

Cycling Scotland

Annual report
& accounts
2019–20



1 Welcome

Welcome to Cycling Scotland's Annual Report 2019–20, providing an overview of the organisation's activity, progress and achievements and highlighting the success and benefits of some of the many projects we have delivered, funded and supported during the year.

2019–20 was the second year of the doubled investment in active travel by the Scottish Government and the Cycling Scotland staff team worked with Transport Scotland and a range of public, third and private sector partners to successfully get more people cycling than ever. We acknowledge, and are grateful for, the continuing support of our principal funder Transport Scotland and the revenue and capital funding which has enabled Cycling Scotland to develop and fund a growing portfolio of programmes and initiatives, enabling more people to cycle and supporting government policy objectives relating to improving health and wellbeing, inclusive economic growth and tackling inequalities and the growing climate emergency.

There was expansion in the reach of our Bikeability Scotland cycle training programme in schools, working with local authorities, and in our Cycling Friendly development award schemes for schools, universities, colleges, communities and employers.

The new social housing partnership fund, launched in spring 2019, funded improved cycle parking and other key facilities for tenants while 2019 also marked the 20th and final year of the Pedal for Scotland Classic Challenge Ride, as celebrated in last year's Annual Report. A legacy of a programme of local events aimed at getting more people cycling in more communities across Scotland will be launched next year, Covid-19 allowing.

We funded major research projects on cycling road safety issues and improving access to bikes for more people and we supported and celebrated with Comhairle nan Eilean Siar Western Isles Council on their Scottish Transport Award for increasing Bikeability Scotland delivery to every primary school. Our annual conference included the annual Cycling Champion of the Year award to Councillor Anna Richardson of Glasgow, awarded jointly by Cycling Scotland, Sustrans, Cycling UK and Scottish Cycling.

It was a record year for TP&E, the social enterprise consultancy originally established by Cycling Scotland which worked with councils, Scottish Canals, local communities, countryside and development trusts to take forward a wide variety of projects through inception, design and construction.

At a policy level, an independent review of the Cycling Action Plan for Scotland was carried out and a new Active Travel Framework was published. 2020 will be a pivotal year for everyday cycling. It marks the end of the timeline for the Scottish Government's current Cycling Action Plan for Scotland (CAPS) whilst the Covid-19 lockdown from March has seen cycling levels soar across the country. The opportunity and challenge for our organisation, working with our partners, is to sustain and keep expanding the number of people of all ages and backgrounds enjoying and benefitting from cycling, to assist in tackling the immediate challenges of transport in the Covid-19 era and the ongoing and ever-threatening climate emergency.

We undertook a mid-term review of our 2017–22 Strategy which resulted in a new statement of strategic priority: "Cycling Scotland exists to get more people cycling, ensuring health, economic and social inequalities are addressed as a result. We do this by leading and facilitating the design and delivery of high quality programmes to enable and encourage increased cycling by anyone, anywhere in Scotland. To sustain and support the sector, we serve as an influential centre of knowledge

and best practice for Scotland and we connect a range of voices to drive the case for cycling. To enable the achievement of our aims, we ensure we are a strong, sustainable and effective charitable organisation." This will drive us forward as we prepare to plan for our next strategy covering the period from 2022 and beyond.

Finally, we wish to acknowledge the contribution of all staff, our members and the Cycling Scotland Board, whose ongoing support and commitment is hugely appreciated. During 2019–20 Dr Maureen Kidd stood down as Chair of Cycling Scotland after three years in the role. Our grateful thanks to Maureen for her many contributions to the success and development of the organisation, providing supportive leadership and constructive challenge across all areas of our work and for her total focus, enthusiasm and commitment to the charity's mission and to improving the health and wellbeing of everyone in Scotland

Keith Irving, Chief Executive

Eric Guthrie, Chair



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£1m Funding to tackle inequalities

Over £1 million funding to support active travel in areas of deprivation, through the social housing fund

43,000

43,000 staff benefitting from Cycling Friendly Employer funding



National research projects into attitudes and behaviours around cycling, road safety and access to bikes

28  **216,000**

28 campuses with 216,000 students benefitting from our Cycling Friendly Campus programme



Over 3,700 people accessed Essential Cycling Skills training and resources



Over 600 people trained as Cycle Ride Leaders



A milestone number of 300,000 pupils trained through Bikeability Scotland was reached

320%

Increase of 320% in Practical Cycle Awareness Training delivered to professional drivers



Despite school closures, 20% of schools delivered Bikeability Scotland Level 2 on-road training

160  **→ 18**

160 locations across Scotland where we monitor cycle rates, working in partnership with 18 local authorities

48

48 community projects funded, to make cycling more accessible for everyone

TP&E
Transport Planning & Engineering

TP&E worked on 14 active travel infrastructure projects

497

497 early years staff trained as Play on Pedals instructors



Launch of the Active Travel Open Data portal, the home for active travel data in Scotland

24,000

24,000 secondary school pupils benefitting from Cycling Friendly support

52% → 66%

Recognition of getting 3 points on your licence for close passing increased by 14% after our Give Cycle Space campaign

3 Education & training

Bikeability Scotland



“Bikeability Scotland is a fantastic opportunity for children. Our pupils have the knowledge and confidence to be safer cyclists and, through this process, we have seen an increase in the number of children, and parents, who are choosing to cycle to school.”

Gayle Clarkson, Head Teacher, Mount Vernon Primary School



Despite school closures, 20% of primary schools in participating local authorities delivered Bikeability Scotland Level 2 on-road training

Bikeability Scotland is the national cycle training programme for school children, supporting the next generation of confident and responsible people travelling by bike.

The 2019–20 academic session saw the Bikeability Scotland programme pass the significant milestone of 300,000 pupils having participated since it began in 2010. This was recognised as part of a wider awareness raising communications campaign, including a promotional event with the Active Nation Commissioner for Scotland, Lee Craigie, at Mount Vernon Primary in Glasgow.

As schools-based training, typically delivered in the summer term (April to June), Bikeability

Scotland was inevitably severely disrupted by the Covid-19 pandemic and subsequent school closures in 2019–20.

Coming off the back of a record-breaking year in 2018–19 (where 47% of primary schools delivered on-road training), 20% of primary schools were still able to offer their pupils the opportunity to develop essential life skills despite the severe interruption to delivery.

In response to school closures, Cycling Scotland supported delivery of Bikeability Scotland in over 50 childcare hubs across 14 local authorities, which included developing case studies and documentation to support other authorities to participate. Learning from this activity will help inform

delivery guidelines when schools return full-time from mid-August 2020.

During the peak of lockdown, Cycling Scotland adapted ride leader resources to continue supporting children to cycle and encourage families to ride together on roads. Once Scottish Government public health guidance allowed, this evolved to pilots of free, two hour 1:1 household practical sessions, which ran in five local authority areas. To date, 80 such sessions have been delivered to 234 participants, with an evaluation underway to determine scope for a potential future roll-out.

