Annual report & accounts 2025-26

Annual report & accounts 2025-26 1
Introduction 2
Highlights 3
Education & training 5
Monitoring cycling, road safety and connecting people 14
Access to bikes, cycle parking & storage 21
Transport Planning & Engineering 28
Organisation 31
Financial accounts 35

Introduction

Welcome

On behalf of the Board and staff, welcome to Cycling Scotland's Annual Report 2025-26. This report highlights the wide range of everyday cycling projects, delivered by staff and colleagues from many organisations, helping more people to access all the benefits of travelling by bike.

There was a continued increase in Bikeability Scotland cycle training with a record 70% of primary schools now delivering the training, expanding cycling to more young people. A new 2025-28 strategy was agreed with local authorities to guide continued progress in a difficult fiscal context.

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

Our cycle monitoring showed continued, substantial growth in people travelling by bike at locations across Scotland, especially on the new cycle tracks being built in Glasgow and Edinburgh.

The annual conference, held in Dundee, brought together 250 people focused on the progress being made in helping more people cycle more journeys and the urgent action needed to improve road safety.

TP&E, the social enterprise consultancy established by Cycling Scotland, specialising in the design and delivery of infrastructure for cycling, walking or wheeling, delivered great new routes despite the most uncertain funding climate of the past 15 years. Successful, rapid repairs to a path washed away by flooding was yet another visible sign of how climate change is increasingly affecting us all.

While there have been major funding challenges across the sector, the evidence of progress has been clear with thousands of people cycling to work on new infrastructure in our biggest cities and more people having access to bikes and storage.

At the AGM in November we said farewell to trustees Ian Aitken and Eric Guthrie. Thanks to all volunteers who work on cycling and who help support and guide the charity, especially to Sally as she ends her time as Chair and trustee of the charity later this year and enjoys a well-earned retirement.

Keith Irving, Chief Executive

Professor Sally Wyke, Chair

Highlights

Bikeability Scotland

A record percentage of primary schools (64%) delivered Level 2 on-road **Bikeability Scotland** cycle training.

Play on Pedals

More than **12,500 nursery-aged children** started their cycling journey through **Play on Pedals** sessions, with more than 300 Play on Pedals instructors trained.

Adult Cycle Training

3,500 adults accessed practical cycle training, as riders, instructors and leaders.

Road safety

550 drivers of Large Goods Vehicles (LGV), Passenger Carrying Vehicles (PCV) and vans, working in the commercial and public sector, took part in **Road User Awareness Training**, to help them drive safely around people on bikes.

Cycling monitoring

We **monitored cycling increases** across Scotland, with our September 2025 traffic survey recording **more bikes than cars at morning and evening rush hours** on the landmark South City Way cycle route in Glasgow.

Access to bikes

With funding from the Scottish Government's People and Place programme, delivered by SPT, we supported an award-winning **pilot bike reuse project to repair and distribute more than 500 discarded bikes** to local communities in and around Glasgow.

Cycle parking and storage

We supported partnership projects installing and improving cycle parking and storage units for social housing providers, workplaces and schools, **benefitting more than 19,000 people.**

Cycling Friendly

We supported Regional Transport Partnerships through People and Place programmes, to engage and support 144 organisations in achieving the Cycling Friendly award, including 35 primary schools and nine secondary schools.

Transport Planning & Engineering

Transport Planning & Engineering delivered five construction projects in 2025-26, including rural active travel and urban design projects helping more people to enjoy cycling and walking.

Education & training

Bikeability Scotland

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

With funding from the Scottish Government, we deliver Bikeability in partnership with local authorities.

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

In the last academic year (August 2025 - June 2026), 70% of primary schools delivered Bikeability, benefitting more than 56,000 young people. From cities to rural areas, the central belt to the Islands, eleven local authorities delivered Level 2 on-road cycle training in every primary school in their area, including:

- Aberdeen City
- Clackmannanshire
- Dundee
- East Dunbartonshire
- East Lothian
- Moray
- Orkney
- Scottish Borders
- Shetland
- Stirling
- Western Isles

Level 2 builds on the bike control skills developed as part of Level 1 and introduces four core functions that enable children to make safer decisions when riding in traffic.

Five councils achieved their highest delivery rate of Bikeability Scotland on record, including:

- Angus (98%)
- Argyll and Bute (62%)
- East Ayrshire (35%)
- Falkirk (61%)
- Highland (66%) - which showed the greatest growth, with 103 schools now offering on-road training.

Local authorities and Cycling Scotland worked together to increase delivery of Level 2 on-road cycle training nationally to a record 64% of primary schools, with half of local authorities now delivering on-road training in more than 90% of primary schools.

More than 1,200 primary schools (64%) now deliver Bikeability Scotland Level 2 on-road training: the highest number yet

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

As ongoing support, Cycling Scotland provides grant funding to local authorities committed to increasing delivery of Level 2 training. This funding can help tackle barriers to children participating, including providing bikes, and in 2026, additional provision for learn to ride activity.

Bikeability Scotland resources are regularly updated to reflect changes to the UK National Standard for Cycle Training and The Highway Code, most recently that has included the Level 2 Rider's guide, with new content on vehicle blind spots and the hierarchy of road users. We continue to engage with decision makers and relevant partners in education, including the Association of Directors of Education in Scotland, the Learning for Sustainability Partners Network, and elected council officials.

Quality Assurance visits were conducted in seven local authorities delivering Level 2 Bikeability Scotland during 2025-26. These visits are a requirement of external accreditation from the Scottish Credit and Qualifications Framework (SCQF) and inform the development of resources and instructor training. 80% of training observed was rated at a good or exemplary standard.

