



**Cycling Scotland**

CYCLING SCOTLAND SCOTTISH CHARITY NO.SC029760

# Annual Cycling Monitoring Report **2017**





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# 2017

   [cycling.scot](http://cycling.scot)

**Cycling Scotland**

# 1. Key facts and highlights



## The increase in cycling

The traffic volume of cycling has increased from 232 million vehicle kilometres in 2004 to 342 million vehicle kilometres in 2015, a rise of 47%.

### 1.1 AVERAGE TRAFFIC VOLUME OF CYCLING [MILLIONS VEH KM]



## Level of cycling in Scotland

The percentage of people who cycle as a main mode of travel was 1.2% in 2015.

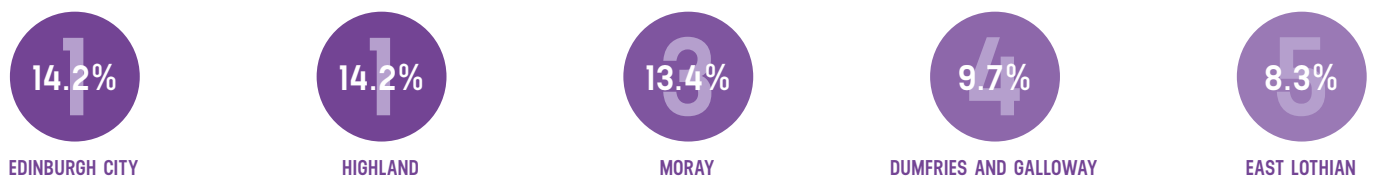
### 1.2 AVERAGE CYCLING AS A MAIN MODE OF TRAVEL



## Cycling to work

5.9% of people cycle to work at least regularly in Scotland. The proportion of people cycling to work at least regularly is over 5% in 15 of 32 local authorities.

### 1.3 CYCLING TO WORK AT LEAST REGULARLY - TOP FIVE LOCAL AUTHORITY AREAS



## Cycling to school

In 2015, 5.1% of primary school children indicated that they normally cycle to primary school, while 1% normally cycle to secondary school.

### 1.4 NORMALLY CYCLE TO PRIMARY SCHOOL - TOP FIVE LOCAL AUTHORITY AREAS



## Cycling locally

In 2015, cycling as a main mode of travel within local authorities ranged from less than 0.5% to 3.0%.

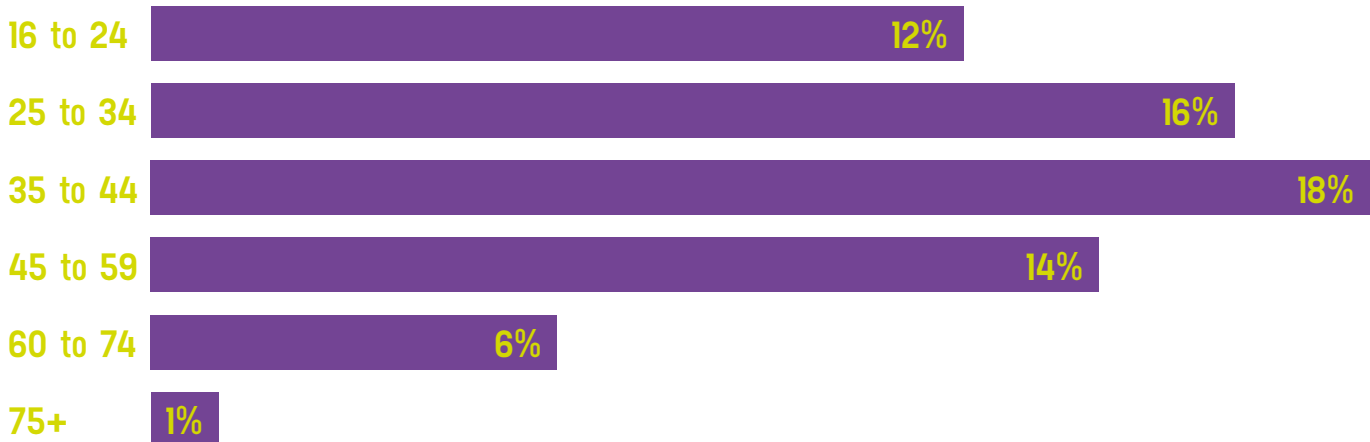
### 1.5 CYCLING AS A MAIN MODE OF TRAVEL - TOP FIVE LOCAL AUTHORITY AREAS



## Participation in cycling

12% of adults participated in cycling in the previous month, with the highest levels amongst the 35-44 age group [18%]

### 1.6 ADULTS PARTICIPATING IN CYCLING IN THE PREVIOUS MONTH



10% of those in further/higher education and 9% of those who are self-employed said that they cycled as a means of transport in the previous seven days.

### 1.6 CYCLING AS A MEANS OF TRANSPORT IN THE PREVIOUS SEVEN DAYS (BY EMPLOYMENT STATUS)



## Access to bikes

The proportion of households with access to one or more bicycles for private use ranges from 24.5% in East Ayrshire to 51.1% in Highland with an average of 37% across Scotland.

### 1.7 ACCESS TO ONE OR MORE BICYCLES FOR PRIVATE USE - TOP FIVE LOCAL AUTHORITY AREAS



**51.1%**  
HIGHLAND



**49.2%**  
PERTH AND KINROSS



**48.2%**  
ABERDEENSHIRE



**46.3%**  
MIDLOTHIAN



**45.9%**  
ANGUS / MORAY

### 1.7 ACCESS TO ONE OR MORE BICYCLES FOR PRIVATE USE - BOTTOM FIVE LOCAL AUTHORITY AREAS



**24.5%**  
EAST AYRSHIRE



**25.2%**  
GLASGOW CITY



**25.9%**  
INVERCLYDE



**26.2%**  
RENFREWSHIRE



**26.4%**  
SOUTH LANARKSHIRE

## Access to cars

The proportion of households with no access to a car for private use from 13% in Aberdeenshire to 49.1% in Glasgow City with an average of 26% across Scotland.

### 1.8 NO ACCESS TO A CAR FOR PRIVATE USE - TOP FIVE LOCAL AUTHORITY AREAS



**49.1%**  
GLASGOW CITY



**39.8%**  
INVERCLYDE



**39.8%**  
EDINBURGH CITY



**39.2%**  
WEST  
DUNBARTONSHIRE



**37.7%**  
DUNDEE

## Journey length

61.1% of journeys in Scotland are under 5km, ranging from 39.3% of journeys originating in Aberdeenshire to 78% of journeys originating in Dundee.

### 1.9 PROPORTION OF ALL JOURNEYS UNDER 5KM - FIVE HIGHEST LOCAL AUTHORITY AREAS



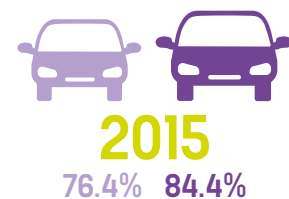
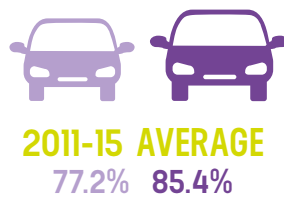
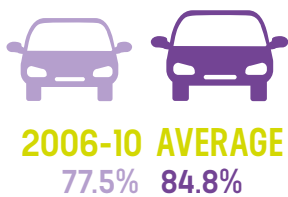
## Road safety & cycling

In 2015, 164 adults were seriously injured cycling compared to the 2004-2008 average of 134. In 2015, 11 children were seriously injured cycling compared to the 2004-2008 average of 29.

While the traffic volume of Cars or Taxis is lower than recent averages, this vehicle group is still involved in higher level of accidents compared to its proportion of overall traffic volumes.

### 1.10 CAR OR TAXI TRAFFIC VOLUME / CAR OR TAXI INVOLVEMENT WITH ACCIDENTS OF ALL SEVERITIES

CAR OR TAXI PROPORTION OF TRAFFIC VOLUME ● PROPORTION OF PEDAL CYCLE ACCIDENTS INVOLVING CAR OR TAXI ●



In 2015 Light Goods Vehicles were involved in considerably more accidents which resulted in a KSI than in recent years.

### 1.11 LIGHT GOODS VEHICLE INVOLVEMENT WITH WITH PEDAL CYCLE ACCIDENTS WHICH RESULTED IN A KSI



**2006-10 AVERAGE**  
5.3%



**2011-15 AVERAGE**  
6.5%



**2015**  
10.6%



## Rate of injuries

The rate of cycling fatality and serious injuries is 0.49 per million vehicle kilometres travelled by bicycle in 2015.

### 1.12 KSI RATES (PER MILLION VEHICLE KILOMETRES)

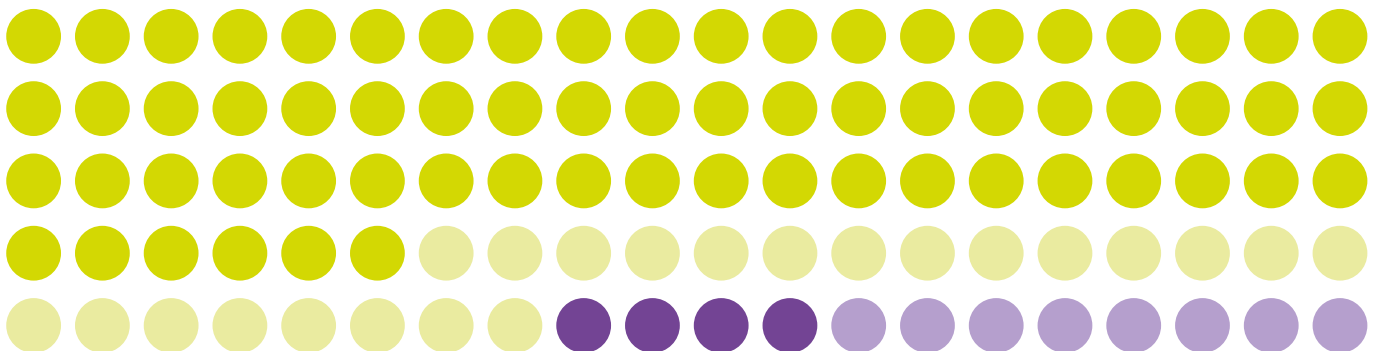


## Location of crashes

This infographic shows the location of reported injury accidents in which a bicycle was involved in 2015. Each circle represents 1% of the total.

### 1.13 REPORTED INJURY ACCIDENTS

● BUILT UP AREA AT A JUNCTION   
 ● BUILT UP AREA OVER 20M FROM A JUNCTION   
 ● NON BUILT UP AREA AT A JUNCTION   
 ● NON BUILT UP AREA OVER 20M FROM A JUNCTION

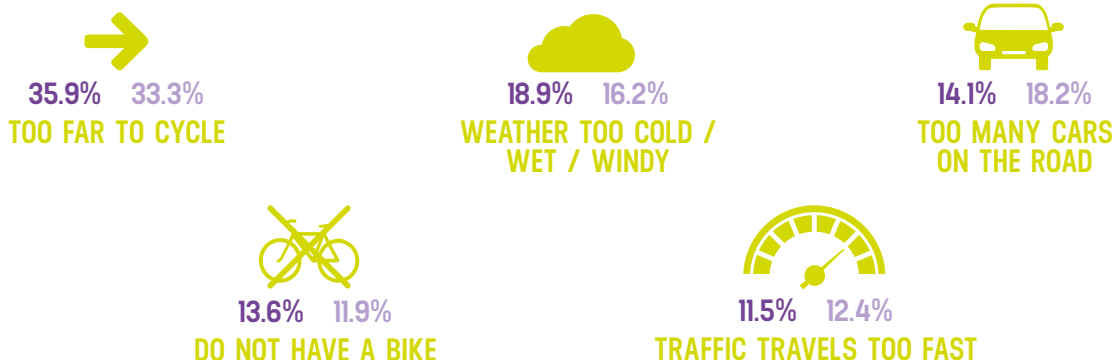


## Stated reasons for not cycling

The top five reasons why people did not cycle to work in 2014. This data is gathered bi-annually with the last set of data gathered in 2014.

