



**Annual report
& accounts
2018–19**

Welcome to Cycling Scotland's annual report 2018/19, highlighting some of the many activities we have delivered, funded and worked with partners to support.

2018/19 was the first year of the doubled investment in active travel by Transport Scotland and it is a tribute to the Cycling Scotland staff team that they funded and delivered more projects than ever. Our income as an organisation increased significantly but more importantly, the amount of grant funding we could provide to others increased by over £2 million. While this type of increase may not happen every year, it demonstrates the desire and demand amongst so many organisations to improve the environment for cycling. Three of the many possible examples

of this demand are Bikeability Scotland, social housing and road safety.

The ongoing increase in Bikeability Scotland Level 2 cycle training, delivered despite ongoing cuts to local authority capacity, is providing more children with an essential life skill, riding a bike on-road. Independence, resilience and judgement, just a few of the key outcomes from riding a bike, are quite frankly increasingly necessary skills for the fractured, polluted world today's children are inheriting.

The social housing partnership fund for cycling and walking facilities, launched in spring 2019, is a new focus, as part of our strategic aim of ensuring cycling helps address health, economic

and social inequalities. This is a strategic aim we want to help direct more resources to in the future with the support of funders and delivery partners.

The Scottish Government Road Safety Framework to 2020 has been hugely successful in reducing casualties on our roads overall. Improving safety for people cycling requires further action and our new Give Cycle Space campaign, launched in partnership with Police Scotland, will play its part in educating more people about the legal consequences of driving too close to someone cycling.

While the timeline for Scotland's first Cycling Action Plan comes to an end in 2020, it is clear that our work is only just beginning. While

participants will no longer Pedal for Scotland between Glasgow and Edinburgh, more people in Scotland are cycling and this progress can continue at a quicker pace if action focuses on cycling infrastructure as the top priority, with expanding access to bikes and cycle training as other key priorities. With a climate emergency, long-standing health inequalities and worrying levels of transport poverty, it's more important than ever that we create an environment for all people to cycle easily and safely. My thanks to our principal funder Transport Scotland and everyone who will help achieve this ambition.

Keith Irving, Chief Executive



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We are working with Active Travel Delivery Partners, local authorities, Regional Transport Partnerships, grassroots organisations and many others to drive the case for cycling...



43,684

Children took part in Bikeability Scotland training – a record number!



128 employers were supported to meet our Cycling Friendly award criteria



Over 2,500 people trained as leaders or instructors to share the joy of cycling

2,680

2,680 professional drivers attended Practical Cycle Awareness Training

TP&E

20 active travel infrastructure projects delivered by TP&E, including over 13km of routes

£950,000

We developed a new £950,000 Social Housing Fund for Improved Walking and Cycling Facilities, in partnership with the Scottish Federation of Housing Associations, Living Streets Scotland and Sustrans Scotland

10,000+

Over 10,000 nursery-aged children took part in Play on Pedals



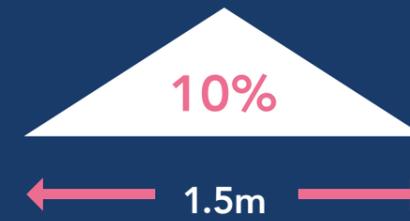
18 campuses hosted Campus Cycling Officers

£1m → 73,000 employees

£1 million funding was awarded to 111 workplaces, helping more than 73,000 staff access Cycling Friendly facilities

2,000+

Over 2,000 adults accessed cycle training



A 10% increase in motivation to give 1.5m when passing people on bikes was identified after our road safety campaign

STA

Bikeability Scotland and Western Isles Council won Best Practice in Travel to School and Work Schemes at the Scottish Transport Awards

£340,000 → 28 projects

28 community groups were awarded £340,000 Cycling Friendly funding to increase access to bikes



More than 8,000 people took part in Pedal for Scotland's 20th anniversary event

Percentage of riders who cycled at least once a week:

65% → 80%

(Before and after registering for Pedal for Scotland)

£50,000 → 20 schools

20 secondary schools were funded £50,000 Cycling Friendly funding to improve cycling facilities

3 Education & training

Our practical training courses support children and adults across Scotland to improve their cycling skills, empowering them to cycle with confidence.

This year, we have helped 62,938 individuals develop the skills and confidence to cycle, and supported 2,572 people to become leaders or instructors to cascade training.

Bikeability Scotland



Bikeability Scotland is the national cycle training programme for school children, supporting the next generation of confident and responsible people travelling by bike.

In the last academic year (August 2018 – June 2019), a record 43,684 children took part in Bikeability Scotland training.

A record 47% of primary schools across Scotland now deliver on-road Bikeability Scotland cycle training, 5% more than the previous session.

This included 93 schools delivering on-road training for the first time.

All 29 participating local authorities now offer multi-level training, with four local authorities – Clackmannanshire, East Renfrewshire, Shetland and Western Isles – delivering on-road training to 100% of their primary schools.

Cycling Scotland provides an average of £20,000 to local authorities committed to increasing delivery of Level 2 on-road training.



This funding can help tackle physical or logistical barriers to children participating, including providing bikes.

Building on the recommendations from previous evaluations, Cycling Scotland has developed a new delivery strategy for Bikeability Scotland. This includes providing more flexible delivery models to overcome specific local needs, and where necessary, replacing the previous volunteer-led model of delivery with one which is volunteer-supported.

As part of our ongoing evaluation focused on the impact of on-road training, we engaged

international training expert Angela van der Kloof, of the Dutch consultancy Mobycon, to lead an international comparator study for school cycle training. The findings set out a range of options for how Bikeability Scotland training can develop as Scotland prioritises active and sustainable travel. This includes opportunities for educational activity between Play on Pedals in the nursery and on-road training in primary six.

We contributed to the consultation and sign-off of the updated UK National Standard for Cycle Training, which will prioritise independent decision-making in a dynamic environment.

43,684

43,684 children took part in Bikeability Scotland training – a record number

3 Education & training

Bikeability Scotland



Case study: Bikeability Scotland → Western Isles Council

Due to the unique, mostly rural, environment of the Western Isles, many schools lack suitable venues to deliver on-road Bikeability Scotland training. Only 5% of schools (12 pupils) in 2016/17 delivered Level 2 training.

A coordinated approach by Western Isles Council, Active Schools and the Cycling Scotland Bikeability Scotland team created an innovative new delivery model in 2017/18 to overcome these challenges and successfully delivered Level 2 training to 95% of schools (288 pupils).

