

# Cycling Scotland

Annual report  
& accounts  
2020–21



# 1 Welcome

**On behalf of the Board and staff team, welcome to Cycling Scotland's Annual Report 2020–21. This provides an overview of the organisation's activity, progress and achievements through the many projects we have delivered, funded and supported during a year dominated by the Covid-19 pandemic.**

The year started and finished in national lockdowns, with many more people taking up cycling. Our colleagues rose to the considerable challenges and emerging opportunities created by the pandemic by enabling many key workers to get access to bikes, supporting more people to cycle and highlighting the cycling boom.

Programme delivery was inevitably impacted and a top priority will be returning Bikeability Scotland cycle training delivery in schools back to pre-pandemic levels and beyond. Nonetheless, cycle training happened in many schools, childcare hubs and through summer programmes and more children benefitted from being able to ride their bikes with confidence.

The planned legacy of Pedal for Scotland, a programme of local events aimed at getting more people cycling in local communities, was also delayed. We look forward to a number of community events going ahead in 2021 as we hopefully emerge from the worst of the pandemic.

It was full steam ahead for Cycling Friendly funding in schools, universities, colleges, communities, workplaces and social housing. Along with funding for cycle parking, facilities and pool bikes, NHS Health boards were awarded nearly £100,000 from the NHS Worker Fund, directly benefitting key workers. As well as funding bikes, we supported further research projects on increasing access to bikes and initiated a new focus on increasing and improving bike storage as we look to tackle barriers to getting more people cycling.

The Road Safety Framework to 2030, launched by Scottish Government in February 2021, will be key for creating a safer environment for cycling. Work also commenced during the year on a new Scottish Government Framework and Delivery Plan for cycling which should link with the Climate Change Delivery Plan to focus on modal shift and reducing transport emissions.

As we face the growing climate emergency it was heartening to see Spaces for People improvements installed around the country. TP&E, our social enterprise consultancy, worked with councils, Scottish Canals, local communities, and countryside and development trusts to improve local and national cycling infrastructure through inception, design and construction projects.

Our annual conference, held online, recognised the local and global challenges we face with talks from Cabinet Secretary Michael Matheson MSP, Detective Chief Superintendent Andy Cox and Jyoti Pande Lavakare of Care for Air, India. The Agenda also recognised that there is continued progress to celebrate with our partners, with the Cycling Champion of the Year Awards awarded jointly by Cycling Scotland, Sustrans, Cycling UK and Scottish Cycling, to Edinburgh Cllr Lesley MacInnes, Cathy Miller of Empty Kitchens, Full Hearts / Refugee Community Kitchen, Civerinos Slice and Heaven Bikes.

Operationally, Cycling Scotland moved office, implemented a revised staffing structure, reviewed the Charity's Articles of Association, updated various key corporate governance processes and policies and commenced a review of our policy and operational approaches to diversity and inclusion as the ongoing development of the charity continues.

We acknowledge, and are grateful for, the continuing support of our principal funder Transport Scotland. The ongoing support and commitment of our members and the Cycling Scotland Board is hugely appreciated.

To our staff, who delivered programmes, project advice and emergency food packages, a massive thank you. Changing the world won't happen without you.

**Keith Irving, Chief Executive**

**Eric Guthrie, Chair**



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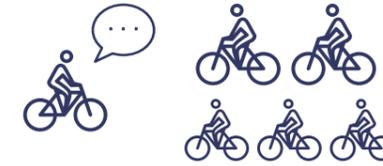
## 2 Highlights 2020–21



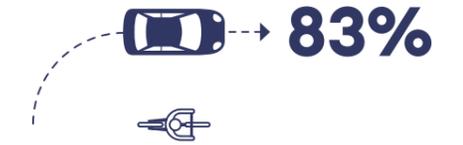
47% increase in cycling rates compared to previous year, measured via our National Monitoring Framework

### Cycling Friendly

23,600 staff able to benefit from Cycling Friendly Employer funding



170 1:1 household family cycling sessions delivered as a result of cycling boom



83% of people agreed that the Give Cycle Space campaign encouraged them to give people cycling plenty of space



Over 41,000 pupils took part in Bikeability Scotland training across all three levels



### £317,000+

More than £317,000 in funding to support active travel in areas of deprivation through the Social Housing Partnership Fund

### 37%



37% of schools delivered Bikeability Scotland Level 2 on-road training despite continued closures



225 primary and secondary schools registered for the Cycling Friendly School award

### 201 → 23



201 locations across Scotland where we monitor cycle rates, working in partnership with 23 local authorities



10,082 children participated in nursery-based Play on Pedals sessions

### TP&E

Transport Planning & Engineering

TP&E worked on 16 active travel infrastructure projects

### 500+

Over 500 adults accessed Covid-safe practical cycle training



147 people trained as Cycle Ride Leaders

### 13



### 125,465 + 12,109

13 campuses with 125,465 students and 12,109 staff benefitted from Cycling Friendly Campus programme

### 57



57 community projects funded to make cycling accessible for anyone, anywhere

### 4.1 billion



Our media activity generated 1,063 pieces of positive, on-message coverage across TV, radio, print and online, providing more than 4.1 billion opportunities to see

### 3 Response to the pandemic

Cycling Scotland rose to the challenge of supporting as many people as possible during the pandemic – with bikes, funding, essential deliveries and information.



#### Bikes for NHS workers

We supported staff from eight NHS health boards to access bikes and locks to cycle to work through our Cycling Friendly NHS Worker Fund. More on page 21.



#### nextbike Stirling

In partnership with Forth Environment Link, Recycle-a-Bike and nextbike UK, we launched a new scheme for residents and visitors in Stirling to use hire bikes for free, increasing access to bikes.



#### Grant to Life Changes Trust

We allocated £10k from our Cycling Friendly Community Fund to support Life Changes Trust to provide access to bikes in lockdown for young people with care experience.



#### Volunteering

Many of our staff volunteered during the pandemic, including helping the Simon Community to deliver food and essential supplies to people experiencing homelessness..

#### Grant to support key workers

A grant of £30k was awarded to Cycling UK's Big Bike Revival for Key Workers programme, to enable 30+ bike shops and sole traders to support key workers at no extra cost by offering bike and equipment loans, and repairs and maintenance.



#### Highland Home Carers

To support increased demand for home visits and deliveries to vulnerable people, we helped Bikes & Trikes for the Highland Carers project to access extra bikes – cheering up care residents and improving staff health and wellbeing.