Case study

Bikeability Scotland School of the Year 2025 - Williamston Primary School

In 2025, Williamston Primary School in West Lothian was awarded 'School of the Year', celebrating the school's enthusiastic cycling culture and commitment to inclusive delivery of Bikeability Scotland cycle training.

Located in Murieston, just south of Livingston, the school is connected to nearby neighbourhoods and parks by several walking and cycling paths, and staff at Williamston focused on making cycling an important part of school life.

The enthusiasm of Class Teacher Eva Petkova has been infectious, with a regular bike maintenance club organised by Eva helping to spark their curiosity about cycling among the younger pupils and get them excited about Bikeability training in P6 and P7.

"We've got amazing kids. We don't have to advertise. We just say these are the dates, and the kids go for it", Eva said.

Eva shared what she sees as being the big impact of Bikeability on the school's pupils: "You can start cycling quite early on and get that confidence to be on the bike: to keep the balance, to make sure you're in control and get on the road.

> It'll give you that independence. You don't have to wait for mum and dad to pick you up. You just jump on your bike and get where you need to go.
>
> Eva Petkova, Class Teacher, Williamston Primary School

P7 pupils Rowan and Lochlan shared their excitement at having completed Level 2 training and gaining new confidence to get around by bike. Reflecting on what she'd learned, Rowan said: "If you're on the road, for example, and you didn't do Bikeability they wouldn't know what you were doing, and you wouldn't know how to signal. It's making you ready for when you go on the roads."

"Riding your bike is also a good way of transport", said Lochlan. "Me and my brother we just get on our bikes and just go."

Early years cycle skills - Play on Pedals

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

Aimed at pre-school children, Play on Pedals has strong links to the Curriculum for Excellence covering different areas within early level.

In 2025-26, more than 12,500 children took part in Play on Pedals – starting, for many, the beginning of their cycling journey.

Cycling Scotland received Transport Scotland funding to train 369 early years practitioners as Play on Pedals Instructors and distributed over £117,000 to 16 local authorities to support activities helping children learn to ride at nursery. Funding was also awarded to some local authorities for pilot sessions of learn to ride in P1-P3 sessions.

In 2025-26, over 12,500 children took part in Play on Pedals - starting, for many, the beginning of their cycling journey

Case study

Papdale Nursery, Orkney

With support from Cycling Scotland and Orkney Island Council, Papdale Nursery in Kirkwall, Orkney, has been able to introduce Play on Pedals – helping encourage more active living among kids and parents alike.

Caroline Wishart, Early Years Practitioner at Papdale Nursery, shared the impact of the training.

“It was very important to me and my colleagues that we start offering Play on Pedals sessions at the nursery.”

“Three of our team were able to take part in a day-long Play on Pedals training, learning some games and how to go through bike safety ‘M-checks’ with the kids. On the back of that, we received new balance and pedal bikes and helmets to use in the sessions.”

Play on Pedals was also a great opportunity to engage with parents on the benefits of cycling.

“We had great support with many parents joining us every day. We even had one or two parents come in on bikes!”

> "During one of the sessions, I was speaking to a parent who was delighted we were getting the children on their bikes and getting them active generally."
>
> Caroline Wishart, Early Years Practitioner, Papdale Nursery

Inspired by the success of the first sessions and the interest, Caroline and her team set parents a challenge, asking them to record how many miles they walked, scooted or cycled (on push or balance bikes) as a family through January.

The aim was to match the length of the Orkney coastline, 570 miles, but collectively the group ended up clocking in more than 2,400 miles in total, through an increased number of active daily trips in the local area.

> " We kept hearing from families that more and more of our children were transitioning to pedal bikes.
>
> As a result of all our hard work, we are seeing more and more children and parents coming to nursery every day on their bikes. Some days we've had more than a third of children arriving by bike.
>
> There's the obvious health and wellbeing aspect of getting out, building confidence, demonstrating how to travel safely, and learning how to stay active and healthy.
>
> We are keen to keep developing our bike play and it really has become part of our normal everyday nursery experience."
>
> Caroline Wishart, Early Years Practitioner, Papdale Nursery

Adult Cycle Training

People who take part in cycle training tend to cycle more often and feel more confident.

Cycling Scotland's adult cycle training offers support for everyone, from complete beginners learning to ride for the first time to professionals who use their bikes as part of their daily work duties.

This year, we worked with a network of 64 delivery providers who provided national standard cycle training for 1,259 adults. This included support for 15 providers to remove barriers to training, with fully funded opportunities benefiting more than 400 adults in target communities.

Early evaluation results show that most people who took part in funded training sessions felt more confident cycling afterwards. They also cycled more often and for longer.

Altogether, nearly 3,500 adults completed cycle training, as riders, instructors and leaders.

In 2025-26, 3,500 adults accessed practical cycle training

Case Study

Empowering vision-impaired people to stay active through cycling

In 2025, we partnered with Visibility Scotland and Bike for Good to pilot cycle training for adult stroke survivors with homonymous hemianopia, a condition causing visual field loss.

Building on existing advice and practical support that Visibility Scotland provides, to help people with vision impairments to remain active and independent, the training was very well received.

Starting with observation and visual scanning techniques, before moving on to cycling control and positioning, the group eventually took to quiet streets to practice cycling with other people on the road.