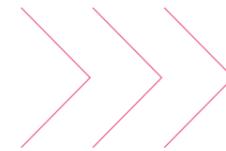
The project identified appropriate central training locations, bringing pupils together from cluster schools to participate.

Transport to training sites, pool bikes, helmets and equipment were provided. Experienced Bikeability Scotland instructors led the delivery of training supported by volunteers, who have now been trained as

Cycle Trainer Assistants, with the aim of having 'self-sufficient' delivery by August 2020.

The programme has strengthened existing partnerships between local primary schools and promoted active travel as a collective responsibility.

In June 2019, Western Isles Council and Bikeability Scotland won Best Practice in Travel to School and Work Schemes at the Scottish Transport Awards.



100% delivery in four local authorities: all primary schools in Clackmannanshire, East Renfrewshire, Shetland and Western Isles delivered on-road training



Case study: Bikeability Scotland → Corpus Christi Primary School

One school that has signed up to Bikeability Scotland for a number of years is Corpus Christi Primary School in Glasgow.

Principal teacher, Vicky Kytzia, said: "Our school has students from many different backgrounds

and abilities, and to see the increase in their confidence through Bikeability Scotland is a great result. The buzz that is created around the bike sessions spills out to parents and staff, with them volunteering, or taking up cycling themselves."



1,399 people trained to instruct others to cycle

3 Education & training

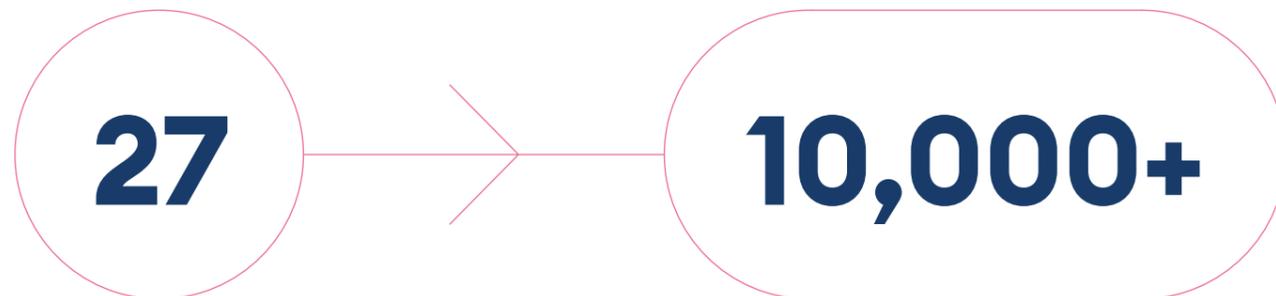
Play on Pedals



Cycling Scotland continues to work with Cycling UK and Play Scotland, supporting pre-school and family cycling in Glasgow and Edinburgh through our Play Together on Pedals Partnership. Within the partnership, Cycling Scotland provides training and resources for communities and Early Years staff.

457 Early Years practitioners were trained as Play on Pedals instructors. Through funding from Transport Scotland, Cycling Scotland has partnered with Early Years teams across 27 local authorities, making training available to over 10,000 children in the last year, starting what we hope to be a lifetime of cycling.

Cycling Scotland has partnered with Early Years teams across 27 local authorities, making training available to over 10,000 children



Essential Cycling Skills

Through our Essential Cycling Skills programme, Cycling Scotland has a range of training and resources that support adults to cycle with confidence. Over 2,000 people participated in practical training throughout the year, supported by 24 active delivery partners, including businesses using cargo bikes, public bike share users in Edinburgh, and people returning to cycling with an ebike.

Alongside practical training, Cycling Scotland's range of online, video, and print resources were accessed over 3,400 times.

Working with staff from Cycling UK's Inverclyde Bothy, an Arabic version of the Essential Cycling Skills resource has been distributed to new Scots across south-west Scotland, making it possible for more people to have the opportunity to learn to cycle.



Quality assurance

All courses certified by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance Review. During the last year 4% of all instructor training courses were reviewed, while Bikeability Scotland visits took place in 30% of participating authorities.

Feedback from courses assessed highlighted good practice in terms of safety, instructor knowledge and encouragement of participants. Increasing riding time and providing tailored feedback are two areas Cycling Scotland will focus on in future instructor training and CPD provision.

716 people trained as cycle ride leaders to support others to enjoy cycling



3 Education & training

Practical Cycle Awareness Training

Practical Cycle Awareness Training (PCAT) aims to make drivers aware of the risks that people on bikes experience on the road, to understand the behaviour of cyclists and to anticipate how they ride.

Through theory sessions and practical training, the course promotes awareness of vulnerable road users and increases a driver's understanding of the decisions people cycling will make. PCAT supports bus and LGV fleet operators that are working towards the Fleet Operator Recognition Scheme (FORS) Silver Award scheme.

Cycling Scotland directly delivered training to 250 professional drivers across Scotland, while supporting six organisations,

including Lothian Buses, to embed and cascade PCAT training.

Breedon, the UK's largest independent construction materials group, worked with us to enable 55 of their drivers to do PCAT this year. Stephen Rodger, the Area Transport Manager, participated in the course and said "it focussed on putting us in the position of a vulnerable road user", adding that "some of our drivers hadn't been on a bike in over 30 years so they were definitely vulnerable".

Evaluation of attitudinal responses to PCAT in 2018 showed a positive impact in increasing road user awareness and we are currently evaluating impact on driver behaviour using telematic data from participating fleet operators.



Case study: Practical Cycle Awareness Training → Lothian Buses



Lothian Buses, the UK's largest municipal bus company, is the first bus operator to embed Practical Cycle Awareness Training.

In addition to supporting Lothian Buses' training centre team to develop in-house course materials and deliver theory training, Cycling Scotland supported two staff to become qualified Cycling Instructors and lead the practical course.

Lothian Buses has now delivered training to over 2,400 drivers.

Richard Hall, Managing Director of Lothian Buses, said "following feedback from previous training courses, we thought long and hard about how we could make the course more interactive and increase the level of learning for all our staff. Working in partnership with Cycling Scotland, we are proud to be the first bus operator in the UK to introduce this bespoke Practical Cycle Awareness Training.

"This fantastic opportunity will help us learn more about sharing road space and gain a better understanding of the difficulties faced by other road users daily across our operating area."

Lothian Buses has now delivered training to over 2,400 drivers

2,400+

Cycling Scotland supports Police Scotland and other organisations to cascade training to their staff who use bikes as part of their patrol duties



We created a new campaign this year to educate drivers about giving more space to people cycling, using research to explore what would have the biggest impact on behaviour and working in partnership with Police Scotland.