% RESULTS FOR 2014 ● 2010-14 AVERAGE ●

### 1.14 TOP FIVE REASONS FOR NOT CYCLING



# 2

# 2. National



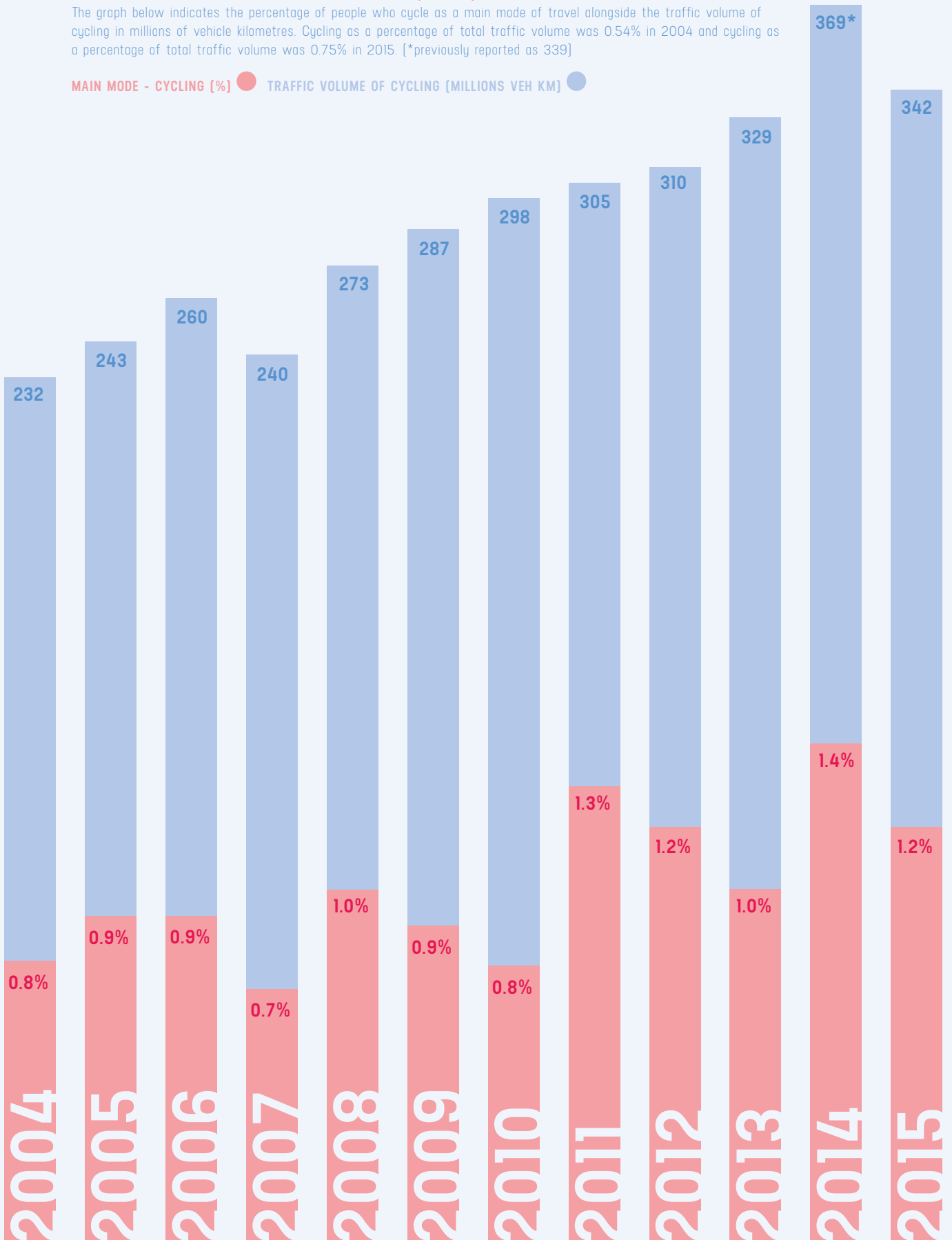
# Headline Trends

## 2.1 CYCLING AS A MAIN MODE OF TRAVEL IN SCOTLAND

SOURCE: PERCENTAGE OF JOURNEYS MADE BY MAIN MODE OF TRAVEL - SCOTTISH HOUSEHOLD SURVEY TRAVEL DIARY 2015 [TABLE TD2] - TRANSPORT SCOTLAND / REPORTED ROAD CASUALTIES 2015 [TABLE 13]

The graph below indicates the percentage of people who cycle as a main mode of travel alongside the traffic volume of cycling in millions of vehicle kilometres. Cycling as a percentage of total traffic volume was 0.54% in 2004 and cycling as a percentage of total traffic volume was 0.75% in 2015. [\*previously reported as 339]

MAIN MODE - CYCLING [%] ● TRAFFIC VOLUME OF CYCLING [MILLIONS VEH KM] ●

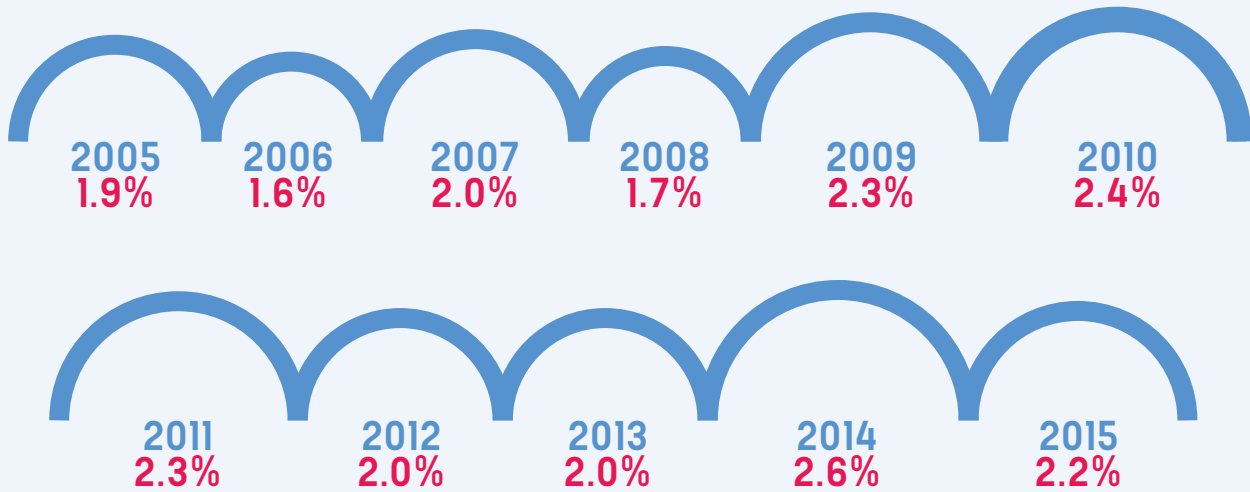


# Travel to work and school

## 2.2 BICYCLE AS USUAL MODE OF TRAVEL TO WORK

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 [TABLE SUM1] - TRANSPORT SCOTLAND

This figure indicates how the cycling to work mode share has changed as a 'usual' mode over time nationally.



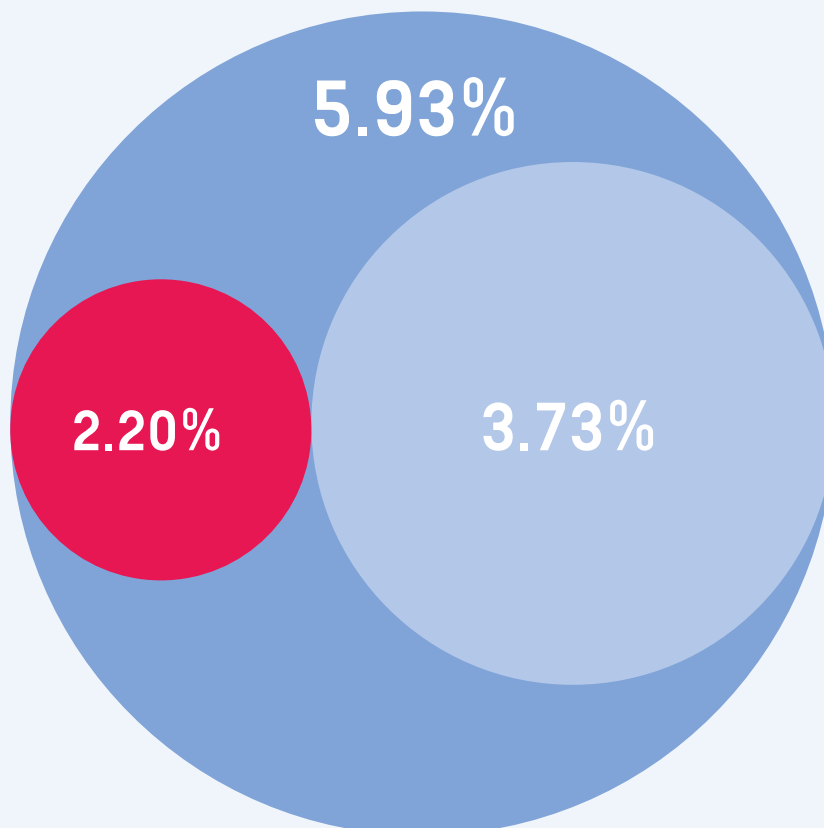
## 2.3 CYCLE USUALLY OR REGULARLY TO WORK

SOURCE: SCOTTISH HOUSEHOLD SURVEY 2015 WITH ADDITIONAL INFORMATION FROM TRANSPORT SCOTLAND

This figure indicates the percentage of adults 'usually' or 'regularly' cycling to work.

These figures are based on a combination of 2014 and 2015 data.

USUALLY ● REGULARLY ● OVERALL ●

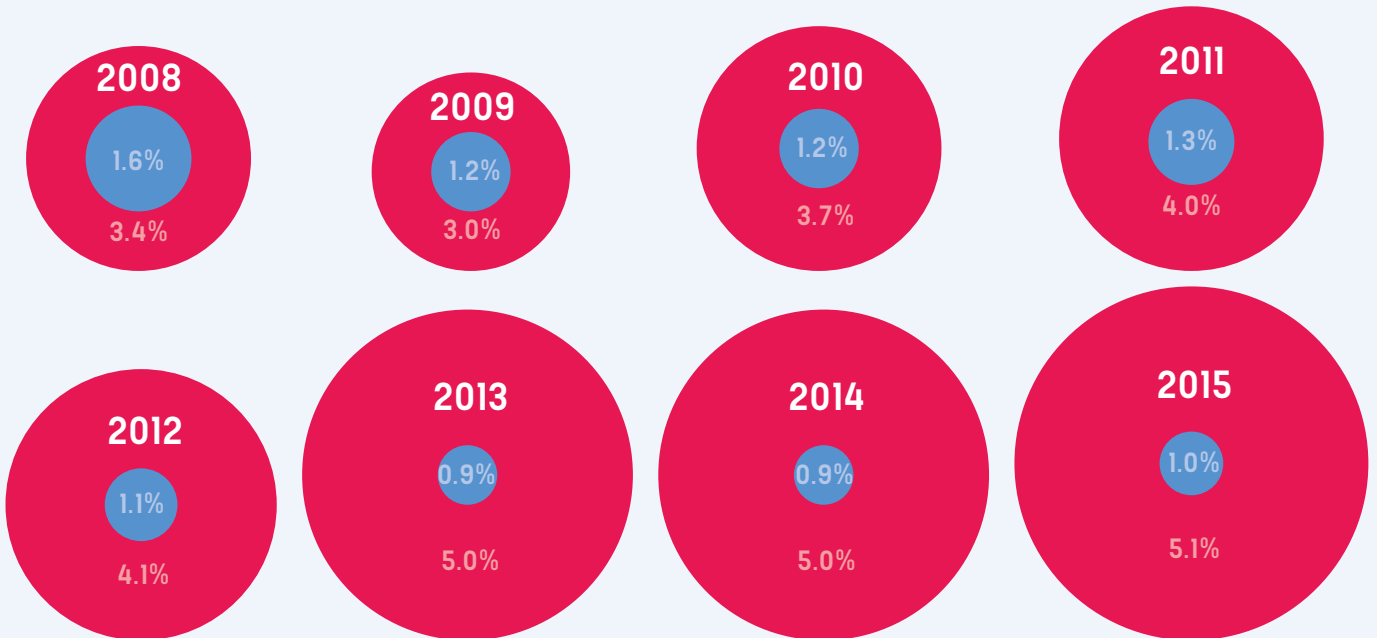


### 2.4 TRAVEL TO SCHOOL - HANDS UP SCOTLAND SURVEY

SOURCE: HANDS UP SCOTLAND SURVEY 2015 [TABLE 2.3] - SUSTRANS SCOTLAND

This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey.