Following the updates to the UK National Standard for Cycle Training in 2018, new Bikeability Scotland resources to support

the return of school delivery in 2020-21, are currently in the final stages of consultation. Changes to the resources will prioritise independent decision-making, including a greater focus on sharing space, and the introduction of ‘core functions’ to support riding in variable traffic conditions.

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

3 Education & training

Bikeability Scotland

Case study: Tacran and Cycling Scotland

In a joint submission from Tacran and Cycling Scotland, Bikeability Scotland cycle training was shortlisted in the 'Best Practice in Travel to School and Work Schemes' category for the 2020 Scottish Transport Awards, with the winners due to be announced at a postponed ceremony on 28 October. This is the third successive year that Bikeability Scotland has been shortlisted for this prize, taking the crown in 2019 for the success of the programme in the Western Isles.

One of seven statutory Regional Transport Partnerships, Tacran, which includes Angus, Dundee, Perth and Kinross, and Stirling councils, is also one of two such regions to host a Cycling Scotland Regional Cycle Training and Development Officer (RCTDO). Working with local coordinators, volunteers, schools and delivery partners, the RCTDO supports the area's authorities in their running of Bikeability Scotland.

Whilst all four councils had a long-term legacy of delivering school cycle training, participation rates had been falling prior to the inception of the RCTDO post in 2016. Since then, each

authority has seen an increase in on-road training, with the region's most significant rise coming in the 2018–19 academic year, that recognised by the 2020 Scottish Transport Awards. As a result, all now have a Bikeability Scotland Level 2 delivery rate above the national figure of 47% of primary schools.

With access to grant funding from Cycling Scotland, the RCTDO has worked with each council to establish an effective model of coordination, utilising local social enterprises, community safety services and outdoor learning to expand the number of partners involved in the delivery of the programme. This has included school engagement, sharing of road safety information and access to instructors and bikes.

This process of regional collaboration has since been successfully adopted by others in the south east, north east and the Greater Glasgow area.

The aim for future years is for all Tacran authorities to achieve a 100% delivery rate for Level 2 Bikeability Scotland, providing all their pupils with the opportunity to benefit from on-road cycle training.

Play on Pedals

Cycling Scotland delivers a national nursery programme in 27 local authority areas and continues to work with Cycling UK and Play Scotland, supporting pre-school, family, and community cycling in Glasgow and Edinburgh through our Play Together on Pedals Partnership.

Play on Pedals introduces children to cycling and emphasises the 'play' part while meeting curriculum for excellence objectives and aiding children's development in many key areas.

Working with local authority early years teams ensures the programme reaches key areas within their nurseries including areas of multiple deprivation.

Clackmannanshire Council has recognised the benefits of the programme and included Play on Pedals in its improvement plan with all nurseries taking part or scheduled to.



Over 350 individual sessions of cycling activities and Bikeability Scotland training were delivered to over 1,500 young people, in over 50 childcare hubs across 14 local authorities while schools were closed

80 Essential Cycling Skills for Families pilot sessions run in five local authority areas, with 234 participants

397

397 early years staff were trained as Play on Pedals instructors

3 Education & training

Adult cycle courses

Cycling Scotland provides quality assured cycle training to support adults develop the skills and confidence to cycle as individuals, leaders, instructors and for work.

- 3,737 people accessed Essential Cycling Skills training and resources to develop the skills and confidence to ride on the road.
- 602 people trained as Cycle Ride Leaders to support community cycle projects.

- 835 young people attained certificates for developing skills and proficiency through the Go Mountain Bike programme.
- In response to evaluation findings of the 'Essential Cycling Skills' course, Cycling Scotland has developed a training offer for absolute beginners.



Quality Assurance

All courses certified by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance Review. During the last year, 5% of all instructor training courses were reviewed, while Bikeability Scotland visits were disrupted due to the impact of school closures. Feedback from courses assessed

highlighted good practice in terms of safety, instructor knowledge and encouragement of participants. Increasing riding time and making better use of training locations are two areas Cycling Scotland will focus on in future instructor training and CPD provision.

Practical Cycle Awareness Training

Practical Cycle Awareness Training (PCAT) allows drivers of large vehicles to step into the shoes of more vulnerable road users, including those on bikes, on foot and those with disabilities to provide them with a greater understanding of their needs.

Through theory and practical cycling sessions, PCAT supports bus and LGV fleet operators that are working towards the Fleet Operator Recognition Scheme (FORS) Silver Award scheme.

Working with our delivery partners, Cycling Scotland directly delivered training across Scotland to over 450 professional drivers, an increase of over 320% on last year. Cycling Scotland has secured accreditation to deliver PCAT until 2025.

We supported a further five organisations, including Pollock Scotrans, to embed PCAT training.

Pollock Scotrans, an independent UK haulage and logistics provider for more than 75 years, worked with Cycling Scotland to create their own bespoke course and received pool bike funding to encourage drivers to cycle to work. Jim Docherty, who leads on Driver Development, received a four-day Cycle Trainer course and now cascades and sustainably delivers training to over 125 drivers at Pollock Scotrans. Jim said "the course has enabled our drivers to gain a better understanding of vulnerable road users and has reintroduced them to the benefits of cycling. The small fleet of pool bikes are well used, and we plan on extending the fleet."

Case study: NHS Greater Glasgow and Clyde



As part of their annual compulsory Certificate of Professional Competence training, NHS Greater Glasgow and Clyde partnered with Cycling Scotland to provide all its drivers with bespoke Practical Cycle Awareness Training, a first for the NHS in Britain.

Paul Reid, Corporate Transport Manager at NHS Glasgow said: "I'd highly recommend the course to any organisation wanting their drivers to become more cycle aware. Hopefully other NHS regional boards decide

to embed Practical Cycle Awareness Training. NHS Glasgow are committed to delivering PCAT to all its drivers.

Driver cycling skills were assessed in our yard to build confidence and give essential cycling skills to cycle on-road. It was a real eye opener and did take a good few of us out of our comfort zone. Instructors were knowledgeable, informative and patient with our group. Our drivers really enjoyed Practical Cycle Awareness Training and especially the practical element."



In March 2019, our research with YouGov revealed that 73% of people in Scotland weren't aware of the legal consequences of close passing people on bikes.

From our focus group research in Aberdeen, Edinburgh and Glasgow, it was clear that people are motivated to pass people on bikes safely from knowing they could get three points and a fine for close passing – and this helped shape our campaign creative.

When we repeated the question with YouGov in February 2020 (after our campaign ran in May 2019) we recorded a 9% increase in awareness.

This year's campaign launched slightly later than usual, to time with the rise in traffic levels after lockdown. To help us target people while driving, we added radio and bus advertising to our TV and online schedule, developing new creative and testing it with our target audience. This significantly increased our reach with 80% of adults in Scotland seeing our bus back an average of seven times and 27.7 million opportunities to hear our radio advertising.

Our media release highlighted findings from our research and our partnership with the police on Operation Close Pass. Our main message is that people driving need to give space to people on bikes.

Dedicated cycling lanes, separated from road traffic, are the top priority for making our roads safer for cycling while education and enforcement wherever necessary are needed to improve road safety for everyone.

