

Cycling Scotland

Annual report
& accounts
2023–24



On behalf of the Board and staff, we are pleased to introduce Cycling Scotland's Annual Report 2023–24. The report highlights the record number of projects across Scotland we delivered, funded, supported and evaluated during the year, through funding from Transport Scotland.

More local authorities delivered Bikeability Scotland on-road cycle training in every school, expanding cycling and road safety awareness to more young people who could otherwise miss out. Grant funding supported nearly 700 new installations or improvements of cycle parking or storage units, with £1 million providing access to over 4,000 new or refurbished bikes to people of all ages. A new, streamlined grant management system made it much simpler to deliver funding to support cycling as an everyday means of transport. The National Monitoring Framework demonstrated how investment is bringing results with high modal share for cycling where separated cycling infrastructure has finally been built in Glasgow and Edinburgh.

TP&E, the social enterprise consultancy established by Cycling Scotland, which specialises in the design and delivery of infrastructure for cycling, walking or wheeling, also saw a record year with more communities engaged and paths being designed and built in many parts of Scotland.

Our largest ever annual conference, held in Edinburgh, marked 20 years of Cycling Scotland, celebrating the points of progress and acknowledging the long road ahead. The speakers again flagged the need for urgent action to make the roads genuinely safer for people to cycle, amidst too many avoidable tragedies.

While 2023–24 was a record-breaking year, the financial context was already becoming more challenging across government in Scotland and delivery of key national priorities is threatened by budget cuts and additional

processes. Our response, as an organisation, has been to shrink, to adapt and to develop new partnerships, to deliver on our charitable mission.

It is extremely concerning that, despite continued inequalities in access to bikes and storage across Scotland, there will be no national level cycling grant funds for local authorities and registered social landlords to deliver residential cycle storage schemes or funds to provide free bikes for young people in 2024-25. There will also be no national grant funds for schools, employers, colleges, universities and community groups and there is no funding for the Give Cycle Space road safety awareness scheme.

Nonetheless, Cycling Friendly awards schemes will continue, without the grant funds, to support the implementation of essential improvements and we will seek funding from Regional Transport Partnerships on shared priorities. The ongoing support from Transport Scotland for national standard cycle training is critical and Cycling Scotland will continue to do everything we can to support safer roads for cycling.

More than ever, it is crucial that cycling is recognised, first and foremost, as a mode of transport. An affordable, accessible and effective mode of transport to help us tackle the public health crisis and growing Climate Emergency we face. We aim to continue to work with Transport Scotland, Regional Transport Partnerships and all local authorities to deliver on that objective.

We would like to thank the dedication of so many colleagues in Cycling Scotland, our wider membership and the numerous other charities and areas of government working to achieve that mission.

Keith Irving Chief Executive

Professor Sally Wyke Chair



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*TP&E is a leading active travel engineering consultancy, established by Cycling Scotland in 2006.

**Cycling
Scotland**

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Cycling Scotland is a Scottish Charity, SC029760, regulated by the Scottish Charity Regulator (OSCR)

In 2023–24...



A record number of local authorities (10) delivered on-road Bikeability Scotland cycle training in every primary school in their area.



The Social Housing Partnership Fund supported 20 projects to provide cycle storage and place-making improvements to benefit residents at 51 locations across five local authority areas.



291 Play on Pedals instructors were trained, with 14 local authorities supported in helping nursery-aged children start their cycling journey and develop balance and control skills through fun, play-based sessions.



Over 4,500 adults took part in practical, theory or online cycle training, including absolute beginners' courses, Family Cycle Training sessions and Professional Cycle Awareness Training for drivers of large fleet vehicles.



Our Give Cycle Space campaign was awarded Gold at The Marketing Society Scotland Star Awards, and 78% of drivers who saw our campaign had taken positive action as a result.



We monitored cycle rates across Scotland, with our autumn 2023 traffic survey showing record cycling modal share of 13% along the landmark South City Way cycle route in Glasgow.



Our Highway Code Research showed that only half of drivers are aware of the Highway Code changes introduced in 2022 to protect vulnerable road users.



More than 2,000 new or refurbished bikes were distributed through the Access to Bikes for Young People Fund, helping more children access cycling.



We supported nearly 700 new installations or improvements of cycle parking and storage units for schools, campuses, workplaces, community groups, local authorities and social housing providers.



More than 400,000 people benefited from new facilities helping to make key destinations Cycling Friendly, including 28,000 primary and secondary pupils and 230,000 people supported through community initiatives.



We released research into key issues, including our regular tracker research, which uncovered significant barriers to cycling for people from minority ethnic backgrounds.



Transport Planning & Engineering delivered eight construction projects in 2023–24, including rural active travel and urban design projects helping more people to enjoy cycling and walking.

Bikeability Scotland

Bikeability Scotland is the national cycle training programme for school children, providing them with the skills and confidence they need to cycle safely on the roads.

