

# Cycling Scotland

Annual report  
& accounts  
2022-23



**On behalf of all the Board and staff, we are pleased to present Cycling Scotland's Annual Report 2022–23. The report highlights Cycling Scotland's impact through the many projects we have delivered, funded, supported and evaluated during the year.**

Bikeability Scotland cycle training delivery reached a record number of pupils in schools and continuing that progress is a top priority, especially given very positive evaluation results. More Cycling Friendly grant funding than ever was distributed, increasing access to bikes, parking and storage across Scotland and reaching people who might otherwise be excluded from the benefits of cycling. We introduced new programmes on cycle storage and a new Give Cycle Space road safety awareness campaign while also developing existing programmes, such as the National Monitoring Framework, and assessing their progress in even more communities.

Our annual conference, held in Stirling, focused on road safety with speakers from across Britain highlighting evidence and the need for improved road safety.

TP&E, the social enterprise consultancy established by Cycling Scotland, which specialises in the design

and delivery of cycling and sustainable travel infrastructure, also expanded their work. With their support, councils, Scottish Canals, local communities, and countryside and development trusts improved local and national cycling infrastructure through consultation, design and construction projects.

From a governance perspective, we developed a new strategy for 2023–28 with an updated mission and new Diversity and Inclusion Action Plan. We recruited two new Trustees to the Board and expanded our local authority membership, supporting the ongoing development of the charity.

As our new mission says, we are Scotland's national cycling charity. Working with others, we get more people cycling, more safely and easily in a better environment. We are grateful for the continuing support of our main funder Transport Scotland and the dedication of so many colleagues in Cycling Scotland, our wider membership and the numerous other charities and government organisations we work with to achieve that mission.

**Keith Irving** Chief Executive

**Professor Sally Wyke** Chair

## Tributes



### Erl Wilkie

Erl Wilkie MBE, our charity's first Chief Executive and longstanding advocate for cycling, sadly died in February 2023. Brought up in Glasgow, Erl enjoyed a career as a civil engineer taking him to many countries across the world. On returning to Scotland, he focused on helping more people to cycle. In retirement, Erl was a published writer and long-distance adventurer, cycling 576km from Amsterdam to Hamburg just a few months before his death, raising funds for Beatson Cancer Charity.



### Keith Fergus

Keith Fergus, one of Scotland's leading Cycle Trainers, sadly died in November 2022. Working with many organisations across Scotland, Keith shared his passion for the outdoors and love of cycling with thousands of people across the country, and massively expanded Bikeability Scotland delivery in and around East Renfrewshire. He was also a landscape photographer, the author of many walking and touring guidebooks and is deeply missed.

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



**Cycling  
Scotland**

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In 2022–23...



A record 60,000 children took part in Bikeability Scotland training, with nine Local Authority areas achieving 100% delivery.



Our new Access to Bikes for Young People Fund launched, supporting independent travel, reducing inequalities, and improving health.



We monitored cycle rates across Scotland, gathering data and evidence on cycling in every local authority for the first time.



We released research into key issues, including delivery rider safety, and our annual tracker research, which found cost-of-living as an emerging motivation for people to cycle.



More than 13,000 nursery-aged children started their cycling journey through Play on Pedals sessions, with 342 Play on Pedals instructors trained, helping expand the programme to an additional 75 nurseries.



Over 10,000 adults took part in practical, theory or online cycle training, including absolute beginners' courses, Family Cycle Training sessions and Professional Cycle Awareness Training for drivers of large fleet vehicles.



We provided £2.5 million funding and expert advice to improve access to cycle parking and storage for schools, campuses, workplaces, community groups, local authorities and social housing providers.



More than 229,000 people benefitted from new facilities helping to make key destinations Cycling Friendly, including 23,000 primary and secondary pupils and 50,000 people supported through community initiatives.



Our Give Cycle Space campaign reached over 4 million adults in Scotland, and 89% of drivers who saw our campaign had taken positive action as a result.



Our analysis of road safety and collision data showed that in collisions between bikes and vehicles, 73% of factors contributing to a collision are assigned to drivers.



Transport Planning & Engineering delivered eight construction projects in 2022–23, including rural active travel and urban design projects helping more people to enjoy cycling and walking.



We developed a new strategy for 2023–28, with a new mission and new Diversity and Inclusion Action Plan.

## Bikeability Scotland

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

In the last academic year (August 2022–June 2023), a record 60,000 children took part in Bikeability Scotland training. 67% of primary schools across Scotland now offer Bikeability Scotland training, with 60.3% delivering the more advanced Level 2 on-road training, that builds on the bike control skills developed as part of Level 1 and introduces four core functions that enable children to ride more safely and responsibly in traffic.

