

People and Place

Programme 2025-26



HITRANS Evaluation Report

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Section 1: Executive Summary

Context Setting

HITRANS is one of seven Regional Transport Partnerships in Scotland, and serves a unique and varied area covering Moray, Argyll and Bute, Highland, Western Isles and the Orkney Islands. It is a large region, accounting for around half of Scotland's land mass, and contains a diverse mixture of islands, remote mainland, rural and urban areas. Despite its size, the region is home to only 9% of Scotland's population, with just over 460,000 people residing there (Census 2022). Over 50% of this population live in the Highland Council area (over 235,000 people) and 10% live in the island groups of the Outer Hebrides (Na h-Eileanan) and Orkney (c.26,000 and c.22,000 respectively). Over half of the region's population are classed as 'remote' or 'very remote' whilst around a quarter live in larger settlements. Inverness is the primary employment, retail and service centre for much of the region, along with several regionally important service centres including Elgin, Lochgilphead, Kirkwall and Stornoway.

The region has a higher proportion of older age groups, and a lower proportion of working age adults compared to Scotland as a whole, which is typical of rural areas across the country, and has implications for health and social care, and opportunities for improved health-span through increased physical activity.

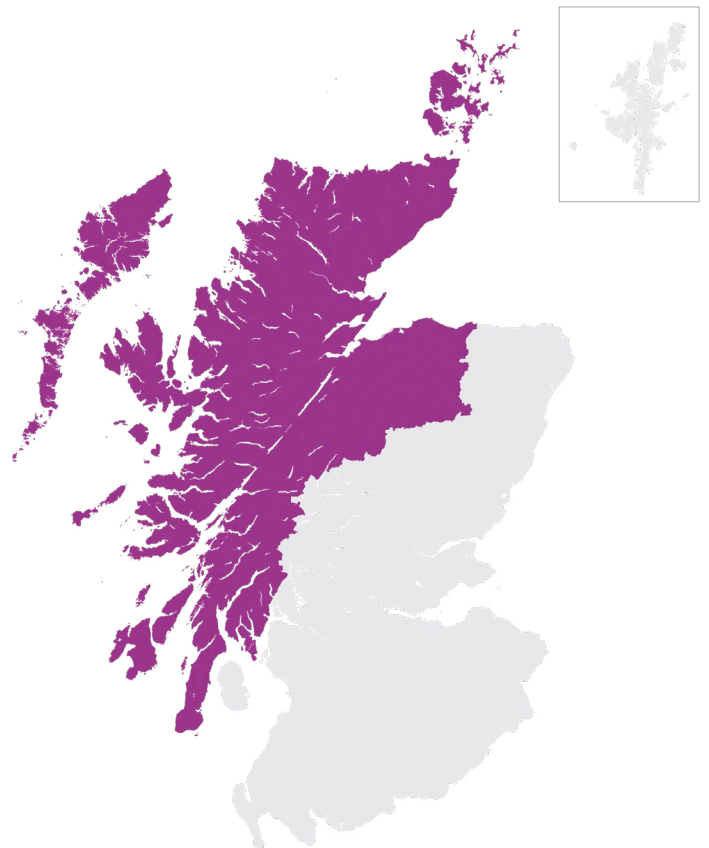
Safety and perceptions of safety are major barriers preventing more people from walking, wheeling and cycling in the region. This is especially the case in many rural locations, where active travel to nearby services is not an option due to the lack of footways and cycleways connecting settlements. Indeed, many residents live in locations where it is not possible to safely walk or cycle anywhere directly from their home. This has a disproportionate effect on many people with protected characteristics, and makes safety an important consideration.

While the region sees less in the way of extremes of wealth and deprivation than other parts of Scotland, there are areas with pockets of multiple deprivation in Dunoon, Rothesay, Alness, Balintore,

Inverness, Oban and Wick. Deprivation in rural areas is frequently hidden, in that standard indices often do not fully capture the impact of the higher cost of living and geographic isolation on these communities.

Car ownership rates are higher than the Scottish average, implying a high degree of car dependence. Forced car ownership will undoubtedly have a significant negative impact on some households' finances. Dependence on private cars is also reflected in public transport use across the HITRANS region, which is significantly lower than the national average.

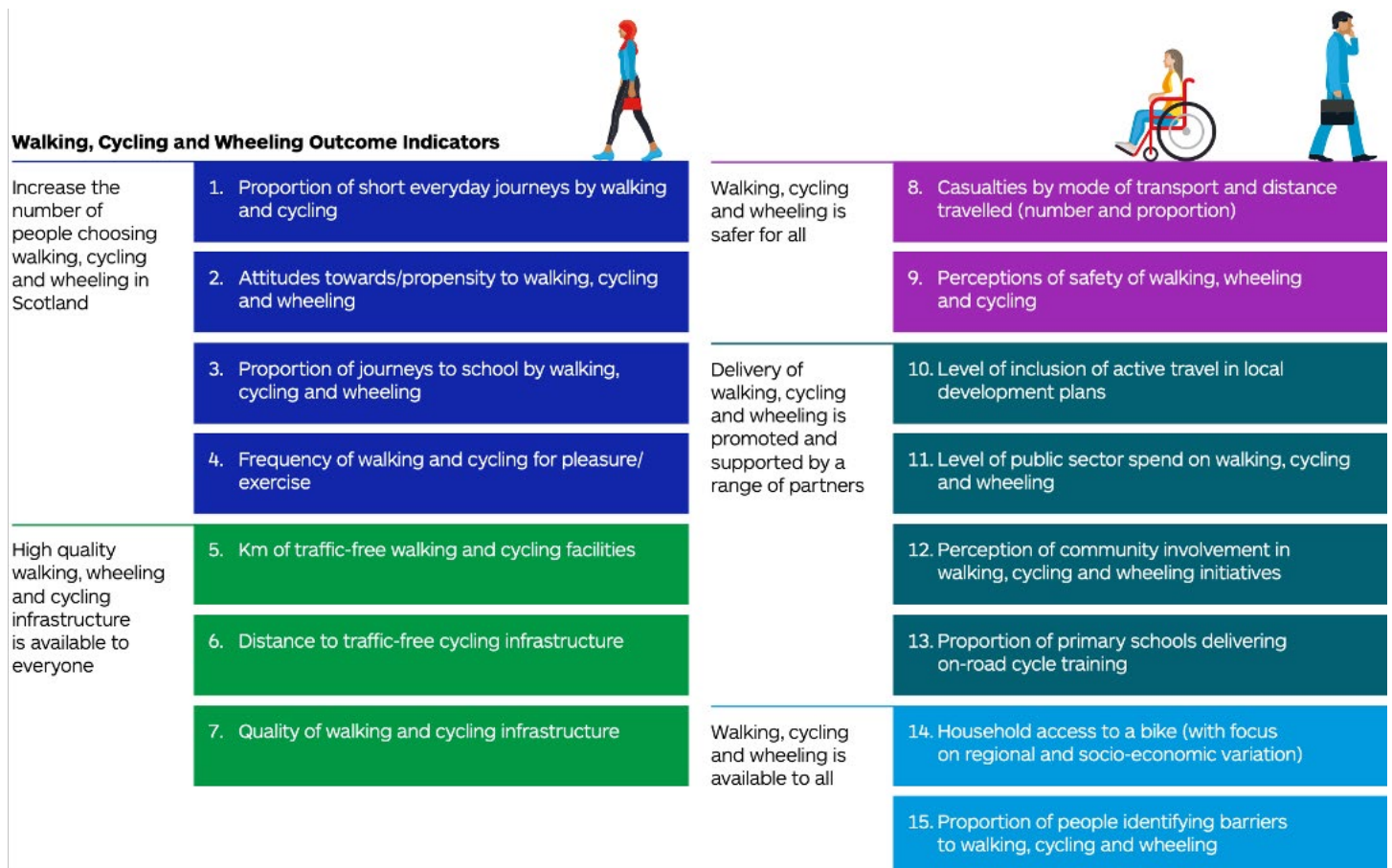
The People & Place Programme helps to deliver the HITRANS Active Travel Strategy Action Plan (2018) through Marketing & Promotion (messaging and imagery of everyday travel, cycle training and availability of ebikes) and Public Transport Integration (bikes on buses, information, cycle parking & waiting facilities). We also have a Behaviour Change Strategy for active and sustainable travel, developed in Year 1 of the Programme, which has informed and guided the development of our Year 2 Programme.



The People & Place Programme

Since 2024-25 funding has been distributed by Transport Scotland to the Regional Transport Partnerships (RTPs) to deliver a programme of behaviour change activities targeting active and sustainable transport. Year 2 of HITRANS' People and Place Programme continues to work towards the outcome indicators identified in the Active Travel Framework below.

Diagram 1: Active Travel Framework: Key policy approaches to improving the uptake of walking and cycling in Scotland for travel. Source: Transport Scotland 2020 <https://www.transport.gov.scot/publication/active-travel-framework-1>



In Year 2, HITRANS' focus was on targeting resource in key areas where local capacity exists for promoting behavior change, in line with our Behaviour Change Strategy developed in Year 1 of the Programme:

- Where active travel infrastructure exists / is being developed
- Settlements with Active Travel Masterplans & travel to work areas, including:
 - Settlements with higher populations (Inverness, Fort William, Elgin, Kirkwall,

- Stornoway, Oban, Lochgilphead)
- Pockets of multiple deprivation (Dunoon, Rothesay, Alness, Inverness, Oban, Wick)
- Public transport connections & getting around in smaller settlements
- Rural road safety

Section 1

Target audiences:

- 1. Children & young people
- 2. Working age adults
- 3. Key life stage transitions at all ages

All activities fall under one of the themes of Active Schools & Young People, Active Workplaces and Communities, or Sustainable Transport, with the Accessibility and Inclusion and Capacity and Capability themes running through these:

Active Travel Framework Outcomes:

- 1. Increase no. people walking, cycling, wheeling for short journeys (ATF1)
- 2. Increase no. people choosing sustainable transport for longer journeys (ATF1)
- 3. Make walking, cycling, wheeling safer for all (ATF3)
- 4. Walking, cycling, wheeling available to all (ATF5)



Approach to the 2025-26 Programme

In 2025-26, the HITRANS People & Place Programme funded and supported over 20 projects across the five strategic themes identified by Transport Scotland. Projects ranged from cycle parking infrastructure to behavioural interventions, all designed to increase walking, wheeling and cycling or access to sustainable transport. Behaviour change is embedded through sustained activity and reinforcement and is not the result of a one-off intervention. Therefore, HITRANS' approach in Year 2 was to continue to support local community organisations across the region, who deliver a tailored programme of behaviour change activities, suited to the needs of their local community. We also continued initiatives such as the Access to Bikes and Workplace Active Travel Infrastructure grant to support organisations to make active travel the easy, obvious choice for people of all abilities.

In Year 2 we continued our approach to building capacity by linking our programme with our partner Local Authorities' Direct Awards (LADA), to support Local Behaviour Change Officer roles embedded within these council areas. Part-funding a full time post between People and Place and LADA in both the Orkney Islands Council and Comhairle nan Eilean Siar (CnES) meant there was a local officer to link with Active Travel Infrastructure Tier 2 funded projects; the Officer for CnES supports the community and primary school to promote use of the new active travel path in lochdar, South Uist. This approach has been effective in creating local partnerships and joined-up working in active and sustainable travel, and offering posts on a two-year fixed term basis enables local officers to make and sustain local connections.

There is no Behaviour Change Officer post within Argyll & Bute Council due to the difficulty in recruiting a member of staff with an annual funding award, but the council contributes some of their LADA to the HITRANS Local Delivery Partners in their region. HITRANS in-house delivery

team expanded this year to recruit a Project Manager, to support the overall management of the Programme. Although offering posts on a two-year fixed term basis allows us to attract and retain talented and experienced individuals, giving us continuity from year to year, it also presents some risk to HITRANS when the programme is only funded one year at a time. We may need to revisit our approach following the reduction in revenue funding to the programme in 2026-27.

Sustainable Transport was a new theme added to the People & Place Programme this year and included delivery of the on-street e-bike hire scheme HI-BIKE, as well as supporting the development and expansion of the Moove-Flexi demand-responsive transport (DRT) service. This supports transport operators across the HITRANS region in areas where there are no bus links, meaning that people are still able to access sustainable transport.

Effective behaviour change programmes are focused and targeted, with consistent messaging from a number of different sources. To this end, we linked up all our projects and activities delivered in one area, so that the active & sustainable travel message is received right across the demographics of a community.

A continuing challenge in this year's programme has been the revenue versus capital split of the Programme, with two thirds of the available budget allocated as capital; this means our ability to support revenue-based activities is constrained. For example, this would include learn-to-ride sessions for children, adult cycle confidence and workplace travel planning. Providing infrastructure like cycle parking facilities and access to bikes will only go so far towards changing travel habits; it needs to be backed up with education, practical support and capacity within our local authorities and partner organisations to deliver transformational change.

Funding Breakdown

Project	Theme	Description	Amount
Active Workplaces & Communities	Smart Travel Choices	Coordinated messaging, comms, workplace travel planning and grant programme for employers to promote active travel to workplaces, annual networking and learning event.	£192,728
	Transport Integration	Collaboration with Local Authorities and other partner organisations to deliver a cycle parking programme, facilities improvements and Real-Time Passenger Information.	£414,351
Accessibility & Inclusion	Access to Bikes	3 community-based organisations funded to increase access to bikes & providing non-standard cycles for HI-BIKE membership.	£124,486
	Cycling UK	Connecting Communities project in Moray to deliver inclusive cycling and walking opportunities for everyday journeys and leisure.	£81,021
	Fort William Wayfinding	Wayfinding pilot project in Fort William to improve knowledge and confidence to use key routes around the town, for locals and tourists.	£49,527
Active Schools & Young People	Living Streets Programme	Three of our five local authority areas participated in this national walking programme.	£99,452
Sustainable Transport	HI-BIKE	HITRANS' on-street electric bike share scheme, which operates in Inverness and Fort William, and in 2025-26 work was undertaken to expand to Elgin.	£767,064
Across all themes	Local Delivery Partners	Supported 9 community organisations to deliver tailored behaviour change programmes which enable active and sustainable everyday journeys.	£487,721
Capacity & Capability	Local Authority / Partner Capacity Building	Orkney Islands Council, Moray Council and Comhairle nan Eilean Siar (CnES) part-funded HITRANS Behaviour Change Officer (BCO) posts through their Local Authority Direct Awards. HITRANS fully funded an officer post within the Dunoon Community Development Trust, one of four BCO posts in the Highland Council and one BCO at the Cairngorms National Park Authority through the Cairngorms 2030 project. This was the equivalent of 5.8 FTE positions.	£92,768
Across all themes	HITRANS Resource Support & Programme Delivery	HITRANS team to deliver the programme in Year 2 was 8 FTE staff.	£451,568
TOTAL			£2,760,687

Section 2: Programme Overview

Programme Themes:

1. Active Schools & Young People
2. Active Workplaces & Communities
3. Accessibility & Inclusion
4. Sustainable Transport
5. Capacity & Capability Building

Delivery Partners: local authorities, National Park Authorities, community organisations, national delivery partners and private sector partners, health boards.

