dividends, and this is what motivates every single one of us at Cycling Scotland.

In 2015/16, we moved another step closer to achieving our vision. As the nation's cycling organisation, we are uniquely positioned to champion cycling across many of its aspects - improving the infrastructure, providing skills training, promoting cycling opportunities, acting as knowledge hub. This report is a chance for us to showcase our successes and achievements over the past year. A personal highlight is the growing recognition in local authorities that cycling should be offered to all primary schoolchildren as a 'skill for life'. Taken as a whole, these projects reflect our 'cycling for all' approach, reaching out to different life stages and to different abilities, and across different settings. This is our vital contribution.

Of course, none of these projects would happen without the people behind them, and we are proud of our track record of partnership working. We work with volunteers, employers, community groups and local authority officers, as well as charities and social enterprises. We would like to thank Transport Scotland for their funding, which in 2015/16 was a welcome £2.5m.

This year's activities and success provide a platform for the future. We are currently engaging with our directors, senior management and staff, as well as member organisations to carve out a strategic plan for the next five years. The terrain ahead will undoubtedly present challenges and setbacks as well as opportunities, but we are confident that, working in partnership, we can achieve a 'gear change' for cycling.

**Maureen Kidd**  
Chair, Cycling Scotland



**Our sights are set on achieving a sustainable, inclusive and healthy Scotland where anyone, anywhere can enjoy all the benefits of cycling.**



## Chief Executive's Introduction



Welcome to the 2015/16 Annual Report for Cycling Scotland. This report highlights some of the key achievements during the year, delivered thanks to hard work and dedication from Cycling Scotland and TP&E staff, the partnerships with local authorities, regional transport partnerships and key third and private sector stakeholders and the support of our funders, especially Transport Scotland.

We are leading and coordinating the cycle training for the next generation. More primary schools delivered on-road Bikeability Scotland training, with East Renfrewshire and Shetland achieving a fantastic 100%. We continued to expand Play on Pedals in more nurseries in partnership while our training app, guides and Ride Leader training proved more popular than ever. Our cycle training is complemented with a focus on driver behaviour: our Practical Cycle Awareness Training for Lorry and Bus Drivers of Large Vehicles continued to expand and the Give Everyone Cycle Space campaign rolled out across Scotland ahead of the summer cycling rush.

Our Cycle Friendly Award programmes provided grants of hundreds of thousands of pounds to support efforts to get more people cycling in their own communities, around campuses and to work. Pedal for Scotland confirmed its place as the biggest mass participation bike event in Scotland, raising over £92,000 for the great cause STV Children's Appeal.

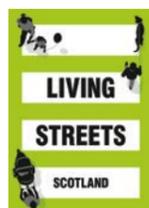
TP&E, the social enterprise sustainable transport arm, had a very successful year and generated additional funds to be reinvested in our charitable mission. Our Annual Monitoring Report and the CAPS Progress Report identified some of the great progress there has been while not shying away from the major challenges ahead to develop an environment that truly allows anyone anywhere to cycle easily, safely and confidently. Recent decisions by Councillors against dedicated cycling infrastructure have reinforced those challenges for all of us working together in the sector.

Looking ahead, in uncertain times, many of the key challenges for Scotland remain constant: enabling people to access jobs and services, tackling climate change and air pollution, improving physical and mental health, making our streets safer and feel safer for all and tackling the impact of inequalities. We will redouble our efforts with funders and partners, especially Sustrans Scotland, Cycling UK, Bicycle Association and other Cycling Scotland Members, to ensure cycling is part of the solution to these challenges.

**Keith Irving**  
Chief Executive, Cycling Scotland

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## Cycling Scotland Members



## Play on Pedals (Glasgow)

**Play on Pedals is teaching every pre-school child in Glasgow how to ride a bike. Supported by players of People's Postcode Lottery, the project builds the capacity of community organisations, children and families by providing training, resources and support to get every child in the city cycling.**

The project is a partnership between Cycling UK, Cycling Scotland, Glasgow Bike Station and Play Scotland.

Since the project started in March 2014, Play on Pedals has engaged 5,750 preschool children in cycling activities in Glasgow. It has trained 290 instructors and 20 instructor trainers. Early years establishments are demonstrating a commitment to continue delivering Play on Pedals and noticed many benefits for the children, including improved physical development as well as increased health and wellbeing, resilience and confidence.

Providing small grants to over 30 local community groups, Play on Pedals has also supported local cycling events, second-hand bike distribution, maintenance support and parental engagement. The project has worked with partners across the city, including Glasgow City Council, Glasgow Sport and the ParkLives programme to deliver over 190 drop-in events to families.

Play on Pedals has been funded by Glasgow Life to purchase additional bikes to increase access to resources and equipment for young families and has also recently received funding from Glasgow City Council's Smarter Choices, Smarter Places funding as part of a newly formed Glasgow Community Cycling Network to deliver cycling activities in collaboration with other Glasgow-based cycling organisations.

Play on Pedals has been shortlisted for The Herald Society 2016 Young People's Project of the Year, with results due November 2016.



## Play on Pedals Training

“

Comments from Play on Pedals evaluation demonstrate the wide range of impacts as a result of the programme:

*A wee girl who never spoke, was mute more or less for the whole year, started Play on Pedals and just blossomed.*

Early Years Practitioner

*The children's physical and mental health has improved and underpinning all of that, we've just had loads and loads of fun. Probably the biggest benefit is going to be a lifelong benefit because we have children who can use cycles, we have children who are confident on cycles. And that word confident has been a word that the staff have used - all of the children have been able to join in, all children are included and in all of the children we've seen a huge rise in their self-esteem as they've taken off on their cycles.*

Head Teacher

*In particular it's developing their physical ability, their muscles. We had a wee girl who had a lot of problems with her legs and we took her. It was a great experience for her, and it helped her to build up more muscle in her legs and get the strength so I think that's been great.*

Head Teacher

*One of the biggest impacts for us - because as an early years nursery school we do not work with the children alone - is working with the family. Now I'm seeing children, parents and older siblings on bikes. That surely has to be a wonderful thing which has started from the work that the nursery around Play on Pedals.*

Head Teacher



Pre school children learn to ride at Doune Nursery

**Following the official launch of the national Early Years Cycle Training programme in March 2016, 18 local authorities are now actively delivering Play on Pedals.**

The programme has been hugely popular with staff, parents and children. They have been hugely positive and discussions are underway with more local authorities who are keen to get involved.

During the 2015/16 academic year, Cycling Scotland invested almost £75,000 equipping nurseries with bicycles and helmets. Instructor training continues to be delivered to early years practitioners and resources have been developed to include a video guide for parents and carers, helping them build on nursery-based sessions.

The first instructor development event was held in Glasgow in September 2016, offering the opportunity for instructors across participating local authorities to share ideas and feedback on the training.

Key Facts

# 18

**Local authorities are now actively delivering Play on Pedals.**

# Cycle Friendly Schools

**The Cycle Friendly School Award is designed to give guidance on best practice to schools and local authorities in providing facilities for those cycling to school and also to act as an incentive to implement as many cycle-friendly interventions as possible. There are now 340 Cycle Friendly Schools in Scotland, with over 100,000 children attending a Cycle Friendly School.**

The Cycle Friendly School Award is open to every primary and secondary school in Scotland and is nationally recognised. Achievement of the award is a positive step in ensuring cycling is an integral part of a school's culture, providing a range of benefits including improved health of pupils and staff, a better environment at the school and surrounding areas, links to the Curriculum for Excellence and contribution towards Health Promoting School and Eco-School initiatives.



## CASE STUDIES

1

### BROOMHOUSE PRIMARY SCHOOL

Broomhouse Primary School in City of Edinburgh Council has run a wide range of cycling activities which have contributed to the school receiving the Cycle Friendly School Award.

They've completed Bikeability training for all P7s and have run Dr Bike sessions, learned about bike mechanics and how to fix a puncture. There have been girls only sessions and several playground obstacle skills sessions which have proved extremely popular and essential for improving confidence.

