

Cycling Scotland

2016- 2017 ANNUAL REPORT AND ACCOUNTS



ANNUAL REPORT

2016-2017

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Chair's Introduction

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We welcome the opportunity to work alongside others, in a focused and co-ordinated way, to ensure that this increased investment translates into tangible and sustainable change on the ground.



It's been another great year for Cycling Scotland and the cycling sector. In this annual report, we proudly set out our stall as the nation's cycling organisation by noting the significant progress made this year towards achieving our vision of a sustainable, inclusive and healthy Scotland where anyone, anywhere can enjoy all the benefits of cycling.

An important milestone for Cycling Scotland this year was the publication of our new strategic plan (see page 32). This important document sets out our direction of travel for the next five years and highlights our strategic aims and priorities. I would like to thank all those people who provided invaluable input into the planning process. With contributions from directors, senior management and staff, as well as member organisations who participated in the focus group last November, this was truly a collective effort and an exemplar of constructive partnership working.

In implementing this strategy, we continually strive to deliver projects of the highest quality. At the same time, we make room for innovation, piloting brand new initiatives like Cycle Aware Training for Learner Drivers

and extending the reach of existing projects with Pedal for Scotland Wee Jaunts in Perth and Falkirk, with the aim that successful initiatives become part of the mainstream in the future.

Of course, none of this would have been achieved without continuing to work alongside partner organisations and other cycling champions across the country. Cycling speaks to many agendas – transport, health, education, as well as the environment – and the breadth of our partnership work is proof of this. With an even greater focus in our sector on tackling air pollution and inequalities in the months and years ahead, we will maintain this breadth of ambition, supporting the crucial work of others, from Low Emission Zones to improving accessibility for all. The recent announcement of a two-fold increase in funding for active travel represents a watershed moment for cycling. With our new strategy in place, we welcome the opportunity to work alongside others, in a focused and co-ordinated way, to ensure that this increased investment translates into tangible and sustainable change on the ground.

Maureen Kidd
Chair, Cycling Scotland

Chief Executive's Introduction

Welcome to the 2016/17 annual report which highlights some of the many achievements by Cycling Scotland, working in partnership with others. More people are cycling thanks to dedication from Cycling Scotland and TP&E staff, and colleagues in Local Authorities, Regional Transport Partnerships, major third sector stakeholders and the support of our funders, especially Transport Scotland.

This year saw some key developments in the cycling sector: the second CAPS Progress Report, published in June 2016, laid out an evidence-based assessment on positive progress that has been made and how to accelerate the modal shift and increase in cycling already happening in many places. The third Cycling Action Plan for Scotland in January 2017 identified key actions and ambitions that would be delivered to 2020. The Scottish Government's game-changer announcement in September 2017 that active travel funding would be doubled was therefore a welcome confirmation that cycling was emerging from the policy fringes and increasingly becoming an everyday priority.

For Cycling Scotland, new achievements in 2016/17 included new Pedal for Scotland Wee Jaunts in Falkirk and Perth, investment of capital funding for the first time in employers and campuses to enable increased cycling levels, piloting new Cycle Aware Training for Learner Drivers and supporting Police Scotland's high-profile Operation Close Pass from initial pilot to national roll out. Our 2016 annual conference in Perth featured the new Transport Minister Humza Yousaf MSP and local lad Mark Beaumont reflecting on some of his, frankly, incredible achievements with more to come.

I am also delighted that we saw another increase in the number of primary schools delivering on-road Bikeability Scotland cycle training, that the social enterprise TP&E delivered new infrastructure and generated funds to be reinvested in Cycling Scotland's charitable mission and that more money was fundraised by Pedal for Scotland participants to tackle child poverty via the STV Children's Appeal.

During 2016/17, the Board and staff developed a new strategy, highlighted in this annual report, which laid out the direction of travel, strategic aims and business plan priority areas for the organisation for 2017-22. With the increased funding, Cycling Scotland and the wider sector recognises both the huge opportunity and our collective responsibility to deliver effectively and in partnership. Cycling Scotland

will continue to connect a range of voices to drive the case for cycling, including through the CAPS Delivery Forum and the National Cycling Interests Group which brings together voices ranging from Sustrans Scotland, Cycling UK and Scottish Cycling to the #walkclevote umbrella campaign. With more funding, delivery partners and agreed monitoring indicators all in place, there is a new and welcome opportunity to focus on expanding all the benefits of cycling to even more people in the months and years ahead.

Keith Irving
Chief Executive, Cycling Scotland



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Cycling Scotland Members



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Bikeability Scotland

Cycling Scotland has continued to support the delivery of cycle training for children through the Bikeability Scotland programme, which it manages on behalf of the Bikeability Scotland Delivery Group.

During the 2016/17 academic session, a record number of pupils participated in the scheme, with over 36,000 taking part across the three levels. Further, for the first time, all 29 participating local authorities are promoting a progressive multi-level training programme including Levels 1 and 2.

Through funding from Transport Scotland, Cycling Scotland supported 17 local authorities with additional 'Support Plus' grants totalling £310,000. This has served to embed instructor mentoring schemes, recruit volunteers and overcome barriers to bike access. As a result, over 500 additional Cycle Training Assistants and Cycle Trainers were trained and nearly 3,000 additional pupils received Bikeability Scotland training. There are now a total of 2,159 trained staff and volunteers supporting delivery of Bikeability Scotland across the country.



Pupils at Bankier Primary take part in Bikeability Scotland training.

Through the appointment of regional training coordinators, in partnership with SEStran and Tactran, Cycling Scotland has supported several local authorities to develop training strategies, with Angus, Midlothian, Fife and Edinburgh demonstrating positive growth.

Our ever-popular annual instructor conferences took place in March 2017 in Carnoustie, Edinburgh and Glasgow. We were delighted to welcome over 100 delegates across the three events, and the workshops, including sessions on Cycling Games, Personal Riding Skills, All Ability Bikes and Giving Effective Feedback, were all well received.

Based on the success of these, and past conference workshops, Cycling Scotland is currently introducing a range of CPD courses for Bikeability Scotland instructors.

Cycling Scotland continues to be an active member of The Association of Bikeability Schemes (TABS), with regular contact with colleagues in other parts of the UK. This partnership serves to maintain, and improve, the standard of training delivered, and has promoted the sharing of best practice, including a Quality Assurance exchange.

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Play on Pedals Training



Play on Pedals in Shotts

Following the official launch of the national Early Years Cycle Training programme in 2015, 22 local authorities have partnered with Cycling Scotland to deliver Play on Pedals.

The programme has been hugely popular with both staff and children, leading to even more local authorities getting involved. During the 2016/17 financial year, Cycling Scotland supported Early Years teams across Scotland with grants totalling £100,000. This is largely used to equip nurseries with bicycles and helmets. Instructor training continues to be delivered to Early Years practitioners and resources

have been developed to include a video guide for parents and carers, helping them build on nursery-based sessions.

The roll out of Play on Pedals training by Cycling Scotland follows the hugely successful Play on Pedals project in Glasgow, a partnership between Cycling UK, Cycling Scotland, Glasgow Bike Station and Play Scotland. In January 2017 the partnership celebrated a major milestone having enabled over 7,000 children to participate. The partnership remain committed to rolling out the community based programme across other areas of Scotland.

Key Facts

42%

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

55 ADDITIONAL SCHOOLS OFFERING LEVEL 2 TRAINING

100% DELIVERY ACROSS SHETLAND AND EAST RENFREWSHIRE

3,000

ADDITIONAL PUPILS RECEIVED BIKEABILITY SCOTLAND TRAINING IN 2016/17

500

ACTIVE CYCLE TRAINERS AND CYCLE TRAINING ASSISTANTS TRAINED IN 2016/17

100% OF PARTICIPATING LOCAL AUTHORITIES DELIVER MULTI-LEVEL TRAINING

*in the 29 local authorities that participate in Bikeability Scotland

Key Facts

22

local authorities have partnered with Cycling Scotland to deliver Play on Pedals.

Essential Cycling Skills



Essential Cycling Skills training video

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

In addition to these materials, ECS can also include a two-hour practical training course which can be delivered by a number of outlets across Scotland. This course can be delivered to beginner or intermediate groups and provides the skills necessary to confidently negotiate on-road journeys. In 2016/17 ECS was also used to support pilot projects for young people not in education or employment and opportunities for people at retirement age.

Key Facts

13,560

DOWNLOADS OF ECS APP AND QUICK GUIDE

22
DELIVERY OUTLETS

70 INSTRUCTORS

Quality Assurance

With over 7000 people trained to deliver cycling since 2008, Cycling Scotland has recognised the need to monitor the standards of training on a more formal basis and Quality Assurance (QA) was introduced in August 2015.