> "I'd forgotten just how much fun biking could be. Just because you're vision impaired it doesn't mean you can't do it, you've just got to find confidence and get out there!"
>
> Training participant, Visibility Scotland

Road User Awareness Training

Cycling Scotland supports people who drive to understand their responsibility to reduce the danger they pose to others. Our training, funded by Transport Scotland, aims to improve driver awareness of safety for people cycling.

In 2025-26, 180 people who drive Large Goods Vehicle and Passenger Carrying Vehicles took part in training to improve their awareness of vulnerable road users, including people on bikes.

This training, which qualifies as seven hours of Driver Certificate of Professional Competence accredited training, includes a practical 'on-cycle' element, helping drivers understand how to drive safely around people cycling and other road users. Courses were delivered by our partner training providers including Bike for Good, Recyke-a-bike, East Lothian Council and T French and Sons.

In 2025-26, our fleet driver course for car, van and grey-fleet drivers was evaluated during our delivery with M Group Energy. The infrastructure services provider, which operates a fleet of more than 9,000 cars, vans, and trucks, embedded the training within its occupational road risk training. Evaluation findings showed a positive and lasting impact, with improved staff awareness and attitudes towards vulnerable road users sustained three months after training.

Overall, 370 people completed our fleet driver training. This included 240 staff at Ayrshire Roads Alliance, with plans to expand our work with the organisation.

Our Road User Awareness Training offer extends to young people who are learning to drive, to support development of safer driving habits. Working with secondary schools and our partner network of cycle tutors, we reached more than 4,000 pupils this year, across 42 secondary schools in Scotland. Independent evaluation undertaken this year showed a positive impact on young people's driving attitudes and knowledge of the Highway Code.

Cycling Scotland's Road User Awareness Training reached more than 4,700 people in 2025-26, and evidence shows its positive impact on driver awareness of safety for vulnerable road users, including people cycling.

Case study

M Group Energy

For businesses that operate daily on Scotland's roads, reducing risks and dangers associated with work-related journeys is of major importance.

Kevin Carty is Occupational Road Risk Manager for M Group Energy, a provider of energy-related infrastructure services across the UK. He shared the impact that Road User

Awareness Training (RUAT) has had for the business, in strengthening its overall safety culture - including improving its drivers' awareness of the needs of vulnerable road users such as people walking or cycling.

"The training programme has been an incredibly valuable experience. It equipped our trainers with knowledge and resources, as part of our wider approach to managing work-related road risk."

> "Over the two years we've been working with Cycling Scotland, reported driving incidents involving our staff reduced by over a third (37%)."
>
> Kevin Carty, Occupational Road Risk Manager for M Group Energy

"The impact of the training was evident immediately, with drivers demonstrating noticeably improved understanding of their responsibilities and the importance of safely interacting with vulnerable road users."

"One driver described how the road user training fundamentally shifted their approach, leading them to leave wider passing distances and reduce their speed."

"I would highly recommend this training. It promotes safer habits, and ultimately contributes to a safer environment for everyone."

Quality assurance and leadership courses

Quality Assurance

All cycle training courses that we deliver, including Bikeability Scotland, are subject to Quality Assurance (QA). This helps ensure rider safety, maintain high national standards, and provide consistent instruction. A total of 15 QA visits were made this year with 24 different instructors or tutors observed delivering training. Support was provided to tutors and instructors, including Continual Professional Development (CPD) sessions, first aid and child protection courses.

Bikeability Scotland Quality Assurance visits were conducted in 23% of local authorities delivering Level 2 on-road cycle training during 2025-26.

These visits are a requirement of external accreditation from the Scottish Credit and Qualifications Framework, Scotland's official lifelong learning system. They are also required for our Driver and Vehicle Standards Agency approved, Driver CPC (Certificate of Professional Competence) training, and they inform the development of our resources and instructor training.

Ride leader and instruction courses

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

- Cycle Ride/Activity Leaders: 350 people were trained to lead others on cycle rides
- Cycle Patrol: Thirteen people completed Cycle Patrol training, in order to use their bikes as part of their everyday work duties
- Go Mountain Bike: Cycling Scotland continues to host Go Mountain Bike Instructor Orientation courses, supporting existing leaders to develop instructional techniques

Monitoring cycling, road safety and connecting people

Monitoring everyday cycling in Scotland

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

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

All-mode traffic surveys were conducted over two days (Wednesday and Thursday) in May and September 2025 at 146 locations in all 32 local authorities. Local and regional specific results were provided to each local authority and Regional Transport Partnership, highlighting areas of significant growth in cycling. Summaries were also published on Cycling Scotland's website.

Key findings, May 2025:

- Glasgow's landmark South City Way cycle route saw more journeys cycled than driven during one rush hour period (8-9am) on 5th June.*
- An average of 1,375 daily bike journeys were recorded along West Coates, on the Edinburgh City Centre West to East Link. This showed an increase of 90%, compared to 725 average bike journeys per day in May 2024.
- Perth, Dunkeld Road and Ruthvenfield Road saw their highest cycling counts recorded in Cycling Scotland traffic surveys.

* Data for all sites was captured on 14th-15th May, except data for Victoria Road which was recaptured on 5th-6th June, following technical issues with the initial survey.

More bikes than cars were recorded at all rush hour travel peaks over the two-day survey period on Victoria Road, Glasgow in September 2025

Cycling Open Data portal

We continued to manage, maintain and improve the Cycling Open Data portal this year. The portal provides the most comprehensive collection of cycling data of its kind in Scotland, including real-time data from over 800 cycle counters owned by Cycling Scotland, local authorities and other partners, and data from our 48-hour, multi-modal traffic surveys. We continue to work closely with local authorities and other partners to expand the portal and make ongoing improvements to useability, making it easier for people to find data related to cycling.