As part of our ongoing cross-sectional evaluation study looking at the impact of Bikeability Scotland Level 2 training on cycling knowledge, skills and behaviours, over 1,700 pupil surveys were completed within the academic year. Initial findings from the first two waves demonstrate a positive improvement in recall and scores from trained vs non-trained pupils, and that pupils who undertake Bikeability Scotland are more likely to cycle than those who do not, particularly those from areas of higher deprivation. A further practical assessment has been conducted to help inform and validate the findings, and a third and final wave of the study is planned for 2023–24.

The results will help to guide the future development and delivery of the Bikeability Scotland programme.

All 29 participating local authorities offer multi-level training, with nine local authorities – Aberdeen City, Clackmannanshire, Dundee, East Dunbartonshire, East Lothian, Orkney, Scottish Borders, Shetland and Western Isles – delivering on-road training to 100% of their primary schools.

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

As ongoing support, Cycling Scotland provides grant funding to local authorities committed to increasing delivery of Level 2 on-road training.

This funding can help tackle physical or logistical barriers to children participating, including providing bikes.

Bikeability Scotland resources, recently updated to reflect changes to the UK National Standard for Cycle Training and The Highway Code, are now well established in practical delivery, and have been supplemented by a series of videos, developed to illustrate the 'core functions' that underpin all Bikeability Scotland training. We have also redesigned the Bikeability Scotland website to better address the needs of our primary audience groups including parents, teachers, instructors and local authority partners.

Reflecting our strategic aim to connect a range of voices to drive the case for cycling we have launched a communications and qualitative evaluation project called Bikeability Scotland Voices. The project aims to collect audio recordings of children who have taken part in Bikeability Scotland training. These recordings will be used to demonstrate impact in a variety of communications, reporting and evaluation settings.

Visit → [Bikeability Scotland](#)



### Case study Active Travel Dundee (Schools)



Active Travel Dundee (Schools), supported by Cycling Scotland, won Best Practice in Travel to School and Work Schemes at the Scottish Transport Awards, recognising their success in delivering Bikeability Scotland training in 2021–22.

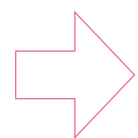
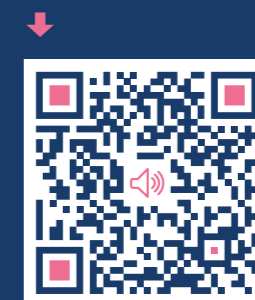
Over the last school year, Dundee became the sixth local authority in the country to deliver Bikeability Scotland training to all of their primary schools, with nearly 3,000 pupils having the opportunity to develop this essential skill for life.

From an average of just 12% of schools between 2010 and 2016, and despite the disruption of the pandemic, Bikeability Scotland training took place at all 33 primary schools for the first time in 2021–22.

There were a number of factors that made the transformation possible including Ancrum Outdoor Centre becoming responsible for coordination and annual grant funding support provided by Cycling Scotland.

Working with Cycling Scotland, the Active Travel (Schools) team at Ancrum now provides a full package of support for curricular-based cycle training to Dundee schools, including school engagement and road safety information, as well as access to instructors, bikes, and bike maintenance.

We spoke to pupils at Eastern Primary, Broughty Ferry, about the training and how it has changed their relationship with bikes and cycling. You can listen to a 20 second clip by scanning the QR code below.



**60,000** children took part in Bikeability Scotland training – a record number

## Play on Pedals

In 2022–23, more than 13,000 children participated in nursery-based Play on Pedals sessions. Cycling Scotland trained 342 Play on Pedals instructors and supported 14 local authorities with grant funding totalling £97,000, to expand the programme to an additional 75 nurseries.

Cycling Scotland continues to support the Play Together on Pedals Partnership, including the pilot

of learn to ride opportunities in primary schools across Glasgow. After trial and development sessions in four schools, the project was expanded to 16 schools. Initial evidence suggests just 24% of pupils are able to cycle at the start of the programme, with over 80% riding by the end of the six-week block.

Visit → [Play on Pedals](#)

➔ **More than 13,000 children participated in Play on Pedals in 548 nurseries across Scotland.**

### Case study Jigsaw Family Learning Centre



Cycling Scotland has worked in partnership with the **Jigsaw Family Learning Centre** → in North Lanarkshire since 2015, where Play on Pedals training is fully integrated into everyday nursery activities. There is a room dedicated to Play on Pedals sessions with plenty of visual resources for parents and carers, with progress trackers for each child which indicate when key milestones are met.

Family engagement with the program takes place throughout the year with the annual

'Tour de Jigsaw' event marking an opportunity for nursery children to take part in and highlight to their parents/carers the progress they have made. Certificates are presented at a medal ceremony. Parents also have the opportunity to ride bikes alongside their children at the event.

Cycling in the community is supported; with the children undertaking visits to the local park on balance bikes. This introduces the children to responsible cycling and cycle safety at an early age.

## Adult Cycle Training

Cycling Scotland promotes national standard cycling skills to adults. 2,918 adults undertook practical training, with a further 2,385 accessing theory courses and presentations, and 4,760 accessing online resources and learning.