#### Advice and signposting

All over Scotland, bikes were in big demand. We created an online directory of bike shops selling affordable, refurbished bikes of all sizes. We also worked in partnership to develop guidance for walking, cycling and wheeling during the pandemic and created online content to support people looking for advice.



#### Media coverage

The increase in cycling during the pandemic was a big news topic and we released cycling data from our National Monitoring Framework to the media regularly, as well as research commissioned with YouGov.



## 4 Education & 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.**

Despite disruption to delivery extending into a second academic session in 2020–21, pupil participation in Bikeability Scotland cycle training returned close to pre-pandemic levels. Further restrictions limited activity at various times, but more than 41,000 children were still able to benefit from cycle training across all levels of the Bikeability Scotland programme. A record high of 43,000 pupils took part in 2018–19, the last full academic year of delivery.

Due to the hard work and commitment of instructors and local authority coordinators, double year group cohorts were supported in many areas, to catch up on missed or disrupted delivery from 2019–20. In total, 37% of primary schools in participating councils provided their pupils with the opportunity to develop essential life skills through Level 2 on-road training.

As part of the annual grant funding awarded in support of Bikeability Scotland, 17 local authorities also received a total of £160k to procure a fleet of bikes and/or service or refurbish existing fleets. The Cycle Fleet fund was established to tackle the barrier of access to bikes to pupil participation in school cycle training.

In response to the original school closures in 2020, Cycling Scotland piloted 80 Essential Cycling Skills for Families sessions across five local authority areas during the exit from the first lockdown. These 1:1 household sessions of practical training were designed to support families to ride together on roads and reached 234 participants. A further 208 sessions have since been delivered to 666 individuals up until the end of July 2021.

Following updates to the UK National Standard for Cycle Training, new Bikeability Scotland resources were introduced by Cycling Scotland to support delivery in 2020–21. Changes to the resources prioritise independent decision-making – including a greater focus on sharing space, and the introduction of ‘core functions’ to support riding in variable traffic conditions. We are now developing a series of five new videos to illustrate these ‘core functions’, that underpin all Bikeability Scotland training. The videos will be available to supplement practical training during the 2021–22 academic year.

As ongoing support, Cycling Scotland provides an average of £20,000 to local authorities committed to increasing delivery of Bikeability Scotland Level 2 on-road training. This funding can help tackle physical or logistical barriers to children participating, including providing access to bikes.



**37%**



**37% of primary schools delivered Level 2 on-road training**

**17**



**17 local authorities received £160k in Cycle Fleet funding**

## Bikeability Scotland

### Case study: West Primary, Paisley

West Primary in Paisley didn't let lockdown get in the way of their pupils learning a key life skill. As one of the 'hub' schools in the Renfrewshire local authority that remained open for children of key workers, the benefits of Bikeability Scotland as a brilliant outdoor learning activity were quickly realised.

Renfrewshire Leisure and Active Schools teamed up with West Primary to offer Bikeability Scotland cycle training to pupils in Primary 5, 6 and 7 as a different option during PE curriculum time.

The programme began with a 'bike clinic' where pupils learnt about their bikes – how to keep them well maintained and how to perform a safety check. This progressed on to basic bike handling skills, braking and cornering, as well as signalling and learning good observation skills.

Bikeability Scotland has allowed pupils to get outside in the fresh air and stay socially distanced as per the government guidelines. It's also proved popular with pupils – many saying their confidence has improved.

One pupil Heidi, from the West Hub, said: "I wasn't confident at hand signals at first but now I am."

Lynne McGinn, Head Teacher of West Primary in Paisley said: "The children were absolutely delighted to be offered this opportunity (Bikeability Scotland) during their time at the Hub. Our children get to be outdoors, social distancing is easier and they are learning an incredibly important life skill. Thank you to everyone who has made this possible."



**41,000**

41,000 pupils took part across all three Bikeability Scotland training levels

## Play on Pedals

Cycling Scotland partners with local authority Early Years departments across Scotland to embed the Play on Pedals programme, giving nursery children the chance to learn to cycle before starting school.

Despite interruption to the academic year, 10,082 children participated in nursery-based Play on Pedals sessions.

Cycling Scotland supported 13 local authorities with grant funding totalling £44,626, to increase access to Play on Pedals through training, bike fleets and additional Personal Protective Equipment to keep people safe.

To support staff to develop as instructors, Cycling Scotland trialled remote delivery with Moray Council staff, leading to hybrid delivery options being offered to other areas and 25 staff trained as instructors.

Nurseries across 28 local authorities are now participating in Play on Pedals, including Highland Council who joined the programme for the first time.

Cycling Scotland supports the Play Together on Pedals Partnership, along with Cycling UK and Play Scotland.



**10,082**

10,082 children participated in Play on Pedals

## Essential Cycling Skills

Despite most of Scotland being under Covid-19 restrictions last year, over 500 people safely accessed practical adult cycle training.

In response to the boom in cycling rates in Spring 2020, Cycling Scotland developed and trialled a 1:1 household cycle training offer for families, supported by online guidance. Over 170 sessions were delivered across five local authorities as part of the pilot, leading to a nationwide offer in Spring 2021 – supported by 59 delivery partners.

Through partnership with SEStran, Cycling Scotland also developed and piloted a cargo bike course to support the growing number of organisations and communities using bikes for projects including food distribution. Feedback from the seven courses delivered was positive and Cycling Scotland has supported tutors to expand the reach of training across Scotland.



During 2020–21, Cycling Scotland supported bike fleets in three NHS health board areas – Dumfries & Galloway, Borders and Lanarkshire. In Dumfries & Galloway, over 40 key workers used bikes coordinated by Cycling Scotland.

To support more people to cycle for essential trips and daily exercise in Stirling, Cycling Scotland partnered with Forth Environment Link and Recycle-A-Bike to pilot free access to the public bike share scheme. Evaluation of the pilot showed non-student use of the scheme increased rapidly during the trial, with a significant increase in round-trip hires for leisure and fitness. The findings and recommendations were shared with project partners including Stirling Council, who extended the free trial through grant support from Smarter Choices, Smarter Places.

28 people trained to use cargo bikes

500 adults accessing practical cycle training

170 family cycling sessions delivered

## Ride leader & instruction courses



Cycling Scotland supports delivery of national standard cycle training to a wide range of audiences and supports people to develop as instructors and leaders.

### Go Mountain Bike

173 young people attained certificates for developing skills and proficiency through the Go Mountain Bike programme.

### Cycle Ride Leader

147 people trained as Cycle Ride Leaders to support community cycle projects.