In the last academic year (August 2023 – June 2024), more than 1,200 schools in Scotland took part in Bikeability Scotland cycle training, with a record ten local authorities delivering Level 2 on-road cycle training in every primary school in their area, ranging from cities to rural areas, and the central belt to the Islands, including: Aberdeen, Clackmannanshire, Dundee, East Dunbartonshire, East Lothian, Western Isles, Orkney, Scottish Borders, Shetland and Stirling.

Seven councils achieved their highest delivery rate of Bikeability Scotland on record, including Stirling (100% of primary schools), Angus (96%), Dumfries (86%), Moray (95%), Perth and Kinross (99%), Renfrewshire (86%) and West Lothian (37%), delivering Level 2 on-road training, which builds on the bike control skills developed as part of Level 1 and introduces four core functions that enable children to make safer decisions when riding in traffic.

Despite a reduction in the overall programme budget, local authorities and Cycling Scotland worked together to maintain record delivery of on-road cycle training at 60% of primary schools, with half of local authorities now delivering on-road training in more than 85% of primary schools.

The third and final wave of our multi-year, cross-sectional evaluation to understand the impact of Bikeability Scotland as a life skill concluded this year. More than 1,500 pupils across six local authority areas participated in 2023-24, with data from 4,393 pupils informing the full study. Results from this latest wave align with earlier findings that Level 2 training has a positive impact on cycling

knowledge and skills, and that pupils who do it are more likely to cycle than those who don't. Interim results were presented at the 2023 Scottish Physical Activity Research Connections conference and the full results will help to guide the future development of the programme.

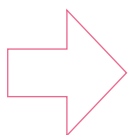
This year's results continue the highest delivery levels since Bikeability Scotland's launch in 2010, with the programme helping record numbers of children across the country to develop essential observation, signaling and riding skills to enable them to cycle with confidence now and into the future.

As ongoing support, Cycling Scotland provides grant funding to local authorities committed to increasing delivery of Level 2 training. This funding can help tackle barriers to children participating, including providing bikes.

Bikeability Scotland resources are regularly updated to reflect changes to the UK National Standard for Cycle Training and The Highway Code, and are supported by videos illustrating the 'core functions' that underpin all Bikeability Scotland training. In addition to redesigning the website pages to better address the needs of parents, teachers, instructors and local authority partners, we also continue to engage with decision makers in education including the Association of Directors of Education in Scotland and elected council officials.

Reflecting our strategic aim to connect a range of voices to drive the case for cycling, we ran a communications and evaluation project, 'Bikeability Scotland Voices', collecting interviews with children and instructors and using them to demonstrate the many positive impacts of the training.

Visit → [Bikeability Scotland](#)



A record number of Scottish councils delivered on-road cycle training at all primary schools in their area

Case study Hythehill Primary School*

HYTHEHILL



*Bikeability Scotland School of the Year

Every year, the Bikeability Scotland awards recognise the distinctive achievements of groups and individuals in helping children across the country to develop essential life skills through on-road national standard cycle training.

In 2023–24, Hythehill Primary School in Lossiemouth, Moray was awarded 'School of the Year', celebrating the school's ongoing commitment and dedication to cycle training and the development of a wider cycling culture.

Judges highlighted the school's proactive and full inclusive approach to training, with specific support for those with additional support needs and transient pupils associated with the local RAF base. Additionally, the school was recognised for its efforts to deliver numerous and wide-ranging cycling activities, including bike maintenance classes, learn to ride sessions and mountain biking for P7s.

Martin Collins, Deputy Headteacher of Hythehill Primary School, said: "If you can get Bikeability Scotland up and running and help young people to get on bikes, it can change a whole idea of life. These are life skills, and these are ways that people think about how they live and that can all begin within a primary school."

"When you see all the parents with their children cycling out, it's like a switch has changed. All of a sudden people are just doing it now, they're just cycling, with many parents and teachers now working towards their own Cycle Trainer qualifications."

We spoke to Martin about what lessons he would share and why cycling is part of a much bigger picture at Hythehill.

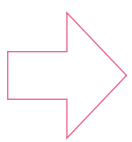
Hear or read the full interview with Martin on the [Cycling Scotland website](#).

Play on Pedals

In 2023-24, thousands of children across Scotland participated in nursery-based Play on Pedals sessions. Cycling Scotland trained 291 Play on Pedals instructors and supported 14 local authorities with grant funding totalling £81,899, to enable this. Through a series of fun and imaginative activities, children develop their balance and control skills on balance and pedal bikes.

Cycling Scotland also continues to support the Play Together on Pedals Partnership, including the pilot of learn to ride opportunities in primary schools across Glasgow.