This year, demand for training increased and for the second year in a row, Cycling Scotland distributed grant funding for new and existing adult cycle training providers to provide free to access training for adults and families. Funding of £72,521 was distributed to 18 organisations across Scotland to deliver over 700 sessions.

There was an increase in organisations and individuals accessing cargo bike training, facilitated by partnerships with organisations including Dundee Cycle Hub, Cargo Bike Movement and Cycling UK.

➔ **2,918 adults accessed practical cycle training**



➔ **216 family cycling sessions delivered**

➔ **110 people trained to use cargo bikes**

## Ride leader & instruction courses

Cycling Scotland supports delivery of national standard cycle training to a wide range of audiences and supports people to develop as instructors and leaders. 735 people completed Cycle Ride Leader training.

### Cycle Patrol

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

### Go Mountain Bike

1,116 people participated in Go MTB training, delivered across 101 centres.

### Practical Cycle Awareness Training

This year, 379 Large Goods Vehicle and Passenger Carrying Vehicle drivers undertook training to improve safety around people cycling. The course qualifies for seven hours of Driver CPC. Cycling Scotland worked with fleet operators including East Lothian Council, Midlothian Council, T. French & Son, and McPherson Ltd. to embed training within their internal driver training programmes. Drivers of electric bus company Ember also received Practical Cycle Awareness Training.

### Quality Assurance

All courses certified by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance. Quality Assurance returned in 2022–23 following interruptions in previous years from public health restrictions. A total of 24 QA visits were made this year and this included twelve visits

to Bikeability Scotland sessions in seven different local authorities. Seven new Tutors were recruited and support was provided to tutors and instructors, including CPD sessions, a recorded E-bike webinar and First Aid and Child Protection courses.

## Road safety



Click to view →

**In Scotland, on average four people cycling a week suffer serious, potentially life-changing injuries from a vehicle collision – and close passes can be a daily experience for people cycling.**

We're working to contribute to a decrease in serious incidents on Scotland's roads involving people on bikes.

#### Give Cycle Space

Our national Give Cycle Space campaign, supported by Police Scotland and funded by Transport Scotland, educates drivers on the need to drive safely around people on bikes.

Now in its fifteenth year and informed by research, our new campaign, which launched in May 2023, humanises the person on the bike, focusing on the risk drivers take when they don't follow the Highway Code rule of giving at least 1.5m when overtaking.

Running across TV, video-on-demand, radio, digital and bus backs, we reached 97% of adults in Scotland, who saw the campaign 13 times on average.

Police Scotland supported the campaign, with their logo appearing on creative, a joint photo call for media and raising awareness on their channels. Our campaign was covered by national media, including a cycling training feature which was covered by STV News.

We continued to support the police's Operation Close Pass and created collateral to highlight updates to the Highway Code.



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

#### Results include:

- 86% of drivers remembered at least one element of the campaign
- 89% of drivers who had seen the campaign had or were planning to take positive action

- 45% of drivers recognised the core message of the importance of giving space, with 1/3 specifically mentioning 1.5m
- Drivers who recognised the campaign were twice as likely to identify the message of keeping people safe
- 56% drivers reported 'giving at least 1.5m every time' post-campaign

#### Case study



Our media activity featured stories from across the country of people who cycle.

"As a person who cycles and drives, I think about both when I make choices on the road. I believe Scotland's roads would be a lot safer if all drivers had this perspective – especially if they knew how frightening it was when a car passes too closely."

**Shgufta Anwar, Glasgow.**



**89% drivers who had seen the campaign had or were planning to take positive action**

#### Understanding of Highway Code research

We successfully applied for funding from Transport Scotland's 'Road Safety Framework Evaluation Fund'. This will be used to evaluate gaps in road user understanding and awareness of Highway Code rules designed to protect vulnerable road users.

Through a partnership approach, this evaluation will support safe road use by identifying knowledge gaps and opportunities for relevant training and communications programmes to help address these.

**Training: read more about our training for drivers on → P9**

#### Collision research

We analysed data published in Reported Road Casualties Scotland, which is the main source of collision injury data collected by the police.

Findings show that in collisions between bikes and vehicles, the person driving the vehicle is more often at fault: 73% of factors contributing to a collision are assigned to the driver.

The data helps us to challenge some myths around people on bikes, particularly about the causes of collisions and how to reduce the likelihood or severity of collisions. Engineering, education and enforcement are critical in reducing fatal and serious injuries in collisions involving people cycling.