The bike crew, comprising pupils from Broomhouse Primary School and St Joseph's Primary School, helped to choose some of these activities along with a 'design a helmet' competition. The school is keen to continue the good work and keep encouraging pupils to cycle in the coming school year.



Hazlehead Academy became Aberdeen City Council's first Cycle Friendly Secondary School.

2

### MENSTRIE PRIMARY SCHOOL

Menstrie Primary School, Clackmannanshire, has introduced traffic calming measures around the school premises including a 20mph zone and a one-way entry system. A school travel survey was carried out to gauge school travel behaviour and the School Travel Plan is revised every year with the help of the schools Wider Learning Group.

Menstrie Primary School offers cycle parking, separate changing facilities for pupils and staff and a bike tagging initiative delivered by Police Scotland. Parents, teachers and pupils offer support to enable on road delivery of Bikeability Scotland cycle training level 2 and there is an active group of Junior Road Safety Officers.

Menstrie also delivers lunch time sessions to pupils who cannot ride a bike and has strong links with the local nursery school.



## Bikeability Scotland

**Cycling Scotland manages the Bikeability Scotland cycle training on behalf of the Bikeability Scotland Delivery Group. During the 2015-16 a record number of pupils participated in the scheme, with over 33,000 taking part across the three levels.**

Through funding from Transport Scotland, Cycling Scotland supported 19 local authorities with additional 'Support Plus' grant funding to embed instructor mentoring schemes, recruit volunteers and overcome barriers to bike access.

As a member of The Association of Bikeability Schemes (TABS), Cycling Scotland has opportunities to share best practice and contribute towards positive developments with cycle training. A key example of this is 'Bikeability Plus' - a series of modules designed to overcome barriers and extend the reach of cycle training. Working with five local authority partners (Stirling, Falkirk, Glasgow, South Ayrshire and South Lanarkshire) Cycling Scotland ran a number of pilots with success. Among the most exciting feedback came from 'Bikeability Parents' aimed at increasing parental engagement. All the sessions, which brought pupils and parents together for training, were oversubscribed.

Evaluation conducted as part of the Give Everyone Cycle Space Campaign shows that 65% of pupils who had undertaken Bikeability Scotland training were more confident when cycling, while 82% of parents were more in favour of their children cycling following training.



### Key Facts

**37.5%**  
OF PRIMARY SCHOOLS DELIVERING ON-ROAD  
LEVEL 2 CYCLE TRAINING\*

**80** ADDITIONAL SCHOOLS OFFERING  
LEVEL 1 PROGRAMME

**100%** DELIVERY ACROSS  
SHETLAND AND EAST  
RENFREWSHIRE

**1,197** ADDITIONAL CYCLE  
TRAINERS AND CYCLE  
TRAINING ASSISTANTS  
TRAINED IN 2015/16

\*in the 29 local authorities that participate in Bikeability Scotland

## Cycling Scotland School Camps



Happy faces at our Cycling Scotland School Camp at Lagganlia, Oct 2015.

**Cycling Scotland School Camps for secondary schools encourage pupils to develop as local cycle champions and implement action plans in their schools. Each attending school is awarded grant funding to deliver their projects. The work directly supports Cycle Friendly Schools (both secondary and primary), Bikeability Scotland and Go Mountain Bike programmes. The project is also linked to Cycling Scotland's development of a one-day maintenance qualification for cycling activity providers.**

Schools attend a five-day residential camp with pupils gaining a variety of qualifications including Velotech Bronze, Cycle Trainer Assistant and First Aid.

The camps aim to increase cycling modal share of all journeys and create a Cycling Academy within each attending school. All schools who attend camps work towards becoming a Cycle Friendly Secondary School and work with feeder primary schools to assist with delivery of Bikeability Scotland cycle training.

In addition to residential camps, Cycling Scotland delivered day camps to a further 11 secondary schools from City of Edinburgh Council, Glasgow City Council and West Lothian Council during spring 2016. Camps were delivered in partnership with Blairvadoch Outdoor Centre, Low Port Outdoor Centre and Bangholm Sports and Outdoor Education Centre.

Camps are delivered during the October school holidays. Attending secondary schools in October 2015 were:

**Ardrossan Academy**  
North Ayrshire

**Arran High School**  
North Lanarkshire

**Belmont Academy**  
South Ayrshire

**Coltness High School**  
North Lanarkshire

**Falkirk High School**  
Falkirk

**Girvan Academy**  
South Ayrshire

**Graeme High School**  
Falkirk

**Lochaber High School**  
Highlands

**Uddingston Grammar School**  
South Lanarkshire

## Cycle Friendly Campus

**The Cycle Friendly Campus Award was launched in September 2015. Glasgow Caledonian, Heriot-Watt and Dundee universities were among the first to achieve the award.**

23 colleges and universities are now working towards Cycle Friendly status, identifying gaps in provision and establishing priority measures aimed at getting more students, staff and visitors cycling.

Cycling Scotland has developed award criteria to support evidenced investment of almost £340,000 in the form of development funding. 16 projects were supported last year, reaching 267,000 students and 33,000 staff. Initial evaluation of some projects would indicate some impressive results, with the cycle count at Glasgow Caledonian University rising by 20%, cycling rates at Edinburgh Pollock Halls going from around six to near thirty percent and cycle hire at Heriot-Watt University increasing by 33%.

2016 has seen the launch of the Cycle Friendly Campus internship programme, supported by Transport Scotland and delivered in partnership with Bright Green Placements. This programme will harness the skills, enthusiasm and creativity of graduates to support the efforts of 12 institutions in promoting cycling.

The initiative will also attempt to provide valuable experience to the next generation of industry professionals.

Interns take on the role of Campus Cycling Officer and have the support of a mentor during a paid placement ranging from 24-40 weeks.



### Key Facts

**16** PROJECTS WERE SUPPORTED  
LAST YEAR, REACHING

**267,000**

STUDENTS AND

**33,000**  
STAFF

## Cycle Friendly Employer

**Our nationally recognised Cycle Friendly Employer Award is for Scottish organisations committed to increasing cycling.**

Working alongside regional service centres, workplaces registered for the Cycle Friendly Employer Award benefit from a range of useful services to ensure their efforts make a difference.

The Cycle Friendly Employer Award has been achieved by more than 350 employers in Scotland with an additional 360 working towards it.

During 2015/2016 the network of Cycle Friendly assessment centres supporting the award increased from three to seven, covering Highlands, Shetland, Aberdeen, Stirling, Edinburgh, Glasgow and East Renfrewshire. A broad range of workplaces have achieved the award, from both the public and private sector including local authorities and health boards.



Staff at the National Gallery of Modern Art in Edinburgh celebrate their Award.

## Practical Cycle Awareness Training



Drivers from Renfrewshire Council experience cycling on the road.

**Practical Cycle Awareness Training (PCAT) supports the delivery of practical cycle training to drivers of LGVs and PCVs. A model for this is the Safe Urban Driving course that is currently popular in England, London in particular. Cycling Scotland's PCAT course includes additional material specific to rural roads. Cycling Scotland has been accredited to deliver PCAT for a second year from JAUPT.**

PCAT encourages LGV and PCV drivers to empathise with people on bikes, make drivers aware of the risks that those traveling by bike experience on the road and to understand their behaviour and anticipate how they ride. The project complements current and future training to those who travel by bike on safe cycling on routes with LGVs and PCVs.

Cycling Scotland is working in partnership with Recyke-a-bike, Stirling, to deliver PCAT to even more local authorities throughout Scotland. Recyke-a-bike are also JAUPT accredited and will deliver 20 days of PCAT to around 450 drivers.