Our objectives were:

Short-term

- Increased awareness that passing someone cycling too closely is an offence and can result in three points on your licence.
- An increase of 5% in positive attitude statements about giving space to people on bikes.

Medium-term

- Increased frequency of one of the behaviours tracked in the RITS survey: "give a gap of a car's width when passing people on bikes".

Long-term

- Contribute towards a decrease in serious incidents on Scotland's roads involving people on bikes (tracked in Reported Road Casualties).

We commissioned the following research to inform the campaign:

- Independent focus group research in Glasgow, Edinburgh and Aberdeen with our target

audience. This revealed people thought giving space was courtesy, there was no awareness of Operation Close Pass and there was low awareness that passing a cyclist too closely is an offence. The key learning was that the main motivation for drivers to change behaviour was the legal consequences for them.

- A YouGov poll of more than 1,000 people in Scotland which identified that 73% of people don't know you can receive three points on your licence and a £100 fixed penalty notice for passing a cyclist too closely when driving.
- Creative testing of four TV ad scripts/concepts with our target audience.
- Independent pre- and post-campaign research to measure recall, engagement and impact on attitude.

Campaign content

We created a 30 second TV ad, using helmet-camera style footage to show close passes from the perspective of the cyclist. This resonated well in research: 92% of interviewees agreed it showed what it felt like to be close passed.

We also worked with the police to create a short film of a live Operation Close Pass.

The proportion of people who claim they always give 1.5 metres of space to a person cycling increased from 26% pre-campaign to 36% post-campaign.

Respondents motivated to give at least 1.5 metres space when passing people cycling increased from 32% pre- to 42% post-campaign.

Results

In terms of awareness, the campaign achieved more than 1.9 billion opportunities to see through broadcast, online and print media coverage alone. Our TV advertising and social media campaign achieved more than 20 million impacts/impressions.

We conducted interviews with 425 people pre-campaign and 422 people post-campaign in 19 locations across Scotland. This revealed:

1 Recall

- Spontaneous recall: in the pre-wave research, 17% of respondents reported they had seen advertising/publicity about giving people cycling space: this doubled in the post-wave to 34%.
- Prompted recall: 50% of those interviewed recognised the campaign when shown.

2 Engagement with message

- More than two thirds of respondents mentioned giving people cycling enough space or not to drive too close.
- Awareness of Operation Close Pass improved in the post-wave – from 15% to 36%.
- 94% of those interviewed believed the message in the campaign to be true and 90% agreed it encouraged them to give plenty of space to people on bikes.

3 Impact on attitude and behaviour

- The proportion of people who claim they always give 1.5 metres of space to a person cycling increased from 26% pre-campaign to 36% post-campaign.
- Respondents motivated to give at least 1.5 metres space when passing people cycling increased from 32% to 42%.



Cycling Scotland conference 2018



In November 2018, Cycling Scotland welcomed over 240 delegates to Dundee for our flagship annual conference.

With talks and workshops on inclusive cycling, access to bikes, engaging older people and cycling to support people into employment, the agenda centered around the conference's key theme of accessibility.

Through walking and cycling study tours, delegates had the opportunity to visit active travel initiatives across the city, including a Cycling Friendly Secondary School, new infrastructure improvements along the Docks Path, and the NCN1 coastal cycle path – as well as the chance to visit the newly opened V&A Dundee museum.

Individuals who have made a significant contribution to cycling were recognised at our civic reception. Jacqueline Morrison and Gabriella Farquhar were presented with volunteer and pupils' choice Bikeability Scotland awards. Michael Heath from Cairn Medical Practice was awarded the Cycling Champion of the Year for his inspiring work in Inverness to increase cycling opportunities for both patients and practitioners. This award was jointly presented by Cycling Scotland, Sustrans Scotland, Cycling UK and Scottish Cycling.

Young Cycling Champion of the Year was awarded to Steven McCormick, a volunteer with Fife Council Community Development.

Delegates heard from Angela van der Kloof, of the Dutch Cycling Embassy, on how bikes are helping refugee women integrate into Dutch culture. Isla Rowntree presented on changing cultural attitudes if we are to promote cycling as a mainstream activity and Dr Rachel Aldred, from University of Westminster, shared findings from the Near Miss Project.

The Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson, highlighted the importance of cycling to promote community empowerment and announced the 28 Cycling Friendly Community projects that have received funding to tackle inequalities.

Over 92% of delegates said they would attend the conference again and we look forward to welcoming new and returning delegates to our 2019 conference in Edinburgh

92%

Active Travel conference 2018

More than 200 delegates and exhibitors were welcomed to Perth for the conference's 10th anniversary in May 2018.

Hosted by Paths for All, Sustrans Scotland, Living Streets Scotland and Cycling Scotland, the annual conference brings together organisations from across the active travel sector.

2018 marked the 10th anniversary of the conference and our theme "Towards 2027: Seeing More People Travel Actively" helped lead discussions about how we can best effect change in the next ten years.

Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson,

delivered a Ministerial address and Perth's Lord Provost welcomed delegates to the city.

We were keen to involve young people as part of a second theme to engage young people in active travel, aligning with the 2018 Year of Young People.

Louise Macdonald OBE, Chief Executive of Young Scot, delivered an inspiring keynote address, emphasising the importance of involving young people in decision-making processes, how to understand and address the barriers they face in choosing active travel and how young people are not one homogenous group but have different needs. Young people from local schools involved in active travel projects presented their experiences to delegates.

National Monitoring Framework

The National Monitoring Framework (NMF) is a Scotland-wide project to monitor cycling levels and modal share with an open data ethos across rural and urban areas. Working in partnership with 15 local authorities and Regional Transport Partnerships, it has expanded to 60 automatic cycle counter sites, providing reliable data to inform local authority decisions and an objective data source to monitor the likely further increases in cycling levels over the next few years. Nearly 100 temporary counts were carried out in spring

2019 to provide on-the-ground mode share data to complement the statistics from Scottish Household Survey and other key data sources.

The data from the NMF will be open to all. To help facilitate this, Cycling Scotland is refining an online Active Travel Open Data Portal. This platform will contain automatically updating data from the automatic counters as well as the results from the temporary counts to date for anyone to view, analyse or download.