### Practical Cycle Awareness Training

Following guidance from the Joint Approvals Unit for Periodic Training, Cycling Scotland suspended delivery of the seven hour Practical Cycle Awareness Training Course for LGV and PCV drivers resulting in no delivery during 2020–21. This recommenced in April 2021. During this period all content was updated and approved for online delivery.

### Cycle Patrol

There was no cycle patrol training delivered during 2020/21 due to the pandemic. However, the Cycle Patrol course and Cycle Patrol Trainer course were rewritten to bring them in line with the National Standard for Cycling (2018).

### Quality Assurance

All courses certified by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance Review. During the last year, all QA of cycle training activities including Bikeability Scotland were severely disrupted due to the impact government restrictions and

school closures. This time was used to evaluate feedback from previous years QA and to review and update many of Cycling Scotland's training courses, CPD courses and resources to bring them in line with the National Standard for Cycling (2018).

### Case study: Essential Cycling Skills family feedback

“My wife arranged training for my daughter (6) and I. Having spent most of my youth on my bike I thought there probably wasn't too much more I could learn, I was wrong however! I'd picked up some bad habits and forgot some good ones. I think this premise of this course is particularly important – teaching the parent really helps keep the momentum going with the child. I've found that it made my daughter more susceptible to learning because I was as well.”

“I loved the course and have cycled to and from school with the boys since. My husband now wishes he had done the course too – I think he now feels left out. I think he'll probably do it sometime and that will be a bonus.”

“I have grown in confidence that I can keep the girls safe on the roads, even when on really busy roads. We have now extended where we go cycling and have been on roads where we have had to be in the middle lane at junctions, but all three of us were calm and clear in how to do it to keep ourselves safe.”

## 5 Promotion, policy & monitoring

### Give Cycle Space



**Our Give Cycle Space campaign, supported by Police Scotland, ran on TV, radio, online and bus backs in May this year. We also piloted a road signage project in two local authority areas.**

Give Cycle Space aims to educate drivers about giving space to people on bikes, highlighting the legal consequence of close passing. This year we reached our target audience through TV, radio, online and bus advertising. 94% of adults in Scotland would have seen/heard the ad at least once.

Media activity focused on statistics from our research including 63 per cent of people agreeing that everyone would be more likely to cycle than drive if they felt safer on Scotland's roads.

We held a photo and video call with the police, demonstrating our partnership and sharing information about Operation Close Pass. Paul Kettles (shown here, on the right), a professional driver involved in an incident when overtaking a person cycling, also agreed to be part of our media campaign. Paul got points on his licence and a fine and has since changed how he drives around people on bikes, waiting until it's safe to pass and giving at least 1.5 metres of space, and urges other drivers to do the same.

Most national and local media covered the campaign in print, broadcast and online, with opportunities to see of more than 47 million. We also worked with Police Scotland, Road Safety Scotland, and other stakeholders to increase the campaign reach.

Independent research was carried out online with more than 500 people across Scotland to measure the impact of the campaign and inform future planning.



83%

83% of people agreed the campaign encouraged them to give people cycling plenty of space

4/5

4/5 of people changed their driving behaviour around people cycling

#### Key results

- 73% remembered at least one element of the campaign.
- 77% of people said 'three points on my licence and a £100 fine' when asked what the possible consequences of driving too close to someone cycling were.
- 61% of people remembered Operation Close Pass.
- 83% of people agreed the campaign encouraged them to give people cycling plenty of space.
- Two thirds of people claimed to give 1.5 metres of space to people cycling every time they passed them.
- More than four fifths of people who remembered the campaign stated they'd changed their driving behaviour around people cycling as a result including 'waiting behind people cycling until it's safe to pass'.

#### Overtaking signage pilot



In partnership with Lee Craigie, Active Nation Commissioner and local authorities, we delivered a pilot project to install advisory road signage and test its impact on safe overtaking distances for passing people cycling. The project ran in South Lanarkshire and East Lothian and results will be used to inform future plans.

## National Monitoring Framework

The National Monitoring Framework (NMF) is a Scotland-wide project which uses automatic cycle counters and traffic surveys to monitor cycling rates and modal share.

In 2020–21, we worked in partnership with 23 local authorities to expand the existing network of automatic cycle counters to 66 sites, with 12 additional counters currently in the installation process. These counters record the number of people that pass on bikes every hour and build a valuable data source for local and national cycling trends, allowing year-on-year comparisons to be made.

All-mode traffic surveys were undertaken across 135 sites in Scotland in both May and September 2020. These surveys record all modes of transport over a 48-hour continuous period, twice a year – allowing us to calculate modal share for bikes and see how this is changing year on-year. Between May 2017 and September 2019, the national modal share of cycling was between 0.51%–0.84%. In May 2020 during the pandemic, there was a significant increase in cycling modal share to 3.2% and in September 2020 it was recorded at 1.12%.

Anyone can view or download NMF data from the Active Travel Open Data portal. Visit: [cycling.scot/opensdata](https://cycling.scot/opensdata)



66

66 automatic cycle counters installed across Scotland in total

135

135 traffic surveys conducted twice a year across Scotland

## Active Travel Open Data portal

The Active Travel Open Data (ATOD) portal is an online platform to help people easily access and share data about cycling in Scotland.

