

Cycling Scotland

Annual report
& accounts
2021–22





On behalf of the Board and staff team, welcome to Cycling Scotland's Annual Report 2021–22. This provides an overview of the organisation's activity, progress and achievements through the many projects we have delivered, funded and supported during the year.

Throughout and emerging from the worst of Covid, we were supporting more people to cycle and highlighting the cycling boom that had commenced. Bikeability Scotland cycle training delivery in schools returned towards pre-pandemic levels and continuing that progress is a top priority. The new model for Pedal for Scotland, a programme of locally focussed events, got underway. More cycling friendly grant funding than ever was distributed to schools, universities, colleges, communities, workplaces, social housing and retail premises. We were one of many organisations piloting ways of making bikes available free of charge to young people who might otherwise be excluded from the benefits of having access to a bike and cycling.

As well as grant funding, we oversaw further research projects on national attitudes and behaviours on cycling, increasing affordable access to bikes, increasing bike recycling, re-use and repair and how to substantially improve the availability of cycle storage.

TP&E, our social enterprise consultancy, also carried out more work than ever before, with Councils, Scottish Canals, local communities, and countryside and development trusts to improve local and national cycling infrastructure through inception, design and construction projects.

Our annual conference, held online, featured the new Active Travel Minister and recognised that there is considerable progress to celebrate, especially the extremely welcome commitment to allocate at least 10% of the Scottish Government's annual transport budget to active travel, as well as Cycling Champion of the Year Awards.

Focussing on our charitable objectives, we continued implementation of a programme of updating our Governance processes and procedures in line with best practice and, as part of that, conducted a recruitment process leading to the appointment of two new Trustees to the Board, and supporting the ongoing development of the charity.

Amongst the good news during the year, there was sadder news at the loss of Brian Curtis, our founding Chair, Ian Findlay, Chief Officer of our member, Paths for All and just recently, our founding trustee, Sandy Scotland. Tributes have rightly been paid elsewhere to those individuals for their leadership and legacy.

We are grateful for the continuing support of our main funder Transport Scotland and the hard work of so many colleagues in Cycling Scotland, our wider membership and the numerous other organisations improving the environment for cycling in their communities.

**Keith Irving,
Chief Executive**

**Eric Guthrie,
Chair**

Brian Curtis MBE

Our founding Chair sadly died in November 2021. Brian did an incredible amount of work for cycling in Scotland, recognised with an MBE in 2006. Brian was the Founding Chair and then a Trustee and Director of Cycling Scotland from 2003–13. He also led cycle tours all over the world as a CTC tour leader. Brian was one of the main organisers of the first Pedal for Scotland rides, involved in everything from direction signs to feeding stops to acting as sweeper. He will be much missed.



Sandy Scotland

As our longest serving Trustee and Chair of our Finance Committee, Sandy combined professional accountancy expertise with staunch advocacy for cycling. He made a major contribution to the increases in cycling over many decades, joining Spokes in the 1980s, and was involved in some of their notable campaign successes in Edinburgh. He was also a Board Member of Sustrans, and more recently, SEStran. Sandy sadly died in the summer and will be missed by people across the worlds of cycling and cricket umpiring.



Contents

1	Welcome	2
2	Highlights 2020–21	4
3	Response to the pandemic	6
4	Education & training	8
5	Promotion, policy & monitoring	14
6	Behaviour change	20
7	Transport Planning & Engineering	30
8	Organisation	32

2 Highlights 2021–22



Bikeability Scotland Over 52,000 children took part in training: a record number.



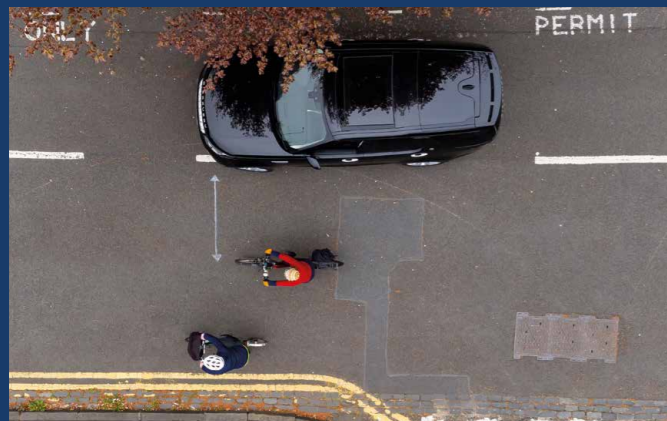
Cycle data Our monitoring work showed a continued increase in people cycling since Covid-19.



Play on Pedals Over 10,000 children participated in nursery-based Play on Pedal sessions.



Adult cycle training 1,252 adults undertook practical training with a further 1,460 accessing online learning.



Give Cycle Space 62% of drivers after the campaign were more likely to give 1.5m space every time they drove past someone on a bike.



Road signage project Recorded dangerous close passes dropped from 50% to 29% at trial site.



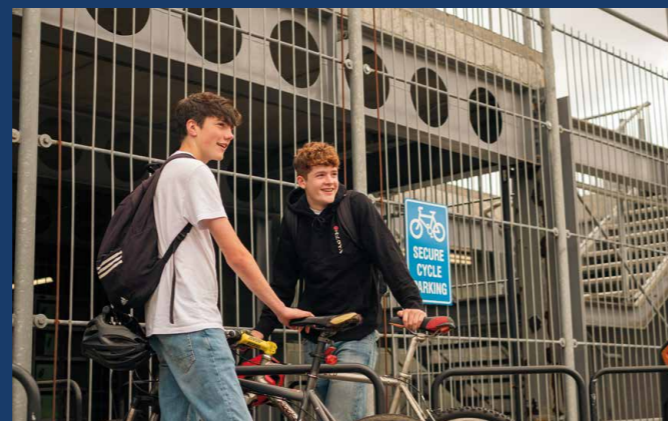
Cycling Friendly Employer 25,000 staff benefitted from improved facilities to support cycling to and at work.



Cycling Friendly Community £531,000 distributed to projects to address transport poverty, isolation, physical and mental health, and employability.



Pedal for Scotland Pedal Irvine, Pedal Ayr, Pedal Glasgow G3 and the Dundee Cyclathon funded and delivered in 2022.



Free Access to Bikes 500 bikes being provided to young people via schools through new pilot project.



Transport, Planning & Engineering Delivery of 15 active travel infrastructure projects across the country.



