# Cycling Scotland ANNUAL REPORT 2015-2016

1. **CHAIR’S INTRODUCTION** 4  
2. **CHIEF EXECUTIVE’S INTRODUCTION** 5  
3. **CYCLING SCOTLAND MEMBERS** 6  

## EDUCATION

4. **PLAY ON PEDALS** 8  
5. **PLAY ON PEDALS TRAINING** 9  
6. **CYCLE FRIENDLY SCHOOLS** 10  
7. **BIKEABILITY SCOTLAND** 12  
8. **CYCLING SCOTLAND SCHOOL CAMPS** 13  
9. **CYCLE FRIENDLY CAMPUSES** 14  

## WORKPLACES

10. **CYCLE FRIENDLY EMPLOYER** 15  
11. **PRACTICAL CYCLE AWARENESS TRAINING** 16  
12. **ESSENTIAL CYCLING SKILLS** 17  
13. **CYCLE RIDE LEADER, GO MOUNTAIN BIKE, CYCLE PATROL** 18  

## COMMUNITIES

14. **CYCLE FRIENDLY COMMUNITY AWARD** 19  
15. **CYCLE FRIENDLY & SUSTAINABLE COMMUNITY FUND** 20  

## CAMPAIGNS & EVENTS

16. **PEDAL FOR SCOTLAND** 22  
17. **GIVE EVERYONE CYCLE SPACE** 24  
18. **BIKE WEEK** 25  

## POLICY & MONITORING

19. **CONFERENCES** 26  
20. **CYCLING POTENTIAL & MAKING CYCLING MAINSTREAM** 27  
21. **QUALITY ASSURANCE** 28  

## ADDITIONAL SERVICES AND INFORMATION

22. **TP&E** 30  
23. **VISION, MISSION, VALUES, CHARITABLE OBJECTS** 32  
24. **PARTNERSHIP WORKING** 33  
25. **CAPS PROGRESS REPORT** 35  
26. **CAPS ACTION TABLE** 36  
27. **BOARD MEMBERS AND STAFF MEMBERS** 40  
28. **FINANCIAL ACCOUNTS** 42
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

Children’s Appeal.

Scotland, raising over £92,000 for the great cause STV Children’s Appeal.
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.

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

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.
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 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.

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.

Hazlehead Academy became Aberdeen City Council’s first Cycle Friendly Secondary 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

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.

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 Blainv镖ch 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
- Highland
- Uddingston Grammar School
- South Lanarkshire
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 evidence-led 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.
Practical Cycle Awareness Training

PCAT encourages LGV and PCV drivers to empathise with people on bikes, making drivers aware of the risks that those travelling 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 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

Drivers from Renfrewshire Council experience cycling on the road.

Key Facts

- Drivers from Renfrewshire Council experience cycling on the road.

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.

Cycling Scotland has been accredited to deliver PCAT for a second year from JAUPT.

Recyke-a-bike are also JAUPT accredited and will deliver 20 days of PCAT to around 450 drivers.

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.

Key Facts

- 9056 adults accessed ECS training products.
- 13,491 delivery outlets established worldwide.

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.
Cycle Ride Leader, Go Mountain Bike & Cycle Patrol

**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.**

**Go MTB Centres Making a Total Of**

- 41 NEW GO MTB CENTRES
- 259 COURSE PARTICIPANTS RECEIVING A GO MTB CERTIFICATE
- 882 ADULTS TRAINED AS CYCLE RIDE LEADERS
- 548 NEW INSTRUCTORS TRAINED
- 290 PATROLLERS

**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.

**Cycle Friendly Community Award**
Cycling Scotland's Cycle Friendly and Sustainable Communities Fund (CFSFC) 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 winter 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 island 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 cyclists free for tourists so to reduce visitor car travel
- Promoting Stronsay as a cycle friendly island

**Gala Cycles**
Elidol West Youth Hub (TD1 Youth Hub) / Scottish Borders
£4,800 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.
- 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.