QA aims to:

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

In 2016/2017, 5.4% of Cycling Scotland courses received observation visits.

Quality Assurance partly informed the newly rolled out SCQF accredited Cycle Training Assistant course in January 2016 and the addition of mentoring opportunities for newly qualified Cycle Trainer Plus Instructors. Bikeability Scotland training was also observed in nine different local authorities.

The delivery of training overall is of an expected standard and there are many individual learning points that instructors and tutors have been made aware of. There is an emphasis on making training courses more practical and for candidates to spend more time on their bikes. Areas of good practice and areas for development have also been identified. It is refreshing to observe that courses are delivered in different styles



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Cycle Ride Leader, Go Mountain Bike & Cycle Patrol

GO MOUNTAIN BIKE

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

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

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

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

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

CYCLE RIDE LEADER

Cycle Ride Leader and Led Ride Assistant is a course designed to equip adults with the skills necessary to lead groups on short rides.

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

Cycle Ride Leader

120

CYCLE RIDE LEADER COURSES DELIVERED IN 2016

CYCLE PATROL

Cycle Patrol equips candidates with the skills, tools and confidence to perform their patrol duties by bike.

This practical course is designed to suit patrollers' specific needs and covers both on and off-road riding skills. Bike set up, trailside repairs, navigation, health and safety issues, clothing and equipment are all covered on the course.

Cycling Scotland's expert tutors deliver the two-day training programme, or they can support experienced cycle patrollers to become instructors able to train colleagues and peers.

During 2016/17 we continued our support of St Andrews First Aid who held five training courses for their volunteers. In addition, Cycle Patrol training was delivered to Aberdeen City Wardens and West Lothian Rangers.

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Practical Cycle Awareness Training



PCAT with Renfrewshire Council

Practical Cycle Awareness Training (PCAT) supports the delivery of practical cycle training to drivers of Large Goods Vehicles and Passenger Carrying Vehicles. Initially developed in partnership with City of Edinburgh Council, the programme's inspiration came from the Safe Urban Driving course that is a requirement of the Fleet Operator Recognition Scheme adopted in London and other areas of the UK. Cycling Scotland's PCAT course includes additional material specific to rural roads and has proven popular with operators across Scotland as a practical and engaging course.

PCAT encourages LGV and PCV drivers to empathise with people on bikes, make drivers aware of the risks that those traveling by bike experience on the road and to understand their behaviour and anticipate how they ride. The project complements current and future training to those who travel by bike on safe cycling on routes with LGVs and PCVs. Cycling Scotland is working in partnership with Recycle-a-bike, Stirling, to deliver PCAT to even more local authorities throughout Scotland.

The course is registered with JAAPT, and counts as 7hrs towards a drivers mandatory certificate of professional competence (CPC) requirements.

Cycling Scotland is working with 16 local authorities:

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

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Cycle Aware Training for Learner Drivers

A 3.5-hour course catering for learner drivers, inspired by and based on Cycling Scotland's Practical Cycle Awareness Training for HGV and LGV drivers. The aim of the course is to help those learning to drive feel more confident when interacting with vulnerable road users, with a strong focus on passing people on bikes.

Each course includes a session in the classroom followed by a 2.5-hour practical on-road session led by an expert cycle tutor where participants step in to

the shoes of a person on a bike. Having partnered with Glasgow City Council, training is delivered free of charge to learner drivers in the Glasgow area.

Through partnership with Heriot-Watt University, post-course evaluation will seek to identify positive changes in attitudes towards people cycling and hazard perception, including any impact on candidates' pass rate in the practical test.

We are working with universities, driving instructors and secondary schools to promote the training and hope to have 100 people trained by the end of 2017.



Go Mountain Bike

59

ACTIVE GO MTB CENTRES REGISTERED

555

COURSE PARTICIPANTS RECEIVED A GO MTB CERTIFICATE

59

NEW INSTRUCTORS TRAINED

Cycling Scotland Conference 2016

The Cycling Scotland Conference 2016, was held over two days. Day 1 featured study tours and a civic reception while Day 2 was at the Perth Concert Hall.

The conference brought together 200 active travel professionals, campaigners, volunteers and national and local politicians to hear from the numerous speakers and learn from each other to support cycling in Scotland and beyond. The conference was sponsored by Perth and Kinross Council.

On Day 1 over 70 people participated in study tours including;

- Rural cycle networks for commuting and leisure – Perth & Loch Leven Green Ways.
- Cycling is looking Dandy in Dundee, which looked at the waterfront redevelopment, cycling links, and the Seabraes bridge.
- Perth – Creating a cycle friendly town centre: A sense of place.
- There is a lot going on in Falkirk, which took in the attractions of the Helix Park and the Kelpies.



Cycling Scotland Award winners

The evening reception was hosted by Perth and Kinross Council with attendance from the Lord Provost and over 60 guests.

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

- **Cllr John Kellas**, City Convenor for Infrastructure & Enterprise, Perth and Kinross Council
- **Humza Yousaf MSP**, Minister for Transport and the Islands
- Adventurer **Mark Beaumont**

- **Dr Jenny Mindell**, University College London
- **Phil Prentice**, Scotland's Towns Partnership

There were also workshops on: Engaging Different Groups in Cycling, Creating Better Places through Cycling, and Achieving Outcomes through Cycling.

Feedback was very positive with 74% of respondents stating that their objectives in attending the conference had been completely or almost all met and 89% indicating that they would attend again.

National Monitoring Framework

Cycling Scotland is in the process of rolling out an ambitious project to deliver a Scotland-wide approach to monitoring cycling modal share with an open data ethos and complementing existing monitoring schemes to create a National Monitoring Framework (NMF).

The ambition of this project is that, by 2020, all settlements across Scotland with a population of 10,000 (and above) will have a strategic monitoring system in place to provide data on the progress towards the 10% shared vision.

The data collected through the NMF will be available in an open data format for all partners and ideally for the public and key stakeholders. Although ideally looking at larger settlements across Scotland, complementing the work of Sustrans Scotland in the seven cities on the NCN and for Community Links, Cycling Scotland would encourage any benchmark settlement in Scotland to be put forward by a local authority, RTP or other partner for potential inclusion.

Following the appointment of delivery partners Streetwise Services and TDC, the first round of the framework took place in Spring 2017 with the installation of 16 automatic cycle counters and 38 two-day temporary counts taking place throughout Scotland. In the first round of the framework Cycling Scotland worked with partners from:

- Falkirk Council**
- South Ayrshire Council**
- South Lanarkshire Council**
- Stirling Council**
- Tactran (focusing on Angus, Perth & Kinross and Dundee City Councils)**
- West Lothian Council**

The second round of the National Monitoring Framework takes place in the Autumn of 2017 with a range of new automatic cycle counters



and temporary counts. The NMF continues to focus specifically on progress towards the 10% vision of the Cycling Action Plan for Scotland and the establishment a long-term monitoring system. Alongside building upon and continuing work with partners from the first round of the project, Cycling Scotland is also working with the following additional partners in the second round of the NMF:

- Argyll & Bute Council**
- Dumfries & Galloway Council**

- Dundee City Council**
- Fife Council**
- Glasgow City Council**
- Moray Council**
- North Lanarkshire Council**

Cycling Scotland aims to launch a third round of expressions of interest in Spring 2018 with the aim of further developing the National Monitoring Framework throughout Scotland.

Active Travel Conference

This event was held in June at Our Dynamic Earth in Edinburgh and attracted over 150 delegates and exhibitors.

The conference involved a steering group from Cycling Scotland, Sustrans Scotland, Paths for All and Living Streets Scotland. The event was chaired by broadcaster Mark Stephens and speakers included:

- **Humza Yousaf MSP**, Minister for Transport and the Islands
- **Maureen Kidd**, Chair of Cycling Scotland

- **Helen Todd**, Ramblers Scotland and Transform Scotland Board member
- **Pat Douglass**, Sustainable Transport Officer, Moray Council
- **John Berry**, Sustainable Transport Team Leader, Dundee City Council
- **Nick Wright**, Convenor, RTPi Scotland

There was also a panel discussion featuring:

- **Alasdair Sim**, Tram Programme Manager, City of Edinburgh Council

- **Joost Mortier**, Director of Integration, Abellio Scotrail
- **David Hytch**, Technology, Smart and Integrated Ticketing, Caledonian MacBrayne
- **Ralph Roberts**, Managing Director, McGill's Bus Service Limited

In the afternoon there were a series of interactive sessions supported by Smarter Choices, Smarter Places.

