

Cycling Scotland

2014- 2015 ANNUAL REPORT AND ACCOUNTS



ANNUAL REPORT 2014-2015

1	CHAIR'S INTRODUCTION	04
2	CHIEF EXECUTIVE'S INTRODUCTION	05
3	CYCLING SCOTLAND MEMBERS	06
4	BIKEABILITY SCOTLAND	08
5	PEDAL FOR SCOTLAND	10
6	CYCLE FRIENDLY SCHOOL	12
7	CYCLING SCOTLAND SCHOOL CAMPS	13
8	CYCLE FRIENDLY CAMPUS	14
9	CYCLE FRIENDLY EMPLOYER	15
10	CYCLE FRIENDLY COMMUNITY	16
11	PRACTICAL CYCLE AWARENESS TRAINING	18
12	CYCLE RIDE LEADER, GO MOUNTAIN BIKE, CYCLE PATROL	19
13	BIKE WEEK	20
14	GIVE EVERYONE CYCLE SPACE	22
15	PLAY ON PEDALS	24
16	EARLY YEARS CYCLE TRAINING	25
17	CYCLING SCOTLAND CONFERENCE	26
18	CYCLING POTENTIAL	27
19	LEGACY CYCLE PARKING	28
20	PROFESSIONAL DEVELOPMENT COURSES, CYCLE INFRASTRUCTURE ADVICE, SATIN	29
21	TRANSPORT PLANNING & ENGINEERING	30
22	VISION, MISSION, VALUES, CHARITABLE OBJECTS	33
23	PARTNERSHIP WORKING, PARTNERSHIP ORGANISATIONS	34
24	CYCLING SCOTLAND PERFORMANCE FRAMEWORK	36
25	CAPS ACTION TABLE	42
26	BOARD MEMBERS	46
27	STAFF MEMBERS	47
28	FINANCIAL ACCOUNTS 2014/15	48

CHAIR'S INTRODUCTION



“CYCLING SCOTLAND HAS MADE SURE TO DEVELOP AND IMPROVE ITS PROJECTS TO SUPPORT ANYONE, ANYWHERE CYCLING.”

The financial year 2014/15 saw record amounts to date of Scottish Government funding for cycling.

This record funding has helped support the progress achieved and Cycling Scotland has made sure to develop and improve its projects to support anyone, anywhere cycling. Partnership has been absolutely key to this work. Through our range of programmes, we work directly with everyone involved in getting more people on bikes: from volunteers to employers, community groups and local authority officers, charities and social enterprises.

This partnership working has facilitated continued improvement and development of Cycling Scotland's projects and programmes. In particular, the development of the Cycle Friendly Awards suite, with the addition of Cycle Friendly Campus and Community Awards, will support and highlight the many educational institutions and communities across Scotland that are leading the way in enabling people to cycle in and around their local area.

Through the continued hard work of our local authority partners, we have seen another increase in the number of schools delivering Level 2 Bikeability Scotland training, now at over 40% of primary schools.

This year also saw a record number of people cycling Pedal for Scotland in Glasgow and Edinburgh, as well as Aberdeen, made possible by close partnership working with the local authorities along the route as well as the emergency services such as Police Scotland.

Practical Cycle Awareness Training for bus and lorry drivers – stemming from partnership work we undertook with the City of Edinburgh Council - has

now been rolled out more widely and delivered to 11 local authorities and several private companies.

Transport Planning and Engineering has also contributed significantly to making networks that are suitable for those cycling, no matter age or ability, for example designing and implementing Phase 1 of the Bears Way in East Dunbartonshire, which will culminate after Phase 3 in a fully traffic free route between Glasgow city centre and Milngavie.

Cycling Scotland's first Annual Cycling Monitoring Report showed several locations moving positively towards the CAPS 2020 vision of 10% of journeys by bike. Progress is especially being made in locations that are committed to cycling, both politically and financially from a local authority/regional transport partnership standpoint, but equally importantly, from the efforts of strong community groups, schools and employers to help get more people cycling in their area. In fact, after the Annual Cycling Monitoring Report was released, there was a prolonged competition between Edinburgh and Inverness over which of the two had higher levels of cycling to work – literally 'healthy' competition!

The return on investment in terms of health, economic and social benefit of increased cycling is enormous, and the increase in funding for cycling and active travel generally to record amounts is helping to create an environment where travel by bike is a choice anyone in Scotland can make easily and safely. My thanks to all the staff, funders and stakeholders of Cycling Scotland working towards making this vision a reality.

Bill Wright
Chair, Cycling Scotland

2

CHIEF EXECUTIVE'S INTRODUCTION



“DURING THE YEAR, A NEW VISION WAS DEVELOPED TO GUIDE OUR WORK: A SUSTAINABLE, INCLUSIVE AND HEALTHY SCOTLAND WHERE ANYONE, ANYWHERE CAN ENJOY ALL THE BENEFITS OF CYCLING.”

Welcome to the 2014/15 Annual Report for Cycling Scotland. It has been a huge year for the organisation with our largest ever investment in programmes, training, events, awareness campaigns and infrastructure to get more people cycling.

During the year, a new vision was developed to guide our work: a sustainable, inclusive and healthy Scotland where anyone, anywhere can enjoy all the benefits of cycling. This report looks back at some of the key achievements of Cycling Scotland in 2014/15. I pay tribute both to the work of our staff and the work of partners that have helped deliver this progress.

We have seen continued growth in delivery of Bikeability Scotland training in schools, teaching the next generation an essential life skill, in pursuit of our ambition for every child to have the opportunity to learn to ride, safely

and confidently on-road. We are increasingly delivering in the early years too, giving more three and four year olds the joy of travelling faster and further than their parents and carers! In its 17th year, Pedal for Scotland saw the most people ever on bikes across all six events. Our conference, expanded to two days, has become the national get-together for people who want to see more everyday cycling in Scotland and in 2014, Andrew Montague challenged Scottish cities to keep up with his fair city of Dublin. TP&E, the social enterprise established by Cycling Scotland, has expanded to deliver more high quality, dedicated infrastructure for cycling. We published the first ever Annual Cycling Monitoring Report and will continue to publish evidence to track where cycling is at and where it could get to in Scotland.

There are clear challenges ahead for our nation: enabling people to access jobs and services, tackling climate change and air pollution, improving public health, making our streets safer and feel safer for people and tackling the impact of inequalities in our society. Delivering the Cycling Action Plan for Scotland and getting more people cycling is one essential part of addressing these challenges. In 2015/16 and beyond, we will continue to work with our funders, primarily Transport Scotland but also other Scottish Government Directorates, NHS Health Scotland, partner local authorities, People's Postcode Lottery and others, ranging from Sustrans to the STV Children's Appeal, to pursue our vision and enable anyone, anywhere, of any age or ability, to enjoy the simple pleasure of riding a bike.

Keith Irving
Chief Executive, Cycling Scotland

3

CYCLING SCOTLAND MEMBERS



nestrans

paths
for all



sportscotland
the national agency for sport



4

BIKEABILITY SCOTLAND

Cycling Scotland has continued to support the delivery of cycle training for children through the Bikeability Scotland programme.

Through funding from Transport Scotland, Cycling Scotland has made £360,000 available to local authorities to support an increase in the delivery of on-road training through the Support Plus scheme, to which 15 local authorities successfully applied in 2014/15. This has supported the training of nearly 1,100 additional Cycle Training Assistants and Cycle Trainers, resulting in an extra 3.9% of primary schools delivering Level 1 training, an extra 2.7% delivering Level 2, and nearly 2,000 additional pupils receiving Bikeability Scotland training.

The first of our annual instructor conferences took place in March 2015 in Aberdeen, Stirling and Glasgow. In summer 2015, Cycling Scotland introduced quality assurance processes to its Bikeability Scotland and instructor training programme, to ensure that training is of a high and consistent standard, and that instructors are supported in their role. The Cycle Training Assistant course received SCQF accreditation from the Scottish Qualifications Authority, with the new accredited course due to begin running in 2016.



Key facts

40.1%

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

90%

OF PARTICIPATING LOCAL AUTHORITIES DELIVER MULTI-LEVEL TRAINING

NEARLY

2,000

ADDITIONAL PUPILS RECEIVED BIKEABILITY SCOTLAND TRAINING THROUGH SUPPORT PLUS

1,100

ADDITIONAL CYCLE TRAINERS AND CYCLE TRAINING ASSISTANTS TRAINED IN 2014/15

*IN 29 LOCAL AUTHORITIES

CASE STUDIES

1

GIVE EVERYONE CYCLE SPACE GUIDED RIDES IN FALKIRK HELP SPARK INCREASED BIKEABILITY SCOTLAND DELIVERY

The Give Everyone Cycle Space campaign this year (see page 22) has had a profound impact on the uptake and delivery of Bikeability Scotland in Falkirk. Bankier Primary have always been keen supporters of cycling, but due to a shortage of available staff and lack of parent volunteers, have struggled to deliver Bikeability Scotland training. The guided bike rides, organised as part of this year's Give Everyone Cycle Space campaign, had a galvanising effect – they are now delivering Bikeability Scotland at Levels 1 and 2, and also have plans in place to establish cycling clubs from P1 to P4, and to work towards gaining the Cycle Friendly School Award.



2

TRANSITION RIDES AT RAPLOCH PRIMARY SCHOOL

Stirling Council arranged for most of the staff at Raploch Primary School to train as Cycle Training Assistants, and the school purchased bikes, helmets and tools with a grant from Education Scotland. They delivered Levels 1 and 2 Bikeability Scotland training to their pupils and decided that P7 transition visits to the local high school would be conducted by bicycle in future. This has helped the pupils to consolidate their learning from Bikeability Scotland training and learn cycle routes to their new school and has also saved the school money on bus hire.



PEDAL FOR SCOTLAND



Riders and Derek Mackay MSP, Minister for Transport and Islands, at the start of the Wee Jaunt Glasgow.

In 2015, Pedal for Scotland cemented its position as Scotland's biggest bike event and one of the largest mass participation events in the country, with 10,041 people across Scotland getting on their bikes to take part.

Pedal for Scotland took place on 5th, 6th and 13th September with six rides catering for all ages and abilities. The event commenced on 5th September when Glasgow Green played host to the 6 mile Wee Jaunt Glasgow. On 6th September, Pedal for Scotland's main event day featured the 55 mile Classic Challenge ride from Glasgow to Edinburgh, the 110 mile Big Belter from Glasgow to Edinburgh via the Southern Uplands, a 9 mile Wee Jaunt Edinburgh from Kirkliston to Murrayfield and a 4 mile Wee Jaunt Murrayfield circular route round the national stadium. Pedal for Scotland then travelled to Aberdeen

a week later on 13th September when the 6 mile Wee Jaunt Aberdeen returned to Duthie Park for a third year.