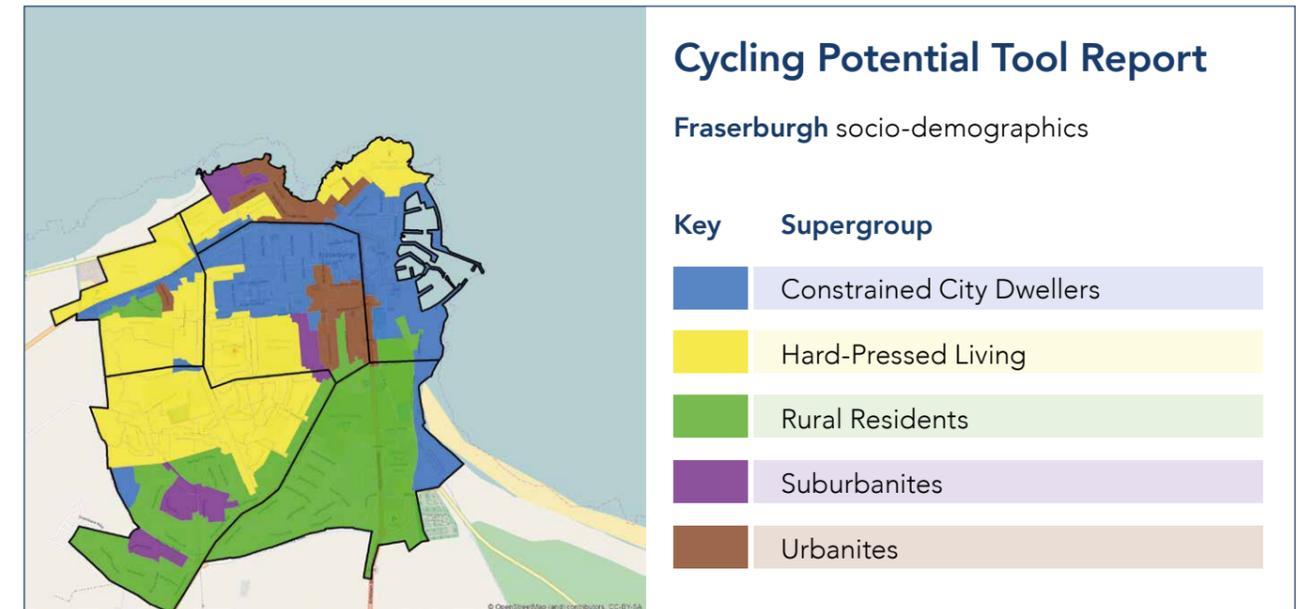
Cycling Potential Tool

The Cycling Potential Tool (CPT) is a Geographic Informational System (GIS) tool developed by Cycling Scotland. It assesses which locations are more likely to see an increase in cycling with additional infrastructure, support and investment to help inform evidence-based decision-making.

Amongst other areas, Cycling Scotland worked with South Lanarkshire Council to examine the cycling potential of Rutherglen, Lanark, Hamilton,

East Kilbride, Cambuslang and Blantyre. We also worked with Tactran to assess Dunkeld, Stirling, Plean, Larbert, Montrose, Brechin and Blairgowrie.

The Cycling Potential Tool has been refined to enable the introduction of additional information such as historic air quality information and Scottish Index of Multiple Deprivation and Socio-demographic data.





More than 8,000 people cycled together in Pedal for Scotland's 20th anniversary event. With participants ranging in age from a nine-month old on a tag-along to an 82-year old, riders completed more than 325,000 miles, many of them fundraising for charity.

Earlier this year, we announced that this would be the last ever Pedal for Scotland Glasgow to Edinburgh ride, Big Belter sportive and Wee Jaunt Linlithgow to Edinburgh ride.

From 2020, we plan to take a new, community-focussed, Scotland-wide approach to remove barriers to taking part in cycling events. The events will help to promote the use of newly emerging cycling infrastructure in many places and will be free of charge for participants.

Since it began in 1999, Pedal for Scotland has inspired tens of thousands of people in Scotland

to cycle, as well as paving the way for cycling events to become more mainstream. It has grown from 400 participants in 1999 to 8,700 in 2019 and has delivered an estimated £1.1m for the Scottish economy every year.

More than 110,000 people have taken part over the last twenty years and the event has created a legacy for cycling in Scotland including:

- Health impact: thousands of people have been inspired to take up cycling or cycle more often in training for the event.
- Charity fundraising: participants have raised millions of pounds for good causes, most recently tackling child poverty. This year, we joined forces with the British Heart Foundation, SAMH (the Scottish Association of Mental Health), Glasgow Children's Hospital Charity and the STV Children's Appeal.

- Funding impact: large amounts of value-in-kind and sponsorship to the sector, for example advertising on STV that helped to promote cycling nationally.
- Diversity of participants: people of all ages and abilities have pedalled for Scotland, including celebrities, Government Ministers, refugees and charity fundraisers.
- Inspiring cycling events: across Scotland there are now more mass participation cycling events of different types with greater public awareness than ever before.

- More people cycle: cycling has become more popular since the first Pedal for Scotland in 1999, at least doubling. In Scotland, more people now cycle than play football.

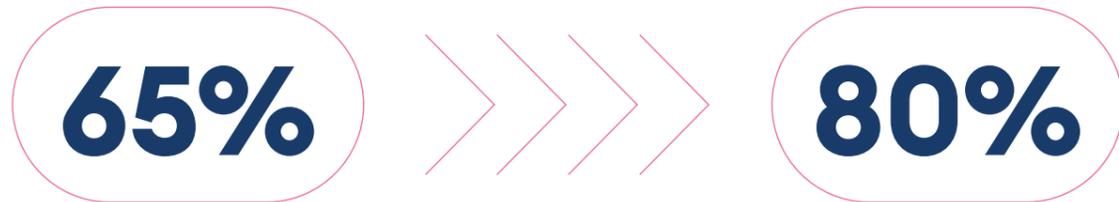
We would like to thank everyone involved in the Pedal for Scotland Glasgow to Edinburgh ride over the last 20 years, including the main grant funder, Transport Scotland, our sponsors, charity partners and supporters.

110,000+

Since 1999, more than 110,000 people have Pedalled for Scotland



Percentage of riders who cycled at least once a week:



Before registering for Pedal for Scotland

After registering for Pedal for Scotland

Percentage of riders who cycled more than once a week:



Before registering for Pedal for Scotland

After registering for Pedal for Scotland

Case study: Bikes for Refugees



Violette, a new Scot (refugee) from Syria, is one of the people we gave a free place to this year. Violette recently took up cycling after being given a bike by Bikes for Refugees.

