



Healthy n Happy
Community Development Trust

Climate Challenge Fund

Project: CCF-3108

Final Report

April 2016



CAMGLEN
BIKETOWN

Introduction

Healthy n Happy launched the Bike Town initiative in November 2013, after consulting with the local community.

The overall aim of the Bike Town project is to decrease carbon emissions within the Cambuslang and Rutherglen area whilst at the same time increasing the health, wellbeing and cohesion of this low income community.

We will aim to do this by encouraging and supporting local members of the community to replace short car and public transport journeys with cycling or walking, with a particular focus on short commutes such as travel to work, travel to school and travel to leisure activities.

To achieve this, we will undertake a range of activities aimed at:

- supporting members of the community, both adults and children, to become more confident in using a bike, through provision of training, technical and social support to ride
- Raising awareness of the environmental, economic and health benefits of using bikes in place of car or public transport.
- encouraging greater civic participation from the community and key partners in order to harness support for safer road use

As well as emissions reduction, our project will also facilitate the following outcomes:

- Increased volunteering, employment and training opportunities
- Improved physical and mental health and wellbeing
- Increased community participation



Figure 1

Key project activities are:

- Capacity building cycling courses including ‘beginner cycling’ courses and ‘cycling with confidence’ courses.
- Bike maintenance courses and drop ins – also to be used as a tool of engagement (through carrying out in public spaces)
- Regular group cycle rides led by a ‘cycling group’ – for participants of the capacity building courses to engage in to further support them to become more confident on the roads. These will also be very social events, increasing the fun element in order to further increase confidence. This cycling group would also be responsible for increasing awareness of economic and health benefits of cycling.
- Cycling events – linking in with national cycling days to promote Cambuslang and Rutherglen as a cycling friendly locality to engage more people in the activities and create community cohesion; working in conjunction with local businesses and the council.
- Creating bike events to encourage children to use their bike more and to get parents interested in cycling.
- Raise awareness of existing cycle routes through creation of an online resource and cycling maps.
- Creating and highlighting safe cycling routes through mapping out quiet roads to and from major community destinations (e.g. train station, community and leisure centres, schools, shopping centres etc)
- The provision of a fleet of loan bikes to counter the issue of lack of bike access and ownership
- Setting up a steering group of key partners who are able to influence and move infrastructure developments forward

CO₂e Outcome(s)

Healthy n Happy Community Development Trust, Aspire Building, 16 Farmeloan Road, Rutherglen, G73 1DL. E: biketown@healthynhappy.org.uk Tel: 0141 646 0123 www.biketown.org.uk

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Figure 2

Bike Town Survey 2013

- Over half of the respondents (70%) indicated an interest in cycling with 37.5% definitely interested and 32.5% maybe interested.
- Nearly 87% of respondents indicated an interest in free training and advice on cycling with 30.4% definitely interested and 56.5% maybe interested.

1) Reduce the carbon footprint of our project community in Rutherglen and Cambuslang, South Lanarkshire by a minimum of 450 tonnes CO₂e as follows:

- a) 39.13 Tonnes CO₂e with the cycling capacity building courses.
- b) 37.9 Tonnes CO₂e from the beginners cycling course
- c) 69.18 Tonnes CO₂e tonnes CO₂e with the bike maintenance classes and drop ins.
- d) 75.91 Tonnes CO₂e with school bike trains
- e) 170.55 Tonnes CO₂e with the group cycle rides.*
- f) 12.62 Tonnes CO₂e with family led rides.*
- g) 20.5 Tonnes CO₂e from the cycling events *
- h) 25.91 Tonnes CO₂e from Bike Town volunteers

Please note that activities e, f and g are primarily being carried out with the objective of embedding learning and confidence of learners and cyclists that are not confident in order to create effective and sustainable change in lifestyle habits. We believe that it takes more than capacity building courses to support people to make practical and attitudinal change.

Carbon calculations from children cycling have not been included in carbon calculations.



Bike Town Achievements

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Some images and info on major achievements

CO2e Reduction of 466 tonnes

3 Steering Groups

Additional Funding

2 x Feasibility studies

Shop in box

Legacy – Bike Town exists and is on the map

Bike Town events, services and activities

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Steering groups and partners

Three steering groups set up in January 2014.