Cycling Potential Tool

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

The Cycling Potential Tool is now split in to two distinct parts, the Environment module and the Quality of Service module.

The Environment module examines a range of datasets which focus on the existing conditions within an area of interest. These datasets are weighted with an absolute methodology which allows the tool to be used on any area throughout Scotland, regardless of size.

The Quality of Service (QoS) module has more of a focus on existing and proposed cycling infrastructure. The QoS process assesses cycle network on eight criteria; surface condition, adjacent cyclists, comfort factor, conflicts, distance between junctions, slope, access to service and origin and destination statistics. This allows the tool to show the difference that varying levels of network quality has

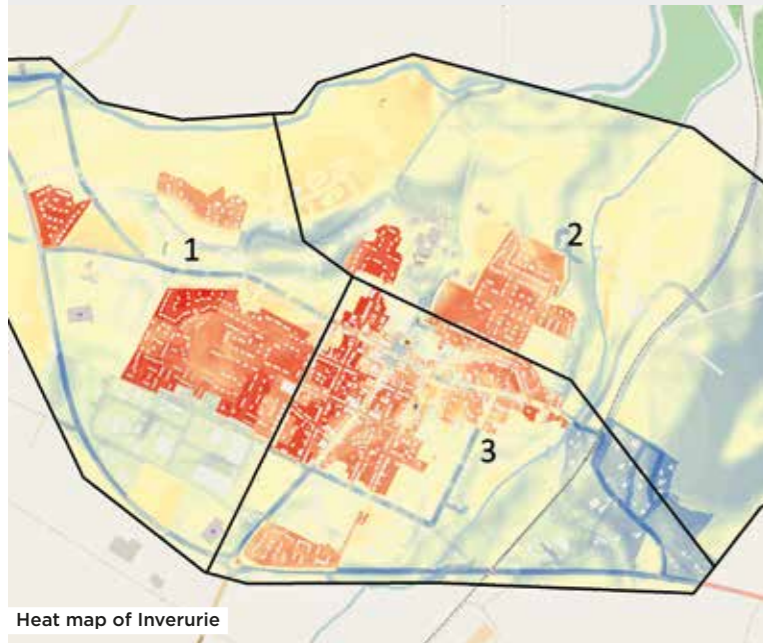
on the cycling potential of an area as well as the difference new or upgraded infrastructure could make.

Alongside these two modules, the Cycling Potential Tool can now also assess the number of people who could potentially cycle in an area along with the carbon savings that this could bring about. The CPT also uses origin and destination data from the Scottish Census to establish the most common journeys within an area of interest and predicts if those journeys can be made using existing cyclable network. Work is ongoing on the development of modules which focus on schools, tourism and development.

CASE STUDY

ABERDEENSHIRE INTEGRATED TRAVEL TOWNS

Cycling Scotland has been working in partnership with Aberdeenshire Council to use the Cycling Potential Tool on Aberdeenshire's Integrated Travel Towns (ITT). Using data provided by Aberdeenshire Council and the ITT masterplans, Cycling Scotland has completed Environment and QoS reports for Ellon, Inverurie, Huntly, Fraserburgh and Portlethen. These reports will feed in to and help inform the ITT process as part of an updated set of masterplans.



Heat map of Inverurie

Cycling Scotland's Cycling Potential Tool (CPT) provides an evidence-base to support decision-making and investment in cycling. The CPT analyses towns, cities and settlements down to street by street level, highlighting cycling potential through a visual map backed up by statistical outputs.

The CPT currently consists of four modules:

- ENVIRONMENT
- SCHOOLS
- TOURISM
- DEVELOPMENT

The CPT also allows for deeper analysis by incorporating:

- cycle network and quality
- health data
- deprivation statistics
- air quality measurements
- other geocoded datasets

Carbon savings or health benefits from 'realising' cycling potential can also be calculated with the CPT.



Cycle Friendly Community

The Cycle Friendly Community Award recognises the efforts of communities and community groups that promote cycling as an accessible and convenient travel choice. The award encourages and supports communities across Scotland to take a leading role in increasing the number of people who cycle locally.

In the past year, a number of community groups have received a Cycle Friendly Community Award:

Angus Cycle Hub
Silver Award

CamGlen Bike Town
Silver Award

Coupar Angus Cycle Hub
Gold Award

Clyde Muirshiel Regional Park
Gold Award

Royston Youth Action
Silver Award

All of the above projects have developed and implemented an action plan, acted as lead organisation in the community and increased opportunities to cycle in the community through partnership working.

CYCLING SCOTLAND'S CYCLE FRIENDLY COMMUNITY DEVELOPMENT GRANT

Cycling Scotland's Cycle Friendly Community Development Grant (CFCDG) supports groups to encourage cycling in their community and to deliver a sustainable cycling project. This Transport Scotland funded grant scheme enables community groups to support and deliver projects with an overall aim to increase the number of local journeys by bike. The 2017/18 fund will support, among others, projects benefitting the homeless community, providing bikes to relocated families in Fife, and all abilities cycling in Dundee. In 2017, Cycling Scotland has invested a total of £120,480 across 12 community cycling projects.

Since 2012, over 140 community projects have received grant funding, allowing groups to create a range of cycling activities, services and opportunities.

Here's a look at the organisations funded this year:

BIKEWORKS FIFE

Fife / £7,510.00

Bikeworks Fife will use their grant funding to recover and redistribute bikes to families affected by the disruption of being relocated. This project will be delivered in partnership with Fife Woman's Aid, who will identify recipients who benefit from access to a bike. This project will increase access to bikes for a disadvantaged section of the population, simultaneously tackling inequality.

CLEAR BUCKHAVEN

Fife / £7,270.00

This project will build on CLEAR Buckhaven's current cycling project through delivery of bike repair workshops and further bike recycling. CLEAR Buckhaven will continue to promote cycling as a realistic and enjoyable mode of transport in the area through improvements to local cycling provision and support.

DARVEL COMMUNITY TRUST

East Ayrshire / £10,650.00

Having recently taken on the lease of the former Gavin Hamilton Sport Centre in Darvel, Darvel Community Trust are looking to promote cycling in an area where there is great potential to increase cycling rates. The project will deliver a cycle lending scheme, initial establishment of a cycle hub, and the installation of cycle parking.

DUNDEE DISABILITY SPORT

Dundee / £9,850.00

Dundee Disability Sport along with NHS Tayside, are being supported to deliver a cycling project which will promote inclusive cycling within Dundee. This will be done through the introduction of an adaptive cycling project, aiming to improve both physical and mental health. The grant will be used to purchase a selection of adapted bikes for this purpose.

EASTERHOUSE PHOENIX DEVELOPMENT

Glasgow / £7,360.00

Easterhouse Phoenix Development will provide the local community with suitable and safe cycling equipment, providing new opportunities for the population to be involved in activities that would otherwise be unaffordable. The grant will cover the cost of bikes and helmets, helping improve participation in physical activity and reducing barriers in the area.

HOPE AMPLIFIED

South Lanarkshire / £11,639.00

Hope Amplified will use their grant funding to work with young people aged 8 - 25 years that aren't traditionally engaged in cycling and physical activity including minority ethnic communities, disabled young people, girls and young women and those from disadvantaged areas. Funding will be used to purchase bikes and provide training, covering a wide range of outcomes such as mitigating socio-economic factors, and improving health and confidence in the target audience.

KILMARNOCK STATION RAILWAY HERITAGE TRUST (KSRHT)

East Ayrshire / £16,590.00

KSRHT will deliver a project (in partnership with Addaction) based around rehabilitation, targeting groups who may be disadvantaged, vulnerable, or suffering social isolation. Following a model rolled out elsewhere, KSRHT will use the grant funding to purchase 14 eBikes and helmets, with a view to the organised cycling groups becoming self-sufficient in short period of time.

MID ARGYLL COMMUNITY ENTERPRISES

Argyll & Bute / £6,362.00

MACPool is a social enterprise enabling the community to take part in sports, leisure and social activities in support of health and wellbeing. Their project will concentrate on encouraging cycling and reduce car journeys to the leisure centre through the installation of secure, covered and lit bike shelter, in place of two car parking spaces.

PEDAL4TH

Clackmannanshire / £9,965.00

The objective of Pedal4th is to give adults experiencing mental ill health living within Forth Valley the opportunity to cycle in their local environment to help improve both physical health and mental wellbeing, through the purchase of a range of cycling equipment.