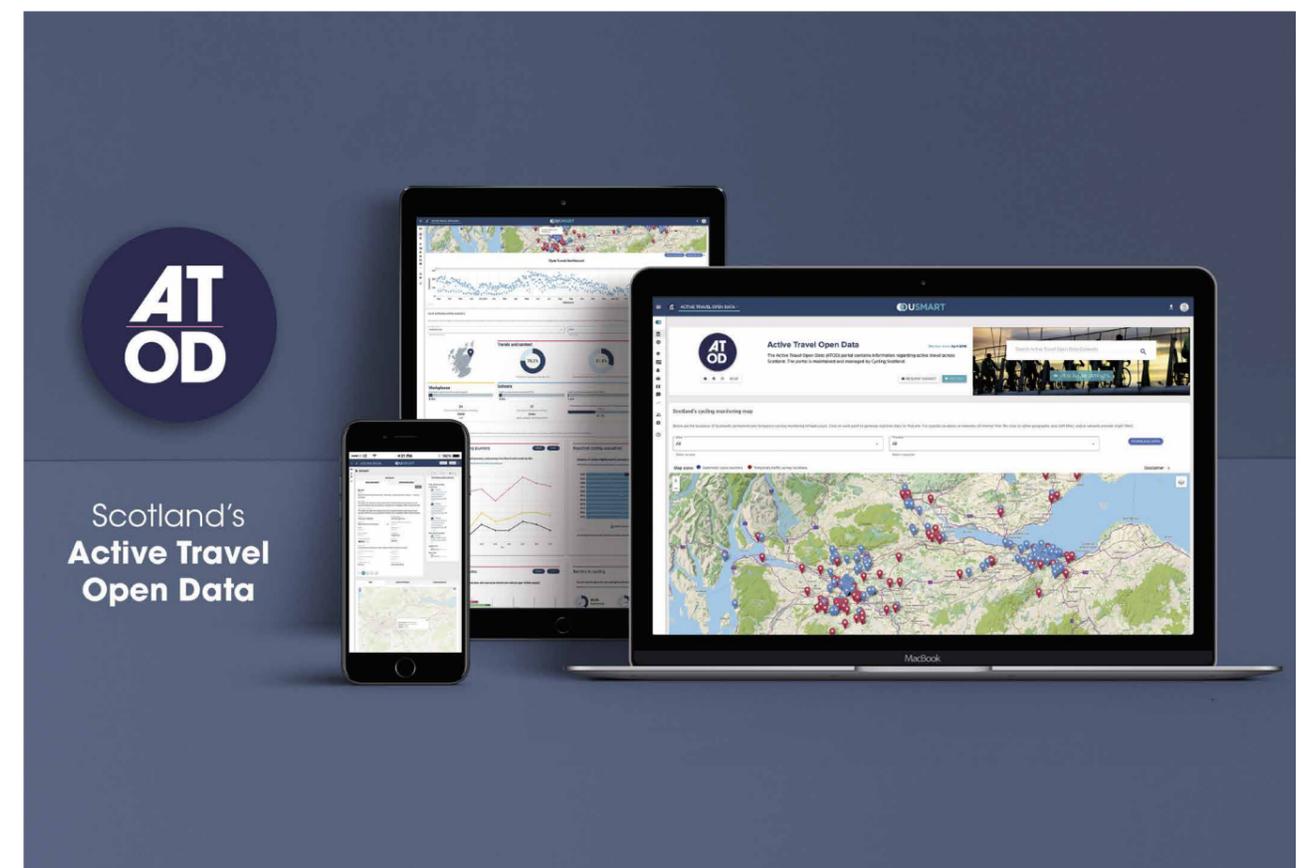
The portal contains cycling data from our National Monitoring Framework – including data from the 66 automatic cycling counters in the network, and all-mode traffic surveys. 56 other datasets are now available to download including local and national government cycling statistics, active travel partner organisation data and bike rental scheme data.

All data on the ATOD portal is free to access and active travel stakeholders can easily upload data. Our aim is to increase sharing of active travel data across Scotland, supporting collaboration, transparency and evidence-based decision making.

In the last year, we've improved the user experience – creating a new landing page with an interactive map of Scotland's cycling counter data, along with local and national summary statistics. We've collaborated with local authorities to pull in their real-time cycling data, making this data available to others for the first time.

Users can explore and download data sets, upload their own data, create custom maps, make use of APIs and embed infographics into their own websites.

We continue to grow the portal and encourage local authorities and other active travel stakeholders to share their data and use this resource.



Real-time hourly and daily local authority data available for download

## Promotion, policy & monitoring

### National Active Travel Conference 2020

The National Active Travel Conference was held online in June 2020 – hosted by Paths for All, Sustrans Scotland, Living Streets Scotland and Cycling Scotland. The theme was 'Redefining normal', and discussions centred around the active travel sector response to the pandemic.

Irene Beautyman from the Improvement Service delivered a keynote presentation to open the virtual summit for around 140 delegates and Active Nation Commissioner Lee Craigie rounded off the day, with reflections and key learnings from her role.

Colleagues attended from Energy Saving Trust, Forth Environment Link, and Cycling UK, and heard a wide range of 'lightning talk' presentations on innovative projects from fellow active travel practitioners.

**140 delegates attended from the 7 delivery partner organisations**

140

7

### Cycling Scotland Online Event 2020

In November 2020, Cycling Scotland welcomed 280 delegates to a half-day online event, around the theme of 'creating a safer environment for cycling and a greener future'.

and John Bremner won the Annual Achievement Award. The 10th Anniversary Achievement Award was won by June Andrew for her long-term commitment and dedication to the programme, supporting more than 25,000 children to develop on-road cycling skills across Aberdeenshire.

The online event featured presentations on road safety from Chief Superintendent Andy Cox of Lincolnshire Police, and the health impacts of poor air quality in India from Jyoti Pande Lavakare of Care for Air India. We welcomed Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP to provide an update on active travel priorities in Scotland and take part in a Q&A.

The 2020 Cycling Champion Awards were jointly presented by Cycling Scotland, Sustrans, Cycling UK and Scottish Cycling.

2020 marked the 10th anniversary of the Bikeability Scotland Awards. Iain Bamber was awarded the Bikeability Scotland Instructor of the Year Award,

**Visionary Champion of the Year:**

**Cllr Lesley Macinnes**

**Delivery Champion of the Year:**

**Cathy Miller**

**Business Champion of the Year:**

**Civernos Slice, Edinburgh**

**Cycle Shop Champion of the Year:**

**Heaven Bikes, Sutherland**

**280 delegates from over 100 different organisations**

280

100+

## 6 Behaviour change

# Cycling Friendly

A programme of expert support and funding to help organisations across Scotland be more cycling friendly.