Funding for social housing 3,000 households living in social housing benefitted from improved active travel facilities.

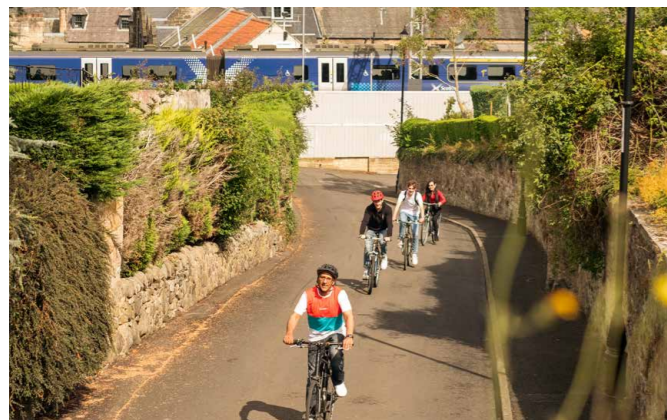
3 Response and recovery

Emerging from the pandemic, and facing new challenges, Cycling Scotland has supported as many people as possible to access bikes, funding and storage. We've continued to raise the profile, and the value of cycling, and explore areas of activity to help make our roads safer.



Support for health and social care workers

We continued our support for staff working in health and social care to be able to access bikes and locks, overcoming barriers of affordability.



Monitoring and media coverage

We continued to release to media the increase in cycle rates, using data from our National Monitoring Framework, sharing stories of people who had started cycling, and highlighting the important role cycling plays in our response to global challenges.



Affordable Access to Bikes research

Working with Scottish Enterprise and Zero Waste Scotland, we commissioned research to explore bike reuse and circular business models, outlining best practice and potential for growth.

Free Access to Bikes for Secondary Schools pilot project

One of several pilots across Scotland being supported by Transport Scotland, we run this project which supports the Scottish Government policy of providing free bikes to young people via schools.



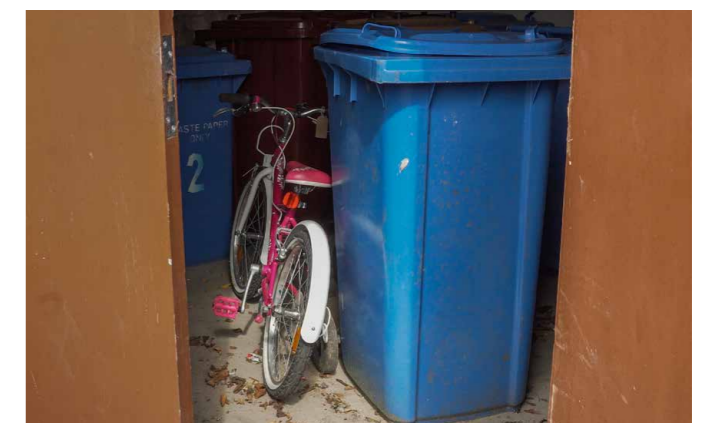
Road signage project

In partnership with Lee Craigie, the Active Nation Commissioner, and local authorities, we delivered a pilot project to install and test road signage that advises people driving on safe overtaking distances when passing people cycling.



Residential cycle storage

We commissioned independent research to further understand the barriers around secure residential bike storage, and identify recommended actions.



Bikeability Scotland



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

In the last academic year (August 2021–June 2022), a record 52,337 children took part in Bikeability Scotland training. A record 50% of primary schools across Scotland now deliver on-road Bikeability Scotland cycle training, an increase from the pre-pandemic high of 47%.

All 29 participating local authorities offer multi-level training, with four local authorities – Clackmannanshire, East Dunbartonshire, Shetland and Western Isles – delivering on-road training to 100% of their primary schools.

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.

The 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 were supplemented in 2021–22 by the introduction of a series of new videos, developed to illustrate the ‘core functions’ that underpin all Bikeability Scotland training.

Reflecting our continued commitment to providing instructor CPD, Cycling Scotland delivered two further online events in our series of webinars supporting practical training delivery. These covered delivery in rural settings and, most recently, with input from Education Scotland and teaching staff, the educational impact of Bikeability Scotland, and how it can be applied by schools to support the curriculum. Three regional, in-person practical training days for instructors were also hosted between March and May.

A new ‘Bikeability Scotland Approved Retailer’ initiative, aimed at supporting local bike shops and raising awareness of the programme to staff and parents, has been rolled out to over 100 retailers across the country, with more set to join.

As part of our ongoing cross-sectional evaluation study looking at the impact of Bikeability Scotland Level 2 training on cycling knowledge and skills, over 1,000 pupil surveys were completed within the academic year. Initial findings suggest a positive impact, with this assessment due to be verified and validated by conducting two further waves. The final results will help to guide the future development and delivery of the Bikeability Scotland programme.



52,000+

Over 52,000 children took part in Bikeability Scotland training: a record number

Bikeability Scotland

Case study: Canal View Primary school

Canal View Primary school, in Edinburgh, was named 'School of the Year' at the 'Bikeability Scotland Awards 2021'.

The school's focus on Bikeability, through the lockdown, made them a winner and one year on they are still reaping the rewards. Sue Russell, the schools Health & Wellbeing Co-ordinator, said: "We were so lucky to have spent a day a week outside, during lockdown, and focused on Bikeability. It made a massive difference to the children and to the school as well".

Canal View were able to focus on Bikeability, in this way, because they had the support of their Head teacher and their Active Schools Co-ordinator who became based in the school.

Any extra timetable slots, that came about as a result of changes through lockdown, were given to biking too. Sue says this focus has made a big difference to the levels of cycling amongst the children: "So many children bike to school now and also cycle with their families at the weekends. The key to the success was spending the time to get all the children comfortable on their bikes before we began Bikeability. Then when we did start the programme we managed to get all our Primary 6 & 7's through Levels 1 & 2, which means that all our children learned to ride with control whilst sharing space with others, before gaining the skills and confidence to cycle safely on the road".



Play on Pedals



Cycling Scotland partners with local authority Early Years departments across Scotland to embed the Play on Pedals programme, giving nursery children the chance to learn to cycle before starting school.

This academic year, over 10,000 children participated in nursery-based Play on Pedals sessions. Cycling Scotland supported 12 local authorities with grant funding totalling £71,000, to expand the programme to an additional 130 nurseries.