**Glasgow Women’s Library**
Cycling Promotion Project / 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 teams 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
£2,500 NHS Forth Valley Falkirk Learning Disability Team / Falkirk

This project has been running cycling groups for the past year with funding from the NHS and through Cycling Scotland’s ANNUAL REPORT 2015/16 ANNUAL REPORT 2015/16. The project will continue to support the cycling project including:
- 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.
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

- **Riders took part in Pedal for Scotland 2016**: 8468
- **Riders took part in the Classic Challenge, the event’s most popular ride**: 6128
- **£90,022.33 was raised for the STV Children’s Appeal in 2016**

**Before registering** | **After registering**
--- | ---
74% | 85% (of riders cycled at least once a week)
53% | 62% (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**

- **16% Edinburgh**
- **8.5% West Lothian**
- **14%**
- **7.5% North Lanarkshire**
- **8% 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 into 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.

### Key facts

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>58%</td>
<td>OF PARENTS STATED THAT THE CAMPAIGN MADE THEM FEEL MORE CONFIDENT ABOUT THEIR CHILDREN CYCLING TO SCHOOL</td>
</tr>
<tr>
<td>4 out of 5</td>
<td>DRIVERS STATE THAT THE CAMPAIGN WOULD MAKE THEM GIVE EVERYONE CYCLING MORE SPACE ON THE ROAD</td>
</tr>
</tbody>
</table>

## Bike Week

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.
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 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.

Cycling Scotland has been working with AECHM 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.

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.

Cycling Potential & Making Cycling Mainstream

Cycling Scotland
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.
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

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.
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 so anyone anywhere in Scotland can enjoy all the benefits of cycling.

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 (SCO29760). 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.

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:

<table>
<thead>
<tr>
<th>Active Living</th>
<th>Education &amp; Training</th>
<th>Communication &amp; Events</th>
<th>Information and Guidance</th>
<th>Leisure Tourism &amp; Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling and Young People Group (5)</td>
<td>Bikeability Scotland Delivery Group (5)</td>
<td>Pedal for Scotland (5)</td>
<td>Annual Ministerial Cycling Summit</td>
<td>Bike Events Scotland (5)</td>
</tr>
<tr>
<td>Scotrail Advisory Panel</td>
<td>Road Safety Operational Partnership Group</td>
<td>CAPS Delivery Forum Sub-group on Monitoring (5)</td>
<td>Scottish Cycling &amp; Access</td>
<td>National Cycle Tourism Forum</td>
</tr>
</tbody>
</table>

(5) Groups in which Cycling Scotland is the secretariat

Cycling Scotland project delivery partners

<table>
<thead>
<tr>
<th>Bike Hub</th>
<th>Cycling UK</th>
<th>The Bike Station</th>
<th>Eco Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestry Commission Scotland</td>
<td>Education Scotland</td>
<td>Living Streets</td>
<td>MBLA (Mountain Bike Leaders Association)</td>
</tr>
<tr>
<td>Paths for All</td>
<td>Road Safety Scotland</td>
<td>Scottish Centre for Healthy Working Lives</td>
<td>Scottish Cycling</td>
</tr>
<tr>
<td>Scottish Local Authorities</td>
<td>Scottish Government</td>
<td>SNH (Scottish National Heritage)</td>
<td>STV Children’s Appeal</td>
</tr>
<tr>
<td>Sustrans</td>
<td>Transport Scotland</td>
<td>VisitScotland</td>
<td>Volunteer Development Scotland</td>
</tr>
</tbody>
</table>

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 |
| SCOTFS (Society of Chief Officers of Transport Scotland) | sportscotland | Transform Scotland | |
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
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.

