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Introduction

Welcome

On behalf of the Board and staff, it is a privilege to introduce Cycling Scotland's Annual Report 2024-25, a year of change, hope and sadness. The report highlights the wide range of projects our staff and colleagues delivered, supported and evaluated during the year, working with new and different funders.

There was a further increase in local authorities delivering Bikeability Scotland on-road cycle training in every school, expanding cycling to more young people. Results from a three-year evaluation with pupils across Scotland show a clear link between training and increased cycling frequency.

Projects were delivered for five Regional Transport Partnerships, expanding access to cycle storage and bikes and helping tackle transport poverty in many areas of Scotland.

The annual conference for everyday cycling, held in Glasgow, brought together 250 people focused on the progress being made getting more people cycling more journeys and the work that has to be done on road safety.

TP&E, the social enterprise consultancy established by Cycling Scotland, specialising in the design and delivery of infrastructure for cycling, walking or wheeling, delivered great new routes despite the most uncertain funding climate of the past 15 years.

It has been a challenging year of substantial in-year funding cuts across the sector, job losses and the closure of local organisations whilst at the same time, seeing real progress with projects pursued for 10 years bearing fruit. Road safety messages and cycling data were communicated to a wider audience via the media and continued to challenge negative perceptions regarding the impact of cycling investment: long term funding has been delivering results.

At the AGM in November we said farewell to trustees Rosie Shankey, Maureen Kidd and Stuart Knowles. Thanks are due to all three for their support, to Maureen as a former Chair, to Rosie for her ongoing advice and to Stuart for his ongoing commitment to TP&E.

Finally, this year will sadly forever be the year Cycling Scotland lost our colleague Rachael Bonds, who died in October after a sudden illness. Rachael was brilliant in her data and monitoring role and made a great impression on everyone who met her. She is deeply missed by the colleagues she worked with, both in Cycling Scotland and across the sector.

Keith Irving, Chief Executive

Professor Sally Wyke, Chair

Highlights

Bikeability Scotland

A record number of local authorities (14) delivered on-road **Bikeability Scotland** cycle training in every primary school in their area.

Play on Pedals

More than 10,000 nursery-aged children started their cycling journey through **Play on Pedals** sessions, with 192 Play on Pedals instructors trained.

Adult Cycle Training

4,000 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.

Road safety

Our **analysis of Scottish sentencing data** showed that over 40% of drivers responsible for fatal crashes in 2015-20 had a previous driving conviction. **We called for the increased use of driving bans** for people who repeatedly drive dangerously.

Cycling monitoring

We **monitored cycling** rates across Scotland, with our September 2024 traffic survey showing record cycling modal share of 15% along the landmark South City Way cycle route in Glasgow.

Access to bikes

With funding from Regional Transport Partnerships, we supported the People & Place programme by delivering **eight Access to Bikes projects** across **five regions**, distributing **more than 3,500 bikes**.

Cycle parking and storage

We supported with more than 100 new installations or improvements of **cycle parking and storage** units for schools, community groups, local authorities and social housing providers.

Cycling Friendly

We partnered with Nestrans, SPT, SEStran, SWestran and Tactran through People and Place Programmes, to engage and support 212 organisations in achieving the **Cycling Friendly** award, including 66 primary schools and 31 secondary schools.

Transport Planning & Engineering

Transport Planning & Engineering delivered four construction projects in 2024-25, including rural active travel and urban design projects helping more people to enjoy cycling and walking.

Education & training

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.

Bikeability Scotland is delivered in partnership with Scottish local authorities, through funding from Transport Scotland.

For many local authorities, Bikeability Scotland is an integral part of their statutory obligation to provide road safety education.

More than 500,000 young people have completed Bikeability Scotland training since it started in 2011

In the last academic year (August 2024 – June 2025), two thirds of primary schools delivered Bikeability Scotland training, benefitting more than 53,000 young people. From cities to rural areas, the central belt to the Islands, a record fourteen local authorities delivered Level 2 on-road cycle training in every primary school in their area, including: Aberdeen City, Clackmannanshire, Dundee, East Dunbartonshire, East Lothian, Western Isles, Orkney, Scottish Borders, Shetland and Stirling. Dumfries & Galloway, Midlothian, Moray and Perth & Kinross all delivered on-road training in every primary school for the first time. Level 2 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.

Local authorities and Cycling Scotland worked together to increase delivery of Level 2 on-road cycle training to a record 62% of primary schools, with half of local authorities now delivering on-road training in more than 90% of primary schools.

More than 500,000 young people have completed Bikeability Scotland cycle training since it started in 2011, with the programme helping children across the country to develop essential observation, signalling and riding skills to enable them to cycle with confidence now and into the future.

Evaluating the impact of training

To understand the impact of Bikeability Scotland training on young people, we concluded [our most comprehensive evaluation yet](#). More than 4,000 pupils across 14 local authorities participated in this exercise over three academic years (2021-22, 2022-23, 2023-24).

Key findings show that:

- Bikeability on-road training increases frequency of cycling, particularly among secondary school pupils.

- Pupils that undertake Bikeability Scotland score higher in related knowledge and hazard awareness tests than those who did not. This increase is sustained into secondary school.
- The impact of Bikeability was even greater among schools with a higher-than average proportion of children eligible for free school meals – including cycling frequency and bicycle ownership.