10,000+

Over 10,000 children participated in Play on Pedals

Essential Cycling Skills

Cycling Scotland promote national standard cycling skills to adults, under the Essential Cycling Skills brand. 1,252 adults undertook practical training, with a further 1,460 accessing online learning.

As public health restrictions eased, demand for training was sometimes greater than instructor capacity. Cycling Scotland piloted a grant fund for third-party providers to provide free to access training for adults and families. Funding of £48,360 was distributed to create 700 additional sessions.

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

In response to updates to the Highway Code, all training resources were audited and updated. To increase access to training information, the popular 'Essential Cycling Skills' pocket guide has been translated into seven languages, including copies in Arabic and Ukrainian which are being distributed by Bikes for Refugees.

67 67 people trained to use cargo bikes

220 220 family cycling sessions delivered

Case study: Treanor family

Since taking the Essential Cycling Skills (ECS) course, the Treanor family from Fife have discovered the joy of cycling.

Tom was a keen cyclist as a teenager and in the past had enjoyed commuting to work by bike and long bike trips. Louise on the other hand had a bike when she was a child and since then had only one try on a hired bike twenty years ago on a family holiday. She struggled then and decided that she wouldn't be trying to ride a bike ever again.

Having enjoyed the two-hour Family ECS course during the Easter holidays with Neil, a Cycling Scotland instructor, the family have grown in confidence and are now setting their sights on advanced courses and spending weekends and holidays exploring the bike paths nearby.

"The motivation to carry on, this was so much fun! I'd really encourage people to give it a go. The course helps you grow confidence in yourself. I can't help but think of all the years I've missed out on enjoying the fun of cycling."



1,252

1,252 adults accessing practical cycle training

Ride leader and 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.

Cycle Ride Leader
709 people completed Cycle Ride Leader training in 2020-21.

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

Go Mountain Bike
614 people participated in Go MTB training, delivered across 97 centres.

Practical Cycle Awareness Training
Practical Cycle Awareness Training resumed in 2021, with 372 LGV/PCV drivers undertaking training to improve safety around people cycling. The course qualifies for 7hrs of driver CPC time. Cycling Scotland worked with fleet operators including McGill's Buses, T. French and Son, and McPherson Ltd to embed training within their internal driver training programme.

Quality Assurance

All courses certified by Cycling Scotland, including Bikeability Scotland, are subject to Quality Assurance Review. There was continued disruption to Quality Assurance visits during 2021-22 as a result of public health restrictions, with just 7 visits made.

Remote support was provided to tutors and instructors, including CPD sessions on Highway Code updates, and training in Inclusion and Diversity, First Aid and Child Protection.

5 Promotion, policy & monitoring

Give Cycle Space



The Give Cycle Space campaign, supported by Police Scotland and funded by Transport Scotland, ran on TV, radio, online and bus backs in May this year. It included reference to the updated Highway Code rule: when overtaking people on bikes, drivers must leave at least 1.5 metres of space.

Give Cycle Space aims to educate drivers about giving space to people on bikes, highlighting the legal consequence of close passing. Through TV, radio, online and bus advertising, the campaign, reached more than 91% of adults this year, with an average frequency of 10.4.

Our media activity focused on statistics from our research including 96% of drivers agreeing that a vehicle getting too close must be frightening for people cycling and nine in ten drivers in Scotland saying we should protect the most vulnerable road users on our roads, including people cycling.

Kirsty Lewin, cycling safety campaigner and survivor of a collision while cycling, supported the campaign this year and joined us at a photo call in Edinburgh.

"I support the Give Cycle Space campaign and encourage all drivers to cross over into the other lane when passing someone on a bike. If you can't pass with at least 1.5 metres of space, wait at a safe distance until you can – it's seconds of your time and not worth risking someone's life."

Independent research was carried out in face-to-face interviews with more than 500 people across Scotland to measure the impact of the campaign. Quotas were set on age, social economic group and gender, to ensure samples were representative of drivers in Scotland and excluded people who cycle.



Road signage pilot project

To test the impact of road signage advising people on safe overtaking distances when driving past people cycling, we delivered a pilot project in two areas, working with key stakeholders including local authority roads departments, Active Nation Commissioner, Police Scotland, Transport Scotland and Active Travel Delivery Partners.

Signs were installed in East Lothian and South Lanarkshire and temporary cameras set up to record the distance given by vehicles before

and after sign installation. Comparing before and after footage at the Links Road, East Lothian, site, the pilot demonstrated a significant reduction in dangerous overtaking:

- Dangerous close passes dropped from 50% to 29%
- Proportion of extremely dangerous close passes dropped from 1% to 0%

Further signs are being installed by Transport Scotland to test the impact in more sites and other road settings.

62% of drivers in the post-campaign research were more likely to give 1.5m space every time they drove past someone on a bike.

62%

30%

48%

The proportion of drivers spontaneously reporting the penalty of getting points on your licence as a consequence of close passing increased from 30% in the pre-wave to 48% in the post-wave.

Key results

- 88% remembered at least one element of the campaign.
- 94% of drivers considered the campaign to be truthful, helpful in understanding the importance of passing safely and in communicating that it's an offence to pass too close.
- 83% of people who saw the campaign planned to take positive action as a result.
- 48% of drivers spontaneously answered that points on your licence is a consequence of close passing, compared to 30% in the pre-wave.
- 62% of drivers in the post wave were more likely to give 1.5m space every time they drove past someone on a bike.

Research

Access to bikes

Having access to a suitable and affordable bike is a priority to help more people to cycle.

Reusing, repairing and recycling bikes increases the supply of suitable bikes as well as diverting waste from landfill and creating skills and employment opportunities.

Working with Scottish Enterprise and Zero Waste Scotland, we commissioned research to explore bike reuse and circular business models, outlining best practice and potential for growth.

Forty organisations across Europe were consulted in summer 2021 to discuss different operating models,

as well as wide range of opportunities and challenges. The final report, published in October 2021, made recommendations including:

- Long-term financial security for bike reuse and recycling enterprises
- Abandoned bike recovery and drop-off centres
- Bike maintenance training, and apprenticeships

Following up this report, we're working with partners and bike recycling social enterprises to take forward priority actions that will make it easier for more people to access to an affordable bike.