Visit → [Play on Pedals](#)



Play on Pedals helps break down some of the barriers in children learning to cycle – especially important in areas of **health inequalities** and **multiple deprivation**



Case study Rattray Early Childhood Centre

Cycling Scotland has worked in partnership with Perth & Kinross Council and Rattray Early Childhood Centre in Blairgowrie since 2016, where Play on Pedals training is integrated into everyday nursery activities.

Weekly Play on Pedals sessions at the centre are delivered with a focus on learning through play and using familiar playground games to build confidence with moving around on balance bikes.

Each week's session reinforces learning from the

previous week, adding new levels of instruction and new skills to the children, including using their brakes or manoeuvring around small obstacles such as cones. Bike checks at the start of each lesson help familiarise the children with the different parts of their bikes and how they work.

Since running the sessions, staff at the Rattray have reported a positive impact on the children's language and listening skills, turn taking, and sharing skills, as well as a visible increase in early age confidence with bikes.

Adult Cycle Training

Cycling Scotland promotes national standard cycling skills to adults. 3,450 adults undertook practical training in 2023-24, with a further 590 accessing e-learning.

This year, the demand for cycle training was high. Cycling Scotland distributed grant funding for new and existing adult cycle training providers to provide free to access training for adults and families. Funding of £50,108 was distributed to 18 organisations across Scotland to deliver over 1,100 training sessions..

 **3,450** adults accessed practical cycle training

 **168** family cycling sessions delivered

 **198** people trained to use cargo bikes

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.

Cycle Ride Leader

583 people completed Cycle Ride Leader or Cycle Activity Leader training.

Cycle Patrol

Twenty people completed Cycle Patrol training, in order to use their bikes as part of their everyday work duties.

Go Mountain Bike

856 people participated in Go MTB training, delivered across 94 centres.

Practical Cycle Awareness Training

This year, 297 Large Goods Vehicle and Passenger Carrying Vehicle drivers undertook training to improve safety around people cycling. The course qualifies for seven hours of Driver CPC.

Cycling Scotland worked with fleet operators including East Lothian Council, Midlothian Council, T. French & Son, and McPherson Ltd. to embed training within their internal driver training programmes. Drivers of electric bus company Ember also received Practical Cycle Awareness Training.

1,169 S5 and S6 pupils participated in Cycle Awareness Training seminars delivered at schools across Scotland.

Quality Assurance

All courses delivered by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance. A total of 31 QA visits were made this year with 34 different instructors or tutors observed delivering training. This included 17 observation visits to Bikeability Scotland sessions in 11 different local authorities.

Seven new QAAs were recruited, and support was provided to tutors and instructors, including CPD sessions, inclusion and diversity training, a QA webinar, first aid and Child Protection courses. External QA of the Bikeability Scotland Instructor course and the Cycle Trainer course for the SQA was completed.

Road safety



After good progress on road safety in Scotland for several years, fatalities and serious injuries on our roads have tragically increased again – with people cycling accounting for only 1% of traffic but 10% of serious casualties.

Rather than accepting a rise in deaths and serious injuries being inevitable as more people cycle, we need to prioritise safety interventions in order to prevent them, as many European countries successfully have.

Working in partnership, we're committed to contributing to a decrease in serious incidents on Scotland's roads involving people on bikes.

Give Cycle Space

Our national Give Cycle Space campaign educates drivers on the need to drive safely around people on bikes.

Informed by research, the campaign creative humanises the person on the bike, focusing on the risk drivers take when they don't follow the Highway Code and asking them to Leave Space for a Life.

The campaign ran across TV, video-on-demand, radio, digital and outdoor media, reaching 93.5% of adults in Scotland on average 12 times.

RoadPeace, a national charity that supports people bereaved or seriously injured on the roads, joined Police Scotland in supporting the campaign this year. Our joint photo call for media featured the Head of Road Policing and the police raised awareness of the campaign through national and regional channels as well as when engaging with drivers.

We also worked with local authorities and regional transport partnerships, supporting them to amplify the campaign.

This year, the campaign won Gold at the Marketing Star Awards, commended by the judges for being "emotive with a captivating creative" and "a clever campaign with big impact."



Independent research was carried out with a representative sample of drivers in Scotland, to measure the impact of the campaign.

Results include:

- 79% of drivers remembered at least one element of the campaign
- 78% of drivers who had seen the campaign had or were planning to take positive action
- 72% of drivers thought the main message of the ads were to give people cycling space, with 1/3 specifically mentioning 1.5 metres
- Drivers who recognized the campaign were twice as likely to identify the message of keeping people safe
- 84% of drivers need to hear the core message of the campaign – either as a reminder or because they did not know it



“RoadPeace, the national charity for road crash victims, strongly support the Give Cycle Space campaign. There is clearly still much to be done to make cycling safer and our members want to see an end to the completely unacceptable number of deaths and life changing injuries caused by dangerous and careless driving.”