RENFREW DEVELOPMENT TRUST

Renfrewshire / £2,640.00

Grant funding will be used to support Renfrew Development Trust to deliver "Get Renfrew Riding", which will promote and facilitate cycling within Renfrew and the surrounding area by hosting regular beginner's lessons, led rides, commuter confidence building rides and maintenance workshops. The funding will be used to purchase bicycles and associated equipment, along with materials to promote the project.

SIMON COMMUNITY SCOTLAND

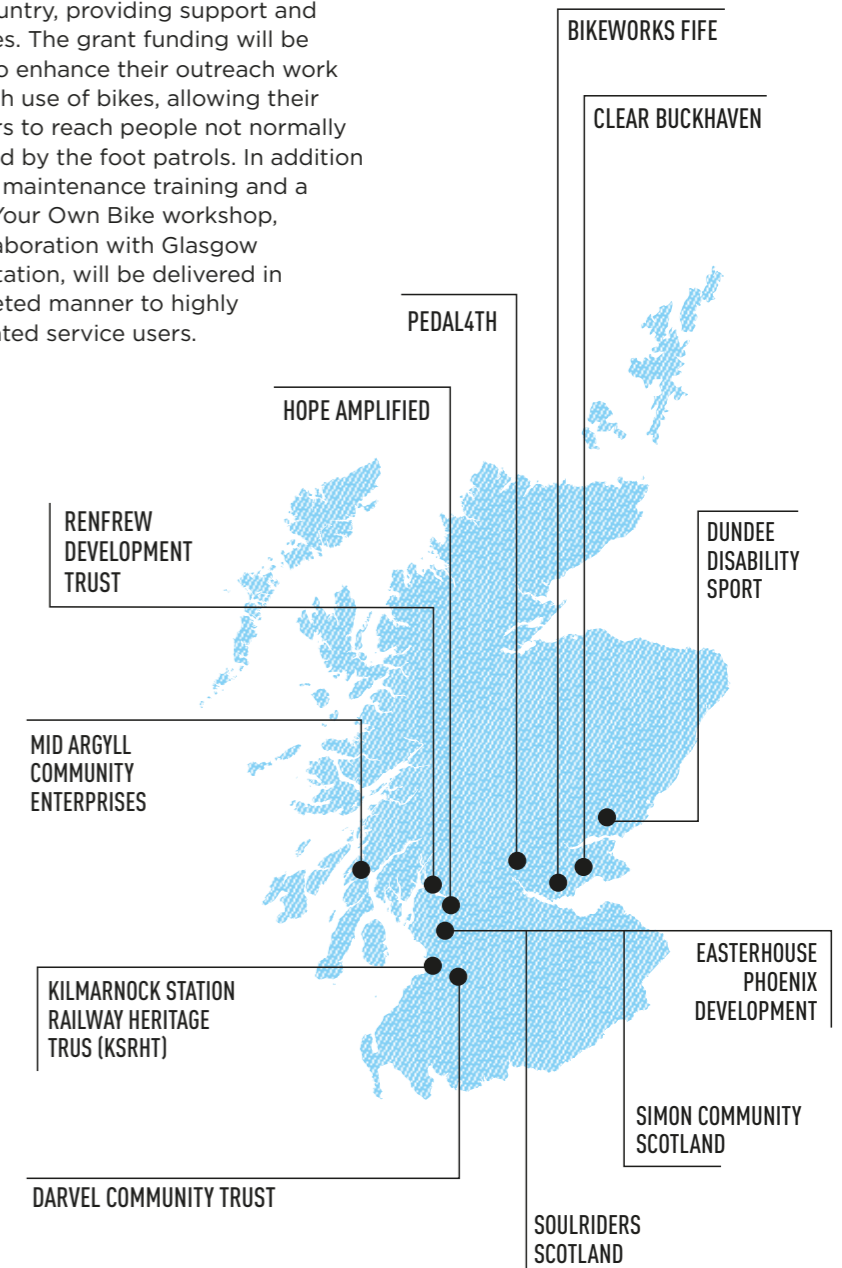
Glasgow / £10,724.00

Simon Community Scotland work with the homeless population across the country, providing support and services. The grant funding will be used to enhance their outreach work through use of bikes, allowing their workers to reach people not normally covered by the foot patrols. In addition to this maintenance training and a Build Your Own Bike workshop, in collaboration with Glasgow Bike Station, will be delivered in a targeted manner to highly motivated service users.

SOULRIDERS SCOTLAND

Glasgow / £19,920.00

SoulRiders Scotland is a charity based in Glasgow, whose main aim is to create stronger, healthier and more active communities for Black & Minority Ethnic (BME) people through cycling. The project supported by the grant fund will look to tackle issues such as isolation, unemployment, affordability, as well as providing education and learning opportunities, as well as improving monitoring and evaluation methods in order to better understand the most effective approaches.



Cycle Friendly Employer



The Scottish Parliament receives their Cycle Friendly Employer Award

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

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

The Cycle Friendly Employer Award has been achieved by more than

472 employers in Scotland with an additional 135 working towards it.

During 2016/17 the network of Cycle Friendly assessment centres supporting the award increased from seven to nine, covering Highlands, Shetland, Aberdeen, Stirling, Edinburgh, Glasgow, East Renfrewshire, Moray and Angus.

A broad range of workplaces have achieved the award, from both the public and private sector including local authorities and health boards.

Fifteen workplaces received funding through the Employer Development Fund totalling £105,500. Workplaces benefitted from investment in cycle parking, changing and showering facilities, maintenance and cycle training opportunities.

Our Workplace Social Ride programme trained 126 members of staff, from 36 organisations, as Cycle Ride Leaders with the aim of encouraging workplace led rides.

472 EMPLOYERS IN SCOTLAND WITH AN AWARD

135 WORKING TOWARDS IT

Cycle Friendly Campus

The Cycle Friendly Campus Award was launched in September 2015 with Glasgow Caledonian and Heriot-Watt universities being the first to receive the award.

In 2016/17 the following institutions achieved the award:

- University of Glasgow
- Edinburgh Napier University
- Queen Margaret University
- University of West of Scotland (Paisley)
- University of Dundee
- University of St Andrews

In total 25 colleges and universities are now working towards Cycle Friendly status, identifying gaps in provision and establishing priority measures aimed at getting more students, staff and visitors cycling.

Cycling Scotland has developed award criteria to support evidence led investment of over £450,000 in the form of development funding.

2016 saw the launch of the Cycle Friendly Campus internship programme, supported by Transport Scotland and delivered in partnership with Bright Green Placements. This programme placed 10 enthusiastic graduates within campuses across Scotland to promote and encourage cycling among staff and students. The interns, titled Campus Cycling Officers, celebrated many successes over the year and participating organisations were left with improved cycling facilities, increased awareness, trained staff and students and action plans to help them achieve the Cycle Friendly Campus Award.



£215,000

AWARDED TO **22** UNIVERSITIES AND COLLEGES

REACHING **180,000** STUDENTS & **36,000** STAFF

Cycle Friendly Schools

The Cycle Friendly School Award gives guidance on best practice to schools and local authorities in providing facilities for those cycling to school and also to act as an incentive to implement as many cycle friendly interventions as possible.

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

Cycle Friendly Schools

372
CYCLE FRIENDLY SCHOOLS

120,000
CHILDREN ATTEND A CYCLE FRIENDLY SCHOOL

CASE STUDIES

1

MEIKLEMILL PRIMARY SCHOOL

Meiklemill Primary School in Ellon, Aberdeenshire has run a wide range of cycling activities which have contributed to the school receiving the Cycle Friendly Primary School Award.

All Primary 5s are offered Bikeability Scotland Level 1 training with P6s being offered Level 2. Junior Road Safety Officers promote the safe use of cycles and scooters throughout school. Last session they organised banners which are displayed by the cycle racks, reminding pupils to wear a helmet when travelling and to be safe in the playground with their bikes/scooters. They also distributed reflectors to all pupils.

An annual summer cycle event for pupils and parents was very well attended and took place on the local disused railway line to promote cycling as a family leisure pursuit.

The Head Teacher set out a challenge for older pupils where they learned how to change a tyre. A successful secondary school transition event has been introduced for P7s moving to secondary school. Pupils opt to take part in a cycle ride which demonstrates safer routes to secondary school on the outskirts of the town.