The event's most popular ride, the Classic Challenge saw an event first - a 100% traffic free route.

The Wee Jaunt Glasgow saw 936 participants take part on a closed circuit from Glasgow Green to the Emirates Arena, along London Road and back through the Green. Families enjoyed the closed route (and the glorious sunshine) so much that many completed it several times. The youngest children enjoyed the Play on Pedals area and everyone was thoroughly entertained by The Clan stunt show.

The Wee Jaunt Aberdeen saw 395 participants saddle up for the ride, starting and finishing at Duthie Park and taking in the Aberdonian coastline. The route was open for three hours, allowing participants to complete the route multiple times and benefit from six miles of traffic free roads.

Support for the STV Children's Appeal, official charity partner to Pedal for Scotland, grew in 2015 with a variety of riders including Hamish the Scottie dog who found fame at the 2014 Glasgow Commonwealth Games opening ceremony, a couple on a tandem dressed as 'Big Man and Wee Yin', the staff of Royal Bank of Scotland and many more helping to raise funds for children and young people affected by poverty in Scotland. Bettering the total raised in 2014, the Pedal for Scotland team were proud to hand over a cheque for £112,545.56 to the STV Children's Appeal at their annual Live Show on 16th October.



**THE WEE
JAUNT**

**THE BIG
BELTER**

**THE CLASSIC
CHALLENGE**



Key facts

10,041

RIDERS TOOK PART IN PEDAL FOR SCOTLAND 2015

7,339

RIDERS TOOK PART IN THE CLASSIC CHALLENGE, THE EVENT'S MOST POPULAR RIDE.

£112,545.56

WAS RAISED FOR THE STV CHILDREN'S APPEAL IN 2015

BEFORE REGISTERING

AFTER REGISTERING

73% < 81%

OF RIDERS CYCLED AT LEAST ONCE A WEEK

51% < 59%

OF RIDERS CYCLED MORE OFTEN THAN ONCE A WEEK

50%

OF RESPONDENTS WERE RIDING PFS FOR THE FIRST TIME

45%

OF CLASSIC CHALLENGE RIDERS

59%

OF BIG BELTER RIDERS

32%

OF CLASSIC CHALLENGE RIDERS

31%

OF BIG BELTER RIDERS

DID MORE THAN **10** TRAINING RIDES IN PREPARATION FOR THEIR EVENT

MADE **1 OR MORE** JOURNEYS BY BIKE THAT THEY WOULD HAVE OTHERWISE TAKEN BY CAR

CYCLE FRIENDLY SCHOOL

The Cycle Friendly School Award is designed to give 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. There are now 295 Cycle Friendly Schools in Scotland, with over 82,000 children attending a Cycle Friendly School.

The Cycle Friendly School 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 by 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.



CASE STUDIES

1

ARRAN HIGH SCHOOL

Arran High School became a Cycle Friendly Secondary School in March 2015. The school has established Cycling Scotland's Go Mountain Bike programme and a cycle maintenance course into the Curriculum for Excellence. The school hopes to offer level 5 numeracy and literacy to pupils through cycling activities.

The school has a dedicated group of six pupils who have just returned from their S3 Leadership week at Arran Outdoor Education Centre. The group gained leadership skills enabling them to take a lead role in their Mountain Bike Club, plan cycling trips, recruit younger members and submit future funding applications.

The school has attended two years of Cycling Scotland School Camps which run during the October holidays.

2

CRAMOND PRIMARY SCHOOL

Cramond Primary School launched an "I Bike" crew with children from P4-P6 who helped plan a range of events over the year, such as Hi-Vis day, with both children and bikes winning prizes for the brightest attire. Competitions to design a mascot and create a groovy bike were also held. A bike breakfast was very well received with over 200 children and parents attending a healthy breakfast after cycling or scooting to school. Two sessions of "Ditch the Stabilisers," saw the school's youngest pupils coming along with a parent and the I Bike helpers where they had great success at riding their bikes free of stabilisers by the end of the session. All P7 pupils went on a bike ride in the last week of term to see the various routes they could take safely to get to high school from all areas of the catchment.

Four teachers and three parents have now been trained to deliver Bikeability Scotland cycle training to P6 pupils.

CYCLING SCOTLAND SCHOOL CAMPS



Cycling Scotland School Camps, for secondary schools, encourage pupils to become local cycle champions and implement cycling action plans in their schools. Each attending school is awarded grant funding to deliver their projects.

The work directly supports Cycle Friendly Schools (both secondary and primary), Bikeability Scotland and Go Mountain Bike projects. Cycling Scotland School Camps is linked to Cycling Scotland's development of a one day maintenance qualification for cycling activity providers.

Schools attend a five day residential camp with pupils gaining a variety of qualifications including City and Guilds Cycle Maintenance Level 3, Cycle Trainer Assistant and First Aid.

The camps aim to increase cycling modal share of all journeys and create a 'Cycling Academy' within each attending school. All schools who attend camps work towards becoming a Cycle Friendly Secondary School and work with feeder primary schools to assist with delivery of Bikeability Scotland training.



Camps are delivered during the October school holidays. Attending secondary schools include:

**Larbert High School,
Falkirk**

**Kyle Academy,
South Ayrshire**

**Alloa Academy,
Clackmannanshire**

**Clyde Valley High School,
North Lanarkshire**

**St Joseph's Academy,
East Ayrshire**

**Doon Academy,
East Ayrshire**

Rosshall Academy, Glasgow

**Govan High School,
Glasgow**

**Dalbeattie High School,
Dumfries and Galloway**

Torry Academy, Aberdeen

**Arran High School,
North Ayrshire**

**Port Glasgow High School,
Inverclyde**

Montrose Academy, Angus

8

CYCLE FRIENDLY CAMPUS

The Cycle Friendly Campus Award is designed to provide support and recognition to colleges and universities who promote cycling as a sustainable and responsible travel option. The objective is to increase the number of journey made by students, staff and visitors by bicycle.

A pilot project was successfully delivered and award criteria developed. There is an associated development fund which is designed to facilitate projects that place campuses closer to the Cycle Friendly standard.

Heriot-Watt University, Fife College, Edinburgh University, Glasgow Caledonian University and Dundee University all participated in the pilot phase of the project. All of Scotland's 35 institutions are now invited to subscribe to the Cycle Friendly scheme.

To date, Strathclyde University, Napier University, Dundee & Angus College, West College Scotland, Forth Valley College, Queen Margaret University and Glasgow University have registered to participate. Most are now delivering projects which tackle improvements to cycling parking, access to bikes, cycle training and route planning.



CYCLE FRIENDLY EMPLOYER

CASE STUDY

The Cycle Friendly Employer Award has been achieved by more than 302 employers in Scotland with more than 130,000 people working for a Cycle Friendly Employer.

The Cycle Friendly Employer programme is supported by a vital network of service centres who work with a diverse range of employers, local authorities, NHS centres and third sector organisations, such as the Scottish Council for Voluntary Organisations, to help increase levels of cycling to work.

Three existing service centres in Edinburgh (Bike Station Edinburgh), Glasgow (Bike Station Glasgow) and Stirling (Recycle-a-bike) were joined by Adventure Aberdeen in 2014/15, with 58 new workplaces becoming proud recipients of the Award that year.

The Cycle Friendly Award is also supported by several other Cycling Scotland projects including the Big Count, Adult Cycle Training and the ScotBug bicycle user group programme.

Key facts

302

CYCLE FRIENDLY EMPLOYER AWARDS ACROSS SCOTLAND TO DATE

131,306

EMPLOYEES WORK AT A CYCLE FRIENDLY EMPLOYER

ROYAL BANK OF SCOTLAND

Cycling Scotland worked closely with the Royal Bank of Scotland throughout 2014/15 to help their Gogarburn headquarters in Edinburgh achieve the Cycle Friendly Employer Award – a milestone they achieved in September this year.

RBS Gogarburn achieved the Award in recognition of their work to encourage cycling as part of their environmental performance targets, promoting sustainable and active travel to reduce any impact on the environment and to improve the wellbeing of colleagues. The Cycle Friendly Employer Award was given following work at a central policy level, improvement of local facilities and the support of the local cycling community.

Local facilities for staff include showers, cycle parking and a drying room – all of which is

being assessed so that it can be improved to accommodate more people on bikes as the site population increases from 3,500 to 6,000 staff.

Key to the achievement of the award is the Bicycle User Group, with more than 550 users – almost 15% of the current staff at Gogarburn.

Mike Lynch, Sustainable Workplace Culture Manager at Royal Bank of Scotland, said: “Collaboration between the user group, facilities managers and the workplace services team have helped to ensure that the proposition for those travelling by bike is considered not only at a local facilities level but at a policy and infrastructure planning level. The Cycle Friendly Employer Award sets the benchmark for us elsewhere in the UK and recognises the contribution of the bicycle user group and facilities managers at Gogarburn to promote cycling and sustainable travel.”



Left: Keith Irving, Cycling Scotland chief executive
Centre: Elaine Arden, RBS HR Director
Right: David Monaghan, RBS Customer & Conduct Insights

10

CYCLE FRIENDLY COMMUNITY

CYCLE FRIENDLY COMMUNITY

SMALL GRANTS FUND

The Cycle Friendly Community programme supports community groups delivering cycling projects across Scotland. Grant funding is available to grassroots community groups that wish to increase and encourage cycling locally and Cycling Scotland provides a dedicated development officer to offer advice and encouragement to help them do so.

The Cycle Friendly and Sustainable Community Fund (CFSCF) provides grants to community groups that are dedicated to encouraging and enabling people to cycle. Funding has been granted to those community groups that focus on creating a shift away from single occupancy car use and reducing carbon emissions by doing so. A vital criterion of the fund is the encouragement and improvement in the wellbeing of communities across

Scotland. Cycling Scotland's aim is to assist and support community based groups in achieving these outcomes.

This has included a range of projects being delivered with differing themes, communities and resources. Irrespective of these differences, they all have the same overarching goal which is to encourage and enable people to cycle.