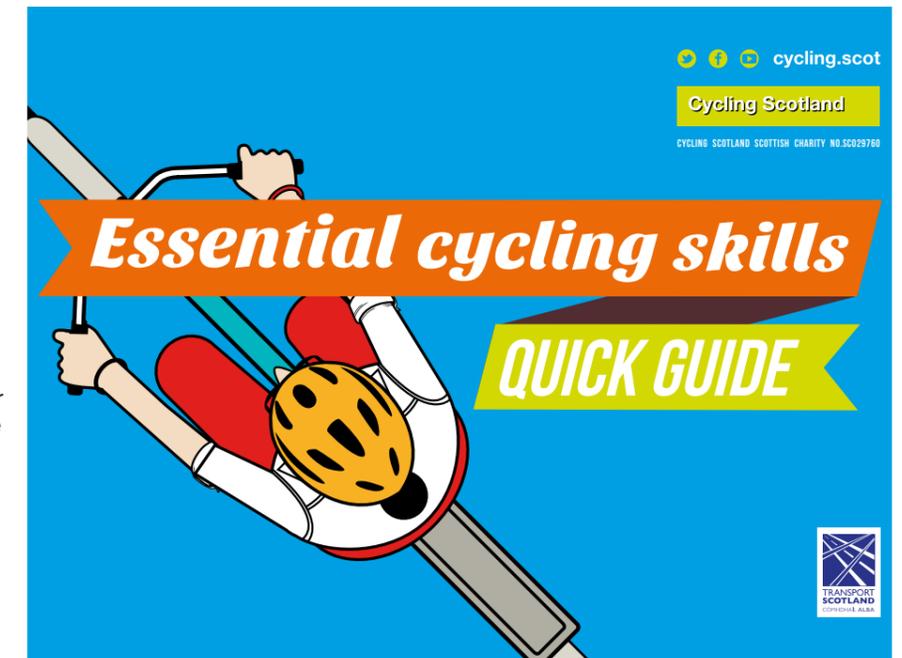
Cycling Scotland is working with 12 funded local authorities including:

- City of Edinburgh Council
- Dumfries & Galloway Council
- East Ayrshire Council
- Glasgow City Council
- Midlothian Council
- Moray Council
- North Lanarkshire Council
- Perth & Kinross Council
- Renfrewshire Council
- South Ayrshire Council
- Stirling Council
- West Dunbartonshire Council

## Essential Cycling Skills

**Essential Cycling Skills (ECS) is a package of training resources developed to increase the confidence and bike handling skills of adults new or returning to cycling. This includes a mobile app, training videos and a downloadable ECS Quick Guide.**

In addition to these materials, ECS can also include a 2-hour practical training course which can be delivered by a number of outlets across Scotland. This course can be delivered to beginner or intermediate groups and provides the skills necessary to confidently negotiate on-road journeys.



### Key facts

**9056**  
ADULTS ACCESSED ECS TRAINING PRODUCTS.

**14**  
DELIVERY OUTLETS  
ESTABLISHED

**13,491**  
WORLDWIDE

# 13

## Cycle Ride Leader, Go Mountain Bike & Cycle Patrol

Go Mountain Bike

**41** NEW GO MTB CENTRES MAKING A TOTAL OF **259**

**882** COURSE PARTICIPANTS RECEIVING A GO MTB CERTIFICATE

**62** NEW INSTRUCTORS TRAINED

### GO MOUNTAIN BIKE

Go Mountain Bike (Go MTB) is a progressive mountain bike achievement award that enables people to advance their technical riding skills as well as learning how to look after themselves, their bike, the environment, and other people.

There are four themes to the award and five levels of achievement within each theme. These cater to all levels of experience, from novice to expert. The themes included in the award are as follows:

- Riding Skills
- Sharing the Outdoors
- First Aid
- Being Independent and Self-Supporting

The award is aimed at anyone who wants to develop their skills and experience in off-road riding, from those who are learning basic bike handling skills to those who are riding long technical routes with advanced features.

Individuals enjoy mountain biking for a variety of reasons which reflects the flexibility of the award. Themes can be taken selectively to match individual aspirations or each level can be worked through progressively.

### CYCLE RIDE LEADER

Cycle Ride Leader and Led Ride Assistant courses equip adults with the skills necessary to lead groups on short rides.

Designed to empower individuals to lead groups of less experienced riders on short, risk assessed routes with the aim of increasing confidence. Cycle Ride Leader and Led Ride Assistant can also be used in the workplace setting, providing staff with the tools necessary to lead lunchtime social rides.

### CYCLE PATROL

Cycle Patrol is a training programme to equip candidates with the skills, tools and confidence to perform their patrol duties by bike. Recent clients include St Andrew's First Aid, Police Scotland and Aberdeen City Wardens. Cycling Scotland's expert tutors can deliver a two day training programme directly to patrollers, or even support experienced cycle patrollers to become instructors able to train colleagues and peers.

Recognising growth in demand for quality Cycle Patrol training, Cycling Scotland has increased capacity to deliver the course by training more tutors.

Cycle Ride Leader

**548** ADULTS TRAINED AS CYCLE RIDE LEADERS

Cycle Patrol

POLICE SCOTLAND OFFICERS WHO PARTICIPATED IN THE CYCLE PATROL INSTRUCTOR COURSE HAVE GONE ON TO TRAIN

**290** PATROLLERS

# 14

## Cycle Friendly Community Award

Neilston Development Trust receive the first Cycle Friendly Community Award from Kirsten Oswald MP.



In October, Neilston Development Trust (NDT) became the first to receive the Cycle Friendly Community Award.

The accolade recognises the efforts of communities and community groups that promote cycling as an accessible and convenient travel choice.

NDT implemented a raft of measures to increase cycling in the area, including putting in place a three year cycling action plan and cementing their role as a key delivery partner for the Neilston Town Charter. The Trust also worked to identify barriers to people cycling

locally and activities including led rides to increase confidence, community bike maintenance sessions and the development of a bike library for those who do not have access to a bike were put in place.

Trust volunteers also help to deliver Bikeability Scotland cycle training, in partnership with East Renfrewshire Council, contributing to the delivery of the cycle training programme in 100% of the area's primary schools.

# 15 Cycle Friendly & Sustainable Communities Fund

**Cycling Scotland's Cycle Friendly and Sustainable Communities Fund (CFSCF) supports groups to encourage cycling in their community and to deliver a sustainable cycling project.**

This Transport Scotland funded grant scheme enables community groups to support and deliver projects with an overall aim to increase the number of local journeys by bike. The 2016/17 fund will see everything from projects working with young footballers in the Western Isles to establishing an all ability cycling group in East Ayrshire.

In 2016, Cycling Scotland has invested a total £96,500 across 23 community cycling projects.

Since 2012, over 130 community projects have received grant funding, allowing groups to create a range of cycling activities, services and opportunities.

Here's a look at just some of the projects funded this year:

### All-abilities Cycling Hub

Cumnock Juniors Community Enterprise / East Ayrshire

**£5,000** This grant will specifically support establishing an All-abilities Cycling Hub within Cumnock Juniors Community Enterprise. The project will encourage regular use of cycling, particularly amongst disadvantaged people in the community, as a means of addressing health, fitness, social inclusion and isolation.

### Back Bikes

Back Football and Recreation Club / Western Isles

**£5,000** Back Football and Recreation Club would like to encourage their young players in the U15s and U18s teams to cycle to the centre for training and matches during the summer by installing a secure bike shelter and providing each team member with safety gear in team colours.

The group will run a rainy day bike club for parents and young children in the winter as the weather and short winter days in the Outer Hebrides can be a barrier to outdoors play.

### Stronsay Cycles

Stronsay Community Council / Orkney

**£5,000** Stronsay, an outer north isle of Orkney, has approximately 300 residents. Farming and tourism are the main industries though there are several small craft businesses. Stronsay Community Council strives to improve facilities to attract new residents and to increase tourist numbers.

The project will encourage cycling through initiatives including:

- Encouraging users of the community greenhouse to cycle instead of using their cars for short trips

- Providing cycles free for tourists so to reduce visitor car travel
- Promoting Stronsay as a cycle friendly island

### Gala Cycles

Eildon West Youth Hub (TD1 Youth Hub) / Scottish Borders

**£4,860** This project will support young people in obtaining the skills needed for basic bike maintenance, improving the health and well-being of young people by going on led rides and providing the information needed for young people to see cycling as a sustainable method of transport.

### Bikes for Refugees (Scotland)

The 'Swap and Reuse HUB 'SHRUB' / Edinburgh

**£4,960** Bikes for Refugees (Scotland) is a volunteer led community project that aims to increase participation and levels of cycling amongst refugees and asylum seekers across Scotland through the repair and supply of donated cycles and cycling equipment to refugees and asylum seekers.