2

ST. NINIAN'S HIGH SCHOOL

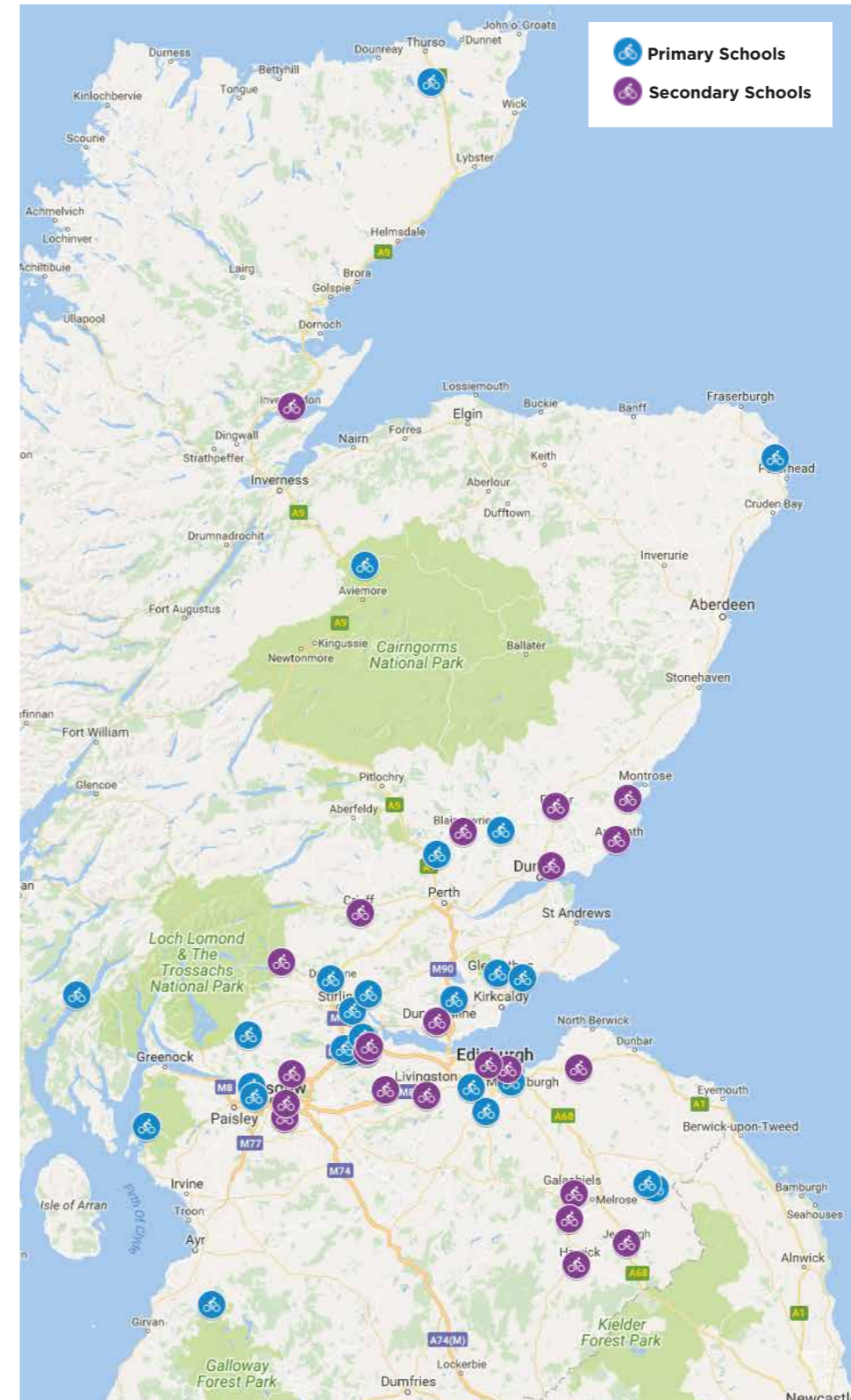
St. Ninian's High School in Kirkintilloch, became the first Cycle Friendly Secondary School in East Dunbartonshire. Sustained focus on cycling has seen options grow from an alternative learning pathway for disengaged pupils, to a part of the curriculum with the school acquiring a fleet of bikes through funding from Transport Scotland.

Several teachers undertook Velotech bike maintenance training which will be delivered as an SQA National 3 qualification with plans to increase this offering. Cycling has also been linked to the school's leadership programme with led rides being offered in several subject areas out with PE.

A successful partnership with Sustrans' I Bike officer has yielded further opportunities. The school cycling club offers lunchtime rides along the nearby Forth and Clyde Canal, digital and spatial learning opportunities through Digimap planning technology training, and further development opportunities in sport cycling.

Cycling Scotland introduced development grants of up to £3,000 for secondary schools to become cycle friendly and encourage everyday cycling. 51 schools from around Scotland applied with 20 receiving funding and a further three partially

funded. Projects varied widely in their approach, often reflecting their unique challenges and opportunities. Developing pupils as cycle champions to help deliver projects and encourage their peers was a key element of the grant.



SECONDARY SCHOOLS RECEIVING FUNDING:

- Blairgowrie High School,** Perth and Kinross

- Grantown Grammar** Highlands

- Clyde Valley High School** North Lanarkshire

- Galashiels Academy** Scottish Borders

- Stonelaw High School** South Lanarkshire

- Abroath High School** Angus

- Earlston High School** Scottish Borders

- Forfar Academy** Angus

- James Gillespie's High School,** Edinburgh City

- Moffat Academy** Dumfries and Galloway

- Newbattle High School** Midlothian

- Sir Edward Scott School** Western Isles

- St Mungo's High School** Falkirk

- Stranraer Academy** Dumfries and Galloway

- Jedburgh Grammar School** Scottish Borders

- Aboyne Academy** Aberdeenshire

- Mintlaw Academy** Aberdeenshire

- Broxburn Academy** West Lothian

- Liberton High School** Edinburgh City

- Braes High School** Falkirk

- Carrongrange High School** Falkirk

- Graeme High School** Falkirk

- Cathkin High School** South Lanarkshire

Pedal for Scotland

In 2017, Pedal for Scotland held its place as Scotland's biggest bike event, with nearly 8,000 people across Scotland getting on their bikes to take part. Pedal for Scotland rides took place on 7th May, 6th August and 10th September with five rides catering for all ages and abilities.

Pedal for Scotland kicked off with the first Wee Jaunt Falkirk on 7th May - a family friendly five mile double loop of the Kelpies and Falkirk Stadium, travelling along the canal and finishing in the Helix Park for refreshments and medals in the event village.

Pedal for Scotland then travelled to Perth & Kinross on 6th August when the six mile Wee Jaunt Perth partnered the Perth & Kinross Council Sustainable Transport event, Perth On The Go.

On 10th September, Pedal for Scotland's main event day, featured the 45 mile Classic Challenge from Glasgow to Edinburgh, a new 93 mile Big Belter route from Glasgow to Edinburgh, and the Wee Jaunt Edinburgh, starting at Linlithgow and taking in the final 10 miles of the Classic Challenge route. All three rides finished at the new event village at the Royal Highland Centre, Ingliston.

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



Key facts

7978 RIDERS TOOK PART IN PEDAL FOR SCOTLAND 2017

5078 RIDERS TOOK PART IN THE CLASSIC CHALLENGE

BEFORE REGISTERING

71%

82%

OF RIDERS CYCLED AT LEAST ONCE A WEEK

49%

58%

OF RIDERS CYCLED MORE OFTEN THAN ONCE A WEEK

47% OF RIDERS WERE TAKING PART FOR THE FIRST TIME

WHERE DID PARTICIPANTS COME FROM?

15%
EDINBURGH

8%
WEST LOTHIAN

15%
GLASGOW

7%
NORTH LANARKSHIRE

7%
SOUTH LANARKSHIRE



20

Bike Week



Bike Week is an annual opportunity to promote cycling, and show how cycling can easily be part of everyday life by encouraging 'everyday cycling for everyone'.

Cycling Scotland, in partnership with Cycling UK, provides insurance and promotional support to event organisers throughout Scotland.

Demonstrating the social, health and environmental benefits of cycling,

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

Bike Week 2017 took place from 10th - 18th June, with further events taking place throughout the summer months across Scotland.

Cycling Scotland worked with local groups to establish links with local papers to help with promotion of events. A series of informative videos

on YouTube about how to get involved in Bike Week, featuring advice and insights from a series of community event organisers are also available on the Bike Week and Cycling Scotland websites.

A variety of Bike Week events took place in communities all over Scotland, including led rides, Dr Bike sessions, bike breakfasts and cycling festivals. 100 events were successfully delivered as part of Bike Week 2017.

100 EVENTS WERE SUCCESSFULLY DELIVERED AS PART OF BIKE WEEK 2017 SCOTLAND

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Give Everyone Cycle Space

2017 was the third year Cycling Scotland's road safety awareness campaign, Give Everyone Cycle Space. The message was refined from the 2016 campaign making it clearer how much space people driving should give when passing people on bikes - at least as much space as they give a car.