### LEADERSHIP & PARTNERSHIP

<table>
<thead>
<tr>
<th>ACTION</th>
<th>LEAD PARTNER &amp; OTHER PARTNERS</th>
<th>OUTCOMES / TIMESCALES</th>
<th>MONITORING INDICATORS</th>
<th>RESOURCING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>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</td>
<td>Transport Scotland (lead), COSLA and LAs</td>
<td>Strong engagement in CAPs to provide a steadily growing momentum for delivery work</td>
<td>City of Edinburgh has offered to host in 2013; could rotate the host authority</td>
</tr>
<tr>
<td>2.</td>
<td>Develop for each local authority area along with supporting promotional work including functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work</td>
<td>LAs, with RTTPs, Cycling Scotland, Transport Scotland</td>
<td>Cycling strategies in place for all local authority areas and/or travel-to-work regional areas, by 2015.</td>
<td>Number of strategies in place and being implemented</td>
</tr>
<tr>
<td>3.</td>
<td>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 (SCSCP) good practice</td>
<td>Cycling Scotland (lead), Sustrans, Transport Scotland</td>
<td>Improved integration of cycling considerations into operational and strategic delivery in local areas. Develop a SCSCP best practice module for delivery by stakeholders or Transport Scotland</td>
<td>Number of delegates trained</td>
</tr>
</tbody>
</table>

### INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY

<table>
<thead>
<tr>
<th>ACTION</th>
<th>LEAD PARTNER &amp; OTHER PARTNERS</th>
<th>OUTCOMES / TIMESCALES</th>
<th>MONITORING INDICATORS</th>
<th>RESOURCING</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>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</td>
<td>LAs, with Sustrans, RTTPs, community groups, Transport Scotland</td>
<td>Steady growth in the quantity and quality of infrastructure to support active travel.</td>
<td>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</td>
</tr>
<tr>
<td>5.</td>
<td>Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism</td>
<td>Sustrans with partners including LAs, Forastiery Commission, Scottish Canals, Visit Scotland, Cycle Tourism Forum</td>
<td>Steady growth in the quantity and improvement in the quality of infrastructure to support an increase in active travel</td>
<td>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</td>
</tr>
<tr>
<td>6.</td>
<td>Develop better integration with public transport through working in partnership with interests such as rail and bus/ coach operators and RTTPs</td>
<td>Transport Scotland (lead), RTTPs, rail and bus operators / representative bodies (e.g., Confederation of Passenger Transport) Sustrans (for access to and from stations)</td>
<td>Improved links through promoting improved cycling routes to transport hubs and bike parking; potentially enhanced carriage of bikes (especially for rural transport)</td>
<td>National indicator on all journeys to work by active and public transport Perceptions of public transport</td>
</tr>
<tr>
<td>7.</td>
<td>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</td>
<td>Forth Environment Link (lead), Transport Scotland, First ScotRail, Stirling Council, Sustrans</td>
<td>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.</td>
<td>Number of visitors to the Hub Increase in uptake of cycle parking at the station Local cycle count data</td>
</tr>
<tr>
<td>8.</td>
<td>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’)</td>
<td>LAs, with partnership work by with Transport Scotland, Sustrans</td>
<td>Improved road safety to encourage greater participation in active travel</td>
<td>Reductions in cyclist and pedestrian KSI (killed &amp; seriously-injured) statistics</td>
</tr>
<tr>
<td>9.</td>
<td>Develop and deliver a Mutual Respect Campaign for all road users, complementing the existing Give Me Cycle Space campaign aimed at drivers</td>
<td>Cycling Scotland (lead) with input from the Vulnerable Road User Forum and LAs for delivery and promotion of the project</td>
<td>Launch of the Mutual Respect Campaign due later in 2013.</td>
<td>Reduction in KSI’s in all modes, but specifically for cyclists and pedestrians</td>
</tr>
</tbody>
</table>
### PROMOTION AND BEHAVIOURAL CHANGE