The key findings have been presented to Transport Scotland and other key stakeholders, and were included as part of a wider presentation on evidence for the impact of cycle training, given at the online European Traffic Education Seminar on 17th September 2025. The evaluation will help to guide the future development, delivery and promotion of the programme.

This year's results continue the highest delivery levels since Bikeability Scotland's launch in 2011, with the programme helping record numbers of children across the country to develop essential observation, signalling 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, and in 2025, additional provision for learn to ride activity.

Bikeability Scotland resources are regularly updated to reflect changes to the UK National Standard for Cycle Training and The Highway Code, this year that has included the Level 2 Rider's guide, with new content on vehicle blind spots and the hierarchy of road users. In addition to redesigning the website pages to better address the needs of parents, teachers, instructors and local authorities, we also continue to engage with decision makers and relevant partners in education, including the Association of Directors of Education in Scotland, the Learning for Sustainability Partners Network, and elected council officials.

Case study

Bikeability Scotland School of the Year - Leadhills Primary School

Each year, the Bikeability Scotland awards recognise those helping children across the country to develop essential life skills through on-road national standard cycle training.

In 2023-24, Leadhills Primary School in South Lanarkshire, was awarded 'School of the Year' celebrating the school's ongoing commitment and dedication to a fully inclusive training offer for all pupils.

With very few children having access to their own bike, the school secured external funding to purchase bikes in support of delivering Level 1 and 2 training, and further supplemented their fleet with a community drive for bike donations. The school called on local support to run maintenance checks on the bikes, and secured a trike for the duration of the course so that all pupils could take part.

"It's really fun and you get to learn how to be safe on the road... it feels like I can be safer on the roads and I can be confident of looking about and being aware of my space"

Erica, pupil at Leadhills Primary School

In awarding the prize, judges highlighted the involvement of the whole school community and the investment of staff time in undertaking and then delivering training. Additionally, the school was recognised for its commitment to sustainability, by creating a community bike bank, helping ensure the same opportunity to learn to cycle is available to future pupils.

Headteacher Anne French said: "It's a great achievement to win. That's not what we do it for. It's for the children, to provide them with the same opportunities as everybody else and make sure that they have a whole experience."

Early years cycle skills - Play on Pedals

Play on Pedals is a training programme that supports and develops the cycling skills of nursery-aged children. Through a series of fun and imaginative activities, children develop their balance and control skills, through balance and pedal bikes.

Aimed at pre-school children, Play on Pedals has strong links to the Curriculum for Excellence covering different areas within early level such as Health and Wellbeing, Literacy, Maths, Technology and Science.

In 2024-25, over 10,000 children took part in Play on Pedals – starting, for many, the beginning of their cycling journey.

Cycling Scotland trained 192 early years practitioners as Play on Pedals Instructors, and distributed over £50,000 to 11 local authorities to support learn to ride activities in the nursery setting.

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

Along with Cycling UK and Play Scotland, Cycling Scotland is an active member of the Play Together on Pedals Partnership. Pilot activity took place in Glasgow and North Lanarkshire to review learn to ride activity in the P1 to P3 setting with positive results, resulting in a new learn-to-ride instructor course.

Case study

St Cadoc's Nursery, East Renfrewshire

With support from Cycling Scotland and East Renfrewshire Council, St Cadoc's Nursery has integrated Play on Pedals into its everyday nursery activities.

The children have developed a wide range of skills throughout their cycling journey: not only have they improved their physical coordination, balance, and gross motor skills, but they have also gained a great sense of independence and self-confidence. Instructors have been struck by the children's perseverance, determination, and willingness to try something new. The Play on Pedals games have also supported the children's social skills. They encouraged one another and celebrated each other's progress, fostering a lovely sense of teamwork and camaraderie.

The children encouraged one another and celebrated each other's progress, fostering a lovely sense of teamwork and camaraderie.

St Cadoc's Nursery, East Renfrewshire Council

Before Play on Pedals was introduced, only two children were able to cycle independently. By the end, over 20 children had gained the confidence and skills to ride a bike, reflecting the impact of Play on Pedals in the nursery setting.

Adult Cycle Training

From absolute beginners to more advanced training, Cycling Scotland offers a range of sessions to support people with the skills and confidence to travel by bike.

More than 3,000 adults undertook practical training in 2024-25, with a further 900 accessing e-learning.

Demand for cycle training is high, and Cycling Scotland supports a network of 75 delivery partners to provide national standard cycle training for adults and families.

Cycling Scotland also distributed £44,000 to providers across the country to deliver 640 free to access training sessions for adults and families.

In 2024-25:

- 3,000 adults accessed practical cycle training
- 135 people were trained to use cargo bikes
- 183 family cycling sessions delivered

Case Study

Learning to ride at seventy

Since 2020, A Wee Pedal has taught over 1,200 people how to ride a bike. The charity, based in Edinburgh, provides bikes, helmets and instructors to get people on their bikes and, through support from Cycling Scotland, total beginners have been able to learn for free how to ride a bike. As instructor, Leanne, a former PE teacher says, "watching someone go from "I can't" to "look at me go!" is honestly the best part of the job."