We published analysis of counter data available on the Cycling Open Data Portal. It showed growth in the number of people travelling by bike in 2025 in 2025 compared with 2024 at locations including Aberdeen, the Highlands, North Ayrshire, North Lanarkshire and Stirling.

New technologies

We continued to trial artificial intelligence monitoring technologies on a small scale with a view to enhancing the National Monitoring Framework over time.

An AI sensor installed by Cycling Scotland on the projected cycle lanes on Goosecroft Road, near Stirling train station (part of Walk Wheel Live Stirling project) recorded an average of 480 daily cycle journeys at the same time as the 48-hour traffic surveys in September 2025.

The latest Annual Cycling Monitoring Report is now available as an online interactive visualisation on the Cycling Scotland website, bringing together national and local cycling statistics from multiple sources. Areas covered include participation in cycling, access to bikes, attitudes to cycling and cycle count data.

Coordination

Cycling Scotland hosted three meetings of the Cycling Delivery Forum subgroup on monitoring. The meetings bring together local authorities, Transport Scotland and Walk Wheel Cycle Trust to discuss matters relating to monitoring cycling.

Case study

More bikes than cars at rush hour thanks to protected cycle lanes

All-mode traffic surveys organised by Cycling Scotland in September 2025 revealed the continued success of a new landmark cycle route, connecting neighbourhoods to the centre of Glasgow.

Over the two-day survey period on 24th and 25th September, traffic surveys recorded 5,287 bikes in total on the South City Way cycle route on Victoria Road in the south of Glasgow. This was out of a total of 32,894 methods of travel recorded, meaning 16.1% of people cycled their journey – a new record cycling modal share for the location.

Additionally, bikes were observed to outnumber cars at peak travel hours (8-9am and 5-6pm) over the survey period – a sign of the continuing impact of this new protected cycling infrastructure.

Katy Hastie, a Glasgow resident who uses the city's growing network of protected cycle lanes to travel by bike, said: "It's made a colossal difference having the protected routes."

> "Being well separated from traffic means I'm able to travel in safety. I'd go so far as to say I wouldn't be cycling as much for my daily commute or at all without the protected cycle lanes now in place."
>
> Katy Hastie, Glasgow resident

Katie added, "I really like that I can squeeze some fitness and fresh air into my daily routine with cycling – and how efficient it can be. Often, it's the fastest and cheapest way to get somewhere. I like that extra five minutes in bed, the fresh air and the free workout. It makes a huge difference mentally, health-wise, is quick and mega cheap. Win-win, all round."

Road safety

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

Work-related road risk

Cycling Scotland continues to advocate for raised safety standards for large commercial vehicles which pose increased risks to people cycling, walking and wheeling:

- Through the Scottish Occupational Road Safety Alliance (ScORSA), we presented to the Scottish Parliament's Accident Prevention and Safety Awareness Cross-Party Group, highlighting the steps needed to improve safety for vulnerable road users.
- 550 drivers of Large Goods Vehicles (LGV), Passenger Carrying Vehicles (PCV) and vans, working in the commercial and public sector, took part in Road User Awareness Training, to help them drive safely around people on bikes. (More info in Education & Training).
- We commissioned independent research, with funding from the Road Safety Framework Fund, into work-related road risk and how to prevent it. The findings showed that roads are the leading location for work-related injuries and fatalities and people from the most deprived backgrounds are overrepresented in collisions with goods vehicles, when walking or cycling. We shared initial findings at the Road Safety Scotland seminar, along with recommendations for change: safer vehicles (especially vans and HGVs), increased driver training and policies that support staff who drive for work.
- We worked with partners on measures to incentivise higher fleet operating and driving standards that can make our roads safer for all.

Illegal use of electric motorbikes

As a member of the Parliamentary Advisory Council for Transport Safety (PACTS), we contributed to a 2026 briefing paper for MPs, setting out evidence and recommendations to prevent illegally modified e-bikes and e-motorbikes being ridden unlawfully on our roads.

We communicated through national media the need for urgent action, including stronger market regulation, enforced compliance checks from delivery platforms, improved enforcement and clearer consumer information.

We continue to support the work of partners to highlight this issue, including the recent launch of a UK-wide 'E-Bike Positive' safety trust mark, launched by the Bicycle Association and Association of Cycle Traders, to improve industry and public confidence around e-bike use.

Engagement and collaborative working

We have contributed to local road safety meetings across Scotland, engaging with partners on cycling safety, including Transport Scotland's Local Partnership Forums.

We chaired a new Transport Scotland governance meeting, the Vulnerable Road User Key Priority Group, working with road safety stakeholders to coordinate collaborative efforts to improve safety for people cycling, walking, wheeling and riding horses.

Give Cycle Space

We ran the Give Cycle Space campaign in Angus, Perth and Kinross, Dundee and Stirling, with funding from Tactran through the Scottish Government's People and Place Programme.

The road safety campaign shows why people driving need to follow the rules of the road and drive safely around people cycling, always giving at least 1.5 metres of space.

Using existing, award-winning creative to provide extra value-for-money, the campaign launched on radio, bus backs and digital media in February.

We shared a toolkit with road safety officers in Local Authorities across the region to help them amplify content on their internal and external channels.

The total reach of the campaign was more than 2.3 million across all media, with 73% of the target audience seeing an advert at least once and 39% seeing an advert three or more times.

Connecting people

Cycling Scotland Conference

More than 200 delegates and speakers joined us in Dundee for the national Cycling Scotland Conference, exploring the theme "Investment in everyday cycling delivers results".