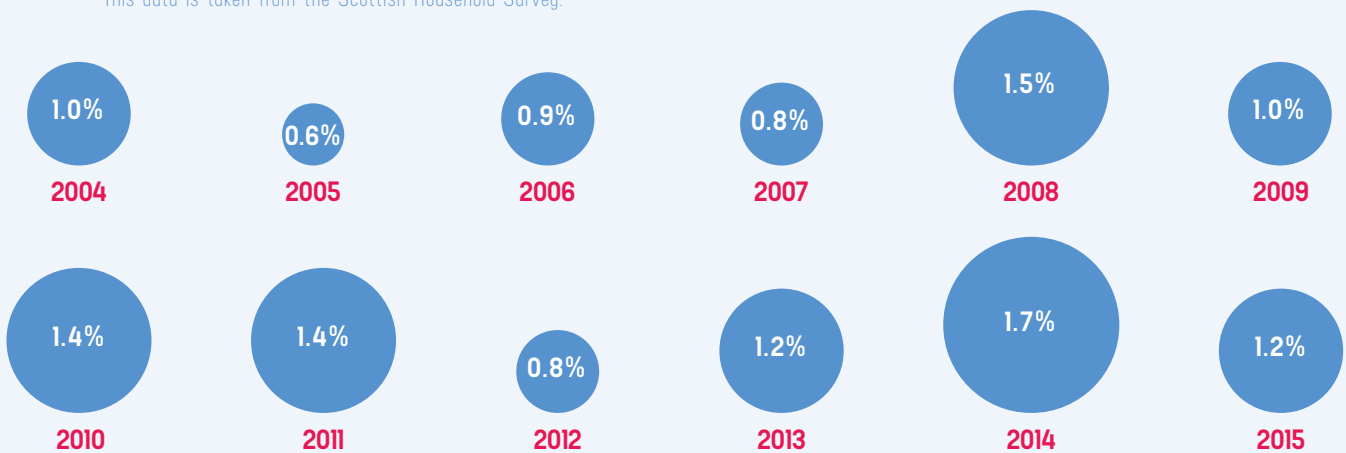
PRIMARY ● SECONDARY ●



### 2.5 TRAVEL TO SCHOOL - SCOTTISH TRANSPORT STATISTICS

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 [TABLE SUM1] - TRANSPORT SCOTLAND

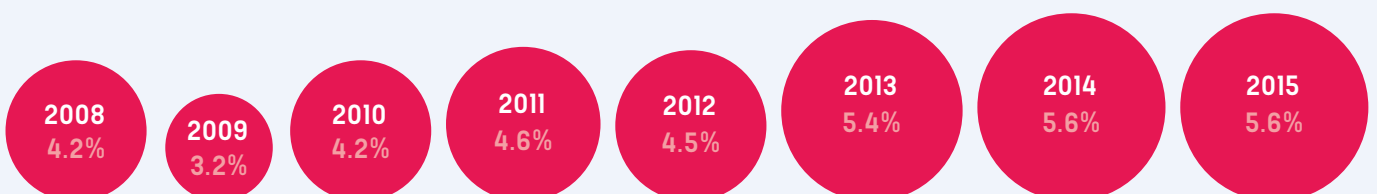
This figure shows the national travel to school by bicycle rate from the 2015 Scottish Transport Statistics release. This data is taken from the Scottish Household Survey.



### 2.6 TRAVEL TO PRIMARY SCHOOL (P5 - P7)

SOURCE: HANDS UP SCOTLAND SURVEY [TABLE 2.4] - SUSTRANS SCOTLAND

This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey. P5-P7 is highlighted as it is considered the age where children begin making independent journeys.



# Road safety

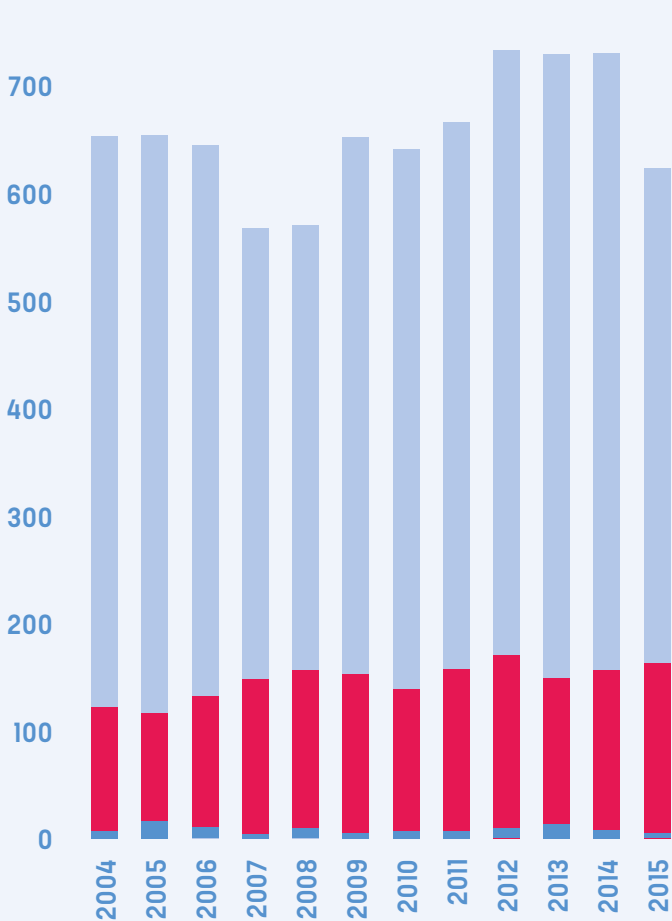
## 2.7 KSIs AND SLIGHT CASUALTIES

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2015 [TABLE A] - TRANSPORT SCOTLAND

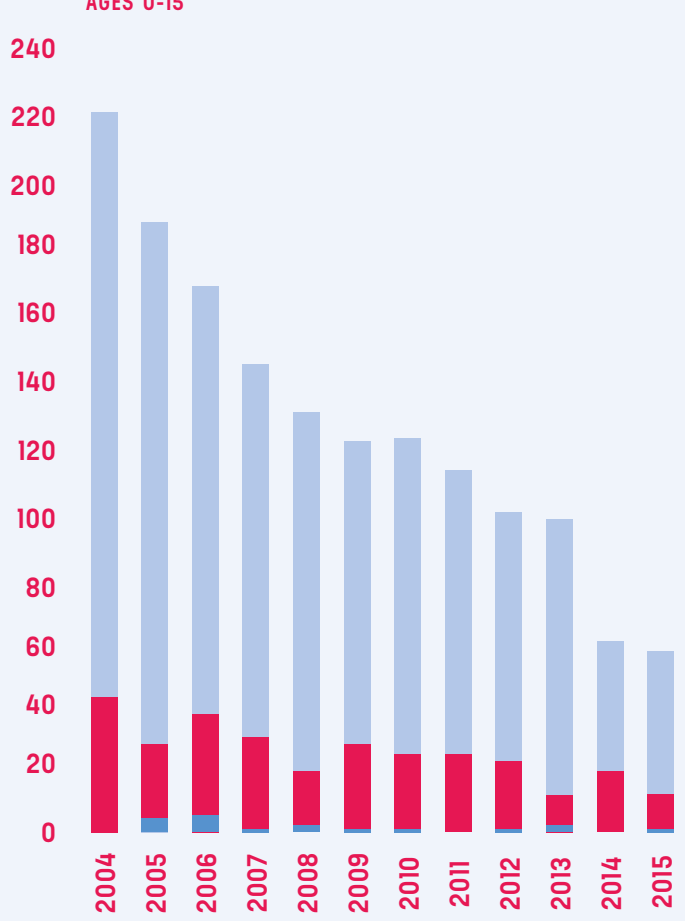
The graphs below show pedal cycle casualties, including killed and seriously injured (KSI), in Scotland. The KSI per million vehicle kilometre figure helps identify whether there are more KSIs due to accidents or whether there is an increase in the amount of cycling that could be contributing to any increase.

SERIOUSLY INJURED ● KILLED ● SLIGHT CASUALTIES ●

800 ADULT CYCLE CASUALTIES

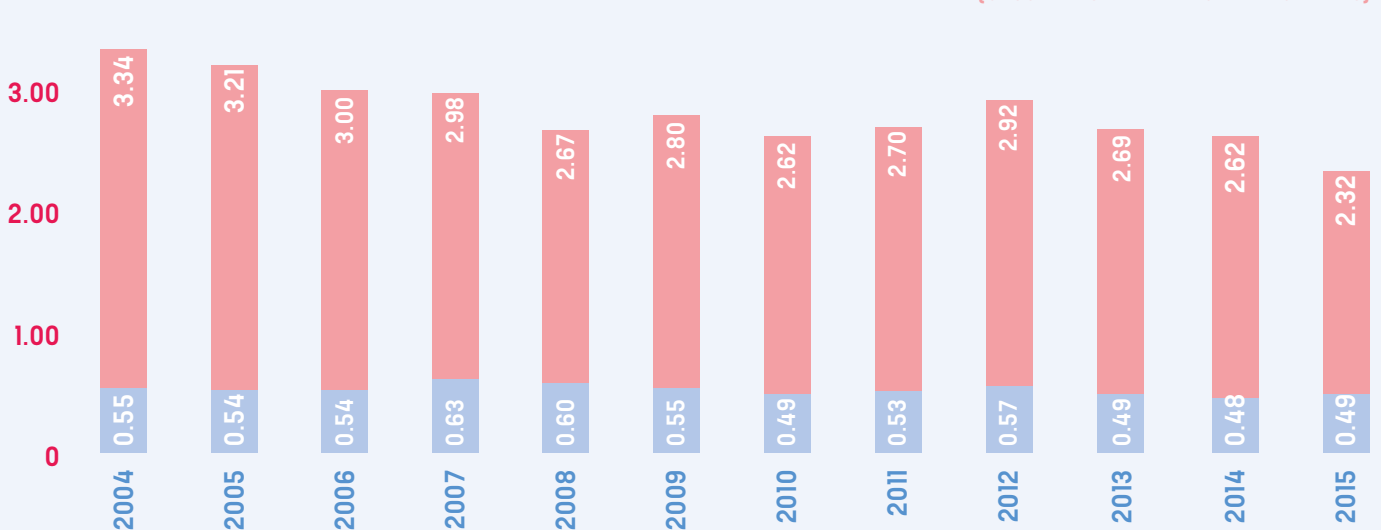


260 CHILD CYCLE CASUALTIES AGES 0-15



4.00 KSI RATES ● OVERALL CASUALTY RATES ●

ADULT CYCLE CASUALTY RATES (CASUALTIES PER MILLION VEHICLE KMS)



## 2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2015 [TABLE 14A AND 14B] - TRANSPORT SCOTLAND

This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle.

\*Totals include a small number of cases where the junction detail is unknown.

### REPORTED INJURY CRASHES BY MANOEUVRE 2011-2015 AVERAGE

Waiting/going ahead	589	75.1%
Turning/waiting turn right	51	6.5%
Overtaking	43	5.5%
Going round bend	27	3.4%
Moving off	22	2.8%
Turning/waiting turn left	21	2.7%
Slowing or stopping	17	2.2%
Changing lane	10	1.3%
Reversing	2	0.3%
Parked	1	0.1%
U turn	0	0.0%
<b>TOTAL</b>	<b>784*</b>	

Waiting/going ahead	79	73.8%
Going round bend	14	13.1%
Turning/waiting turn right	6	5.6%
Changing lane	2	1.9%
Turning/waiting turn left	2	1.9%
Turning/waiting turn left	2	1.9%
Parked	1	0.9%
Slowing or stopping	1	0.9%
Moving off	1	0.9%
U turn	1	0.9%
Reversing	0	0.0%
<b>TOTAL</b>	<b>107*</b>	

Waiting/going ahead	668	75.0%
Turning/waiting turn right	57	6.4%
Overtaking	44	4.9%
Going round bend	41	4.6%
Turning/waiting turn left	23	2.6%
Moving off	23	2.6%
Slowing or stopping	18	2.0%
Changing lane	12	1.3%
Reversing	2	0.2%
Parked	2	0.2%
U turn	1	0.1%
<b>TOTAL</b>	<b>891</b>	

**BUILT-UP**  
LESS THAN  
40MPH

**NON**  
**BUILT-UP**  
40 MPH  
AND HIGHER

**TOTAL**

### REPORTED INJURY CRASHES BY JUNCTION TYPE 2011-2015 AVERAGE

35.8%	281	T/Y or staggered junction
25.4%	199	Over 20m from junction
13.5%	106	Roundabout
11.7%	92	Crossroads
7.4%	58	Other junction
1.9%	15	Multiple junction
1.8%	14	Private drive
1.7%	13	Mini roundabout
0.8%	6	Slip road
	<b>784*</b>	<b>TOTAL</b>

62.6%	15	Over 20m from junction
14.0%	0	Roundabout
11.2%	2	T/Y or staggered junction
4.7%	0	Other junction
2.8%	5	Private drive
1.9%	2	Slip road
1.9%	1	Crossroads
0.9%	3	Multiple junction
0.0%	12	Mini roundabout
	<b>107*</b>	<b>TOTAL</b>

32.9%	293	T/Y or staggered junction
29.9%	266	Over 20m from junction
13.6%	121	Roundabout
10.5%	94	Crossroads
7.1%	63	Other junction
1.9%	17	Private drive
1.8%	16	Multiple junction
1.5%	13	Mini roundabout
0.9%	8	Slip road
	<b>891</b>	<b>TOTAL</b>

## 2.9 PROPORTION OF ALL VEHICLES INVOLVED IN ACCIDENTS INVOLVING A PEDAL CYCLE FOR EACH VEHICLE TYPE







SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2015 - TRANSPORT SCOTLAND

The figures below show the proportion of accidents involving a pedal cycle where each vehicle type was also involved.