Cycling Scotland produced a report in 2014 which evaluated the Cycle Friendly and Sustainable Community Fund since it began in 2011. This document provides summaries, examples of good practice and case studies of projects supported through the fund. The report also highlights actions to determine future developments of the of the Cycle Friendly Community programme, including the development of a Cycle Friendly Community Award - the first of which was presented to Neilston Development Trust in October 2015.

CYCLE FRIENDLY COMMUNITY

PILOT PROJECTS

As part of the Cycle Friendly Community Award development, Cycling Scotland worked closely with four pilot communities that had previously demonstrated a significant commitment to promoting and developing cycling.

These pilot communities have contributed to developing award criteria and had access to an accumulative grant of £61,715 to help them do so. Cycling Scotland further supported these communities through development meetings, networking

opportunities and by providing advice and good practice as identified from Cycle Friendly and Sustainable Community Fund projects.

Over the past year, Cycling Scotland has worked with each of the communities to identify what makes a Cycle Friendly Community. Taken into consideration were engaging and meeting the needs of the community, infrastructure and mapping, linkage with local and national cycling initiatives including Cycling Scotland programmes, partnership working with a clear focus on working with the local authority, cycle training, awareness raising, promotion and monitoring and evaluation.

Key facts

87

COMMUNITY GROUPS HAVE RECEIVED A TOTAL OF

£569,311.27

FROM THE CFSCF SINCE MARCH 2011



The four pilot communities were:

Transition Black Isle

£14,800

Kingussie Community Development Company

£18,325

Neilston Development Trust

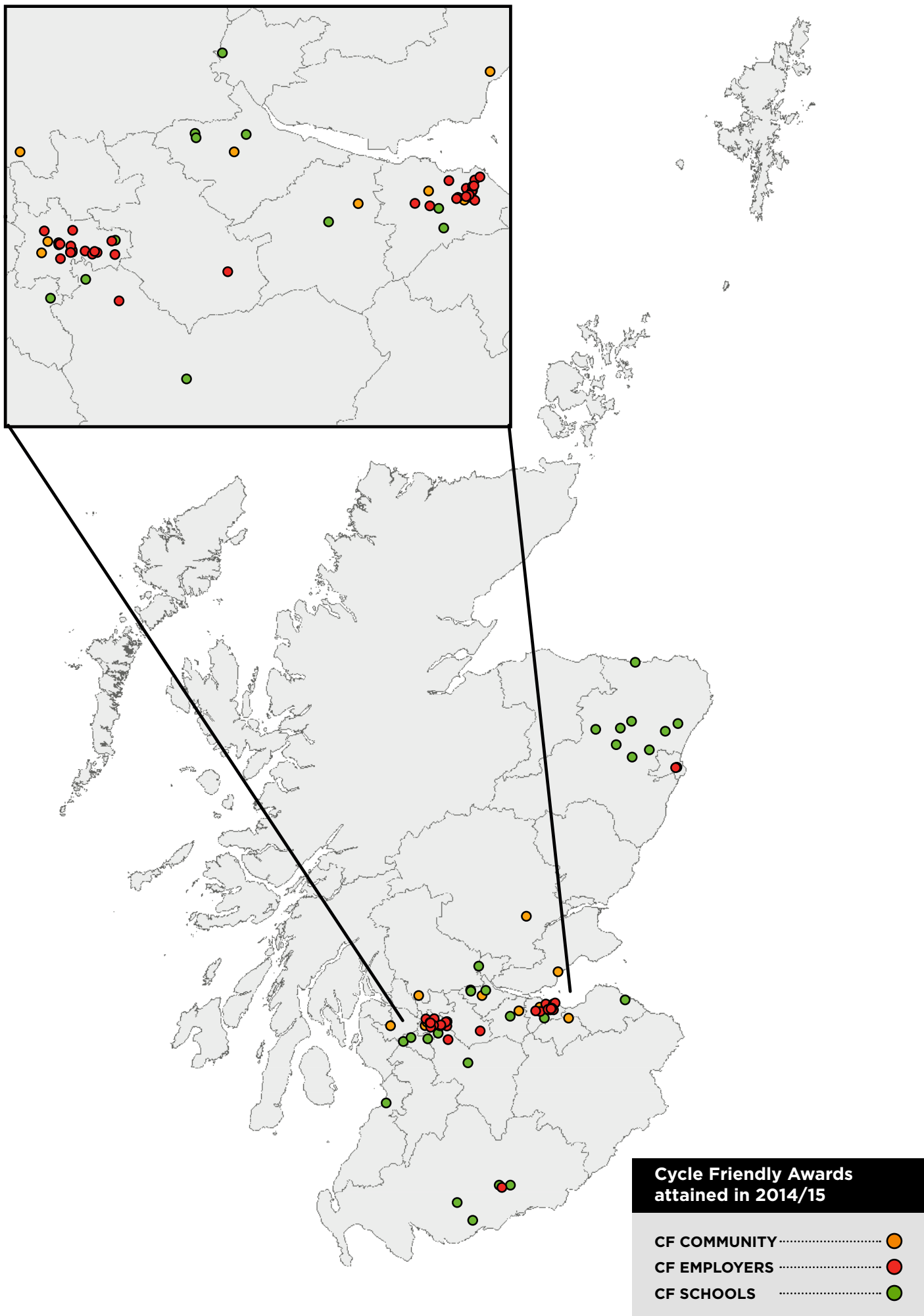
£16,995

Dawson Bike Club

£11,600

The total amount distributed is

£61,715



PRACTICAL CYCLE AWARENESS TRAINING



Practical Cycle Awareness Training (PCAT) supports the delivery of practical cycle training to drivers of Large Goods Vehicles and Passenger Carrying Vehicles.

A model for this is the Safe Urban Driving course that is currently popular in England, and London in particular. Cycling Scotland's course includes additional material specific to rural roads. Cycling Scotland is now a recognised provider of this training in Scotland, with accreditation from JAUPT.

PCAT will be delivered sustainably in participating local authorities after initial grant funding by providing training to local authorities, encouraging roll out and ensuring ownership of material and resources.

Key objectives are to encourage LGV and PCV drivers to empathise with people on bikes, make drivers aware of the risks experienced by people cycling and to understand and anticipate how those travelling by bike behave on the road. The project aims to complement current and future training to people on bikes on safe cycling on routes with LGVs and PCVs.

Cycling Scotland is working on PCAT with 11 local authorities including:

- Dumfries & Galloway Council**
- East Ayrshire Council**
- Glasgow City Council**
- Midlothian Council**
- North Lanarkshire Council**
- Renfrewshire Council**
- South Ayrshire Council**
- South Lanarkshire Council**
- Stirling Council**
- West Dunbartonshire Council**
- City of Edinburgh Council**

12

CYCLE RIDE LEADER, CYCLE PATROL, GO MOUNTAIN BIKE



CYCLE RIDE LEADER

Cycle Ride Leader training is aimed at adults who want to lead groups of adults or children on local journeys, on cycle paths and roads. The course is ideal for those who are involved in community cycling groups and organise social cycling events.

The one day course is designed to equip candidates with an understanding of leadership and group coordination. Ride leaders are trained to carry out basic bike maintenance, journey planning, risk assessment and group coordination.

In 2014/15, Cycling Scotland trained 421 Cycle Ride Leaders via 66 courses.

CYCLE PATROL

Cycle Patrol is a training programme to equip candidates with the skills, tools and confidence to perform their patrol duties by bike. Recent clients include St Andrew's First Aid, Police Scotland and Aberdeen City Wardens. Cycling Scotland's expert tutors can deliver a two day training programme directly to patrollers, or even support experienced cycle patrollers to become instructors able to train colleagues and peers.

Recognising growth in demand for quality Cycle Patrol training, Cycling Scotland has increased capacity to deliver the course by training more tutors.

During 2014/15, 16 patrollers were trained, including 1 patrol instructor, across 4 courses.

GO MOUNTAIN BIKE

Go Mountain Bike 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 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.

Themes can be taken selectively to match individual aspirations or each level can be worked through progressively.



Go Mountain Bike Key facts

20

NEW GO MOUNTAIN BIKE CENTRES REGISTERED, BRINGING THE TOTAL TO

218

1063

COURSE PARTICIPANTS WHO RECEIVED A GO MOUNTAIN BIKE CERTIFICATE

43

NEW INSTRUCTORS TRAINED

BIKE WEEK



Kingussie Cycle Festival

Cycling Scotland provides both funding and promotional support to Bike Week - an annual opportunity to promote cycling throughout the UK. 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 itself took place from 13th - 21st June, however further events took place throughout the summer months across Scotland.

Cycling Scotland released 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. These were made 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. 2015 delivered a successful week with increasing numbers of communities and local groups organising events leading to excellent coverage in local and national media.



Bike Week on YouTube

Daily Record

DAILY RECORD Tuesday, June 2, 2015

BIKE WEEK 2015

JUNE 13-21

in association with
Cycling Scotland

Enjoy an adventure on two wheels

12-page guide to getting in the saddle, including **where to go**, the latest **cycle wear** and **equipment**, **summer events** and preparing for the country's biggest bike challenge, **Pedal for Scotland**

GIVE EVERYONE CYCLE SPACE

For several years, Cycling Scotland has successfully delivered the Give Me Cycle Space campaign asking drivers to give children space to cycle safely and to encourage them to cycle to school.

In 2015, the campaign evolved to become Give Everyone Cycle Space, emphasising the road safety message around giving people on bikes, no matter their age or ability, the correct amount of space when passing - at least as much space as you would give a car.

The Give Everyone Cycle Space campaign was delivered nationally on TV, billboards, bus backs and online for four weeks across May and June 2015.

Locally, fourteen local authorities delivered in school activities including led rides between primary and secondary schools, route planning workshops, the provision of lesson plans incorporating cycling in to debating and writing exercises, a cycle to school competition, and, in five areas, a cycle stunt show from The Clan.

Post campaign evaluation proved encouraging, given that with a shift in messaging, 87.5% of those respondents who drive stated that the campaign would make them give *everyone* cycling more space on the road. Previously, this messaging had focussed only on giving children cycle space.

Each of the 97 participating schools was invited to take part in a cycle to school competition over one week of the campaign. Our congratulations go to the P6 class at Williamston Primary in Livingston who managed to clock an impressive 84 cycle journeys, which equates to 62% of journeys to school being by bike that week. The class were rewarded with a trip to the Low Port Centre where they had an activity filled day of mountain biking and canoeing.