Attitudes and behaviours tracker

Since 2017, we have commissioned independent research to track attitudes towards cycling in Scotland. Published in December 2021, this third round of research found that since the research started:

- More than a third of people now cycle, up 30%
- Environmental concerns are now more than twice as important as a factor to get people on their bikes
- There has been a 70% increase in young people cycling

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

- Parents are concerned about the safety of their local roads for children, with 70% rating them negatively
- Almost two-thirds (61%) said a lack of cycle lanes or traffic-free routes prevented them cycling more.
- One in five (20%) reported that they did not have somewhere they could store a bike.

Our Chief Executive, Keith Irving, said: "We can see in our research that roads being too busy is one of the biggest barriers to cycling – we need to reduce vehicle traffic in shopping and residential streets, in line with the welcome Scottish Government commitment to reduce vehicle kilometres by 20% by 2030".



20% of people do not have somewhere to safely store a bike

National Monitoring Framework



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.

In 2021–22, we expanded our network of automatic cycle counters to 77 sites, with 23 additional counters currently in the installation process across nine local authorities.

In 2021–22, 10 of the 12 months analysed showed an increase in cycling rates across Scotland compared to the corresponding month in 2019 (prior to the Covid-19 pandemic).

We ran temporary traffic surveys in 135 sites across Scotland in both May and September 2021. These surveys record all modes of transport over a 48-hour continuous period, allowing us to calculate modal share for bikes and see how this is changing year on-year. In May 2021 the cycling modal share was 0.99% and in September 2021 it was 0.84%, both of which were higher or equal to the six surveys conducted before the pandemic, suggesting a continued boost to modal share since Covid-19.

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

Visit: cycling.scot/opendata

Cycling Open Data portal



The Cycling Open Data portal is an online platform to help people easily access and share data about cycling in Scotland.

The portal contains cycling data from the 77 automatic cycle counters and temporary traffic surveys which form our National Monitoring Framework. In addition, over 80 external datasets are now available to download, including local and national government cycling statistics, active travel partner organisation data and bike rental scheme data.

All data on the portal is free to access, and stakeholders can easily upload data. Our aim is to increase sharing of active travel data across

Scotland, supporting collaboration, transparency and evidence-based decision making. Notably, in 2021-22 we collaborated with 14 local authorities and active travel partners to pull in their real-time cycling data, making this data available to others for the first time.

Users can explore and download data sets, upload their own data, create custom maps, and embed infographics into their own websites.

Anyone can access the portal, visit: cycling.scot/opendata

Cycling Scotland Conference 2021

Our annual conference, held online during COP26, explored the theme of: 'Working together to overcome inequalities, make our roads safer and help us face the climate emergency'.

The conference included a ministerial address from Patrick Harvie MSP, Minister for Zero Carbon Buildings, Active Travel, and Tenants' Rights, and talks from David Belliard, Deputy Mayor for Paris, Amanda Ngabirano, a spatial planner from Uganda, and Angela Leitch, CEO of Public Health Scotland.

Together with our partners, Scottish Cycling, Cycling UK and Sustrans, we celebrated the Cycling Champion of the Year Awards.

The 2021 Cycling Champions of the Year were:

Visionary Champion of the Year:
Dave du Feu, Spokes Lothian

Delivery Champion:
Steven Rutherford, Urban Fox Programme

Business Champion:
Farr Out Deliveries (pictured, below)

Cycle Shop Champion:
G64 Cycles.



Active Travel Conference 2021

Jointly hosted by Paths for All, Sustrans Scotland, Living Streets Scotland, and Cycling Scotland, the national Active Travel Conference was held online in June 2021, welcoming over 160 delegates. The theme was 'Priority for recovery: the importance of active and sustainable travel', and discussions centred around the active travel sector's response to the pandemic.

Transport Minister, Graeme Dey MSP, announced £900,000 allocated from the active travel budget

to support more organisations to take advantage of e-bikes, adapted cycles and e-cargo bikes.

Dr. Paul Kelly, Lecturer in Physical Activity for eHealth, at the University of Edinburgh delivered a keynote presentation and the organising partners leaders' panel rounded off the day, with reflections on key issues facing active travel as we emerge from the Covid-19 pandemic.

6 Behaviour change

Cycling Friendly

A programme of expert support and funding to help organisations across Scotland be more cycling friendly.

Cycling Friendly Employer

The Cycling Friendly Employer programme provides an award scheme and funding to help organisations make it easier for their staff to cycle to work and for work purposes.

69 employers successfully gained grant funding through the development fund, including 17 from the health and social care sector. In total, £867,000 was awarded to 111 different workplace locations, providing facilities such as secure cycle parking, changing area upgrades, clothes drying and storage, as well as pool bikes and e-bike for work-related journeys.

Retailers

Cycling Scotland's support extended to the retail and commercial property sectors to support

staff and customers make shopping trips by bike. We awarded ten grants totalling £205,000, with £118,000 match funding generated. Funded organisations included Galbraith, Loch Leven Larder, Drygate Brewing Co and Motherwell Shopping Centre.

Throughout 2021–2022, 170 workplaces registered for the Cycling Friendly Employer award, in recognition of their efforts to encourage workplace cycling.

The Cycling Friendly Assessor Network continued to expand with one-to-one outreach support available to workplaces in Inverness, Aberdeen, Greater Glasgow, North Ayrshire, Forth Valley, Edinburgh and the Lothians.



Grant funding provided, to support more people to cycle: £1,073,000

£1,073,000



Case study: Renewable Parts Ltd

Renewable Parts Ltd, a supply chain and refurbishment specialist in the wind energy industry, successfully applied for Cycling Friendly Employer funding in June 2021, and received £20,000 for their two sites in Lochgilphead and Renfrew.

The company had recently registered with a Cycle to Work Scheme and was looking at initiatives to encourage a carbon neutral commute as part of the business's overall sustainable strategy. Through engagement with the Cycling Friendly Employer award, Renewable Parts Ltd identified that showering, drying, bike storage and bike availability were all significant barriers to increasing cycling at their two sites, and looked to improve these through the development fund.

Receiving funding for each location, one of which is rural, staff at the two workplaces have found it easier to cycle to work and for work purposes through an e-bike, a secure cycle shelter, a shower block, and a clothes drying cabinet.

Renewable Parts Ltd are now considering expanding their fleet of e-bikes and are also engaged with Cycling Scotland partner Cycling UK at the Ardrishaig Bothy and with Argyll and the Isles Coast and Countryside Trust to provide cycle training and maintenance courses for staff.