“As a young Syrian woman, I have not had opportunities to cycle until I came to Scotland. Getting a bike has made it possible for me to do this great outdoor activity. A real bonus is that I am now able to take part in Pedal for Scotland and I have been training hard. This bike has expanded my life!”

Case study: Gerry

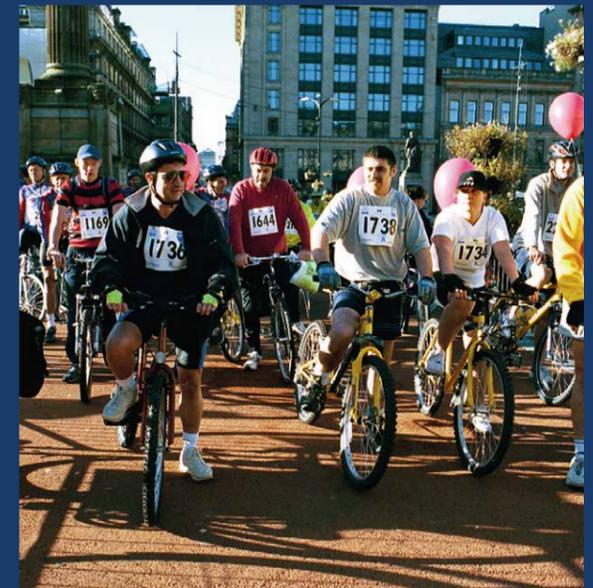
Three years ago, Gerry weighed 24 stone and was diagnosed with type 2 diabetes. A year on, after starting to cycle and losing 4.5 stone, Gerry took on his first Pedal for Scotland.

“If you’d told me I would have been cycling all those miles this time last year I would have thought it was impossible. I’ve had 51 years of being unhealthy, but that’s changed. Pedal for Scotland was a fantastic experience and if I can inspire another person into getting fit and healthy, I will have done my job.”



History → 1999–2019

Set up in 1999 to encourage more people to cycle, raise the profile of cycling in Scotland and provide a platform for raising millions of pounds for good causes, Pedal for Scotland has more than achieved its aims over the last 20 years.



The early years – some of the first Pedal for Scotland participants lining up in George Square, Glasgow, to take part in 2001 and 2002.

Cycling Friendly

Our Cycling Friendly programmes aim to make cycling easy, accessible and part of daily life through an award scheme and funding from Transport Scotland.

Cycling Friendly Community



The Cycling Friendly Community programme supports groups actively working to increase opportunities for their community to cycle.

From homeless charities to mental health groups, refugee projects to ability cycling, the Cycling Friendly Community programme supports community focused groups through a development fund and award scheme.

We awarded £340,837 to 28 projects across Scotland that focused on increasing access to bikes and opportunities to cycle, tackling isolation,

building capacity, supporting physical and mental health improvements and building community cohesion.

Several projects received funding to expand existing activity, including Bikes for Refugees, Easterhouse Phoenix and Dundee & Angus ADHD.

Support is ongoing for the community groups across Scotland to get more people cycling, achieve the Cycling Friendly Award and monitor impact.

Case study: Cycling Friendly → Blackhill on Bikes

Blackhill on Bikes is part of St. Paul's Youth Forum, a collection of youth focused programmes based in Provanmill in the north-east of Glasgow. The group is situated in one of the poorest communities in Scotland and helps young people by alleviating the effects of poverty.

The bike hub is in the heart of the community, with volunteers ranging from families who have lived and worked in the area for generations, to new Scots who have arrived in the area from all over the world.

The project delivers cycling activities, gets children and parents on pool bikes and is supported by strong partnership working.

In October 2018, the project received £20,000 through the Cycling Friendly Community development fund which was used to purchase bikes, equipment, pay for storage and deliver training. This has helped increase the number of journeys made by bike to and from primary and secondary school through use of the bike library and led rides.

28

£340,837

28 community groups were awarded £340,837 in grant funding with match funding commitments of £421,883

Cycling Friendly Schools



During 2018/19, 89 schools engaged with the award with 31 primary schools and 19 secondary schools achieving Cycling Friendly status, and a further 39 schools issued with bespoke action plans to achieve the award.

The secondary schools grant fund received an exceptional level of interest and £50,000 was shared by 20 projects. Project themes ranged from creating alternative pathways and

offering new qualifications, to empowering pupil leadership opportunities. Successful projects all had strong pupil input and ownership to help encourage their peers to cycle more.

The programme supports 35 pupil cycle champions, and this year we held events in Glasgow and Elgin to equip champions with skills and ideas that would help them involve peers in cycling activities.

35 pupil cycle champions are now equipped to support cycling at their secondary schools and beyond



35

Case study: Cycling Friendly → Inverness Royal Academy

Inverness Royal Academy was funded by Cycling Scotland for an ambitious project and has since significantly increased the amount of pupils involved in cycling.

Cycling Friendly funding contributed towards a fleet of bikes and a workshop stocked with maintenance equipment. The school has started 1:1 cycling activities and has successfully renovated the bike shed as well as running family-focused Dr Bike sessions.

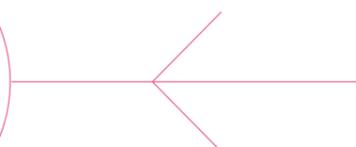
The school has four active pupil cycle champions, runs Friday coaching sessions

and has recruited and trained volunteers with mechanic, leadership and mountain bike skills.

Strong partnerships have been developed with Velocity Café, Active Schools, and Sustrans to support school mapping, Dr Bike events and Bikeability Scotland across feeder schools.

This sustained activity and promotion has seen 16% of pupils now cycle to school.

20



£50,000

20 secondary schools were funded

£50,000 to improve cycling facilities

5 Behaviour change → Cycling Friendly

Cycling Friendly Campus

The Cycling Friendly Campus programme is designed to provide support and guidance to colleges and universities who wish to encourage cycling as a healthy, sustainable and accessible mode of transport.

To help institutions make cycling more accessible for students, we offer a development fund that provides up to £25,000 to address specific gaps in cycling infrastructure and services. The fund was oversubscribed with 21 applications received, requesting a total of £351,434.

Cycling Scotland offered funding to 15 institutions, totalling £202,940, helping break down evidenced barriers to student cycling such as lack of secure cycle parking, access to showering and changing facilities, and increasing access to bike maintenance equipment.