Nick Simmons, CEO of RoadPeace

Highway Code research

Supported by funding from Transport Scotland’s Road Safety Framework Evaluation Fund, our research showed only half of drivers are aware of the Highway Code changes introduced in 2022 to protect vulnerable road users. This was backed up by data from junction surveys which showed people driving gave priority at junctions to people walking in fewer than 50% of interactions. This research has highlighted gaps in road users’ knowledge and we will work with partners to address this and support safe road use.

Work-related road risk

Analysis of road safety data to examine the risks posed by vehicles driven for work was presented at our conference in 2023. Findings show that people walking and cycling account for 33% of those killed or seriously injured on our roads and that, after cars, goods vehicles are the second most frequently involved vehicle type in collisions with vulnerable road users. The research highlighted learning from measures introduced in London to reduce the risks posed by larger goods vehicles and we will work with our partners to explore how similar interventions can make Scotland’s roads safer for all.

Attitudes and behaviours towards cycling



Since 2017, we have commissioned independent research to track attitudes towards cycling in Scotland. Published in March 2024, this fifth round of research found that since the research started:

- 32% of people cycle, regularly or occasionally, up from 27% in 2017.
- Nearly four in five people (78%) say being able to combine exercise and transport at the same time is a highly motivating factor for cycling more often.
- An established consensus around cycling's benefits for the environment, with four in five people (78%) saying it would be better for the environment if more people cycled.
- Strong support for efforts to make cycling safer, with nearly two thirds of people (62%) expressing support for reallocating road space to cycling where they live.

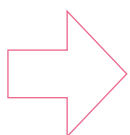
For this wave, we commissioned an additional wave of research with people from minority ethnic backgrounds, to better understand their

experiences, as our main survey is weighted to reflect general population demographics.

This wave found significant barriers to cycling for minority ethnic groups:

- Just 1 in 5 (18%) people from ethnic minority backgrounds have access to an adult bike, compared with 37% of the general population.
- Signs of a lack of confidence in using a bike, with 49% saying they would cycle more if they were more confident (compared with 37% of the general population).
- 28% of people from ethnic minority backgrounds say not being able to ride a bike is an important factor preventing them cycling for journeys (compared with 18%).

The Scotland population-wide analysis also highlighted continued widespread barriers to cycling that need to be addressed, with more than two thirds of people in Scotland (70%) saying that not feeling safe enough on the roads is a significant barrier to them cycling more.



Only 18% of people from minority ethnic backgrounds in Scotland have access to a bike

Monitoring cycling

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

Counters and traffic surveys record the number of people using bikes and build a valuable data source for local and national cycling trends, allowing year-on-year comparisons to be made.

We expanded our network of automatic cycle counters to 118 counters this year, covering all 32 local authorities in Scotland. 3.2 million cycling journeys were recorded by this network in 2023-24. All data is openly available through the newly updated Cycling Open Data portal, which now has an interactive map featuring real-time cycling data from a range of sources.

Traffic surveys were successfully conducted in May and September 2023, with counters at 136 sites in all 32 local authority areas counting all modes of traffic. A highlight was 13% cycling mode share measured on Victoria Road, with 3,739 people travelling by bike along the South City Way, a newly completed landmark separated cycle route in Glasgow.

New monitoring technologies

Artificial intelligence monitoring technologies are being tested to enhance the Monitoring Framework, with installation of Vivacity traffic monitoring sensors at locations in Aberdeen, Dundee, Edinburgh, Stirling, and a localised trial of Telraam devices – an innovative window-based traffic counting device – planned for 2024–25.

Sharing data and knowledge

The latest Annual Cycling Monitoring Report was published in September 2023. It included national and local cycling statistics from multiple sources, including statistics on participation in cycling, access to bikes, attitudes to cycling, cycle count data and details of local authority active travel expenditure.

We hosted the Cycling Delivery Forum subgroup on monitoring, bringing together local authorities, RTPs, Transport Scotland and other stakeholders to discuss current and new monitoring techniques and results for everyday cycling and provide updates on monitoring throughout Scotland. This helps to reinforce the delivery of monitoring actions and commitments within the Cycling Framework and Delivery Plan and other key Government policies.

Case study Glasgow goes Dutch

Traffic survey reveals 13% of journeys on Victoria Road made by bike

In September 2023, a 48-hour traffic survey organised by Cycling Scotland revealed significant levels of people travelling by bike along a newly completed, landmark, physically separated cycle route in the southside of Glasgow.

The survey recorded 3,739 bikes travelling along the city's South City Way cycle route along Victoria Road, out of a total of 29,318 travel methods recorded. This means that bikes accounted for 12.75% of traffic on the street – a level of modal share rarely seen in Scotland.

The survey also revealed cycling volumes at the location are at their highest during commuting times, confirming that the route is being used by people making everyday journeys.



Robin Ellis, a commuter who cycles to her work along the South City Way several times a week, said: "A lot of the roads in the area are filled with so many large vehicles, lorries and commuter traffic, so it makes a massive difference to be able to take the cycle route and feel a lot safer and protected. The route's also much quicker than any other way of getting to work."