Martin Waterhouse from Renewable Parts Ltd said: "Cycling Scotland has been very good at supporting our application, through advice, timely responses and a seamless process of funding approval, and we have already recommended them to other local businesses to help develop their cycling facilities. Renewable Parts Ltd are delighted to have been approved for funding for cycling and we look forward to ongoing development of our net zero commute plans."

"During the next six months Renewable Parts Ltd will continue to embed its cycling strategy combined with a Sustainability Policy for the business which will continue to drive cultural change to encourage alternative transport options as well as a Net Zero solution by 2025."

25,000

25,000 staff to benefit

Cycling Friendly Community

The Cycling Friendly Community programme offers an award scheme and funding, aimed at supporting community groups to use cycling to break down barriers and bring people together in the community.

In 2021–2022, over 60 community groups registered for the Cycling Friendly Community award scheme and 22 groups successfully achieved the award, obtaining recognition of their efforts and commitment to promoting cycling in their communities.

The Cycling Friendly Community development grant supported 53 community groups, including

new and returning applicants across 17 local authorities.

A total of £531,000 has been distributed to projects aiming at addressing transport poverty, social isolation or at improving physical and mental health, and employability.

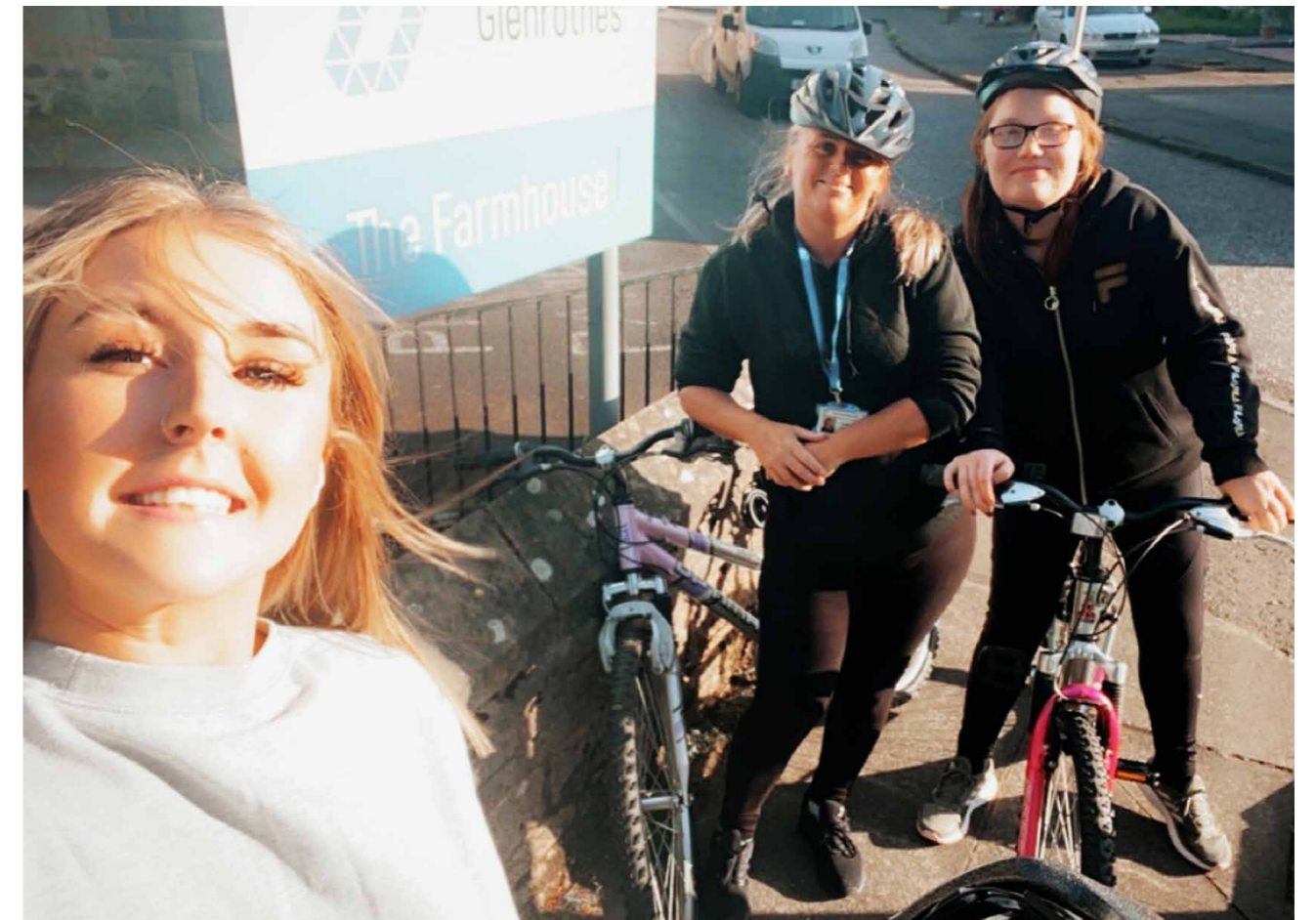
The fund supported the provision of bikes, bike maintenance equipment, cycle training as well as cycling facilities such as cycle parking, which are key to encourage more people to cycle.



53 ← **£531,000**

£531,000 grant funding awarded to 53 projects

Case study: YMCA Glenrothes



YMCA Glenrothes is a charity that offers shelter and support for vulnerable young homeless people in Fife. Many of their service users are at significant transportation disadvantage or have difficulty accessing adequate and reliable transport, which can significantly impact and reduce resettlement opportunities within the community.

The Y Cycle programme aims at tackling these issues by providing service users with an access to bikes to enable them to access appointments, training and employability opportunities.

In 2019, the project focused on a male hostel accommodation site and received support through the Cycling Friendly Community development fund to access bikes, accessories, maintenance equipment, cycle storage, training, and delivery of sessional work. Despite the challenges due to the pandemic, the project successfully launched in 2021 and has positively impacted many service users, who benefited positively from the programme.

Due to its success, the initiative was extended and duplicated in a female hostel accommodation site. In October 2021, YMCA Glenrothes was awarded with £2,500 through the Cycling Friendly Community development fund to purchase bikes, accessories and storage facilities.

The Y Cycle has already proved successful by significantly improving residents' lives, reducing social isolation, tackling transport poverty and improving physical and mental health.