Scope: Projects were delivered across the HITRANS region, including Highland, Moray, Orkney Islands, the Western Isles and Argyll & Bute. In Year 2, there was a particular emphasis on inclusivity and local capacity building.

The geographic breakdown of investment in the Programme can be seen in the USmart Dashboard [here](#).

Summary of Results

Overall Reach

- Over 26,000 participants from across age groups from pre-school to 65+. *14,000 in 2024-25.*
- 15.2 FTE posts were supported across 11 delivery partners.
- Delivered new or upgraded infrastructure (cycle parking, facilities, adapted bikes, traffic radar sensors) in 59 locations. *30 locations in 2024-25.*

Key Outputs

- 4,446 hours of volunteer time donated to the programme, equating to £54,285.66* of time invested.
- 353 bikes refurbished and rehomed either free or at low-cost to children and adults (Strathspey, Argyll, Fort William & CnES). *130 in 2024-25.*
- 1,783 bikes checked and repaired, e.g. Dr Bikes in the community and schools

- 451 personalised commuter plans for 3 workplaces
- Engagement with over 1,700 employees. *8,000 in 2024-25.*

Thematic Summary

Active Schools & Young People

- Common initiatives: Bikeability training (Learn-to-Ride and Bikeability Level 1), Active Travel route mapping sessions in primary schools (Adventure Oban), and school cycle parking infrastructure.
- Outcomes: Pupils feel safer when walking/cycling/wheeling/scooting and have better road safety awareness (Adventure Oban), increased active journeys to schools (e.g. Stornoway Primary School, 65% in 2024-25 compared with 71% in 2025-26).

Active Workplaces & Communities

- Common initiatives: Cycle Parking Grants, Workplace and Community Dr Bike sessions, staff travel surveys and planning.
- Outcomes: Increased awareness of commuting options, infrastructure upgrades which support modal shift, and increased bike usage and safety awareness.

Accessibility & Inclusion

- Common initiatives: HI-BIKE Inclusive Cycle Membership, bike refurbishment programmes, e-bike loan schemes (Strathspey, Inverness and Colonsay).
- Outcomes: Increased access to cycles, high demand for loan schemes, and a reduction in car usage - over 75% of users reporting a reduction in car use during their loan period (ACE Project).

*Calculated at a rate of hours x national living wage rate for 21+ year olds in 25/26 (£12.21)

Capacity & Capability Building

- Common Initiatives: Internal staff training, local delivery partner training and active travel promotion associated with new infrastructure on the Western Isles.
- Outcomes: Better ability to track and analyse data, community empowerment and skills development to tackle rural employment issues.

Lessons Learned

- Year 2 of the People & Place Programme has been a consolidation of the learnings from Year 1. While the first year focussed on setting up an impactful behaviour change programme in HITRANS' large and varied area, in this second year we have built upon and improved our approach, e.g. in grant management and networking events at multiple levels of the programme.

- Community-based organisations continue to be well-placed to reach a wide demographic across their local community.
- Our model for locally-based delivery partners delivering across multiple programme themes is a more efficient way of working in our large region than, for example, having one delivery partner try to reach all schools across the region.
- The demand we have had for the Inclusive Cycling Membership has demonstrated a clear and significant need for accessible cycling options for people with additional mobility needs. The scheme's nomination for the 2026 Scottish Transport Awards further reinforces its positive impact and recognition within the transport sector.



Grzegorz Faryno,
HI-BIKE Inclusive Cycle Scheme Member.
Picture: Ewen Weatherspoon.

Section 3: Active Schools & Young People

Summary of Outputs


4
SCHOOLS
got new
cycle parking


1100
ASN* PUPILS
engaged in inclusive
cycling sessions


3117
YOUNG PEOPLE
made active journeys
to school'


106
YOUNG PEOPLE
participated in
L2R* & B1* in Moray

Summary

Active Schools & Young People covers interventions focussed around schools to deliver holistic solutions for creating an environment where active and sustainable travel choices are not only an option, but the most desirable way to travel for young people and families. In Year 2, we have continued to support interventions which help

children to establish healthy travel behaviours, a key part of our programme in creating sustained behaviour change. This Programme delivered under the theme of Active Schools & Young People through local delivery partners, the Living Streets' WOW Travel Tracker and the HITRANS School Cycle Parking grant. Whilst our local delivery partners' programmes deliver under multiple Themes, this section will cover those whose work is mainly under Active Schools & Young People.

Outputs

Project	Mode	Summary	Outputs
HITRANS Schools Cycle Parking grant		As part of the HITRANS Community Cycle Parking fund, local authorities could apply for cycle parking projects located at schools.	4 schools provided with new secure cycle parking: • Glaitness (Orkney) • Craigellachie (Moray) • Dyke (Moray) • Pilmuir (Moray)
Living Streets' WOW Travel Tracker	  	The Walk or Wheel Once a Week Challenge and Travel Tracker raises the profile of active travel in schools and rewards active travel choices through challenges and collectable badges for pupils and school-level, regional and national leaderboards.	• 23 active schools in the HITRANS region • 3,117 young people logged active journeys (walk, wheel or scoot) • 355,645 journeys logged • Pupil engagement ranged from 50% to >80% depending on the school.

* ASN: Additional Support Needs; L2R: Learn to Ride; B1: Bikeability 1

Section 3

Project	Mode	Summary	Outputs
Adventure Oban	  	This Oban-based charity delivered an Active Routes to Schools project, to map safe routes to schools and support behaviour change initiatives with schools.	• Worked with 11 primary schools and Oban High School • 95 sessions & events delivered, including a Walking Bus and Safe Walking Sessions • 2,473 participants • 107 bikes repaired • 10 Bikeability sessions • 14 bike repair/STEM sessions • 5 schools involved in creating Active Travel Maps - 700 leaflets distributed via 2 schools and 3 schools to receive leaflets shortly.
Outfit Moray		Moray-based organisation which delivers an inclusive programme that supports pupils with their cycling at all levels, from learn-to-ride, Bikeability and led rides.	• 2,649 people participated overall • 79 Led rides in 28 schools, with 796 pupils in P6/7 who had completed the Bikeability 2 programme. • 117 Bikeability 1 sessions in 37 schools, with over 800 participants • 51 Learn to Ride sessions in 12 different schools, with 332 participants • 60 Dr Bike sessions in 28 schools, over 1,000 bikes checked and repaired • 20 Girls Bike sessions in 8 schools, with 74 pupils participating from P5-7 and S1. • 22 Bike maintenance classes in the community, with 74 participants • 25 Dr Bikes in the community, with 213 bikes checked and repaired • 31 Inclusive cycling sessions at 10 high schools, working with 106 pupils with Additional Support Needs (ASN). • 8 Nursery cycling sessions at 4 nurseries, with 56 participants.

Outcomes

Outcome Indicator 3: Proportion of journeys to school by walking, wheeling and cycling		
Project	Evidenced	Supporting Details
HITRANS School Cycle Parking Grant	✓ Yes	- Craigellachie Primary school reported that pupils had already started using the new shelter before the Easter break and that both staff and pupils were pleased with the installation. - Pilmuir Primary School said pupils were excited to begin using the new shelter, which the school felt was a positive sign for future cycling update. - Across the projects, secure cycle storage helped make cycling a more practical option for pupils.
Living Streets WOW Travel Tracker	✓ Yes	3,117 young people logged 355,645 journeys, average of 89% by active travel (walk/wheel/cycle). - This is an increase from 24/25 (~82%).
Adventure Oban	✓ Yes	- Due to the timescale of the survey (September) and reporting (June), Adventure Oban do not yet have a clear picture of how their activities are influencing active travel behaviours. - Qualitative feedback from parents and participants demonstrates the effect the project is having on decisions and how young people travel to school. Regarding the Walking Bus initiative: "As we don't live within the village and have to drive 25 minutes to school every day, she really enjoyed getting to experience walking to school like so many of her peers do. Come rain or shine, she was always keen to join the bus from one of the convenient bus stops along the route." - Creating Active Travel Maps with five primary schools has supported parents (who are the main decision makers for the school commute) to consider other active travel methods, including park and stride.
Outfit Moray – Bike Revolution	✓ Yes	2,164 young people participated in school/nursery programmes. - Data from Living Streets shows that Moray primary schools have the highest engagement of schools on the Travel Tracker in the HITRANS region, with an average engagement of 88%, compared with 34% (Argyll & Bute) and 66% (Western Isles).

Outcome Indicator 9: Perceptions of safety of walking, wheeling & cycling

Project	Evidenced	Supporting Details
HITRANS School Cycle Parking Grant	✓ Yes	• Glaitness Primary School reported daily use of cycles within the school community and highlighted that the project had “made cycling and wheeling safer and available to all in our school”. • Craigellachie Primary School and Pilmuir Primary School both reported positive responses from pupils and staff following installation of secure cycle shelters, suggesting improved confidence and perceptions of safety around cycling to school.
Living Streets WOW Travel Tracker	✓ Yes	• Living Streets supported New Elgin road safety week, in collaboration with Outfit Moray. This included 4 classroom sessions, a mini school street audit, WOW Ambassador training for Junior Road Safety Officers, and conversations with drivers parking on the school street.
Adventure Oban	✓ Yes	• 51% of pupils who participated in safe walking and active routes mapping sessions said they feel safer when walking/wheeling/cycling/scooting after taking part in the session. 2 pupils reported that they feel less safe as they are now more aware of dangers on the road. This highlights the need for infrastructure to help people feel safe, and Adventure Oban now work with Argyll & Bute council to pass on the information they collect to advise future active travel infrastructure plans and developments. • Bikeability training has increased young people's perception of safety on the roads: “I didn't really want to ride my bike, but once I started, I gained confidence. I can even use one hand so I can signal, I am a safer cyclist now.”
Outfit Moray – Bike Revolution	✓ Yes	• Dr Bike sessions in schools gives parents the confidence that their child's bike is safe to cycle to school. • Comprehensive cycle training and road awareness for ages 3-17 enhances safety perception.

Outcome Indicator 15: Proportion of people identifying barriers to walking, cycling and wheeling		
Project	Evidenced	Supporting Details
HITRANS School Cycle Parking Grant	✓ Yes	The school projects broadly demonstrated that providing secure cycle storage facilities for pupils reduced practical barriers to active travel.
Living Streets WOW Travel Tracker	✓ Yes	Delivery of a Winter Clothes Swap to tackle the barrier of inclement weather: 7 Moray-based primary schools donated winter clothes to Moray school bank to help pupils across Moray to Walk to School in warm and dry clothing during the winter months. Over 100 items were donated and Living Streets volunteered time to sorting the items at the Moray school bank store.
Adventure Oban	✓ Yes	Active Routes to Schools mapping sessions raises pupils' and parent's awareness of active travel options to get to school.
Outfit Moray – Bike Revolution	✓ Yes	Delivery of ASN-specific cycling skills sessions ensures that every young person has the opportunity to learn road awareness and essential cycling skills.

Case Study – Adventure Oban: Active Travel Maps in Schools

Adventure Oban is a community-led charity based in Oban, which aims to enable equal access to Oban's natural playground. Their Active Routes to Schools project aims to increase active travel in Oban, Lorne and the Isles through a focus on children and young people.

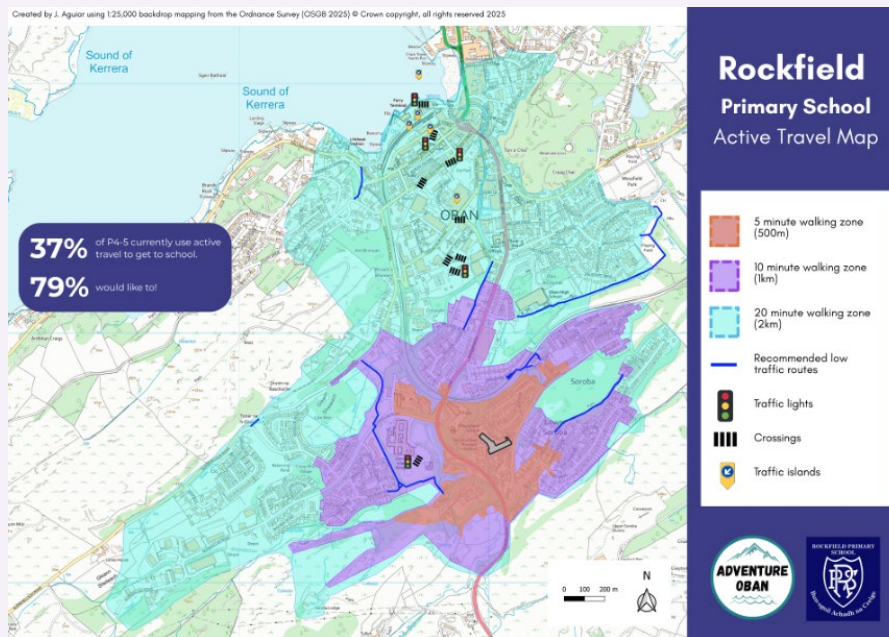
The project was born out of the Active Travel Plan for Oban, which Adventure Oban delivered in 2022 as part of the Sustaining Choices programme with Planning Aid Scotland, supported by the Argyll and Bute Council and Argyll and Bute Coast and Countryside Trust (ACT). Through conversations with hundreds of people in their community, and discussions with other organisations, they identified that 'safer routes to school' was a top priority for improving active travel in Oban. Their engagement showed that less than four children regularly cycle to high school and confidence was low amongst both young people and parents. In addition to this, Argyll and Bute had the lowest rate of active travel on the school commute of any mainland area.



In response to this, Adventure Oban started the 'Active Routes to Schools' project to map safe routes to schools and support behaviour change initiatives with schools. Through a range of sessions, Adventure Oban staff have worked with over 300 pupils at 5 primary schools in and around Oban, to create the maps, identify the safe routes, distances and build the messaging into the leaflets. A range of age groups from P4 – P7 have taken part. depending on the school, and maps have been created for Rockfield, Park, Taynuilt, Lochnell and Dunbeg primary schools. Through these sessions, the pupils learnt about

continued Case Study – Adventure Oban: Active Travel Maps in Schools

route planning, recognising barriers and enablers to active travel, and discussed the messaging around the benefits of active travel and how to keep safe.



Feedback from E. Rossiter, Principal Teacher at Park Primary School:

“Our children really enjoyed developing their mapping and measuring skills, and the process prompted lots of rich discussion about our local area. Seeing the surroundings of the school represented in a map helped them look at familiar streets, roads, paths and housing areas in a new way, particularly in terms of how everything is connected. This also led to many ideas about possible active travel routes to and from school.

With the better weather approaching—and with the second phase of roof works bringing vehicle restrictions—it feels like a perfect time for families to consider more active travel options.

One child told us they had assumed walking to school would take much longer, but realised it would only take them about ten minutes. Moments like that have been great for building confidence and sparking motivation. We have, however, also heard from some parents about barriers they face. Several have mentioned the

difficulty of crossing the main road over to Atlantis, which puts them off allowing their child to walk and leads them to choose the bus instead. The natural steepness of the area also makes some families less confident about children cycling to school.