- Cycling Infrastructure – examining existing and planned local infrastructure projects and funding opportunities
- Training and support – strengthening Bike Town’s efforts utilising knowledge and experience of partners
- Social enterprise – exploring business opportunities and how Bike Town can develop their social enterprise aims

The steering groups meet three times a year and partners include:

- Cycling Scotland
- Sustrans
- Local Cyclists
- Cambuslang Community Council
- South Lanarkshire Council Officers from Roads, Environment, Land Access, Regeneration, Leisure and Culture
- NHS Lanarkshire
- SPT
- Clyde Gateway

Other partners we have worked with include:

- Friends of Overtoun Park
- Friends of Cambuslang Park
- Cambuslang Cycling Project
- Cambuslang Green Network
- South Lanarkshire Cycling Partnership



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Communications, press, media and social media

In February 2014 we set up a Facebook and Twitter account. On Facebook we promote our guided rides and other activities, advertise our Bike shop in a Box, publish photos of events, post information about cycling, and interact with people posting comments, posts and messages. To date we have 537 likes. Twitter is similarly employed, although it is proving especially effective for promoting key messages and campaigns. At present we have 331 followers and have tweeted 475 times.

We also wished to communicate with people on a more personal level and decided to implement a monthly e-mail newsletter campaign. In this we promote our own and other local cycling activities and events, with the aim of informing people of cycling, active travel and environmental opportunities and news. Our first newsletter was distributed in April 2014 and is sent out on or near the start of every month. By March 2016 we have over 800 recipients. Most of these have signed up through our community engagement activities at our own and external events.

In January 2015 we increased our online presence by setting up a Meetup group. Meetup enables groups to promote their activities and invite people to sign up to attend them. At present we have 400 members of our Meetup group, 105 of whom are 'Active'.

Further publicity and promotion is delivered through a weekly Bike Town radio show, on CamGlen Radio, 107.9FM. The first show was broadcast on 25th March 2015 and has continued throughout the remainder of the funding period.

Finally Bike Town have utilised traditional print media, making regular contact with our local newspaper, The Rutherglen Reformer, who have printed a total of 16 articles focusing exclusively on the work of the project.

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Staff recruitment and training

Initially two part-time staff were employed on a short-term basis to undertake preliminary research and development. The recruitment of three full-time staff was undertaken in February 2014 and from April 2014 the project was staffed by a Development Worker, Project Worker and Support Officer.

This small core team has been supplemented by sessional and contract staff, of varying duration and hours:

- 3 mechanics
- 5 cycle trainers/ride leaders
- 2 events assistants
- 1 graphic artist

Both the core team and additional workers have benefited from a variety of training:

	Dev Worker	Project Worker	Support officer	Mech.s	Ride leaders
Induction session				✓(1)	✓(all)
Velotech silver and gold				✓	
CCF CASP training	✓				
Active travel info session		✓			
Mental Health First Aid training			✓		
CamGlen radio training			✓		

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Emergency First Aid training	✓	✓			
Ride leader training	✓	✓			
Cycle Trainer training		✓			✓(1)
Facilitation skills training	✓				
CCF final report training	✓				
ISM workshop	✓				
CCF toolkit training			✓		
Collecting data and carbon calculations	✓				
Evaluating for success training	✓				
Wee Bike Club training	✓	✓			✓(2)
Social media training	✓	✓			

Project assets

Bike Town have a acquired a number of assets over the duration of the funding period. The acquisition of a shipping container has enabled the team to set up a base which acts as the meeting place for all of our guided rides. It stores our fleet of loan bikes and accessories, tools, donated bikes, repair bicycles and consumables and operates as our 'Bike Shop in a Box', offering repairs, servicing and refurbished bike sales.

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We have also acquired a Commonwealth Games Legacy Cycle Parking Rack which is situated within the car park at our office base.

Bicycle maintenance

We have helped the local community to have access to safe, functional bicycles by offering a Dr Bike service at our own events, including Bike Breakfast/Tea events, and other local events. Dr Bike helps people to get back on their bikes by providing a free safety check and minor repairs. We first offered this in March 2014, during which we safety checked and repaired over 100 bikes. Over the funding period a total of 396 bikes were repaired.

In addition we have offered bicycle maintenance training and Fix Your Own Bike sessions, assisting people to learn how to maintain and repair their own bicycles. In total we have delivered 16 workshops, attended by 68 adults and 19 children.