Up until May 2025, Joan Robertson had never been on a bike. Her family all cycle but she had never felt the urge until a recent family holiday, when she watched them on their bikes, and, for the first time, thought to herself: "I want to do that". Aged seventy, she took the leap, signing up for an adult cycle training with instructor Leanne at A Wee Pedal.

Leanne arranged the class on a quiet path in her local park and explained how to sit on the bike "like Mary Poppins: upright, elegant, and in control". It clicked instantly.

After just five minutes, the team could see Joan had the determination and spark that would take her all the way, and every time they offered a break she'd wave it off, saying "nope, I'm good, let's keep going!"

After an hour, Joan was nearly riding solo. Leanne's hands were just gently tapping Joan's sides as she ran beside her, then suddenly, Joan realised she was riding all on her own. Her face lit up.

"Yes, Joan!" Leanne cheered, "you are riding!"

"I had the most amazing time and truly loved every minute of it. I thought I'd have a go and thanks to your expert guidance, encouragement and cheerleading I can now ride a bike! To anyone reading this thinking they might be too unfit, too old, too nervous: *you're not!*

It just proves you never know what you can do until you try, and find the right support team. I'm still buzzing: thank you A Wee Pedal, and Cycling Scotland for funding my class – what an amazing gift!"

Joan Robertson, Edinburgh

Road User Awareness Training

Cycling Scotland provides a range of full-funded courses to improve driver awareness of safety for people cycling.

People in charge of vehicles that can cause the greatest harm have the greatest responsibility to reduce the danger they pose to others. This applies most strongly to people driving large goods and passenger vehicles, vans, minibuses, taxis and cars.

In 2024-25, more than 200 people who drive Large Goods Vehicle and Passenger Carrying Vehicles took part in training to improve their awareness of vulnerable road users, including people on bikes.

This 'on-cycle' training qualifies for seven hours of Driver Certificate of Professional Competence and equips drivers of the largest vehicles to understand the risks they pose to people cycling and other road users. Courses were delivered by a network of partner training providers including Bike for Good, Recycle-a-bike, East Lothian Council and T French and Sons.

In addition, fleet operators that Cycling Scotland has previously supported to embed Road User Awareness Training reached more drivers in 2024-25. Lothian Buses became the first fleet operator supported to deliver both the theory and 'on-cycle' elements with staff qualifying as Cycle Trainers.

Cycling Scotland supported M Group Energy to embed a new fleet driver course in their occupational road risk training. This short theory input is aimed at car, van and grey-fleet drivers and will be evaluated in partnership with M Group Energy in 2025-26.

Our Road User Awareness Training offer includes support for young people who are learning to drive to develop safer driving habits on the roads. This is delivered in secondary schools by a partner network of cycle tutors and this year, we reached more than 1,600 pupils across 15 secondary schools in Scotland.

Case study

Park's of Hamilton coaches and Road User Awareness Training

David Beggs, Depot Trainer at private coach hire organisation Park's of Hamilton, was part of the advisory group set up by Cycling Scotland to improve the content around Road User Awareness Training.

"Since updates to The Highway Code, the course was hugely beneficial for our drivers to understand the hierarchy of road users. We often work within urban and rural areas, and I was keen to give our drivers the most relevant and up-to-date information. I am now qualified to deliver the theory element of the PowerPoint presentation and I'm looking to train our drivers in-house with a delivery partner supplying the practical element.

"We wanted to give our drivers an understanding of the challenges of riding bikes around towns and cities where large vehicles occupy the same road space. This is an ongoing issue for us and although we have very few incidents with people who cycle, it's beneficial for our drivers to understand the challenges for all vulnerable road users."

According to David, staff at Park's of Hamilton have benefited from "a better understanding from drivers regarding people on bikes, but also their desire to get out on a bike."

"I've had a number of drivers ask if we offered the cycle to work scheme and some of our drivers even commute to work by bike. It's not just the training side, but the lifestyle and health choices that the drivers are now implementing."

Quality assurance and leadership courses

Ride leader and instruction courses

Supported by Cycling Scotland, people can take part in a range of national standard cycle training to develop as cycle instructors and leaders:

- **Cycle Ride/Activity Leaders:** more than 500 people trained to lead others on cycle rides
- **Cycle Patrol:** thirteen people completed Cycle Patrol training, in order to use their bikes as part of their everyday work duties
- **Go Mountain Bike:** Cycling Scotland continues to host Go Mountain Bike Instructor Orientation courses, supporting existing leaders to develop instructional techniques

Quality Assurance

All courses delivered by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance (QA). A total of 20 QA visits were made this year with 42 different instructors or tutors observed delivering training. Five new Quality Assurance Assessors were recruited, and support was provided to tutors and instructors, including Continual Professional Development (CPD) sessions, first aid and Child Protection courses.

Bikeability Scotland Quality Assurance visits were conducted in 35% of local authorities delivering Level 2 on-road cycle training during 2024-25. Over three-quarters (77%) of training observed was rated at a good or exemplary standard.

These visits are a requirement of external accreditation from the SCQF and for our DSVAs approved driver CPC training, and serve to inform the development of resources and instructor training.