Conference

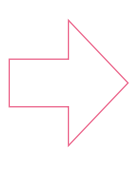


More than 250 delegates and speakers joined us for our Annual Conference in Edinburgh to explore the theme of “Cycling towards a healthier, fairer, safer and greener Scotland”.

Chaired by broadcaster and journalist, Catriona Stewart, the conference featured an opening keynote speech from Devi Sridhar, Professor of Global Public Health at the University of Edinburgh. Prof. Sridhar shared the impact of interventions in cities across the world to support everyday cycling and physical activity, leading

to significant health benefits for people of all ages. A ministerial address was delivered by then-Minister for Active Travel, Patrick Harvie, who spoke about the need for sustained efforts to make everyday cycling more inclusive for people across Scotland.

Breakout sessions explored key issues around: road safety and infrastructure; access to bikes and storage; and the impact of cycle training across Scotland.

 **Over 250 delegates attended our annual conference to explore the theme of “Cycling towards a healthier, fairer, safer and greener Scotland”**

Keynote speaker Sally Thomas, Chief Executive of Scottish Federation of Housing Associations, outlined the work being done to increase access to secure cycle storage for residents at housing associations across Scotland. Sally cited successes including the Highland Housing Association in Shetland, where hundreds of residents now have somewhere safe to store their bikes.

“The more people we can encourage and support people to walk and cycle, including using wheelchairs, mobility scooters, cycle sharing, other physically active means, the more we can reduce poverty, improve health and tackle climate change”.



Along with our partners Cycling UK, Sustrans and Scottish Cycling, we recognised the Cycling Champions of the Year, awarded to the individuals and organisations working to make everyday cycling easier and more accessible.

Winners in 2024 included Visionary Champion Shgufta Anwar, founder of community cycling charity Women on Wheels, Young Champion of the Year Hubert Przychodzen of Falkirk Junior Bike Club, and Mavis 'Granny Mave' Paterson of Wigtownshire, recognised as Inspirational Champion for her commitment to cycling and fundraising rides across Scotland.



Access to bikes

In 2023–24, we continued our commitment to tackle transport poverty in Scotland by helping more people get access to a bike through new and existing projects and partnerships.

Access to Bikes for Young People Fund

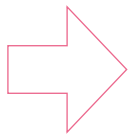
This year saw a continuation of our work with partner organisations to increase affordable access to bikes for young people meeting eligibility criteria, through the Access to Bikes for Young People Fund – supporting independent travel, reducing inequalities and improving health.

In 2023–24, 24 projects were funded across 25 local authority areas, providing more than 2,000 new or refurbished bikes to young people, including children who are facing barriers related to costs and wider life challenges, as well as young carers, care experienced young people, those with disabilities and those from families in receipt of benefits. Bikes delivered through the

programme - including six non-standard adapted cycles - were provided at an average cost per bike of £393.

The programme built on positive relationships established through the Free Bikes pilots and adopted a partnership approach involving national organisations Sustrans, Cycling UK, Scottish Cycling, Circular Communities Scotland, Young Scot and Corra. An Advisory Group provided input and supported hybrid distribution models of bike-lending libraries as well as offering flexibility to best meet individual needs and circumstances. Delivery partners were able to scale up respective project delivery where practical to meet demand.

Partnership activity with bike re-use, recycling organisations and schools provided opportunities for added value, including supporting skills development for young people through bike maintenance classes.



More than 2,000 bikes to young people across Scotland



Case study Socialtrack



Socialtrack is a social enterprise based in Wishaw, North Lanarkshire, which helps young people from local communities to access outdoor and social activities through cycling.

In 2023–24, Access to Bikes for Young People funding allowed Socialtrack to enhance its bike library, which it used to deliver a range of activities targeted at young people in the area, including three community outreach events, 120 led rides, and 160 cycle sessions to pupils at local schools. In total, Socialtrack was able to help 3,000 young people to access bikes and to develop their cycling skills.

At the core of the organisation's work is an ambition to reach teens who have difficulty engaging with school, through fun, activity-

focused sessions that improve socialisation, build confidence and self-responsibility, and pass on practical life skills.

Among the participating schools was Clyde Valley High School, where Friday cycle sessions involving cycling skills, bike repair and maintenance classes, captured the interest of groups of S1 and S2 boys, and proved particularly effective at improving their attendance at school.

One S2 student, who took part in the sessions through the year said: "I wasn't in often... but I come in for this. Last week, I got a puncture – I went through how to find it and fixed it myself. I changed the chain, fitted the handlebars. I just want to be out on a bike all the time."

Access to cycle storage and parking



Not having somewhere safe to store a bike is a major barrier to more people cycling, particularly affecting those living on lower incomes. With a third of households in Scotland estimated to be without secure bike storage, impacting 1.5 million people, we are focused on tackling this issue.