In 2018/19, nine colleges and nine universities benefitted from the Cycling Friendly Campus Internship programme with 15 Campus Cycling Officers embedded within 18 institutions. The Officers deliver a wide range of cycling initiatives to increase student cycling rates including:

- infrastructure improvements
- bike maintenance training sessions
- creating and promoting local maps for safe routes
- 1:1 route planning sessions
- confidence training sessions
- a pedal powered cinema
- bike breakfasts
- climate week and health events

15

£203,000

15 campuses were awarded £203,000 for capital projects

Campus Cycling Officers ran 304 engagement events with students and staff

304

Case study: Cycling Friendly Campus → Edinburgh College



Jen Murray, Campus Cycling Officer at Edinburgh College, was aware of the everyday travel challenges for people with disabilities, and was determined to focus her efforts on inclusive and accessible travel initiatives.

Jen said "I saw that students who had to get dropped off by taxi and it made me think about how much we take for granted and I wanted to see what the college could do to help people with disabilities get into active travel."

Edinburgh College's Sighthill Campus was chosen as the site for an inclusive active travel open day. Jen developed a partnership with Edinburgh All-Ability Bike Centre (ABC) which has a wide range of adapted bicycles, including tandems, tricycles, twinned bikes and others with

adaptations to suit different abilities and experiences. Students and staff were invited along to try the bikes and find out more about inclusive active travel.

Continuing its vision to support active travel for everyone, the college has now arranged for Edinburgh ABC to host a group of students on a weekly basis. These sessions will give students the opportunity to build confidence, independence, balance, fitness and feel the freedom that comes with cycling.

In addition, Jen secured funding from the internship fund to cover a shuttle from the college to the centre of the city: an adapted minibus will take students to and from the centre every week, overcoming the barriers of cost and transport which so often work against people with disabilities.

5 Behaviour change → Cycling Friendly

Cycling Friendly Employer

The Cycling Friendly Employer programme provides an award scheme and development grant fund to support and reward workplaces that wish to make it easier for their staff to cycle.

128 workplaces became Cycling Friendly Employers in 2018/19, the largest number of awards made in any financial year so far.

£1 million of funding was allocated to 111 workplaces across 64 employers with more than 73,000 staff benefitting from improvements to workplace cycling facilities. The demand was such that the £1 million fund, a 270% increase from the previous year, was still oversubscribed. The fund was complemented by £554,155 of match funding.

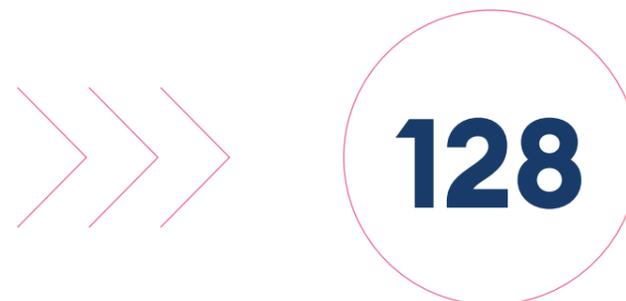
Examples of funded projects include:

- Scottish Canals funded pool bikes and cycle parking for staff and canal visitors at 16 locations across the country.
- A new bike shelter has helped Booth Welsh to achieve the second ever Cycling Friendly Employer Plus Award.
- The Bikes and Trikes for Highland Carers project in Inverness has been equipping home carers with bikes to enable modal shift.
- Maryfield Community Policing Team in Dundee were funded for bikes, happily saying goodbye to their motor vehicle which was reassigned after the team were making all their journeys by bike or foot within three months of receiving funding.
- Forth Valley Sensory Centre received funding to install cycle parking and a public repair station with the aim to improve accessibility for centre users, and particularly those with visual impairments, as bikes were previously stored in hallways or along railings.



111 workplaces received funding:
over 73,000 staff are benefitting

128 CFE Awards – the highest in any year since the programme started



Case study: Cycling Friendly Employer → Highland Home Care

The Cycling Friendly Employer programme funded bikes for staff employed by Highland Home Care Ltd, an employee-owned care delivery company. The Bikes and Trikes for Highland Carers project makes it easier for carers to visit clients in and around Inverness and, crucially, managers picked staff who were most likely to prove behaviour change was achievable.

Previously, carers were often late for calls due to the volume of traffic and difficulty in finding parking spaces. Now, the workplace pool bikes are making a big difference, with three carers using bikes to deliver care visits, making them more productive, happier, and healthier.

Adrian, who delivers home care, said the project “can have really positive impact on the communities we work in and change people’s approach to the way they commute. Staff feel real pride in being a part of a ‘movement’ that can bring positive changes to the environment as well as their health and relations with other people out in the community.”

The bikes have indeed had a positive effect in the community: when carer Kelly arrives on her visits by bike she says “clients are all waving and watching for me coming into the garden”.

GP Dr Katie Walter who works at Cairn Medical Practice in Inverness said “Due to efforts to be a Cycling Friendly Employer, three practice nurses now commute by bike – not every day, but most days – several of our doctors commute by foot or bike and one of our reception staff has just got a bike – hugely momentous. When it comes to behaviour change, it just goes to show: plant a seed... Thank you for supporting our Cycling Friendly Employer status and helping us spread the love!”



05 Behaviour change →

Social Housing Fund for Improved Walking & Cycling Facilities

At the end of the financial year we developed a new grant fund to support housing associations, in partnership with the Scottish Federation of Housing Associations, Living Streets Scotland and Sustrans Scotland.

The aim of the fund is to make it easier for people living in social housing properties to walk and cycle for everyday journeys.

The fund will provide £950,000 from the Scottish Government and will prioritise areas of high deprivation across Scotland in order to help more people access the health and money-saving benefits of active travel. Social housing providers can apply for grants of up to £25,000 for a range of infrastructure projects including cycle parking, shelters, street furniture and improvements to access points and lighting.

During 2018–19 Transport Planning & Engineering (TP&E), Cycling Scotland’s social enterprise consultancy, has been working across Scotland on a range of exciting active travel infrastructure and regeneration projects.

The team has grown, meaning we now have a greater impact through working on more projects for a diverse range of clients and over a broader area.

TP&E was involved in development of over 20 active travel infrastructure projects.

Several of these were delivered through to construction this year, resulting in over 13km of active travel routes designed by TP&E being built in locations across Scotland.

This year, the success of our projects has come in many forms: we have impacted modal shift in rural areas, supported empowered communities to develop their own path networks and reduced inequalities through dedicated infrastructure that will improve accessibility for all.