Key facts

66% OF PRIMARY 5s

WOULD LIKE TO CYCLE MORE AFTER TAKING PART IN SCHOOL BASED ACTIVITIES

87.5%

OF RESPONDENTS SAID THE CAMPAIGN WOULD MAKE THEM GIVE EVERYONE MORE SPACE ON THE ROAD

97

SCHOOLS ACROSS

14

LOCAL AUTHORITIES

TOOK PART IN THE CAMPAIGN IN 2015

GIVE {  } CYCLE SPACE

www.cycling.scot

Cycling Scotland is a registered Scottish Charity 50220100

GIVE EVERYONE CYCLE SPACE  Cycling Scotland



PLAY ON PEDALS

Key facts

2000+ CHILDREN IN GLASGOW
TRAINED TO RIDE A BIKE

170 > **120** EARLY YEARS
NEW INSTRUCTORS ESTABLISHMENTS
IN GLASGOW



In early 2014, Cycling Scotland partnered with CTC, the Bike Station Glasgow and Play Scotland to deliver Play on Pedals - a two year project to enable pre-school children across Glasgow to learn how to ride a bike.

Since then Play on Pedals has trained over 2,000 children in Glasgow to ride a bike and 170 new instructors in over 120 early years establishments across the city.

Play on Pedals has developed a structured learning programme for pre-schoolers which links strongly to the Scottish Government's 'Getting It Right For Every Child' framework as well as the Curriculum for Excellence, particularly supporting learning about health and wellbeing. The programme also links strongly to the Scottish Government's Cycling Strategy and Active Scotland outcomes around supporting communities to become more active.

One trained instructor from a nursery in the east end of Glasgow said:

"Our nursery has gained greatly from this. The children have a better understanding of health and wellbeing and why we should try and stay fit

and active. This has then gone on to a conversation about healthy eating within the group."

Experienced instructors are now being trained as instructor trainers to roll out the programme across the city and ensure the project's longevity.

Many nursery staff instructors are now trained in maintenance and instructor trainer delivery while rediscovering their own bikes as a result of this project.

As well as working within early years establishments, Play on Pedals has developed a variety of initiatives to engage parents and families in cycling. These include parent-focused maintenance classes, delivering over 30 drop-in sessions at venues across the city and inviting families to come and try out a selection of bikes and gain tips from trained instructors.

Instructors encourage taking off stabilisers and removing pedals to improve children's balance and confidence. Parents are also signposted to local cycling opportunities, including led rides and family fun days hosted by one partner organisation, the Bike Station Glasgow, to encourage the whole family to get cycling. One parent who attended a maintenance class said:

"The training was so informative. I feel much more confident about sorting her bike, things like fixing a puncture, adjusting brakes and oiling the chain. It feels great not to have to rely on anybody else to make sure her bike is safe and right for her."

Play on Pedals has successfully established over 15 local 'hubs' across the city, where bike workshops and community initiatives have taken responsibility for supporting participating nurseries. In collaboration with these hubs and the Bike Station Glasgow, Play on Pedals has also completed two successful bike amnesties across the city, gathering over 100 second-hand donated bikes to add to an existing 400-strong fleet of bikes.

The project has been working closely with NHS Health Improvement Teams across the city, to develop a mentoring pilot for nurseries in the North East.

Play on Pedals is supported by players of People's Postcode Lottery and winner of the 2014 People's Postcode Trust Dream Fund, receiving £232,000 in funding. It is also recognised as a Commonwealth Games Legacy project by Glasgow City Council.

EARLY YEARS CYCLE TRAINING

Through funding from the Scottish Government, Cycling Scotland is rolling out the Play on Pedals instructor training to local authorities that meet set eligibility criteria, to give more children across Scotland the opportunity to learn to ride a bike.

Cycling Scotland's key role in this roll out is in the provision of training, using learning and resources developed with consultation from North Lanarkshire Council's Early Years Team.

Cycling Scotland is working with 15 local authorities to deliver instructor courses, training resources, a starter bike fleet and an instructor training pathway to develop local skills to ensure the project can continue sustainably.



Participating areas include:

Clackmannanshire
East Dunbartonshire
East Lothian
East Renfrewshire
Falkirk
Fife
Inverclyde
North Lanarkshire
Orkney
Scottish Borders
Shetland
South Ayrshire
**South Lanarkshire
 (Healthy n Happy)**
Stirling
West Lothian



CYCLING SCOTLAND CONFERENCE



“89% STATED THAT THE OVERALL EVENT WAS GOOD OR EXCELLENT AND 88% WOULD ATTEND AGAIN.”

Cycling Scotland's Conference in 2014 took place, for the first time, over two days. Day 1 featured study tours and a civic reception while Day 2 was at the iconic Sir Chris Hoy Velodrome in Glasgow. The conference brought together 200 active travel professionals, campaigners, volunteers and national and local politicians alongside a range of speakers, to learn from each other and network to help support cycling in Scotland and beyond.

On Day 1 over 80 people participated in study tours including; the Next Bike Scheme in Glasgow, Connect2 Glasgow project, South West Community Cycles, Cycling and the legacy of the Commonwealth Games, the A81 Bears Way infrastructure project and an integrated transport tour in conjunction with Calmac Ferries and Scotrail. Another first was an evening reception hosted by Glasgow City Council with over 60 guests in attendance.

Chairing the event on Day 2 was Philip Darnton, Chairman of the Bicycle Association. Speakers included: Andrew Montague, former Lord Mayor of Dublin; Joan Aitken, Transport Commissioner

for Scotland; Alastair Dalton, Scotsman Journalist and Claudia Beamish MSP; Cllr Frank McAveety, Glasgow City Council; Cllr Archie Graham, Glasgow City Council; David Middleton, Transport Scotland; Keith Irving, Cycling Scotland and Will Tyler, Scottish Government. There were also workshops on Building a Cycle Friendly Environment, Cycle Friendly Strategies, Cycling in the Community, Bikeability and Beyond and Integrated Transport and Cycling.

Feedback was, as previous years, very positive with 89% stating that the overall event was good or excellent and 88% indicating that they would attend again.

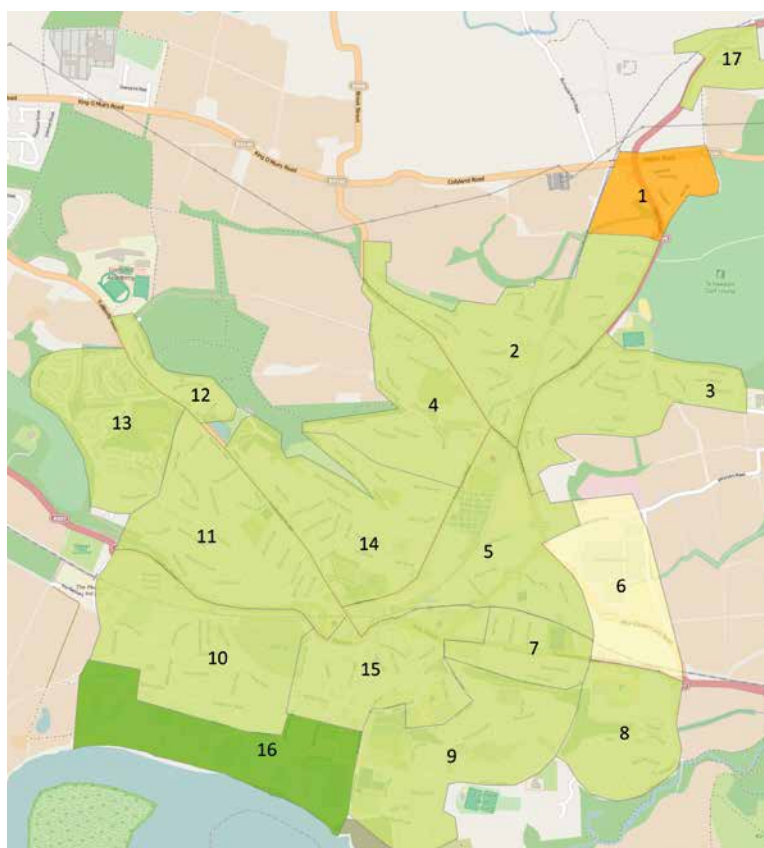
CYCLING POTENTIAL

Throughout 2014/15 Cycling Scotland has been working with Steer Davies Gleave and Clackmannanshire Council to develop a Cycling Potential methodology. The aim of the Cycling Potential project is to use a wide selection of available data to examine an area and establish which sections of that area have a higher likelihood of increasing cycling levels with additional infrastructure, support and investment.

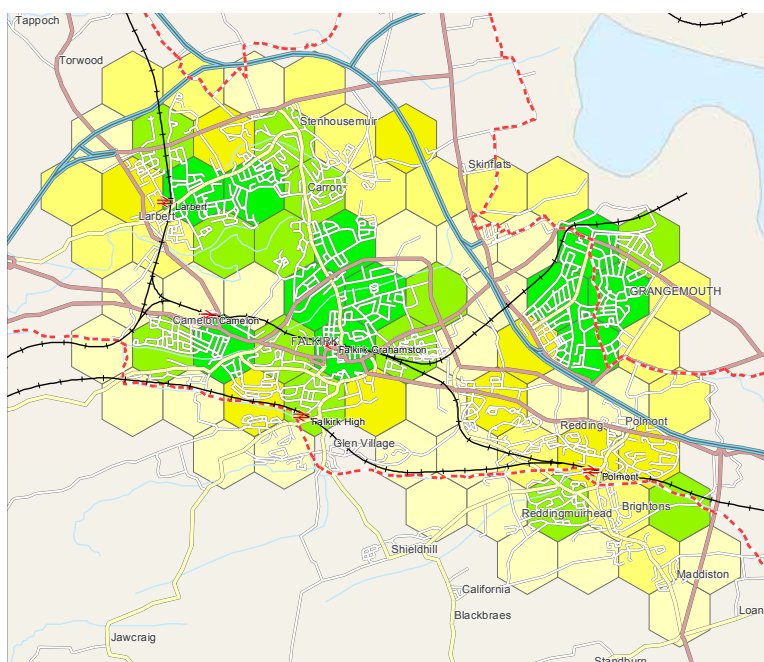
The Clackmannanshire pilot is based on work carried out by Steer Davies Gleave to examine the potential of urban areas with a population higher than 10,000 using a limited number of datasets. Cycling Scotland has used this base methodology and built upon it to produce the Clackmannanshire pilot.

There are four modules within the pilot; environment, schools, tourism and development. Each of these modules has unique datasets and weightings in order to establish cycling potential.