This year, we supported local authorities across Scotland to develop residential cycle storage schemes in a variety of urban and rural settings. Eleven cycle storage projects were supported, including the roll out of new on-street cycle storage in Dundee, a pilot project to deliver cycle storage in Arbroath, expansion of bike storage for multi-storey properties in Aberdeen, and dedicated bike storage facilities for new social housing developments in Motherwell and Edinburgh.

We also supported a number of projects to better connect journeys by bike and public transport,

including new secure cycle parking at rural bus stops in Aberdeenshire and Perth and Kinross, and a series of new sustainable transport hubs with dedicated bike parking being developed in Dundee city centre.

The Social Housing Partnership Fund supported 20 projects to provide cycle storage and place-making improvements that will benefit residents in social housing at 51 sites across five local authority areas.

A number of these projects provided added value by giving housing associations a means of engaging with and bringing together the local community. West of Scotland Housing Association, Scotstoun Housing Association and ng homes were all supported to develop bike recycling projects, which helped tackle social isolation, develop skills and redistribute bikes for use in the community.

Case study Dundee City Council



With plans for a variety of active travel investments across the city in coming years, including new cycling routes and active travel hubs, Dundee City Council had identified the need for more local cycle storage for residents to support more everyday journeys by bike.

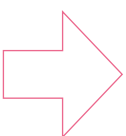
Through the Residential Cycle Storage and Parking Fund, Cycling Scotland was able to support Dundee City Council in installing 40 new on-street cycle storage units, giving local residents somewhere convenient and safe to store their bikes near their homes.

Approaching the roll-out strategically, Dundee City Council identified the areas to most benefit residents facing difficulty with cycle storage,

including outside flatted and tenement housing, and targeting delivery in lower SIMD areas.

Nick Toner, a community development worker and resident of Blackness, Dundee, has found the new on-street storage has made a big difference to how he travels around the city: "Having the bike storage space has removed a mental and physical barrier for me. Just facing the idea of looking for somewhere safe to store my bike and lock it up, it was such a hassle.

"But now I come to work, and I have a parking spot nearby. It's so much more convenient and it's given me the freedom to use my bike to get around the city more often."



More than 87,000 households benefit through improved access to cycle storage and bikes in communities across Scotland

Cycling Friendly

Through an award scheme and grant funding, the Cycling Friendly programme supported campuses, communities, schools, workplaces, local authorities and social housing providers to make it easier for people to cycle for everyday journeys.

In 2023–24, a total of £4.8 million in development grant funding was allocated to 221 organisations in Scotland to improve facilities for cycling at work, place of study and within the community.

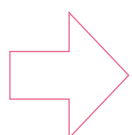
The funding, which comes from the Scottish Government's active travel budget, was supplemented by £2.7 million of match funding, bringing the total value of projects to £7.5 million.

Projects led by 56 community groups across Scotland benefited from the funding. Ten colleges and universities were able to host a Campus Cycling

Officer to improve facilities for cycling for staff and students. From all funded projects, more than 400,000 people are set to benefit, including 14,000 employees, 160,000 primary and secondary school pupils, and up to 230,000 people supported through community initiatives.

Celebrating Cycling Friendly organisations, we awarded 204 organisations, including community groups, workplaces, schools and campuses across Scotland. The Cycling Friendly Award recognises their efforts to help more people to enjoy all the benefits of travelling by bike.

To view sites funded through Cycling Friendly, Access to Bikes for Young People, Residential Cycle Parking, and Social Housing Partnership funding in 2023–24, click on this → [interactive map](#)



£4.8 million of grant funding to improve facilities, potentially benefitting more than 400,000 people

Case study Doune Primary School



Building on a successful record of delivering Bikeability Scotland training to pupils, the staff at Doune Primary School in Stirlingshire set out to find ways of further developing a cycling culture at the school and supporting more pupils to use their bikes.

Headteacher Andrew Clark identified the poor condition of the school's existing cycle shelter – damaged through the rough and tumble of playground life – as a key barrier to more of the pupils using their bikes, and made fixing it a top priority.

A Cycling Friendly Schools grant of £2,400 supported refurbishment of the shelter, bringing it back into a useable condition and allowing more than 30 bikes to be stored securely and protected from the weather each and every school day.

Also keen to support the school in encouraging active travel were six pupils, who formed the WeeBikeCrew, arranging a variety of cycling related events and campaigns aimed at engaging with fellow pupils, parents and the wider community. The pupils organised the school's Big Walk and Wheel Raffle, and the Easter Cycling Festival in Doune, which brought together over 50 pupils and their parents

for a day of cycling activities, including a led ride around the village.

As well as helping its young members gain important leadership and planning experience, the WeeBikeCrew's actions led to a surge in interest in cycling among the wider school community, with the school looking at options for future cycle parking spaces.