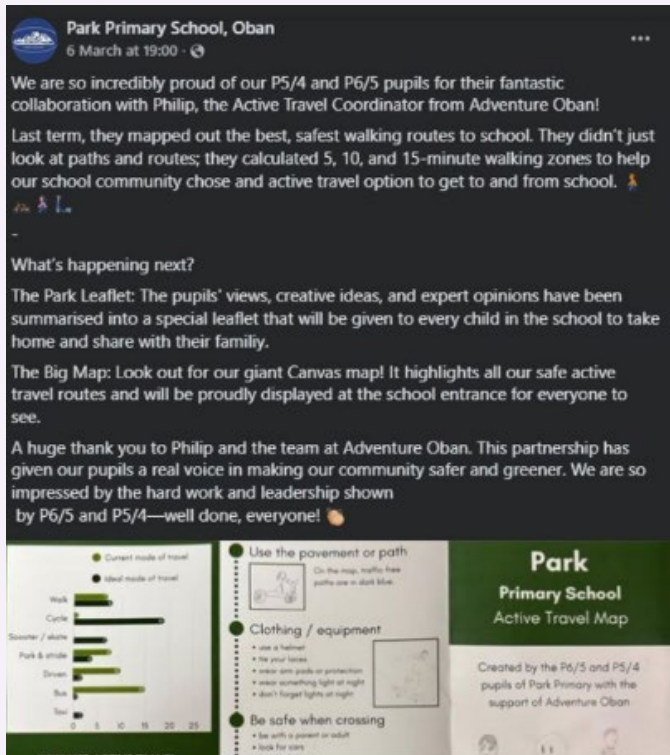
In the future, it may be worth considering whether a lollipop person could support children crossing the main road—this could enable them to walk up through the forest path and then cross safely to meet their families at Atlantis Leisure after school. Many families have said they prefer to

meet there, as there is more space for parking and nearby facilities the children can use before school.

Overall, our engagement with the Active Routes to Schools project has encouraged pupils to think more deeply about their local environment and their own travel choices and the impact they have. It has supported them in recognising that walking and wheeling are realistic options, and it has begun helpful conversations between the school, pupils and families about active travel opportunities and challenges.”

The active travel maps have been made into posters for the school gates and leaflets to be distributed to families. Rockfield Primary received 450 leaflets to be able to give one to each family and have a stock to distribute to new families joining the school community. Likewise, Park PS received 350 leaflets to distribute similarly, and the remaining schools had their leaflets printed and distributed in the final months of the Programme year.

continued Case Study – Adventure Oban: Active Travel Maps in Schools



Through Adventure Oban's engagement with pupils, they learnt that while 31% of pupils currently use active travel on the school commute, 76% would prefer to. This means that parents and guardians are the main decision makers in relation to the type of travel used on the school commute. Adventure Oban's active travel mapping project reached parents/caregivers, shared the benefits of active travel as well as safe routes, which should support them to choose active travel more often for their child.

Best Practice & Learnings

- Impact of Active Travel Mapping in Schools:** Worked well in raising pupil's awareness of active travel infrastructure and routes in their community, but ultimately the choice lies with their parent/caregiver as the decision-maker at home about the school commute. Adventure Oban pair mapping activities with the delivery of cycling skills sessions and the provision of free bike checks to provide a holistic package of school-based activities. They also trialed a walking bus in the winter at Taynuilt Primary, which was relatively well attended despite the typical Scottish weather and they plan to replicate this in other primary schools in 26/27. The provision of a safely managed active school commute should raise parents' confidence in letting their child walking, cycle or wheel to school.

- Schools Approach by Outfit Moray:** Outfit Moray provide a comprehensive programme of cycling activities for young people of all abilities in Moray, from nursery to high school. Outfit Moray's delivery of learn-to-ride sessions, Bikeability 1 and Dr Bikes means that almost every pupil within Moray Council can participate in Bikeability 2. The led rides post-Bikeability 2 helps to embed healthy travel behaviours for young people, again demonstrating that behaviour change is a process rather than a one-off event.

Summary of Active Schools & Young People's Projects

- **Decision-maker engagement:** Engaging with school staff and parents is key to influencing children's travel choices and ensuring interventions (e.g. school street closures) can be implemented at schools to make active travel the safe and obvious choice.
- **Inclusion:** Outfit Moray have demonstrated the importance of addressing accessibility and inclusion, by providing free bike loans and safety equipment to young people and delivering specific ASN sessions.
- **Infrastructure:** The provision of cycle parking at schools both raises the profile of cycling as a travel mode for school journeys, as well as making it the practical, easy option when there is a safe place to store cycles at school for staff and pupils.
- **Behaviour Change:** Outfit Moray and Living Streets' data supports existing research that indicates that providing a comprehensive package of cycling skills for children can support lifelong healthy travel habits to become embedded from an early age.

Section 4: Active Workplaces & Communities

Summary of Outputs



98
FREE
CHILDREN'S
BIKE LOANS



9
VOLUNTEERS
trained as walk and
ride leaders in the
Western Isles



12
COMMUNITY
LOCATIONS
got new
cycle parking



1700
PARTICIPANTS
in community active
travel sessions

Summary

This theme covers interventions focussed in and around places of work (including further and higher education), that make active and sustainable travel choices a realistic solution for commuting. Places of work are significant trip generators, with statistics showing commuting as the second most frequent reason for personal travel. There is a strong societal drive to get the private sector to do more to take climate action and protect the wellbeing of their employees and this theme supports interventions such as workplace travel planning that enable businesses to do that.

In Year 2 of the Programme, HITRANS continued to use our in-house team to make grants for cycling parking provision at workplaces and Dr Bike sessions, and engaged with TravelKnowHow to carry out workplace engagement and travel planning at 4 employers in Elgin, and additional

support to 5 NHS Highland sites. The workplace infrastructure grants and the TKHS/CalCommuter travel planning work increasingly operated as complementary interventions. Infrastructure funding addressed physical barriers to cycling and walking, while CalCommuter provided employers with data on commuting patterns, viable alternatives and potential behaviour change opportunities. Several employers that engaged in travel planning discussions also became stronger candidates for future workplace infrastructure support, helping shift the programme from isolated projects towards more relationship-based workplace engagement. HITRANS part-funded a Behaviour Change Officer role within the Cairngorms National Park Authority (CNPA), who undertook workplace engagement work including led rides for staff. Community-based interventions were a combination of providing infrastructure through HITRANS' Community Cycle Parking grant, and delivery by local delivery partners.

Outputs

Project	Mode	Summary	Outputs
HITRANS Community Cycle Parking Grant	  	Funding supports local authorities and community organisations to install and improve public cycle parking and related infrastructure.	In 2025/26, the community cycle parking programme funded 12 projects with a total of £240,000, including multi-site delivery by Highland Council and Moray Council. This included the installation of shelters at six leisure centres, an e-bike storage hub in Nairn, cycle parking and repair stands across Moray, and a cycle shelter at a children's residential home in Kirkwall.
HITRANS Active Travel in Workplaces Grant		Funding supports employers to improve facilities that enable staff to walk, wheel or cycle to work.	14 workplace projects funded (increase from 5 in 2024–25)
TravelKnowHow Scotland	  	Staff travel planning and surveys at workplaces in Elgin.	Detailed staff commuting survey with anonymised data for analysis and opt in individual travel plans provided to 4 workplaces in Elgin, and 5 NHS Highland sites
CNPA Local Officer	  	Local Officer responsible for delivering active travel interventions tailored to the local community and workplaces.	- Delivery of 11 workplace cycling events - Coordination of weekly led rides and 1:1 skills sessions for adults - Promotion of the HITRANS workplace grant
Dunoon on the Move	  	Project run by the Dunoon Community Development Trust, with a place-based focus on increasing everyday cycling and walking.	- A programme of e-bike loans, health walks, workshops and led cycles has run across the year 813 people engaged with the programme, which equates to 10% of Dunoon's population. 6 volunteers supported activities and undertook training, building local capacity and knowledge.

Section 4

Project	Mode	Summary	Outputs
The EMBARK Project	  	This Stornoway-based project delivers a holistic behaviour change programme of activities to young people and adults in the Western Isles community, including a bike library and children's cycling events.	• 918 participants overall • 98 free children's bike loans • 28 cycling group sessions, with 163 attendances • 57 walking and wheeling group sessions with 438 attendances, including specially developed nature themed walks and beach cleaning walks • 5 cycle ride leaders and 4 walk leaders trained during the year • 210 loans and trials (long and short-term) of adult equipment (bikes, e-bikes, trikes, specially adapted e-tandems, powerchair, mobility scooter) and related safety equipment.

Outcomes

Outcome Indicator 1: Proportion of short everyday journeys by walking, wheeling and cycling		
Project	Evidenced	Supporting Details
HITRANS Community Cycle Parking Grant	 Yes	• The ICT Community Hub reported one of their employees who previously drove to work every day is now able to cycle after the shelter installation. This will save 150-200 car journeys to the site annually. • The Moray Council reported early usage of new cycle shelters, including at Grant Park in Elgin where people were using the shelter at weekends and at Lhanbryde Community Centre, particularly on cafe days when footfall was higher. Staff at the centre have confirmed the new facilities have been well received by community users. • Scottish Canals reported positive resident feedback and identified that the new cycle storage will support more residential boaters to own and use bikes.
HITRANS Active Travel in Workplaces Grant	 Partial	While quantitative modal shift data remains limited, qualitative feedback suggests increased intention to cycle or walk where infrastructure and engagement are combined.

Outcome Indicator 1: Proportion of short everyday journeys by walking, wheeling and cycling		
Project	Evidenced	Supporting Details
TravelKnowHow Scotland	✓ Yes	Survey analysis identified strong potential for behaviour change: • 88% of respondents were presented with at least one viable alternative travel option • 12% of respondents reported being likely or quite likely to walk more for commuting • 13% reported being likely or quite likely to cycle more for commuting • 6% stated that they wanted to explore an alternative travel option presented through CalCommuter
CNPA Local Officer	✓ Yes	• 22 6-week Electric Bike Loans were completed as a result of the workplace events. • Feedback from users demonstrates the potential for modal shift: “Having the opportunity to try out an e-bike which may lead to cycling more often”.
Dunoon on the Move	✓ Yes	• The number of people engaging with the programme has increased year-on-year, • Participants report increased confidence in choosing to walk, wheel or cycle for everyday journeys as a direct result of programme activities. • This includes those with health and mobility issues who feel more confident to travel actively where they can be less reliant on their car, and who feel a substantial benefit from the social element of activities.
The EMBARK Project	✓ Yes	• The number of participants walking/wheeling for short journeys at least 4-6 times per week increased after taking part in the project, from 41% at the start of the year to 100% by the year-end. • Cycling Scotland’s open data portal shows a yearly increase in cyclists at the real-time counter on Bayhead Bridge, Stornoway. There was an increase of 49% from 2024 to 2025, up to 685,107 cycle journeys in 2025.

Outcome Indicator 9: Perceptions of safety of walking, wheeling & cycling		
Project	Evidenced	Supporting Details
HITRANS Community Cycle Parking Grant	✓ Yes	- At the ICT Community HUB, the introduction of a covered and secure cycle shelter removed a key barrier to cycling for staff and visitors. A staff case study highlighted that the lack of safe storage and weather protection had previously prevented cycling to work, but that the new facilities made cycling possible now. - Whin Park previously had no secure place to lock bikes and as one of the busiest play parks in Inverness, this made cycling to the park less appealing. The new shelter provides safe and secure parking for both bikes and scooters. - Moray Council's installations focused on providing secure, visible and convenient cycle parking at schools, parks and community hubs. This helps reduce concerns around bike security at these locations. - The Highland council have also reduced concerns around bike security at the 9 shelters installed around leisure centres and other community locations in the region.
HITRANS Active Travel in Workplaces Grant	✓ Yes	Dr Bike sessions to support staff to cycle with greater confidence in the roadworthiness of their bikes.
TravelKnowHow Scotland	+ Partial	The programme generated evidence of increased interest in and intention to cycle or walk for some commuting journeys where infrastructure and engagement were combined. The available evidence at this stage is primarily survey-based and qualitative rather than measured changes in travel mode share.
CNPA Local Officer	✗ No	Not assessed.

Outcome Indicator 9: Perceptions of safety of walking, wheeling & cycling		
Project	Evidenced	Supporting Details
Dunoon on the Move	✓ Yes	• Access to e-bike loans has helped people in older age groups to build their confidence and skills in using this mode of transport before investing in a purchase. Introductory sessions are valued for helping to keep people safe on the roads. • Cycle confidence sessions and bike maintenance sessions for children have had added benefits in supporting parents and carers to learn about safe cycling approaches for their children and in highlighting the need for regular bike safety checks. • Bike maintenance training for adults has helped to ensure that equipment is properly checked and repaired to ensure safe use.
The EMBARK Project	✓ Yes	• 100% of participants surveyed reported they feel safe cycling, walking and wheeling after taking part in sessions, with the start of year baseline at 25% for cycling and 67% walking/wheeling. • All participants have an increased awareness of safer routes within their communities where they can walk, wheel and cycle which have been demonstrated to them during their walking, wheeling and cycling group sessions

Case Study: Secure Cycle Storage for Inverness Residents

Residents living in Highland Council flats on the Raigmore Estate in Inverness now have somewhere secure to store a bike thanks to HITRANS funding.

The initiative came about partly because of building management concerns with bikes regularly left in stairwells and lobbies, blocking access including fire escapes, or left on railings outside.

At the same time, the council is committed to support people to cycle more and has recently delivered a programme of dropped kerbs and junction improvements in the area.

Each of the 18 blocks of flats now has a six-bike lockable cycle storage pod after a successful application for funding towards cycling infrastructure in community settings.

The project has therefore delivered multiple positive outcomes including secure cycle storage for residents, with key allocation managed by housing staff.

Baiba Terehova, a resident of the Mackintosh Road flats, said: “Because there’s now a good place to keep one, my son and daughter now both have a bike and use them all the time.



“Before, they would have either had to carry a bike up to the top floor or lock it to railings outside where it might have got damaged or stolen.

“The new unit is secure, dry and handy. It’s a real help.”

Housing maintenance staff at The Highland Council say they have noticed a reduction of bikes being tied to internal railings within the blocks as well as external railings.

This makes it easier for residents to get access, particularly if they have a pushchair, and it also keeps the fire exits clear.

Best Practice & Learnings

• HITRANS Active Travel Infrastructure Grants:

A number of workplace and community infrastructure projects experienced delivery delays during 2025-26. Common factors included contractor availability, weather conditions, supply chain delays, competing estate priorities and staff capacity within delivery organisations. Examples included:

- Delays to installation works due to winter weather and ground conditions
- Revised project specifications following increases in supplier costs

- Difficulties navigating procurement and managing installations without technical expertise, particularly for smaller community groups
- Staff turnover within delivery organisations
- Projects being deprioritised alongside larger estate or infrastructure works.

Many participating organisations were not active travel or infrastructure delivery specialists. Early support conversations, webinars and clearer guidance improved project readiness, reduced unrealistic applications, and allowed clarification issues to be resolved before scoring or award decisions.

Despite delays, projects continued to demonstrate strong commitment to improving active travel opportunities within workplaces and communities, with several projects expected to complete during 2026-27.

HITRANS held an Active Travel grant application webinar for the 2025-26 year, including case studies from projects from 2024-25, which supported improved application quality and wider engagement, with 16 attendees. This format was repeated in March 2026 to support the 2026-27 programme, combined with the community cycle parking grant, and had 19 attendees.