Give Everyone Cycle Space has evolved from being a child-focussed cycle to school campaign, Give Me Cycle Space, to a national road safety campaign asking drivers to Give Everyone Cycle Space. This shift towards asking for space regardless of age or ability saw the natural development of the campaign, bringing it in line with Cycling Scotland's revised vision to "create an environment where anyone, anywhere can cycle safely and easily".

Give Everyone Cycle Space was delivered nationally on TV, radio, billboards, bus backs and online for six weeks across May and June 2017.

The campaign was complemented by the launch of a Police Scotland's pilot of the close pass initiative - Operation Close Pass. Operation Close Pass saw drivers who pass an unmarked police officer on a bike too closely pulled over and given advice using a specially designed mat which shows how much space a person on a bicycle needs when being overtaken.

Post campaign evaluation showed that 54% of those surveyed stated that they should give someone cycling 'at least as much space as they give a car' when passing.



Key facts

OVER **40%** OF DRIVERS ACCURATELY RECALLED THE CAMPAIGN SPONTANEOUSLY

POSTER RECOLLECTION **55%** TV RECOLLECTION **50%**

74% RECALLED AT LEAST ONE ELEMENT OF THE CAMPAIGN WHEN PROMPTED

Transport Planning & Engineering

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

2016/17 has been a year of exciting delivery and change for TP&E. We have been involved in successfully delivering over 10km of off-road shared use paths, designing many more km of route and providing specialist advice to strategic active travel project funders.

Karlene Doherty became the manager of TP&E at the start of the year and is thrilled that TP&E was shortlisted for the Glasgow Chamber of Commerce Business Awards in the Sustainable Development category.

To learn more about TP&E and how they can help your project, contact the team at info@tpande.org



Transport Planning & Engineering
TP&E



LOCAL AUTHORITY

Engineer, Tom A'Hara, has been developing two new NCN routes on behalf of East Renfrewshire Council in partnership with Sustrans Scotland. Currently the NCN doesn't run through the area and the project to develop potential routes, prepare a comprehensive signage schedule and prioritise infrastructure improvements seeks to address this. Upon completion, the project will deliver over 50km of NCN route through East Renfrewshire, linking with neighbouring areas and routes. TP&E have also been busy delivering projects in Edinburgh on behalf of Edinburgh & Lothians Greenspace Trust and designing improvements to the NCN on behalf of Sustrans across Scotland.



COMMUNITY

Campbell McCall has successfully designed and delivered a shared-use path project in Auchterarder for Perth & Kinross Countryside Trust on behalf of the local community. The first phase of the project upgraded 2km of path, making everyday journeys in the town more accessible for those travelling by foot and bike. Campbell is now busy planning the delivery of the next phase of the project. TP&E has also been successful working on behalf of six further community groups and have delivered projects in Cairndow, Coupar Angus, Drymen, Kilmarnock, Mull and St. Fillans.

SPECIALIST ADVICE

TP&E has continued to embrace a variety of work this year. Of particular note, TP&E assisted Energy Savings Trust by providing specialist confidential advice for the Low Carbon Travel and Transport Challenge Fund which saw over £3m investment for low carbon transport and active travel across Scotland. TP&E have also been working with Scottish Canals to achieve their innovative active travel and regeneration plans across Scotland.





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Making Cycling Mainstream

Making Cycling Mainstream provides CPD for professionals and volunteers working on cycling projects. Since being refreshed in 2016 to provide a progressive learning path, more than 100 people have enrolled on courses with the first people completing the new 'practitioner' level, demonstrating how they have put learning into practice.

Cycling Scotland has partnered RTPs and Local Authorities to deliver bespoke courses, with the Planning and Design stream proving very popular. Cycling Scotland is also working with partners including Cycling UK and Sustrans Scotland to ensure that the Behaviour Change modules reflect the latest in best practice.



Cycling Scotland Strategy 2017-2022

HISTORY

Cycling is a fantastic way to travel, a brilliant leisure activity and a huge tourism asset. There are a host of benefits to be derived from cycling: it improves people's physical and mental health, provides an affordable way to travel, tackles the environmental challenges we face, and delivers significant economic benefits in both urban and rural areas.

In pursuit of these benefits, Cycling Scotland was set up in 2003 as a national charity to represent cycling interests and to increase levels of cycling. The most significant milestone to date has been working with others in support of the publication of Scotland's first ever cycling policy framework in 2010, the Cycling Action Plan for Scotland (CAPS) from the Scottish Government, and subsequent policy updates from Transport Scotland in 2013 and 2017.

WHO WE ARE

CHARITABLE OBJECTS

Although much has changed in the last 14 years, our charitable objects, to see more people in Scotland cycling more often, have remained constant.

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

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



VISION

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

MISSION

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

VALUES

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

- Collaborative
- Inclusive
- Professional and evidence-driven
- Ambitious
- Sustainable

MEMBERS

Under our Articles of Association, membership is drawn from organisations (and, where relevant, individuals) committed to the success of Cycling Scotland and achievement of its charitable objects. Our Members perform an essential governance function, being responsible for electing the Board of Directors who set the overall strategic direction for Cycling Scotland. Our strategic partners include and extend beyond the Membership and are also essential for the success of our mission. Our ambitions are best served by working in partnership with our members and beyond.

TRANSPORT PLANNING & ENGINEERING (TP&E)

In 2006, Cycling Scotland established an engineering subsidiary, TP&E. As a social enterprise engineering consultancy, TP&E continues to design and manage multi-million-pound investment in cycle infrastructure throughout Scotland. Surpluses from TP&E are reinvested into cycling through Cycling Scotland-led projects.

WHAT WE DO

OUR PRODUCTS

Over many years, we have developed, delivered and supported a range of projects and products to achieve our ambitions, in partnership with a range of public, private and third sector organisations and funders, including:

- **Education and training:** Bikeability Scotland, Practical Cycle Awareness Training, Essential Cycling Skills.
- **Promotion, Policy and Monitoring:** National Assessment, National Monitoring Framework, Cycling Potential, Annual Conference
- **Behaviour change and expanding opportunities:** Cycle Friendly Schools, Secondary Schools, Campus, Employer and Communities, Pedal for Scotland
- **Environment:** Give Everyone Cycle Space, Bike Week.

OUR PARTNERS

Our key partners include all Local Authorities and Regional Transport Partnerships, Transport Scotland, Sustrans Scotland, Paths for All, Cycling UK, Scottish Cycling, Police Scotland, Scotrail and NHS Health Scotland. Our key funder and delivery partner is Transport Scotland and the Scottish Government, but we work with many other funders and organisations to deliver on our mission.

OUR STRENGTHS

Cycling Scotland has an enviable track record of delivering quality projects, involving grant fund management, event organisation, policy development, and promotional campaigns. Through our work, we uniquely offer a range of different perspectives (local, regional, national) on cycling. We also benefit from having an international outlook and maintain strong links to organisations promoting other forms of sustainable travel. We are recognised by others for our authoritative voice which comes from a well-developed evidence base.

OUR IMPACT

Every year, Cycling Scotland gets hundreds of thousands of people on their bikes. We work in nurseries, schools, colleges, universities, workplaces and communities across Scotland. TP&E designs and delivers new infrastructure for cycling. Our impact extends from Shetland to Stranraer and Islay to Eyemouth.



OUR STRATEGIC AIMS

STRATEGIC DIRECTION

Over the next five years, Cycling Scotland will continue to work at a national and regional level and support others at a local level, consolidating our existing partnerships and forming new partnerships. We will support delivery of the Cycling Action Plan for Scotland and enhance the influence of cycling, across more sectors, in partnership with others. We will increase the profile of cycling and develop Cycling Scotland's brand. We will use our grant funding management experience, addressing health, economic and social inequalities. We will promote cycling, especially for short journeys, and other forms of sustainable travel. Our work will continue to be underpinned by robust delivery and evidence.

We will work primarily with existing funders while, working with others, expand the income for cycling from other funders. As the social enterprise engineering consultancy, TP&E will continue to pursue its business plan objectives to help achieve Cycling Scotland's aims.