Our campaign launch was covered by most national and local media in print, broadcast and online, with opportunities to see of more than 31.3 million. We also worked with Road Safety Scotland, Police Scotland and many other stakeholders to increase the reach and strength of the campaign.

We carried out independent research with 502 people across Scotland before and after the campaign, to measure its impact. Due to Covid-19, we couldn't replicate the face-to-face interviews of previous years and this research was done online.



Increased awareness of the legal consequences of close passing: post campaign, recognition of getting 3 points on your licence increased from 52% to 66%

Key results

Awareness and understanding of message

- High recall: 73% remembered at least one element of the campaign.
- Message cut-through: when asked what the main message was, more than three quarters of respondents mentioned 'giving people cycling enough space' or 'not to drive too close'.
- Increased awareness of consequences: when asked what the possible consequences of driving too close to someone cycling were, 66% of people in the post-campaign research said three points on my licence and a £100 fine – an increase of 14%.
- 85% agreed the advertising helped them understand that 'driving too close is an offence and can lead to three points'.

Impact on attitude and behaviour

- Results for people claiming they always give 1.5 metres of space stayed consistent pre to post wave, with a 3% increase post-wave – the starting point was very high with 64% of people claiming to always give 1.5 metres of space.
- 70% of those who remembered at least one campaign element said they give 1.5 metres of space every time they pass someone on a bike.

Winner of a Marketing Star Bronze Award, and shortlisted for a Scottish Transport Award



4 Promotion, policy & monitoring → Give Cycle Space



The police increased the number of Operation Close Passes this year, with several new regions starting to roll out the education and enforcement initiative.



Pass cyclists safely or face points – warning

Charity outlines overtaking dangers as campaign launched

Overtaking drivers urged to give cyclists more space

CS Cycling Scotland @CyclingScotland · Jul 27
"I've cycled for years but when a car gets too close, I still feel incredibly vulnerable. I think a lot of drivers don't realise how intimidating and dangerous it is. It's time dangerous driving around people cycling was as socially unacceptable as drink driving." #GiveCycleSpace



Our case studies of people who cycle and experience close passes across Scotland helped to highlight the importance of giving space with the media.



4 Promotion, policy & monitoring → Monitoring & evaluation

National Monitoring Framework

The National Monitoring Framework is a Scotland-wide project which uses automatic cycle counters and traffic surveys to monitor cycling, including cycling rates and mode share.

In 2019–20, we worked in partnership with 18 local authorities to expand the network of automatic cycling counters to 60 sites. These counters record the number of people that pass on bikes every hour and build a valuable data source for informing cycling trends and making year-on-year comparisons.

All-mode traffic surveys were undertaken at almost 100 sites in May 2019 and September 2019. These surveys are undertaken for a 48-hour continuous period and record all modes of transport, allowing us to calculate modal share for bicycles.

All of this data is available on the Active Travel Open Data portal, which makes cycling data in Scotland available for any organisation to use. Visit: cycling.scot/opendata



60

60 automatic cycling counters

100

100 sites in all-mode traffic surveys

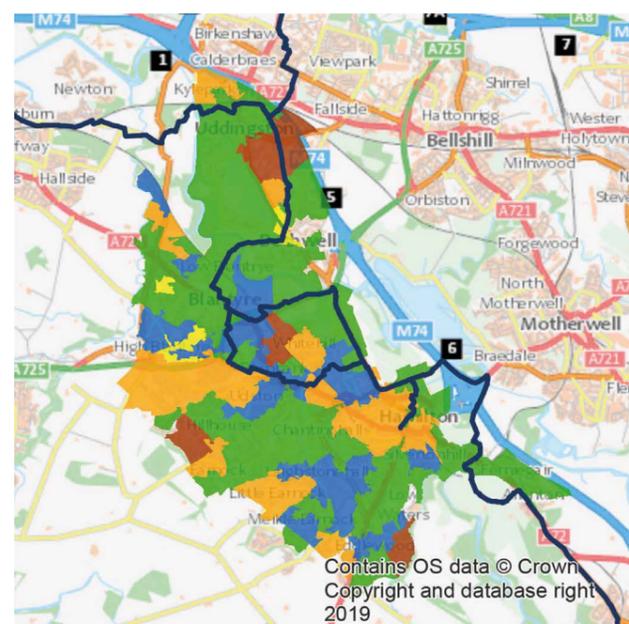
4 Promotion, policy & monitoring → Monitoring & evaluation

Cycling Potential Tool

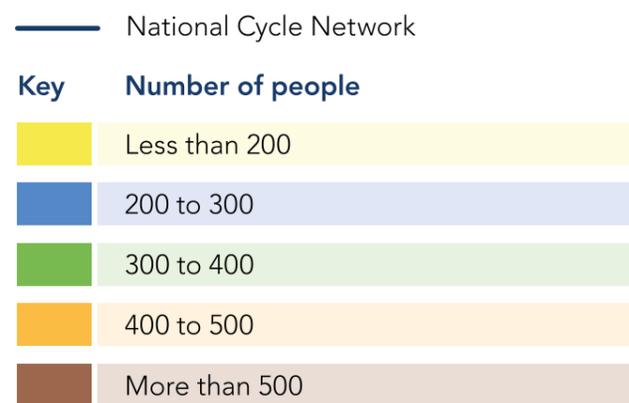
The Cycling Potential Tool (CPT) was developed using Geographic Information System (GIS) to assess the suitability and potential for cycling at settlement-level scale.

In 2019–20, the CPT applied spatial analysis tools to selected datasets for a defined area, producing maps to show locations which would benefit most from cycling infrastructure investment. Further analysis can be undertaken to look specifically at the quality of the existing road and path network, and where improvements could be focused.

We have worked with local authorities, including South Lanarkshire Council and Tactran Regional Transport Partnership to assess the potential for cycling infrastructure investment in a number of settlement areas. The tool was used to undertake further analysis with Tactran looking specifically at route improvements between Brechin and Montrose, Dunkeld and Blairgowrie, and Stirling, Plean and Larbert. We are looking forward to further developing our GIS services and working closely with local authorities to inform the planning of well-designed spaces and delivering on active travel priorities.



Cycling Potential Tool Report



Map showing number of people commuting to work by data zone, and the National Cycling Network for Hamilton. Origin-destination statistics from the 2011 Census.