Collectively, the efforts of staff, pupils and the WeeBikeCrew, were celebrated in Doune Primary's receipt of the Cycling Friendly Award, recognising the school's vision to help more young people enjoy all the benefits that cycling can bring.



2023–24 has been a year of continued achievement for Transport Planning & Engineering, with eight construction projects delivered on the ground and an expanding portfolio of designs to support positive change through community led infrastructure.

With a focused team, TP&E continues to work across the whole of Scotland, providing support, advice and direction to external partners, community groups and voluntary associations seeking to deliver active travel opportunities.

Work continues to cover the whole of Scotland from Wester Ross down to Dumfriesshire, with

TP&E collaborating with a range of different clients, covering rural active travel and urban design projects.

Increased allocation of funding to active travel infrastructure has been met with enthusiasm and focus within the TP&E team. It is rewarding to see so many projects come to fruition over the last year, with our work continuing to assist Scotland in reaching its environmental targets and making it easier for ever more people to enjoy cycling, walking and wheeling.



An exciting year with eight projects delivered across the country.

TP&E
Transport Planning & Engineering



Project locations

- St Fillans, Perthshire
- Penpont to Thornhill, Dumfriesshire
- Lowland Canals – Bowling to Glasgow and Edinburgh City outskirts
- Bridge of Earn to Newburgh
- Water of Leith (Balerno to Edinburgh City Centre)
- Clyde Cycle Park, Cambuslang
- Coalie Park, Leith, Edinburgh
- Crieff, Perthshire
- Lochearnhead, Stirlingshire
- Dreelside, Anstruther, Fife
- King George V Park, Edinburgh
- Longniddry, East Lothian
- Garve, Wester Ross
- Little France, Edinburgh



Our main successes have been:

- Design and delivery of rural projects to continue to establish and support the modal shift 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.
- 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.
- Informing wider audiences on design complexities, challenges, and accomplishments that can be found in delivering in this sector.
- Taking forward landscape designs in city centres to breathe life to underutilised spaces and connect them to growing active travel networks.

In 2023–24 we achieved:

- Completion of the first phase of a 4km route near Thornhill in Dumfries and Galloway.

- Completion of phase 5b and further design work on the Loch Earn Railway Path in Perthshire and Stirlingshire.
- Completion of phase 2 of the Clyde Cycle Park in Cambuslang and preparation for the next stage of works to see over 1km of track circuit for racing.
- Delivery of phase 2 of towpath access works on the canal network in Glasgow.
- Completion of the second phase of works for the Bridge of Earn to Newburgh project.
- Further concept design for routes in Wester Ross, including trunk road crossings.
- Construction of phase 1 of the Coalie Park Improvement Project, enhancing waterside park space next to a section of National Cycle Network Route 75 in Leith, Edinburgh.
- Detailed design of an innovative traffic crossing on the Penpont to Thornhill Active Travel route.
- Delivery of a project at Little France in Edinburgh to join Danderhall to the city's developing cycle network.
- Laying of over 10,000m² of innovative surfacing along Water of Leith Walk to provide a better facility for running, cycling, horses and drainage.



Case study Penpont to Thornhill Active Travel Path

Led by local community organisation, Kier, Penpoint and Tynron Development Trust, The Penpont to Thornhill project aims to improve connectivity between two villages in the heart of Dumfriesshire, by providing a 4km cycling and walking route parallel to the traffic-heavy A702.

In 2018 a feasibility study was commissioned, with TP&E assigned to take forward the design options. Utilising its expertise in planning in rural settings and experience of working with landowners, residents and stakeholders, TP&E identified a route for the project making use of field margins, quiet roads, forest escarpments, and existing infrastructure in the form of an 18th century listed bridge. Throughout the design process, the team

carefully considered how to minimise the impact of the route on adjacent agricultural land.

To address the largest technical challenge of the route – taking the path down the ancient riverbank of the River Nith – TP&E designed a modern ‘sandbag’ solution, with a new retaining wall providing support for a gentle slope to the path. The structure was then seeded with grass to blend with its surroundings.

In December 2023, TP&E, KPTDT and children from Penpont Primary School celebrated the official opening of phase 1A of the route, running for 3km from Penpont to Drumlanrig access road, with design work continuing for the rest of the route into Thornhill.

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.

Mission, Vision and Values

Vision

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

Mission

We are Scotland's national cycling charity. Working with others, we get more people cycling, more safely and easily in a better environment.