## Attitudes and behaviours towards cycling

Since 2017, we have commissioned independent research to track attitudes and behaviours towards cycling in Scotland. Published in November 2022, this fourth round of research found that since the research started:

- 32% of people now cycle, regularly or occasionally, up from 27% in 2017.
- More than four in five people (83%) say that being able to combine exercise and transport is a highly motivating factor for cycling more often.
- Saving money was a key motivation for cycling in 2022: “low cost” a more common reason for cycling in 2022 (29%) than in 2021 (17%).
- Scotland’s appetite for cycling continues to grow, with the number of people saying that they are “extremely likely” to cycle more in future doubling since last year (6% vs 3% in 2021 and at the highest rate since the research began in 2017).

The research also highlights continued barriers to cycling that need to be addressed:

- Road safety: over two thirds of people (68%) said not feeling safe enough.
- Access to bikes: one third (37%) report owning a bike.
- Continued gender disparities: with women more likely to consider cycling if there was less traffic on the roads (77% vs. 63% of men) and fewer women saying they cycled occasionally or regularly (24% vs. 40% of men).



Laura Bouch, a social worker from Glasgow started cycling while roads were quieter during the pandemic: “I’ve discovered that cycling is so much cheaper than driving. I save loads, and although I don’t cycle every day, it’s saving me £40 to £50 a month on fuel. I also feel better that by cycling, I’m helping to travel in a more environmentally friendly way.”

## Monitoring cycling



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

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

By the end of 22–23, the network of fixed cycle counters had grown from 77 to 102 counters, recording daily and hourly cycle counts from across 31 local authorities. All this data is openly accessed through the Cycling Open Data portal.

Two 48-hour traffic surveys were conducted in May and September 2022 across 100 locations in all 32 local authority areas. 28,472 and 24,693 bikes were counted respectively which corresponded to a national cycling modal share of 1.16% and 1.00%: higher shares than May 2021 (1.05%) and September 2021 (0.93%).

In 22–23 the volume of data on the Cycling Open Data portal has continued to grow with 99 high quality datasets now available. Working in partnership with Sustrans, Scottish Trunk Roads and Paths for All; real time data from the Scottish National Cycle Network and the Scottish Trunk Road Network is now available, with Scottish Canals and pedestrian data soon to be included.

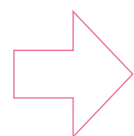
The latest Annual Cycling Monitoring Report was published in September 2022. It included national and local cycling statistics, and local authority active travel expenditure from 28 out of 32 local authorities.

Anyone can view or download NMF data from the Cycling Open Data portal.

Visit → [cycling.scot/opendata](https://cycling.scot/opendata)

“Individuals, community groups, and elected officials love it. They have revelled in the fact that they can signpost people to this portal. Before this information was publicly available, we had to put correspondents in touch with the nominated Council officer to get permission to share the information from each specific counter. This was a long, laborious process with data having to be downloaded, formatted and sent back via e-mail.”

Jon Barron, Active Travel Development Officer at NESTRANS on the Cycling Open Data portal.



**More than two thirds** of people who would consider cycling see it as a way of saving money

## Conferences

### Cycling Scotland conference



After two years online, our Annual Conference welcomed over 200 delegates to Stirling to explore our theme “accelerating the move to safer cycling for everyone”.

Chaired by Catriona Stewart (The Herald) and opened by Baillie Alasdair Tollemache (Stirling Council), speakers included: Professor Sally Kyd

(Leicester Law School), Teresa Ciano (GoSafe Wales), Kirsty Lewin (InfraSisters) and Minister for Active Travel Patrick Harvie MSP.

Breakout sessions examined the role of cycling in tackling global challenges, and a led ride explored Stirling’s new active travel infrastructure.

➔ **Over 200 delegates attended our annual conference to explore our theme “accelerating the move to safer cycling for everyone”.**

Safety campaigner and survivor of a collision while cycling, Kirsty Lewin closed the conference with a moving and passionate speech, inspiring delegates: “what does leadership in your role look and feel like, what will you do to step up, to be bold, to speed up the essential improvements we’ll all benefit from?”



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



### Active Travel Conference

Jointly hosted by Paths for All, Sustrans Scotland, Living Streets Scotland and Cycling Scotland, the national active travel conference was held in Perth in June 2022, marking Scotland’s Year of Stories with presentations on the theme of

“active travel in Scotland: the next chapter”. Workshops included topics on ageing in rural communities, access to bikes and storage, race equality, public spaces and 20-minute neighbourhoods.



## Access to bikes

**In 2022–23, we continued our commitment to tackle transport poverty in Scotland by helping more people get access to a bike through new and existing projects and partnerships.**

We increased access to bikes in schools, workplaces, community groups, and campuses through Cycling Friendly grants, providing:

- Over 700 bikes, including 12 bikes adapted to meet individual needs for community members, ensuring accessibility and inclusivity.
- 48 employees at NHS Tayside with support to purchase their own bike, giving them the freedom to travel to and from work at no additional cost.

Young people at schools and nurseries benefitted via Bikeability Scotland and Play on Pedals funding with the provision of over 480 pedal and balance bikes, and 37 bikes were supplied by the Adult Cycle Training scheme.