The tool was used to undertake further analysis with Tactran looking specifically at route improvements between Brechin and Montrose, Dunkeld and Blairgowrie, and Stirling, Plean and Larbert

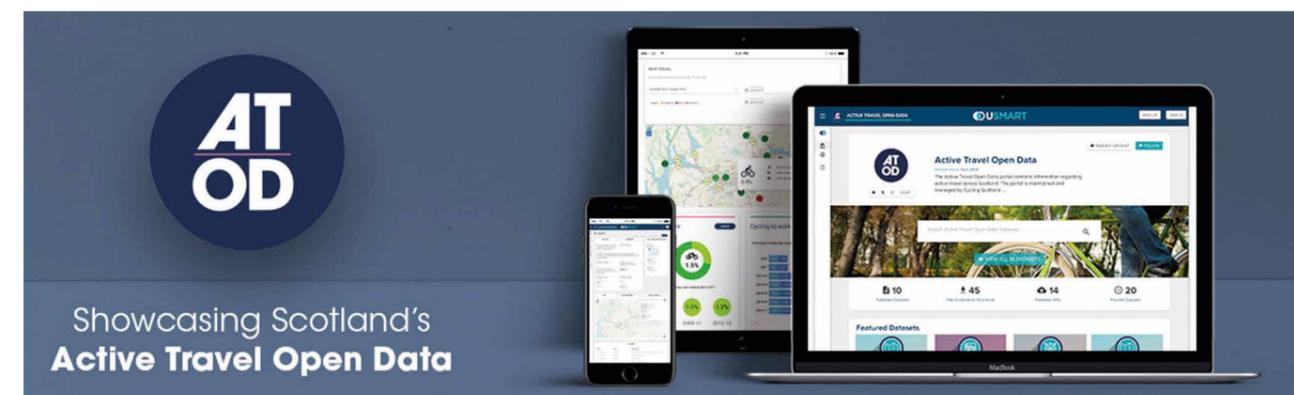
Active Travel Open Data portal

Our Active Travel Open Data (ATOD) platform is an online open data portal for cycling, walking and wheeling. All data is freely available, and we encourage others to upload and share their data with the active travel sector.

Launched in November 2019, at the Cycling Scotland conference, the portal contains all cycling data from our National Monitoring Framework, including data from the automatic cycling counter network and the all-mode traffic surveys, as well as information from partner organisations.

Our vision is for the ATOD portal to function as the nation's source of cycling data. Data is an important factor in evidence-based decision making, and by promoting the value of data, we hope to encourage and facilitate collaboration. Users can create a free account to upload their data, create maps, make use of APIs, and embed infographics into their own website.

Over 40 other datasets are currently available to download; we continue to grow the portal and invite local authorities to use this resource to store and share their data.



Data from 60 automatic cycling counters is uploaded to the portal every day, available as an hourly or a daily count

Cycling Scotland conference 2019



In November 2019, Cycling Scotland welcomed more than 220 delegates and exhibitors to the iconic Murrayfield Stadium in Edinburgh for our flagship annual conference.

The conference featured workshops and talks on transport poverty from Bill Scott of the Poverty & Inequality Commission, the workplace parking levy from Sue Flack from Nottingham City Council as well as presentations on road safety and active travel friendly cities. Delegates heard from keynote speaker Tjaša Ficko, Deputy Mayor of Ljubljana on the fantastic work done in Slovenia's capital city to transform it into a cleaner, greener place to live. We welcomed Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson, to update and answer questions on active travel priorities in Scotland.

Delegates had the opportunity to visit and discuss active travel initiatives across the city,

including a visit to The Bike Station, a walking tour of the southside of the city, and a workshop on street design guidance for Edinburgh.

Individuals who have made a significant contribution to cycling were recognised at our civic reception, which was held in the historic City Chambers. Laura Cummings and Colleen Edwards were presented with the Pupils' Choice Award, and Anna Beedel received the Volunteer of the Year award in the Bikeability Scotland Awards. Councillor Anna Richardson from Glasgow City Council was the 2019 Cycling Champion of the Year for her inspiring work promoting active travel and delivering infrastructure across the city, and The Cycle Service Edinburgh were the inaugural winners of the Cycle Shop Cycling Champion of the Year award. These awards were jointly presented by Cycling Scotland, Sustrans Scotland, Cycling UK and Scottish Cycling.

Tjaša Ficko, Deputy Mayor of Ljubljana, shared their interventions and successes: since 2013

50%

Cycling has increased by 50%

6dB

Noise in the city centre has dropped by 6 decibels

70%

Black carbon air pollution has reduced by 70%.

Active Travel conference 2019

More than 200 delegates and exhibitors were welcomed to the Corn Exchange in Edinburgh for the 11th annual conference in June 2019.

Hosted by Paths for All, Sustrans Scotland, Living Streets Scotland and Cycling Scotland, the annual conference brings together organisations from across the active travel sector.

Under the theme of 'Widening Access to Active Travel', key topics for the conference were inclusivity, technology and transport poverty, with discussions focused on what can be done to make active travel more accessible for everyone.

Professor Adrian Davies from the Transport Research Institute at Edinburgh Napier University delivered a keynote address and Councillor Lesley Macinnes, City of Edinburgh Council

Convenor for Transport and Environment, welcomed delegates to the city.

The conference offered delegates the opportunity to participate in interactive sessions and workshops to further explore the main themes of the conference. These sessions featured a range of organisations including Free Wheel North, Guide Dogs Scotland, Stagecoach, and various local authorities to demonstrate how groups, bodies and businesses are working to overcome barriers to active travel.

The day was brought to a close with an address from Scotland's first Active Nation Commissioner, Lee Craigie. Reflecting on her first six months in post, she stressed the importance for the active travel community to be forceful and hold decision makers to account, and to also celebrate our successes.



Attitudes and behaviours

In January 2020, we released the findings from our attitudes and behaviours study: independent, tracker research with over 1,000 people across Scotland.

The research found that attitudes to cycling are largely positive:

- Almost eight in 10 people agreed that for the sake of the environment it would be better if more people cycled.
- People citing the environment as a factor in why they cycle has almost doubled since 2017, rising from 12% to 22%.
- 92% of people said that cycling improves health and wellbeing.
- 65% said that Scotland would be a better place if more people used bikes.

The research showed that high numbers of children continue to ride their bikes, with 61% of kids cycling weekly, and 36% of people saying they would consider cycling more.

However, the research showed that there is still room for improvement:

- When asked to name the main barrier, both people who cycle and those who don't were most likely to select safety on the roads. 63% of people agreed that their local roads are too busy to be safe for cycling.
- Access to bikes is also a challenge that needs to be tackled: under half of Scottish households have access to an adult bike, and we're working to address this through our development funds and work with partners.

Under half of Scottish households have access to a bike

Less than 50%

200+

At least 200 organisations run access to bikes schemes

Access to bikes

Access to bikes schemes play an important role in make cycling available to everyone. We supported Transform Scotland to find out more about schemes in Scotland, and to identify gaps.

Findings included:

- At least 200 organisations run access to bike schemes including pool bike fleets, bike loans for events, public bike hire, cycle to work schemes and bike recycling schemes; the majority are small, local projects
- 18% of respondents provide adapted bikes

- 27% provide cargo bikes and/or children's bikes
- 76% of respondents provide electric bikes
- More than 70% of people using cycle to work schemes are basic rate taxpayers.

Recommendations from the research included:

- Multi-year funding for organisations running access to bikes schemes.
- Setting clear objectives for schemes, in line with the Active Travel Framework.
- Considering increasing access to bikes for adults who are self-employed or not working, and people living outside the Central Belt.

Review of cycling casualties



In partnership with the Glasgow Centre for Population Health, we published research which reported that, despite cycling casualties falling by more than half between 1995 and 2018, there was an increase of 18% in the rate of serious cycling injuries and fatalities between 2004 and 2018.