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



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
- Regional Transport Partnerships
- Active Travel Hub Ayr
- Adventure Aberdeen
- Angus Cycle Hub
- Bike for Good
- Bike for Refugees (Scotland)
- Bike Town
- Bridgend Farmhouse
- Common Wheel
- Climate Literacy Project
- Cycle Hub (Angus and Dundee)
- CycleStation
- Cycling UK
- Drumchapel Cycle Hub
- Eco Schools
- Education Scotland
- Energy Saving Trust
- Fife Bikeworks
- Forth Environment Link
- Gallatown Bike Hub
- Greener Kirkcaldy
- Include Me 2 Club
- Inverclyde Community Development Trust
- Keep Scotland Beautiful
- The Killie Trust
- Living Streets Scotland
- Mayfield and Easthouses Development Trust
- Outdoor Education Fife
- Outfit Moray
- Public Health Scotland
- Paths for All
- Play Scotland
- Police Scotland
- Radio City Association
- Recyke-a-Bike
- Regional Transport Partnerships
- Road Safety Scotland
- St Paul's Youth Forum
- Scottish Advisory Panel for Outdoor Education (SAPOE)
- Scottish Cycling
- Scottish Government
- Social Track
- Sustrans Scotland
- Scottish Canals
- The Bike Station
- Transition (St Andrews)
- Transport Scotland
- Velocity Café and Bicycle Workshop
- Venture Trust
- VisitScotland
- Volunteer Development Scotland
- Volunteering Hebrides
- Women on Wheels



Forum and working group partners

- Active Travel and Young People Group
- Association of Directors of Education Scotland (ADES)
- Circular Communities Scotland
- Convention of Scottish Local Authorities (COSLA)
- Developing Mountain Biking in Scotland (DMBinS)
- Environmental Association of Universities and Colleges (EAUC)
- Environmental Funders Network
- Local Authority & Regional Transport Partnership Forums
- National Access Forum
- Public Health and Sustainable Transport Partnership Group
- Society of Chief Officers of Transport Scotland (SCOTS)
- Scotland Funders Forum
- Scottish Enterprise
- Scottish Outdoor Access Network (SOAN)
- ScotRail
- South of Scotland Enterprise
- sportScotland
- The Big Give
- Transform Scotland

We acknowledge the ongoing support for specific programmes from Transport Scotland



Cycling Scotland members

We work 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 29 August 2024 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 2024

	Unrestricted Funds		Restr. Funds	2024	2023
	General £	Designated £	£	Total £	Total £
Income and endowments from:					
Donations and legacies					
• Gifts and Donations	1,832	-	-	1,832	1,000
• Voluntary Income	-	-	-	-	-
Charitable Activities					
• Scottish Government Grant	8,603,985	-	-	8,603,985	7,369,390
• Local Authority Grant	100,000	-	-	100,000	110,000
• Education and consultancy	24,524	-	35,834	60,358	57,564
• Marketing and event income	22,096	-	-	22,096	9,350
• Other charitable income	7,856	-	-	7,856	9,224
Other Trading Activities					
• Trading Income	380,306	-	-	380,306	342,434
Investments					
• Bank interest	10,494	-	-	10,494	3,188
Total income and endowments	9,151,093	-	35,834	9,186,927	7,902,150
Expenditure on:					
• Charitable activities	9,091,412	-	39,266	9,130,678	7,827,739
• Other	343	-	-	343	-
Total expenditure	9,091,755	-	39,266	9,131,021	7,827,739
Net income/(expenditure)	59,338	-	(3,432)	55,906	74,411
• Transfers	(27,225)	27,225	-	-	-
• Balance brought forward	775,622	70,000	56,918	902,540	828,129
Closing balance at 31 March 2024	807,735	97,225	53,486	958,446	902,540
Comprising:					
Unrestricted Funds					
• General	807,735	-	-	807,735	775,622
Designated Funds					
• Cycling Scotland Conference	-	5,655	-	5,655	-
• Pension Deficit Reserve	-	91,570	-	91,570	70,000
Restricted Funds					
• Pedal for Scotland Fund	-	-	49,949	49,949	50,827
• Play on Pedals	-	-	3,537	3,537	6,091
	807,735	97,225	53,486	958,446	902,540

Cycling Scotland

Consolidated Balance Sheet at 31 March 2024

	£	2024 £	£	2023 £
Fixed Assets				
• Tangible assets		-		-
				-
Current Assets				
• Debtors	272,505		231,462	
• Cash at bank and in hand	1,568,916		2,214,276	
	1,841,421		2,445,738	
Creditors: Amounts falling				
• due within one year	875,147		1,528,100	
Net Current Assets		966,274		917,638
Total Assets less Current Liabilities		966,274		917,638
Defined benefit pension scheme liability		7,828		15,098
Net Assets		958,446		902,540
The funds of the charity				
Unrestricted Funds				
General Fund		807,735		775,622
Designated Funds		97,225		70,000
Restricted funds		53,486		56,918
		958,446		902,540

We are grateful for charitable donations provided in 2023-24 by Social Work Scotland in the name of Jane Maybee, and the Gunter Charitable Trust.



Dedicated to the memory of our wonderful
colleague and friend, Rachael Bonds.

**Cycling
Scotland**

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Front cover image: cycling on
The City Centre West to East Link,
Edinburgh