The results of all of these modules are weighted depending on what the local authorities deem most important in their area. Once the cycling potential has been calculated, it is used to produce interactive mapping. Following the completion of the Clackmannanshire pilot, Cycling Scotland plans to further develop the project with new partners.



Example of cycling potential, Alloa



Example of cycling potential, Falkirk - Steer Davies Gleave

Cycling Potential Modules

- Environment
- Schools
- Tourism
- Development

LEGACY CYCLE PARKING

LEGACY CYCLE PARKING

The Commonwealth Games Commemorative Cycle Stands were launched by the First Minister Alex Salmond on 2nd August 2014. He gave a commitment that every medallist would receive a cycle stand in the colour of each medal they won. In all, 78 medals were awarded and athletes were asked to nominate a site in Scotland for their individual stand.

The Commemorative Cycle Stands are being installed by Cycling Scotland along with Sustrans Scotland and Transport Scotland. The stands form part of the Legacy 2014 Active Travel Programme which aims to encourage people of all ages to take the first steps towards an active, healthier lifestyle. In addition to the Commemorative Cycle Stands, Cycling Scotland partnered with Sustrans Scotland and Transport Scotland to deliver a further 130 stands to Scottish workplaces, universities, colleges and schools.

Stands have been installed across Scotland from Dumfries to Shetland. With many athletes requesting train station locations, Cycling Scotland has also worked with Abellio to deliver additional cycle parking spaces as a celebration of the Glasgow 2014 Commonwealth Games.



Minister for Transport and Islands Derek Mackay, MSP, with Louise Haston and Jen McIntosh



Euan Burton with staff and pupils from Pencaitland Primary School



20

PROFESSIONAL DEVELOPMENT COURSES, CYCLE INFRASTRUCTURE ADVICE, SATIN

TRANSPORT SCOTLAND CONFEDERATION ALBA

social media icons cycling.scot

Cycling Scotland

CYCLING SCOTLAND SCOTTISH CHARITY NO. SC029760

PROFESSIONAL DEVELOPMENT COURSES

CYCLING SCOTLAND PRESENTS A SUITE OF FREE COURSES DESIGNED TO HELP MAKE CYCLING MAINSTREAM THROUGH A STRUCTURED PROGRAMME OF CPD ACCREDITED LEARNING.

COURSES STARTING IN NOVEMBER 2015

FIND OUT MORE, CALL CYCLING SCOTLAND ON 0141 229 5350
EMAIL [INFO@CYCLING.SCOT](mailto:info@cyclingscot.org) OR BOOK ONLINE AT [WWW.CYCLING.SCOT](http://www.cyclingscot.org)

CPD CERTIFIED The CPD Certification Service

PROFESSIONAL DEVELOPMENT COURSES

Cycling Scotland's professional development courses, Making Cycling Mainstream, have been revised, restructured and CPD Certified.

The new course content and structure has been done in consultation with local authorities, RTPs, community groups and previous course participants. Our new professional development offer allows participants to take a stand-alone course or move through a progressive learning path towards practitioner level. The three learning streams are: **Planning & Design, Behaviour Change and Policy, Strategy and Monitoring.**

CYCLE INFRASTRUCTURE ADVICE

Cycling Scotland continues to offer free Cycle Infrastructure Advice with over 90 hours provided to clients throughout Scotland. The advice has ranged from on-road solutions including contra-flow cycling, 20mph speed limits, the use of cyclists dismount signs to off-road solutions for mountain bike tracks, shared use signage and rural networks. To learn more about the service please contact Cycling Scotland at info@cyclingscot.org.

SATIN

To support the cycle infrastructure advice service Cycling Scotland is involved in the Scottish Access Technical Information Network (SATIN). The network brings together practitioners who work on active travel and shared use networks. The website www.satinsonline.org continues to support the above network and the dissemination of information.



TRANSPORT PLANNING AND ENGINEERING

Transport Planning and Engineering (TP&E), Cycling Scotland's social enterprise consultancy, has enjoyed a great year with a variety of work improving facilities for those travelling by bike and by foot throughout Scotland. Profit made from completing these exciting projects is invested back into cycling through Cycling Scotland led projects.

TP&E has continued to design and manage the construction of cycling and walking facilities, with a highlight being the opening of our first designed segregated cycle route in East Dunbartonshire, the Bears Way. Phase one of this three phase project opened during July 2015. TP&E engineer, Tom A'Hara led the design of the route and managed the contractor on site, prior to heading off to Los Angeles to coach the Team GB Special Olympics Cycle Team.



Tom A'Hara (right) with East Dunbartonshire's Cllr Moir and the GB Special Olympics cycle team



Community

FEASIBILITY, DESIGN AND PROJECT MANAGEMENT

Our new engineer, Karlene Doherty, joined the team in December 2014 and delivered improved shared use links between Drymen and Balmaha. In addition, Karlene progressed an exciting project between St Fillans and Lochearnhead by engaging with all 26 landowners to continue the development of the link between the two communities. This has culminated in the design of a 3km section to be constructed by the end of March 2016.



Local Authority

ARGYLL & BUTE DESIGN AND PROJECT MANAGEMENT

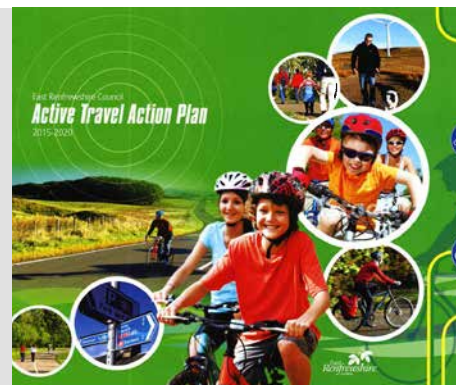
TP&E continued to work with Argyll and Bute Council with the team's engineering technician Campbell McCall managing the delivery of improvements throughout the council area including the esplanade in Dunoon and important links to improve access to railway stations to accommodate school pupils travelling by bike to Oban on the train.



Local Authority

EAST RENFREWSHIRE ACTIVE TRAVEL ACTION PLAN

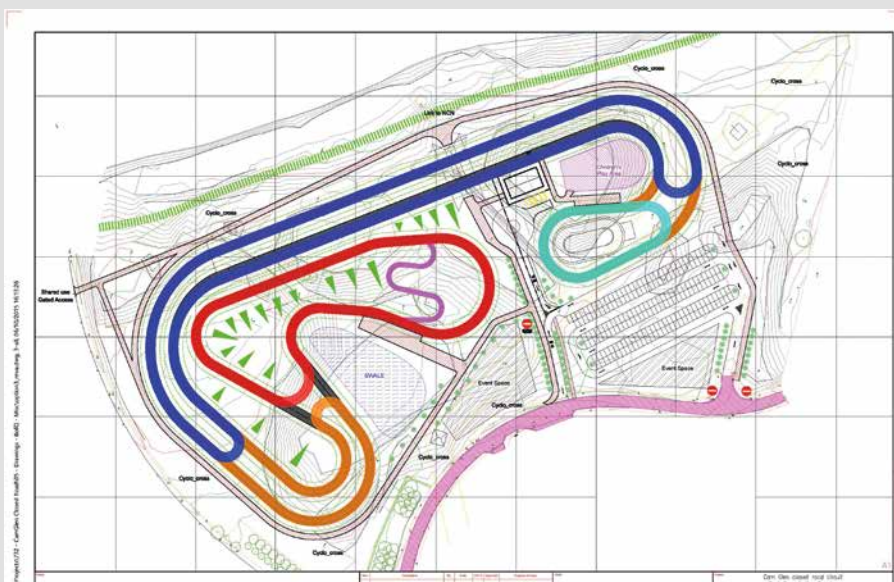
Whilst overseeing the projects for TP&E, Peter Leslie completed the East Renfrewshire Active Travel Action Plan in partnership with Scott Gibson of East Renfrewshire Council. This is a document to be used by the council to guide its next five years of development. East Renfrewshire Council has, like many local authorities in Scotland, a mix of urban and rural areas. Therefore, the action plan creates five strategic routes and key actions to permit the delivery of an increase in walking and cycling throughout the council area.



Community

CLOSED ROAD CYCLE CIRCUIT MASTERPLAN

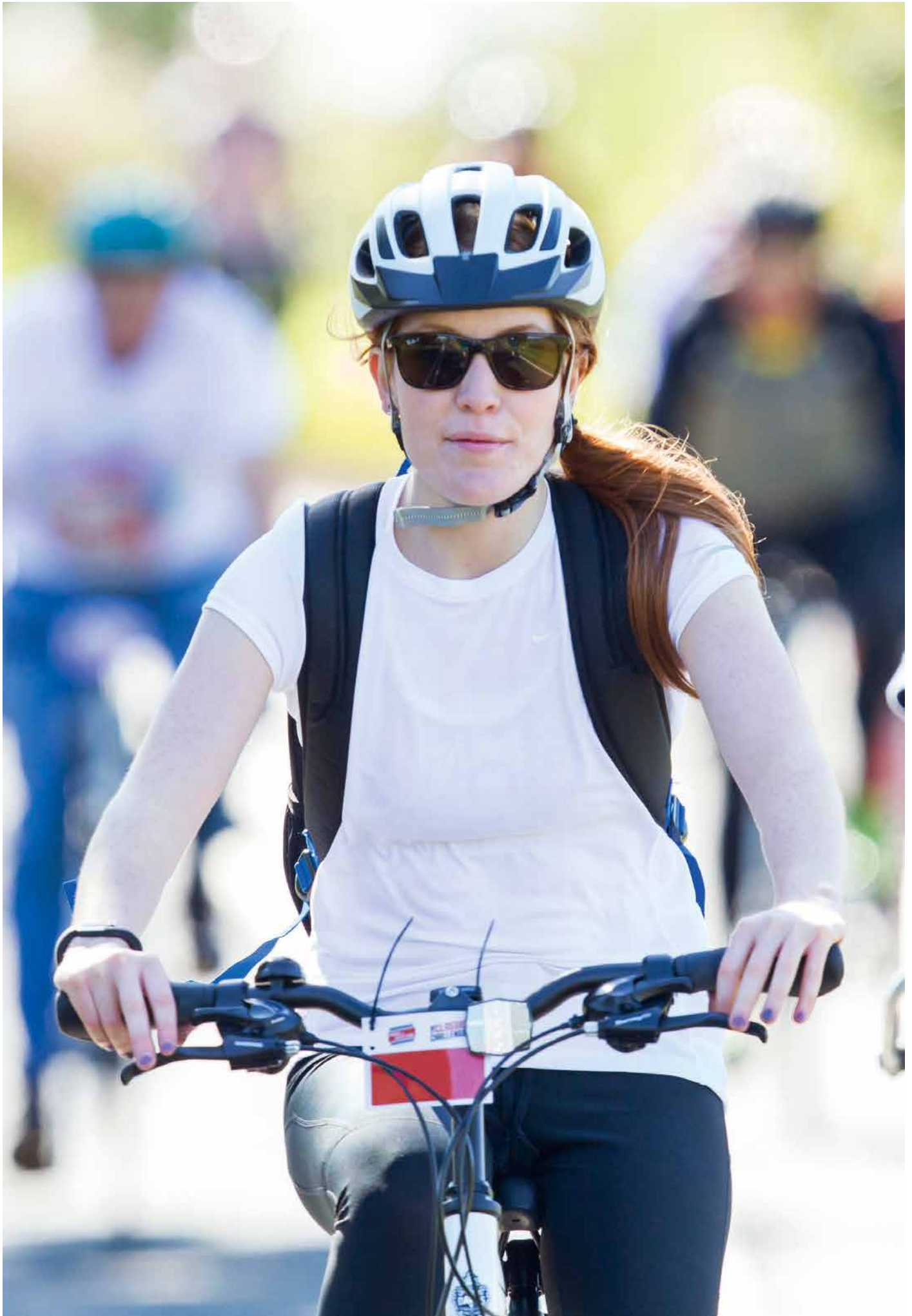
The diverse nature of TP&E's work has been highlighted through the completion of a master planning report for the delivery of Scotland's first purpose built closed road cycle circuit. Based in Cambuslang, the client group required TP&E to design the closed road circuit to meet National standards, whilst also functioning as a training facility for West of Scotland cycle clubs and providing others with the opportunity to enjoy cycling.