Other key findings included:

- In the last five years, 65% of all casualties were aged 25–54 years, with most casualties (82%) being male.
- Encouragingly, far fewer children were casualties in 2018 compared with 1995.
- The majority (84%) of collisions that resulted in a cycling casualty involved a car.
- 1 in 10 of those reported casualties were hit and run incidents.
- There were small but notable increases in people killed and seriously injured cycling at roundabouts, the pedestrian phase of traffic signal junctions, and where vehicles were turning right.

- Reported figures for cycling casualties are substantially under-estimated, by approximately half, and near misses are also significantly under-reported.

Recommendations for safer cycling from the research included:

- Developing networks of dedicated cycle routes, protected from traffic
- Increased and sustained government investment in active travel
- Increased police enforcement and investigation of cycling casualties and near misses
- Improving the evidence base about cycling casualties, including the exposure to risk and under-reporting of serious injuries.
- Reduced road speeds in urban settings.

18%

18% increase in the rate of serious cycling injuries and fatalities between 2004 and 2018

Cycling Friendly

Cycling Friendly programme aims to make cycling easy, accessible and part of daily life.

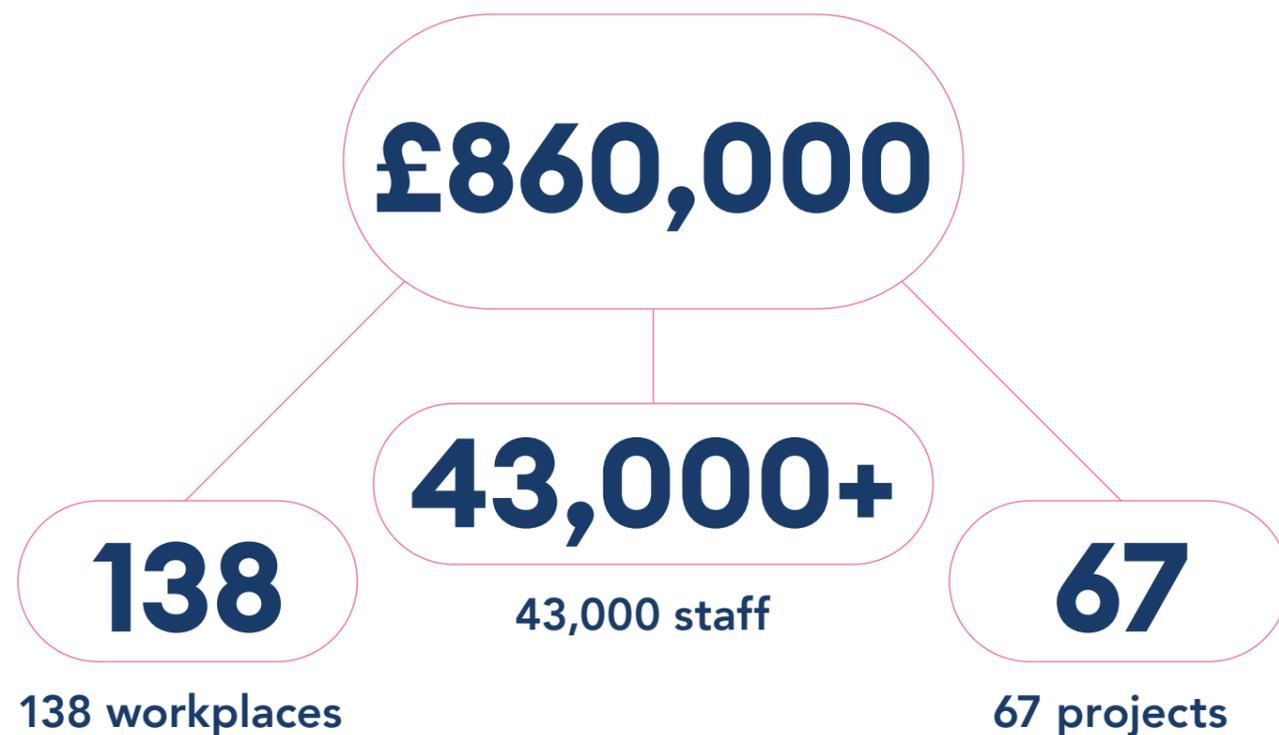
Cycling Friendly Employer

The Cycling Friendly Employer programme supports Scottish organisations to encourage cycling as a healthy, sustainable and accessible way to travel to and at work.

The Cycling Friendly Employer programme provides an award scheme and development grant fund to support and reward workplaces that wish to make it easier for their staff to cycle. In 2019–20, 100 workplaces were supported to achieve Cycling Friendly Employer status.

The employer development fund provided £860,000 of funding to 67 projects, across 138 workplaces, and more than 43,000 staff will benefit from improved cycling facilities at work. Several employers received funding for various sites to support staff and others in multiple locations, such as Cyrenians, who will install cycle parking, maintenance stations and pool bikes at eight of their sites, or High Life Highland, who will install cycle parking at 14 leisure centres, public libraries and other sites across the Highlands.

More than 43,000 staff, in workplaces across the country will benefit from projects and facilities made possible by £860,000 funding



Case study: Whitfield GP Surgery

Working with the Dundee Green Health Partnership, GPs based at Whitfield Health Centre offer green health prescriptions: a new referral process to signpost patients to physical activity in nature, which can work as an alternative, or complement, to traditional medicine.

The GPs recognised that they spend a lot of their working day sitting down themselves, and all their house visits were done by car, despite Whitfield being a cyclable area. The doctors wanted to serve as role models who practice what they preach when travelling through the area, and inspire the community to be more active and healthy.

They successfully applied for funding for two e-bikes and a secure bike shelter from the

Cycling Friendly Employer programme, and only six months after receiving the bikes, the GPs had already cycled more than 660 miles. The project has also helped them connect with their community in new ways. Dr Becky Forrester, Clinical Lead at Whitfield Health Centre said: "We wanted to be role models for our community by being active ourselves. Cycling has brought so many positive benefits. I now feel more connected to the community I am serving, it is the little waves or informal chats that happen along the way which really bring me closer to the community... I hope that more GPs will start to see the many benefits that using e-bikes can bring for their practices".

The bikes will also be used by the centre's staff to cycle to work, between meetings, and for doctors in training.



Cycling Friendly Community



The Cycling Friendly Community programme supports projects across Scotland to get their communities to cycle, with a focus on accessibility and inclusion.

The Cycling Friendly Community development grant supports community groups who are looking to increase access to bikes and opportunities to cycle.

The funding was popular, with 67 grant applications received, covering physical and mental health improvement, increasing local transport options, and employability. Requests for funding came from a wide geographic spread, including Shetland, Moray, Argyll &

Bute, and the Western Isles. In total, £537,000 of grant funding was distributed to 48 projects to supply bikes, equipment, cycle storage, maintenance equipment, and sessional costs.