- **Grant Administration:**

From a HITRANS perspective, the administration process was very time consuming and switching from email-based applications and reporting to an online portal was the best way forward. After shared learning from another RTP along with a comprehensive review of the available options, we decided that Good Grants was the best platform to use, and will be used across both cycle parking grants and for local delivery partner reporting in 2026/27.

- **TravelKnowHow:**

Recruitment of workplaces remained challenging and often relied on existing relationships and direct engagement. Introductions through intermediary organisations did not consistently result in employer participation. Personnel changes and workload pressures within organisations affected participation and delivery timescales.

Where employers did engage, the travel planning tools and personalised commute plans provided valuable insights into staff travel behaviour and opportunities for behaviour change. Workplace travel surveys can provide a useful baseline for future active travel interventions and organisational sustainability planning. Combining staff travel planning with infrastructure such as secure cycle parking, fleet bikes and free Dr Bike checks will enable a mode shift in commuters.

The project also highlighted the potential value of using anonymised workplace travel data to inform wider transport planning and future Transport to Employment initiatives, although that work remains at an exploratory stage.

Summary of Active Workplaces & Communities Projects

- **Infrastructure:** The provision of practical support (e.g. secure cycle parking) increases access and reduces barriers to cycling for journeys, across workplaces and communities. However, RTP support during the application process is important to ensure that organisations feel equipped to implement the project. The timeline of the P&P funding cycle leads to complications for installing infrastructure.
- **Dr Bike sessions** continue to provide tangible benefits with minimal investment.
- **Community organisations** continue to be well-placed to engage across communities, providing bike loans to those who cannot afford their own bike and increasing confidence

Section 5: Accessibility & Inclusion

Summary of Outputs



7

**NON-STANDARD
CYCLES**

provided for HI-BIKE
Inclusive Cycling
members



100+

**REFURBISHED
BIKES**

provide for free to
Argyll residents



9

VOLUNTEERS

recieved subsidised
access to Velotech
Bronze Qualifications



147

**FIX-YOUR-
OWN-BIKE**

sessions delivered in
Fort William

Summary

This theme covers interventions focussed on supporting accessibility and inclusion, and creating opportunities for everyone to make the choice to travel actively and sustainably. Barriers to participation can include cost, social perceptions, culture, health, ability and geographical location. The theme recognises our moral and legal duty to ensure that people with different abilities, or people without the knowledge or skills, are not forced into car dependency and can choose walking, wheeling and cycling for everyday journeys. This theme supports interventions such as providing affordable access to bikes (including adaptive bikes).

In Year 2 of the Programme, we have continued to fund a range of community-based initiatives including access to bikes, Dr Bike sessions and community skills sessions. We have continued to operate the Inclusive Cycling Membership after a successful pilot in 2024-25, which enables subscribers to access a non-standard or adapted cycle on loan for 2-12 months, via our HI-BIKE on-street electric bike share scheme.

This year we funded a pilot project in Fort William, to install a new active travel wayfinding system. This project aims to create a signage system which ties together the existing route signage around the town and highlight the presence of active travel routes. This piece of work is developed from the 2019 Fort William Active Travel masterplan, commissioned by HITRANS, where the delivery of a route signing strategy was identified as a priority. The project has faced significant delays due to issues around non-prescribed signage applications for signage which will be installed next to trunk roads. At the time of writing this report, the applications have been sent to the relevant bodies and we are confident that the wayfinding system will be installed in Summer 2026, and look forward to presenting the impact of this project in Year 3.

Outputs

Project	Mode	Summary	Outputs
HI-BIKE Inclusive Cycle Membership		The Inclusive Cycling scheme started in 2024 and provides long-term loans of adapted and non-standard cycles through a £25 per month membership programme, helping improve access to cycling for people with different mobility and accessibility needs. Members can borrow a cycle suited to their requirements for periods ranging from two months to one year. Initially, the scheme has been available by referral through Inverness Shopmobility, Cycling UK's Inclusive Cycling Project and Lochaber Environmental Group. More recently, as Cycling UK's work has come to an end, we are working with Spinal Injuries Scotland as our new referral partner in 26/27.	• 7 Adapted Bikes purchased for Inclusive Cycling Members, bringing total memberships to 9 in 25/26. This has already increased to 14 in 26/27. • Increased independence, confidence and mobility for participants with health conditions or disabilities.
HITRANS Access to Bikes scheme		The Access to Bikes Fund helps organisations, schools and community groups provide bikes and equipment that make it easier for people to cycle. Funding can be used for bikes, safety gear, storage and other accessories, supporting more people to take up cycling and encouraging active travel within local communities. The fund also supports our eCargo Membership, which allows individuals and businesses to loan an eCargo bike for £25 per month.	• Colonsay Development Trust received funding for 3 e-bikes, an eCargo trailer and safety equipment • Sanday Community Shop received funding for 7 eBikes • Able2Adventure were able to run progressive cycling sessions for individuals wanting to achieve independence on adaptive bikes. • The ACE Project delivered by the Cairngorms provided ebike loans for the community. • 3 eCargos and 1 trailer purchased for the eCargo membership.

Section 5

Project	Mode	Summary	Outputs
ACT reCycle Project		The reCycle Project was established in 2021, and is a scheme which takes donated bicycles, reconditions the bicycle to a safe and functioning standard, and then provides this bicycle for free to Argyll & Bute residents who apply. Their focus is primarily on children and young people without access to a bicycle, who are identified through the Bikeability network.	• 67 refurbished bikes were provided free of charge to children and young people across Argyll & Bute, exceeding their target of 60. • 34 refurbished bicycles supplied to 34 adults (identified through partners like Social Services). This was an additional benefit not anticipated in 25/26 plan. • 101 low-cost (up to £50) bikes were supplied to adults. • The delivery of 'pay what you can' workshop repairs was used on 21 occasions by Mid Argyll residents.
Lochaber Environmental Group (LEG): Fort William Bike Shed		The project's primary aim is to help people overcome barriers to cycling, through the provision of a volunteer bike refurbishment programme, bike library loan scheme, community maintenance and skills sessions and an e-cargo bike loan scheme.	• 138 bikes refurbished, out of a target of 100. • 32 bikes were provided free of charge for those facing barriers to accessing a bike, and 138 sold on at an affordable rate. • 28 volunteers involved in the bike refurbishment programme. • 390 members of the bike library, with 197 loans across the year. • 9 cycle mechanics training courses run • 147 Fix Your Own Bike appointments, out of a target of 60. • 6 Build Your Own Bike Courses delivered • 8 Dr Bike sessions delivered in schools, communities and workplaces. • 26 cycle training sessions, for beginners, families and for users of adaptive cycles. • 2 high school students supported through their Nat 3 in Bike Mechanics qualification. • 2 days of support for workplaces – fleet check and staff training days.

Section 5

Project	Mode	Summary	Outputs
The SPIN Project: Bike Reuse Programme		The Bike Reuse Programme sources donated bikes, refurbishes them with the help of volunteers, and resells them on a 'pay what you can' basis. The project's aim is to reduce the number of bicycles going to landfill while simultaneously providing a source of affordable bikes that come with a guarantee of quality and safety.	• 38 volunteers involved in bike refurbishment • 46 bikes sold at low cost (up to £50). • 122 bikes donated • 11 attendees given 1:1 tuition in bike mechanics, for a small donation • 9 volunteers received subsidised access to a Velotech Bronze qualification

Outcomes

Outcome Indicator 1: Proportion of short everyday journeys by walking, wheeling and cycling		
Project	Evidenced	Supporting Details
HI-BIKE Inclusive Cycle Membership	 Yes	• Responses from participants showed an increase in cycling for local everyday journeys including shopping, appointments and visiting friends and family. • There was increased frequency of cycling among people who previously cycled occasionally or never, and one participant uses their bike every day after previously never cycling. • The scheme has also supported long term behaviour change, with all respondents planning to extend their memberships. Quotes from members: Quote 1 - "General improvement of physical strength and health. Significant improvement in mental health. Having the bike means that I can be independent again." Quote 2 - "Fabulous. I felt wonderful. I loved cycling around the neighbourhood and now I can cycle with my grandson and family further afield. It's very inclusive, and I have joined a group of e bikers too." Quote 3 - "It's great! It's kind of like getting your freedom back. I'm able to keep up with my friends on their bikes, because of that I can see them more often"

Outcome Indicator 1: Proportion of short everyday journeys by walking, wheeling and cycling		
Project	Evidenced	Supporting Details
HITRANS Access to Bikes Scheme	✓ Yes	- The Cairngorms Trust reported that over 75% of users of the ACE Bike share scheme reduced car mileage during e-bike loans, with over 3500 e-bike miles recorded. They also reported an increase in cycling to work and school, supported by families being able to loan out an eCargo bike. One participant cycled to work five days per week during their loan period, replacing previous daily car journeys. - Colonsay Community Development Company reported that e-bikes supported deliveries and errands, local travel and community group rides while helping establish a “cycling culture” on the island. - Glaithness Primary school also reported daily use of their cycles within the school and Live Argyll were able to increase participation in Bikeability training across rural and island schools, enabling more children to cycle regularly and safely.
ACT: ReCycle Project	✓ Yes	Safe, functioning bikes were made more affordable to the public or provided for free to those who need it, increasing access to active travel.
LEG: Fort William Bike Shed	✓ Yes	- Access to safe, functioning and adaptive bikes increases public access to active travel. - The number of people who are cycling journeys under 5 miles 3-6 times a week increased from 12.5% to 37.5%, after receiving their refurbished cycle. 44% of people who received a refurbished cycle said they are likely to consider cycling as a means of transport to reach a destination.
The Spin Project: Bike Reuse Programme	✓ Yes	Safe, functioning bikes were made more affordable to the public, increasing access to active travel.

Outcome Indicator 15: Proportion of people identifying barriers to walking, cycling and wheeling		
Project	Evidenced	Supporting Details
HI-BIKE Inclusive Cycle Membership	✓ Yes	- The inclusive cycling scheme helped address barriers to cycling such as disability, balance and mobility issues, affordability and reduced physical health. - One participant with a neurological condition was able to cycle again after having access to their e-trike, as they struggle to balance on a standard bicycle. - All participants of the scheme have reported that they have had part of their independence restored through their bikes, enabling them to travel, shop and socialise independently.
HITRANS Access to Bikes Scheme	✓ Yes	- LiveArgyll reported that many children could not participate in Bikeability training due to not having their own bike or for those who could not take transport their bike to school. The fleet enabled them to do so. - The Cairngorms Trust found that families would not otherwise have been able to trial or access eCargo bikes due to high purchase costs. - Colonsay Community Development Trust highlighted environmental barriers including steep hills and strong winds on Colonsay. Their e-bikes have allowed the community to overcome these challenges.
ACT: ReCycle Project	✓ Yes	- Safe, functioning bikes were made more affordable to the public or provided for free to those who need it, increasing access to active travel. - Ongoing support was also provided, e.g. affordable repairs, to ensure that people feel confident to cycle more for everyday journeys.
LEG: Fort William Bike Shed	✓ Yes	- Dr Bikes, refurbished & affordable bikes and sessions make cycling accessible to anyone who finds there are barriers to owning, maintaining or riding a bike. 100% of participants in a one-day bike maintenance class reported that they felt the barriers they face to cycling had been partially or fully removed.
The Spin Project: Bike Reuse Programme	✓ Yes	- Safe, functioning bikes were made more affordable to the public, increasing access to active travel. - Members of the community have more access to cycle mechanic knowledge through free, affordable and/or discounted tuition.

Case Study: Inclusive Cycle Membership

Retired nurse Celia Talbot, 73, who lives in the Fort William area, has osteoarthritis and has also been diagnosed with MS.

She had to give up cycling due to difficulty balancing and moving on a conventional bike.

After trying out an e-trike on loan from the Lochaber Environmental Group (LEG), she joined the HITRANS scheme and now has one on permanent loan.

She uses the trike to shop, attend medical appointments and to visit friends up to 10 miles away.

"I love it. I am able to join the family and my little grandson on cycle outings along the canal bank.

"I use the bike just for the sheer pleasure of tootling along, with the wind in my face, seeing the surrounding countryside.

"The cycling has improved my general fitness and strengthened my leg muscles.

"Hilly roads pose no difficulty, so I've been cycling up Glen Loy, which is quiet and quite beautiful.

"These trips all restore me. It's simply a joy to be out and about."



Celia now cycles in all weathers and last winter clocked up an average of 20 miles a week.

In November, she completed a 100-mile challenge for pancreatic cancer and this summer hopes to join a biking group.

She has recommended the inclusive cycling scheme to friends who have never cycled or are having difficulty on a two-wheeler.

She added: "I cannot overstate the joyfulness cycling has brought me."

Best Practice & Learnings

• Partnership Working and Networking

The partnership approach utilised by ACT, a local delivery partner, enables them to use the knowledge of key partners to identify where their service can have greatest impact. It also allows them to work highly efficiently. They can cover the full local authority, using partner networks, from a centralised and fully resourced hub.

The HITRANS Local Delivery Partner forum has provided the opportunity for organisations to network with other funded projects. This quarterly Teams meeting is a space for projects to share updates, challenges and talk through solutions together. This joined-up approach

means that behaviour change initiatives can link with and support each other. For example, Adventure Oban will refer young people to ACT, who they identify through their schools work as in need of a bike but facing a financial barrier. ACT then supply the young person with a bike free of charge.

• Access to Bikes

Demand for the Access to Bikes scheme remains strong, with some projects experiencing waiting lists of 4-5 weeks for 6-8 months of the year. Continued funding over the next 12-24 months would help meet sustained demand and enable more users to access bikes through loan schemes.

Section 5

Storage and home charging infrastructure remains a major challenge, particularly in remote rural and island communities where secure facilities and access to bike shops are limited. Secure and accessible storage was identified as a key factor influencing future eBike use and purchase.

Participants valued the opportunity to try different bike types before purchasing. Adaptive cycling sessions supported users to build confidence, independence and cycling skills.

The supply of adaptive bikes can sometimes be difficult as suppliers are limited. Lead time is long as many of the bikes are built to order.



Summary of Accessibility & Inclusion

- To enable behaviour change at every level and increase the number of people cycling and wheeling for everyday journeys, **access to refurbished and non-standard cycles is essential**. High demand for refurbished cycles demonstrates that many face financial barriers to cycling more, and these projects help to dismantle this barrier.
- **Partnership working** across schools, health and social care is key to identifying and reaching those in need.

Section 6: Capacity and Capability Building

Summary of Outputs



37

PEOPLE

attended the HITRANS
Networking Conference



14

PEOPLE

trained as e-bike
technicians & night ride
leaders



6

EVENTS

in Moray & Western
Isles provided with free
safety accessories

Summary

The Capacity & Capability Building theme focusses on building delivery capacity and knowledge base within the sector, upon which the long-term effectiveness of the programme is dependent; including within RTP's, local authorities, the third sector, and private companies. Scotland's Climate Emergency Skills Action Plan (CESAP) highlights that the transition to net zero will require investment in supporting stakeholders to drive behaviour change and develop the leadership and skills required for the future.