Schools, colleges and young people

Contact with schools was established early on in the project, with initial work focusing on Dr Bike events to ensure children's bikes were in a good state for using at their Bikeability training. Engagement with schools and parents was progressed by attendance at parent council meetings and parent evenings; however interest in a Bike Train scheme was not established.



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Bike Town participated in two health and wellbeing events organised by Healthy n Happy at two local schools, one primary and one secondary; engaging children in activities about active travel.

Assistance with one primary school's Bikeability training to their year five and six was provided in August to October 2015, in an attempt to strengthen the link with the school, develop the Project Worker's experience of delivering cycle training and promote cycling as a mode of transport. It was hoped that this would also lay the groundwork for the implementation of a Bike Train scheme however the head teacher ultimately did not consent to this going ahead.

Bike maintenance training was delivered to two local youth groups; a Scout group and children's group. A training session was also provided to another primary school Bikeability group, to teach them the skills of a basic M-check and provide a Dr Bike service should any bikes be identified as in need of adjustment or repair.

A cycle skills guided ride was delivered to a Healthy n Happy children's group in July 2014, providing a cycling taster session to a group of six young people.

Work with younger children was undertaken in 2014, at a special event for a playgroup celebrating the start of the Commonwealth Games, and the delivery of two children's cycling clubs in the October break. Further engagement was achieved at the four Cuningar Loop events in 2015, where Bike Town loaned out bikes to families to make use of the three cycle tracks at the park. A total of 327 bikes were loaned over the four events, many of which were bikes suitable for younger children.

Further work with under-fives has been established with the development of the Wee Bike Club, Bike Town's version of Play on Pedals. Training on the delivery of the programme has been provided to staff and parents of

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children at seven local nurseries and community groups, and a pilot scheme ran in March with eight children in attendance.

Finally Bike Town attended an event promoting cycling at South Lanarkshire college in February 2016, undertaking community engagement activities and providing a Dr Bike service.

Bike Town Cycle Festival

We have held two festival of cycling events; in the first year in Cambuslang Park and in the second year at Overtoun Park in Rutherglen. Over the two events 88 bikes were safety checked and repaired by Dr Bike, there were 342 engagements with the public and 93 newsletter subscriptions.

Events in the community

Bike Town has been involved in a number of community activities over the duration of the funding. Activities have included providing an information stall and undertaking community engagement activities, running guided rides and providing a Dr Bike service. Events have included:

- Glasgow Slow Down
- Queens Baton Relay
- Landemer Day
- Family Man Day
- Summer Fest
- Halfway summer fayre
- Burnhill Gala Day
- International Women's Day

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- Cambuslang Park fun day
- Cambuslang Park Strollers event
- Cuningar Loop launch event
- Cuningar Loop taster days

Volunteering

We have engaged with a variety of people who have given their time to assist in the planning, development and delivery of Bike Town activities.

Our first volunteer started assisting us at events in May 2014, developing her communication skills and gaining experience in community engagement activities. She has since moved into a volunteer administrative role at Healthy n Happy.

Since April 2015 our weekly guided rides have been supported by trained ride leader, developing her experience leading and supporting rides, whilst working with other ride leaders.

Our festival of cycling events could not have gone ahead without the help of local people giving up their time to assist us in the set up and delivery of these. Many of the people who helped out at our event in 2015 were regular participants on our guided rides, some of whom have gone on to help us out more regularly at other events.

As part of Healthy n Happy Community Development Trust, Bike Town has been involved in organisational volunteer events. In celebration of Volunteers Week we have delivered two cycling events at Freewheel North, giving people the opportunity to try out the variety of cycles they have on offer there. In addition the team have supported Healthy n Happy to

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organise and host volunteer celebration events, to ensure volunteers throughout the organisation feel valued and rewarded in their roles.

All regular Bike Town volunteers undertake a Healthy n Happy induction session, co-delivered by the Bike Town Project Worker. A separate Bike Town Information and Training session is also provided.