Professionals from local authorities, regional transport partnerships, politicians and campaigners shared learning and celebrated progress in supporting everyday cycling.

Chaired by Laura Anderson, award winning climate activist and environmental scientist, the day kicked off with a welcome from Councillor Mark Flynn, Leader of Dundee City Council, who shared the city's achievements in supporting more people to travel by bike.

Cabinet Secretary for Transport, Fiona Hyslop MSP delivered a ministerial address, announcing the latest milestone of half a million pupils having taken part in Bikeability Scotland training.

Keynote speakers included:

- Jillian Evans (Head of Health Intelligence & Learning Health Systems at NHS Grampian) talking about the vital role that active travel plays in addressing Scotland's public health crises
- Rebecca Morris (Director of Vison Zero Communications) on the urgent action needed to improve road safety
- Glenn Lyons (Professor at Future Mobility at the University of West of England) who made the case for investment driving demand for sustainable transport
- and Brian Deegan (Director of Inspections at Active Travel England) on what sets cycling apart in transport planning, from freeing up street space to lifting people out of transport poverty

A series of breakout sessions explored key issues:

- Panel discussion including local authorities and Transport Scotland on successes and challenges of delivering new networks of infrastructure
- Developments in cycle training in Scotland
- Facilitated networking exploring road safety, investment in cycling, communicating data and involvement of local voices

Walking, wheeling and cycling tours gave delegates the opportunity to explore new and planned improvements in Dundee city centre and along the waterfront.

The conference is independently funded through sponsors, exhibitors and delegate fees. We aim to keep ticket prices affordable to ensure as many organisations as possible can take part and benefit from the day.

> "It's really heartening to hear leaders speak about investing in active travel with such conviction"
>
> Delegate, 2025 Cycling Scotland Conference

Cycling Delivery Forum

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

In 2025-26, there were presentations from Transport Scotland on Road Casualties data, the People and Place Programme and Active Travel Infrastructure Fund and the Confederation of Passenger Transport on everyday journeys by bus and bike.

Joint Active Travel Manifesto

We joined more than 60 organisations across Scotland in signing "Investing in Scotland's Future: A Joint Active Travel Manifesto for 2026", urging all political parties to enable more people to walk, wheel or cycle, ahead of the 2026 Holyrood election.

The manifesto included key asks on investment, long-term funding commitments, infrastructure to transform communities, better links between active and public transport, and reducing road danger on our streets.

Access to bikes, cycle parking & storage

Access to bikes

In 2025-26, we continued our commitment to reducing transport poverty in Scotland by helping more people to get access to a bike.

Bike reuse pilot (Glasgow)

Funded by Scottish Government's People and Place programme, delivered by Strathclyde Partnership for Transport, we supported the implementation of a bike reuse pathway, working with St Paul's Youth Forum and Glasgow City Council.

This pilot collaborated with HMP Barlinnie (Barlinnie Bike Works) skills programme to facilitate the collection and repair of more than 500 discarded bikes from Glasgow's Household Waste Recycling Centres. Bikes were distributed back into communities for use by people who cannot afford to buy a bike.

90% of recovered bikes were put back into service, with the remainder used in HMP Barlinnie's welding workshop for other purposes or stripped for parts. The project reused and recycled an estimated 6.4 tonnes of materials.

- More than 500 bikes distributed
- 6.4 tonnes of material saved from waste

Bike Reuse Forum

Cycling Scotland continue to manage a bike reuse forum, working with Circular Communities Scotland. Four network events for forum organisations were held in 2025-26, offering opportunities for bike reuse organisations to share knowledge on best practice and access peer support on topics including skills development, funding opportunities and areas for collaboration.

Eleven organisations completed a survey to capture collective impact, with responses reporting that more than 7,100 bicycles were donated for reuse with 3,348 repaired and redistributed, benefitting more than 4,250 people. Respondents collectively employed 17 FTE paid bike mechanics with 169 FTE volunteers actively refurbishing bikes.

Case study

Award winning pilot project supporting skills and restoring old bikes for the community

In June 2026, was recognised at the Scottish Transport Awards, in the category for Excellence in Social and Community Value.

The project will support other local authorities to start similar pathways: saving bikes, supporting employment opportunities and breaking down barriers to more people travelling by bike.

The impact at a city and community level is clear to see, as well as in the lives of those involved in the project.

One person serving a sentence at HMP Barlinnie's, currently a mechanic in the bike workshop, shared: "I love it here. It taught me new skills and I've moved from fixing bikes to checking bikes that they're ready to be sent out. It's step-by-step learning. It teaches you to move forward. It feels like you're doing a degree or a course… and it makes you value everything more. To know a kid is going to get a bike and have a smile on their face, I'm proud."

As the final link in the chain, the fully refurbished bikes are available for children and people who would otherwise face financial barriers to cycling. Paul Street, Regeneration and Sustainability Waste Policy & Recycling manager at Glasgow City Council feels positively about the bike reuse pilot, 'this is a great scheme that's a big win for all involved. We want to reduce the waste the city produces and at the same time provide opportunities for residents within the local community."

> " When you're dealing with families who don't have a lot of money, or people who've got no bike, or a school with no bikes... being able to give them that bike for free and just see the happiness: it's tremendous."
>
> Ricky Baxter, Cycle Hub Coordinator, St Paul's Youth Forum

Cycle parking and storage

Cycling Scotland worked with registered social landlords, workplaces and schools to improve and expand cycle storage.