### Cycling Friendly Employer

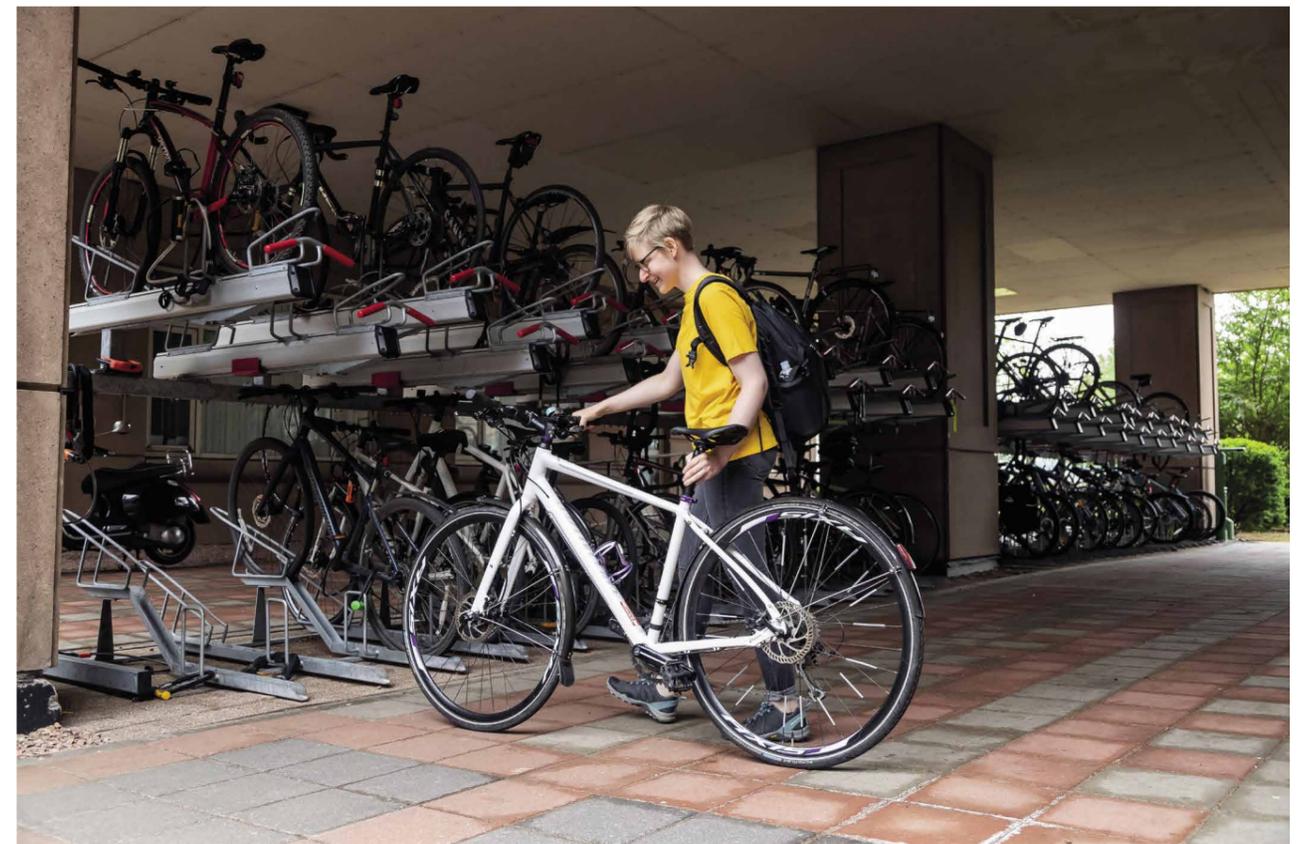
The Cycling Friendly Employer programme provides an award scheme and a development fund to recognise and support public, private, and third sector organisations that want to make it easier for their staff to cycle as part of the working day.

In 2020–21, 66 workplaces throughout Scotland were supported to achieve the Cycling Friendly Employer award, and 182 new organisations registered.

Cycling Friendly grant funding provided over £533,700 in funding to 42 organisations, across 93 locations, and more than 23,600 staff will benefit from funded improvements at their workplaces.

A range of organisations were supported in successfully gaining the award and implementing funded facilities, including:

- Charities such as the Glasgow Science Centre received funding to install cycle parking for staff.
- NHS sites and medical centres, such as NHS Highland, received funding for cycle shelters at Lawson Memorial Hospital in Golspie and Dunbar Hospital in Thurso.
- Private businesses such as Amey Public Services LLO will improve cycle parking facilities at their Bargeddie and Blairlinn depots and provide pool bikes for staff use.
- Police Scotland divisions including D division successfully applied for two electric bikes to replace car journeys made by officers at Lochee Police Station in Dundee.



## Cycling Friendly Employer



### Case study: Wildfowl & Wetlands Trust

Caerlaverock Wetland Centre, part of the Wildfowl & Wetlands Trust (WWT), has seven staff and up to 27 volunteers in rural Dumfries. With many of their wetlands sites situated in remote locations around the UK, the WWT face some geographical barriers to cycling. Travelling to work or visiting sites by car is common, as the sites are often a fair distance from where staff and volunteers live.

Through the Cycling Friendly Employer Fund, WWT Caerlaverock received funding of £7,444 to make cycling an easier option by installing shower facilities, a dedicated changing area, and new sheltered bike storage.

With the new facilities installed, staff and volunteers can now cycle to work and store their bike in safe, covered storage – so that

even if it rains, their bikes remain dry. People can now take a shower to freshen up after cycling and change their clothes in a dedicated changing area. These facilities will help to increase cycling rates at Caerlaverock.

Lucy Smith, Head of Sustainability at WWT, said the new facilities will help to address inequalities: “When we recruit people, they tend to need access to a car because some of our sites are so rural in their location. Having these facilities now means you don’t necessarily need a car – you can ride a bike here. If someone doesn’t drive or can’t afford a car, they previously probably wouldn’t apply for a job with us, but now we can further promote our cycling friendly culture which opens up work and volunteering opportunities for more people locally.”

## Cycling Friendly NHS Worker Fund

The Cycling Friendly NHS Worker Fund was developed in response to the Covid-19 pandemic to provide access to bikes and locks for key NHS workers for transport.

The fund was specifically aimed at NHS workers who might not otherwise be able to afford or access a bike for transport during the pandemic, including staff on temporary contracts and those ineligible for the Cycle to Work scheme.

In May 2020, NHS Scotland Health Boards were invited to apply for funding of £2500–£15,000.

Eight NHS Health Boards received funding totalling £96,380:

- NHS Dumfries & Galloway
- NHS Fife
- NHS Forth Valley
- NHS Grampian
- NHS Greater Glasgow & Clyde
- NHS Highland
- NHS Lanarkshire
- NHS Orkney

In total, 126 bike packages and 401 secure locks have been distributed to staff across the eight Health Boards so far.

The result has been an increase in staff cycle rates and an improvement in the health and wellbeing of beneficiaries through exercise. In some cases, workers have been able to take on more shifts and increase their income, helping with financial security during a tough year.



# 520+

## More than 520 key workers have benefitted to date from bikes and secure locks

### Case study: NHS Highland

NHS Highland successfully applied for the Cycling Friendly NHS Worker Fund, gaining funding to supply bikes and accessories to 41 employees across the Highland region.

The funding has helped to make active travel a possibility for staff on low or irregular incomes, enabling them to access a bike for transport at no additional cost. With many staff dependent on public transport or car sharing to get to and from shifts at unsociable hours, providing bikes has given them the freedom to travel to and from work at all hours, allowing them to meet shift requirements and creating a sustainable self-reliance.

One staff member said: “My new bike will let me maintain my fitness and give me the simple pleasure of breathing in fresh air whilst making a tiny contribution to reducing the world’s carbon footprint.”