STRATEGIC AIMS

In order to deliver this overall strategic direction, and pursue the vision of the organisation, Cycling Scotland has set six strategic aims which will underpin everything that we will do:

- **Lead and facilitate the design and delivery of high quality projects.**
- **Tackle barriers to, enable and encourage increased cycling levels across Scotland. Connect a range of voices to drive the case for cycling.**

- **Ensure cycling helps address health, economic and social inequalities.**
- **Serve as an influential centre of knowledge and best practice for Scotland.**
- **Be a strong, sustainable and effective charitable organisation.**

HOW WE WILL MEASURE PROGRESS AGAINST OUR MISSION AND STRATEGIC AIMS

We will assess progress over the five years through the following measures:

- **The number of people cycling (Mode share, Participation and Frequency)**
- **The number and profile of people given opportunities to cycle (access to bikes, training and cycle routes)**
- **The profile of, and attitudes towards, cycling (general public and in specific audiences)**
- **The level and range of funding for cycling (national and local)**

These indicators will reflect the long-term impact of Cycling Scotland and the partners and stakeholders we work with. We will define Cycling Scotland's key activities and measure the success of programmes through our yearly and rolling three-yearly business plan cycle.

OUR BUSINESS PLAN

BUSINESS PLAN PRIORITIES AND HOW WE WILL MEASURE PROGRESS

Between 2017-22, our key areas of operation and allocation of resources, in pursuit of our strategic aims, will be:

EDUCATION AND TRAINING

We will deliver high quality, National Standard-aligned cycle training, across all life stages, so that more people can cycle easily, safely and confidently.

PROMOTION, POLICY AND MONITORING

We will promote, communicate, co-ordinate, share, monitor and evaluate the benefits and profile of, and progress on, cycling across Scotland.

BEHAVIOUR CHANGE AND EXPANDING OPPORTUNITIES

We will encourage more people to cycle through delivering and extending our Cycle Friendly Award Programme and through mass participation events.

ENVIRONMENT

We will enable a better, safer, and more socially-inclusive cycling environment through supporting the development of quality infrastructure, promoting evidence-based road safety interventions, and improving overall access to bikes.

ORGANISATION

We will pursue current and new sources of income and influence to support our work and fund the work of other organisations across Scotland on cycling. We will provide opportunities for existing staff to develop their roles and responsibilities. We will consistently update our governance arrangements and equip individuals so that they can serve an ambassadorial role within cycling initiatives.

We will measure progress in our Business Plan against individual project objectives and high-level indicators, covering the influence and impact of our work and the activities we fund.

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Partnership Working

Cycling Scotland is represented in a wide range of partnerships across our programme areas.

Many of our programmes will be taken forward in conjunction with stakeholders and key delivery partners. Our workstreams and projects have

been developed in consultation with our key stakeholders and therefore complement the work that these organisations carry out.

Cycling Scotland provides a facilitation role for many national partnership initiatives and is a member of several others. Through these partnerships,

Cycling Scotland is engaged with a broad range of other organisations from across policy fields and sectors, and representing a diverse range of interests. The organisations Cycling Scotland engages with in partnership projects, forums and working groups are represented below.

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

ACTIVE LIVING

Cycling and Young People Group (S)
National Cycle Interests Group (S)
Scotrail Cycle Forum
Scotrail Advisory Panel

EDUCATION & TRAINING

Bikeability Scotland Delivery Group (S)
UK Cycle Training Standards Board
PCAT Group (S)
Road Safety Operational Partnership Group
Play on Pedals Partnership

COMMUNICATION & EVENTS

Pedal for Scotland (S)
Walking, Cycling, Connecting Communities Conference
Police Scotland Tactical Options Working Group

INFORMATION & GUIDANCE

Annual Ministerial Active Travel Summit
Cycling Action Plan for Scotland Delivery Forum (S)
Scottish Access Technical Information Network (SATIN)
Scottish Parliament Cross Party Group on Walking, Cycling and Buses (S)
CAPS Delivery Forum Sub-group on Monitoring (S)

LEISURE TOURISM & ACCESS

Bike Events Scotland (S)
Bike Week
Developing Mountain Biking in Scotland (SMBDC)
National Cycle Tourism Forum
Road Maintenance Stakeholder Group

CYCLING SCOTLAND PROJECT DELIVERY PARTNERS

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

FORUM & WORKING GROUP PARTNERS

ADES (Association of Directors of Education Scotland)
Bike Club Consortium
COSLA
Environmental Association of Universities and Colleges (EAUC)
National Access Forum
NHS Health Scotland
Regional Transport Partnerships
SATIN
ScotRail
Scottish Countryside Access Network
Scottish Enterprise
Scottish Mountain Safety Forum
SCOTS (Society of Chief Officers of Transport Scotland)
sportscotland
Transform Scotland



(S) Groups in which Cycling Scotland is the secretariat



CAPS Progress Report

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

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

- A shared national vision for a 10% modal share of everyday journeys

should remain

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

- Build and maintain staff capacity

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

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



CAPS Action Table

The following table shows the 19 actions from the refreshed Cycling Action Plan for Scotland published in January 2017, along with the key partners responsible for delivering the actions, the expected outcomes and timescales, monitoring indicators and resources required.

ACTION	LEAD PARTNER/S
<p>1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Invitations will be sent to local authority Heads of Transportation, Environment, Health and Economy, Regional Transport Partnerships and relevant LA Committee Convenors. The purpose of the Summit will be to lead delivery, assess progress and allow local authorities and key stakeholders to showcase progress and share best practice across Scotland.</p>	<p>Transport Scotland in partnership with local authorities, Regional Transport Partnerships, Sustrans, Paths for All, Cycling Scotland, Living Streets</p>
<p>2. Transport Scotland will review and update the Trunk Roads Cycling Initiative and the commitment within that to improve cycling and walking infrastructure around trunk roads when the opportunity presents itself, for example the dualling of the A9 and A96. We will also consult on an update of Cycling by Design.</p>	<p>Transport Scotland</p>
<p>3. Transport Scotland's Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland, to create more attractive places and to encourage more active travel. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel. It will agree its own timeline for reporting to the Transport Minister during 2017, with recommendations on how to achieve our long term vision for active travel.</p>	<p>Transport Scotland leading with representation from CoSLA, Regional Transport Partnerships, Third Sector Delivery Bodies and Society of Chief Officers of Transport in Scotland, with contributions from key stakeholders</p>
<p>4. Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas, as well as plans for behaviour change work to increase active travel rates.</p>	<p>Sustrans working in partnership with local authorities and Regional Transport Partnerships</p>
<p>5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys (e.g. through the Community Links and Community Links Plus programmes), including on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure.</p>	<p>Sustrans in partnership with local authorities and other key stakeholders</p>
<p>6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas, as outlined in the National Planning Framework 3, to promote cycle tourism and to connect rural communities, for example by installing ground level solar lighting and wifi hotspots on rural cycle counters.</p>	<p>Sustrans in partnership with Scottish Natural Heritage, Tourism Scotland and other key stakeholders</p>

ACTION	LEAD PARTNER/S
7. Continue to support the three levels of the UK national standard Bikeability cycle training programme to encourage 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.	Cycling Scotland in partnership with the Bikeability Scotland Delivery Group
8. Improve integration with public transport, through partnership working with Scotrail, bus/coach operators and Regional Transport Partnerships and provide secure cycle storage at key destinations including transport interchanges. For example, to install secure cycle parking and encourage bus/coach operators to carry cycles, especially in rural areas where distance is a barrier to cycling.	Transport Scotland
9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling for everyday journeys. For example, through the promotion of SG guidance on the implementation of 20 mph schemes and the sharing of best practice across the country, published in 2015.	Transport Scotland, Sustrans, Living Streets
10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets and Smarter Choices, Smarter Places good practice.	Cycling Scotland in partnership with Sustrans and Regional Transport Partnerships
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.	Transport Scotland leading with contributions from key stakeholders with experience of Active Travel/ Cycling Hubs
12. Continue to support educational campaigns such as the 'Give Everyone Cycle Space' campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.	Cycling Scotland working in partnership with key stakeholders
13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling, for example through Cycling Scotland's Cycle Friendly and Sustainable Communities Fund, the I-Bike project operated by Sustrans and the Big Bike Revival project run by Cycling UK, working in partnership with all key stakeholders.	Cycling Scotland, Cycling UK, community groups

ACTION	LEAD PARTNER/S
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events, such as lead ride programmes for beginners/returners, Wee Jaunts as part of Pedal for Scotland and All Ability Cycling projects at the Trossach's Tryst in Callander.	Cycling and Young People's Group members - Transport Scotland, SportScotland, Cycling Scotland, Sustrans, Scottish Cycling, Cycling UK, FABB Scotland (Facilitating Access, Breaking Barriers)
15. Invest in and deliver a "Cycle Friendly" package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.	Cycling Scotland
16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.	Paths for All
17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.	Scottish Government
18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.	Cycling Scotland and CAPS Delivery Forum Members
19. Encourage and support all seven Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.	Sustrans, Transport Scotland, local authorities and key stakeholders as required

Board and Staff Members

MAUREEN KIDD

Chair

Maureen Kidd has both a personal and professional interest in promoting cycling. Previously the strategic lead for physical activity in NHS Health Scotland, she is now doing a PhD at the University of Glasgow, investigating the impact of the 2014 Commonwealth Games on young people living in the East End of Glasgow. She is a member of the World Health Organisation expert group on promoting physical activity in disadvantaged groups and regularly gets on her bike for active travel and recreation.