Meeting key influencers and networking

There have been a number of key meetings and events involving Bike Town, helping to raise our profile, promote our activities and further our aims. These have included:

- Scottish First Minister and Health Minister visit in May 2015
- HnH AGM, 2014 and 2015
- Attendance at Cycling Scotland Community network event October 2014
- Attendance at Cycling Scotland Conference 2014, with information stall at Community Cycling workshop
- Attendance at Cycling Scotland Conference 2015
- Local elected members briefing November 2014
- CCF network established for Glasgow and Clyde Valley in February 2015
- Cycling Scotland CPD consultation on Making Cycling Mainstream July 2015
- Visit from E-Bike Africa en-route to Paris for the UN climate festival in Paris



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Mapping

A cycle map of the local area has been produced following a lot of development work and input from partners. Work began with a tour of the local area, identifying points of interest and local cycling facilities, for example cycle parking. At all three working group meetings partners gave their ideas for what to include on the back of the map and these were developed by the Bike Town team. The map has now been printed, giving an overview of local cycle routes with information about cycling and how to get the most from it on the back.

Cycle training

We delivered cycle training to improve participants' bike handling and road cycling skills, confidence and experience. Sessions were delivered by qualified Cycle Trainers and included both off-road and on-road activities. Overall there was 18 sessions delivered to adults and a total of 122 people attended.

Guided Rides

We have offered a variety of guided rides; weekly easy-paced guided rides for adults, Go Further Fridays once a month for people ready to progress their cycling further, Pedal for Scotland training rides for people preparing for this event and weekend family-friendly guided rides. In addition we had one-off guided rides for special events, for example International Women's Day, Landemar Day, the Seniors Together event and two foraging guided rides.

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In total we had 103 guided rides with an overall attendance of 659 adults and 46 children, lending out 329 bicycles.

Shop in a Box

The Bike Town Shop in a Box officially launched on 11th October 2014. The shipping container was fitted out using the wood from the Bike Sculpture created for the Bike Town launch event in Cambuslang Park in July, creating a workshop area at the front and a storage area at the back. Initially located on Cambuslang Road it was relocated in October 2015 to a new site on Downiebrae Road, Rutherglen.

We accept donations of old, unwanted bikes which are refurbished by our mechanics ready for sale to the public. Children's bikes start from as low as £15.00. In addition we offer bike servicing and repairs, and sell consumables such as inner tubes and puncture repair kits.

Infrastructure

Bike Town has raised its profile by our efforts in support of local infrastructure developments. The identification of a potential walkway and cycle path on the north side of the Clyde at Cambuslang and Rutherglen has led to a feasibility study of the area involved and initial work has taken place to clear the path by the local unpaid work team.



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A National Road Race Centre has been proposed for an area of derelict land in Cambuslang and a feasibility study completed in November 2015. Bike Town continues to work with partners on both of these initiatives.



Bike Town making a difference

Overall Bike Town CO₂e reduction targets & achievement

Target based on 2013 Carbon calculations : 451.70 Tonnes CO₂e

Target based on 2015 Carbon conversions: 366.94 Tonnes CO₂e

Delivered: 466.64 Tonnes CO₂e

Outcome Exceeded 😊

Capacity Building Courses

Target based on 2013 Carbon calculations : 39.13 Tonnes CO₂e

Target based on 2015 Carbon conversions: 39.53 Tonnes CO₂e

Delivered: 103.22 Tonnes CO₂e

Outcome Exceeded 😊

Beginners Cycling Courses

Target based on 2013 Carbon calculations: 37.9 Tonnes CO₂e

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Target based on 2015 Carbon conversions: 28.75 Tonnes CO₂e

Delivered: 0.75 Tonnes CO₂e

Outcome Partially Delivered 😞 Unexpected outcome

Bike Maintenance Classes and Drop Ins

Target based on 2013 Carbon calculations: 69.18 Tonnes CO₂e

Target based on 2015 Carbon conversions: 69.89 Tonnes CO₂e

Delivered: 78.98 Tonnes CO₂e

Outcome Exceeded 😊

School Bike Trains

Target based on 2013 Carbon calculations: 75.91 Tonnes CO₂e

Target based on 2015 Carbon conversions: 57.59 Tonnes CO₂e

Delivered: 0.00 Tonnes CO₂e

Outcome Not delivered 😞 Unexpected outcome

Group Cycle Rides

Target based on 2013 Carbon calculations: 170.55 Tonnes CO₂e

Target based on 2015 Carbon conversions: 129.39 Tonnes CO₂e



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Delivered: 223.52 Tonnes CO₂e