### Children's Bike Club

Better Lives Partnership / Dumfries and Galloway

**£1,400** In Dumfries & Galloway there are approximately 330 children aged 5 - 18 years with a diagnosis of autism spectrum disorders (ASD). In addition to this community there are many more children with co-ordination difficulties, balance and other physical disabilities that would benefit from this project.

The grant will be used for the following two main activities:

To bring a specialist cycle trainer to Dumfries & Galloway and to fund specialist cycling training sessions during school holidays.

### Glasgow Women's Library Cycling Promotion Project

Glasgow Women's Library / Glasgow

**£4,990** Glasgow Women's Library supports thousands of women across Scotland every year to improve their lives. The project will complement GWL's existing activities which encourage and support cycling by providing:

- bike storage for our staff and volunteer team and for the thousands of visitors to events, lending library and museum
- cycling training for staff and volunteers.

### Hyper Cycles

Dundee and Angus ADHD Support Group / Dundee

**£3,679.99** Dundee and Angus ADHD Support group is a registered charity which supports families who have a child diagnosed with ADHD. The grant will support the organisation to develop a cycling club for the young people where they can go out regularly with the sports coaches and explore the various cycle routes around Dundee, providing young people with fresh air, exercise and an opportunity to develop friendships.

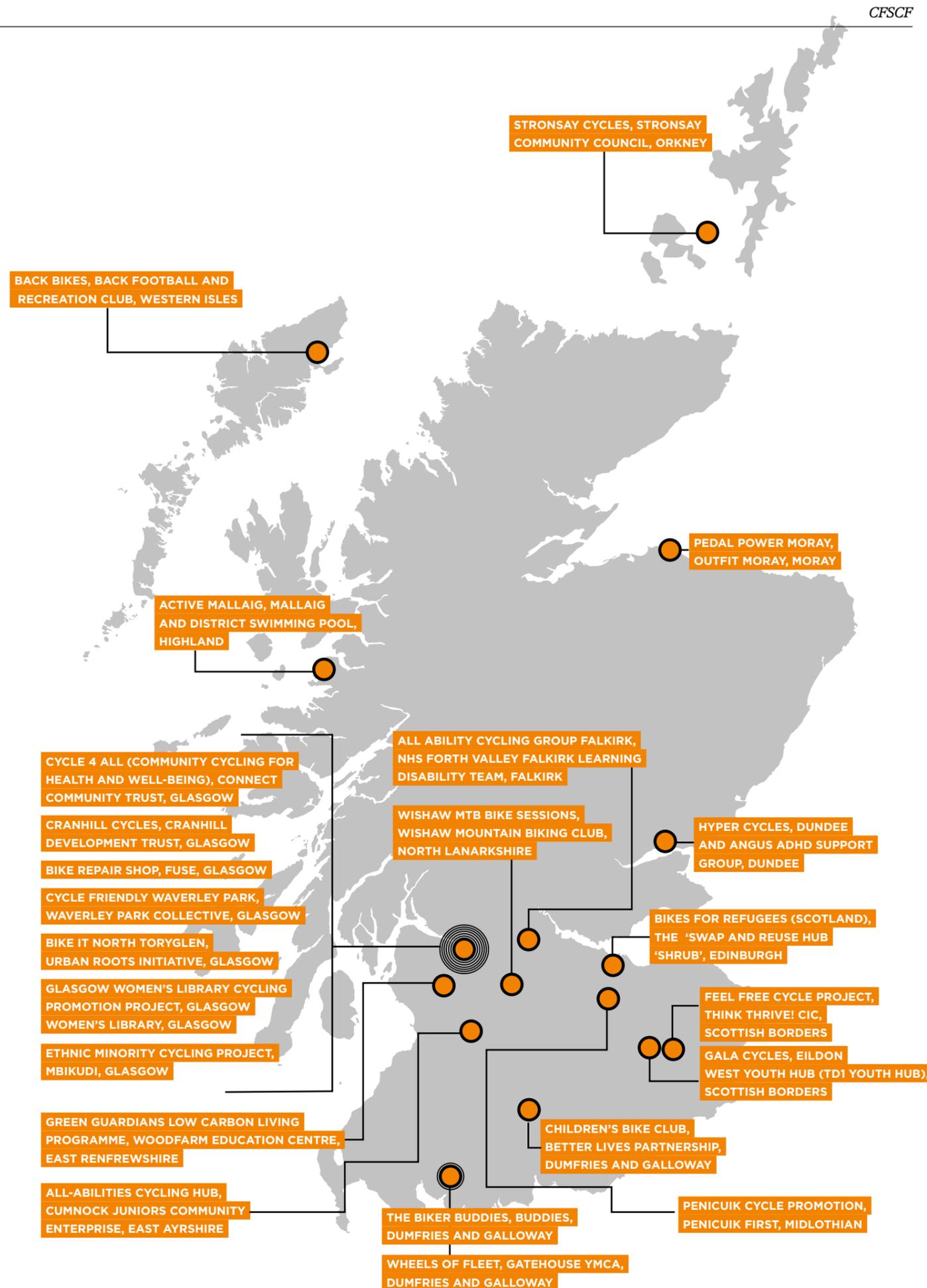
### All Ability Cycling Group Falkirk

NHS Forth Valley Falkirk Learning Disability Team / Falkirk

**£2,500** NHS Forth Valley Falkirk Learning Disability Team has been running cycling groups for the past year with funding from the NHS Investing in Health scheme.

The grant will provide:

- 4 x 6 week blocks of 2 hours All Ability Cycling sessions, delivered by Blazing Saddles.
- 2 x cycle ride leader training on Blazing Saddles adaptive bikes (total 16 participants) for Forth Valley communities.



# Pedal for Scotland

In 2016, Pedal for Scotland held its place as Scotland's biggest bike event, with over 9,000 people across Scotland getting on their bikes to take part. Pedal for Scotland rides took place on 12th June, 11th September and 18th September with five rides catering for all ages and abilities.

Pedal for Scotland kicked off Bike Week this year with the Wee Jaunt Glasgow on 12th June - a family friendly 5 mile loop starting in Glasgow Green, travelling along the river Clyde and stopping in Richmond Park before returning to the Green for coffee and ice cream.

On 11th September, Pedal for Scotland's main event day featured the 45 mile Classic Challenge ride from Glasgow to Edinburgh, the 110 mile Big Belter from Glasgow to Edinburgh via the Southern Uplands, and the Wee Jaunt Edinburgh, starting for the first time at Linlithgow and taking in the final 10 miles of the Classic Challenge route. All three rides finished at a new event village at the Royal Highland Centre, Ingliston.

Pedal for Scotland then travelled to Aberdeen a week later on 18th September when the 6 mile Wee Jaunt Aberdeen returned to Duthie Park for a third year.

The event's most popular ride, the Classic Challenge took place on fully closed roads.

Support for the STV Children's Appeal, official charity partner to Pedal for Scotland, continued to be strong and the Pedal for Scotland team were proud to hand over a cheque for £90,022.33 to the STV Children's Appeal at their annual Live Show on 23rd September.

Key facts

**8468** RIDERS TOOK PART IN PEDAL FOR SCOTLAND 2016

**6128** RIDERS TOOK PART IN THE CLASSIC CHALLENGE THE EVENT'S MOST POPULAR RIDE

**£90,022.33** WAS RAISED FOR THE STV CHILDREN'S APPEAL IN 2016

BEFORE REGISTERING	AFTER REGISTERING	
<b>74%</b>	<b>→ 85%</b>	OF RIDERS CYCLED AT LEAST ONCE A WEEK
<b>53%</b>	<b>→ 62%</b>	OF RIDERS CYCLED MORE OFTEN THAN ONCE A WEEK

**44%** OF RESPONDENTS WERE RIDING PFS FOR THE FIRST TIME

IN WHICH LOCAL AUTHORITY DO YOU LIVE

<b>16%</b> EDINBURGH	<b>8.5%</b> WEST LOTHIAN	<b>14%</b> GLASGOW
<b>7.5%</b> NORTH LANARKSHIRE	<b>8%</b> SOUTH LANARKSHIRE	



## Give Everyone Cycle Space

**For several years, Cycling Scotland successfully delivered a campaign designed to encourage children to cycle to school.**

The campaign evolved from a direct ask from school children to drivers to Give Me Cycle Space, to a road safety campaign asking drivers to Give Everyone Cycle Space. Stepping up the campaign to ask for space regardless of age or ability saw the natural development of the campaign, bringing it in line with Cycling Scotland's revised vision to "create an environment where anyone, anywhere can cycle safely and easily".