Mary Goodwin-Wilks, CEO at YMCA Glenrothes says: "The funding and support from Cycling Scotland has enabled many YMCA young homeless residents to stay in touch with education, work opportunities and even family members. YMCA beneficiaries recognise the mental and physical health benefits that cycling brings. As an organisation that frequently applies for funding and support, we appreciate Cycling Scotland's guidance, frequent contact, and genuine interest in our projects."

Cycling Friendly Campus

The Cycling Friendly Campus programme supports colleges and universities across Scotland to promote cycling as a healthy, affordable and accessible mode of transport for students and staff.

During 2021-22, we awarded £132,000 from our campus development fund to 12 colleges and universities to improve access to bikes, equipment and parking facilities.

In 2021-22 six campus cycling officers were recruited with a further two officer placements extended from the previous year, giving eight in total. The officers supported their placement colleges and universities to improve facilities, provide bikes and deliver events such as Dr Bike sessions, led rides and route planning activities. They were also responsible for writing funding applications for their respective institutions and of the 12 campus projects funded in 2021-22, seven came from campus cycling officers.

£132,000 to make it easier for students to cycle

£132,000

Case study: City of Glasgow College



City of Glasgow College has been successful in hosting a Campus Cycling Officer for the past four years.

To date, the college has installed external secure cycling shelters, created cycling lanes on the campus, installed drying cabinets, lockers,

maintenance stands, held fix your own bike sessions, and run Dr Bike sessions. They have also trained staff on becoming bike mechanics and ride leaders, arranged led rides, ran bike breakfasts along with local bike shops and Police Scotland, and have taught ESOL students how to ride a bike.

Cycling Friendly Schools

The Cycling Friendly Schools programme supports primary and secondary schools across Scotland committed to helping pupils and staff to cycle, helping to develop life skills and build confidence.

In 2021-2022 the Cycling Friendly Secondary Schools fund provided £93,000 to 26 schools across Scotland. This money was used to support

schools in accessing bikes, equipment and training for staff and for pupils. Effective from 2022/23 this fund will also include bike and scooter parking for schools and support local authority primary and secondary schools.

A total of 91 new primary and secondary schools registered for the Cycling Friendly Award.



90+

Over 90 schools worked towards the Cycling Friendly Schools award

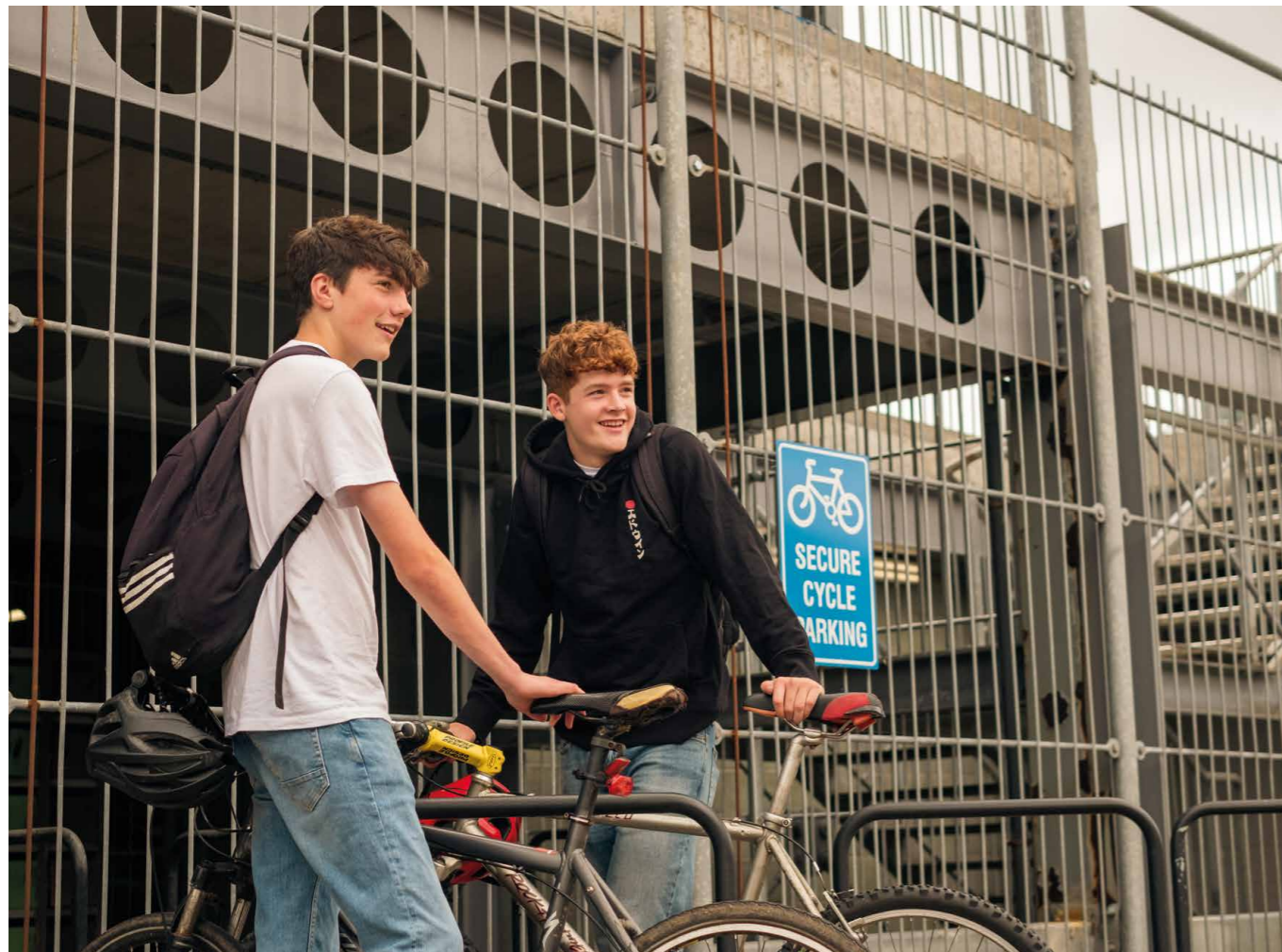
Free Access to Bikes for Secondary Schools pilot

This project is one of several pilots across Scotland being supported by Transport Scotland, which tests different approaches and delivery models to provide bikes for school-aged young people.

Since the launch of the fund in September 2021, we have awarded 36 schools across 14 local authority areas with £244,000 to support their projects, largely to buy bikes but also to fund bike accessories, maintenance equipment, improvements to facilities, training, and engagement sessions.