At the end of the financial year, several funded projects, such as 1st Step Developments, were in a position to provide bike repairs and servicing to key workers. This helped ensure essential workers could travel by bike to work and for exercise, as well as respond to the increased demand for cycling during Covid-19 crisis. Support is ongoing for all funded projects to achieve the outcomes of their Cycling Friendly Community project.

48

£1,214,000

£1,214,000: total project value of 48 funded projects, including community in-kind contributions

Case study: Venture Trust



Many young adults referred to Venture Trust have come from life circumstances where they are not given the best start. They are often dealing with one or more challenges around poverty, alcohol and drug addiction, poor family relationships, mental health issues, learning and housing issues. The majority also have had little or no work experience.

The Cashback Change Cycle programme, supported by £19,950 from the Cycling Friendly Community development fund, provides an informal educational and training environment focusing on 'hands on' learning. This type of learning is often more suited for the young people Venture Trust supports. It results in acquiring new skills along with increased confidence, motivation and ambition, using the medium of cycling.

The elements of the programme include employability sessions, bike construction and maintenance including workshop experience

and a short wilderness residential that has work-related tasks, and biking. Participants learn about responsibility, time management and are introduced to a Monday to Friday work schedule. They get to keep the bike they have built and use it for job hunting, accessing services, training, getting to work, and leisure.

Venture Trust employability team coordinator Fraser Taylor said: "It's fantastic to be supported by Cycling Scotland, the nation's cycling organisation, to support their vision for anyone anywhere in Scotland to cycle easily and safely.

"Many of the young people we work with come from some of Scotland's poorest areas which has reduced their access to having a bicycle of their own. The CashBack Change Cycle programme supports individuals to build and own their own bike while developing their skills and confidence to move towards sustained education, training and employment so they can have a future that has moved beyond 'just getting by' and poverty."



5 Behaviour change → Cycling Friendly

Cycling Friendly Campus

The Cycling Friendly Campus programme supports colleges and universities to make cycling an accessible and affordable option for students and staff to travel.

The Cycling Friendly Campus award recognises the efforts of further and higher education institutions who take a leading role in making cycling easy, accessible and affordable for their students and staff. To help institutions meet the award criteria, the development grant fund provides up to £25,000 to address specific gaps in cycling infrastructure and services, such as installing secure cycle parking, developing pool bike hire schemes, or accessing maintenance equipment.

In 2019–20, we were delighted to award Cycling Friendly status to three new campuses: Forth Valley College, South Lanarkshire College and Edinburgh Napier University (Merchiston Campus). In addition, four of the campuses awarded in 2016–17 were able to demonstrate continued support to students and staff with improved facilities and saw their Cycling Friendly award renewed for the next three years.

The Cycling Friendly Campus development fund was oversubscribed with 23 applications requesting a total of £382,000. Following a panel review, £215,000 was distributed across 19 funded projects, in a total of 28 campuses and over 15 local authorities. This was match funded with £92,000 coming from universities and colleges.

In partnership with Bright Green Business, the Cycling Friendly Campus Internship programme supported 17 institutions with 10 Campus Cycling Officers, embedded within specific institutions to promote cycling to students.

Across the country, Officers generated £141,000 worth of applications to the development fund alone and ran 123 engagement sessions with staff and students including: free bike maintenance sessions, one-to-one route planning events, led rides, promotional stalls at freshers fairs, bike breakfasts, security bike marking in partnership with Police Scotland, and “learn to ride” sessions.

£215,000

19

£215,000 of funding distributed nationally across 19 projects

28

15

28 campuses over 15 local authorities to benefit

216,000

216,000 students benefitted

27,670

27,670 staff benefitted

Case study: West College Scotland



West College Scotland has three campuses at Clydebank, Greenock and Paisley, educating over 22,000 students.

For a number of the students attending the college, many will come from the surrounding postcode areas high in the Scottish Index of Multiple Deprivation. For some students, who may have had a negative experience at school, the college provides a stepping-stone onto further education and employment.

Cycling rates were higher in some locations than others, with one of the main barriers being lack of knowledge about facilities available. As Gillian Gray, Development Funding Executive at West College Scotland said, “there were racks where people could securely leave their bikes, but no-one knew about them”.

In 2019, West College Scotland was funded £7,380 from the Cycling Friendly Campus programme to install 20 cycle pods and prominent signage highlighting the cycling facilities at the college.

“What we have been able to do with the funds,” Gillian Gray adds “was to make a very visible presence of the availability of secure bike storage.” There was, in both Paisley and Greenock, a substantial amount of bike parking, and the funding was used to install large, bright wrappers that direct people to the facilities available. “For a new student, or visitor to the campus, it’s very clear where they can find bicycle facilities. The funding has allowed us to highlight what we have, and made it more noticeable, for relatively low-cost”.

5 Behaviour change → Cycling Friendly

Cycling Friendly Schools

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

The Cycling Friendly Schools programme provides support and guidance to schools across Scotland as well as funding opportunities for secondary schools to deliver projects that develop life skills, build confidence and enable pupils to enjoy the many benefits of cycling.

In 2019–20, 56 secondary schools engaged in the development grant funding with 33 schools

successful in being awarded grants totalling £99,000. Successful projects had a strong focus on increasing access to bikes as well as pupil input to help encourage peers to cycle more.

59 schools worked towards and received the nationally recognised Cycling Friendly Schools award in recognition of the combined efforts from pupils, teachers and volunteers to increase cycling rates in schools. A further 32 schools were issued with bespoke action plans to achieve Cycling Friendly status.

Case study: Gleniffer High School

Gleniffer High School, based in an area of high deprivation in Paisley, is one of the schools to previously benefit from Cycling Friendly funding. Before engaging with Cycling Scotland, there was no cycling taking place apart from one or two staff, no pupils were engaging, and there was one outdated bike shed at the front of the school.

The school was awarded £3,750 in 2018, to purchase bikes and run training and extra-curricular activities. There are now up to 30

pupils that take up the after-school cycling club, and these opportunities have helped disengaged pupils access opportunities that they wouldn't have otherwise.

Chris Mollins, Inclusion Officer at Gleniffer High School, describes the impact of the grant: "the fund has enabled us to support young people without the means to go out and buy a bike. There has been a huge increase in engagement with hard-to-reach young people."



24,000 secondary school pupils to benefit

24,000

5 Behaviour change → Pedal for Scotland

New Pedal for Scotland fund



After twenty years and more than 110,000 people pedalling for Scotland, 2019 marked the last of the Glasgow to Edinburgh Classic Challenge rides. We announced the evolution of Pedal for Scotland into shorter, local and free events, to support more people to cycle, regardless of income.

Building on its legacy and with funding from Transport Scotland, we launched a new Pedal for Scotland initiative this year, to support community organisations to organise free, beginner-friendly cycling events in 2021.

Grants of up to £10,000 are available for local organisations to run local Pedal for Scotland events for between 250 and 700 people. These events aim to fill a gap between led rides and mass participation, closed-road events and will be:

- Inclusive, free and non-competitive.
- On beginner-friendly cycling routes that don't require technical cycling skills or high fitness levels and can be cycled on with adapted bikes and tricycles wherever possible.
- Highlighting local cycling infrastructure.
- Community-led and provide opportunities for local groups to work in partnership.
- Supporting the development of local skills and resources.
- Delivered with minimal environmental impact.