<table>
<thead>
<tr>
<th>ACTION</th>
<th>LEAD PARTNER &amp; OTHER PARTNERS</th>
<th>OUTCOMES / TIMESCALES</th>
<th>MONITORING INDICATORS</th>
<th>RESOURCING</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.</td>
<td>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.</td>
<td>Bikeability Scotland Delivery Forum (lead), Cycling Scotland; LAs, schools</td>
<td>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</td>
<td>Numbers of participating schools Numbers of pupils receiving on-road training Number of volunteers supported and trained Hands Up Scotland data on school travel</td>
</tr>
<tr>
<td>11.</td>
<td>Develop adult cycle training resources, building on Bikeability Scotland, including an essential skills module as a pilot for potential roll-out nationwide.</td>
<td>Cycling Scotland (lead), working with bike retailers</td>
<td>Increase the number of outlets offering adult training</td>
<td>Number of participants taking up new resource</td>
</tr>
<tr>
<td>12.</td>
<td>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.</td>
<td>Cycling Scotland and Sustrans (lead)</td>
<td>Increase in number of community events and projects Project participation and local area cycling modal shares etc</td>
<td>Current SG funding for Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund and the Active Fund</td>
</tr>
<tr>
<td>13.</td>
<td>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</td>
<td>Sustrans and Cycling Scotland (lead), LAs</td>
<td>More children cycling Hands Up Scotland Survey results in i-Bike Schools and number of Cycle Friendly Secondary Schools (CFSS) iBike evaluation data</td>
<td>Current SG funding for i-Bike officers to Sustrans and to Cycling Scotland for CFSS</td>
</tr>
<tr>
<td>14.</td>
<td>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</td>
<td>Cycling and Young People Group (lead), Cycle Tourism Forum, NHS professionals</td>
<td>More young people participating in all forms of cycling Delivery body data, e.g., membership of clubs number of cycling events held</td>
<td>SG funding to Cycling Scotland, LA / Health board budgets</td>
</tr>
</tbody>
</table>

#### OUTCOMES / TIMESCALES

- Number of cycling fatalities and serious injuries
- Number of people cycling
- Number of new cyclists
- Increase in cycling participation
- Number of children accessing cycle training
- Number of adults accessing cycle training
- Increase in cycling events
- Increase in active travel
- Number of people using active travel

#### RESOURCING

- SG grant funding to Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund
- Current SG grants to CS and Sustrans
- EST loan fund for employers
- Transport Scotland resourcing; local authority delivery budgets
- SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund

### PRODUCTION AND BEHAVIOURAL CHANGE

<table>
<thead>
<tr>
<th>ACTION</th>
<th>LEAD PARTNER &amp; OTHER PARTNERS</th>
<th>OUTCOMES / TIMESCALES</th>
<th>MONITORING INDICATORS</th>
<th>RESOURCING</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.</td>
<td>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 younger cycling sessions).</td>
<td>Cycling Scotland (lead), community groups, Transport Scotland / Scottish Government</td>
<td>Increased accessibility to bikes Increase in number of community cycling events</td>
<td>Numbers of trips on NCN number of children and adults accessing training number of children/ adults using Bike Library</td>
</tr>
<tr>
<td>16.</td>
<td>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).</td>
<td>Cycling Scotland, Healthy Working Lives, Sustrans (leads), employers</td>
<td>Increase in commuting to work by bike</td>
<td>Number of CFEs Number of employees working in a CFE Number of Bike to Work schemes on offer SRT increase in cycling to work</td>
</tr>
<tr>
<td>17.</td>
<td>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.</td>
<td>Transport Scotland (lead) Cycling Scotland, Sustrans, LAs</td>
<td>Increase in active travel in all areas</td>
<td>SHS increase in active travel and public transport use</td>
</tr>
<tr>
<td>18.</td>
<td>Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation</td>
<td>Cycling Scotland (lead), SG, Sustrans, Paths for All</td>
<td>Available data collated and presented to inform the national picture of cycling participation see Annex G</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>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</td>
<td>LAs with Cycling Scotland and Sustrans</td>
<td>More robust local data collected which can contribute to the 10% shared vision</td>
<td></td>
</tr>
</tbody>
</table>

#### OUTCOMES / TIMESCALES

- Number of people cycling
- Number of new cyclists
- Increase in cycling participation
- Number of children accessing cycle training
- Number of adults accessing cycle training
- Increase in cycling events
- Increase in active travel
- Number of people using active travel

#### RESOURCING

- SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund
- Current SG grants to CS and Sustrans
- EST loan fund for employers
- Transport Scotland resourcing; local authority delivery budgets
- SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund
gets on the bike for active travel and in disadvantaged groups. Regularly promoting physical activity through path networks in Scotland.