In addition, the proportion of overall traffic volume for each vehicle type is included below for comparison.

Traffic volumes for 'other vehicles' are not reported.

2006-10 AVERAGE ● 2011-15 AVERAGE ● 2015 ●

	ALL SEVERITIES	KSI	TRAFFIC VOLUMES
	THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE [Accidents that resulted in an injury of any severity.]	THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE [Accidents that resulted in a KSI]	THE PROPORTION OF OVERALL TRAFFIC VOLUME ATTRIBUTED TO EACH VEHICLE TYPE
 MOTORCYCLE	0.7% 0.8% <b>0.8%</b>	0.9% 1.1% <b>1.2%</b>	0.7% 0.7% <b>0.7%</b>
 CAR OR TAXI	84.8% 85.4% <b>84.4%</b>	81.8% 82.3% <b>81.4%</b>	77.5% 77.2% <b>76.4%</b>
 BUS/COACH/ MINIBUS	3.4% 2.8% <b>2.5%</b>	3.5% 3.3% <b>1.2%</b>	1.4% 1.4% <b>1.3%</b>
 LIGHT GOODS VEHICLE	5.3% 6.8% <b>8.0%</b>	5.3% 6.5% <b>10.6%</b>	13.7% 14.6% <b>15.4%</b>
 HEAVY GOODS VEHICLE	2.5% 1.7% <b>1.9%</b>	4.9% 4.5% <b>3.7%</b>	6.0% 5.6% <b>5.5%</b>
 OTHER VEHICLE	3.2% 2.5% <b>2.2%</b>	3.5% 2.3% <b>1.9%</b>	



# Cycling in context

## 2.10 DISTANCE TRAVELLED – JOURNEYS UNDER 5KM

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 TRAVEL DIARY [TABLE TD4A] - TRANSPORT SCOTLAND

Taking into consideration that the average cycling journey is 4.7km in length [Table TD5a - TATIS 2015] and that 51% of all car journeys are under 5km [Table TD4a - TATIS 2015], five km represents a key distance for focus on potential modal shift to active travel.



## 2.11 STATED REASONS FOR NOT CYCLING TO WORK

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 [TABLE 26] - TRANSPORT SCOTLAND

% RESULTS FOR 2014 ● 2010-14 AVERAGE ●

This figure indicates the reported reasons why people in Scotland do not cycle to work. This question became biennial in 2015 so the most recent data refers to 2014. [\*asked from 2012 only]

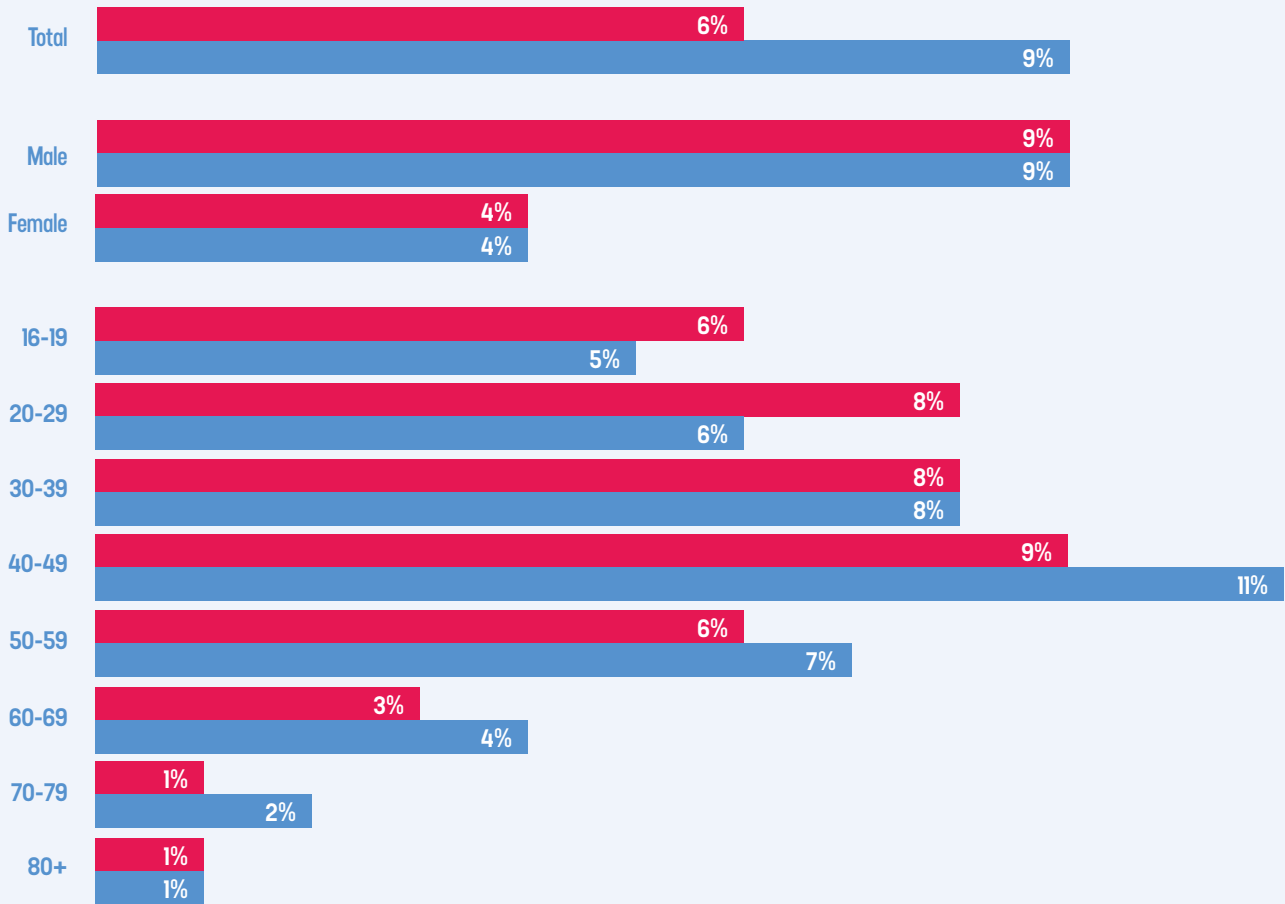


### 2.12 FREQUENCY OF CYCLING IN THE PREVIOUS SEVEN DAYS

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 [TABLE 25B] - TRANSPORT SCOTLAND

This figure indicates the number of people who responded that they had cycled at least once in the previous seven days when asked. This question is biennial with the most recent data referring to 2014. Employment status data can be found in section 1.

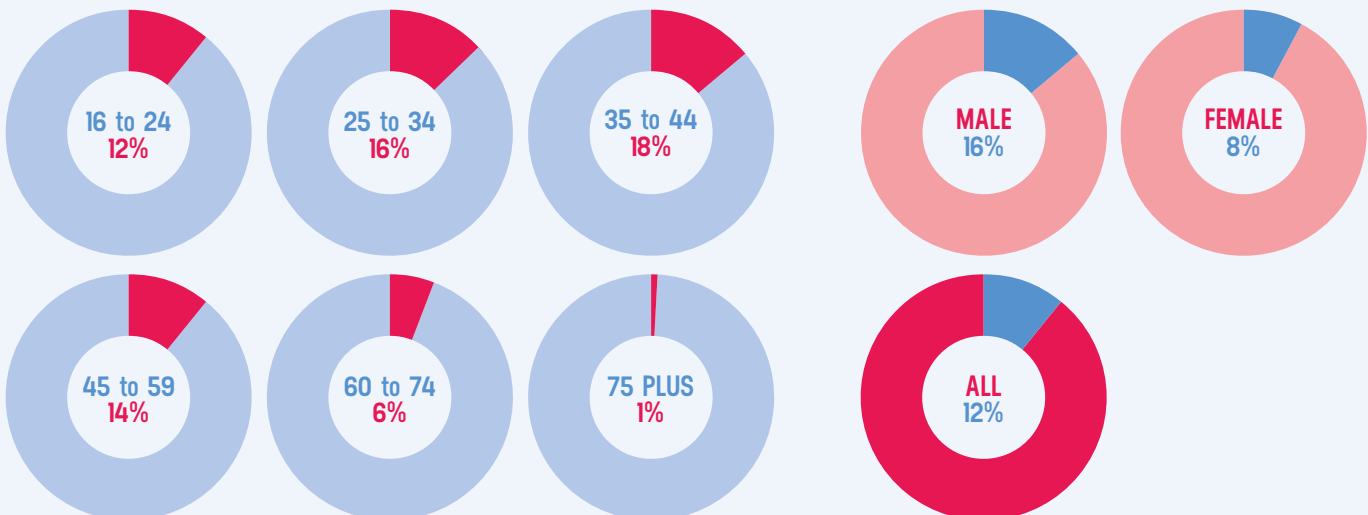
CYCLING AS A MEANS OF TRANSPORT ● CYCLING JUST FOR PLEASURE/TO KEEP FIT ●



### 2.13 ADULT CYCLE PARTICIPATION IN THE LAST FOUR WEEKS

SOURCE: SCOTLAND'S PEOPLE ANNUAL REPORT: RESULTS FROM THE 2015 SCOTTISH HOUSEHOLD SURVEY [TABLE 9.2] - THE SCOTTISH GOVERNMENT

The figure below indicates the percentage of people who participated in at least 30 minutes of cycling within the four weeks prior to the question being asked.



2.14 LENGTH OF NATIONAL CYCLE NETWORK

SOURCE: SUSTRANS SCOTLAND

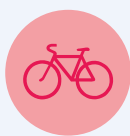
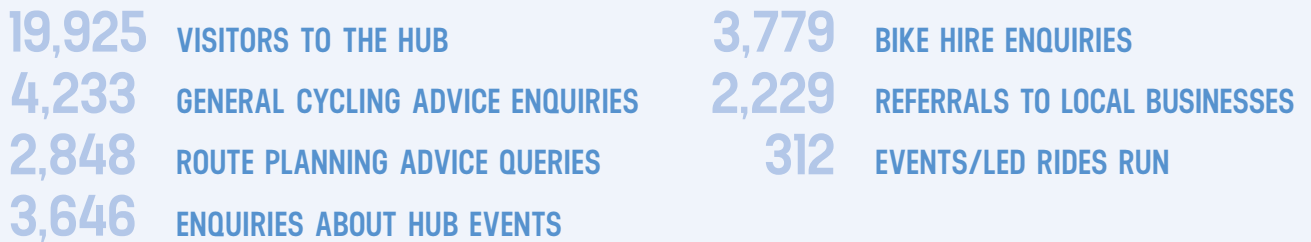
Continued investment in the NCN in Scotland has led to an additional 402km of traffic-free [TF] and on-road [OR] route being built/upgraded/ re-designated since December 2013. This investment has led to improvements in access with 40.9% of the Scottish population now living within 0.5km of the NCN, a 1.2 percentage point increase from September 2013 to June 2016. The decrease in Urban On-Road [Urban OR] route length described in the table is the result of sections of the NCN being re-designated, as more direct connecting routes are developed.