“ TP&E were commissioned to undertake the feasibility study for a prospective national closed road cycle centre in Cambuslang by a partnership group comprising Cambuslang Community Council, CamGlen Bike Town (Healthy n Happy Community Development Trust), East Kilbride Road Club, South Lanarkshire Council and South Lanarkshire Leisure & Culture. TP&E produced an excellent study, combining technical expertise with consultation of the cycling community, and they demonstrated a level of commitment that went far beyond the brief.”

John Bachtler, Cambuslang Community Council

TP&E has enjoyed supporting the development of active travel and cycling within Scotland. 2016 is already due to be a busy year with phase 2 of the segregated cycle facility linking Milngavie and Bearsden to be constructed. These projects continue to allow TP&E to support the vision of Cycling Scotland. To contact TP&E please email peterleslie@tpande.org.



VISION, MISSION, VALUES, CHARITABLE OBJECTS

VISION

**A SUSTAINABLE,
INCLUSIVE
AND HEALTHY
SCOTLAND
WHERE ANYONE,
ANYWHERE CAN
ENJOY ALL THE
BENEFITS OF
CYCLING.**



MISSION

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

VALUES

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

Collaborative

Inclusive

Professional & evidence-driven

Ambitious

Sustainable

CHARITABLE OBJECTS

(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.

CONSTITUTION, STRUCTURE AND STAFF

Cycling Scotland is constituted under the companies act and is a registered Scottish charity (SC029760).

Cycling Scotland is governed by a board of directors with a wide range of professional and cycling experience. The operations of the organisation are managed by the Chief Executive. The team at Cycling Scotland is comprised of a core staff of 21 officers with extensive cycling, training, promotions, administrative and engineering experience.

Cycling Scotland is a membership organisation. At present there are 41 member organisations; shown on pages 6 and 7. The membership appoints Directors to the Board for a fixed term.

PARTNERSHIP WORKING AND PARTNER ORGANISATIONS

ASSOCIATIONS AND PARTNERSHIPS

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. Below is a figure outlining some of these key partnership groups.

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 in the tables across.



PARTNERSHIPS

ACTIVE LIVING	EDUCATION & TRAINING	COMMUNICATION & EVENTS	INFORMATION AND GUIDANCE	LEISURE TOURISM & ACCESS
Cycling and Young People Group (S)	Bikeability Scotland Delivery Group (S)	Pedal for Scotland (S)	Annual Ministerial Cycling Summit	Bike Events Scotland (S)
National Cycle Interests Group	UK Cycle Training Standards Board	Walking, Cycling, Connecting Communities Conference	Cycling Action Plan for Scotland Delivery Forum (S)	Bike Week
Scotrail Cycle Forum			Scottish Access Technical Information Network (SATIN)	Developing Mountain Biking in Scotland (SMBDC)
			Scottish Parliament Cross Party Group on Cycling (S)	National Cycle Tourism Forum
			CAPS Delivery Forum Sub-group on Monitoring (S)	

(S) Groups in which Cycling Scotland is the secretariat

PARTNERSHIP ORGANISATIONS

CYCLING SCOTLAND PROJECT DELIVERY PARTNERS			
Bike Hub	CTC, Cyclists Touring Club	The Bike Station	Eco Schools
Forestry Commission Scotland	Education Scotland	Living Streets	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
Sustrans	Transport Scotland	VisitScotland	Volunteer Development Scotland
FORUM & WORKING GROUP PARTNERS			
SCOTLAND			
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	
UK			
The Association of Bikeability Schemes (TABS)		Bike Week	

CYCLING SCOTLAND PERFORMANCE FRAMEWORK

The following pages show Cycling Scotland's performance against KPIs for the financial year 2014/15

FINAL 2014/15

Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
ACTIVE LIVING					
CYCLING AND SCHOOLS					
403 Cycle Friendly Schools	Cycle Friendly Schools is a programme that seeks to create a cycling culture within Scottish primary schools. The Award recognises schools that provide a good standard of infrastructure such as bike parking and lockers, national standard cycle training and promotion.	1	Number of Cycle Friendly Schools: (Cumulative)	45 (266)	46 (267)
			Number of pupils covered by Award	53,400	77,066
444 Cycling Scotland School Camps		32	Number of secondary schools pupils involved with CS Camps	32	61
			Number of Schools	10	14
508 Cycle to School Campaign	A media campaign to get more children cycling to school by targeting parental attitudes about the safety of cycling. Cycle Friendly Zones around schools carry messaging for drivers to give children space and consideration.	2	Number of local authorities engaged in partnership	10	14
ACTIVE LIVING					
CYCLING AND SCHOOLS					
442 Cycle Friendly Campus	The Cycle Friendly Campus Award is aimed at encouraging and supporting colleges and universities across Scotland to take a leading role in increasing the number of students, staff and visitors traveling by bike. The award will focus on encouraging and enabling students to make regular journeys to, from and around campus. by bike.	31	5 Pilot sites in year 1	5	5

FINAL 2014/15

Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
ACTIVE LIVING					
CYCLING AND WORK					
406 Cycle Friendly Employer	Cycle Friendly Employer is a programme that encourages active travel by commending workplaces that provide facilities, incentives and encouragement for staff cycling to work.	3	Number of workplaces covered by the Award	40 (227)	58 (257)
			Number of employees covered by Award	18,000 (101,700)	33,875 (121,003)
441 Adult Cycle Training	Essential Cycle Skills creates opportunities for adult cyclists to access National Standard cycle training. This can be facilitated through Cycle Friendly Employers.	4	Number of adults accessing training	2,000	85 practical and 3195 app downloads
COMMUNITY CYCLING					
409 Cycle Friendly Communities	A project that supports local community cycling projects which are innovative, deliver health gain, support the community and encourage cycling by awarding grants of up to £6,000.	5	Number of projects supported	14	14
			% of case studies generated from previous year's projects	80%	88%
EDUCATION AND TRAINING					
WORKFORCE DEVELOPMENT					
411 Let's Ride	Partnership project to improve and increase access to cycling activities. This is a 1-day course aimed at those who will be leading groups through a variety of rides on pre-planned risk assessed routes within their local area, usually as part of a larger project.	7	Number of local led ride programmes; Cumulative	15 (53)	49 (102)
			8	Number of trained CRLs (baseline of 120 Sept 2010)	100 (440)
439 Cycle Patrol	A 2-day course for staff who could make extensive use of the bicycle to enhance their current patrol duties. Staff who may benefit from such training are Park Rangers/Wardens, Path Rangers, Countryside Rangers or a separate but similar course is provided.	9	Numbers trained on Cycle Patrol	45	16

FINAL 2014/15

Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
EDUCATION AND TRAINING					
WORKFORCE DEVELOPMENT					
421 Bikeability Scotland	Training figures are subject to review following pooling of data by National Standards and Delivery Group. National targets will be determined by this group.				
	Multi-level training programme offered to school age children across Scotland. Aligns to the UK National Standard.	10*	percentage of Scottish primary schools delivering Level 2 National Standard Training	37% against new baseline	37.40%
	Number of local authorities delivering multi -level National Standard Training.	11	Number of local authorities delivering multi -level National Standard Training.	25	26
		12	Number of candidates achieving 4 day Cycle Trainer qualification	150 (1026)	119(1067)
			Number of candidates achieving 1 day Cycle Training Assistant certificates	700 (2920)	976 (3208)
CYCLIST PROGRESSIONS					
407 Go Mountain Bike	A mountain bike proficiency scheme that covers 4 themes and 5 levels of proficiency. Designed to give people the confidence and skills to make off-road journeys.	13	Number of accredited centres	40	21
			Number of people trained on scheme	1000 (4000)	1065 (4143)
INFORMATION AND GUIDANCE					
MONITORING AND EVALUATION					
201 National Assessment of Local Authority Cycling Policy	The National Assessment is a qualitative assessment of local authority cycling policy. The purpose of the study is to encourage an organisational culture that ensures cycling becomes a realistic travel and leisure choice for the travelling public.	14	Cycling Scotland will conduct and publish the results of a national assessment of the cycling policy and practice of Scotland's local authorities	N/A in 2014/15	N/A in 2014/15