Monitoring cycling, road safety and connecting people

Monitoring everyday cycling in Scotland

Cycling Scotland collects, analyses and shares cycling data nationally, regionally and locally.

The National Monitoring Framework (NMF) is a Scotland-wide project which uses fixed cycle counters and temporary traffic surveys to monitor long-term cycling rates and cycling mode shares.

Traffic surveys were conducted over two days in both May and September in 2024, at 145 locations in all 32 of Scotland's local authorities. They continued to reveal how the growing network of cycle routes in Scotland is encouraging record numbers of people to travel by bike.

The May 2024 survey recorded that bikes accounted for 9.1% of all journeys on Leith Walk, Edinburgh: a level of modal share rarely seen in Scotland. And the number of cycling journeys overall in Edinburgh was up 12% compared to May 2023, and up 19% compared to May 2022.

New monitoring technologies

Cycling Scotland has continued to trial artificial intelligence monitoring technologies on a small scale with a view to enhancing the NMF over time.

The [Cycling Open Data portal](#) is available for anyone to use and brings together the most comprehensive collection of active travel data of its kind in Scotland. The platform delivers real-time cycle count data supplied by a nationwide network of more than 800 automatic cycle and walking counters. It also holds traffic survey data from 2017 to the present, and other data related to cycling in Scotland

Analysis conducted by Cycling Scotland of all 800+ counters on the platform allows for the most comprehensive and current analysis of cycling trends from across Scotland.

In the summer this led to the discovery of 14 locations recording increases of over 30% in the number of cycle journeys in summer 2024 compared with summer 2023. The urban and rural locations included: Aberdeenshire, Angus, Clackmannanshire, East Lothian, Edinburgh, Glasgow, South Lanarkshire, Stirling, and West Dunbartonshire

The latest Annual Cycling Monitoring Report has been published as an online interactive visualisation for the first time; including national and local cycling statistics from multiple sources, including statistics on participation in cycling, access to bikes, attitudes to cycling, cycle count data.

Case study

15% of journeys being made by bike on Glasgow's Victoria Road

Traffic surveys organised by Cycling Scotland in September 2024 and January 2025, revealed the growing success of new landmark cycle routes in Glasgow and Edinburgh, and their impact in supporting more people to travel by bike.

Over a 48-hour period in September 2024, 5,457 bikes were recorded on Glasgow's Victoria Road, part of the South City Way cycle route linking communities in Glasgow's Southside to the city centre. This was out of a total of 36,417 travel methods recorded, meaning that 15% of people cycled their journey – a new record cycling modal share for an urban street in Scotland.

"I've lived in other parts of the city that don't have anything like this, and I didn't cycle as much as I do now. We cycle together to school a few days a week, and I then use the route the rest of the way to get to work in the centre. It saves me so much time."

Annalise, Commuter on the South City Way

In Edinburgh, a 48-hour traffic survey conducted in January 2025 on the CCWEL recorded a total of 2,199 people cycling on the West Coates section – 1,000 more bike journeys compared to the same two-day period in January 2024, shortly after construction of the route. This marked an 83% year-on-year growth in the number of people cycling along this route.

Annalise, a commuter who cycles with her son to school along Glasgow's South City Way several times a week, shared her thoughts on the route: "It's brilliant to have this and it makes such a difference. I've lived in other parts of the city that don't have anything like this, and I didn't cycle as much as I do now. We cycle together to school a few days a week, and I then use the route the rest of the way to get to work in the centre. It saves me so much time."

Learn more about the growing evidence that when Scotland builds high quality cycling infrastructure, it gets more people cycling.

Road safety

Urgent and long-lasting change is needed to create safer roads for everyone. In collaboration with other road safety stakeholders, our work to improve safety for people cycling this year focused on the following areas.

Work-related road risk

We continued to advocate for raised safety standards for large commercial vehicles which pose increased risks to people cycling and walking:

- Through the Scottish Occupational Road Safety Alliance (ScORSA), we presented to fleet operators, highlighting the steps they can take to improve safety for vulnerable road users.
- Drivers of Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV), working in the commercial and public sector, took part in [Road User Awareness Training](#), to help them drive safely around people on bikes. Road safety is an integral part of all our cycle training.
- We shared research at the Road Safety GB conference, demonstrating how measures to incentivise higher fleet operating and driving standards can make our roads safer for all and how we will work with our partners to evidence how this can be achieved.

Justice outcomes for road traffic crimes

Over 40% of drivers found responsible for fatal crashes in 2015-2020 had a previous driving conviction.

Low numbers of lengthy driving bans are being issued for serious driving offences: We published an analysis of Scottish road safety sentencing data which highlighted

- Previous findings by Police Scotland showing that 40% of drivers responsible for fatal crashes between 2015 and 2020 had previous driving convictions.
- In the 10-year period from 2012 to 2022: 68,700 people were convicted in court of driving offences serious enough for a driving ban of any duration, having created a risk to themselves and other people.
- Only 0.2% (121 people) received a lifetime driving ban, and only 0.1% (95 people) were banned for more than 10 years.
- Additionally, only 13% of those convicted of careless driving were disqualified for any duration, with just 6% of speeding convictions resulting in a ban.