	TOTAL	URBAN TRAFFIC FREE	URBAN ON-ROAD	RURAL TRAFFIC FREE	RURAL ON ROAD
DECEMBER 13	3,672	461.5	300	752.1	2158.1
DECEMBER 14	4,047	433.1	303.7	765.7	2544.8
DECEMBER 15	4,073	440.4	301.3	784.6	2546.3
CHANGE	0.6%	1.7%	-0.8%	2.5%	0.1%

2.15 STIRLING CYCLE HUB

SOURCE: STIRLING CYCLE HUB

All statistics are taken since the hub opened in May 2013 and are correct as of 23rd December 2016. [\*does not include hire bikes]



Number of bikes parked at Stirling train station each day (monthly average)\*



Number of bikes hired per year as part of the public hire bike scheme

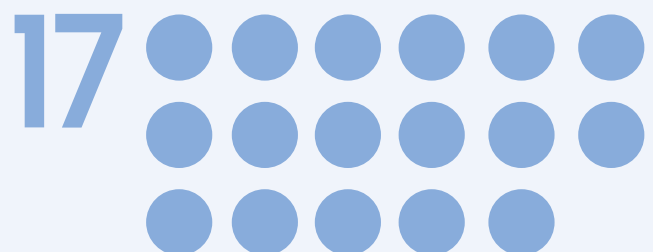
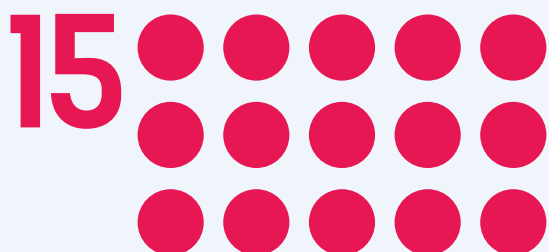


2.16 LOCAL AUTHORITIES WITH A CYCLING STRATEGY

SOURCE: SUSTRANS SCOTLAND

This shows the number of Scottish local authorities with cycling strategies in place and under development as of 22nd December 2015.

CYCLING STRATEGY IN PLACE ● STRATEGIES UNDER DEVELOPMENT ●



# 3

# Local



# Introduction

The Local section of the Annual Cycling Monitoring Report 2017 examines all of the local authorities across Scotland and highlights statistics based on headline trends, travel to work and travel to school. The datasets, their sources and any other related information are located below.



## Headline trends and context

### 1. CYCLING AS A MAIN MODE OF TRAVEL

Source: Scottish Household Survey 2015: Local Area Analysis [Table 16] – Transport Scotland

This dataset indicates the levels of cycling as a main mode of travel in each local authority. The Scottish Household Survey Travel Diary asks a representative sample of households in the local authority how they travelled the previous day. Results of 0.5% and under may be inaccurate due to small sample sizes.

### 2. PROPORTION OF JOURNEYS UNDER 5KM

Source: Scottish Household Survey 2015: Local Area Analysis [Table 19] – Transport Scotland

This dataset shows the proportion of journeys within the local authority that are less than 5km. 5km represents a key distance for focus on potential modal shift to active travel as the average cycling journey is 4.7km in length [TATIS 2015].

### 3. HOUSEHOLDS WITH ACCESS TO ONE OF MORE BIKES FOR PRIVATE USE

Source: Scottish Household Survey 2015: Local Area Analysis [Table 8] – Transport Scotland

This dataset indicates the percentage of households that have access to one or more bicycles for private use.

### 4. HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

Source: Scottish Household Survey 2015: Local Area Analysis [Table 4] – Transport Scotland

This dataset indicates the percentage of households that do not have access to a car for private use.



## Work

### 5. TOP THREE TRAVEL TO WORK BY BIKE WARDS

Source: 2011 Scottish Census [Table QS70ISC]

This dataset indicates the three wards within the local authority with the highest levels of cycling to work. All people aged 16 to 74 in employment the week before the census [excluding full time students]. Numbers do not include those who mostly work at or from home.

### 6. CYCLE TO WORK USUALLY OR REGULARLY

Source: Scottish Household Survey 2015 with further information from Transport Scotland

This dataset indicates the percentage of adults 'usually' or 'regularly' cycling to work in each local authority.

### 7. NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES

Source: Cycling Scotland 2017

This dataset shows the number of Cycle Friendly Employers within a local authority and the number of staff that are covered. Cycle Friendly Employer is a nationally recognised award for Scottish employers committed to increasing levels of cycling.



## Schools

### 8. CHILDREN CYCLING TO PRIMARY SCHOOL

Source: Hands Up Survey Scotland 2015 [Table 3.3] – Sustrans Scotland

This dataset shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey.

### 9. CHILDREN CYCLING TO SECONDARY SCHOOL

Source: Hands Up Survey Scotland 2015 [Table 3.3] – Sustrans Scotland

This data shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey. \*represents too low response rate.

### 10. NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS

Source: Cycling Scotland 2017

This dataset shows the number of Cycle Friendly Schools within a local authority and the number of pupils that are covered. Cycle Friendly Schools is a nationally recognised award for Scottish Schools committed to increasing levels of cycling.

### 11. PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING

Source: Data provided by local authorities

Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need to cycle safely on the roads and to encourage them to carry on cycling into adulthood.

### 12. CHILDREN CYCLING TO SCHOOL [P5-P7]

Source: Hands Up Survey Scotland 2015 [Table 3.4] – Sustrans Scotland

This dataset shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey. P5-P7 is highlighted as it is considered the age where children begin making independent journeys. \*represents whole school data.

# Aberdeen City



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

73.6%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

36.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

29.5%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



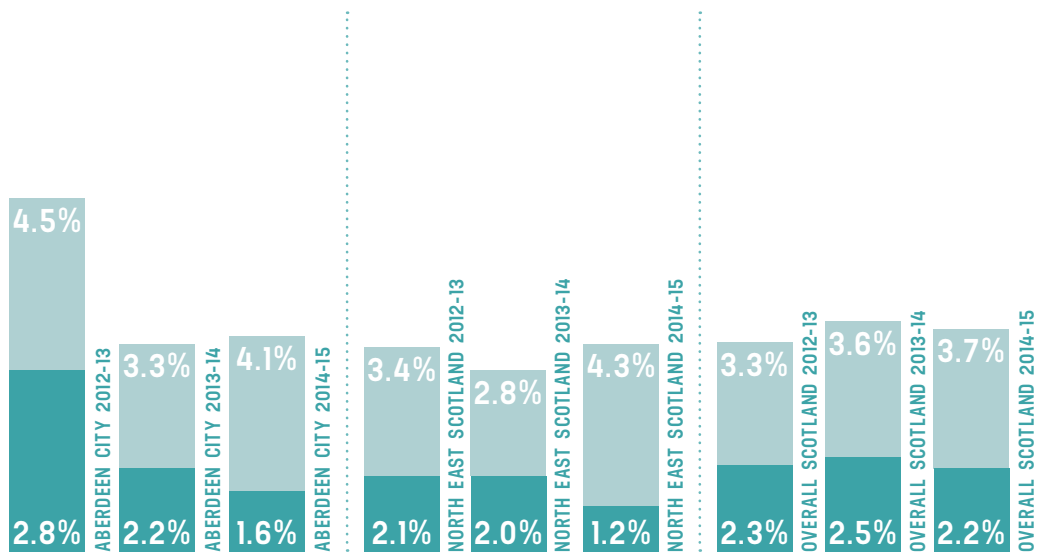
LOWER DEESIDE



MIDSTOCKET / ROSEMOUNT



TILLYDRONE / SEATON / OLD ABERDEEN



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 20 SITES 3,709 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE 3.0%  
2013-15 AVERAGE 3.5%  
2015 3.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE 1.2%  
2013-15 AVERAGE 0.9%  
2015 1.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE 3.7%  
2013-15 AVERAGE 4.0%  
2015 4.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 13 SCHOOLS 3,758 PUPILS <sup>10</sup>

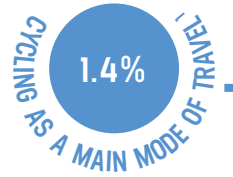
PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

46.8%

# Aberdeenshire



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY OR REGULARLY<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



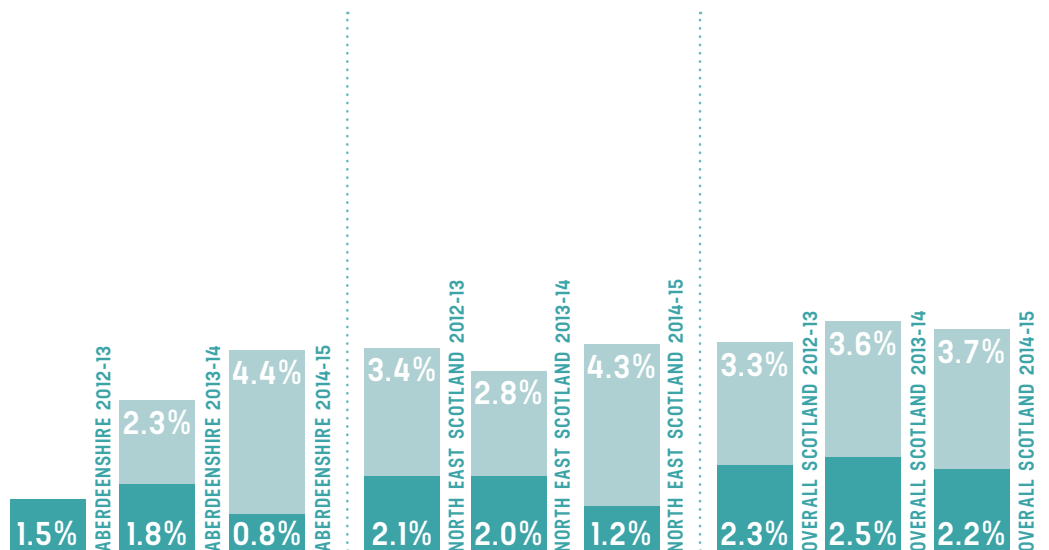
FRASERBURGH AND DISTRICT



INVERURIE AND DISTRICT



HUNTLY, STRATHBOGIE AND HOWE OF ALFORD



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 700 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	4.6%
2013-15 AVERAGE	4.8%
2015	4.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	1.8%
2013-15 AVERAGE	1.3%
2015	1.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	6.3%
2013-15 AVERAGE	5.5%
2015	5.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 30 SCHOOLS 6,937 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>



# Angus



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>

63.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>

45.9%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>

23.7%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



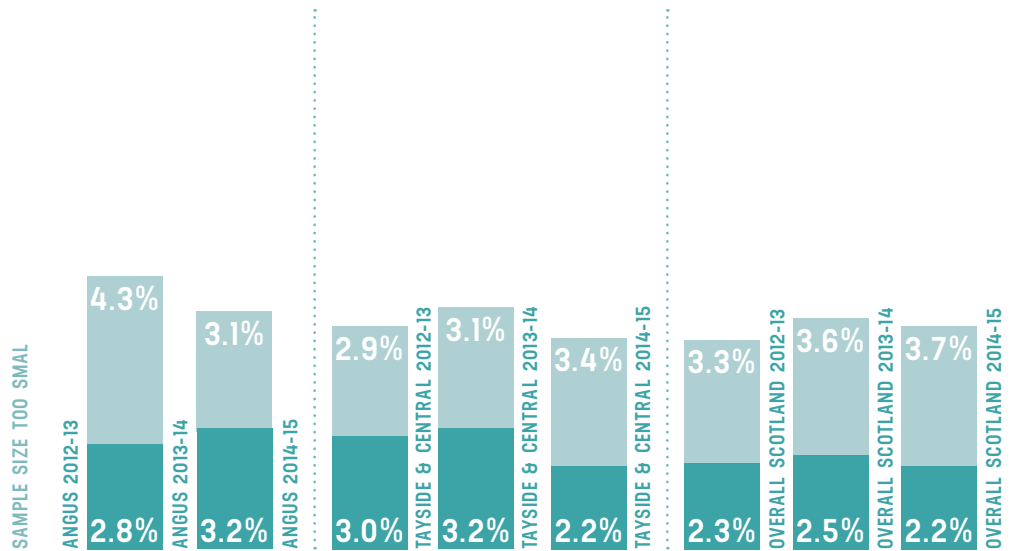
MONTROSE AND DISTRICT



ARBROATH WEST AND LETHAM



ARBROATH EAST AND LUNAN



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 1,205 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

3.0%  
3.7%  
4.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.4%  
2.2%  
2.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

4.6%  
4.3%  
35.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 3 SCHOOLS 1,532 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

45.3%



# Argyll & Bute



## Headline trends and context

1.1%  
CYCLING AS A MAIN MODE OF TRAVEL

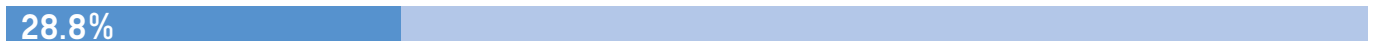
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