This pilot is an additional offer to the grant funding available to Cycling Friendly Schools and also provides support accessed through the Cycling Friendly network of delivery partners and community organisations.

Approximately 500 bikes will be funded over the course of the pilot, 22 of which are a range of accessible bikes including trikes, hand cycles and side-by-side bikes. Bikes funded are accompanied by a range of accessories including helmets, lights, locks and hi-vis vests.



500 bikes funded for schools

500

Social Housing Partnership Fund



The Social Housing Partnership Fund supports social housing providers to improve walking and cycling facilities for the benefit of tenants.

The Social Housing Partnership Fund is a joint programme between Cycling Scotland, Scottish Federation of Housing Associations, Living Streets Scotland, and Sustrans Scotland.

The fund supports registered social landlords such as housing associations and local authorities to improve walking and cycling facilities for the benefit of residents. By improving walking and cycling facilities social housing providers make it easier for their tenants to live healthier and more active lifestyles and can also reduce the impact of transport inequalities and isolation.

The fund enables social housing providers to provide residential cycle storage for tenants and this is the primary request from applicants. A lack of suitable cycle storage is a recognised and significant barrier to cycling for many people in Scotland.

In 2021-22 the fund awarded £407,000 across 20 projects, covering 47 locations and benefitting over 3,000 households across Scotland, delivering secure residential cycle storage, fleet bikes and placemaking improvements.

3,000

3,000 households benefitted from improved facilities

Pedal for Scotland



Following the success of events delivered in 2021 that reached 2,700 people, Cycling Scotland continue to support communities to deliver Pedal events.

Pedal Irvine, Pedal Ayr, Pedal Glasgow G3 and the Dundee Cyclathon were funded and delivered in 2022, supporting hundreds of people of all ages to cycle in a safe and welcoming environment. A further seven community cycling events were also supported by Pedal for Scotland funding across the country.

Free to enter, inclusive and non-competitive, each event took place on a traffic-free, beginner-friendly cycling route, suitable for all fitness levels and adapted bikes. People new to cycling and families with younger children benefited from a welcoming, safe and fun environment to cycle in.

We worked in partnership with North Ayrshire Council, South Ayrshire Council, The Pyramid at Anderston, and sponsored Claverhouse Rotary Club to deliver these events which helped to showcase local cycling infrastructure and provided opportunities to promote local cycling groups, communities, and activities.

Cycling Scotland also supported five community cycling events across Scotland:

- Inverness Kidical Mass, Highland
- Walls Spring Cycle, Shetland
- Killlearn Cycling Fair, Stirling
- Solstice Cycle, Highland
- Kelty Cub Scouts and Family, Fife



In the build up to the UCI 2023 Cycling World Championships, Cycling Scotland is supporting partners including Event Scotland, and is represented on the panel for the Community Cycling Festivals fund to identify and help communities delivering opportunities through events.



Evaluation from 2021 events shows that participants showed an increase in cycling participation after the event. The events were targeted at local people, with a strong focus on removing barriers to participation. Almost half of participants travelled less than 5 miles to access the events. 18% of participant postcodes were in SIMD deciles 1 to 3.

Evaluation shows an increase in cycling after the events

7 Transport Planning & Engineering

2021–22 has allowed Transport Planning & Engineering (TP&E), Cycling Scotland’s social enterprise consultancy, to enjoy the realisation of several projects on the ground throughout Scotland.

A great portfolio of designed-up and ready-to-deliver projects have been assembled in response to the intensified focus in active travel and with the welcome injection of transport funds into this sector we are looking forward to a transformative future.

As Scotland tentatively unfurls after the recent restrictions, TP&E has taken the opportunity to go out and meet as many existing and new clients as possible to expand on the active travel opportunities that are currently developing.

This year’s main aim has been on commencing to deliver the many technical designs assembled during the remote working periods over the past 18 months.

The year has seen the team continue to grow and enable the continued diverse and experienced approach to be taken to achieve the wide range of projects within the business.

The portfolio of work continues to be extensive and has covered 15 projects, spanning from north Perthshire down to Dumfries and from Bowling in the west through to Edinburgh.

Our main successes have involved:

- Design and delivery of rural projects to continue to establish a shift in focus 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.
- Upgrading and simplifying existing established outdoor access facilities to accommodate the massive increase in active travel needs.
- 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.
- Explain and inform the wider communities on the technical aspects of design and delivery of active travel projects in their local areas.

In 2021–22 we achieved:

- Construction of a further phase on the Loch Earn Railway Path at St Fillans: Phase 5a
- Delivery of an all-abilities route along the river Tummel at Kinloch Rannoch
- Survey and assimilation of information for active travel access to four ‘honeypot’ areas in the Pentland Hills Regional Park
- Completion of concept design for a route between East Kilbride and High Blantyre
- Compilation of outline designs for small rural community group aspirations
- Created ‘shovel ready’ projects for towpath access improvements in the central canal system covering approximately 30km
- Detailed design realised for a further 7km of rural new route in Dumfriesshire and Perthshire
- Concept design achieved for approx. 7km in Perthshire