In Year 2, HITRANS has worked with Orkney Islands Council, Moray Council and Comhairle nan Eilean Siar to build staff capacity, part-funding Behaviour Change Officer Posts through People and Place and the Local Authority Direct Award. We also funded an officer post within Dunoon Community Development Trust and supported the Behaviour Change Officer post at the Cairngorms National Park Authority created through the Cairngorms 2030 project. Funding was provided to Highland Council to monitor the impact of the 20mph limit and infrastructure projects.

We were able to build our internal staff capacity, continuing to fund 8FTE staff roles at HITRANS to support delivery of the People & Place Programme. We invested in staff and partner training to build capability, supported active travel events, and ran our second active travel networking conference in Kirkwall in October 2025.

Outputs

Project	Summary	Outputs
HITRANS Local Officers	6 Behaviour Change Officer posts were fully or partially funded to deliver the People & Place Programme with their partner local authority	- Local officers delivered varied programmes according to the needs of their local area across all themes of the Programme including: - Delivery of school-based initiatives such as Bike Buses, Active Travel Breakfasts and support for the Junior Road Safety Officer programme. - Bikeability, skills sessions and led walks delivery - Lead on the Stornoway Active Travel map creation and dissemination - Delivering the Moray Council active travel strategy - Workplace engagement events - Allocation of personal budgets to support local initiatives such as repair stands and safety equipment.
HITRANS Active Travel Networking Conference	The 'Making Connections' conference aimed to: - Share learning from active travel projects across the region, - Strengthen partnership working - Improve local delivery capability through peer-to-peer exchange	37 delegates attended from across the HITRANS region, including local authorities, NHS partners, community organisations, national delivery partners and active travel practitioners. The conference took place in Kirkwall, Orkney in October 2025. - Presentations covered a wide range of rural and island active travel topics including: - school active travel - workplace cycling - community bike libraries 20mph implementation - integrated transport - behaviour change initiatives. - The road safety topic show-casing the work of the Highland council and their 20 m.p.h. rollout was selected following the results in the Orkney Travel Matters report from 2023, which identified a key barrier to active travel uptake in rural Orkney as driver behaviour. - Opportunity for networking and discussion between delivery partners and organisations.

Section 6

Project	Summary	Outputs
Support for Active Travel Events	Small-scale capital support enabled delivery partners and local authorities to enhance active travel events and community engagement activities	Support provided for 4 Moray Bike Fest events, a community Dr Bike session in Dufftown, and active travel engagement activities linked to local infrastructure and behaviour change projects (Comhairle nan Eilean Siar), and road safety work with schools with JRSOs and winter visibility messaging at assemblies (in Moray).
Delivery Partner Training	Support provided to strengthen delivery partner knowledge, skills and local active travel capacity	Community organisations and local delivery partners accessed training opportunities including cycle maintenance, led ride support and active travel engagement activity. Follow-on work progressed to explore expanding cycle training capacity in Orkney
Campaigns & Communications	Funding supported active travel promotion campaigns, behaviour change messaging and community engagement materials linked to local delivery activity and HI-BIKE promotion	Production of HI-BIKE maps, posters, advertising and social media graphics. Active travel merchandise including high-visibility items, lights and reflective accessories distributed through schools, Bike Fests and community projects to support safer active travel and engagement with young people.
Internal Staff Training	HITRANS staff participated in ongoing professional development and programme learning activities to support delivery of the People and Place programme.	• Behaviour Change & Social Marketing training • Monitoring & Evaluation training • Facilitation skills training • Excel training • Prince2 Project Management training

Outcomes

Outcome 4: Delivery of walking, cycling and wheeling is supported by a range of partners		
Project	Evidenced	Supporting Details
HITRANS Local Officers	✓ Yes	- The Local Officer for Comhairle nan Eilean Siar worked in partnership with the local authority, NHS, schools and community groups to deliver a holistic Programme this year. This included: - Delivery of the first Active Travel Breakfast at Tong Primary School in September 2025. The initiatives promoted walking, wheeling and cycling to school through a “Park & Stride” activity, where participants met at Tong Church and walked together to school before taking part in a healthy breakfast. - The event was delivered in partnership between HITRANS, Living Streets, Comhairle nan Eilean Siar and Active Schools. A total of 58 participants attended, including pupils, parents, staff and partner organisations. - Feedback from staff, organisers and participants highlighted positive impacts resulting from the initiative, including; increased awareness of the benefits of active travel (wellbeing, concentration, social connection), encouragement of healthier travel habits among pupils and families, and ongoing engagement with the WOW Travel Tracker among pupils. - A further two Park & Stride initiatives ran at Tong Primary School due to high demand, with minimal support from the Local Officer, now run by parent volunteers and staff. This demonstrates the lasting impact of the event and its continuing contribution to healthier, more active school behaviours.

Outcome 4: Delivery of walking, cycling and wheeling is supported by a range of partners		
Project	Evidenced	Supporting Details
HITRANS Active Travel Networking Conference	✓ Yes	• Evaluation feedback from delegates was highly positive, with all respondents rating the event either “Very Good” or “Excellent”. Delegates particularly valued the opportunity for in-person networking, practical case studies and informal discussion with delivery partners from other areas. • The event also generated ongoing partnership activity and follow-on collaboration beyond the event itself. Examples included: ▫ Knowledge sharing between Highland Council and both Moray Council and Orkney Islands Council regarding 20mph implementation approaches and supporting documentation; ▫ Further engagement with NHS Orkney following presentations on staff fleet bike demand, which informed discussions around expanding their cycle fleet through the HITRANS Workplace Grant for 2026/27; ▫ Additional work to explore cycle training capacity in Orkney following interest generated through presentations on Play on Pedals and cycle confidence training.
Support for Active Travel Events	✓ Yes	• Distribution of reflective accessories and high-visibility vests was a successful road safety initiative that supported safer active travel among primary schools and Bikeability participants. • Feedback from schools, instructors and pupils demonstrated an improved confidence among pupils and parents regarding active travel safety.

Outcome 4: Delivery of walking, cycling and wheeling is supported by a range of partners		
Project	Evidenced	Supporting Details
Delivery Partner Training	✓ Yes	• ACT Cytech Training: ACT are a local delivery partner based in Lochgilphead, mid-Argyll who run a bike refurbishment and redistribution project called reCycle. They identified early in 2026 that they needed to recruit an additional bike mechanic to meet the demand of the reCycle project. A local skills shortage was identified as they tried and failed to employ a local mechanic with the necessary skills, whilst simultaneously aware of the local issue around youth unemployment in rural areas. ACT worked with Developing the Young Workforce to create at least one new apprenticeship role, where they would train up the young person in bike mechanics and then aim to provide them with employment. ACT used HITRANS Capacity & Capability Building funding to pay for the course fees and travel costs for the young apprentice to attend Cytech training, once they are in post. This evidences the way that funding can be used to address local skills gaps and create long-term positive changes through the Programme. • E-Bike Technician Training course: 8 people from local delivery partner organisations attended training to maintain and service e-bikes. This came out of conversations with organisations where they identified that increasing numbers of e-bikes are donated or used by projects (e.g. e-bike libraries) and that a way to build capability was to train staff in maintenance. The course has upskilled staff and opened up opportunities for more technical E bike training such as Bosch specific training.
Internal staff training	✓ Yes	• Building staff knowledge and capability to use Excel's analytic features has improved the team's ability to utilise data gathered from across the programme, thereby improving efficiency and capacity.

Section 6

Indicator 15: Proportion of people identifying barriers to walking, cycling and wheeling		
Project	Evidenced	Supporting Details
HITRANS Local Officers	✓ Yes	- The Local Officer for the Cairngorms National Park Authority delivers a variety of initiatives to support active travel in the region, including bike buses at primary schools, e-bike loans, led rides for the community and workplace engagement. 60% of people surveyed said they feel more empowered to use a greener travel option after engaging with the project activities. - After the Bike Buses were introduced, there was a reported 23% increase in children cycling as their usual way to travel to school, and an associated 23% decrease in children being driven to school. 100% of participants in workplace cycle confidence rides reported an increase in their cycle confidence after taking part.
Support for Active Travel Events	✓ Yes	Provision of reflective accessories and high-visibility vests improved pupils and parent's confidence regarding active travel safety and increased enthusiasm for active travel even in dark winter months.
Delivery Partner Training	✓ Yes	Night Ride Leader training: 5 members of Cycle Friendly Kingussie and one teacher from Kingussie High School completed the Night Leader Training with HITRANS funding. This meant that they were able to keep running weekly group rides through the winter, and ran a couple of 'Intro to Night Riding' sessions which attracted some new riders. This meant that more people are able to cycle more frequently as their confidence to ride in the dark winter months has grown, supporting more active travel journeys and fewer barriers to keeping active throughout the year.
Campaigns & Communications	✓ Yes	Active Travel Maps for Stornoway and Badenoch & Strathspey were published this year, with a combined 19,000 copies distributed across residential addresses, community hubs and workplaces, supported by the local BCO. - Feedback indicates that the map helps residents to easily identify safe and accessible walking, wheeling and cycling routes, raising awareness of local paths and connections and thereby reducing reliance on cars to access local places. Media Pack & Resources were created for grant recipients and local delivery partners and uploaded to the HITRANS website. 12 news stories relating to People & Place were published on the HITRANS website, raising awareness of funding opportunities, campaigns such as Walk to School Week and Bikes on Buses, and the ongoing work of the Programme.

Case Study: Behaviour Change Officer for Comhairle nan Eilean Siar - Tong Active Travel Breakfast

The Behaviour Change Officer for Comhairle nan Eilean Siar coordinated an Active Travel Breakfast at Tong Primary School (Lewis) on 12 September 2025 as part of efforts to encourage active travel among pupils and families. The initiative promoted walking, wheeling, and cycling to school through a “Park & Stride” activity, where participants met at Tong Church and walked together to the school before taking part in a healthy breakfast.

The event was delivered in partnership with school staff and organisations including Living Streets, HITRANS, Western Isles Council, and Active Schools. A total of 58 participants attended, including pupils, parents, staff, and partner organisations.



The event aimed to:

- Encourage active travel to school through walking, wheeling, and cycling
- Promote healthier lifestyles and physical activity among pupils and families
- Reduce traffic congestion and car use around the school gate
- Increase awareness of the environmental and wellbeing benefits of sustainable travel
- Support positive social interaction and community engagement within the school environment



The event included:

- A supervised “Park & Stride” walk from Tong Church to Tong Primary School
- A healthy breakfast offering including fruit, smoothies, and yoghurts
- Promotion of active travel initiatives and discussion around sustainable travel habits
- Engagement with pupils and families regarding the WOW Walk to School Challenge and Travel Tracker programme

Engagement throughout the event was very positive, with strong attendance and participation from pupils, families, school staff, and partner organisations.

Key outcomes included:

- 58 attendees participated in the event
- Positive interaction between pupils, families, and staff
- High levels of enthusiasm and engagement during the walk and breakfast activities
- Increased awareness of active travel opportunities and benefits within the school community

continues on next page

continued Case Study: Behaviour Change Officer for Comhairle nan Eilean Siar - Tong Active Travel Breakfast

Outcomes & Impact

Feedback from staff, organisers, and participants highlighted several positive impacts resulting from the initiative. These included:

- Increased awareness of the benefits of active travel, including improved wellbeing, concentration, independence, and social connection
- Encouragement of healthier travel habits among pupils and families
- A positive and social start to the school day for participants
- Continued use of the Park & Stride area by the school following the event
- Ongoing engagement with the WOW Walk to School Challenge and Travel Tracker programme, with pupils continuing to log active journeys and work towards rewards and badges

Quotes: “I enjoyed being with my friends on the walk to school”, “I enjoyed the extra time in the morning to talk to my friends”, “the school here is small and the catchment area is big. Some children live in very isolated spots on the island so this walk today is another great way for them to socialise and gain some confidence outside of school hours”.

Teachers and pupils provided positive feedback regarding the impact active travel has had on the beginning of the school day, particularly in relation to pupil readiness to learn, mood, and overall engagement.

The Tong Active Travel Breakfast was a successful and well-supported initiative that achieved its aims of promoting active and sustainable travel within the school community. Strong participation and continued use of the Park & Stride initiative demonstrates the lasting impact of the event and its contribution to healthier, more active school travel behaviours. The initiative highlighted the value of collaborative, community-focused initiatives in encouraging positive lifestyle changes and creating a supportive environment for active travel.

A further two Park & Stride breakfasts were held in the school as participant level and engagement was so high, demonstrating how the Behaviour Change Officer has built effective partnerships and sustainability in their delivery this year.



Best Practice & Learnings

Best Practice:

Behaviour Change Officer (BCO) Forum

A 6-weekly online BCO forum was established in August 2025, to bring together the 9 local officers across the HITRANS region (6 funded fully or partially by HITRANS, plus a further 3 Highland Council LADA-funded BCOs). This was a space to share updates, knowledge and identify opportunities to collaborate across regions.

This was an effective way to share ideas and resulted in:

- Re-establishment of the Junior Road Safety Officer (JRSO) programme in the Western Isles. The local officer is now planning the first Junior Road Safety Officer (JRSO) training event in Stornoway in September 2026. This was as a result of shared learning with the Highland Council BCOs who ran a training event in Wick in September 2025.
- BCOs identified gaps in Bikeability 2 delivery in Badenoch & Strathspey schools and were able to support each other locally to fill in gaps and ensure all planned delivery could be completed.
- Training opportunities were identified and shared, including Play on Pedals.



Best Practice:

Peer Learning and Regional Collaboration

The Making Connections networking event was designed to accelerate peer learning across a geographically dispersed region, reduce duplication of effort, and help smaller organisations access practical examples and contacts that would otherwise be difficult to obtain.

Several collaborative outcomes emerged directly from the event, including:

- cross-authority sharing of 20mph implementation learning,
- new connections between workplace active travel projects and funding opportunities,
- and follow-on work to develop cycle training capacity in Orkney.

The event reinforced that regional networking activity can support delivery beyond the event itself by helping practitioners build relationships, share practical delivery experience and identify transferable approaches suitable for rural and island contexts.

Summary of Capability & Capacity Building

- To genuinely add capacity and capability to the Programme, staff roles and training are critical. These are revenue activities, and with the current capital/revenue split of the Programme becoming increasingly capital heavy, this presents a major challenge in continuing to deliver under this key theme.
- Working in partnership with our local authorities and National Park authority to jointly fund embedded Behaviour Change Officer posts has been key to building relationships and delivering the programme in the past two years.

Section 7: Sustainable Transport

This theme covers interventions which meet the Active Travel Framework outcome to increase the number of people choosing sustainable transport for longer journeys. Sustainable Transport is a newly included theme for 2025/26 and is included to demonstrate how these interventions contribute towards the goals of the National Transport Strategy 2. HITRANS interventions included the on-street e-bike share scheme, HI-BIKE, which

has been running since 2021. HI-BIKE currently runs in Inverness and Fort William, and will be launched in Elgin in 2026. We also supported the continued development and expansion of Demand Responsive Transport platforms across the Highlands and Islands, developed real-time passenger information and supported community sustainable transport improvements.