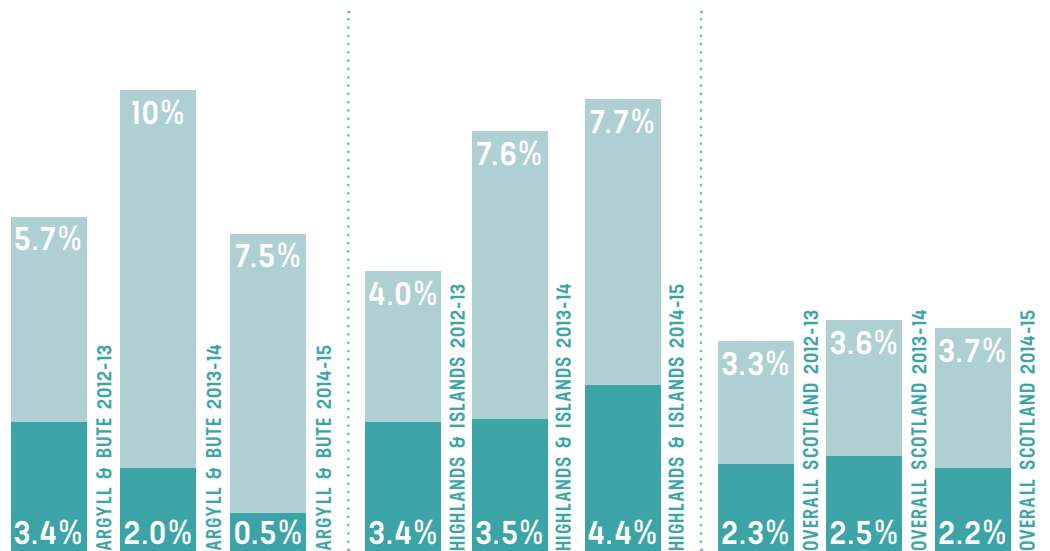
MID ARGYLL



HELENSBURGH CENTRAL



ISLE OF BUTE



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 3 SITES 6 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	3.2%
2013-15 AVERAGE	4.0%
2015	3.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	1.2%
2013-15 AVERAGE	1.3%
2015	0.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	4.7%
2013-15 AVERAGE	5.4%
2015	4.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 4 SCHOOLS 215 PUPILS<sup>10</sup>

# Clackmannanshire



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

60.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

33.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

21.3%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
1.34%

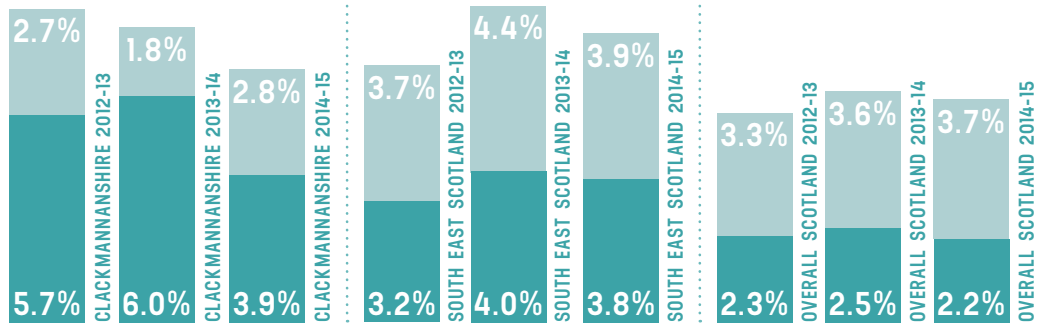
CLACKMANNANSHIRE SOUTH

2  
1.08%

CLACKMANNANSHIRE NORTH

3  
0.99%

CLACKMANNANSHIRE WEST



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 8 SITES 4,267 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE 4.3%  
2013-15 AVERAGE 5.1%  
2015 4.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE 0.7%  
2013-15 AVERAGE 0.6%  
2015 \*

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE 4.3%  
2013-15 AVERAGE 5.3%  
2015 4.8%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 2 SCHOOLS 431 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

44.4%

# Dumfries & Galloway



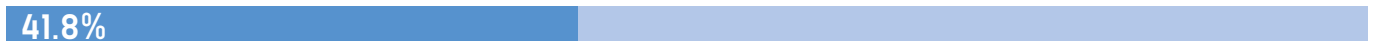
## Headline trends and context

1.9%  
CYCLING AS A MAIN MODE OF TRAVEL

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



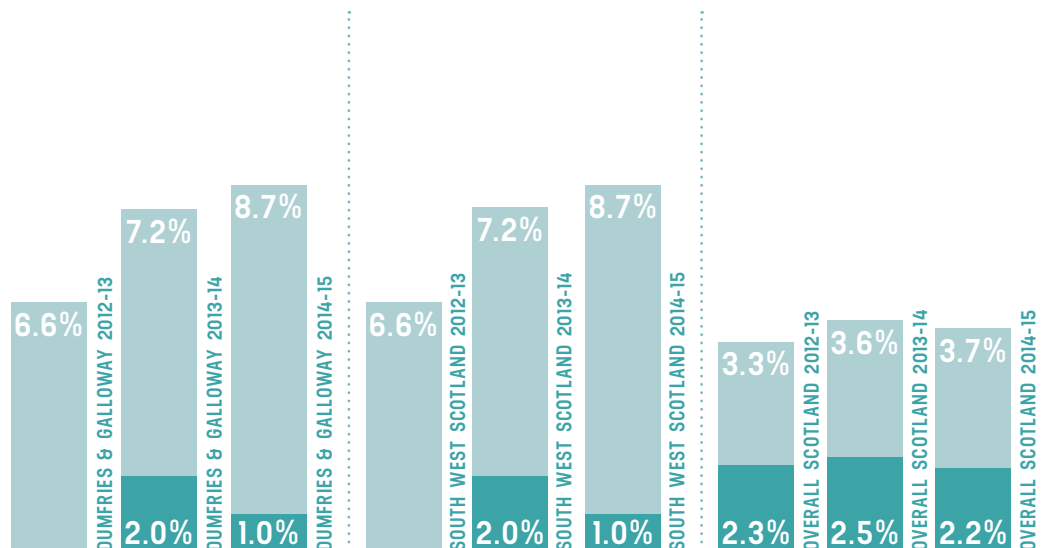
DEE



NORTH WEST DUMFRIES



LOCHAR



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 3 SITES 824 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	4.2%
2013-15 AVERAGE	6.3%
2015	6.1%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	1.7%
2013-15 AVERAGE	1.3%
2015	1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	5.8%
2013-15 AVERAGE	7.5%
2015	7.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 11 SCHOOLS 2,326 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

40.2%

# Dundee City



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>

78.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>

27.6%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>

37.7%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



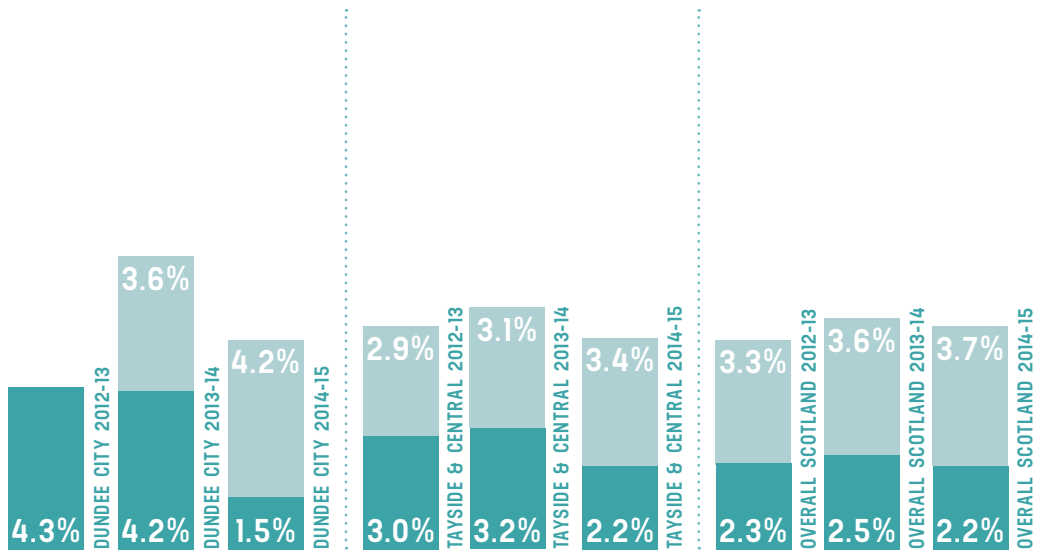
WEST END



THE FERRY



MARYFIELD



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 6,159 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.2%  
3.1%  
3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.4%  
1.3%  
0.8%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.4%  
3.5%  
4.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 1 SCHOOL 786 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

17.1%

# East Ayrshire



## Headline trends and context

CYCLING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



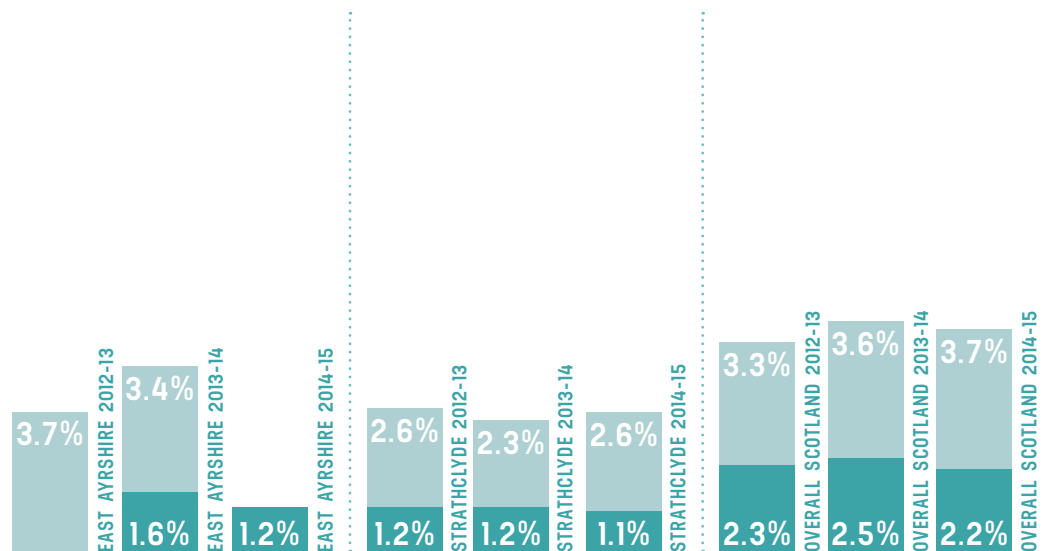
KILMARNOCK WEST AND CROSSHOUSE



KILMARNOCK NORTH



KILMARNOCK EAST AND HURLFORD



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	3.0%
2013-15 AVERAGE	5.0%
2015	4.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	0.4%
2013-15 AVERAGE	0.4%
2015	0.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	4.0%
2013-15 AVERAGE	6.0%
2015	5.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 6 SCHOOLS 2,623 PUPILS<sup>10</sup>

# East Dunbartonshire



## Headline trends and context

1. TRAINING AS A MAIN MODE OF TRAVEL <0.5%

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

61.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

43.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

15.9%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1. 1.61%

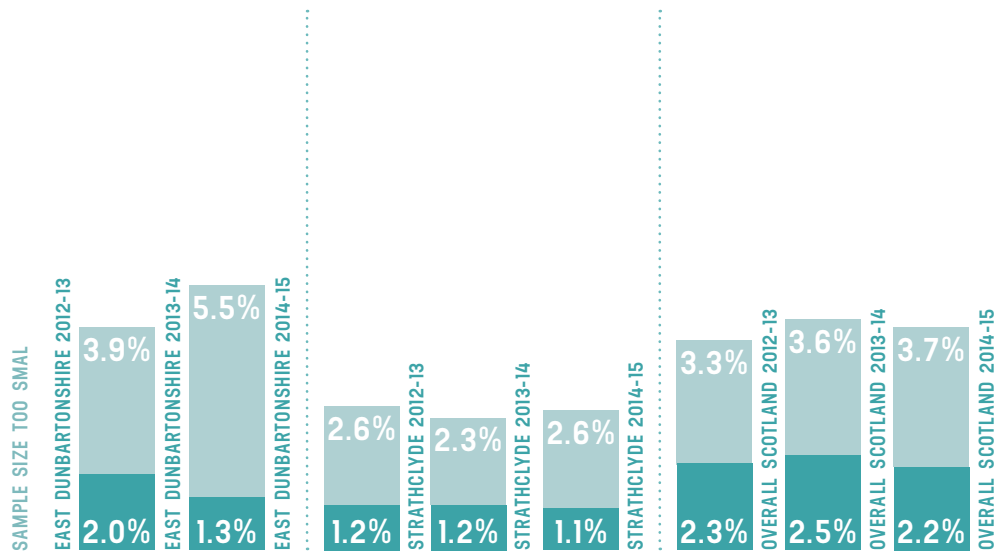
BEARSDEN NORTH

2. 1.57%

BEARSDEN SOUTH

3. 1.36%

MILNGAVIE



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 383 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE 4.2%  
2013-15 AVERAGE 3.7%  
2015 4.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE 0.6%  
2013-15 AVERAGE 0.6%  
2015 0.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE 5.2%  
2013-15 AVERAGE 3.6%  
2015 4.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 13 SCHOOLS 3,247 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