Outcome Exceeded 😊

Family Guided Rides

Target based on 2013 Carbon calculations: 12.62 Tonnes CO₂e

Target based on 2015 Carbon conversions: 9.58 Tonnes CO₂e

Delivered: 11.51 Tonnes CO₂e

Outcome Exceeded 😊

Cycling Events

Target based on 2013 Carbon calculations: 20.5 Tonnes CO₂e

Target based on 2015 Carbon conversions: 15.55 Tonnes CO₂e

Delivered: 23.39 Tonnes CO₂e

Outcome Exceeded 😊

Bike Town Staff And Volunteers

Target based on 2013 Carbon calculations: 25.91 Tonnes CO₂e

Target based on 2015 Carbon conversions: 19.66 Tonnes CO₂e

Delivered: 25.27 Tonnes CO₂e



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Outcome Exceeded 😊

Recycling & refurbishing bikes

78 Bikes saved from landfill and recycled

Unexpected outcome 😊

Gathering evidence:

From the start of the Bike Town CCF project monitoring and evaluation systems were put in place to provide a record of interventions and uptake on outputs. One of the first forms we designed was to record participation and track work done for our initial series of Dr Bike event in March 2014. This form changed very little over the life of the project. Forms that recorded participant details recorded their postcode and their email address. Records were kept of engagements, participation at events, training session and guided rides.

At the start of 2015 we introduced a Bike Survey form as an initial contact form, to record current cycling levels and also enquire about training opportunities, activities and measures a potential participant was interested in. 365 surveys have been completed to date.

Apart from names, we collected postcodes and email addresses to build a database of contacts to add as newsletter subscribers. Each month of the project we emailed all the newsletter subscribers with details about training, guided rides, events and other cycling news.

By the end of the two year period we had collected over 800 email addresses.

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In December 2015 we started a Market Research study as part of the I Cycle Because campaign.

The study objectives were to:

- Set a benchmark of current attitudes and behaviour locally.
- Identify key findings from the local community, which may inform the future project programme and marketing campaigns.
- Collate particular views/attitudinal findings with comparable research from elsewhere, such as the Edinburgh report by Sustrans in 2015

Over 600 people were interviewed, using 3 methodologies:

- Face to face questionnaires
- Interviews with local businesses as key influencers
- Mini focus groups of colleagues within local businesses across the area

At the end of the CCF project we sent 829 subscribers a newsletter with a request to complete an exit survey to help evaluate impact. A prize was offered to recipients to incentivise them to participate. The winner had attended our first Bike Festival in July 2014

We received over 100 responses, giving a 12% completion rate.

On cycling frequency:

- 20% cycled 5 or more times a week
- 25% cycled 3 times a week
- 10 % cycled once a week
- 33% less often
- 12% never cycled

Of those who never cycled, 70% reported an increase in walking over the past 2 years.



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When asked if any of these cycle journeys replaced other means of transport:

- 37% replaced car journeys
- 12% replaced train journeys
- 8 % replaced bus journeys
- 43% stated it didn't replace other means of transport

This compares well with our original ratios of modes of transport used to calculate CO2e reduction.

46% of respondents cycled for up to 30 minutes on average and 46% cycled to work or college/university.

When asked what if any improvement has your participation with Bike Town had on your cycling 40% stated they cycle more often.

Improving our community

Improved health and wellbeing of local residents of Cambuslang and Rutherglen

Outcome Met 😊

Increased Volunteering, Employment and Training Opportunities which will lead to:

- increased sense of community and community involvement from local residents
- increased social networks,
- increased confidence and skill levels

Outcome Met 😊



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Increased community participation

Outcome Met 😊

Gathering evidence:

Camglen Bike Town meetup group started in January 2015 and now has 400 members. This group allows members to join cycle rides, post pictures and comments about the rides.

Among the group reviews:

- *I really enjoyed my first bike ride. Although suffering a bit just now*
- *Brilliant fun with a lovely bunch of people :)*
- *Great group out to do a good paced ride suiting everyone in the group.*
- *Well organised*
- *Great morning and interesting route in the opposite direction from normal and ending up in the new Cuningar park*

The Camglen Bike Town Facebook page has over 500 likes at the time of writing, half of whom live in the local area.

Among the reviews:

- *Brilliant morning ride with lovely people, so pleased I finally got off my bum (well not literally!) and did it. Look forward to coming back in a couple of weeks once school starts ;)*

30% of survey respondents reports feeling more confident riding a bike.