Outputs

Project	Mode	Summary	Outputs
HI-BIKE	Sustainable Transport	HITRANS' on-street electric bike share scheme, which operates in Inverness and Fort William, and in 2025-26 work was undertaken to expand to Elgin.	Delivery • 1 manager, 2 technicians • 71 Bikes available for use • No of stations: ▫ Overall: 28 ▫ Inverness: 14 ▫ Fort William: 14 • 2 pop-up hubs, both in Orkney. One was at Glaitness Primary School and the other at Okrney Mart Cafe Park & Ride. Memberships • 2,612 individual users in 2025/26 • 4,373 memberships, including: ▫ 924 monthly memberships ▫ 707 day passes ▫ 351 1-hour passes ▫ 155 monthly student memberships in Inverness, 112 in Fort William ▫ 16 annual memberships ▫ 8 free memberships ▫ 35,937 total trips ▫ 74,664km of distance travelled ▫ Average trip distance of 2.08km ▫ Average trip duration of 21.9 minutes. ▫ Highest number of trips: August 2025 with 5,268 trips ▫ Lowest number of trips: April 2026 with 111 trips

Section 7

Project	Mode	Summary	Outputs
Transport Integration	Sustainable Transport	Collaboration with Local Authorities and other partner organisations to deliver a cycle parking programme, facilities improvements and Real-Time Passenger Information.	- Supported the continued development and expansion of the Moove Flexi / m.connect Demand Responsive Transport platform across the Highlands and Islands, including the onboarding of several community transport operators in Orkney. These services help increase social inclusion in rural and island communities. The platform improves the digital integration of transport services through enhanced passenger booking systems, real-time journey information and operator management tools. - Supported the ongoing use of the Mentz Diva platform to develop bus routes and roadside timetable information. - Delivered community sustainable transport improvements, including lighting and groundworks for a new cycle parking facility at Glenmore Community Centre. - Supported active travel initiatives through the purchase of bike lockers and the provision of free e-bike loans by Dufftown Community Trust.

Increase the number of people choosing sustainable transport for longer journeys*

Project	Evidenced	Supporting Details
HI-BIKE	✓ Yes	- There has been an increase in the total number of kilometres travelled by HI-BIKES, from 60,081km in 2024/25 to 74,644km, a difference of 14,563kms which equates to saving 2.33 tonnes of CO2 emissions (based on the average car emitting 170g of CO2 per km, and e-bikes emitting 10g per km). - Total memberships for HI-BIKE have remained steady, from 4,237 in 2024/25 to 4,373 in 2025/26. There has been an increase in monthly and student memberships and a decrease in annual memberships, indicating that there is a preference for the more affordable rolling model, and that the location of docking stations is encouraging more students in both locations to choose sustainable travel modes.
Transport Integration	✓ Yes	Between April 2025 and 2026 there was a 9.4% increase in the number of passengers booking on the m.connect on demand services in Moray. M.connect uses the HITRANS Moove Flexi System.

Case Study: HI-BIKE



© Brian Sweeney

I use a HI-BIKE to go from the railway station to the campus every office day (unless the weather is terrible) which takes me along Millburn Road, then on the paths through the woods around the Raigmore estate.

It's a great start and end to my day in the office.

I used to use the bike station on the campus now I use the new one at Raigmore Hospital. Hospital is really poor – there's no clear and direct route. Similarly, getting from Millburn Road cycleway to the bike hub at the railway station is challenging. You have to cross four lanes of traffic then the sleeping policemen at the roundabout behind the station. More long-distance cycleways like Millburn Road would improve cycling in Inverness.

Millburn Road is fine to cycle but access to and from the bike station at Raigmore Hospital is really poor – there's no clear and direct route. Similarly, getting from Millburn Road cycleway to the bike hub at the railway station is challenging. You have to cross four lanes of traffic then the sleeping policemen at the roundabout behind the station.

* Longer journeys = over 20 minutes of travel time

continued Case Study – HI-BIKE

More long-distance cycleways like Millburn Road would improve cycling in Inverness.

Source: Inverness Walking & Cycling Index 2025; Walk Wheel Cycle Trust.



© Brian Sweeney

Best Practice & Learnings

HI-BIKE

HI-BIKE increases access to cycling for everyday journeys by providing publicly available e-bikes for commuting, first/last mile rail journeys, tourists without access to cars, people running local errands and supports access to both education and employment for locals. Particularly in the Highlands e-bikes are important because they reduce barriers caused by hills, longer cycling distances, fitness concerns and also concerns related to age or physical ability. Because maintenance is not a worry for the users HI-BIKE tackles multiple barriers to cycling more for everyday and multimodal journeys.

HI-BIKE offers a solution to financial barriers to sustainable travel, by providing affordable access to e-bikes without the ownership and maintenance costs. This supports users who otherwise might not be able to afford their own e-bike or its maintenance. It also enables easy travel for non-drivers, younger people, older people and lower-income residents who might otherwise be disadvantaged or tied to timetables as for buses or other public transport. In this way it helps to connect people to their communities, jobs, services leisure and public transport for onward journeys.

Key learnings:

- The most popular docking stations are those which have good integrated travel links, e.g. Inverness Railway Station, supporting onward travel and multimodal journeys.
- Reliable operations and service are critical to ensuring users remain confident in the system and that it meets their needs
- Demand for E bikes is often broader than expected with users being locals running errands, commuters, and tourists
- Dedicated cycle lanes and a feeling of safety are a significant factor in the popularity of cycle routes, for example the new multi-use path in Caol - Fort William has significant use
- The greater the density and therefore both the visibility and usefulness of docking locations the greater the uptake, for example Fort William has better coverage overall than Inverness and as such is more useful to users.

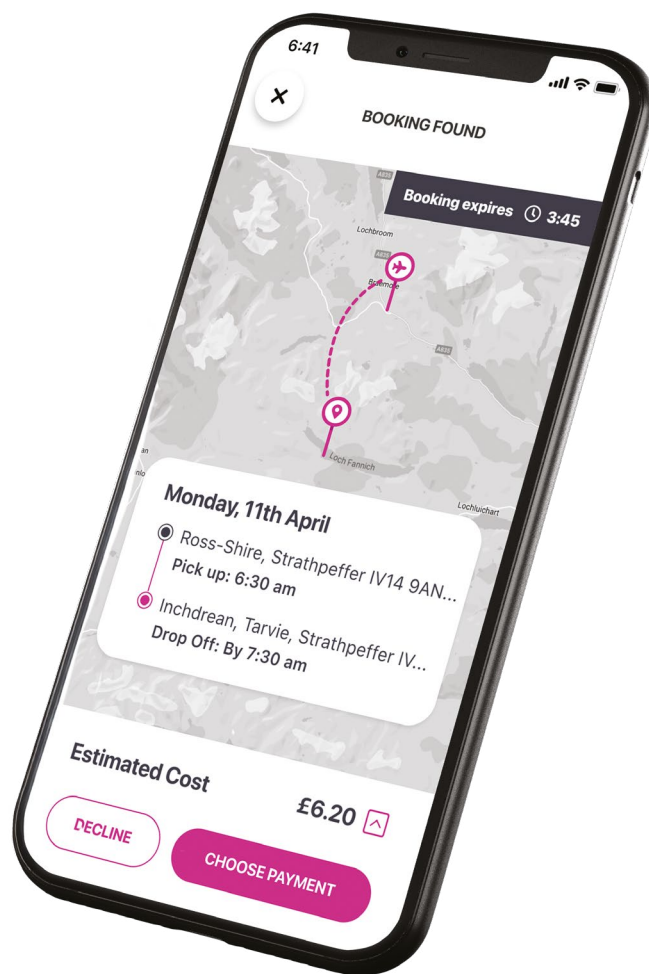
Moove Flexi

The Moove Flexi project is a demand responsive transport initiative developed by HITRANS in 2021 to improve access to flexible public transport services across the Highlands and Islands. Through a digital booking app, passengers can book and manage on-demand journeys more easily, while operators benefit from improved scheduling, vehicle tracking and service coordination. The project aims to make rural and community transport services more accessible, efficient and user-friendly for both residents and visitors.

Operators involved in the project often do not have the capacity to complete all the configuration, training, and ongoing tasks required to become fully set up. This can lead to significant delays between the initial conversations and the eventual launch. To help address this, HITRANS have created a document outlining the process of signing up for Moove Flexi, which can be shared with prospective operators, so they understand the expectations and requirements from the outset.

Summary of Sustainable Transport

- Infrastructure is key - integrating affordable transport solutions such as HI-BIKE with existing travel links enables more people to choose multimodal journeys over private car use.
- HI-BIKE offers an affordable alternative to e-bike ownership, tackling the barriers of finance, maintenance cost and skills, and personal bike storage. This enables people from all demographics the access to cycling for everyday journeys.



Section 8: Reflections

Successes & Innovative or Creative Approaches

Recognising that standard eBikes may not be accessible for everyone, we developed an Inclusive Cycling Membership linked to the HI-BIKE electric bike share scheme in Inverness and Fort William. This gives members the opportunity to pay a monthly subscription to loan a non-standard or adapted cycle which meets their specific needs. We worked with referral partners Cycling UK, Shopmobility Inverness, and Lochaber Environmental Group, who allow prospective members to try out different types of cycle and work out which one works best for them. Loans can be for any period between two months and a year, with the option to renew at the end of the term. The membership-based loan scheme makes cycling more accessible to people who are unable to access the standard HI-BIKE system, and means they can ride right from their home to wherever they want to go. Cost can be a barrier to cycling for many, and the scheme plays an important role in making cycling more accessible and inclusive for people with different mobility needs. The project was shortlisted for the Scottish Transport Awards in 2026. Although it didn't win, this still reflects the value and innovation of the scheme in genuinely tackling accessibility issues.

Programme Reflections

While Living Streets have been an enthusiastic delivery partner, engaging young people in primary schools and tracking journeys to school, their 2025-26 outputs show more journeys being logged but at less schools and by less young people compared to 2024-25:

	2024-25	2025-26
No. Active Schools in HITRANS region	35	23
No. Young People logging journeys	6,630	3,117
No. Journeys logged	229,930	355,645

We have an ambition to eventually gather data on journeys to every school across the region and this was not going to be possible with the increasing costs of the delivery model proposed by Living Streets. At the end of Year 2 we therefore made the difficult decision not to continue working with Living Streets and instead to pursue an alternative model in partnership with Highland Council, which we hope to be able to roll out to our other Local Authorities in future. On reflection this turned out to be a good decision to have made, as we would not have been able to continue funding the Living Streets project with the 60% reduction in revenue budget in 2026-27 and were able to give adequate notice of our decision prior to the start of the new financial year.

Section 9: Case Studies

The impact of this Programme has been demonstrated throughout this evaluation report, with case studies demonstrating the real-world impact that increased access to active travel has on people's lives. Below, we give further evidence through narrative and first-hand accounts, broken down by theme.

Active Schools & Young People

ADVENTURE OBAN: DUNBEG PRIMARY SCHOOL – TESTIMONIAL CASE STUDY

Our collaboration with Phil has been a highlight of the school year. By combining expert **Bikeability training** with a collaborative **safe route mapping project**, they have given our pupils more than just skills—they've given them the confidence to use them. Mapping out the safest ways to walk to school has great potential to help our families see their neighbourhood in a new light. It's been a pleasure to see our students take ownership of their journeys.

Confidence: The children now feel ready to tackle the roads.

Knowledge: Parents and kids now know the best paths to take.

Sustainability: We are actively reducing the number of cars at the school gate.



1. How has engagement with the Active Routes to Schools project impacted you or the young people you work with?

Many pupils who were hesitant about cycling on the road gained the technical mastery needed to feel “road-ready” through the Bikeability sessions.

The mapping exercise allowed students to take the lead. They weren't just being told where to go; they were actively identifying safe crossings and paths, which gave them a sense of responsibility for their own safety.

2. How has the project supported people to walk, wheel, and cycle?

Bikeability provided the physical skills to handle roads and traffic.

By collectively mapping safe routes, the project provided a “blueprint” for families. It highlighted paths that people may not have known existed, making walking or wheeling feel like a viable, stress-free alternative to the car.

3. How has the project impacted active travel for school children?

Active travel has great potential to help bridge the gap between knowing it is healthy to walk/cycle to school and actually choosing to get to school that way. They have done this by addressing the safety concerns that may previously have held families back.

4. Do you have any comments/suggestions about the future of the project?

It would be super to have a collaboration with a particular year group every year, incorporating Bikeability sessions with mapping activities taking place all within the school day. Primary 5 would be a really good year to participate in both projects. It could potentially take place in a particular term, and could be a little more intense than it would be if collaboration was spread out.

Cara quote: “I have really enjoyed Bikeability. It has made me more confident going downhill. I didn't really want to ride my bike, but once I started, I gained confidence. I can even use one hand so I can signal. I am a safer cyclist now.”

Lindsey quote: *"Jamie has a lot more confidence on his bike now. He regularly jumps on the bike to nip the shop and chooses to go on the road rather than the pavements like he did before. It has actually encouraged us all to get out on the bikes as a family. Phil's assistance with this course was vital, as we don't have capacity as a smaller primary school to run these courses by ourselves. Thank you Phil!"*

CAIRNGORMS NATIONAL PARK AUTHORITY: BIKE BUSES

Background

The Behaviour Change Officer for the Cairngorms National Park Authority coordinated the set-up and delivery of Bike Buses at primary schools in Badenoch and Strathspey this year. The officer contracted the SPIN Project (a community interest company based in Aviemore) to deliver cycle confidence-building activities as part of Cairngorms 2030.

Bike buses are organised cycle rides, usually to school, which children can join along a pre-arranged route. A recent international review of Bike Bus initiatives concluded that "the true strength of the Bike Bus is found in its ability to serve multiple simultaneous purposes, encompassing active mobility to school, fostering activism, and creating united communities" (Simón-i-Mas & Honey-Rosés, 2024, p.1023).

Delivery

For the pilot phase, two schools were selected based on the readiness of the community to take part, with a third beginning after the summer holidays. Staff from the SPIN Project and the Cairngorms National Park Authority developed a route for each school, prepared standard operating procedures and provided information to parents and carers. Families could sign their child up using an online form and opt to join a WhatsApp group for their school bike bus.

The route, including stops, was shared as a digital file, using the Ride With GPS app, with families indicating weekly which stop their child would be joining at. Priority was given to children in primaries one to three (age 4-8), who can't cycle to school unsupervised. For the first phase, bike buses were led once a week by two qualified leaders from the SPIN Project to develop systems and confidence in the model, with the aim of recruiting and training volunteer leaders. Prior to the first bike bus, the leaders carried out free bike checks at each school, allowing children to meet the bike bus 'drivers'.

During the summer term of 2025, the bike buses ran once a week for ten weeks at in Aviemore and Boat of Garten (Deshar Primary School). A third bike bus was initiated in August 2025 in Grantown-on-Spey and ran for eight weeks. With support from Highlife Highland Active Schools, the Deshar Primary School bike bus moved to volunteer delivery in the autumn term, and bike buses stopped for winter in October.



Impact

Parents and carers observed that children were more confident in their cycling because of the bike bus and highlighted that younger children were able to access the experience of cycling to school, where they might not have done so otherwise. Responses to a survey of families suggested an increase in the number of children cycling as their normal way of getting to school, and an associated decrease in children being driven as their normal

way of getting to school. Several adults reported that children were excited about the Bike Bus as an 'event' in their week which they looked forward to and emphasised the value of having somebody else (ie not a parent / carer) taking the lead.

While this is positive, it highlights one purpose of supervised bike buses as developing the skills and habits for future behaviour change (regular cycling to school when children are older) as much as increasing rates of cycling to school for those participating in the present.