8.1%

# East Lothian



## Headline trends and context



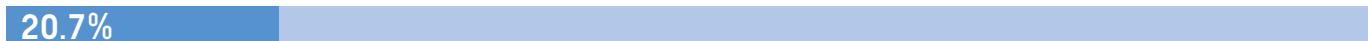
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY OR REGULARLY<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



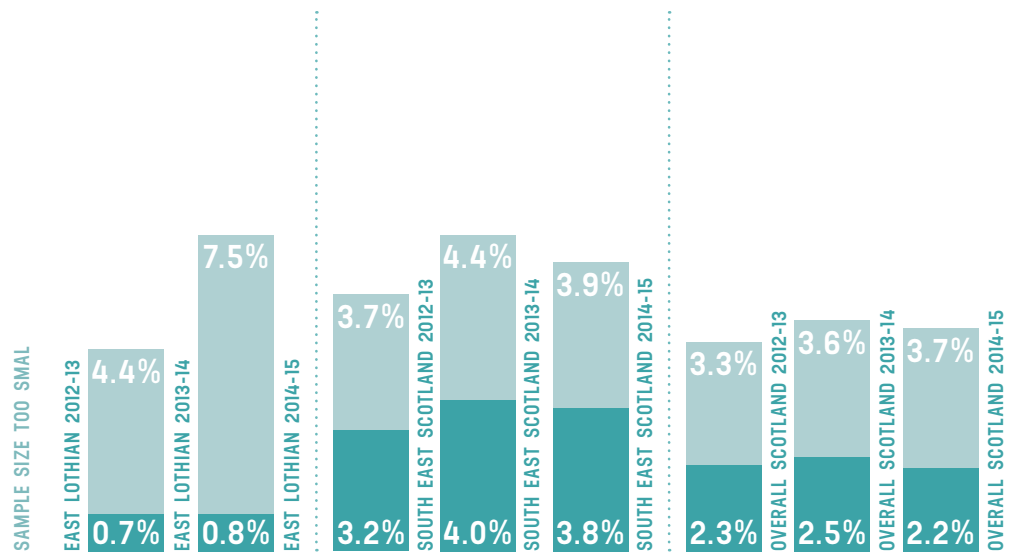
MUSSELBURGH WEST



MUSSELBURGH EAST AND CARBERRY



DUNBAR AND EAST LINTON



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 7 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	9.5%
2013-15 AVERAGE	10.3%
2015	10.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	2.3%
2013-15 AVERAGE	2.3%
2015	2.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	N/A
2013-15 AVERAGE	15.9%
2015	17.5%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 11 SCHOOLS 3,705 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

20.0%

# East Renfrewshire



## Headline trends and context

1.1%  
CYCLING AS A MAIN MODE OF TRAVEL  
0.9%

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

46.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

39.2%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

14.3%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

2.99%

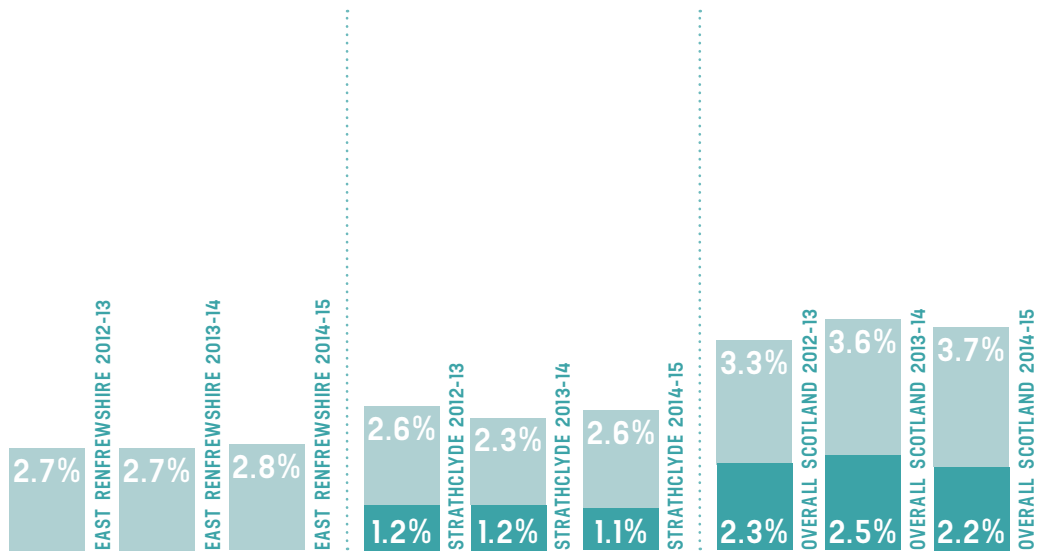
NETHERLEE, STAMPERLAND AND WILLIAMWOOD

2.72%

GIFFNOCK AND THORNLIBANK

2.61%

BUSBY, CLARKSTON AND EAGLESHAM



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 383 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.7%  
4.3%  
4.0%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.4%  
0.4%  
0.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.8%  
4.7%  
4.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 15 SCHOOLS 5,805 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

100%



# Edinburgh City

3.0%  
CYCLING AS A MAIN MODE OF TRAVEL



## Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



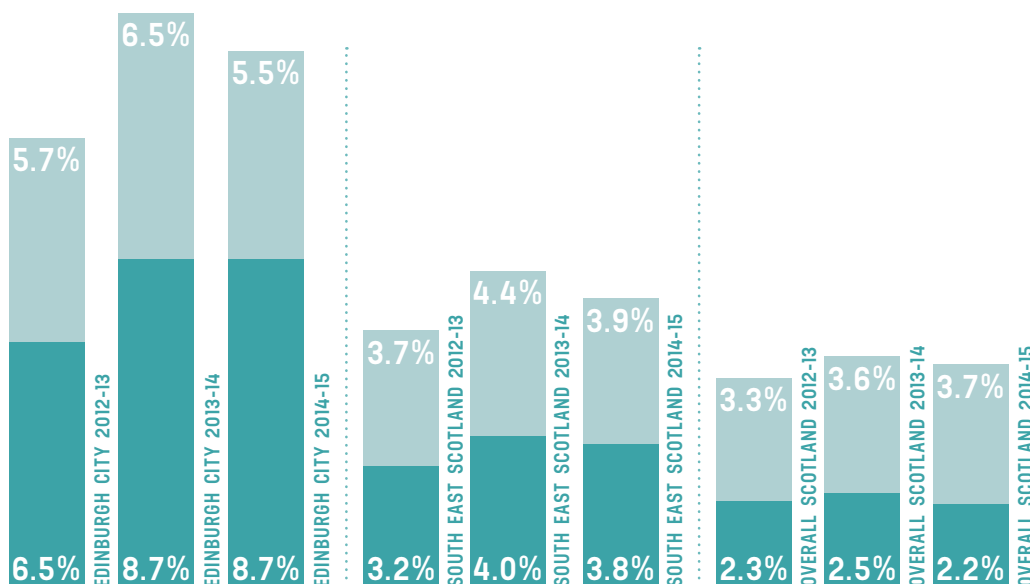
MEADOWS / MORNINGSIDE



SOUTHSIDE / NEWINGTON



FOUNTAINBRIDGE / CRAIGLOCKHART



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 114 SITES 51,504 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	5.7%
2013-15 AVERAGE	6.6%
2015	7.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	2.0%
2013-15 AVERAGE	1.4%
2015	1.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	5.7%
2013-15 AVERAGE	6.2%
2015	7.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 21 SCHOOLS 11,659 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

44.8%

# Eilean Siar



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

59.5%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

41.5%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

19.5%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
1.74%

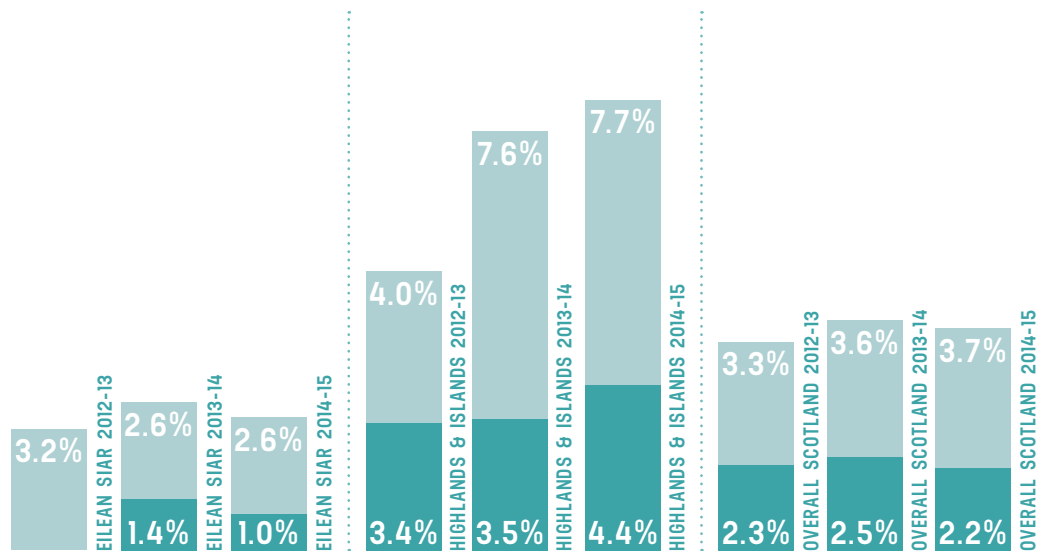
STEÒRNABHAGH A DEAS

2  
0.87%

STEÒRNABHAGH A TUATH

3  
0.76%

BARRAIGH, BHATARSAIGH,  
EIRISGEIGH AGUS UIBHIST  
A DEAS



## Schools

PERCENTAGE OF CHILDREN  
CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

5.7%  
6.2%  
7.0%

PERCENTAGE OF CHILDREN  
CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

\*  
1.1%  
\*

PERCENTAGE OF CHILDREN  
CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

15.4%  
9.5%  
10.5%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 8 SCHOOLS 310 PUPILS <sup>10</sup>

# Falkirk



## Headline trends and context



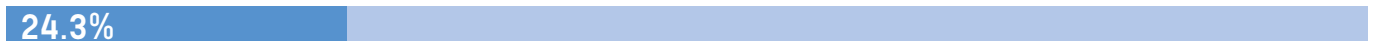
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



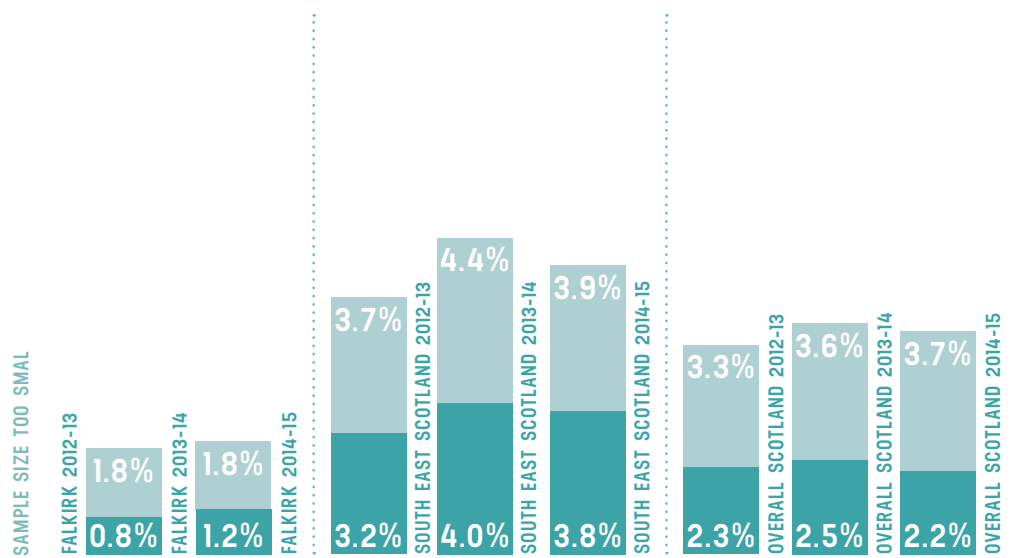
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY OR REGULARLY<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 2,243 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	3.5%
2013-15 AVERAGE	4.8%
2015	5.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	0.8%
2013-15 AVERAGE	0.6%
2015	0.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	4.4%
2013-15 AVERAGE	5.9%
2015	6.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 16 SCHOOLS 8,791 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