17% reported feeling safer when cycling on the road.

At the start of the project volunteering opportunities were offered to existing Healthy n Happy volunteers, there was some take up, however this

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was lower than expected by the Bike Town Team. To support the volunteers training sessions were offered and a visit to the Free Wheel North cycling facility at Glasgow Green was organised. This allowed the cycle trainers to watch the volunteers and appraise their cycling. Many of the Healthy n Happy volunteers at that time had additional support needs and didn't feel confident or able to ride a two wheeled bike. For those able and willing to cycle, support and encouragement was offered.

Ride Leader and Cycle Trainer training opportunities were offered to volunteers through the Bike Town Newsletter.

We were very fortunate to have many people volunteer to help us with the initial Bike Town Cycle Festival

Using the World Health Organisations HEAT tool (Health economic assessment tool) shows an annual benefit of the level of cycling reported for the CO2e reductions at £502,000 per year and over the lifetime used in CO2e calculations at £1,367,000

Reworking the HEAT tool calculation to be based on the 101 survey respondents who took part in the exit survey where the average distance cycled is higher by a factor of 2.5 shows an annual benefit of £94,000 and over the lifetime used in CO2e calculations at £256,000

Learning and Reflection

Project Base

One early challenge in the project was to find a project base, somewhere to store bikes and to use as a base for the cycle training and guided rides we were planning on delivering. With hindsight there may have been merit in



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applying for additional funding to rent premises for the 2 year period, however as that wasn't possible we got creative. We persuaded Clyde Gateway to fund the purchase of a 40 foot high cube shipping container. This was located on their Rutherglen Links development site at Cambuslang Rd. The location at the edge of a busy road gave us the high profile visibility a new project needs. One drawback however was vehicle traffic volume and noise. The container was fitted out as a bike shop using recycled plywood and timber from the Bike Cube created for the Bike Town Cycle Festival launch event. The only addition being boxes of screws and hooks to hang bikes on. The container has been fitted out to accommodate storage of the 26 project bikes and also to allow us to service and repair bikes. Very soon we were asked if we accepted donation bikes and so we began recycling and refurbishing bikes. The refurbished bikes being sold back into the community at a cost that covered the work done on them to make them safe to ride. Within a few months we amassed a good number of Children's bikes and we hoped to create space by safety checking these, making the necessary repairs and selling them at £15 each over the summer of 2015. We found that as we sold one bike, we would get one back as a donation, in effect the bike swap scheme we had planned on delivering as part of the project had been created. In September 2015 we were served notice by Clyde Gateway that the site had been sold and we had to relocate to a new site. We packed up the container as best we could and kept our fingers crossed as we watched the hiab crane lift the container full of bikes onto a lorry and then unload it at our new location in Downiebrae Rd, Rutherglen. We publicised the move in our newsletter and in social media and produced a map indicating our new location. The move only interrupted delivering training over a 2 week period. The new location is quieter and also safer for guided rides to start from.

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Bike Trains

We had planned on delivering a number of bike trains to schools in our application, this proved to be an aspect of the project that was difficult to deliver. We consulted with Sustrans Scotland about their experience of delivering bike trains and learned that they only appeared to work where there was existing segregated cycling infrastructure to provide a safe route. In other areas they had proved very difficult to establish. Sustrans suggested we spend the winter months building relationship with the schools and then offering support to Bikeability as a way in to build up to delivering a bike train. This we did, engaging with parents at parents' evenings and also with school staff. In the spring we offered Dr Bike as a service before schools started to deliver Bikeability. In one case we gave a school a loan bike for a pupil. We selected two Schools next to each other that we had built a relationship with to trial a Bike Train. We mapped out and safety checked two routes, however we didn't secure the backing of the schools to deliver the bike trains, due to concerns about risk and safety.

We continue to work with the schools in the area to support cycling and additionally deliver other cycling activities for children outwith schools.

We also tried to deliver adult Bike Trains, modelling this on the successful LA Bike Trains which runs in Los Angeles. Once again our experience was of very low initial uptake. We persevered with this, wondering if running a weekly bike train would work, or if changing the start location and time would help. None of the changes we made increased the level of uptake.