Organisations can also apply for grants of up to £1,000 to support local cycling events for between 50 and 250 people.

This new initiative is a pilot and will be evaluated to inform potential expansion in future years.

Launch of grant fund to support organisations to run local Pedal for Scotland events across Scotland

5 Behaviour change → Social Housing Fund

The Social Housing Partnership Fund provides facilities to make it easier for residents living in social housing across Scotland to be healthier and more active through walking and cycling.

The fund offers grants to Social Housing Providers to improve cycle parking, storage, shelter and security at their properties as well as funding street furniture, planters and community gardens.

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

The fund prioritises support for social housing in areas experiencing high levels of deprivation.

Engagement with housing associations has provided the opportunity for many organisations to become involved and register for the Cycling Friendly Employer and Community awards.

47 organisations have been referred to the award with seven actively working on action plans to receive accreditation.

The Social Housing Fund received applications from 99 organisations in 2019–20 and received additional mid-year funding to enable a total of 61 housing association sites to be funded a total of £1,183,000. The projects have enhanced cycle storage and associated facilities in 116 social housing sites within areas of high deprivation.

£1,183,000

61

61 housing association projects awarded £1,183,000, across 162 sites

162

£738,000

Total value of match funding and in-kind contributions for Social Housing Fund is £738,000

Case study: Eildon Housing Association

Eildon Housing Association is a community controlled social housing provider based in the Borders. It submitted and received funding for two projects covering three sites. The Innerleithen project received funding for a single site project covering 24 households and 36 residents. The accommodation is flatted, and is sited in a rural area coded as SIMD Quintile 4. The projects received £13,350 to fund cycle storage solutions to suit residents' needs. The aim of the projects was to ensure close safety and address fire hazards and reduce risk of bike theft. The project is sited in an area close to nearby cycle paths and routes, and mountain biking is popular with residents and visitors to this area.

Eildon work with 'Sustainable Homes', through their environmental impact accreditation, to

promote cycling among Eildon tenants and provide infrastructure to allow more local cycling. The housing association hopes the project will help determine the best approach for improving existing bicycle infrastructure and inform the design of cycle storage facilities in future new build projects where energy efficiency and sustainability are key design principles. They are looking into e-bike charging technology as part of new build developments.

The cycle storage was installed in January 2020 after a delay due to contractor measurement and design order errors and rescheduled installation days. Once completed the new facilities will be publicised in the housing association newsletter and via letter drops to residents.



42%

Over 42% of funded sites were in the most deprived quintile of the SIMD, 31.9% were in quintile 2

During 2019–20, Transport Planning & Engineering (TP&E), Cycling Scotland’s social enterprise consultancy, has continued to expand and work on a wide range of exciting active travel infrastructure and regeneration projects across Scotland.

This past year has seen much of the work focus on concept and developed design providing the foundation work for delivery in 2020–21.

The team has grown for a second consecutive year to accommodate the increased influx of active travel delivery aspirations. As a result, our content and volume of work grows in impact and variety as we continue to work with a diverse range of clients.

TP&E has been involved in the development of over 14 active travel infrastructure projects in this period.

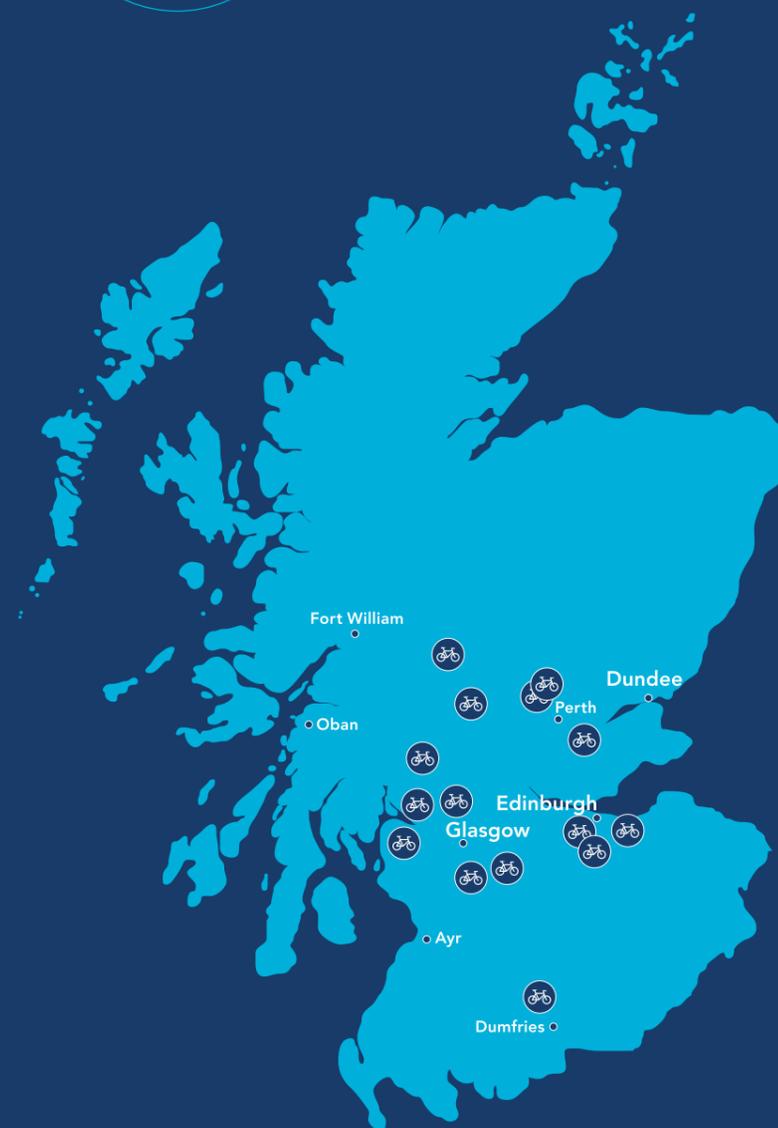
This year, the success of our projects can be demonstrated through our work:

- Assisting new community groups to become involved in asset design and management
- Encouraging rural communities to consider active travel routes to assist in the school run, impacting on modal shift in these areas
- Creating an opportunity for established major infrastructure to be altered to accommodate active travel needs
- Partnership working with local authorities to create direct and connected active travel corridors.

At the end of the financial year, due to the impact of the pandemic, a number of these projects were paused at construction phase ready for delivery in 2020–21. When delivered these designs will contribute 25km to upgraded and new active travel routes throughout Scotland.