### Bike reuse

As well as directly funding new and refurbished bikes, Cycling Scotland worked with partners to improve access to bikes. These included **a successful pilot project with Fife Council** where over 850 bikes were collected from Household Waste Recycling Centres and distributed across four reuse organisations. 404 bikes were able to be repurposed, with over 240 redistributed to new owners to date, and a further 229 bikes used for parts.

### Access to Bikes for Young People Fund

This year also saw a continuation of work on a pilot project that had provided over 200 bikes to young people, as well as 16 adapted bikes to schools.

We launched the Access to Bikes for Young People Fund, which works with partner organisations to increase affordable access to bikes for children and young people, supporting independent travel, reducing inequalities, and improving health. The project aims to support children who are facing barriers related to costs and wider life challenges, as well as young carers, care experienced young people, those with disabilities and those from families in receipt of benefits.

➔ **1,600 bikes to people across Scotland**



### Case study Common Wheel



Common Wheel received funding from the Cycling Friendly Community development fund to support the refurbishment of 20 bikes as part of their "Build your own Bike" programme.

This 10-week structured course supports people referred by health professionals who are recovering from or managing poor mental health. Participants choose a donated frame and are supported to build their own bike that they keep at the end of the course.

Beyond gaining permanent access to a bike, participants were able to develop their skills whilst reducing social isolation.

One participant said: "Building my own bike gave me a real focus to my week when it was often a struggle to motivate myself to do anything. Focusing on the practical task in-hand helps you escape the negative cycle of thoughts that often possess you during depression. It was also a real boost to my self-esteem when I rode away on the bike that I'd rebuilt with my own hands, a tangible sense of achievement and a significant step on the road to recovery."

➔ **It was... a real boost to my self-esteem when I rode away on the bike that I'd rebuilt with my own hands**

## Access to cycle storage and parking



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

This year, we distributed £2.5 million funding to schools, campuses, workplaces, community groups, local authorities, and social housing providers to install or improve 480 cycle storage and parking facilities, making it easier for people to securely lock their bikes.

The Social Housing Partnership Fund supported housing associations with the installation of more than 125 cycle storage units for their tenants.

Other projects included a gated, green roofed shelter for staff and students at Abertay University, an accessible shelter for the Gatehouse of Fleet Community Centre that will cater to staff and visitors, and a secure storage unit for employees at R&W Scott.

We also launched the Residential Cycle Storage and Parking fund with the Minister for Active Travel, Patrick Harvie MSP, to support local authorities and housing providers install safe, accessible facilities for residents.

A total of £650,000 was awarded to seven local authorities, including two projects in Dundee, and two at housing association locations in Glasgow.



Following the positive impact of residential cycle storage schemes in Edinburgh and Glasgow, Dundee was looking to complement a variety of other active travel investments with their own programme of bike storage.

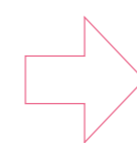
With many people living in flats, especially older tenements which were built without cycle storage in mind, residents either have to lock up their cycles in the close, causing clutter and a fire hazard, or in the garden where they are not secure.

Having identified this was a major barrier to cycling in the city, Dundee City Council used similar criteria to that created by Glasgow City

Council, which scored proposed locations based on SIMD area, proximity to existing/proposed cycle infrastructure, 20mph zones, nearby housing type and density, and existing demand.

To address any cost barriers, Dundee City Council is incentivising the uptake of cycle storage spaces by making them all half price for the first year and are planning a significant subsidy for the units located in the lowest 20% SIMD.

The Dundee City Council projects represent the third Scottish city-wide residential cycle storage project and will see 40 units being installed within the majority of the council wards.



**480** installations of or improvements in cycle storage and parking were funded across all Cycling Scotland programmes

## Cycling Friendly

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

In 2022–23, a total of £3.5 million in development grant funding was allocated to 188 projects in Scotland to provide facilities that will allow more people to cycle to their work, place of study, or within their community.

The £3.5 million in funding, which comes from the Scottish Government's active travel budget, was supplemented by £2.5 million of match funding, bringing the total value of projects to £6 million.

From these funded projects, 229,000 people are set to benefit, including 40,000 employees, 23,000 primary and secondary pupils, and 50,000 people supported through community initiatives.

Celebrating Cycling Friendly organisations, we awarded 192 organisations. These organisations included community groups, workplaces, schools, and campuses. The Cycling Friendly Award recognises their efforts to help people enjoy all the benefits of travelling by bike.

Local one-to-one support through the Cycling Friendly Assessor Network continued with 20 assessors providing organisations with guidance and advice to become Cycling Friendly.

**£3.5 million** of grant funding improve facilities benefitting **229,000** people



Midton Acrylics is a leading acrylics manufacturer, based in Lochgilphead. A mile from the town centre, with forest tracks nearby, the workplace was well suited to help its staff switch from car to bike.