Our analysis of road safety sentencing data was published in national media. It highlighted how [the justice system can do more to remove the most dangerous drivers from our roads](#) and improve safety for road users.

Connecting people

Cycling Scotland Conference

250 delegates and speakers joined us for our national Conference in Glasgow to connect with one another, share learning and celebrate important progress in supporting everyday cycling.

Chaired by writer and broadcaster Catriona Stewart, the conference featured a welcome from Deborah Paton, Head of Transport Planning and Delivery at Glasgow City Council, who shared the city's ambitious plans and success to date in supporting more everyday journeys by bike.

Kate Cairns, road safety speaker, trainer and CLOCS Ambassador, delivered a powerful speech urging both a shift in perceptions around road safety and actions to reduce risks posed by large vehicles in towns and cities. Kate cited the success of Camden Council in reducing road casualty rates through enforced HGV cab redesigns and increased driver training.

Breakout sessions explored key issues around: active travel delivery in a new funding model; data in cycling; and a facilitated networking session examining road safety, transport poverty and climate change. Delegates were also able to take part in led walks exploring Glasgow city centre's 'Avenues' and 'Connecting Woodside' projects.

"A generational step change is now needed in how we change how we travel, to tackle the climate emergency and improve public health."

Cabinet Secretary for Transport, Cycling Scotland Conference

In the afternoon, Cabinet Secretary for Transport, Fiona Hyslop MSP, delivered the ministerial address to delegates, announcing £10m of Active Travel Infrastructure Fund commitments. She also highlighted the importance of increasing access to cycle training for all children, and emphasised the vital role that supporting walking, wheeling and cycling has in improving lives and lifting people out of transport poverty, declaring: "A generational step change is now needed in how we change how we travel, to tackle the climate emergency and improve public health."

Adrien Sartre, Political Advisor to the Deputy Mayor of Paris, joined delegates online to share the dramatic success of measures to make the French capital more cycling friendly. This was followed by a cross-party panel discussion on cycling, including representatives from the Conservatives, Greens, Labour, Liberal Democrats, and SNP.

Along with our partners Cycling UK, Sustrans and Scottish Cycling, we announced the Cycling Champion of the Year, Neil Russell, founder and Managing Director of Adaptive Riders Collected for his impact in ensuring that cycling becomes more inclusive and accessible.

Cycling Delivery Forum

Cycling Scotland chaired the Cycling Delivery Forum, bringing together local authorities, Regional Transport Partnerships, National Park authorities, Transport Scotland and other stakeholders three times a year, to review progress on everyday cycling, share best practice, and discuss challenges and results.

Access to bikes, cycle parking & storage

Access to bikes

In 2024-25, through new and existing partnerships and projects, we continued our commitment to tackling transport poverty in Scotland by helping more people get access to a bike.

With funding from Regional Transport Partnerships, Cycling Scotland supported the People and Place programme by delivering eight Access to Bikes projects across five regions, distributing over 3,500 bikes.

In total, we worked with 37 partner organisations to ensure wide-ranging impact. These included local authorities, bike recycling organisations such as Dundee and Angus Cycle Hub and Fife Bikework, local primary schools, and NHS Fife.

Bikes were delivered to families with 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.

Bike distribution

- More than 3,500 bikes were distributed to people across Scotland
- 2,950 bikes were distributed to young people
- 600 bikes were distributed to adults who cannot afford one

Among others, we were funded by SEStran to support Fife-based community charity Greener Kirkcaldy to deliver a fleet of 15 e-bikes for staff use at NHS Fife's Victoria Hospital. This holistic programme saw the development of a network of cycle champions who now provide support to colleagues who wish to cycle to/from and for work. The bikes are now fully maintained and managed by Greener Kirkcaldy.

A further example of collaboration includes the provision of 55 bikes to individuals involved in South Lanarkshire Council's family and youth activities. None of the recipients had owned a bike before prior to participating in the scheme and many had never cycled. New helmets, D-locks and puncture repair kits were also distributed, with children benefitting from National Standard Cycle Training alongside the donation. To provide continued support, the local authority also secured a bike servicing contract to ensure all bikes are kept in working order and to maximise usage.

Affordable access to bikes - bike reuse

Funded by Transport Scotland, the Bike Reuse project demonstrates the impact of bike reuse by social enterprises across Scotland. The project implements recommendations

made in the [Affordable Access to Bikes Report \(2021\)](#) and helps remove barriers to bike reuse in Scotland. Activity in 2024-25 included support for the Circular Communities Scotland Bike Reuse Coordinator to [demonstrate impact of bike reuse across Scotland](#). This included:

- Development of a [Local Authority Toolkit](#) to improve access to bikes at Household Waste Recycling Centres and encourage the supply of bikes and parts for refurbishment.
- Progressing [standardisation of data collection](#) to demonstrate sector impact.
- Facilitating local, regional and national collaboration through knowledge sharing and forums.

In 2024-25, **3,900** people were supported to purchase a newly refurbished bike, with a further **3,100** refurbished bikes distributed for free.

Case study

Bike reuse project with Employability Orkney and Orkney Islands Council

Orkney Islands Council identified a lack of facilities to encourage bike recycling. Working with Cycling Scotland and partner agencies including Hoy Development Trust and Employability Orkney, the local authority organised workshops in Kirkwall that were open to people across the Orkney Islands.