Give Everyone Cycle Space was delivered nationally on TV, radio, billboards, bus backs and online for four weeks across May and June 2016.

New for the 2015/16 campaign was the option for local authority delivery partners to offer local participatory activities in settings other than the school setting, such as workplaces, campuses or communities. While this local activity continued in schools in many areas, Dumfries and Galloway also delivered a led ride programme in Annan for local employers and community groups.

In schools, a range of activities took place, including led rides between primary and secondary schools, route planning workshops, the provision of lesson plans incorporating cycling in to debating and writing exercises, a cycle to school competition and a decorate a bike task.

Post campaign evaluation proved encouraging with 4 out of 5 of frequent drivers agreeing that the campaign would make them slow down near cyclists and give them more space on the road.

Each school was invited to take part in a cycle to school competition over one week of the campaign. Our congratulations go to the P6 class at St Margaret's Primary in Polmont who managed 64 cycle journeys, or 54% of journeys to school by bike that week. The class was rewarded with a mountain biking themed day out.



Pupils at Anderston Primary School joined CBeebies' Katrina Bryan to launch Give Everyone Cycle Space.

Key facts

**4** OUT OF **5**

**DRIVERS STATE THAT THE CAMPAIGN WOULD MAKE THEM GIVE EVERYONE CYCLING MORE SPACE ON THE ROAD**

**58%**

**OF PARENTS STATED THAT THE CAMPAIGN MADE THEM FEEL MORE CONFIDENT ABOUT THEIR CHILDREN CYCLING TO SCHOOL**

## Bike Week



Kingussie Bikefest

**Cycling Scotland provides both funding and promotional support to Bike Week - an annual opportunity to promote cycling throughout the UK.**

Demonstrating the social, health and environmental benefits of cycling, Bike Week aims to get people to give cycling a go, whether this be for fun, as a means of getting around to work or school, the local shops or just to visit friends.

Bike Week 2016 took place from 11th - 19th June, with further events taking place throughout the summer months across Scotland.

Cycling Scotland worked with local groups to establish links with local papers to help with promotion of events. A series of informative videos on YouTube about how to get involved in Bike Week, featuring advice and insights from a series of community event organisers are also available on the Bike Week and Cycling Scotland websites.

A variety of Bike Week events took place in communities all over Scotland, including led rides, Dr Bike sessions, bike breakfasts and cycling festivals. 112 events were successfully delivered as part of Bike Week 2016.

## Conferences



### CYCLING SCOTLAND ANNUAL CONFERENCE

**The Cycling Scotland Annual Conference 2015 was again held over two days. Day 1 featured study tours and a civic reception while Day 2 was at the iconic Dynamic Earth in Edinburgh. The conference brought together 200 active travel professionals, campaigners, volunteers and national and local politicians to hear from the numerous speakers, to learn from each other and network to help support cycling in Scotland and beyond. The 2015 conference was sponsored by Abellio.**

On Day 1 over 70 people participated in study tours including How to Create a Bike Culture; Infrastructure in Central Edinburgh; Transport Integration; The Helix in Falkirk and looking at links to cycling and tourism with a visit to the recently opened Border railway. The evening reception was hosted by Edinburgh City Council with attendance from the Lord Provost with over 60 guests attending.

Chairing the event on Day 2 of the conference was Rhona McLeod, former athlete and BBC sports presenter.

Speakers included Lesley Hinds, Convenor of Transport for Edinburgh; Derek Mackay, Minister for Transport and the Islands; Ian McConnell, Programmes and Transformation Director at Scotrail; Marco te Brömmelstroet, Director of the Urban Cycling Institute of the University of Amsterdam; Andrew Burns, Leader of Edinburgh City Council and a session on what your party can do for cycling featuring David Stewart (Labour); Willie Rennie (Liberal Democrats); Patrick Harvie (Green Party) and Jim Eadie (SNP). There were also workshops on cycling in the community; transport integration; monitoring and technology; cycling in Scotland's cities; cycling as a pathway to new skills; cycling and technology and a workshop on retrofitting and urban design.

Feedback was, as previous years, very positive with 90% stating that the overall event was good or excellent and 92% indicating that they would attend again along with positive feedback on the venue and speakers.

### WALKING CYCLING CONNECTING COMMUNITIES

**This event was held in June at Dynamic Earth and attracted over 150 delegates and exhibitors. This conference is organised by a steering group from Cycling Scotland, Sustrans, Paths for All and Living Streets.**

The event was chaired by broadcaster Mark Stephens and featured speakers including: the Minister for Transport and the Islands; Dr Iain Mackay from the University of Glasgow; John Dales, Transport Planner and Urban Designer, Urban Movement; Craig McLaren, Director, Royal Town Planning Institute Scotland and Chair, National Walking Strategy Delivery Forum. There was a panel discussion featuring Jim Eadie MSP, David Stewart MSP, Alex Johnstone MSP and Alison Johnstone MSP. There were a series of interactive sessions supported by Smarter Choices, Smarter Places.

## Cycling Potential & Making Cycling Mainstream

### CYCLING POTENTIAL

**Cycling Scotland has been working with AECOM UK to further enhance and develop the Cycling Potential Tool (CPT). The CPT uses a wide selection of criteria and available data, along with any additional data a partner may have, to find out which areas are most likely to see an increase in cycling with additional infrastructure, support and investment.**

The CPT now produces a heat map style output which enables Cycling Potential to be used on any area throughout Scotland, regardless of size.

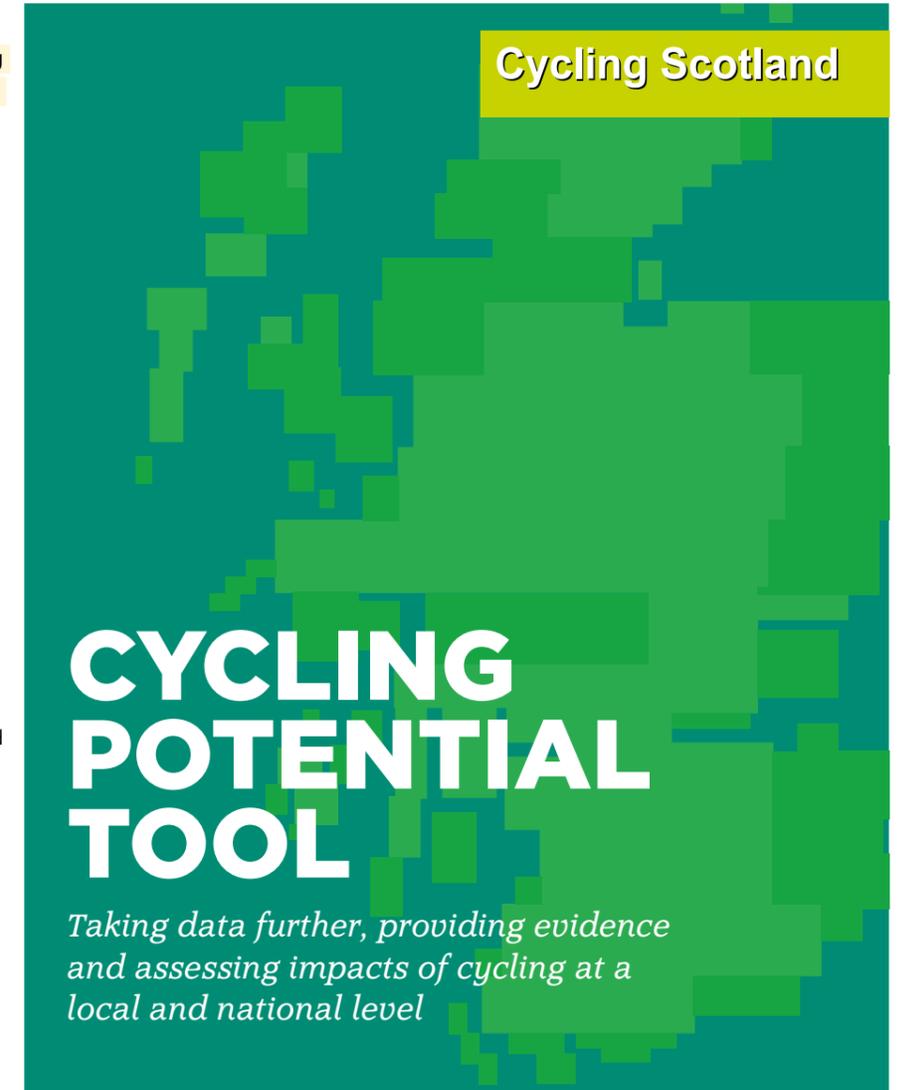
Along with the current four modules (Environment, Schools, Development and Tourism) Cycling Potential now also examines the quality of existing infrastructure, the impact that any intervention may have on the cycling potential of an area and the impact on mode share, environmental benefits and health benefits that would occur if an area's Cycling Potential is met. Cycling Scotland aims to constantly incorporate new data and develop the tool further.