Dan Jenkins, Senior Health Improvement Specialist at NHS Highland, says: “Supporting all our staff, especially throughout the Covid-19 pandemic, is really important to us. Cycling Scotland showed great vision in recognising the limitations of cycle to work schemes for bank workers and we are grateful for their negotiations in arranging this scheme and their guidance for us in applying for this funding.”

# Behaviour change

## Cycling Friendly Community

The Cycling Friendly Community programme supports projects across Scotland using bikes to break down barriers and bring together people in the community.

The programme provides an award scheme and grant funding to increase access to bikes and opportunities to cycle for people in communities across the country – regardless of background, income or ability.

In 2020–21, 20 community groups throughout Scotland were supported to achieve the Cycling Friendly Community award, and 83 new organisations registered.

63 community groups applied for grant funding with 57 groups successfully securing a total of £533,509 to supply bikes, equipment and cycle storage, and to cover training costs. A further £510,706 of in-kind contributions were made.

Many projects focused on tackling challenges such as reducing social isolation, improving mental health, and reducing transport poverty – issues made worse by the pandemic.

The fund attracted interest from community groups across 24 local authorities, including the Outer Hebrides, Dumfries & Galloway and Clackmannanshire.



**£1,044,215**

**£1,044,215 to increase cycling in communities**

### Case study: Yusuf Youth Initiative



Yusuf Youth Initiative is a community group delivering activities to improve the health and wellbeing of young people in Dundee.

A key barrier to active travel, particularly in Scotland's minority ethnic population, is not knowing how to ride a bike, or being able to afford one. Through the Cycling Friendly Community fund, the group received £13,525 in 2019 to buy bikes, cycling equipment and bike storage facilities – enabling them to develop a range of cycle training programmes to help teach more people to cycle and maintain their bikes.

The impact in the local community has been huge and the project attracted over 200 young people every week prior to lockdown restrictions.

Isa Mallick, project manager with Yusuf Youth Initiative, shared the impact the project has had on a young participant: "Rayan was seven years old when she first engaged with us. After trying cycling once, she got off the bike and wouldn't come back to the classes. We eventually managed to get her back to the next beginner session and her attitude totally changed, and she really wanted to catch up to the level of her friends. It took a few sessions, but we got her cycling.

"To see her smiling and confident was just fantastic, when previously she had been scared and tearful. We worked with her for a few years, and now she is able to ride on roads independently with confidence."

## Cycling Friendly Campus

The Cycling Friendly Campus programme supports colleges and universities across Scotland to promote cycling as a healthy, affordable and accessible mode of transport for students and staff.

The Cycling Friendly Campus fund offers up to £25,000 to colleges and universities seeking to tackle barriers to cycling. During 2020–21, 15 institutions applied to the fund. In total, £135,523 was distributed between eight colleges and five universities to improve infrastructure such as cycle parking and changing facilities, and increase access to bikes.

In 2020–21, eight Campus Cycling Officers were appointed across Scotland. The officers were successful in securing a total of £90,355 for facilities improvements and bikes for their respective institutions as well as delivering events such as Dr Bike sessions, led rides and route planning activities.



**13** ← **£135,523** 13 institutions were awarded a total of £135,523

### Case study: University of Aberdeen

Despite offering good facilities for people who cycle, the University of Aberdeen still found barriers in increasing cycle rates across its three city campuses. One of the major issues was making people aware of the facilities available. The University would often speak to students coming to the end of their degree who had only just realised there were places to lock their bike and shower facilities available for use.

In December 2018 the University applied to the Cycling Friendly Campus fund and secured £12,000 to install signs across the campus to direct students to facilities, install bike storage in high cycle traffic locations, purchase bike maintenance toolkits, and deliver inclusive cycle

training sessions. The University also embedded a dedicated Campus Cycling Officer in their team who worked to ensure active travel was a key priority for the University.

Christopher Osbeck, Transport & Waste Manager from the Estates Team at University of Aberdeen, said: "Cycling Scotland has been a massive help: supporting us with a Campus Cycling Officer, providing advice and funding to improve our services and infrastructure for people who cycle, and giving insights into how other organisations are improving facilities. We are very grateful for the support Cycling Scotland have provided."

## Cycling Friendly School

The Cycling Friendly School programme supports primary and secondary schools to take a leading role in making it easier for pupils to cycle.

The programme supports schools across Scotland committed to helping pupils and staff to cycle, helping to develop life skills and build confidence.

In 2020–21, 55 schools applied for the Cycling Friendly Secondary School fund.

A total of 37 schools successfully secured funding totalling £117,710, for projects seeking to improve access to bikes and bike equipment. In addition, 16 of these schools were offered additional funding to deliver Bikeability level 3 or equivalent training to their pupils.

A total of 225 primary and secondary schools registered for the Cycling Friendly award.

**£117,710** was distributed between **37** schools

**37** ← **£117,710**

### Case study: St Margaret Mary's



At St. Margaret Mary's secondary school in Glasgow, around 82% of pupils fall into level 1 and 2 on the Scottish Index of Multiple Deprivation. Many pupils don't own a bike, and lack the skills and confidence needed to cycle independently. Situated in Castlemilk, the school is nearby to Cathkin Braes, a country park with mountain bike trails. Staff wanted to utilise this fantastic local green space for pupils and increase access to bikes.

The school successfully secured £2,750 to purchase new bikes, helmets, and maintenance equipment. The new bikes have significantly increased cycling rates, with 12–16 young

people attending the cycling club each week. Partnership working with Bikeability Scotland has given pupils the opportunity to develop their skills and confidence.

The Principal Teacher, Martin Walker, says that the funding has helped to address health and social inequalities: "There are a number of vulnerable pupils who have benefitted a great deal by coming to the club, in terms of their wellbeing, confidence and fitness. I believe the work we are doing will encourage young people to have the confidence to use outstanding local facilities independently."

## Social Housing Partnership Fund



The Social Housing Partnership Fund supports social housing providers to improve walking and cycling facilities, helping residents to enjoy the benefits of active travel.

Lack of suitable cycle storage is a common problem for many social housing residents, and can be a barrier to riding a bike. Bikes, prams and mobility aids are often stored in stairwells and communal areas, causing a safety hazard and a lack of space.

Grants are provided through the fund to install secure cycle storage which can help resolve these issues and provide residents with a safe and convenient place to store their bikes.

The fund also helps to address access to green space, by providing grants for street furniture and projects which improve outdoor spaces such as community gardens, planters and benches.

The aim is to reduce the barriers affecting residents such as transport poverty, health inequalities and access.