15

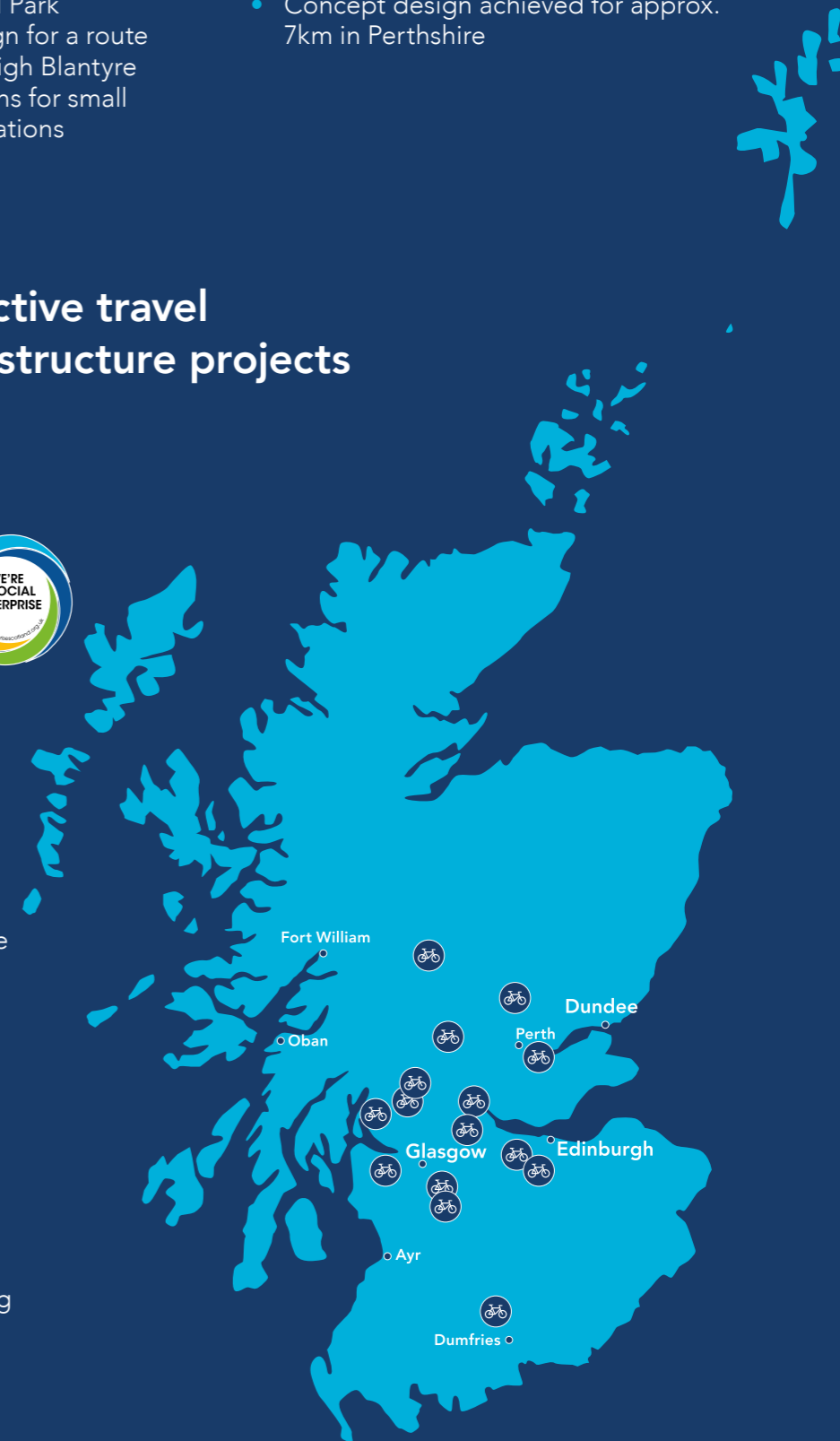
15 active travel infrastructure projects

TP&E
Transport Planning & Engineering



Project locations

- Bowling
- Linwood, Paisley
- 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
- Kinloch Rannoch
- East Kilbride
- Water of Leith (Edinburgh)
- Clyde Cycle Park, Cambuslang
- Kippen, Stirlingshire
- Pentland Hills Regional Park
- Lock 9, Falkirk



Case study: River Tummel All Abilities Riverside Path, Kinloch Rannoch.



There was a long-held desire locally to have a greater path network in Kinloch Rannoch to open up accessible routes for all users along the banks of the River Tummel. A flagship route close to the community and its facilities enabling users to get to the riverbank had been missing and so an opportunity to realise an asset for residents and visitors alike has been achieved.

This robust, traffic-free route allows walkers, cyclists and others to access and share the path

all year round. The works involved removing steps and replacing them with a ramp down to the water’s edge to create a link up to the village. The project took due cognisance of SEPA’s requirements and the lower sections are protection with Rip Rap to prevent erosion of the route during floods and turbulent weather. The end result provides a safe route to the local primary school, a link to the medical centre and a place making area close to the river with Schiehallion as a backdrop.

8 Organisation

Charitable objectives

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



Vision

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

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
- 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
- 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)

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)
- ScotRail
- sportScotland
- Transform Scotland
- Transport Scotland Adapted bike working group
- Zero Waste Scotland



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

Cycling Scotland members

We are working 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 1st September 2022 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 2022

	Unrestricted Funds		Restr. Funds	2022 Total £	2021 Total £
	General £	Designated £			
Income & endowments from:					
Donations and legacies					
• Voluntary Income	-	-	-	-	-
Charitable Activities					
• Scottish Government Grant	5,676,184	-	-	5,676,184	4,775,610
• Education and consultancy	32,154	-	11,157	43,311	15,695
• Marketing and event income	5,163	-	-	5,163	2,002
• Other charitable income	9,329	-	-	9,329	10,343
Other Trading Activities					
• Trading Income	286,824	-	-	286,824	276,714
Investments					
• Bank interest	2,409	-	-	2,409	935
Total income and endowments	6,012,063	-	11,157	6,023,220	5,081,299
Expenditure on:					
• Charitable activities	5,869,242	-	37,518	5,906,760	4,997,808
• Other	2,810	-	-	2,810	7,737
Total expenditure	5,872,052	-	37,518	5,909,570	5,005,545
Net income/(expenditure)	140,011	-	(26,361)	113,650	75,754
Balance brought forward	556,253	70,000	88,226	714,479	638,725
Closing balance at 31 March 2022	696,264	70,000	61,865	828,129	714,479
Comprising:					
Unrestricted Funds					
General	696,264	-	-	696,264	556,253
Designated Funds					
Designated Assets	-	-	-	-	-
Pension Deficit Reserve	-	70,000	-	70,000	70,000
Restricted Funds					
Pedal for Scotland Fund	-	-	58,404	58,404	83,732
Play on Pedals	-	-	3,461	3,461	4,494
	696,264	70,000	61,865	828,129	714,479

Cycling Scotland

Consolidated Balance Sheet at 31 March 2022

	2022 £	2021 £
Fixed Assets		
• Tangible assets	-	-
Current Assets		
• Debtors	96,746	80,761
• Cash at bank and in hand	2,275,511	1,940,419
	2,372,257	2,021,180
Creditors: Amounts falling		
• Due within one year	1,521,889	1,250,561
Net Current Assets	850,368	770,619
Total Assets less Current Liabilities	850,368	770,619
Defined benefit pension scheme liability	22,239	56,140
Net Assets	828,129	714,479
The funds of the charity		
Unrestricted funds		
General Fund	696,264	556,253
Designated Funds	70,000	70,000
Restricted funds	61,865	88,226
	828,129	714,479

**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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Front cover image: pupil from
St Marnock's Primary School, Pollok