Now that pilot projects have been completed and the main portion of the CPT has been developed, Cycling Scotland will be looking to offer use of the CPT to local authorities, RTPs and other partners across Scotland throughout 2016/17.

### CASE STUDY

#### COMMUNITY LINKS PLUS

As part of 2016's Community Link PLUS award hosted by Sustrans Scotland and the Scottish Government, Cycling Scotland was asked to run the Cycling Potential Tool on the final selection of entries to establish an informative view of their cycling potential. These projects were located in Glasgow, Edinburgh, East Dunbartonshire and Inverness.



### MAKING CYCLING MAINSTREAM

**The entire suite of Making Cycling Mainstream modules has been revised and restructured.**

The new course content and structure has been created in consultation with local authorities, RTPs, community groups and previous course participants. Our new MCM offer allows participants to take a stand-alone course or move through a progressive learning path towards practitioner level.

Three learning streams cover Planning and Design, Behaviour Change and Policy, Strategy and Monitoring.

All our MCM courses are now CPD accredited making them attractive for professional development. A new delivery model for MCM was developed for implementation in 2016.

## Quality Assurance

### QUALITY ASSURANCE

**With over 6000 people trained to deliver cycling since 2008, Cycling Scotland has recognised the need to monitor the standards of training on a more formal basis and Quality Assurance (QA) was introduced in August 2015.**

QA aims to:

- Support those involved in delivery
- Ensure minimum standards are met
- Ensure consistency of training standards
- Maintain and raise delivery rates

In 2015/2016, 6.2% of Cycling Scotland courses received observation visits. 18 different courses delivered by 16 different instructors/tutors were observed. Quality Assurance partly informed the newly rolled out SCQF accredited Cycle Training Assistant course in January 2016 and the Cycle Trainer Plus course rolled out at the same time. Bikeability Scotland training was also observed in two different local authorities.

The delivery of training overall is of an expected standard and there are many individual learning points that instructors and tutors are working to improve. There is an emphasis on making

training courses more practical and for candidates to spend more time on their bikes. Areas of good practice and areas for development have also been identified. It is refreshing to observe that courses are delivered in different styles by instructors and tutors.



# 22

## Transport Planning & Engineering

**Transport Planning and Engineering (TP&E), Cycling Scotland's social enterprise consultancy, continues to design and manage multi-million pound investment in cycle infrastructure throughout Scotland. Profits made from completing our projects are invested back into cycling through Cycling Scotland led projects.**

2015/16 has been a great year for TP&E as two projects were awarded for "achievements in Cycling" at the Scottish Transport Awards.

The Bears Way won the award and the Islay path project was highly commended. TP&E has also been shortlisted to become Environmental Social Enterprise of the year by Social Enterprise UK with the awards taking place during November 2016.

TP&E has enjoyed working closely with Sustrans on the development of the NCN in Scotland and looks forward to assisting our clients in 2016/17 delivering infrastructure which continues to support the vision of Cycling Scotland.

To learn more about TP&E contact the team at [info@tpande.org](mailto:info@tpande.org)

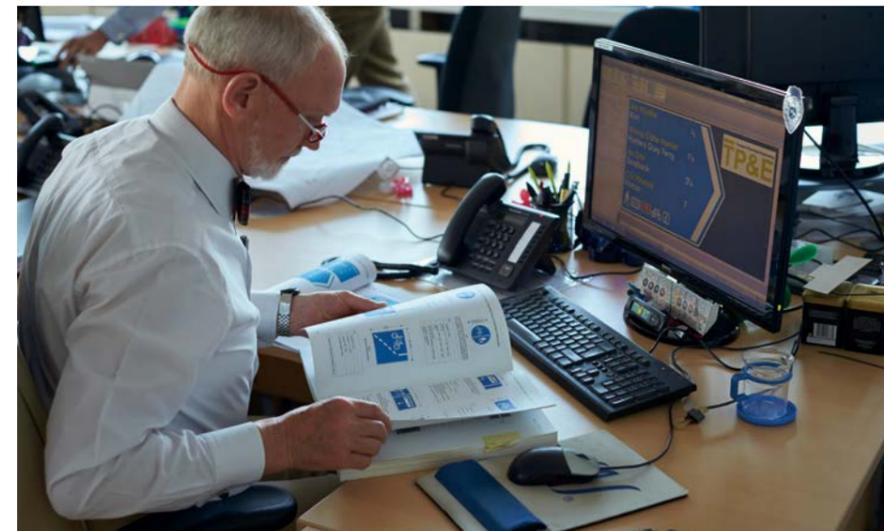


Transport Planning & Engineering  
**TP&E**



### COMMUNITY

Karlene has continued to develop infrastructure near St. Fillans with new shared-use infrastructure between St. Fillans and Tynreoch now opening up an off road active travel route of over 5km which removes the need to travel on the trunk road. Karlene worked closely with the community organisation and contractor to deliver a high quality project funded by Sustrans, The Gannochy Trust, LLTNPA and SNH.



### LOCAL AUTHORITY

Campbell has had another successful year, in particular designing and installing over 200 cycle route signs which help the people of Dunoon and Stirling to navigate around their local areas. In addition to signage the team have all assisted in the development of a 3km path network in Newton Mearns, 1.5km in Edinburgh and 1km in Bearsden.

### SCOTRAIL

TP&E has continued to embrace a variety of work this year. Of particular note, TP&E created and managed a range of active travel activities which took place during the Queen Street tunnel closure to encourage active travel as an alternative transport option. Included in the activities were led rides from Bishopbriggs, bike events and improved active travel signage from Bishopbriggs and Anniesland to assist people to continue to cycle once the closure is over.



# 23

## Vision, Mission, Values, Charitable Objects

### VISION

**A sustainable, inclusive and healthy Scotland where anyone, anywhere can enjoy all the benefits of cycling.**



### MISSION

Cycling Scotland is the nation's cycling organisation. Working with others, we help create and deliver opportunities and an environment so anyone anywhere in Scotland can cycle easily and safely.

### VALUES

As individuals we will lead by example and as an organisation, our values are to be:

- Collaborative**
- Inclusive**
- Professional & evidence-driven**
- Ambitious**
- Sustainable**

### CHARITABLE OBJECTS

**(a)** To promote and encourage for the public benefit the development in the community of and the provision of safe routes, paths and facilities for cycling, walking and other forms of low energy transport and to undertake and carry on projects and activities of a charitable nature which will assist in promoting healthful recreation, the protection of the environment and the conservation of energy resources.

**(b)** To advance the education of the public generally and young people in particular in safer cycling and cycling road safety.

### CONSTITUTION, STRUCTURE AND STAFF

Cycling Scotland is constituted under the companies act and is a registered Scottish charity (SC029760).