Director

RONA GIBB
10,000 participants. He now runs Machrinish Holiday Park and sits on the Sustrans Scotland Advisory Board.

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 Machrinish Holiday Park and sits on the Sustrans Scotland Advisory Board.

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.

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.

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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

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.

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 cycling 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.

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.

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.

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

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.

LAKE PHILLIPS
Monitoring and Development Officer
Lake 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.
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

<table>
<thead>
<tr>
<th>UNRESTRICTED FUNDS</th>
<th>RESTRI. FUNDS</th>
<th>2016</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Income and endowments from:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donations and legacies</td>
<td></td>
<td>500</td>
<td>–</td>
</tr>
<tr>
<td>Charitable Activities</td>
<td></td>
<td>–</td>
<td>500</td>
</tr>
<tr>
<td>Scottish Government Grant</td>
<td>2,127,751</td>
<td>1,850</td>
<td>2,480,295</td>
</tr>
<tr>
<td>Marketing and event income</td>
<td>15,540</td>
<td>–</td>
<td>306,677</td>
</tr>
<tr>
<td>Other charitable income</td>
<td>86,069</td>
<td>6,095</td>
<td>92,084</td>
</tr>
<tr>
<td>Other Trading Activities</td>
<td>212,548</td>
<td>–</td>
<td>212,548</td>
</tr>
<tr>
<td>Total incoming resources</td>
<td>2,454,838</td>
<td>5,395</td>
<td>837,888</td>
</tr>
</tbody>
</table>

| **Expenditure on:** | | | |
| Charitable Activities | 2,127,751 | 2,480,295 |
| Other | 2,513 | 2,141 |
| Total resources expended | 2,454,269 | 4,626 | 839,436 |

| Net income/(expenditure) | (15,679) | 7,283 | 3,833 | (4,563) |
| Transfers | (5,270) | 5,278 | – | – |

Net movement in funds for the year | (15,679) | 7,283 | 3,833 | (4,563) |
Balance brought forward | 180,317 | 86,556 | 14,637 | 281,590 |
Closing balance at 31 March 2016 | 164,718 | 93,839 | 16,470 | 271,027 |
Closing balance at 31 March 2015 | 229,582 |

Cycling Scotland
CONSOLIDATED BALANCE SHEET
AT 31 MARCH 2016

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fixed Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tangible assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debtors</td>
<td>175,557</td>
<td>70,002</td>
</tr>
<tr>
<td>Cash at bank and in hand</td>
<td>902,771</td>
<td>1,182,213</td>
</tr>
<tr>
<td><strong>Net current assets</strong></td>
<td>1,082,328</td>
<td>1,252,215</td>
</tr>
<tr>
<td><strong>Creditors:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amounts falling due within one year</td>
<td>722,988</td>
<td>884,052</td>
</tr>
<tr>
<td><strong>Net current liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Net current assets less current liabilities</strong></td>
<td>370,040</td>
<td>368,163</td>
</tr>
<tr>
<td><strong>Creditors:</strong></td>
<td>584,013</td>
<td>570,033</td>
</tr>
<tr>
<td>Amounts falling due after one year</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td><strong>Tangible assets</strong></td>
<td>–</td>
<td>90,000</td>
</tr>
<tr>
<td><strong>Net Assets</strong></td>
<td>277,027</td>
<td>281,590</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Represented by:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Unrestricted Funds</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>164,718</td>
<td>229,582</td>
</tr>
<tr>
<td>Designated</td>
<td>87,839</td>
<td>80,836</td>
</tr>
<tr>
<td>Restricted</td>
<td>9,470</td>
<td>14,657</td>
</tr>
<tr>
<td><strong>Net Assets</strong></td>
<td>277,027</td>
<td>281,590</td>
</tr>
</tbody>
</table>