"I wish the Bike Bus could run every day!" - Ellie, aged 8

"A lovely addition to the school with great enjoyment from all, both my boys have loved it, and I have seen a massive improvement in their confidence" – bike bus parent

Key Learning

Both families and delivery partners highlighted the value of clear communication and information sharing. This, alongside professional expertise in preparing risk assessments and standard operating procedures, was facilitated through the contracted support from the SPIN Project. The live tracking map was also identified as important by families, delivery partners and the schools. For parents / carers, knowing where the bike bus was allowed them to make the most of the time created for them by the initiative and streamlined pick-ups and drop-offs. For ride leaders and schools, it made the ride efficient and ensured a clear handover of duty-of-care at the school gate.

Another key characteristic of the project was identified by the project lead through interactions with parents and carers on the Bike Bus WhatsApp groups: a sense of community building around the shared activity of travelling to school by Bike Bus, which at this stage, is represented through the sharing of photos and messages of excitement and encouragement. This aligns with several models of behaviour change for active travel, as well as research on experiences of bike bus participants internationally, which reports that community

and the shared joy found in children's cycling are among the key benefits identified.

Partnership working has been important for supporting sustainable behaviour change, with support from Highlife Highland (an arm's length organisation set up by the local authority to deliver services in culture, learning, sport, leisure, health and wellbeing) ensuring that volunteer administration and training is embedded in existing systems.

Challenges with the mode of delivery in year one included the need to employ leaders for a full day. This led to the development of led family and social rides in each of the settlements between bike buses, with varied uptake, which was relatively inefficient. This has been taken into consideration in the planning of how bike buses are supported during the set-up phase for the next year and is an additional motivator for moving towards volunteer-led delivery.

Workplaces & Communities

HITRANS ACTIVE TRAVEL IN WORKPLACES GRANT

Feedback from workplace active travel infrastructure grant recipients highlights the value of the scheme in enabling practical improvements and supporting behaviour change:

"It provides practical support to improve active travel infrastructure, helping organisations encourage healthier, more sustainable commuting options. The process was straightforward and well-supported... Overall, the scheme delivers tangible benefits for staff wellbeing, environmental impact, and organisational sustainability."

"The funding allowed us to do things that we couldn't have afforded otherwise. We also found the support in planning the project and choosing what to do helpful."

Section 9

Raigmore housing cycle parking:

“You don’t need to lock them to the fence anymore and they don’t get rusty.”



VOLUNTEERING HEBRIDES – THE EMBARK COMMUNITY ACTIVITIES PROJECT CASE STUDIES

Children’s Cycle Library

Jacob’s* family have had two free bike loans from the Children’s Cycle Library, having returned the first bike when Jacob outgrew it and swapped it for a larger size. Before receiving his first loan, Jacob had only cycled on a tricycle. When he first borrowed a bike from the library, he started with stabilizers, but after a few months he had learned to ride without them. He is a good rider now and loves to go out for a ride. Having access to a bike from a young age has helped Jacob to develop a love of cycling and develop confidence on a bike.

Jacob’s dad commented:

“It’s a great opportunity for my son. When the weather is nice, he can easily go out for a bike ride and enjoy himself, something he really loves to do.”

Community Cycling Group

Joan has participated in our Embark Community Cycling Project during the last year. When she first got involved, she had not cycled for about 20 years and had never used an e-bike before. Since she joined our group, she has found her balance again and now she can go up and down the hills easily, benefitting from loaning an e-bike as the power assistance helps her to enjoy her ride.

“The cycling has been wonderful for me. Helped me get back on a bike after 20 years. It’s fabulous cycling in the Castle grounds.”



Walking and Wheeling Group

Dave joined the Embark Social Strolls group in December 2024, initially to help boost his fitness as he was in early preparation for a replacement hip operation. He soon found that as well as enjoying the walking, he really appreciated the company and met many new people. He found that the combination of a relatively gentle walk was made much more fulfilling when talking with like-minded people. The walks are now a regular part of his week.

“One feels very safe with the group and walking routes are adapted to suit all, so we are never over-stretched and always feel within our capabilities. I took a break from the group following my hip operation but as soon as I was able I was very happy to rejoin and appreciated the care and understanding... to build up back to a sensible distance.”

*Names of participants changed

Accessibility & Inclusion

ACT reCYCLE COMMUNITY BICYCLE SCHEME CASE STUDY

The reCycle Community Bicycle Scheme, managed by the Argyll and the Isles Coast and Countryside Trust, serves as a vital intervention in the Argyll and Bute rural transport landscape. By partnering with LiveArgyll, the scheme specifically targets the financial and logistical barriers that prevent school-aged children (and their families) from owning, using, or maintaining a bicycle.

Background: The Challenge

In Argyll and Bute, cycle ownership for pupils is often hindered by a “triple barrier”:

- **Financial Constraint:** The high cost of new bicycles is a significant hurdle for low-income families, particularly during the cost-of-living crisis.
- **Rural Isolation:** A lack of local bike shops and technical services makes maintaining a bicycle difficult; once a bike breaks, it often stays broken.
- **Safety & Confidence:** Many parents are reluctant to let children cycle without proper training (Bikeability) or safety gear.

The Partnership: reCycle Argyll & LiveArgyll

The collaboration between reCycle and LiveArgyll (the region’s culture and leisure trust) is the engine of the scheme. This works by:

- **Referral & Identification:** LiveArgyll manages the Active Schools coordinators and the Bikeability Scotland network. These coordinators identify students who want to participate in cycle training but lack a safe, functioning bicycle.
- **Supply Chain:** reCycle Argyll collects donated bikes from the public and organisations (such as Benmore Outdoor Centre). A Velotech qualified technician refurbishes these bikes to a safe and functioning standard at their Mid-Argyll workshop.
- **Targeted Delivery:** Refurbished bikes are then funnelled through the LiveArgyll network directly to the schools (often in collaboration with teaching staff). This ensures that the bikes reach the children with the greatest need, specifically

those who would otherwise be excluded from school cycling activities.

Key Features of the Scheme

To ensure “ownership” is sustainable and has real long-term impact, the scheme includes:

- **Maintenance Support:** reCycle delivers STEM-themed sessions where students learn the mechanics of their own bikes using curriculum topics. Bicycles are brilliant for applying practical application of maths, technical literacy, chemistry, and health and wellbeing, for example.
- **Bikeability Integration:** By providing the hardware, the scheme allows LiveArgyll to achieve 100% participation in Bikeability training, regardless of the student’s socioeconomic background.
- In instances where pupils are without a helmet and/or other necessary items, ACT will ensure this accompanies the bicycle.

Example of the logistical challenges and opportunities.

Argyll and Bute is the second largest local authority in Scotland with this region also containing many island and remote and rural schools. Our ambition is to support from a small resourced Hub all schools in Argyll and Bute.

Recently we were requested to supply 4 bicycles to Rothesay Academy. This represents a challenge in that it required two ferry journeys and significant mileage. We worked with the School and the Active Schools team to negotiate a way that we could leave the bicycles at the second ferry terminal so sharing the financial and time commitments involved. The reCycle budget and capacity will not allow us to reach every school on every occasion but by working with partners we can always find a way to support pupil access to bicycles.

Schools that are closer to our workshop are more easily served and the full process of ensuring bicycles are always easy to access is made more straightforward with our new electric van which also supports the tools and equipment required for in school technical work shops.

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An electric van allows us to collect and distribute across A&B

Testimonials

SC, Mid Argyll based Teacher and local resident:
'It's a valuable resource. The scheme is easy to use, I have been able to access bikes for school and the delivery of 4 years of bikeability training - allowing equity across the pupil group. The young cyclists, gaining confidence through training then become part of the 'cycling classroom' - taking their learning out for a ride. I'm always keen to let folk know about this scheme, it has opened the door to parents being able to get their children cycling and for workers accessing bikes to commute locally.'

NT, Bikeability Coordinator for LiveArgyll
'Equitable access to Bikes is key for our Bikeability project. Working in partnership with the reCycle project at Act and Schools has been a great way of sourcing bikes for children who do not have access to their own bikes. We have a fleet of bicycles now which we can loan to schools for pupils to complete the Bikeability programme, but the Recycle scheme allows children to retain their bike, take it home and make use of it beyond the term of the Bikeability sessions in schools. These bikes are a real benefit to the children, and their families to help cycling become part of daily life.'

We have also accessed bicycles for adults through this scheme, as we often have requests from adults who do not have access to a bike, or have difficulty

in transporting bikes from their home to the school where they will be delivering Bikeability training to the pupils. This service has also been very valuable to ensuring our Bikeability programmes are run and continue to run in schools.'



Feedback is always welcome! It's very rewarding to know the bicycles have life changing impact.

Section 10: Data

Breakdown of Local Delivery Partners				
Local Authority	Organisation & Project Name	Location	Project Information	Funding Amount
Argyll & Bute	Argyll and the Isles and Coast Countryside Trust (ACT): ReCycle Project	Based in Lochgilphead, covering mid-Argyll.	The reCycle Project was established in 2021, and is a scheme which takes donated bicycles, reconditions the bicycle to a safe and functioning standard, and then provides this bicycle for free to Argyll & Bute residents who apply.	£52,653
	Adventure Oban: Active Routes to School	Oban & Lorne	Oban-based charity delivered an Active Routes to Schools project, to map safe routes to schools and support behaviour change initiatives with schools.	£46,000
	Dunoon Community Development Trust: Dunoon on the Move	Dunoon	Project run by the Dunoon Community Development Trust, with a place-based focus on increasing everyday cycling and walking.	£11,000
	Positive Pedals: Rothesay Bike Cabin	Isle of Bute	The project started mid-way through the year, to replace the original Rothesay-based project we intended to fund, which was dissolved in November 2025. Positive Pedals were identified as an alternative local community organisation who were keen to deliver a programme of activities to enable active travel journeys on Bute, including led rides, Dr Bikes and volunteer-led bike refurbishment.	£38,446
Comhairle nan Eilean Siar	Volunteering Hebrides: The EMBARK Project	Stornoway	This Stornoway-based project delivers a holistic behaviour change programme of activities to young people and adults in the Western Isles community, including a bike library and children's cycling events.	£45,112

Breakdown of Local Delivery Partners				
Highland	Clach Cycle: Community Bike Project	Inverness	A newly developed organisation based in Inverness working to increase access to bikes by delivering community Dr Bikes, workshops and an e-cargo bike library.	£77,870
	The SPIN Project: Bike Reuse Project	Badenoch & Strathspey	The Bike Reuse Programme sources donated bikes, refurbishes them with the help of volunteers, and resells them on a 'pay what you can' basis. The project's aim is to reduce the number of bicycles going to landfill while simultaneously providing a source of affordable bikes that come with a guarantee of quality and safety.	£27,867
	Lochaber Environmental Group (LEG): Fort William Bike Shed	Fort William	The project's primary aim is to help people overcome barriers to cycling, through the provision of a volunteer bike refurbishment programme, bike library loan scheme, community maintenance and skills sessions and an e-cargo bike loan scheme.	£100,568
Moray	Outfit Moray: Bike Revolution Project	Moray Council area	Moray-based organisation which delivers an inclusive and programme that supports pupils with their cycling at all levels, from learn-to-ride, Bikeability and led rides.	£88,205
			TOTAL	£487,721

Table 1: Breakdown of Local Delivery Partners. Source: HITRANS

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Breakdown of Workplace Grant			
Organisation Name	Location	Project Information	Grant amount
Badenoch & Strathspey Community ConnXions	Aviemore / Badenoch & Strathspey	Workplace e-cargo bike	£3,818.70
NHS Highland	Multiple NHS Highland sites	Funding supported a range of workplace active travel measures including installing new cycle parking, improving existing cycle parking and, Dr Bike sessions, across NHS Highland sites.	£19,182.22
NHS Western Isles	Lewis & Uist	A secure storage unit and a workplace pool e-bike	£8,000.00
NHS Grampian (Culbin and Varis Medical Practices)	Forres	Funding supported secure cycle parking for staff and visitors at local GP practice	£2,459.53
Denchi Group	Thurso	Funded cycle parking for staff	£5,981.00
The Speyside Trust – Badaguish Outdoor Centre	Near Aviemore, Badenoch & strathspey	Funding supported cycle parking improvements at the Badaguish outdoor centre to support staff, volunteers and visitors travelling actively.	£8,549.37
New Start Highland – Reuse Village	Inverness	Establishment of new cycle parking improvements (including drainage) at the Reuse Village site.	£9,960.00
Cairngorm CrossFit	Aviemore	A cycle repair stand and pump added to improve active travel provision at cycle parking	£1,586.25
High Life Highland – Inverness Botanic Gardens	Inverness	Funding supported refurbishing existing portacabin building to suit secure cycle storage and associated Dr Bike activity to encourage staff active travel.	£8,518.59
The Highland Council Climate & Energy Team	Inverness	E-bike charging facilities	£14,649.00
Wee Buttons Nursery	Inverness	Cycle parking and changing facilities	£2,000.00
Speyside Centre	Near Dulhain Bridge, Badenoch & Strathspey	Cycle parking, cycle repair stand and changing area (Match funding from HIE)	£9,545.00
		TOTAL	£94,250.66

Table 2: Breakdown of Workplace Grant. Source: HITRANS

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Breakdown of Community Cycle Parking Funding (Including schools)			
Organisation Name	Location	Project Information	Grant amount
The Highland Council Cycle Parking Programme	1. Nairn Bus Station 2. Leopold Street 3. Dingwall leisure centre 4. Averon Centre, Alness 5. Invergordon Leisure Centre 6. Golspie Leisure Centre 7. Thurso Leisure Centre 8. Lochbroom Leisure Centre 9. Ardgay Development Trust.	The Highland council installed the below as part of their rolling cycle parking programme: • 9 cycle shelters	£84,099
Moray Council Cycle Parking Programme	Moray wide - 16 locations	The Moray council installed the below as part of their rolling cycle parking programme: • 3 shelters and 10 lockers • 21 cycle stands and 2 cycle racks • 4 repair stations and pumps	£93,287
The Highland Council – Amenities Team	Whin Park	A secure cycle and scooter shelter with racks.	£4618
Glaitness School	Glaitness School	Bike shed	£1898.25
Scottish Canals	Seaport Marina, Inverness	Secure cycle shelter for residents	£9000
Green Hive	Nairn	EBike Storage hub	£7000
New Start	Inverness	Cycle shelter with racks for visitors to New Start	£9960
Oakbank Community Inn	Oakbank Community Inn, Sandbank	Concrete base and a cycle shelter	£3170
ICTCD Hub	Inverness	Two secure cycle shelters with racks for visitors and members of ICTC to use.	£13395
Orkney Council – Children’s Residential Services	Kirkwall Children’s Residential	Cycle shelter and racks for staff and residents to use at the Childrens residential	£13472.41
		TOTAL	£239,899.66

Table 3: Breakdown of Community Cycle Parking Funding (Including schools). Source: HITRANS