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 20 officers, including one on secondment and two embedded within Regional Transport Partnerships, with extensive cycling, training, promotions, administrative and engineering experience. There are four TP&E and staff.

Cycling Scotland is a membership organisation. At present there are 41 member organisations; shown on pages 6 and 7. The membership appoints Directors to the Board for a fixed term.

# 24

## Partnership Working

**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 complement 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. 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 tables below.

**Cycling Scotland sits on a number of delivery groups with a focus on active travel, and with a cycling remit. These groups include:**

Active Living	Education & Training	Communication & Events	Information and Guidance	Leisure Tourism & Access
Cycling and Young People Group (S)	Bikeability Scotland Delivery Group (S)	Pedal for Scotland (S)	Annual Ministerial Cycling Summit	Bike Events Scotland (S)
National Cycle Interests Group (S)	UK Cycle Training Standards Board	Walking, Cycling, Connecting Communities Conference	Cycling Action Plan for Scotland Delivery Forum (S)	Bike Week
Scotrail Cycle Forum	PCAT Group (S)	Police Scotland Tactical Options Working Group	Scottish Access Technical Information Network (SATIN)	Developing Mountain Biking in Scotland (SMBDC)
Scotrail Advisory Panel	Road Safety Operational Partnership Group		Scottish Parliament Cross Party Group on Cycling (S)	National Cycle Tourism Forum
	Play on Pedals Partnership		CAPS Delivery Forum Sub-group on Monitoring (S)	Road Maintenance Stakeholder Group

(S) Groups in which Cycling Scotland is the secretariat

**Cycling Scotland also works with partnership organisations to deliver its many programmes and to inform others on forums and working groups.**

Cycling Scotland Project Delivery Partners			
Bike Hub	Cycling UK	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 Children's Appeal
Sustrans	Transport Scotland	VisitScotland	Volunteer Development Scotland
Forum & Working Group Partners			
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	



# 25

## CAPS Progress Report/CAPS 3

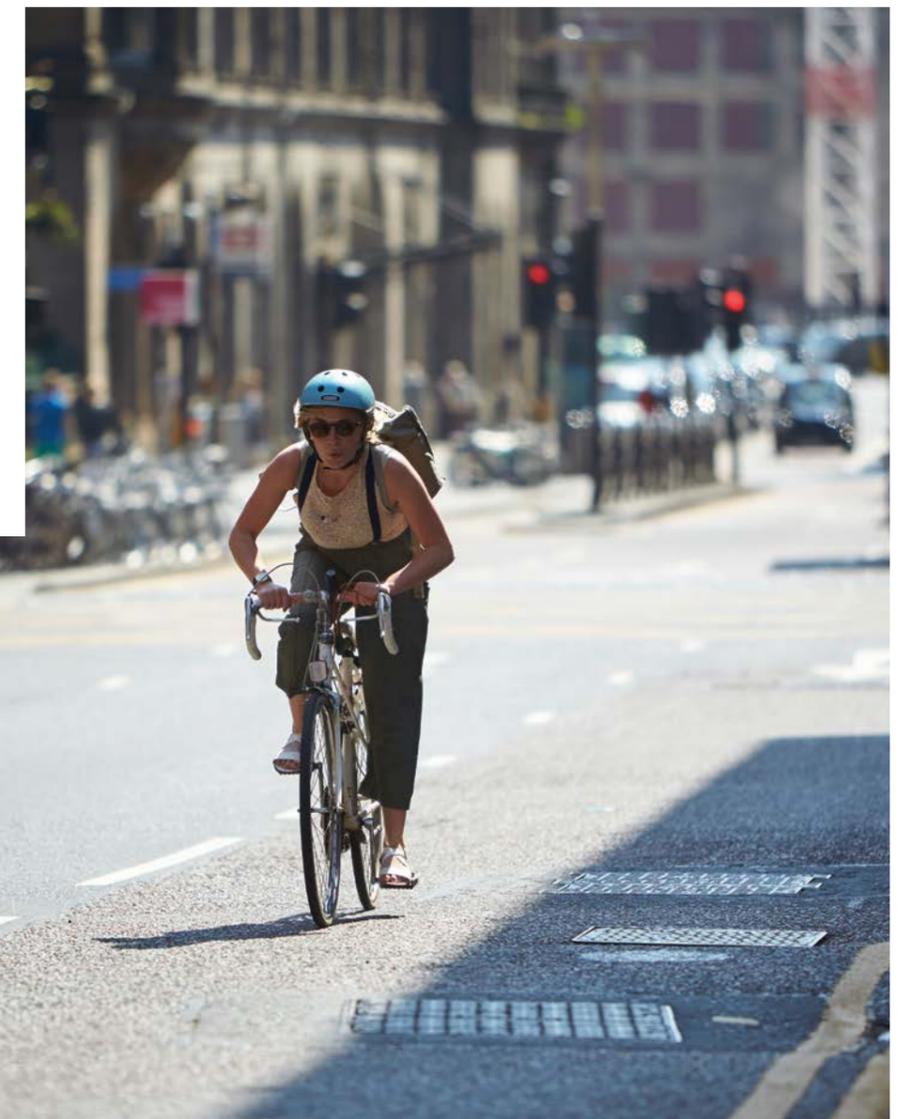
**Cycling Scotland released its CAPS Progress report in June 2016. The report outlined record funding from Transport Scotland for cycling and outlined the key actions required to meet the shared vision of 10% of journeys by bike by 2020.**

The report highlighted six pre-requisites for achieving this vision:

- A shared national vision for a 10% modal share of everyday journeys should remain
- A long term increase in sustained funding
- Local modal share objectives should be coordinated with the national vision to create a feasible route to 10%
- The national vision should be directly coordinated with a specific focus on reaching at least 10% modal share in cities and the largest urban areas, implementing best practice
- Change the physical environment for short journeys to enable anyone to cycle
- Build and maintain staff capacity

The report also outlined six interconnected areas where financial and human resource should be focused:

1. Infrastructure
2. Training
3. Equity of Access
4. Behavioural Change
5. Safety
6. Communication and Advocacy



# CAPS Action Table

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
<b>LEADERSHIP &amp; PARTNERSHIP</b>				
<b>1.</b> 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.
<b>2.</b> 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
<b>3.</b> 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
<b>INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY</b>				
<b>4.</b> 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

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
<b>INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY</b>				
<b>5.</b> 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.
<b>6.</b> 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;
<b>7.</b> 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
<b>8.</b> 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
<b>9.</b> 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

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
<b>PROMOTION AND BEHAVIOURAL CHANGE</b>				
<b>10.</b> 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
<b>11.</b> 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
<b>12.</b> 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
<b>13.</b> 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
<b>14.</b> 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

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
<b>PROMOTION AND BEHAVIOURAL CHANGE</b>				
<b>15.</b> 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
<b>16.</b> 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
<b>17.</b> 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
<b>18.</b> 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
<b>19.</b> 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

# Board and Staff Members



## MAUREEN KIDD

### Chair

Maureen Kidd has both a personal and professional interest in promoting cycling. Previously the strategic lead for physical activity in NHS Health Scotland, she is now 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 regularly gets on her bike for active travel and recreation.

## IAN AITKEN

### Director

Ian oversaw the establishment of Bikeability in Scotland and grew Pedal for Scotland from 1,000 to well over 10,000 participants. He now runs Machrihanish Holiday Park and sits on the Sustrans Scotland Advisory Board.

## RONA GIBB

### Director

Rona is the Development Manager at Paths For All, a partnership of more than twenty national organisations committed to promoting walking for health and the development of multi-use path networks in Scotland.

## ERIC GUTHRIE

### Director

Eric has over 30 years' experience in public transport coordination and transportation with local government. He joined Tactran as Partnership Director on 17th July 2006.

## STUART KNOWLES

### Director

Stuart 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.

## JOHN LAUDER

### Director

John 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.

## ALAN MALCOLM

### Director

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

## SANDY SCOTLAND

### Director

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

## BILL WRIGHT

### Director

Bill was the chair of Cycling Scotland from 2007 to 2016. Bill is a financial planner and was a board member of Sustrans before joining the board of Cycling Scotland.