Activities included the installation of cycle storage at residential locations, providing support to repair existing facilities, and install new cycle parking at 16 schools.

Funding was provided to 13 housing associations across both urban and rural communities, focusing on delivering new, secure and convenient places for people to store bikes in areas of higher deprivation – helping to remove one of the major barriers to using a bike.

21 workplaces were supported with funding to install cycle storage for their staff and visitors. Altogether, more than 19,000 people will benefit from these new and improved facilities.

Cycling Scotland provided guidance, technical advice and project management support to provide secure cycle storage and parking facilities and enable a change in travel behaviours to more sustainable and healthier ways of travelling.

Case study

Registered Social Landlord, Key: "The new storage makes cycling to work a realistic option"

Key is a not-for-profit, housing and social care provider, supporting over 2,000 disabled young people and adults across 17 Scottish local authorities, and employing more than 2,000 staff. They are also a Registered Social Landlord, with over 800 tenants.

In recent years Key has seen a growing number of its staff and the people it supports take up cycling, including to their main office in Glasgow's city centre. Key wanted to encourage this by providing a secure space to store cycles at the office.

Key received tailored advice from Cycling Scotland to help them become Cycling Friendly, setting the organisation on a path to finding the best solutions.

They installed new external cycle parking units at both locations, funded by the Scottish Government's People and Place Programme and delivered through Strathclyde Partnership for Transport and Cycling Scotland.

> With the storage now, you see a lot more people cycling and coming in on their bikes too. I think more of us are thinking about it now, including people that hadn't cycled much before.
>
> Helena, member of staff at Key

George, a staff member at Key, shared how the new storage has made it easier to use his e-bike to travel to work: "Because it's got the electrical supply, it means at the end of the day I'm going home with a fully charged battery. I didn't know that was even possible with storage units. It's been brilliant and very convenient."

Following this immediate impact and its new Cycling Friendly Employer accreditation, Key is assessing the availability of cycle storage across their locations, to continue breaking down barriers to cycling for more supported people and staff across Scotland.

Case study

"Life changing" on-street storage helping Tayside residents cycle to work

Through funding from Tactran and enhancing the work of Dundee City Council, Cycling Scotland delivered a range of new and improved cycle storage and parking facilities, helping more than 9,000 people across Tayside to use their bikes for everyday journeys.

Anna Day, who works in central Dundee, shared the impact of having a new cycle storage unit on the street outside her office, calling it "life-changing".

Previously cycling only two or three days a week to work, Anna now commutes by bike every day of the week, thanks to the new facility giving her somewhere safe, secure and convenient to store her bike during the day.

Expanding staff capacity (Campus Cycling Officers)

In 2025-26, Cycling Scotland continued to support educational institutions to improve their campuses for cycling, by expanding staff capacity through Campus Cycling Officers, made possible through Strathclyde Partnership for Transport's People and Place programme.

Four real living wage paid internships for Campus Cycling Officers were provided, covering five further and higher education institutions across Glasgow and Lanarkshire.

- Glasgow Clyde College – managed the installation of new cycle storage at the Langside campus; increased awareness of facilities across campuses; hosted Dr Bike sessions and arranged cycle training; and partnered with Women on Wheels and Glasgow Eco Trust to promote cycling.
- Glasgow Kelvin College – introduced a programme of maintenance for bike fleet and maintenance training for staff and students; arranged cycle training for staff to support led rides for students; successfully gained additional funding to expand the college's bike fleet through Cycling UK.
- New College Lanarkshire – purchased new maintenance equipment for the bike hub at the Motherwell campus; hosted Dr Bike sessions, maintenance training, and

arranged cycle training for staff to support led rides for students; completed a review of cycle facilities across campuses; held a raffle to provide 15 bikes to students; and raised awareness of cycling through distribution of information leaflets.

- University of Glasgow and Glasgow School of Art – across two sites, the Campus Cycling Officer led on management of e-bike fleet and organised training sessions for staff; organised cycling events including Dr Bike sessions, led rides, provided maps of routes to campuses and monitored storage and parking facilities.

Collectively, officers scheduled 21 Dr Bike maintenance sessions, five led rides, two bike safety and vocabulary sessions with ESOL students and six cycle training sessions.

Case study

Impact of Campus Cycling Officer at Glasgow Clyde College

In his role as Campus Cycling Officer at Glasgow Clyde College, recent graduate Juan Victor Aranzibar Loayza was able to have an impact in reducing barriers to cycling and helping more students to travel by bike.

During his placement, Victor worked in partnership with local organisations Bike for Good and Women on Wheels to deliver led rides and cycle training sessions, giving more students the confidence to cycle to the campus in the southside of Glasgow.

Identifying that a lack of secure bike storage and parking was preventing more students from cycling, Victor successfully secured £20,000 of external funding to install new cycle shelters on campus – giving more students the confidence to bring their bikes to campus.

Building on this, Victor organised regular promotional stalls and Dr Bike workshops offering on-the-spot bike repairs, helping sustain staff and student engagement throughout the year. This was capped off with a competition for five students to win free, fully refurbished bikes.

Following the success of his placement, Victor was offered a fixed-term role by the college.

Cycling Friendly

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

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

In 2025-26, Cycling Scotland supported 144 organisations to achieve the Cycling Friendly award. A total of 35 primary schools and nine secondary schools were able to achieve the certification across Scotland.

77 workplaces and 23 community groups with more than 1.13 million employees have achieved the award, including educational institutions, NHS regional health boards, housing associations, and private, public and third sector employers.