Bikeability Scotland – Schools delivering Level 1 and/or Level 2						
Local Authority	Number of Schools delivering Bikeability Scotland Training		Total number of schools		% of schools	
	23/24	24/25	23/24	24/25	23/24	24/25
Argyll & Bute	28	46	77	77	36%	60%
Highland	77	81	198	184	39%	44%
Moray	43	44	44	44	97%	100%
Na h-Eileanan Siar	20	20	22	20	91%	100%
Orkney Islands	18	19	20	20	90%	95%
TOTAL NUMBER OF SCHOOLS	186	210	371	345	50%	80%
% Change	+13%		-7%		+30%	

Table 4: Schools delivering Level 1 and/or 2 Bikeability. Source: Cycling Scotland
<https://usmart.io/org/cyclingscotland/discovery/discovery-view-detail/144768af-b5bb-4a3b-a13c-b457e5599788>

HI-BIKE Membership Data			
HI-BIKE Membership Data	2023-24	2024-25	2025-26
1 Hour Pass	n/a	564	351
3 Hour Pass	2,351	1,169	n/a
Single Ride	n/a	n/a	838
Explorer	n/a	n/a	811
Day Pass	n/a	n/a	707
Annual Membership	43	54	16
Free Membership	n/a	6	8
Inclusive Cycling Membership	n/a	2	25
Monthly Membership	712	866	924
Pay Per Ride Pass	1,899	1,359	364
Redistributor Annual	13	15	5
Student Membership Fort William	26	87	131
Student Membership Inverness	30	112	193
TOTAL	5,074	4,237	4,373

Table 5: HI-BIKE Membership Data. Source: HITRANS

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HI-BIKE Trip Data			
HI-BIKE Trip Data	2023-24	2024-25	2025-26
Number of Trips	37,999	27,707	35,937
Total Distance Travelled (Km)	89,737	60,081	74,664
Average Trip Distance (Km)	1.93	2.11	2.08
Average Trip Duration (min)	84	55	22
Income	£18,234	£12,539	£48,333

Table 6: HI-BIKE Trip Data. Source: HITRANS

Living Streets WOW Travel Tracker Programme						
	January 2024		April 2025		March 2026	
Local Authority	WOW Schools	Registered pupil numbers	WOW Schools	Registered pupil numbers	WOW Schools	Number of registered pupils
Moray	18	3,823	19	3,999	18	2,707
Highland	17	3,159	15	2,234	0	0
Argyll & Bute	2	177	1	66	1	45
Orkney	1	206	0	0	0	0
Western Isles	0	0	1	331	4	365
TOTAL	38	7,365	36	6,630	23	3,117

Table 7: Living Streets WOW Travel Tracker Programme. Source: Living Streets

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Delivery Partners Data					
Organisation	No. Of FTE posts supported	Match funding received	No of volunteers involved	Volunteer hours donated (hours)	No. Of people reached/engaged
ACT: reCycle Project	0.5	No	1	80	115
Adventure Oban: Active Routes to Schools	1	No	30	300	2,437
Clach Cycle: Community Bike Projects	1.2	£6,738 from the Inverness Common Good Fund	n/a	n/a	166
Cycling UK: Moray Bothy	1.5	No	4	75	1,085
Dunoon Countryside Development Trust: Dunoon on the Move	0.8	No	6	528	813
SPIN Project: Bike Reuse Project	1	£11,747 from BackcountryScot, Volunteer time, Public donations, Glenmore Lodge (SportScotland)	38	474	49
Lochaber Environmental Group: Fort William Bike Shed	2.2	£8,000 - The FWBS project generates some income through bike sales, training, workplace support and donations.	28	1,275	538
Living Streets: WOW Travel Tracker	1.5	No	n/a	n/a	3,117
Outfit Moray: Bike Revolution	2	No	3	64	2,649
Positive Pedals: Bute Active Travel Project	2	No	6	638	Data unavailable
Volunteering Hebrides: the EMBARK Project	1.5	£40,500 - £40,000 The National Lottery Community Led Fund; £500 The Women's Fund	42	902	918
Total	15.2	£66,995	158	4,336	11,923

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Organisation	No. Of refurbished bikes given to adults (18+) for free	No. Of refurbished bikes given to young people (<18) for free	No. Of refurbished bikes sold at low-cost (<£50)	No. Of refurbished bikes sold at full cost (<£50)	No. Of bikes repaired through Dr Bike & maintenance sessions
ACT: reCycle Project	34	67	101	0	21
Adventure Oban: Active Routes to Schools	1	4	0	0	107
Clach Cycle: Community Bike Projects	12	2	12	2	150
Cycling UK: Moray Bothy	0	0	0	0	0
Dunoon Countryside Development Trust: Dunoon on the Move	0	1	0	0	40
SPIN Project: Bike Reuse Project	2	5	39	7	11
Lochaber Environmental Group: Fort William Bike Shed	20	12	31	86	134
Living Streets: WOW Travel Tracker	0	0	0	0	0
Outfit Moray: Bike Revolution	0	0	0	0	1,213
Positive Pedals: Bute Active Travel Project	3	1	6	1	38
Volunteering Hebrides: the EMBARK Project	0	0	0	0	50
TOTAL	72	92	189	96	1,764

Table 8: Delivery Partners Data. Source: HITRANS

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Cycling Scotland Annual Report Data: National Statistics (2025).						
Metric	2023	2024	Metric		2023	2024
Modal Share	1.7%	1.3%	Frequency of cycling	Transport	5.8%	4.5%
				Leisure	6.9%	5.4%
Vehicle km cycled on all roads in Scotland	403 million	383 million	Cycling to Work		4.7%	4.1%
Participation in cycling (last asked in 2023)	Total	11%	Access to Bikes (Households with access to 1 or more bikes for private use)		34.5%	33.6%
	Men	14%				
	Women	7%				
Cycle hire schemes	Awareness	39.5%	41%		Number of people killed or seriously injured while cycling	164
	Uptake	Data unavailable	4%			
Total	15.2	£66,995	158		4,336	11,923

Table 9: Cycling Scotland Annual Report Data: National Statistics (2025). Source: Cycling Scotland
<https://cycling.scot/knowledge-and-data/resources/annual-cycling-monitoring-report-2025/national-statistics>

Cycling Scotland Annual Report Data: Local Authority Statistics (2025)						
	HITRANS Region					
	Argyll & Bute	CnES	Highland	Moray	Orkney	Scotland
Proportion of journeys <5km (%) 2024	58	48	48	54	55	1.3
Households with access to one or more cycles (%) 2023/24	45	42	47	47	45	34
Households without access to private car (%)	19	14	13	20	16	27.4
Employees cycling to work usually/regularly (%)	8	2.1	5.6	5.8	8.4	4.1
Children cycling to primary school (%) 2024	3.4	4.1	8.4	7.9	8	5.6
Children cycling to secondary school (%) 2024	0.7	n/a	3.3	5.5	1.9	1.2
Primary schools providing Bikeability Level 2 (%) 2024-25	55	100	40	100	100	62
Cycling Mode Share (%) - from 48hr counts May 2025	1.42	0.64	1.79	1.04	1.64	Data not available.
Cycling Mode share (%) - from 48hr counts Sept 2025	0.77	0.23	1.75	1.06	0.96	Data not available.

Table 10: Cycling Scotland Annual Report Data: Local Authority Statistics (2025). Source:
<https://cycling.scot/knowledge-and-data/resources/annual-cycling-monitoring-report-2025/local-authority-statistics>

Cycling Scotland Annual Report Data: Local Authority Statistics (2024)

	HITRANS Region					
	Argyll & Bute	CnES	Highland	Moray	Orkney	Scotland
Proportion of journeys <5km (2022)	64%	52%	65%	60%	49%	53%
Households with access to one or more cycles % (2022)	40	35	54	51	44	37.5
Households without access to a private car % (2022)	21	17	16	15	13	
Employees cycling to work usually/regularly % (2021 & 2022)	17.7	3.3	11.3	9.2	6.7	5
Children cycling to primary school % (2023)	4	5	9.7	8.9	6.9	6.6
Children cycling to secondary school % (2023)	0.9	0.6	5.3	4.9	2	1.4
Primary schools providing Bikeability Level 2 % (2023/24)	26	100	26	96	100	
Cycling Mode Share % (from 48 hour counts May 23)	1.01	0.72	1.74	1.13	0.99	1.14
Cycling Mode Share % (from 48 hour counts Sept 23)	0.8	0.39	1.65	1.04	1.23	0.91

Table 11: Cycling Scotland Annual Report Data: Local Authority Statistics (2024). Source: Cycling Scotland

How do people travel to work?

Method of Travel to Work	% Share	
	2023	2024
Walking	12	12
Driver	63	62
Passenger	5	5
Bicycle	3	2
Bus	10	10
Rail	5	6
Other	2	3

Table 12: How do people travel to work? Source: Transport & Travel in Scotland – Social Survey 2024

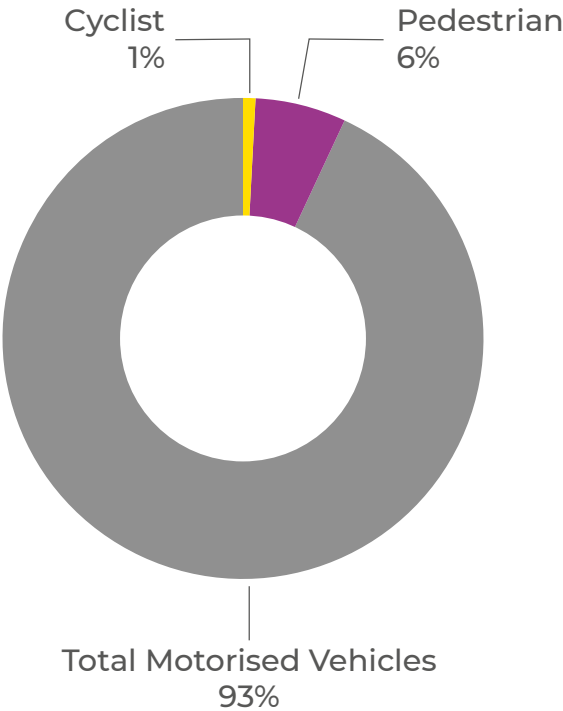
Traffic Sensor Data in the Highland Council Region

Travel Mode	% Change from 2024/25 to 2025/26
Pedestrian	+48%
Cyclist	+41%
Cars	+30%
Bus	+23%
LGV	+23%
OGV	+10%
Motorbike	+40%

Table 13: Traffic Sensor Data in the Highland Council Region. Source: VivaCity

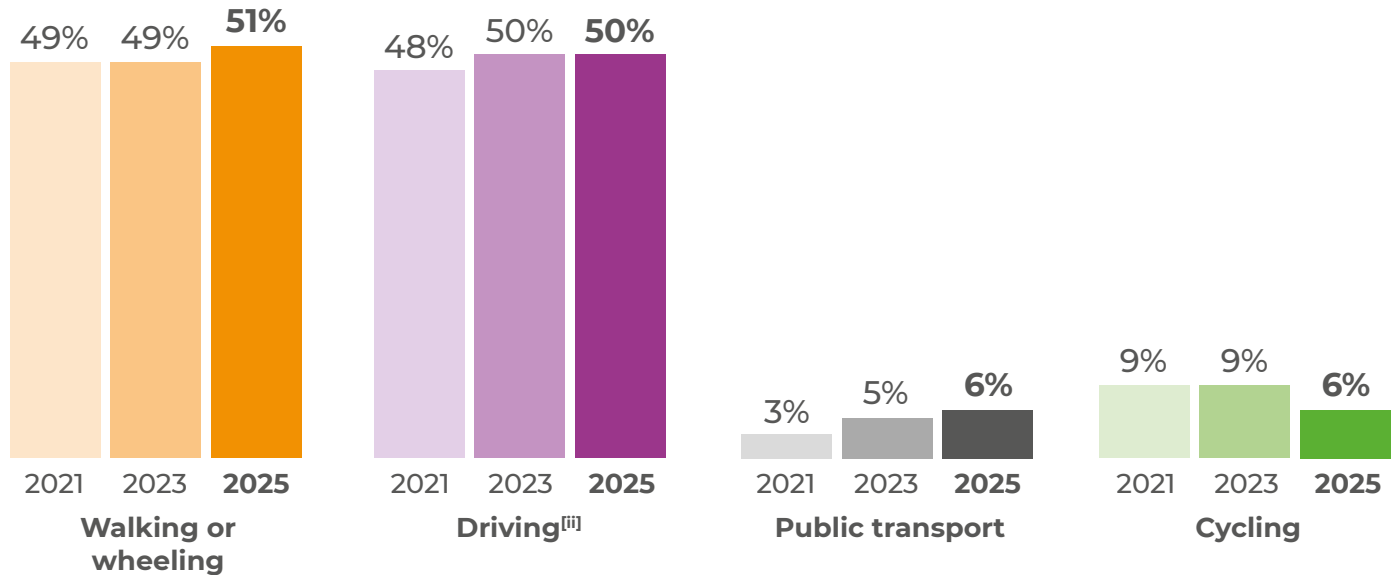
28 sensors in the Highland Council region: Inverness, Aviemore, Corran (Lochaber) and Skye. The above data comes from an adjusted analysis to only include records where data availability is 90% or above. The larger increases above are driven by a small number of sensors which show marked increases.

Proportion of Road Users by Class in the Highland Council



Graph 14: Proportion of Road Users by Class in the Highland Council. Source: Vivacity.

Inverness Residents Mode of Travel 5 or More Times per Week



Graph 15: Inverness Residents Mode of Travel 5 or More Times per Week. Source: Walk Wheel Cycle Trust - Inverness Walking & Cycling Index 2025

Inverness Residents Enablement to Cycle More

What percentage of residents think that these kinds of support would help them start cycling or to cycle more?

54%

access to a bicycle
52% in 2023

46%

access to an electric bicycle
49% in 2023

33%

access to a cargo cycle with space to carry children or shopping
32% in 2023

24%

access to an adapted cycle, like a tricycle or handcycle
21% in 2023

49%

access or improvements to a city cycle hiring scheme
48% in 2023

53%

access to secure cycle parking at or near home
50% in 2023

40%

cycling training courses and organised social rides
42% in 2023

Proportions of residents with access to an adult cycle

68% of all residents

66% in 2023

57% of socio-economic group DE

53% in 2023

75% of socio-economic group AB

72% in 2023

Graph 16: Inverness Residents Enablement to Cycle More. Source: Walk Wheel Cycle Trust - Inverness Walking & Cycling Index 2025

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Hands Up Scotland Survey (HUSS) Data			
School / Local Authority	Year	% of Pupils Walking	% of Pupils Cycling
Rockfield PS, Argyll & Bute	2025	27.1	3.2
	2024	24.2	2.2
	2023	26.2	0
Tong PS, Comhairle nan Eilean Siar	2025	20.5	8.2
	2024	14.7	Data unavailable
	2023	19.5	5.7
Aviemore PS, Highland	2025	45.1	20.7
	2024	41.4	16.7
	2023	35.3	20.5
Craigellachie PS, Moray	2025	26.5	0
	2024	25.9	Data unavailable
	2023	24.4	0
Glaitness PS, Orkney	2025	29.8	18.3
	2024	34.2	7
	2023	39.5	14.5

Table 17: Hands Up Scotland Survey Data. Source: Walk, Wheel, Cycle Trust.





Highlands and Islands Transport Partnership

The Highlands and Islands
Transport Partnership (HITRANS)
Inverness Town House
Inverness IV1 1JJ