Workshops covered all aspects of bike safety and bike maintenance with 11 people completing the training and working to give bikes a new lease of life.

Signage and two storage containers were provided, allowing for bikes to be stored during maintenance and safety checking, and for local residents to drop off unwanted bikes for refurbishment and redistribution to new owners.

To date, this local project has led to 42 bikes being saved from landfill, with 27 repaired and provided to new users across Orkney.

Cycle parking and storage

Residential

In 2024-25, 67 projects were supported, improving access to secure residential cycle storage for up to 20,000 people

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.

In 2024-25, Cycling Scotland was supported by Nestrans, Strathclyde Partnership for Transport (SPT) and Tactran to provide secure residential cycle storage through the People & Place Programme. Support was particularly focused towards improving access to secure cycle storage and parking facilities for people living in social housing, with Cycling Scotland providing guidance, technical advice and project management support for projects in these regions.

Nestrans - In the northeast we installed secure residential cycle storage for social tenants of Osprey Housing Association in Peterhead providing nine households with somewhere safe and secure to store their bikes. We also worked in partnership with Aberdeenshire council to improve cycle parking and storage facilities in Fraserburgh and Peterhead, making it easier for more people to make everyday journeys by bike.

SPT - Cycling Scotland worked with eight registered social landlords to provide 25 new secure cycle storage facilities across the region, benefiting approximately 700 households.

Tactran - In partnership with Perth and Kinross Council we provided secure cycle storage to residents at four sites across Perth. These were predominantly social housing developments but did include a pilot for private residents at North and South Inch where residents pay a nominal charge of £12 per year to securely store their bike.

Workplace

In 2024-25 Cycling Scotland provided improved cycle parking and storage facilities in each region to encourage more people to make everyday journeys by bike by removing one of the most common barriers to cycling. We worked with Nestrans, SEStran, SPT and SWestrans.

Nestrans - In the northeast we worked with Live Life Aberdeenshire to provide new secure cycle storage facilities at its sites in MacDuff, Stonehaven, Inverurie and Alford, offering somewhere safe and secure for up to 70 members of staff to store their bike.

SEStran – Cycling Scotland worked with Greener Kirkcaldy and NHS Fife to improve cycle storage and parking facilities for staff at sites across Fife. Three secure cycle shelters with e-bike charging were installed at the Victoria Hospital in Kirkcaldy. Secure access control was installed in an existing cycle shelter at Queen Margaret Hospital in Dunfermline, with a secure shelter at St Andrews Community Hospital refurbished and brought back in to use. Bike repair stands were also installed at each site in response to staff feedback.

SPT – In Strathclyde region we supported 14 workplaces directly, including three local authorities – South Ayrshire, Inverclyde and North Ayrshire, installing 13 cycle storage facilities. Cycling Scotland also partnered with Bike for Good to deliver Dr Bike sessions at 19 workplaces in the region, maintaining 200 bikes.

Funded by Transport Scotland, SPT's People and Place programme, Cycling Scotland commissioned Ansons Consulting to research the potential to install cycle parking at bus stops across the Strathclyde region and enhance bike-bus interchange opportunities. The findings identify a range of cases for cycle parking at bus stops that support both first and last mile connectivity and will help inform future planning and delivery.

SWestrans – In Dumfries and Galloway a secure cycle store for 10 bikes was provided, alongside a maintenance stand and pump for staff and service users at the Oasis Youth Centre. These facilities will enable the 40 people who use the centre regularly to travel by bike and lock their bikes securely. Tools and equipment are available to maintain the bikes.

It has genuinely been a very smooth process. Colleagues who were previously unwilling to cycle to work due to insecure options for parking their bike, are delighted to now have a secure place to lock their bike during the day and overnight.

Scottish Catholic International Aid Fund

Schools

12,500 pupils across Scotland now have access to somewhere safe and secure to store their bike while at school.

Cycling Scotland worked with Nestrans, SPT and SWestrans to provide schools in each region with suitable cycle and scooter parking and storage, removing a common barrier to cycling and enabling more pupils to travel to school by bike. Each school was supported using the Cycling Friendly School award as a framework to provide tailored advice and guidance on how to support and encourage more pupils to travel to school by bike.

New parking and storage facilities were installed at 28 schools throughout Aberdeen, Aberdeenshire, and Dumfries and Galloway, benefiting approximately 7,000 pupils.

Existing facilities have been repaired at 14 schools across the Strathclyde region, bringing them back into use and providing approximately 5,500 pupils with suitable cycle storage or parking.

Campus Cycling Officer

In 2024-25, Cycling Scotland continued to support educational institutions improve their campuses for cycling, by expanding staff capacity through Campus Cycling Officers, made possible through Strathclyde Partnership for Transport's People and Place Programme.

This provided two paid internships for Campus Cycling Officers supporting Glasgow Kelvin College, University of Glasgow and Glasgow School of Art.

At Glasgow Kelvin College, the Officer worked extensively with key local stakeholders to increase cycling to and around campus by installing three new cycle parking facilities including a unit specifically for an adapted bike used by supported learning students, organising cycle training and led rides, increasing access to bikes, and promoting the use of existing cycling infrastructure.