FINAL 2014/15

Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
INFORMATION AND GUIDANCE					
MONITORING AND EVALUATION					
209 Monitoring and Developing Cycling in Scotland	An initiative to establish accurate baseline figures for cycling levels across Scotland.	15	Produce a report annually on a suite of national indicators to inform the national picture of cycling participation	1	1
ENGINEERING GUIDANCE					
320 Cycle Infrastructure Advice	Provide support and advice to local authorities and similar organisations in good practice for on and off road cycle infrastructure.	16	Cycling Scotland will provide a dedicated staff resource (recorded in hours) to provide technical guidance on on-road engineering	90	92
324 SATIN - Scottish Access Technical Information Network	A forum to exchange good practice, store, disseminate and share information between those delivering outdoor access and active travel infrastructure in Scotland.	17	Active members of SATIN website	100	130
MAKING CYCLING MAINSTREAM (MCM)					
422 Making Cycling Mainstream	Making Cycling Mainstream is a set of professional development workshops aimed principally at technical staff within local authorities and other agencies. These interactive courses delivered by a range of technical experts will give staff useful skills.	18	Number of attendances by practitioners, students and professionals (e.g., consultants) at MCM workshops (Cumulative)	240 (895 since March 2009)	162 (716)
COMMUNICATION					
EXTERNAL AND MEDIA RELATIONS					
510 Corporate Communications	We will conduct communications and marketing activity to highlight the benefits of cycling. This will promote the many opportunities throughout the year to get involved in cycling events and activities. We have expanded the range of measures for this area.	20	Opportunities to see	35,000,000	43,290,509
			Advertising value equivalent	£450,000	£560,893.55
			PR value	£1,500,000	£1,682,815.61

FINAL 2014/15					
Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
COMMUNICATION					
EXTERNAL AND MEDIA RELATIONS					
505 Online Activity	Websites include the Cycling Scotland main site, Bike Events Scotland, Riderz and Pedal for Scotland.	21	Number of website hits	300,000	460,063
504 Newsletter	We will produce print materials to provide news and updates on cycling in Scotland as well as the progress of our and our partners key initiatives.	22	Newsletter distribution figure	25,000	37,114
CORPORATE COMMUNICATIONS					
219 Cycling Policy	We will produce position papers outlining the benefits that cycling can bring across key policy areas. We will contribute responses to consultations on key Scottish and Local Government Policies and Strategies.	23	Number of position papers, evidence papers and key consultation responses produced	10	12
214 Cycling Scotland Conference	The Conference provides an opportunity to highlight and share best practice and innovation in cycling, promote work happening in Scotland and abroad and provide a networking opportunity for key stakeholder groups.	24	Number of conference delegates	225	200
CONFERENCE					
221 Active Travel Conference	Cycling Scotland is a key partner in this conference promoting the use of active travel alongside other key stakeholder groups.	25	Number of conferences delivered alongside key stakeholders to be set by consensus of project partners	N/A in 2014/15	N/A in 2014/15

FINAL 2014/15

Projects	Description	KPI Number	KPI/Reporting Measure	Targets 2014/15	Actual 2014/15
LEISURE, TOURISM AND ACCESS					
EVENTS					
513 Bike Events Scotland	The National Events Website provides all agencies in Scotland that post cycle events to the web with a central point to post event details, meaning users only need to look at one site instead of many. Cycling Scotland developed and hosts the site, adds	26	Number of cycling events listed	420	221
544 Bike Week	Bike Week is a UK-wide cycling festival made up of around 1500 events organised independently by a wide range of organisations including local authorities, charities and cycle/health promotion groups. Cycling Scotland promotes the event in Scotland.	27	'Event organisers seminar' delegate numbers *Directed by UK Bike Week and assisted by CS	90	Bike Week seminars replaced by Bike Week Youtube Videos. 223 youtube video views.
		28	Number of registered events	300	305
543 Pedal for Scotland	Pedal for Scotland is Scotland's biggest mass-participation bike ride. There a number of different levels of ride to allow cyclists of all abilities to take part. The event demonstrates the significant distances that can be achieved by bike in a short time.	29	Overall participants	18,000	10622
			Challenge ride participants		6,465
			Sportive ride participants		688
			Edinburgh family ride participants		483
			Edinburgh Circular ride participants		145
			Glasgow family ride participants		2,141
			Aberdeen family ride participants		371

CAPS ACTION TABLE

The following table shows the 19 actions from the refreshed Cycling Action Plan for Scotland published in June 2013, along with the key partners responsible for delivering the actions, the expected outcomes and timescales, monitoring indicators and resources required.

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
LEADERSHIP & PARTNERSHIP				
<p>1. Establish an annual national cycling summit involving the Minister for Transport and Heads of Transportation and relevant Committee Convenors to lead delivery and gauge progress</p>	<p>Transport Scotland (lead), COSLA and LAs</p>	<p>Strong engagement in CAPS to provide a steadily growing momentum for delivery work</p>	<p>See Actions 18 & 19</p>	<p>City of Edinburgh has offered to host in 2013; could rotate the host authority.</p>
<p>2. Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work</p>	<p>LAs, with RTPs; Cycling Scotland, Transport Scotland</p>	<p>Cycling strategies in place for all local authority areas and/or travel-to-work regional areas, by 2015.</p>	<p>Number of strategies in place and being implemented</p>	<p>LAs/ RTPs; Transport Scotland resourcing in 2013/14 and 2014/15 to support a central resource to work across all LAs (with RTPs) to assist the development of cycling/active travel plans</p>
<p>3. Continue to promote a national training programme on cycling integration 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, Cycling by Design cycle guidance and Smarter Choices, Smarter Places (SCSP) good practice</p>	<p>Cycling Scotland (lead), Sustrans, Transport Scotland</p>	<p>Improved integration of cycling considerations into operational and strategic delivery in local areas.</p> <p>Develop a SCSP best practice module for delivery by stakeholders or Transport Scotland</p>	<p>Number of delegates trained</p>	<p>Current Scottish Government grants to Cycling Scotland; LA resourcing</p>
INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY				
<p>4. Continue to develop and maintain community links - i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) - particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces</p>	<p>LAs, with Sustrans, RTPs, community groups, Transport Scotland</p>	<p>Steady growth in the quantity and quality of infrastructure to support active travel.</p>	<p>Physical data on km of cycle routes in place. Quality of routes and public realm, measured against planning policy and design guidance.</p> <p>Number of users measured by static counters.</p> <p>National indicator for all journeys by active modes</p> <p>Cycling Scotland's National Assessment of LA delivery approaches</p>	<p>SG capital grant to Sustrans and to LAs through Cycling, Walking & Safer Streets. LAs' own budget allocations</p>

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY				
<p>5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism</p>	<p>Sustrans with partners including LAs, Forestry Commission, Scottish Canals, Visit Scotland, Cycle Tourism Forum</p>	<p>Steady growth in the quantity and improvement in the quality of infrastructure to support an increase in active travel</p>	<p>Physical data on km of cycle routes in place, quality of routes and public realm measured against planning policy and design guidance. Number of users on cycle routes</p>	<p>SG grant to Sustrans - Transport Scotland funding for Oban to Inverness NCN project.</p>
<p>6. Develop better integration with public transport through working in partnership with interests such as rail and bus/coach operators and RTPs</p>	<p>Transport Scotland (lead), RTPs, rail and bus operators / representative bodies (e.g., Confederation of Passenger Transport) Sustrans (for access to and from stations)</p>	<p>Improved links through promoting improved cycling routes to transport hubs and bike parking; potentially enhanced carriage of bikes (especially for rural transport)</p>	<p>National indicator on all journeys to work by active and public transport Perceptions of public transport</p>	<p>Public transport operator contributions; LA / SG funding for facilities development;</p>
<p>7. Establish and develop the Cycle Hub at Stirling Station as a pilot in 2013-5 and evaluate it for potential wider roll-out at other railway stations</p>	<p>Forth Environment Link (lead), Transport Scotland, First ScotRail, Stirling Council, Sustrans</p>	<p>Cycle Hub launched in May 2013 with on-going customer monitoring and evaluation to develop the services at the Hub and inform possible future developments elsewhere.</p>	<p>Number of visitors to the Hub Increase in uptake of cycle parking at the station Local cycle count data</p>	<p>SG funding running costs in 2013/4-2014/5 with contributions from all partners for improved infrastructure links and promotion</p>
<p>8. Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country, especially from the City of Edinburgh Council's pilot scheme (as well as from related initiatives such as Sustrans' 'Street Design')</p>	<p>LAs, with partnership work by with Transport Scotland, Sustrans</p>	<p>Improved road safety to encourage greater participation in active travel</p>	<p>Reductions in cyclist and pedestrian KSI (killed & seriously-injured) statistics</p>	<p>LA budgets; SG grant-funding to Sustrans (Street Design projects) and to LAs through CWSS funding</p>
<p>9. Develop and deliver a Mutual Respect Campaign for all road users, complementing the existing Give Me Cycle Space campaign aimed at drivers</p>	<p>Cycling Scotland (lead) with input from the Vulnerable Road Users Forum and LAs for delivery and promotion of the project</p>	<p>Launch of the Mutual Respect Campaign due later in 2013.</p>	<p>Reduction in KSIs in all modes, but specifically for cyclists and pedestrians</p>	<p>SG funding to Cycling Scotland with LA resourcing for implementation</p>

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
PROMOTION AND BEHAVIOURAL CHANGE				
<p>10. Continue the roll-out of Bikeability Scotland training through schools, steadily expanding participation, particularly in on-road training. Develop and promote support for this, including volunteer-led delivery and parental involvement.</p>	<p>Bikeability Scotland Delivery Forum (lead), Cycling Scotland; LAs, schools</p>	<p>Resources and training available to all LAs to enable 100% of pupils in the relevant cohorts to access on-road Bikeability training by end of 2015</p> <p>More children cycling, e.g., to school</p>	<p>Numbers of participating schools</p> <p>Numbers of pupils receiving on-road training</p> <p>Number of volunteers supported and trained</p> <p>Hands Up Scotland data on school travel</p>	<p>SG grant funding to Cycling Scotland for Bikeability delivery (including volunteer support); LA budgets</p>
<p>11. Develop adult cycle training resources, building on Bikeability Scotland, including an essential skills module as a pilot for potential roll-out nationwide.</p>	<p>Cycling Scotland (lead), working with bike retailers</p>	<p>Increase the number of outlets offering adult training</p>	<p>Number of participants taking up new resource</p>	<p>Current SG funding to Cycling Scotland</p>
<p>12. Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities</p>	<p>Cycling Scotland and Sustrans (lead)</p>	<p>Increase in number of community events and projects</p>	<p>Project participation and local area cycling modal shares etc</p>	<p>Current SG funding for Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund and the Active Fund</p>
<p>13. Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3</p>	<p>Sustrans and Cycling Scotland (lead), LAs</p>	<p>More children cycling</p>	<p>Hands Up Scotland Survey results in I-Bike Schools and number of Cycle Friendly Secondary Schools (CFSS)</p> <p>iBike evaluation data</p>	<p>Current SG funding for I-Bike officers to Sustrans and to Cycling Scotland for CFSS</p>
<p>14. Promote cycling for young people more broadly for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides</p>	<p>Cycling and Young People Group (lead), Cycle Tourism Forum, NHS professionals</p>	<p>More young people participating in all forms of cycling</p>	<p>Delivery body data, e.g.,</p> <ul style="list-style-type: none"> • membership of clubs • number of cycling events held 	<p>SG funding to Cycling Scotland; LA / Health board budgets</p>