IAN AITKEN

Director

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

RONA GIBB

Director

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

ERIC GUTHRIE

Director

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

STUART KNOWLES

Director

Stuart was Senior Manager for Traffic and Transportation Services at Fife Council until his retirement. He is now pursuing his professional interests in sustainable transport including cycling development.

JOHN LAUDER

Director

John is the Director of Sustrans Scotland, the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

HAZEL COUTTS

Director

Hazel is a Law Society Accredited Specialist in employment law and a Chartered Member of the Chartered Institute of Personnel and Development. She also has a keen interest in cycling.

SANDY SCOTLAND

Director

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

BILL WRIGHT

Director

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

KAREN FUREY

Observer

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

KEITH IRVING

Chief Executive

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

CHRISTOPHER JOHNSON

Head of Education and Training

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

NATHAN KACZMARSKI

Head of Communications and Events

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

LINDA PETERS (ACMA)

Head of Finance

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

KIERAN DALY

Monitoring and Strategy Manager

Kieran manages the monitoring and policy team and the business and partnership development of the Cycling Potential Tool and National Monitoring Framework. He is responsible for key monitoring and policy publications.

KATHARINE BROUGH

Behaviour Change Manager

Katharine manages the Education and Behaviour Change programmes, including Bikeability Scotland, Cycle Friendly Awards, Making Cycling Mainstream and Early Years Cycle Training projects.

DAVID COLLINS

Bikeability Officer

David supports the coordination of Bikeability Scotland training nationwide, working with key networks and delivery partners to ensure as many Scottish school children as possible receive multi-stage on-road cycle training in line with the national standard.

DR. NINA SAUNDERS

Quality Assurance Officer

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

CAROLINE HAMMOND

Development Officer

Caroline supports employers across Scotland through the Cycle Friendly Employer Award programme. In addition, Caroline also oversees the development of the Cycle Friendly Campus Award.

MATTHEW WILBERTON

Development Officer

Matt manages the Cycle Friendly Primary and Secondary School programme and development fund in addition to Cycling Scotland school camps.

PETE MILLS

Development Officer

Pete is responsible for supporting community groups, and the development and delivery of the Cycle Friendly Community Award and the Cycle Friendly & Sustainable Community Fund.

PETER JACKSON

Regional Cycle Training and Development Officer

Based in SEStran, Peter supports the regional coordinators and develops cycle training opportunities across Clackmannanshire, Edinburgh, East, West and Mid Lothian, Falkirk, Fife, and the Scottish Borders.

MARIANNE SCOTT

Regional Cycle Training and Development Officer

Based with partner organisation Tactran, Marianne is responsible for supporting and developing cycle training opportunities across Angus, Dundee, Stirling and Perth & Kinross.

VALENTIN JEANJEAN

Cycle Training Project Officer

Valentin co-ordinates and promotes Cycling Scotland's Cycle Aware Training for Learner Drivers and assists with the Practical Cycle Awareness Training for HGV and PCV drivers.

VICKY TIBBITT

Communications Officer

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

WILLIAM WRIGHT

Marketing & Development Officer

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

ERYK KABAJ

Digital Marketing Apprentice

Eryk is working on Cycling Scotland's digital marketing tools, including social media, website and analytics.

LUKE PHILLIPS

Monitoring and Development Officer

Luke is responsible for the management, maintenance, analysis and development of data relating to cycling in Scotland, including the Cycling Potential, National Monitoring Framework and Annual Monitoring Report projects.

JENNIFER FINGLAND

Policy Officer

Jennifer is responsible for policy and the Cycling Scotland Conference. Jennifer is the key contact regarding the Cycling Action Plan for Scotland (CAPS).

CATHERINE ROSS

Finance Officer

Catherine is responsible for Cycling Scotland's daily finances.

JOANNA HENDRY

Office Administrator

Joanna looks after the facilities management of the Cycling Scotland office and assists with all of the organisation's projects and initiatives.

TRANSPORT PLANNING AND ENGINEERING

KARLENE DOHERTY

Head of Engineering

Karlene manages TP&E. Since joining TP&E in 2014 she worked on behalf of community organisations to deliver off-road rural active travel links. Karlene also assists Cycling Scotland by providing free Cycling Infrastructure Advice and facilitating Making Cycling Mainstream courses.

CAMPBELL MCCALL

Engineering Technician

Campbell works alongside Karlene to deliver sustainable transport engineering solutions. Beyond working on active travel engineering solutions across Scotland, Campbell has also established himself as a leading specialist in the design and delivery of active travel signage.

TOM A'HARA

Engineer

Tom has over 30 years' engineering experience. Tom has a diverse skill range from designing on-road segregated cycle routes to master-planning dedicated closed-road circuits.

Financial Accounts

The foregoing Consolidated Income and Expenditure Account and Statement of Financial Activities and Consolidated Balance Sheet are not themselves the statutory accounts but are a summary of the consolidated statutory accounts which have been subject to audit. The Auditors' Report in the statutory accounts contained an unqualified opinion. The full accounts, including the Auditors' Report and Directors' Report, were approved by the directors on 25 August 2016 and can be obtained from the Secretary.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT AND STATEMENT OF FINANCIAL ACTIVITIES FOR THE YEAR ENDED 31 MARCH 2017

	UNRESTRICTED FUNDS		RESTR. FUNDS	2017 Total £	2016 Total £
	General £	Designated £			
Income and endowments from:					
Donations and legacies					
Gifts and donations	-	-	-	-	500
Voluntary Income	-	-	163,811	163,811	172,546
Charitable Activities					
Scottish Government Grant	2,667,915	-	385,467	3,053,382	2,481,295
Education and consultancy	26,115	-	15,088	41,203	38,187
Marketing and event income	12,930	-	281,416	294,346	318,657
Other charitable income	110,929	-	-	110,929	92,184
Other Trading Activities					
Trading Income	169,327	-	-	169,327	212,548
Other Trading Activities					
Trading Income	2,322	-	-	2,322	3,194
Total Incoming Resources	2,989,538	-	845,782	3,835,320	3,319,111
Expenditure on:					
Charitable Activities					
Charitable Activities	2,983,142	-	830,149	3,813,291	3,319,020
Other	348	1,761	-	2,109	4,654
Total resources expended	2,983,490	1,761	830,149	3,815,400	3,323,674
Net income/(expenditure)	6,048	(1,761)	15,633	19,920	(4,563)
Transfers	8,276	-	(8,276)	-	-

Net movement in funds for the year	14,324	(1,761)	7,357	19,920	(4,563)
Balance brought forward	164,718	93,839	18,470	277,027	281,590
Closing balance at 31 March 2016	179,042	92,078	25,827	296,947	277,027
Comprising:-					
Unrestricted Funds					
General	179,042	-	-	179,042	263,840
Designated Funds					
Designated Assets	-	3,226	-	3,226	1,850
Go Mountain Bike	-	18,852	-	18,852	14,706
Pension Deficit Reserve	-	70,000	-	70,000	70,000
Restricted Funds					
Pedal for Scotland Fund	-	-	10,739	10,739	10,194
Play on Pedals	-	-	15,088	-	-
Practical Cycle Awareness Training	-	-	-	15,088	8,276
	179,042	92,078	25,827	296,947	277,027

CYCLING SCOTLAND CONSOLIDATED BALANCE SHEET AT 31 MARCH 2017

	2017 £	2016 £
Fixed Assets		
Tangible assets	3,226	4,987
	3,226	
4,987		
Current Assets		
Debtors	94,475	133,557
Cash at bank and in hand	1,099,377	967,771
	1,193,852	1,101,328
Creditors: Amounts falling due within one year	793,131	722,288
Net Current Assets	400,721	379,040
Total Assets less Current Liabilities	403,947	384,027
Defined benefit pension scheme liability	107,000	107,000
Net Assets	296,947	277,027
Represented by:		
Unrestricted Funds		
General	179,042	164,718
Designated	92,078	93,839
Restricted	25,827	18,470
	296,947	277,027

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Registered Charity number: SC029760