A company travel survey revealed that while only one of their 40 employees cycled to work, a third of staff said they would choose to cycle every day if better parking and changing facilities were available. Two thirds said they would be encouraged to cycle occasionally with such facilities.

Following this, Midton applied to the Cycling Friendly fund.

Securing £25,000, Midton went above and beyond to install new bike shelters, showers, a maintenance shed with tools, a bike cleaning area, and drying racks.

With the new facilities, the company has seen a steady increase in the number of colleagues cycling to work, with Assembly Technician, Casper, saying "I love cycling to work. It livens you up in the morning", and, as a recognition of their efforts, Midton secured the Cycling Friendly Employer Award.



**Building on the success of 2021–22, the in-depth design work carried out by Transport Planning & Engineering over the past two years has enabled eight construction projects to be delivered simultaneously on the ground during 2022–23.**

Work continues to cover the whole of Scotland from Wester Ross down to Dumfriesshire, working with a range of different clients, covering rural active travel and urban design projects

The anticipation of major increases in active travel funding has been met with enthusiasm and focus.

As 2024–25 approaches, Transport Planning & Engineering has concentrated on building up team numbers, creating new working relationships with external resources and offering advice and direction to the many community groups looking to become involved in the opportunities that are developing.

It is an exciting time with the team enthusiastic about supporting projects to help Scotland reach its environmental targets and make it easier for more people to enjoy cycling and walking.

**A dynamic year with a peak number of projects being delivered on the ground**

**TP&E**  
Transport Planning & Engineering



#### Project locations

- St Fillans, Perthshire
- Drymen (Balmaha)
- Stanley to Luncarty, Perthshire
- Penpont to Thornhill, Dumfriesshire
- Lowland Canals – Bowling to Glasgow and Edinburgh City outskirts
- Bridge of Earn to Newburgh
- Water of Leith (Balerno to Edinburgh City Centre)
- Clyde Cycle Park, Cambuslang
- Coalie Park, Leith, Edinburgh
- Crieff, Perthshire
- Lochearnhead, Stirlingshire
- Longniddry, East Lothian
- Garve, Wester Ross



#### Our main successes have been:

- Design and delivery of rural projects to continue to establish and support the modal shift from vehicle-orientated places to people-focused places.
- Consulting and promoting active travel routes to rural communities to assist in the school run, impacting on modal shift in these areas and reducing the isolation rural communities can experience.
- Strengthening partnership working with local authorities and community groups to deliver fit for purpose sustainable travel assets on desire lines to create direct and desirable routes.
- Providing services to more rural communities to enable infrastructure design to be realised in these locations.
- Informing wider audiences on design complexities, challenges, and accomplishments that can be found in project delivery of this sector.

#### In 2022–23 we achieved:

- Commencement of the first phase of a 4km route near Thornhill in Dumfries and Galloway.
- Construction of a further phase on the Loch Earn Railway Path at St Fillans: Phase 5b.
- Delivery of the second phase of the Clyde Cycle Park in Cambuslang.
- Design and delivery of the next phase of towpath access works on the central Scotland Canals to open up this amazing resource to a greater user group.
- Delivery of the first phase of works for the Bridge of Earn to Newburgh project.
- Concept Design delivery for remote routes in Wester Ross embracing trunk road crossings.
- Detailed design for an urban park area in Leith, Edinburgh.
- Continued design for the 16km Loch Earn Railway Path in Perthshire and Stirlingshire.
- Further detailed design conducted on the Penpont to Thornhill Active Travel route.
- Road safety design and delivery project in Drymen, Stirlingshire to traffic calm the centre of the village.



#### Case study Bridge of Earn to Newburgh

The Bridge of Earn to Newburgh project is a medium distance active travel route designed to bring together two towns on the edge of Perthshire and Fife, by providing an 8.8km cycling and walking route running parallel to the A912 and A913.

In 2022–23, work commenced on the first phase of the project, linking Aberargie to existing walking and cycling infrastructure and providing a safer route to the community woodlands to the south. To create safer environment for walking, wheeling

and cycling, several measures have been completed, including: reconfiguring the Wick O'Baiglie junction to create a more pronounced staggered junction with the A912, installing a toucan crossing close to the junction along the path user desire line. and establishing a raised table to cross Old Edinburgh Road and shortening the slip road to the M90.

Phase two of the project will see works to extend the route from Aberargie roundabout on the A912 through Abernethy towards Newburgh.

## Charitable objectives

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



## Vision

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

## Mission

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

## Values

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

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

## Strategic Purpose

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.