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
PROMOTION AND BEHAVIOURAL CHANGE				
<p>15. Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation (e.g., for taster cycling sessions). Sign-post community groups to sources of funding through Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund, Junior CCF</p>	<p>Cycling Scotland (lead), community groups, Transport Scotland / Scottish Government</p>	<p>Increased accessibility to bikes Increase in number of community cycling events</p>	<p>Numbers of trips on NCN number of children and adults accessing training number of children/ adults using Bike Library</p>	<p>SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund</p>
<p>16. Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning etc)</p>	<p>Cycling Scotland, Healthy Working Lives, Sustrans (leads), employers</p>	<p>Increase in commuting to work by bike</p>	<p>Number of CFEs Number of employees working in a CFE Number of Bike to Work schemes on offer SHS increase in cycling to work</p>	<p>Current SG grants to CS and Sustrans EST loan fund for employers</p>
<p>17. Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.</p>	<p>Transport Scotland (lead) Cycling Scotland, Sustrans, LAs</p>	<p>Increase in active travel in all areas</p>	<p>SHS increase in active travel and public transport use</p>	<p>Transport Scotland resourcing; local authority delivery budgets</p>
<p>18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation</p>	<p>Cycling Scotland (lead), SG, Sustrans, Paths for All</p>	<p>Available data collated and presented to inform the national picture of cycling participation</p>	<p>see Annex G</p>	<p>Transport Scotland; SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation</p>
<p>19. Develop local monitoring, using data from local cycle counts and surveys etc, with support from key delivery bodies to develop a coordinated approach to data collection</p>	<p>LAs with Cycling Scotland and Sustrans</p>	<p>More robust local data collected which can contribute to the 10% shared vision</p>	<p>Cycling Scotland's National Assessment and Sustrans cycle counter data collection, including the new cycle counters project</p>	<p>SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation; SG funding in 2012/3 for local cycle counters</p>

BOARD MEMBERS



BILL WRIGHT

CHAIR

Bill is the chair of Cycling Scotland. Bill is a financial planner and was a board member of Sustrans before joining the board of Cycling Scotland. Bill became Chairman in 2007.

IAN AITKEN

DIRECTOR

Ian oversaw the establishment of Bikeability in Scotland and grew Pedal for Scotland from 1,000 to well 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 on 17th July 2006.

MAUREEN KIDD

DIRECTOR

Maureen, formerly the physical activity lead at NHS Health Scotland, is currently completing PhD research at Glasgow University to investigate the legacy impact of Glasgow 2014 on young people.

STUART KNOWLES

DIRECTOR

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

JOHN LAUDER

DIRECTOR

John Lauder has been Director of Sustrans Scotland since 2005, during which time it has grown substantially, both in terms of government funds under its management and the role it plays nationally.

ALAN MALCOLM

DIRECTOR

Alan is a chartered civil engineer and former Senior Depute Director of Land Services with Glasgow City Council. He is an appointed member of Strathclyde Partnership for Transport.

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.

KAREN FUREY

OBSERVER

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

STAFF MEMBERS

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

SENIOR DEVELOPMENT OFFICER

Christopher manages Cycling Scotland's Education and Behaviour Change programmes, which include Bikeability Scotland, Cycle Friendly programmes and Quality Assurance.

NATHAN KACZMARSKI

SENIOR COMMUNICATIONS OFFICER

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

LINDA PETERS SENIOR FINANCE OFFICER

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

MARK HUGHES POLICY OFFICER

Mark is responsible for the National Assessment of Local Authority Cycling Policy and the Cycling Scotland Conference. Mark is the key contact regarding the Cycling Action Plan for Scotland (CAPS) and has developed Cycling Scotland's professional training courses.

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 pilot project with Clackmannanshire Council.

GORDON REID EVENTS OFFICER

Gordon is Pedal for Scotland's Event Manager, and is responsible for Cycling Scotland's events programme including Bike Week and the Bike Events Scotland website.

VICKY TIBBITT COMMUNICATIONS OFFICER

Vicky provides Communications and PR support across all of Cycling Scotland's projects including social media and website management. Vicky is responsible for the delivery of the Give Everyone Cycle Space campaign.

KATIE WRIGHT MARKETING & DEVELOPMENT OFFICER

Katie is responsible for the marketing and promotion of Cycling Scotland's projects, specifically Pedal for Scotland. She also manages the organisation's websites and social media channels, and provides communications and PR support when required.

SHONA MORRIS DEVELOPMENT OFFICER

Shona is responsible for the delivery of the Cycle Friendly Community Award and associated development grants, Cycle Friendly and Sustainable Communities Fund, Cycle Ride Leader programme and Workplace Social Rides.

PAUL WRIGHT DEVELOPMENT OFFICER

Paul is responsible for the delivery of the Cycle Friendly Campus Award and Early Years Cycle Training. He also provides support to other active living projects.

WILLIAM WRIGHT DEVELOPMENT OFFICER

William Wright is responsible for the delivery of the Cycle Friendly School Award, Cycling Scotland School Camps and the Practical Cycle Awareness Training programme.

HELEN ROTHWELL SCHOOLS OFFICER

Helen coordinates the Bikeability Scotland programme, working with local authorities to ensure school children in Scotland receive multi-stage on-road cycle training in line with the national standards. Helen also supports the delivery of Give Everyone Cycle Space.

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.

MARK KIEHLMANN DEVELOPMENT OFFICER

Mark supports employers across Scotland to ensure staff achieve the benefits of cycling to and from work through the Cycle Friendly Employer Award programme and supported by Adult Cycle Training, Essential Cycling Skills and Cycle Patrol.

GARY BELL DEVELOPMENT OFFICER

Gary is currently on secondment with Paths for All as Smarter Choices Smarter Places Officer.

DEBBIE WATSON FINANCE ASSISTANT

Debbie is responsible for the administration of Cycling Scotland's finances.

KIRSTEN MCKENZIE OFFICE ADMINISTRATOR

Kirsten provides administrative support to the Cycling Scotland office and assists with all of the organisation's projects and initiatives.

TRANSPORT PLANNING AND ENGINEERING (TP&E)

PETER LESLIE SENIOR ENGINEER

Peter manages TP&E (Transport Planning and Engineering), the social enterprise engineering consultancy whose profits go back to promoting cycling. TP&E has designed cycle routes and infrastructure projects across Scotland.

TOM A'HARA ASSISTANT ENGINEER

Tom works alongside Peter to deliver sustainable transport engineering solutions with TP&E.

CAMPBELL MCCALL ASSISTANT ENGINEER

Campbell works alongside Peter Leslie and Tom A'Hara to deliver sustainable transport engineering solutions with TP&E.

KARLENE DOHERTY ENGINEER

Karlene joined TP&E in December 2014 and has been working alongside the rest of the team to successfully deliver several sustainable transport engineering solutions in her first year with the company.

FINANCIAL ACCOUNTS 2014/2015

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 27 August 2015 and can be obtained from the Secretary.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT AND STATEMENT OF FINANCIAL ACTIVITIES FOR THE YEAR ENDED 31 MARCH 2015

	UNRESTRICTED FUNDS		RESTR. FUNDS	2015 Total	2014 Total
	General	Designated			
	£	£	£	£	£
Incoming Resources					
From Generated Funds					
Trading Income	138,962	-	-	138,962	116,302
Voluntary Income	-	-	45,836	45,836	44,207
From Charitable Activities					
Scottish Government Grant	2,134,295	-	467,599	2,601,894	2,269,000
Education and consultancy	10,645	-	14,129	24,774	11,699
Marketing and event income	13,575	-	-	13,575	362,829
Other income	92,987	6,253	356,258	455,498	75,183
From Investment Income					
Bank interest	3,600	-	-	3,660	5,055
Total Incoming Resources	2,339,866	6,253	883,822	3,284,199	2,884,275
Resources Expended					
Charitable Expenditure					
Charitable Activities	2,320,893	1,523	873,409	3,195,825	2,942,665
Governance Costs	7,208	-	-	17,208	20,927
Other Resources Expended	1,765	6,821	-	8,586	7,745
Total resources expended	2,339,866	8,344	873,409	3,221,619	2,971,337
Surplus/(deficit) for the year and net incoming/ (outgoing) resources before transfers	54,258	(2,091)	10,413	62,580	(87,062)
Transfers	(20,000)	20,000	-	-	-

Net movement in funds for the year	34,258	17,909	10,413	62,580	(87,062)
Balance brought forward	229,582	68,647	4,224	302,453	389,515
Closing balance at 31 March 2015	263,840	86,556	14,637	365,033	302,453
Comprising:-					
Unrestricted Funds					
General	263,840	-	-	263,840	229,582
Designated Funds					
Designated Assets	-	1,850	-	1,850	8,671
Go Mountain Bike	-	14,706	-	14,706	9,976
Pension Deficit Reserve	-	70,000	-	70,000	50,000
Restricted Funds					
Pedal for Scotland Fund	-	-	16,587	16,587	4,224
Play on Pedals	-	-	-	-	-
Commonwealth Games Legacy Cycle Racks	-	-	-	-	-
Vulnerable Road User Awareness Training	-	-	(1,950)	(1,950)	-
	263,840	86,556	14,637	365,033	302,453

CYCLING SCOTLAND CONSOLIDATED BALANCE SHEET AT 31 MARCH 2015

	£	2015 £	£	2014 £
Fixed Assets				
Tangible assets		1,850		8,671
		1,850		8,671
Current Assets				
Debtors	70,002		222,798	
Cash at bank and in hand	1,182,213		1,205,209	
	1,252,215		1,428,007	
Creditors: Amounts falling due within one year	884,032		1,099,225	
Net Current Assets		368,183		328,782
Total Assets less Current Liabilities		370,033		337,453
Creditors: Amounts falling due after one year		5,000		35,000
Net Assets		365,033		302,453
Represented by:				
Unrestricted Funds				
General		263,840		229,582
Designated		86,556		68,647
Restricted		14,637		4,224
		365,033		302,453



FSC LOGO HERE

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