20

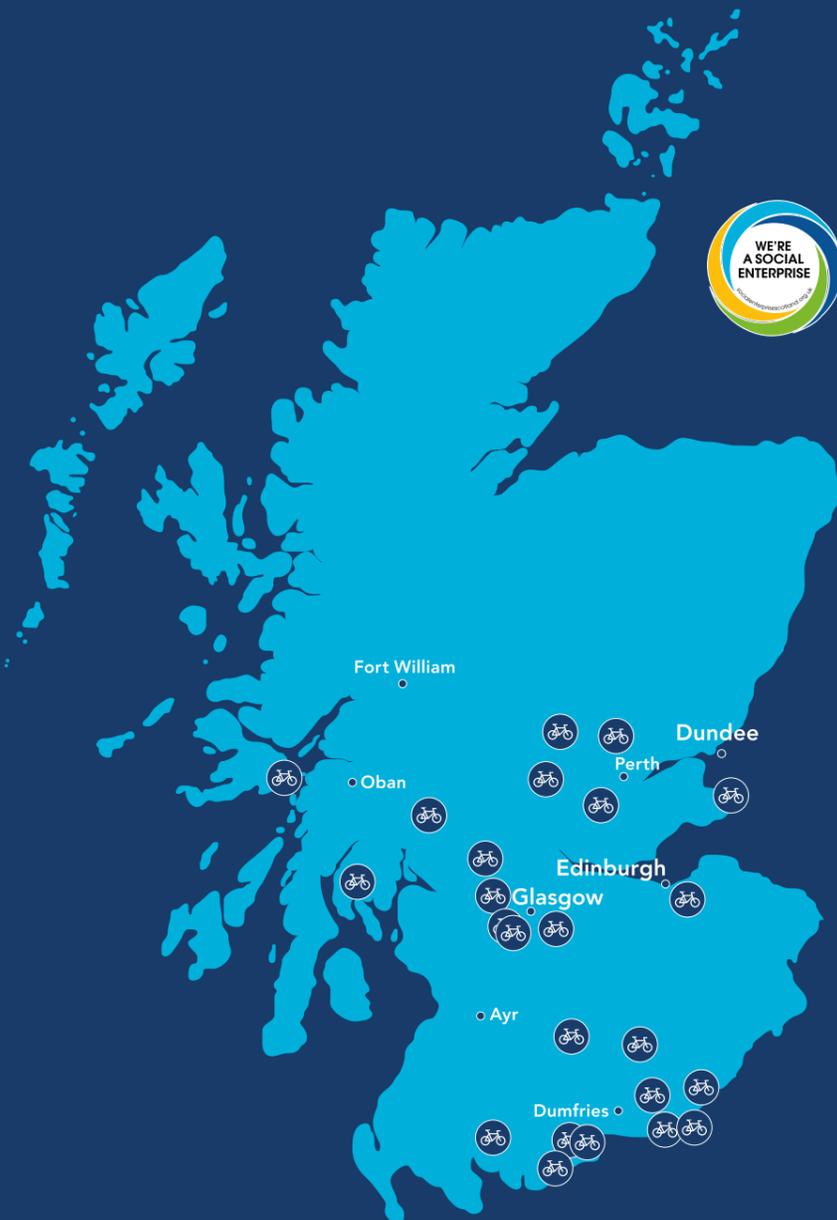


20 active travel infrastructure projects

More than 13km of active travel routes built across Scotland



13km

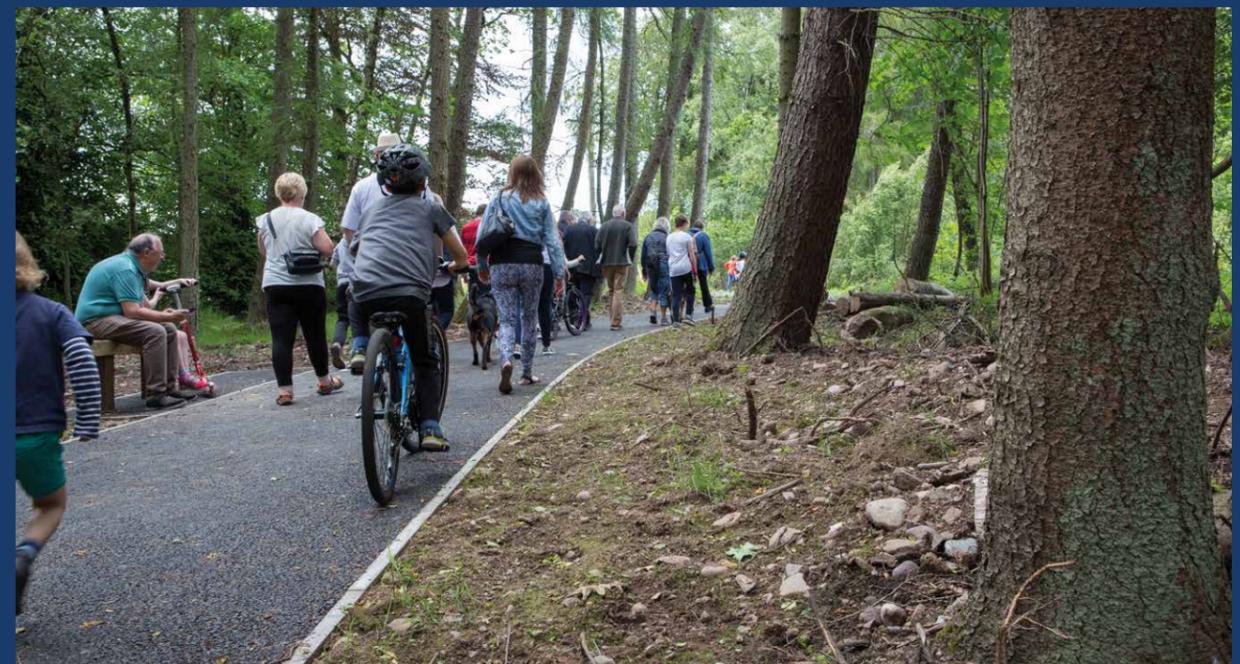


TP&E
Transport Planning & Engineering

Project locations

- Bowling
- Ardrishaig
- East Renfrewshire
- Little France (Edinburgh)
- Auchterarder
- Paisley
- St Fillans
- Drymen (Balmaha)
- Cairndow
- Leith
- Thornhill
- Dumfries
- Stranraer
- Lochmaben
- Eastriggs
- Kenmore
- Dunkeld
- Kilmarnock
- Glencoe
- Auchterarder to Muthill
- Almondbank (Perth)

Case study: TP&E → Provost’s Walk: Auchterarder



One of the projects TP&E delivered this year was the third phase of the Provost’s Walk in Auchterarder.