The University of Glasgow and Glasgow School of Art were supported to promote current cycling assets, install two new cycle storage units, run engagement events, and collect data.

The Officer also successfully secured funding to purchase a cargo bike for the catering team which will replace short van journeys around an increasingly pedestrianised campus, reducing emissions, allowing staff to be more active as part of their work, elevating the profile of cycling on campus.

Cycling Friendly

Cycling Scotland provided advice and support to more than 200 organisations in Scotland to improve facilities for cycling at work, place of study and within the community.

The Cycling Friendly award programme provides one-to-one guidance and support to workplaces, schools, campuses and communities to enable and encourage cycling. Through the programme, engaged organisations that offer cycling facilities, promote active travel through policies and communications, and show a commitment to cycling can achieve recognition with an award.

In 2024-25, Cycling Scotland partnered with Nestrans, SPT, SEStran, SWestrans and Tactran through their People and Place Programmes, to engage with and support 212 organisations in achieving the Cycling Friendly award. Across these regions, a total of 66 primary schools and 31 secondary schools were able to achieve the certification.

Following in-depth advice and the installation of new staff and visitor cycle storage, Scottish Catholic International Aid Fund was one of 95 workplaces awarded, along with three South Lanarkshire Council offices and depots. Support was also provided to NHS Lanarkshire for the certification of four hospitals and health centres.

Currently, there are 1,242 workplaces with more than 1.1 million employees which have achieved or are working towards the award, including educational institutions, NHS regional health boards, housing associations, and private, public and third sector employers.

Transport Planning & Engineering

2024-25 has been a year of continued achievement for Transport Planning & Engineering (TP&E), with four construction projects delivered on the ground, with a growing portfolio of designs to support positive change through community-led active travel infrastructure.

With a focused team, TP&E continues to work across 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 Perthshire to Dumfriesshire, with rural active travel and urban design projects aiming to make it easier for ever more people to enjoy cycling, walking and wheeling.

TP&E aims

Design and delivery of rural projects to 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 that some rural communities can experience.

Strengthening partnership working with local authorities and community groups to deliver fit for purpose sustainable travel assets which follow desire lines, to create direct and convenient routes.

Informing wider audiences on design complexities, challenges and good practice that can be found in delivering in this sector.

2024-25 highlights

Completed the second phase of a 4km route near Thornhill in Dumfries and Galloway, and continued detailed design support for upcoming phases.

Completed the technical design stage for the full 16km length of the Loch Earn Railway Path route in Perthshire and Stirlingshire.

Designed phase 2.2 of the 1km of track circuit Clyde Cycle Park in Cambuslang.

Construction of phase 3 of the Hunters Hall Park Path upgrade in Niddrie, Edinburgh: a long-awaited piece of work to complete a path network for cycling and walking in the area.

Delivered a community path in Anstruther, Fife, to provide a new, fully-accessible path down to the Dreel Burn - a local wildlife haven.

Completed design of phases 1C and 2A of the Bridge of Earn to Newburgh project along the A912 Baigie Straight and through Abernethy.

Delivered drainage works on NCN 75 within King George V Park in Edinburgh to reduce flooding risk and enable continued access through rainy periods.

Established a concept design for phase 4 and a technical design for phase 1 of the Comrie to Baird's Monument route near Crieff. The route follows the old railway line and so will take walkers and cyclists away from the busy A85 in Perthshire.

Completed rectification works on a bank slip that damaged the NCN 7 route just north of Dunkeld, re-enabling safe access to the route and allowing for a long-term design solution to be considered.

Case study

Dreelside Woods Path upgrade, Anstruther

Footprint East Neuk is a small community group based in the East Neuk of Fife, which aims to conserve and improve woodland spaces and re-connect people with the local natural environment.

One of the group's main projects centres on improving access to the Dreel Burn, which has been developing into a local wildlife haven. With waterside access limited by steps and blocked by pockets of derelict land, the group sought to make improvements to enable people of all ages and abilities to experience the water course as it approaches and runs through the coastal town of Anstruther.

Footprint East Neuk appointed TP&E to design and manage the project to install a ramp to the waterside, bringing TP&E's expertise in planning in rural settings and experience of working proactively with landowners, residents and stakeholders.

Among the challenges were rising river tides, unknown ground conditions, and construction of the access ramp on a slender piece of derelict land. Attention also had to be given to local wildlife and potential impact on the water course itself.

Working alongside local stakeholders, TP&E successfully designed a solution fitting for the location and project aims, with construction delivered on time and on budget. The path officially opened over Easter 2025, with a celebration event attended by hundreds of local residents - many accessing the waterside for the first time.