There has been a lot of learning in trying to facilitate bike trains for both schools and commuters. We are left with the conclusion that perhaps they will work in the future when there are safe segregated cycle routes to schools for children. For adult commuters they don't appear to hold much

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appeal. We are taking this learning and this year we intend focusing on supporting individuals rather than groups to commute.

Finance and Administration

During 2014/15 Healthy n Happy undertook a review of its structure. The planned restructure to take place over two phases.

The first phase focussing on Central Support and Management took place in September 2015, with the second phase due to take effect from May 2016.

In the second phase, the way we work will shift in terms of how we deliver our services. We intend to redesign our delivery programmes under two work programmes, ***Transforming Lives*** and ***Transforming Communities***. The core purpose of the Transforming Communities portfolio is to ensure people in local communities have a voice and are able to affect positive change in the places where they live, work and play. Delivery is focussed on grassroots engagement and capacity building – facilitating the ‘transfer’ of power and resource to people in local communities. The Transforming Lives work programme seeks to support individuals and their families through a broad portfolio of initiatives to achieve positive personal outcomes in the areas of physical and mental health and wellbeing.

The two work programmes are inextricably linked and CamGlen Bike Town will be delivered under both streams.

In addition to the above structural changes, in 2015 Health n Happy introduced a new accounting system to improve the way we manage and report on finance.

In terms of finance some adjustments were made during the project life as the full picture of where financial resources were needed emerged. We liaised and worked with our Development Officer at Keep Scotland Beautiful

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to ensure we kept within the overall budget and were able to transfer funds from one budget heading to another as necessary to meet the project aims and deliverables.

Additional funding:

Cycling Scotland

In 2014 funding was applied for under the Cycle Friendly and Sustainable Community fund to deliver Ride Leader and Cycle Trainer training and to deliver seasonal bike breakfast events to support commuting cyclists. Amount awarded £2600

Cycling Scotland commissioned a case study of the Bike Town Steering groups, a report was produced and its findings incorporated into the Cycling Scotland Cycle Friendly Community Award Handbook. The amount awarded was £250

Further funding was applied for under the Cycle Friendly and Sustainable Community fund to deliver a pilot Cycle Ambassador Scheme and also to install a public bicycle repair station at the rear of the local community hub, No18. The amount awarded was £2600

A small amount was granted under the Cycle Friendly Employer Award to provide a bike repair stand and tools for staff and volunteers and also to construct a shelter over the bike stand. Amount awarded £950.

Transport Scotland

Funding was applied for to conduct feasibility study into creating a new cycle path and walkway along the south bank of the river Clyde, following the line

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of the right of way between Cambuslang Bridge and Cuningar Loop Woodland Park. The amount awarded was £23,000

South Lanarkshire Council Air Quality Fund

A large area of Rutherglen was declared an Air Quality Monitoring Area in 2014/15. Funding became available to deliver an awareness raising campaign near the 3 main air quality failure sites. A series of Bike Breakfast events providing information and supports for cycling, awareness raising and information along with facilitating a series of Bike Trains for Commuters. The amount awarded was £6,900

Smarter Choice Smarter Places

Working as a partnership with South Lanarkshire Council, Bike Town applied for funding to deliver an awareness raising campaign to encourage cycling. The campaign was called 'I Cycle Because' as part of the campaign, local people were asked why they cycled or didn't cycle. A major piece of this campaign was to conduct a survey of 600 local people, key influencers and focus groups to find out and report on their views. A comprehensive report was published and this is being used to inform a behaviour change campaign in 2016/17. A professionally produced video was created as part of this campaign.

The amount awarded was £51,000

Subject to funding 'I Cycle Because' campaign will be continued into 2016/17



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Supporting Information

Appendix: (Available on Request)

- Clyde walkway & cycle path feasibility study
- National closed road cycle circuit feasibility study
- I Cycle Because survey report
- Cycling Scotland Cycle Friendly Community Award Handbook
- Cycling Scotland Spin Magazine Spring 2016
- I Cycle Because video
- Cycling Scotland Cycle Friendly & Sustainable Communities report 2015
- WHO HEAT tool assessments
- Case study (Cycling Scotland)
- Bike Town CCF exit survey 2016
- Monthly Newsletters
- Press Cuttings
- Photographs

Report compiled and written by:

Jim Ewing, Bike Town Development Worker
Mel Toner, Bike Town Project Worker
Liz Holmes, Central Support Team Leader

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