In 2020–21, 20 housing associations applied to the fund for a total of £404,955. 14 housing associations successfully secured £238,236 in funding for 31 sites with a total project value of £317,925 including match funding.

The grant fund is delivered by Cycling Scotland on behalf of the wider partnership between The Scottish Federation of Housing Associations, Living Streets Scotland, Sustrans Scotland and Cycling Scotland, financed by Transport Scotland.



### Case study: Robert Smith Court Community Group

A community group based at the Robert Smith Court social housing association in Lumphinnans received funding to create a flourishing community garden and install bike storage for residents.

In an area that residents described as run down and often subject to anti-social behaviour, the community group wanted to improve the attractiveness of the communal space.

Robert Smith Court Community Group received £9,960 through the Social Housing Partnership Fund to regenerate unused communal land into a community garden, installing bike shelters, garden furniture, and noticeboards to promote local green spaces and cycling routes to residents.

Mark Davies, co-founder of the Robert Smith Court Community Group says: "People now enjoy the quality of life here. Before the opening of the community garden, residents tended to exist in isolation. Now we've created a sense of pride and social responsibility in the community, and this has turned around the anti-social behaviours that we saw too often before."

The community garden and hub had a particular impact on people's wellbeing during the pandemic, when travel was restricted. Families were able to benefit from the new local green space and people could interact with each other outdoors, combatting issues of loneliness.



## Pedal for Scotland



Pedal Lerwick, Pedal Ayr, Pedal Highland Perthshire and Pedal Falkirk were funded and delivered in 2021, supporting hundreds of people of all ages to cycle in a safe and welcoming environment. A further nine community cycling events were also supported by Pedal for Scotland funding across the country.

In 2020, we evolved Pedal for Scotland from the annual 45-mile fundraising event between Glasgow and Edinburgh into a series of beginner-friendly events across Scotland.

Pedal Lerwick, Pedal Ayr, Pedal Highland Perthshire and Pedal Falkirk were funded and organised in 2021 – the first Pedal for Scotland events since 2019, due to the pandemic.

Free to enter, inclusive and non-competitive, each Pedal took place on a beginner-friendly cycling route, suitable for all fitness levels and adapted bikes. People new to cycling and families with younger children benefited from a welcoming, safe and fun environment to cycle in.

We worked in partnership with Shetland Council, Ayr Council and Highland Perthshire Cycling to deliver these events which helped to showcase local cycling infrastructure and provided opportunities to promote local cycling groups, communities, and activities.

To help people without a bike take part, free bike hire was supported where possible.

Fallon from Newton Primary, and her family, were provided with bikes by the Wallacetoun Community project, to take part in Pedal Ayr. After the event, Pedal Ayr's event partner, Biosphere Bikes, gifted Fallon a new bike.

Four local Pedal events were funded and organised in 2021, with hundreds of people of all ages taking part.



To remove barriers to taking part, each event was free to enter, organised on accessible and safe cycling routes, and offered free bike loans.

Cycling Scotland also supported eight community cycling events across Scotland:

- Banffshire Cycle Challenge in Aberdeenshire
- Celebration of Cycling in Dumfries & Galloway
- Aberlour Big Cycle in Fife
- Gordon Castle Cycle in Moray
- Cycle Orkney
- Clyde United Cycle
- Shotts Cycling Event in North Lanarkshire
- The Canny Cycle in Perth & Kinross.

A full evaluation of each event is currently underway.

# 7 Transport Planning & Engineering

2020–21 was an industrious period for Transport Planning & Engineering (TP&E), Cycling Scotland’s social enterprise consultancy. The increased focus on walking and cycling in Scotland increased opportunities to design and deliver active travel infrastructure across the country.

The year has seen a change in the Head of the consultancy and a reshuffle of staff whilst continuing to deliver rural links and routes in response to community group and development trust needs.

The portfolio of work has covered 16 projects and spanned from the Inner Hebrides to Perthshire, through to Dumfries.

**Main successes have involved:**

- Design and delivery of placemaking projects to establish a shift in focus from vehicle-orientated places to people-focused places

- Consulting and promoting active travel routes to rural communities to assist in the school run, impacting on modal shift in these areas and reducing the isolation rural communities can experience
- Upgrading and simplifying existing established outdoor access facilities to accommodate the massive increase in active travel needs
- Strengthening partnership working with local authorities and community groups to deliver fit for purpose sustainable travel assets on desire lines to create direct and desirable routes.

**Following the removal of restrictions on construction work, delivery on the ground has:**

- Opened up 42 miles of Central Canals towpaths
- Delivered two urban place making projects
- Delivered Spaces for People projects for NHS Lothian
- Created ‘shovel ready’ projects for a further 10km of new active travel routes.

**Case study: Port Buchan Greenspace and Placemaking, Broxburn.**



The apron to the basin was an established park area but had become tired and dated. Measures were taken to improve its accessibility for all abilities, through the introduction of sealed surfacing, disabled parking, raised table and link paths.

Placing the emphasis of design on people instead of vehicles created a significant reduction in the speed and volume of traffic along Port Buchan Road, creating an attractive and pleasant space for residents and visitors to enjoy.

Port Buchan is a small basin along the Union Canal situated off West Main Street in Broxburn, where cargo was formerly handled for the town. For years, it has been identified as a place requiring upgrades to encourage its use as a rural destination in an urban landscape. The project involved designing a space that could accommodate walking and cycling through surface improvements, traffic calming measures and placemaking.



16

16 active travel infrastructure projects



**Project locations**

- Bowling
- Eaglesham, East Renfrewshire
- Linwood, Paisley
- St Fillans, Perthshire
- Drymen (Balmaha)
- Hunters Hall Park (Edinburgh)
- Penpont to Thornhill, Dumfriesshire
- Almondbank (Perth)
- Lowland Canals – Bishopbriggs to Newbridge
- Bridge of Earn to Newburgh
- Kinloch Rannoch
- East Kilbride
- Water of Leith (Edinburgh)
- Highfield Valley, Culross
- NHS Lothian: Edinburgh, Livingston, Haddington
- Isle of Gigha, Inner Hebrides

67

67km of unrestricted route opened up along the Forth & Clyde and Union Canal from Bishopbriggs to Newbridge

## 8 Organisation

### Charitable objectives

- a) To promote and advance awareness and understanding of the significant health, social, environmental, and economic benefits of getting more people cycling safely and confidently for everyday travel, exercise and recreation.
- b) To advance the education of the public generally and young people in particular, in safer cycling and cycling road safety, including through delivery of cycle training for people of all ages.
- c) To promote and support the design and delivery of inclusive and widely available routes, paths, and associated facilities for cycling, walking and other forms of low energy and sustainable transport.
- d) To undertake projects, programmes and activities of a charitable nature aimed at reducing barriers to cycling and contributing to achieving local and national objectives and outcomes in relation to improving health and wellbeing, economic and environmental sustainability and reducing inequalities.