Organisation

Charitable Objectives

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

Vision, mission 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	Outfit Moray
Regional Transport Partnerships	Public Health Scotland
Adventure Aberdeen	Paths for All
Angus Cycle Hub CIC	Play Scotland
Bike for Good	Police Scotland
Bike for Refugees (Scotland)	Radio City Association
Bridgend Farmhouse	Recycle-a-Bike
Common Wheel	Regional Transport Partnerships
CycleStation	Road Safety Scotland
Cycling UK	St Paul's Youth Forum
Drumchapel Cycle Hub	Sanctuary Scotland Housing Association
Ebike Freedom CIC	Scottish Advisory Panel for
Eco Schools	Outdoor Education (SAPOE)
Education Scotland	Scottish Cycling
Fife Bikeworks	Scottish Government
Forth Environment Link	Social Track
Glasgow Eco Trust	Sustrans Scotland
Greener Kirkcaldy	The Bike Station
Healthy n' Happy Community	Transition (St Andrews)
Development Trust	Transport Scotland
Include Me 2 Club	Velo City Inverness
Link Housing	Volunteer Development Scotland

Living Streets Scotland	West of Scotland Housing Association
Mayfield and Easthouses Development Trust	West Lothian Bike Library
NG Homes	Wheatley Homes
NHS Fife	Women on Wheels
Outdoor Education Fife	

Forum and working group partners

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

We acknowledge the ongoing support for specific programmes from Transport Scotland.

We also acknowledge funding from Regional Transport Partnerships, Nestrans, SEStran, SPT, SWestrans and Tactran to deliver the aims of the People and Place Programme.

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.

Bicycle Association	Nestrans
Bike for Good	North Ayrshire Council
Common Wheel	Road Safety Scotland
Cycling UK	ScotRail
Dundee City Council	Scottish Cycling
East Dunbartonshire Council	Scottish Forestry
City of Edinburgh Council	SEStran
Fife Council	Shetland Islands Council
Forestry & Land Scotland	SWestrans
Forth Environmental Link	Spokes
Glasgow City Council	Sportscotland
Glenmore Lodge	SPT
GoBike! Strathclyde Cycling Campaign	Sustrans
HITRANS	Tactran
Living Streets Scotland	The Bike Station
Loch Lomond & Trossachs National Park	Transform Scotland
Love to Ride	Visit Scotland
Walking Scotland	

Financial accounts

The following is an extract from Cycling Scotland's statutory accounts which include the unqualified Independent Auditors' Report and Directors' Report. The accounts can be obtained from the Company Secretary.

We are grateful for the charitable donation provided in 2024-25 in the name of Roy Gordon of Kilsyth, who loved to cycle with his friends to Culross and for the donation in memory of Kenneth Simpson.

Statement of Financial Activities for the year ended 31 March 2025

Including Consolidated Income and Expenditure Account

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2025 Total (£)	2024 Total (£)
Income and endowments from:					
Donations and legacies					
Gifts and Donations	10,310	-	-	10,310	1,832
Voluntary Income	-	-	-	-	-
Charitable Activities					
Scottish Government Grant	2,200,000	-	-	2,200,000	8,603,985

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2025 Total (£)	2024 Total (£)
RTP funding	3,214,487	-	-	3,214,487	-
Local Authority Grant	-	-	-	-	100,000
Education	27,450	-	29,270	56,720	60,358
Marketing and event income	-	24,778	-	24,778	22,096
Other charitable income	21,124	-	-	21,124	7,856
Other Trading Activities					
Trading Income	335,799	-	-	335,799	380,306
Investments					
Bank interest	11,726	-	-	11,726	10,494
Total income and endowments	5,820,896	24,778	29,270	5,874,944	9,186,927
Expenditure on:					
Charitable activities	5,747,195	20,461	29,270	5,796,926	9,130,678
Other	3,064	-	-	3,064	343
Total expenditure	5,750,259	20,461	29,270	5,799,990	9,131,021

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2025 Total (£)	2024 Total (£)
Net income/(expenditure)	70,637	4,317	-	74,954	55,906
Transfers	(3,018)	3,018	-	-	-
Balance brought forward	807,735	97,225	53,486	958,446	902,540
Closing balance at 31 March 2025	875,354	104,560	53,486	1,033,400	958,446
Comprising:-					
Unrestricted Funds					
General	875,354	-	-	875,354	807,735
Designated Funds					
Cycling Scotland Conference	-	9,972	-	9,972	5,655
Pension Reserve	-	94,588	-	94,588	91,570
Restricted Funds					
Pedal for Scotland Fund	-	-	49,949	49,949	49,949
Play on Pedals	-	-	3,537	3,537	3,537
	875,354	104,560	53,486	1,033,400	958,446

Unrestricted Funds -
General (£)

Unrestricted Funds -
Designated (£)

Restricted Funds
(£)

2025 Total
(£)

2024 Total
(£)

Consolidated balance sheet at 31 March 2025

	2025		2024	
	£	£	£	£
Fixed Assets				
Tangible Assets		-		-
Current assets				
Debtors	791,233		272,505	
Cash at bank and in hand	832,396		1,568,916	
Total	1,623,629		1,841,421	
Creditors: Amounts				
falling due within one year	582,454		875,147	

	2025	2024
Net Current Assets	1,041,175	966,274
Total Assets less Current Liabilities	1,041,175	966,274
Provision for liabilities	7,775	7,828
Net Assets	1,033,400	958,446
The funds of the charity		
Unrestricted Funds		
General fund	875,354	807,735
Designated Funds	104,560	97,225
Restricted Funds	53,486	53,486
Total charity funds	1,033,400	958,446