Currently there are 1,765 organisation sites engaged in the award programme, including 920 workplaces having achieved or working towards the award. These figures reflect settings and regional areas where support has been funded through People and Place programme. Working with SPT, SWestrans and Tactran, we supported 120 workplaces, community groups and schools to achieve the Cycling Friendly award in 2025-26.

Workplaces and community groups employing 1.13 million staff have achieved the Cycling Friendly Award

Targeted support across the Strathclyde Partnership for Transport region helped 72 organisations achieve the award. Cycling Friendly support has been provided to Scottish Government sites at Atlantic Quay, Faskally and Saughton House.

Case study

Advanced Clothing Solutions

> Colleagues tell us they feel healthier, save money and arrive at work with more energy
>
> Anthony Burns, Chief Operating Officer at ACS

Advanced Clothing Solutions (ACS) is a large circular fashion hub based in Scotland that helps brands and retailers transition from traditional linear fashion models to circular ones.

The business provides services that extend garment life and reduce waste at their hub based at Eurocentral, just off the M8 motorway in North Lanarkshire. This is well located in

terms of regional connectivity, but like many industrial estates, it presents challenges for active travel.

ACS renewed its Cycling Friendly Employer award in 2025, following its continuing efforts to make cycling an easy and practical option for staff.

Thanks to its participation in the Cycle to Work scheme, staff have been able to purchase an expanded range of bikes to suit their needs, with ACS also hosting Dr Bike sessions on site throughout the year to help staff keep their bikes running smoothly.

Eager to help even more staff take up cycling, ACS recently introduced pool bikes, available for staff who might be curious about commuting by bike, with one employee sharing the impact: "Having access to a pool bike meant I could try cycling at work without having to invest upfront – now I'm cycling almost every day".

Anthony Burns, Chief Operating Officer at ACS shared: "By adding pool bikes, a mini on-site cycle hub, and making Cycle to Work easy, we've removed practical barriers and increased interest in everyday cycling. Colleagues tell us they feel healthier, save money and arrive at work with more energy".

Transport Planning & Engineering

In 2025-26, Transport Planning & Engineering (TP&E) celebrated 20 years of supporting positive change through community-led active travel infrastructure, delivering two design projects and bringing five other projects to construction.

With a focused and dedicated team, TP&E continues to work across Scotland, providing expertise and support to external partners, community groups and voluntary associations seeking to deliver active travel opportunities.

Work continues to cover the whole of Scotland from Perthshire to Dumfriesshire, with rural active travel and urban design projects aiming to make it easier for ever more people to enjoy cycling, walking and wheeling.

TP&E remains focused on:

- Design and delivery of rural projects to support the modal shift from vehicle-orientated places to people-focused places.
- Consulting and promoting active travel routes to rural communities to assist in the school run, impacting on modal shift in these areas and reducing the isolation that some rural communities can experience.
- Strengthening partnership working with local authorities and community groups to deliver fit for purpose sustainable travel assets which follow desire lines, to create direct and convenient routes.
- Informing wider audiences on design complexities, challenges and good practice that can be found in delivering in this sector.

In 2025-26 we:

- Completed phases 6A and & 7A of the Loch Earn Railway Path, utilising a dismantled railway route to install a further 1.5km of accessible shared-use path.
- Completed construction on phase 2.2 of the 1km of track circuit Clyde Cycle Park in Cambuslang which is now open as a training facility.
- Delivered phase 1B2 of the 4km Penpont to Thornhill route, which completed works across the historic Nith Bridge. We now working on design of phase 1C which will connect Nith Bridge to Thornhill.
- Restored the weather-damaged gabion wall at Dreelside in Anstruther, by installing an improved retaining wall solution.
- Installed a 330m route between Oakbank and MacRosty Park in Crieff, to connect the park to nearby communities.
- Progressed concept designs for the long-distance route from Kirkton Farm to Crianlarich which, once built, will improve connectivity between the village centre and rail station.
- Completed detailed design for works on a water-damaged bank slip on the NCN 7 route just north of Dunkeld, which once built will enable safe access to the route.

Case study

Penpont to Thornhill: Connecting communities across the Nith Bridge

Backed by funding from Walk Wheel Cycle Trust, the Keir, Penpont and Tynron Development Trust set out an ambitious goal to create a walking, wheeling and cycling path to connect the villages of Penpont to Thornhill in Dumfriesshire. TP&E has been involved since 2020, with the project being progressed in phases dependent on annual funding awards.

In 2025-26 TP&E completed phase 1B2, connecting existing sections and continuing the route over the A702 Nith Bridge. Previously this historic A-listed structure did not have any pedestrian or cycling facilities, with frequent passing farming and forestry vehicles presenting a danger for more vulnerable road users.

Due to the historic importance of the bridge, a solution was needed to ensure the route could be updated safely with minimal impact on the structure.

A new traffic signalling system was installed to provide a separate phase for pedestrians and people travelling on bikes, greatly improving the safety of the the bridge crossing.

In the next year, the route will be completed past this bridge and into Thornhill, providing a full route connecting these rural two villages.

The project has been supported by the UK Government Levelling Up Fund, SWestrans, Dumfries and Galloway Council and previously by many other funders.

Organisation

Charitable Objectives

a) To promote and advance awareness and understanding of the significant health, social, environmental, and economic benefits of getting more people cycling safely and confidently for everyday travel, exercise and recreation.

b) To advance the education of the public generally and young people in particular, in safer cycling and cycling road safety, including through delivery of cycle training for people of all ages.

c) To promote and support the design and delivery of inclusive and widely available routes, paths, and associated facilities for cycling, walking and other forms of low energy and sustainable transport.

d) To undertake projects, programmes and activities of a charitable nature aimed at reducing barriers to cycling and contributing to achieving local and national objectives and outcomes in relation to improving health and wellbeing, economic and environmental sustainability and reducing inequalities.