The multi-phase path project upgraded a virtually unpassable muddy and uneven track to a modern, multi-user route with the installation of solar lighting, benches, handrails, wheeling ramp, a new bridge, drainage and more accessible gradients. The smooth wide path is now suitable

for walkers, cyclists, runners, wheelchairs and people using pushchairs and prams. This phase completes the network of off-road, shared use path upgrades which has been developed by the local community and our client, Perth and Kinross Countryside Trust, in recent years.

The success of this network has seen an average of 280 active travel journeys recorded per day.

Charitable objectives

- 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.

Vision

Our vision is of a sustainable, inclusive and healthy Scotland where anyone, anywhere, can enjoy all the benefits of cycling.

Mission

We are 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 and evidence-driven
- Ambitious
- Sustainable

7 Partnership working

Cycling Scotland is engaged with a broad range of other organisations from across policy fields and sectors, and we sit on, chair or advise and consult with a number of delivery groups with a focus on active travel.

We work closely with other Active Travel Delivery Partners: Cycling UK, Sustrans Scotland, Forth Environment Link, Living Streets Scotland, Energy Savings Trust and Paths for All.

Active living

- Cycling and Young People Group*
- National Cycling Interests Group*
- ScotRail Cycle Forum
- ScotRail Advisory Panel

Education & training

- Bikeability Scotland Delivery Group
- UK Cycle Training Standards Board
- PCAT Group*
- Road Safety Operational Partnership Group
- Play on Pedals Partnership

Communication & events

- Walking, Cycling, Connecting Communities Conference
- Police Scotland Road Safety Tactical Options Working Group

Information & guidance

- Cycling Action Plan for Scotland Delivery Forum*
- Scottish Parliament Cross Party Group on Walking, Cycling & Buses
- CAPS Delivery Forum Sub-group on Monitoring*

Leisure tourism & access

- Bike Week
- Developing Mountain Biking in Scotland (SMBDC)
- Road Maintenance Stakeholder Group

* Where Cycling Scotland is secretariat

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

Project delivery partners

- Cycling UK
- The Bike Station
- Eco Schools
- Education Scotland
- Living Streets Scotland
- MBLA (Mountain Bike Leaders Association)
- NHS Health Scotland
- Paths for All
- Police Scotland
- Regional Transport Partnerships
- Road Safety Scotland
- ScotRail
- Scottish Centre for Healthy Working Lives
- Scottish Cycling
- Scottish Local Authorities
- Scottish Government
- Scottish Natural Heritage
- STV Children's Appeal
- Sustrans Scotland
- Scottish Canals
- Transport Scotland
- VisitScotland
- Volunteer Development Scotland

Pedal for Scotland partners

- Transport Scotland
- Sustrans
- British Heart Foundation
- Cycle Republic
- Endura
- STV Children's Appeal
- Glasgow Children's Hospital Charity
- Scottish Association for Mental Health
- Glasgow City Council
- North Lanarkshire Council
- Falkirk Council
- West Lothian Council
- City of Edinburgh Council
- Police Scotland
- Scottish Water
- Ambulance Service, St Andrew First Aid, Edinburgh Trams, Scottish Water, and all our volunteers for their support

Forum and working group partners

- ADES (Association of Directors of Education Scotland)
- COSLA
- Environmental Association of Universities and Colleges (EAUC)
- National Access Forum
- NHS Health Scotland
- ScotRail
- Scottish Outdoor Access Network (SOAN)
- Scottish Enterprise
- SCOTS (Society of Chief Officers of Transport Scotland)
- sportScotland
- Transform Scotland

7 Organisation → Financial accounts

The following 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 22nd August 2019 and can be obtained from the Company Secretary.

Cycling Scotland

Consolidated Income and Expenditure Account and Statement of Financial Activities for the year ended 31 March 2019

	Unrestricted Funds		Restr. Funds £	2019 Total £	2018 Total £
	General £	Designated £			
Income & endowments from:					
Donations and legacies					
• Voluntary Income	—	—	148,956	148,956	229,024
Charitable Activities					
• Scottish Government Grant	5,231,294	—	339,467	5,570,761	3,374,001
• Education and consultancy	11,765	—	63,905	75,670	25,625
• Marketing and event income	24,896	—	235,503	260,399	284,863
• Other charitable income	58,857	—	—	58,857	57,981
Other Trading Activities					
• Trading Income	216,255	—	—	216,255	158,492
Investments					
• Bank interest	983	—	—	983	206
Total income & endowments	5,544,050	—	787,831	6,331,881	4,130,192
Expenditure on:					
• Charitable activities	5,426,220	—	770,304	6,196,524	4,013,726
• Other	3,179	3,267	—	6,446	3,816
Total expenditure	5,429,399	3,267	770,304	6,202,970	4,017,542
Net income/(expenditure)					
• Transfers	(5,403)	5,403	—	—	—
Net movement in funds for the year	109,248	2,136	17,527	128,911	112,650
Balance brought forward	273,835	71,466	64,296	409,597	296,947
Closing balance at 31 March 2017	383,083	73,602	81,823	538,508	409,597
Comprising:					
Unrestricted Funds					
General	383,083	—	—	383,083	273,835
Designated Funds					
Designated Assets	—	3,602	—	3,602	1,466
Pension Deficit Reserve	—	70,000	—	70,000	70,000
Restricted Funds					
Pedal for Scotland Fund	—	—	46,192	46,192	49,383
Play on Pedals	—	—	35,631	35,631	14,913
Total charity Funds	383,083	73,602	81,823	538,508	409,597

Cycling Scotland

Consolidated Balance Sheet at 31 March 2019

	2019 £	2018 £
Fixed Assets		
• Tangible assets	3,602	1,466
	3,602	1,466
Current Assets		
• Debtors	227,207	73,058
• Cash at bank and in hand	1,412,775	1,228,535
	1,639,982	1,301,593
Creditors: Amounts falling		
• Due within one year	1,020,281	793,462
Net Current Assets	619,701	508,131
Total Assets less Current Liabilities	623,303	509,597
Defined benefit pension scheme liability	84,795	100,000
Net Assets	538,508	409,597
The funds of the charity		
Unrestricted Funds		
General Fund	383,083	273,835
Designated Funds	73,602	71,466
Restricted funds		
	81,823	64,296
Total charity Funds	538,508	409,597

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.

**Cycling
Scotland**

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Cycling Scotland is a Charitable Company Limited by guarantee. Company number SC252907.
Recognised Scottish Charity number SC029760. Registered office: 24 Blythswood Square, Glasgow G2 4BG.

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