## Partnership working

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

### Project delivery partners

- All 32 Scottish Local Authorities
  - Active Travel Hub Ayr
  - Adventure Aberdeen
  - Angus Cycle Hub
  - Ardrishaig Bothy
  - Bike for Good
  - Bike Town
  - CoMoUK
  - Comrie Croft
  - Climate Literacy Training
  - Cycle to Work Scheme providers
  - Cycling UK
  - Dundee Cycle Hub
  - Dunoon Bothy
  - Eco Schools
  - Education Scotland
  - Energy Saving Trust
  - Forth Environment Link
  - Healthy N Happy (Camglen Bike Town)
  - Inverclyde Bothy
  - Just Cycle Ltd, Tweedbank
  - Keep Scotland Beautiful
  - Kilmarnock Active Travel Hub
  - Living Streets Scotland
  - Nature Scot
  - Outdoor Education Fife
  - Outfit Moray
  - Public Health Scotland
  - Paths for All
  - Play Scotland
  - Police Scotland
  - Recyke-a-Bike
  - Regional Transport Partnerships
  - Road Safety Scotland
  - Scotland Funders' Forum
  - Scottish Advisory Panel for Outdoor Education (SAPOE)
  - Scottish Centre for Healthy Working Lives
  - Scottish Cycling
  - Scottish Government
  - STV Children's Appeal
  - Sustrans Scotland
  - Scottish Canals
  - The Bike Station
  - Transition (St Andrews)
  - Transport Scotland
  - Velocity Café and Bicycle Workshop
  - VisitScotland
  - Volunteer Development Scotland
- ### Forum and working group partners
- Active Travel Delivery Partner working groups
  - Association of Directors of Education Scotland (ADES)
  - Circular Communities Scotland



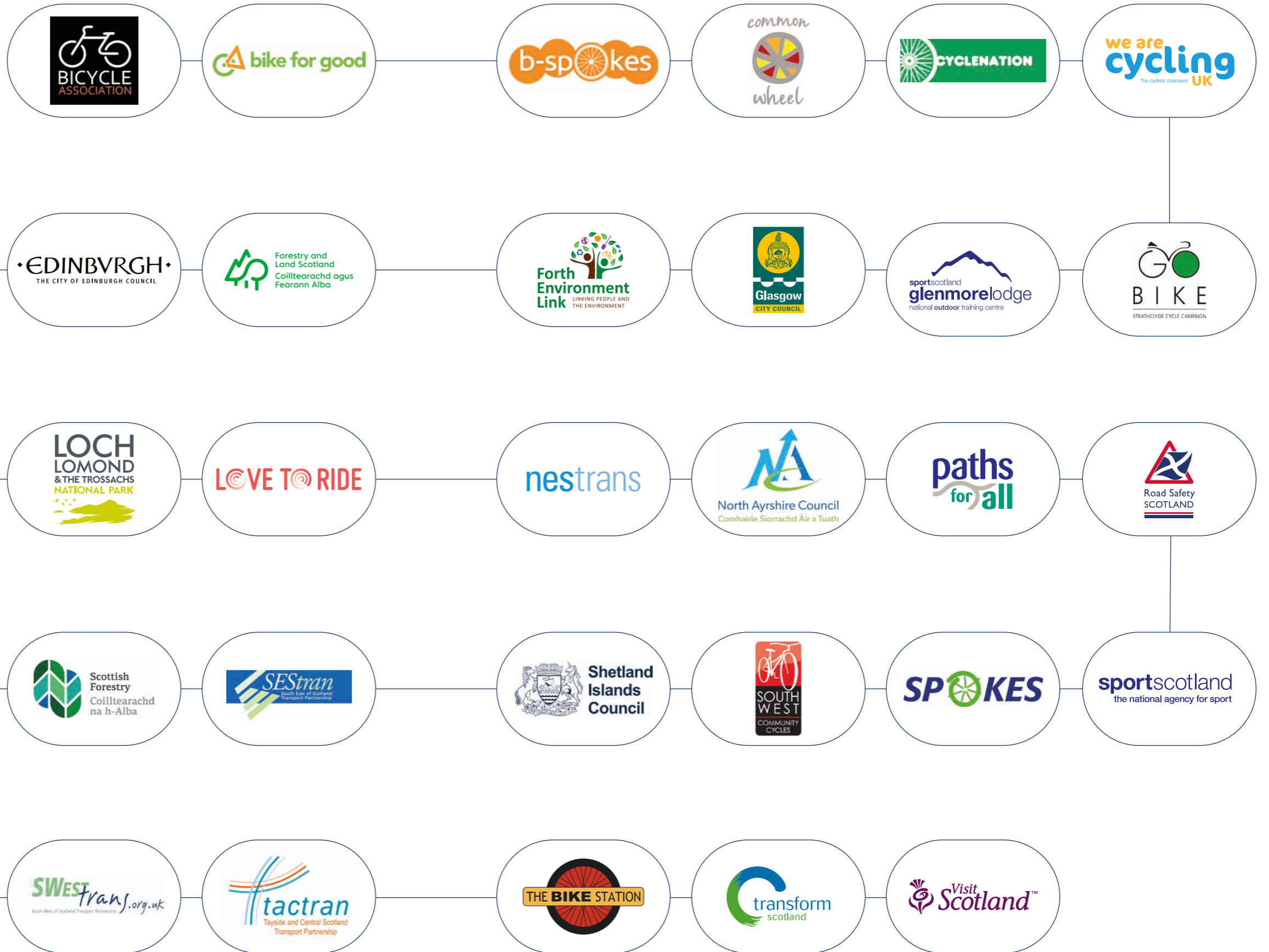
- Convention of Scottish Local Authorities (COSLA)
- Developing Mountain Biking in Scotland (DMBinS)
- Environmental Association of Universities and Colleges (EAUC)
- Keep Scotland Beautiful
- Local Authority & Regional Transport Partnership Forums
- Mobility & Access Committee Scotland
- National Access Forum
- Public Health Scotland Physical Activity Stakeholder Group
- Society of Chief Officers of Transport Scotland (SCOTS)
- Scotland Funders Forum
- Scottish Enterprise
- Scottish Outdoor Access Network (SOAN)
- ScotRail
- sportScotland
- Transform Scotland
- Zero Waste Scotland