Vision, mission and values

Vision

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

Mission

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

Values

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

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

Partnership working

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

Project delivery partners

All 32 Scottish Local Authorities	Outfit Moray
Adventure Aberdeen	Play Scotland
Angus Cycle Hub CIC	Police Scotland
Bike for Good	Public Health Scotland
Bike for Refugees (Scotland)	Radio City Association
The Bike Station	Recyke-a-Bike
Bridgend Farmhouse	Regional Transport Partnerships
Common Wheel	Road Safety Scotland
CycleStation	Sanctuary Scotland Housing Association
Cycling UK	Scottish Advisory Panel for Outdoor Education (SAPOE)
Drumchapel Cycle Hub	Scottish Cycling
Ebike Freedom CIC	Scottish Government
Eco Schools	Social Track
Education Scotland	St Paul's Youth Forum
Glasgow Eco Trust	Transport Scotland
Greener Kirkcaldy	Velo City Inverness
Healthy n' Happy Community Development Trust	Volunteer Development Scotland
Include Me 2 Club	Walking Scotland
Link Housing	Walk Wheel Cycle Trust
Living Streets Scotland	West Lothian Bike Library
Mayfield and Easthouses Development Trust	West of Scotland Housing Association

NG Homes	Wheatley Homes
Outdoor Education Fife	Women on Wheels

Forum and working group partners

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

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

We also gratefully acknowledge funding in 2025-26 from Regional Transport Partnerships: SPT, SWestrans and Tactran to deliver the aims of the People and Place Programme.

Cycling Scotland members

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

Bicycle Association

Bike for Good

The Bike Station

Common Wheel

Cycling UK

Dundee City Council

East Dunbartonshire Council

City of Edinburgh Council

FEL Scotland

Fife Council

Forestry & Land Scotland

Glasgow City Council

Glenmore Lodge

GoBike! Strathclyde Cycling Campaign

HITRANS

Hostelling Scotland

Living Streets Scotland

Loch Lomond & Trossachs National Park

Love to Ride

Nestrans

North Ayrshire Council

Oban Cycles

Road Safety Scotland

ScotRail

Scottish Cycling

Scottish Forestry

SEStran

Shetland Islands Council

Spokes

Sportscotland

SPT

SWestrans

Tactran

Transform Scotland

VisitScotland

Walking Scotland

Walk Wheel Cycle Trust

Financial accounts

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

Statement of Financial Activities for the year ended 31 March 2026

Including Consolidated Income and Expenditure Account

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2026 Total (£)	2025 Total (£)
Income and endowments from:					
Donations and legacies					
Gifts and Donations	300	-	-	300	10,310
Voluntary Income	-	-	-	-	-
Charitable Activities					
Scottish Government Grant	2,514,700	-	-	2,514,700	2,200,000
RTP funding	1,370,918	-	-	1,370,918	3,214,487
Local Authority Grant	-	-	-	-	-

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2026 Total (£)	2025 Total (£)
Education	29,339	-	21,666	51,005	56,720
Marketing and event income	-	26,248	-	26,248	24,778
Other charitable income	-	-	-	-	21,124
Other Trading Activities					
Trading Income	344,421	-	-	344,421	335,799
Investments					
Bank interest	5,620	-	69	5,689	11,726
Total income and endowments	**4,265,298**	**26,248**	**21,735**	**4,313,281**	**5,874,944**
Expenditure on:					
Charitable activities	4,243,769	22,227	24,279	4,290,275	5,796,926
Other	1,880	-	-	1,880	3,064
Total expenditure	**4,245,649**	**22,227**	**24,279**	**4,292,155**	**5,799,990**
Net income/(expenditure)	**19,649**	**4,021**	**(2,544)**	**21,126**	**74,954**
Transfers	-	-	-	-	-

	Unrestricted Funds - General (£)	Unrestricted Funds - Designated (£)	Restricted Funds (£)	2026 Total (£)	2025 Total (£)
Balance brought forward	875,354	104,560	53,486	1,033,400	958,446
Closing balance at 31 March 2025	**895,003**	**108,581**	**50,942**	**1,054,526**	**1,033,400**
Comprising:-					
Unrestricted Funds					
General	895,003	-	-	895,003	875,354
Designated Funds					
Cycling Scotland Conference	-	13,993	-	13,993	9,972
Pension Reserve	-	94,588	-	94,588	94,588
Restricted Funds					
Pedal for Scotland Fund	-	-	43,818	43,818	49,949
Play on Pedals	-	-	7,124	7,124	3,537
	895,003	**108,581**	**50,942**	**1,054,526**	**1,033,400**

Consolidated balance sheet at 31 March 2026

		2026		2025
	£	£	£	£
Current assets				
Debtors	347,572		791,233	
Cash at bank and in hand	1,069,446		832,396	
Total	**1,417,018**		**1,623,629**	
Creditors: Amounts falling due within one year	361,492		582,454	
Net Current Assets		**1,055,526**		**1,041,175**
Provision for liabilities		**1,000**		**7,775**
Net Assets		**1,054,526**		**1,033,400**
The funds of the charity				
Unrestricted Funds				

	2026	2025
General fund	895,003	875,354
Designated Funds	108,581	104,560
Restricted Funds	50,942	53,486
Total charity funds	1,054,526	1,033,400