14

14 active travel infrastructure projects



TP&E
Transport Planning & Engineering



Project locations

- Bowling
- Eaglesham, East Renfrewshire
- The Wisp to Dalkeith Country Park (Edinburgh)
- Linwood, Paisley
- St Fillans
- Drymen (Balmaha)
- Hunters Hall Park (Edinburgh)
- Penpont to Thornhill
- Almondbank (Perth)
- Lowland Canals (Bishopbriggs to Newbridge)
- Bridge of Earn to Newburgh
- Kinloch Rannoch
- East Kilbride
- Water of Leith (Edinburgh)
- Almondbank (Perth)

25 / 67

Focussing on the potential delivery of more than 25km of active travel routes across Scotland and the upgrade of access to 67km Lowland Canals’ central section

Case study: Almondbank path upgrade



As part of NCN 77 and The River Tay Way a section of route greatly required an upgrade adjacent to the River Almond in Almondbank.

This piece of work closes a gap in the upgrade of cycling and walking infrastructure in the area to provide a high-quality enhancement. The route offers a direct link to the new

secondary school, Bertha Park High School, for the rural communities along the River Tay Way and the upgrade has allowed an all-weather route to be achieved.

Setting up excellent communications between the contractor, the local community and the client enabled this project to respond effectively to the local needs of the area.

Charitable objectives

- a) To promote and encourage for the public benefit the development in the community of and the provision of safe routes, paths and facilities for cycling, walking and other forms of low energy transport and to undertake and carry on projects and activities of a charitable nature which will assist in promoting healthful recreation, the protection of the environment and the conservation of energy resources.
- b) To advance the education of the public generally and young people in particular in safer cycling and cycling road safety.

Vision

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

Mission

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

Values

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

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

7 Partnership working

Cycling Scotland is engaged with a broad range of other organisations from across policy fields and sectors, and we sit on, chair or advise and consult with a number of delivery groups with a focus on active travel.

We work closely with our Active Travel Delivery Partners: Cycling UK, Sustrans, Forth Environment Link, Living Streets, Energy Saving Trust and Paths for All.

Active living

- Cycling and Young People Group*
- National Cycling Interests Group*
- ScotRail Cycle Forum
- ScotRail Advisory Panel

Education & training

- Bikeability Scotland Delivery Group
- UK Cycle Training Standards Board
- PCAT Group *
- Road Safety Operational Partnership Group
- Play on Pedals Partnership

Communication & events

- Walking Cycling Connecting Communities National Active Travel conference
- Police Scotland Road Safety Tactical Options Working Group

Information & guidance

- Cycling Action Plan for Scotland Delivery Forum*
- Scottish Parliament Cross Party Group on Walking, Cycling & Buses
- CAPS Delivery Forum Sub-group on Monitoring*

Leisure tourism & access

- Road Safety Operational Partnership Group
- Bike Week
- Developing Mountain Biking in Scotland (SMBDC)
- Road Maintenance Stakeholder Group

* Where Cycling Scotland is secretariat



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

Project delivery partners

- Cycling UK
- Eco Schools
- Education Scotland
- Living Streets Scotland
- MBLA (Mountain Bike Leaders Association)
- Public Health Scotland
- Paths for All
- Police Scotland
- Recycle-a-Bike
- Regional Transport Partnerships
- Road Safety Scotland
- ScotRail
- Scottish Centre for Healthy Working Lives
- Scottish Cycling
- Scottish Local Authorities
- Scottish Government
- Nature Scot
- STV Children's Appeal
- Sustrans Scotland
- Scottish Canals
- The Bike Station
- Transport Scotland
- VisitScotland
- Volunteer Development Scotland

Forum and working group partners

- ADES (Association of Directors of Education Scotland)
- COSLA
- Environmental Association of Universities and Colleges (EAUC)
- National Access Forum
- Public Health Scotland
- ScotRail
- Scottish Outdoor Access Network (SOAN)
- Scottish Enterprise
- SCOTS (Society of Chief Officers of Transport Scotland)
- sportScotland
- Transform Scotland



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

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



7 Organisation → Financial accounts

The following Consolidated Income and Expenditure Account and Statement of Financial Activities and Consolidated Balance Sheet are not themselves the statutory accounts but are a summary of the consolidated statutory accounts which have been subject to audit.

The Independent Auditors' Report in the statutory accounts found no matters arising during the audit. The full accounts, including the Independent Auditors' Report and Directors' Report, were approved by the directors on 27th August 2020 and can be obtained from the Company Secretary.

Cycling Scotland

Consolidated Income and Expenditure Account and Statement of Financial Activities for the year ended 31 March 2020

	Unrestricted Funds		Restr. Funds	2020 Total	2019 Total
	General	Designated			
	£	£	£	£	£
Income & endowments from:					
Donations and legacies					
• Voluntary Income	-	-	57,650	57,650	148,956
Charitable Activities					
• Scottish Government Grant	4,964,976	-	339,467	5,304,443	5,570,761
• Education and consultancy	60	-	47,711	47,771	75,670
• Marketing and event income	42,338	-	298,851	341,189	260,399
• Other charitable income	27,010	-	-	27,010	58,857
Other Trading Activities					
• Trading Income	252,098	-	-	252,098	216,255
Investments					
• Bank interest	627	-	-	627	983
Total income and endowments	5,287,109	-	743,679	6,030,788	6,331,881
Expenditure on:					
• Charitable activities	5,200,545	-	727,919	5,928,464	6,196,524
• Other	306	1,801	-	2,107	6,446
Total expenditure	5,200,851	1,801	727,919	5,930,571	6,202,970
Net income/(expenditure)					
	86,258	(1,801)	15,760	100,217	128,911
• Transfers	-	-	-	-	-
Net movement in funds for the year	86,258	(1,801)	15,760	100,217	128,911
Balance brought forward	383,083	73,602	81,823	538,508	409,597
Closing balance at 31 March 2020	469,341	71,801	97,583	638,725	538,508
Comprising:					
Unrestricted Funds					
General	469,341	-	-	469,341	383,083
Designated Funds					
Designated Assets	-	1,801	-	1,801	3,602
Pension Deficit Reserve	-	70,000	-	70,000	70,000
Restricted Funds					
Pedal for Scotland Fund	-	-	85,435	85,435	46,192
Play on Pedals	-	-	12,148	12,148	35,631
Total charity Funds	469,341	71,801	97,583	638,725	538,508

Cycling Scotland

Consolidated Balance Sheet at 31 March 2020

	2020	2019
£	£	£
Fixed Assets		
• Tangible assets	1,801	3,602
	<u>1,801</u>	<u>3,602</u>
Current Assets		
• Debtors	253,286	227,207
• Cash at bank and in hand	1,598,119	1,412,775
	<u>1,851,405</u>	<u>1,639,982</u>
Creditors: Amounts falling		
• Due within one year	1,139,791	1,020,281
	<u>1,139,791</u>	<u>1,020,281</u>
Net Current Assets	711,614	619,701
Total Assets less Current Liabilities	713,415	623,303
Defined benefit pension scheme liability	74,690	84,795
Net Assets	638,725	538,508
The funds of the charity		
Unrestricted Funds		
General Fund	469,341	383,083
Designated Funds	71,801	73,602
Restricted funds		
	97,583	81,823
Total charity Funds	638,725	538,508

**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.**

**Cycling
Scotland**

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