We are grateful for the continuing support of our principal funder Transport Scotland.



# Cycling Scotland members

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



## Financial accounts

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

in the statutory accounts found no matters arising during the audit. The full accounts, including the Independent Auditors' Report and Directors' Report, were approved by the directors on 31st August 2023 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 2023

	Unrestricted Funds		Restr. Funds	2023	2022
	General £	Designated £	£	Total £	Total £
<b>Income and endowments from:</b>					
Donations and legacies					
• Gifts and Donations	1,000	-	-	1,000	-
• Voluntary Income	-	-	-	-	-
<b>Charitable Activities</b>					
• Scottish Government Grant	7,369,390	-	-	7,369,390	5,676,184
• Local Authority Grant	110,000	-	-	110,000	
• Education and consultancy	35,300	-	22,264	57,564	43,311
• Marketing and event income	9,350	-	-	9,350	5,163
• Other charitable income	9,224	-	-	9,224	9,329
<b>Other Trading Activities</b>					
• Trading Income	342,434	-	-	342,434	286,824
<b>Investments</b>					
• Bank interest	3,188	-	-	3,188	2,409
<b>Total income and endowments</b>	<b>7,879,886</b>	<b>-</b>	<b>22,264</b>	<b>7,902,150</b>	<b>6,023,220</b>
<b>Expenditure on:</b>					
• Charitable activities	7,800,528	-	27,211	7,827,739	5,906,760
• Other	-	-	-	-	2,810
<b>Total expenditure</b>	<b>7,800,528</b>	<b>-</b>	<b>27,211</b>	<b>7,827,739</b>	<b>5,909,570</b>
<b>Net income/(expenditure)</b>	<b>79,358</b>	<b>-</b>	<b>(4,947)</b>	<b>74,411</b>	<b>113,650</b>
• Balance brought forward	696,264	70,000	61,865	828,129	714,479
<b>Closing balance at 31 March 2022</b>	<b>775,622</b>	<b>70,000</b>	<b>56,918</b>	<b>902,540</b>	<b>828,129</b>
Comprising:					
<b>Unrestricted Funds</b>					
• General	775,622	-	-	775,622	696,264
<b>Designated Funds</b>					
• Designated Assets	-	-	-	-	-
• Pension Deficit Reserve	-	70,000	-	70,000	70,000
<b>Restricted Funds</b>					
• Pedal for Scotland Fund	-	-	50,827	50,827	58,404
• Play on Pedals	-	-	6,091	6,091	3,461
	<b>775,622</b>	<b>70,000</b>	<b>56,918</b>	<b>902,540</b>	<b>828,129</b>

### Cycling Scotland

Consolidated Balance Sheet at 31 March 2023

	£	2023 £	£	2022 £
<b>Fixed Assets</b>				
• Tangible assets		-		-
<b>Current Assets</b>				
• Debtors	231,462		96,746	
• Cash at bank and in hand	2,214,276		2,275,511	
	<b>2,445,738</b>		<b>2,372,257</b>	
<b>Creditors: Amounts falling</b>				
• due within one year	1,528,100		1,521,889	
<b>Net Current Assets</b>		<b>917,638</b>		<b>850,368</b>
<b>Total Assets less Current Liabilities</b>		<b>917,638</b>		<b>850,368</b>
Defined benefit pension scheme liability		15,098		22,239
<b>Net Assets</b>		<b>902,540</b>		<b>828,129</b>
<b>The funds of the charity</b>				
<b>Unrestricted Funds</b>				
General Fund		775,622		696,264
Designated Funds		70,000		70,000
<b>Restricted funds</b>				
		56,918		61,865
		<b>902,540</b>		<b>828,129</b>



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**Cycling  
Scotland**

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Front cover image: cycling on  
the South City Way, Glasgow