### Vision

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

### Strategic Purpose

Cycling Scotland exists to get more people cycling, ensuring health, economic and social inequalities are addressed as a result. We do this by leading and facilitating the design and delivery of high quality programmes to enable and encourage increased cycling by anyone, anywhere in Scotland.

To sustain and support the sector, we serve as an influential centre of knowledge and best practice for Scotland and we connect a range of voices to drive the case for cycling.

To enable the achievement of our aims, we ensure we are a strong, sustainable and effective charitable organisation.

## Partnership working

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

### Project delivery partners

- All 32 Scottish local authorities
- Active Travel Hub Ayr
- Adventure Aberdeen
- Angus Cycle Hub
- Ardrishaig Bothy
- Bike for Good
- CoMoUK
- Comrie Croft
- Cycle to Work Scheme providers
- Cycling UK
- Dundee Cycle Hub
- Dunoon Bothy
- Eco Schools
- Education Scotland
- Energy Saving Trust
- Forth Environment Link
- Healthy n Happy (Camglen Bike Town)
- Inverclyde Bothy
- Just Cycle Ltd, Tweedbank
- Kilmarnock Active Travel Hub
- Living Streets Scotland
- Nature Scot
- Outdoor Education Fife
- Outfit Moray
- Public Health Scotland
- Paths for All
- Play Scotland
- Police Scotland
- Recyke-a-Bike
- Regional Transport Partnerships
- Road Safety Scotland
- Scottish Advisory Panel for Outdoor Education (SAPOE)
- Scottish Centre for Healthy Working Lives
- Scottish Cycling
- Scottish Government
- STV Children's Appeal
- Sustrans Scotland

- Scottish Canals
- The Bike Station
- Transition (St Andrews)
- Transport Scotland
- Velocity Café and Bicycle Workshop
- VisitScotland
- Volunteer Development Scotland
- Mobility & Access Committee Scotland
- National Access Forum
- Public Health Scotland Physical Activity Stakeholder Group
- Society of Chief Officers of Transport Scotland (SCOTS)
- Scottish Enterprise
- Scottish Outdoor Access Network (SOAN)
- ScotRail
- sportScotland
- Transform Scotland
- Transport Scotland adapted bike working group
- Zero Waste Scotland

### Forum and working group partners

- Active Travel Delivery Partner working groups
- Association of Directors of Education Scotland (ADES)
- Convention of Scottish Local Authorities (COSLA)
- Developing Mountain Biking in Scotland (DMBinS)
- Environmental Association of Universities and Colleges (EAUC)
- Keep Scotland Beautiful
- Local Authority & Regional Transport Partnership Forums



**We acknowledge, and are grateful for, the continuing support of our principal funder Transport Scotland**

## Cycling Scotland members

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



## 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 Independent Auditors' Report in the statutory accounts found no matters arising during the audit. The full accounts, including the Independent Auditors' Report and Directors' Report, were approved by the directors on 26th August 2021 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 2021

	Unrestricted Funds		Restr. Funds	2021 Total £	2020 Total £
	General £	Designated £			
<b>Income &amp; endowments from:</b>					
Donations and legacies					
• Voluntary Income	-	-	-	-	57,650
<b>Charitable Activities</b>					
• Scottish Government Grant	4,775,610	-	-	4,775,610	5,304,443
• Education and consultancy	-	-	15,695	15,695	47,771
• Marketing and event income	2,002	-	-	2,002	341,189
• Other charitable income	10,343	-	-	10,343	27,010
<b>Other Trading Activities</b>					
• Trading Income	276,714	-	-	276,714	252,098
<b>Investments</b>					
• Bank interest	935	-	-	935	627
<b>Total income and endowments</b>	<b>5,065,604</b>	<b>-</b>	<b>15,695</b>	<b>5,081,299</b>	<b>6,030,788</b>
<b>Expenditure on:</b>					
• Charitable activities	4,972,756	-	25,052	4,997,808	5,928,464
• Other	5,936	1,801	-	7,737	2,107
<b>Total expenditure</b>	<b>4,978,692</b>	<b>1,801</b>	<b>25,052</b>	<b>5,005,545</b>	<b>5,930,571</b>
<b>Net income/(expenditure)</b>	<b>86,912</b>	<b>(1,801)</b>	<b>(9,357)</b>	<b>75,754</b>	<b>100,217</b>
Balance brought forward	469,341	71,801	97,583	638,725	538,508
<b>Closing balance at 31 March 2021</b>	<b>556,253</b>	<b>70,000</b>	<b>88,226</b>	<b>714,479</b>	<b>638,725</b>
Comprising:					
<b>Unrestricted Funds</b>					
General	556,253	-	-	556,253	469,341
<b>Designated Funds</b>					
Designated Assets	-	-	-	-	1,801
Pension Deficit Reserve	-	70,000	-	70,000	70,000
<b>Restricted Funds</b>					
Pedal for Scotland Fund	-	-	83,732	83,732	85,435
Play on Pedals	-	-	4,494	4,494	12,148
	<b>556,253</b>	<b>70,000</b>	<b>88,226</b>	<b>714,479</b>	<b>638,725</b>

### Cycling Scotland

Consolidated Balance Sheet at 31 March 2021

	2021 £	2020 £
<b>Fixed Assets</b>		
• Tangible assets	-	1,801
	-	1,801
<b>Current Assets</b>		
• Debtors	80,761	253,286
• Cash at bank and in hand	1,940,419	1,598,119
	<b>2,021,180</b>	<b>1,851,405</b>
<b>Creditors: Amounts falling</b>		
• Due within one year	1,250,561	1,139,791
<b>Net Current Assets</b>	<b>770,619</b>	<b>711,614</b>
<b>Total Assets less Current Liabilities</b>	<b>770,619</b>	<b>713,415</b>
Provision for liabilities	56,140	74,690
<b>Net Assets</b>	<b>714,479</b>	<b>638,725</b>
<b>The funds of the charity</b>		
<b>Unrestricted funds</b>		
General fund	556,253	469,341
Designated funds	70,000	71,801
<b>Restricted funds</b>	88,226	97,583
<b>Total charity funds</b>	<b>714,479</b>	<b>638,725</b>

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**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.**

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