## KAREN FUREY

### Observer

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

## KEITH IRVING

### Chief Executive

Keith became Chief Executive in 2014. He chairs the Cycling Action Plan Delivery Forum and National Cycling Interests Group and serves on the Road Safety Operational Partnership Group.

## CHRISTOPHER JOHNSON

### Senior Development Officer

Christopher manages Cycling Scotland's Education programmes, which include Bikeability Scotland.

## NATHAN KACZMARSKI

### Senior Communications Officer

Nathan manages all of the Policy, Public Affairs, Monitoring, PR, Events and Communications projects for Cycling Scotland.

## LINDA PETERS (ACMA)

### Senior Finance Officer

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

## MARK HUGHES

### Policy Officer

Mark is responsible for the National Assessment of Local Authority Cycling Policy and the Cycling Scotland Conference. Mark is the key contact regarding the Cycling Action Plan for Scotland (CAPS) and has developed Cycling Scotland's professional training courses.

## LUKE PHILLIPS

### Monitoring and Development Officer

Luke is responsible for the management, maintenance, analysis and development of data relating to cycling in Scotland, including the Cycling Potential project.

## VICKY TIBBITT

### Communications Officer

Vicky provides Communications and PR support across all of Cycling Scotland's activities including social media and website management. Vicky is also responsible for the delivery of the Give Everyone Cycle Space campaign.

## WILLIAM WRIGHT

### Marketing & Development Officer

William is responsible for the marketing and promotion of Cycling Scotland's projects, specifically Pedal for Scotland. He also manages the organisation's websites and social media channels, and provides communications and PR support when required.

## PAUL WRIGHT

### Behaviour Change Manager

Paul manages Cycling Scotland's behaviour change programmes, which include Cycle Friendly Awards.

## CAROLINE HAMMOND

### Development Officer

Caroline supports employers across Scotland to ensure staff achieve the benefits of cycling to and from work through the Cycle Friendly Employer Award programme. She also coordinates the delivery of Adult Cycle Training, Cycle Ride Leader and Cycle Patrol.

## MARIANNE SCOTT

### Regional Development Officer (Tactran)

Based with partner organisation Tactran, Marianne is responsible for supporting and developing cycle training opportunities across the Angus, Dundee, Stirling and Perth & Kinross. Marianne has a key focus on Bikeability Scotland, as well as supporting Cycling Scotland and Tactran's work in the workplace, school, community and further education setting.

## DR. NINA SAUNDERS

### Quality Assurance Officer

Nina manages the Quality Assurance programme for Cycling Scotland and Bikeability Scotland training courses. She is also responsible for Go Mountain Bike and is the lead contact to a large team of freelance cycle tutors.

## DEBBIE WATSON

### Finance and Administration Officer

Debbie is responsible for the administration of Cycling Scotland's finances and manages administration in the Cycling Scotland office.

## JOANNA HENDRY

### Office Administrator

Joanna provides administrative support to the Cycling Scotland office and assists with all of the organisation's projects and initiatives.

## TRANSPORT PLANNING AND ENGINEERING (TP&E)

## PETER LESLIE

### Engineering Manager

Peter manages TP&E, the social enterprise engineering consultancy whose profits help further Cycling Scotland projects. In the past year Peter has particularly enjoyed delivering projects in Edinburgh and East Renfrewshire.

## KARLENE DOHERTY

### Engineer

Karlene has been instrumental in delivering projects throughout Scotland since joining TP&E in 2014. She has particularly enjoyed working for a community organisation to link rural Perthshire villages through a phased development project.

## CAMPBELL MCCALL

### Technician

Campbell continues to provide design solutions including improvements to access points which aim to increase the use of the National Cycle Network Route 7/75. He has also become a leading specialist in the design and delivery of active travel signage, principally directional signage of cycle route networks.

## TOM A'HARA

### Engineer

Tom has over 30 years' engineering experience and continues to provide TP&E with extensive knowledge of all things engineering. During 2015/16 Tom continued to design and manage the award winning "Bears Way" segregated cycle route in East Dunbartonshire.

# Financial Accounts

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 25 August 2016 and can be obtained from the Secretary.

## CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT AND STATEMENT OF FINANCIAL ACTIVITIES FOR THE YEAR ENDED 31 MARCH 2016

	UNRESTRICTED FUNDS		RESTR. FUNDS	2016 Total £	2015 Total £
	General £	Designated £			
<b>Income and endowments from:</b>					
<b>Donations and legacies</b>					
Gifts and donations	500	-	-	500	-
Voluntary Income	-	-	172,546	172,546	45,836
<b>Charitable Activities</b>					
Scottish Government Grant	2,127,751	-	353,544	2,481,295	2,601,894
Education and consultancy	11,716	290	26,181	38,187	24,774
Marketing and event income	13,040	-	305,617	318,657	369,833
Other charitable income	86,089	6,095	-	92,184	99,240
<b>Other Trading Activities</b>					
Trading Income	212,548	-	-	212,548	138,962
<b>Other Trading Activities</b>					
Trading Income	3,194	-	-	3,194	3,660
<b>Total Incoming Resources</b>	<b>2,454,838</b>	<b>6,385</b>	<b>857,888</b>	<b>3,319,111</b>	<b>3,284,199</b>
<b>Expenditure on:</b>					
<b>Charitable Activities</b>					
Charitable Activities	2,462,726	2,239	854,055	3,319,020	3,223,149
Other	2,513	2,141	-	4,654	8,586
<b>Total resources expended</b>	<b>2,465,239</b>	<b>4,380</b>	<b>854,055</b>	<b>3,323,674</b>	<b>3,231,735</b>
<b>Net income/(expenditure)</b>	<b>(10,401)</b>	<b>2,005</b>	<b>13,833</b>	<b>(4,563)</b>	<b>52,464</b>
Transfers	(5,278)	5,278	-	-	-

Net movement in funds for the year	(15,679)	7,283	3,833	(4,563)	52,464
Balance brought forward	180,397	86,556	14,637	281,590	229,126
<b>Closing balance at 31 March 2016</b>	<b>164,718</b>	<b>93,839</b>	<b>18,470</b>	<b>277,027</b>	<b>281,590</b>
Comprising:-					
<b>Unrestricted Funds</b>					
General	164,718	-	-	263,840	229,582
<b>Designated Funds</b>					
Designated Assets	-	4,987	-	1,850	8,671
Go Mountain Bike	-	18,852	-	14,706	9,976
Pension Deficit Reserve	-	70,000	-	70,000	50,000
<b>Restricted Funds</b>					
Pedal for Scotland Fund	-	-	10,194	10,194	16,587
Play on Pedals	-	-	-	-	-
Practical Cycle Awareness Training	-	-	8,276	8,276	(1,950)
	<b>164,718</b>	<b>93,839</b>	<b>18,470</b>	<b>277,027</b>	<b>281,590</b>

## CYCLING SCOTLAND CONSOLIDATED BALANCE SHEET AT 31 MARCH 2016

	2016 £	2015 £
<b>Fixed Assets</b>		
Tangible assets	4,987	1,850
	<b>4,987</b>	<b>1,850</b>
<b>Current Assets</b>		
Debtors	133,557	70,002
Cash at bank and in hand	967,771	1,182,213
	<b>1,101,328</b>	<b>1,252,215</b>
<b>Creditors: Amounts falling due within one year</b>	<b>722,288</b>	<b>884,032</b>
<b>Net Current Assets</b>	<b>379,040</b>	<b>368,183</b>
<b>Total Assets less Current Liabilities</b>	<b>384,027</b>	<b>370,033</b>
<b>Creditors: Amounts falling due after one year</b>	<b>-</b>	<b>5,000</b>
Tangible assets	107,000	91,000
<b>Net Assets</b>	<b>277,027</b>	<b>281,590</b>
<b>Represented by:</b>		
<b>Unrestricted Funds</b>		
General	164,718	229,582
Designated	93,839	86,556
Restricted	18,470	14,637
	<b>277,027</b>	<b>281,590</b>



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