12%

# Fife



## Headline trends and context

1.1%  
CYCLING AS A MAIN MODE OF TRAVEL

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

57.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

32.6%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

26.4%



## Work

CYCLE TO WORK USUALLY OR REGULARLY <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
2.99%

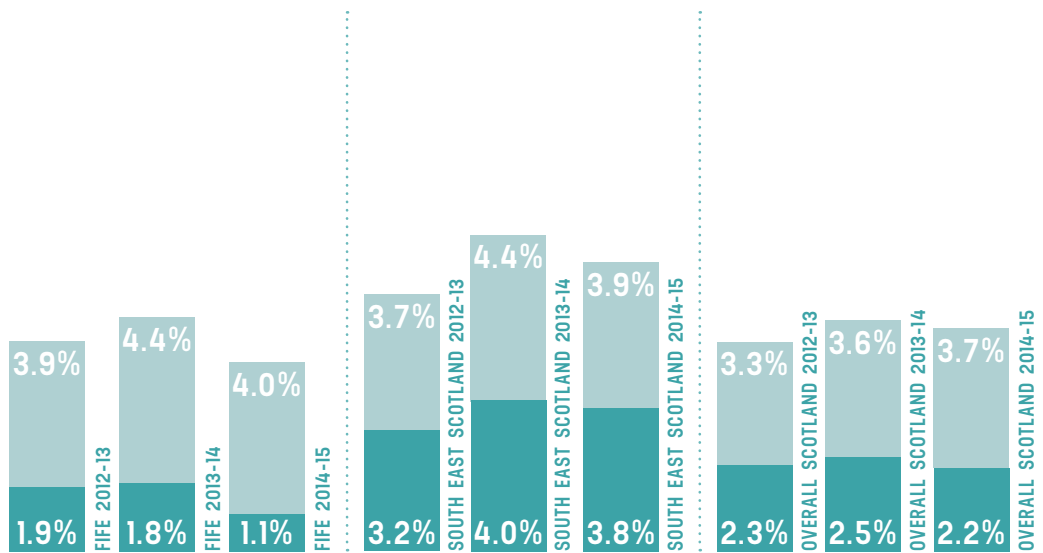
TAY BRIDGEHEAD

2  
2.72%

ST. ANDREWS

3  
2.61%

GLENROTHES WEST AND KINGLASSIE



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 32 SITES 10,608 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

3.0%  
4.5%  
4.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.6%  
0.6%  
0.6%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

3.6%  
4.9%  
4.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS 1,629 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

21.2%

# Glasgow City

1.2%  
CYCLING AS A MAIN MODE OF TRAVEL



## Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



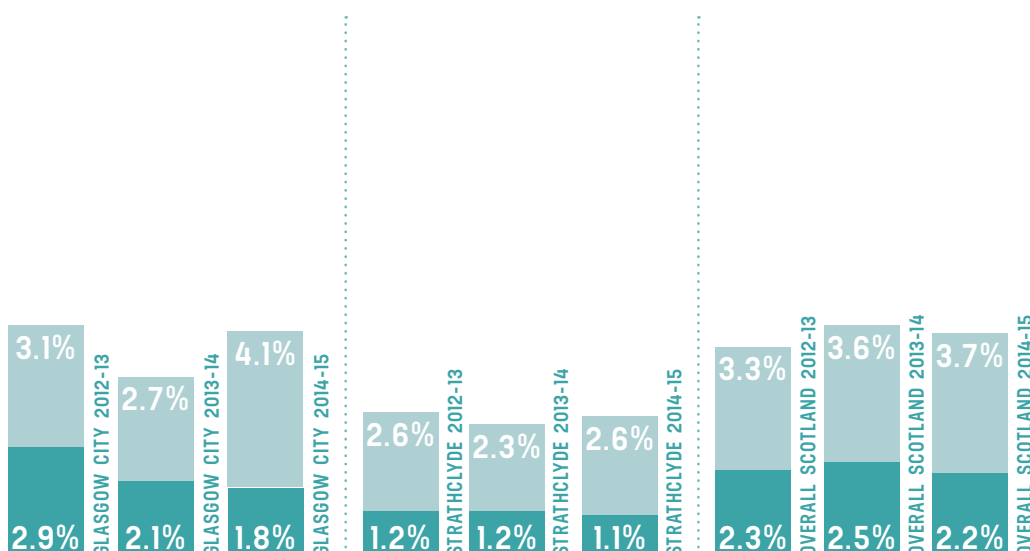
HILLHEAD



PARTICK WEST



POLLOKSHIELDS



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 110 SITES 72,772 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	2.6%
2013-15 AVERAGE	3.4%
2015	3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	0.2%
2013-15 AVERAGE	0.7%
2015	0.9%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	2.3%
2013-15 AVERAGE	3.2%
2015	2.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 10 SCHOOLS 3,813 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

34.1%

# Highland



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

64.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

51.1%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

21.2%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



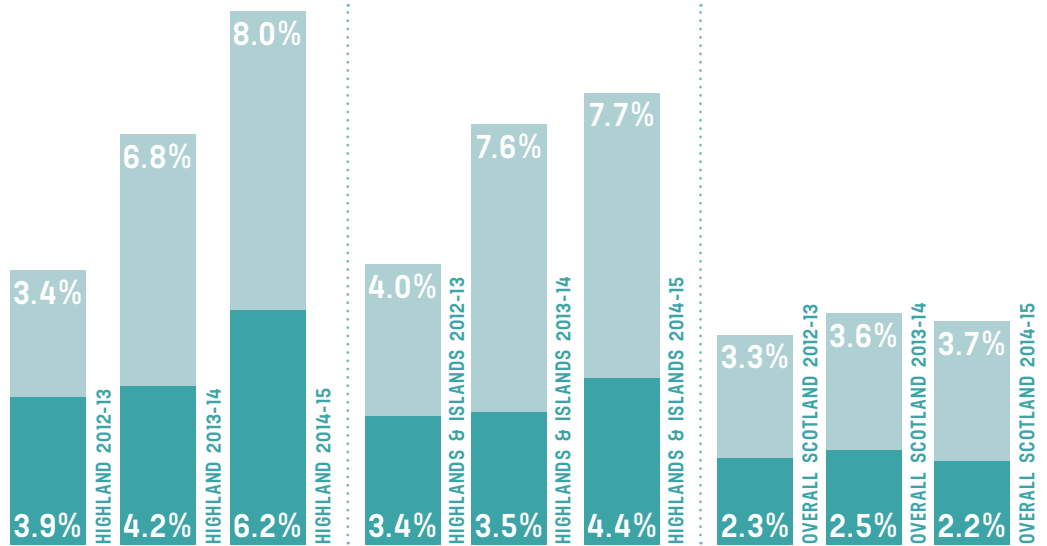
INVERNESS NESS-SIDE



INVERNESS CENTRAL



INVERNESS MILLBURN



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 16 SITES 16,670 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

9.7%  
10.4%  
9.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

5.1%  
4.6%  
5.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

N/A  
13.8%  
12.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 7 SCHOOLS 1,411 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

29.4%

# Inverclyde

1.4%  
CYCLING AS A MAIN MODE OF TRAVEL



## Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>

67.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>

25.9%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>

39.8%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>

1  
0.38%

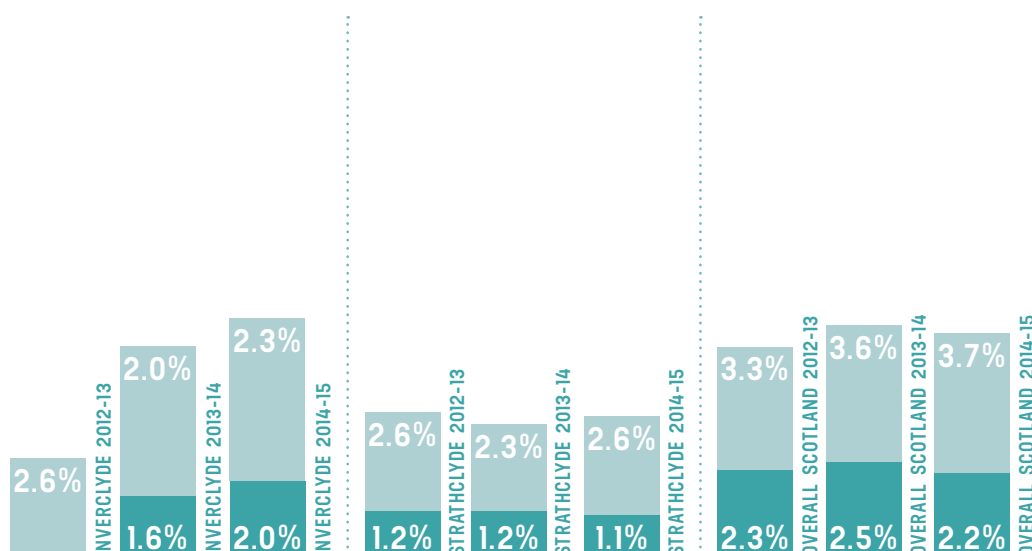
INVERCLYDE WEST

2  
0.36%

INVERCLYDE NORTH

3  
0.31%

INVERCLYDE EAST



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.2%  
1.2%  
1.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.1%  
\*  
\*

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.6%  
1.8%  
1.8%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS 2,513 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

30%

# Midlothian



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

44.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

46.3%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

19.3%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
1.79%

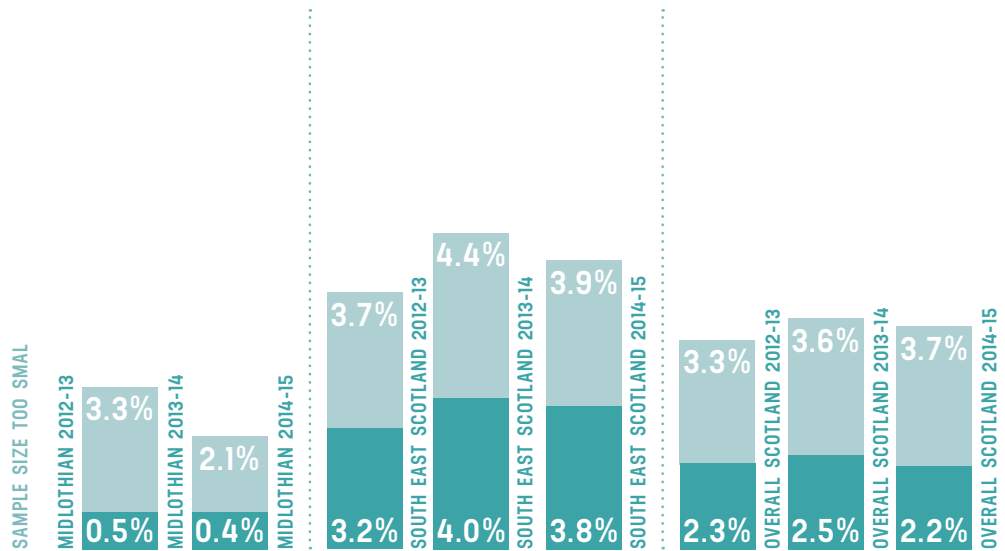
MIDLOTHIAN WEST

2  
1.14%

BONNYRIGG

3  
0.92%

PENICUIK



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 2,345 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

6.1%  
7.5%  
7.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.8%  
0.5%  
0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

6.2%  
6.8%  
8.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 20 SCHOOLS 7,055 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

50%



# Moray



## Headline trends and context

1.6%  
CYCLING AS A MAIN MODE OF TRAVEL

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



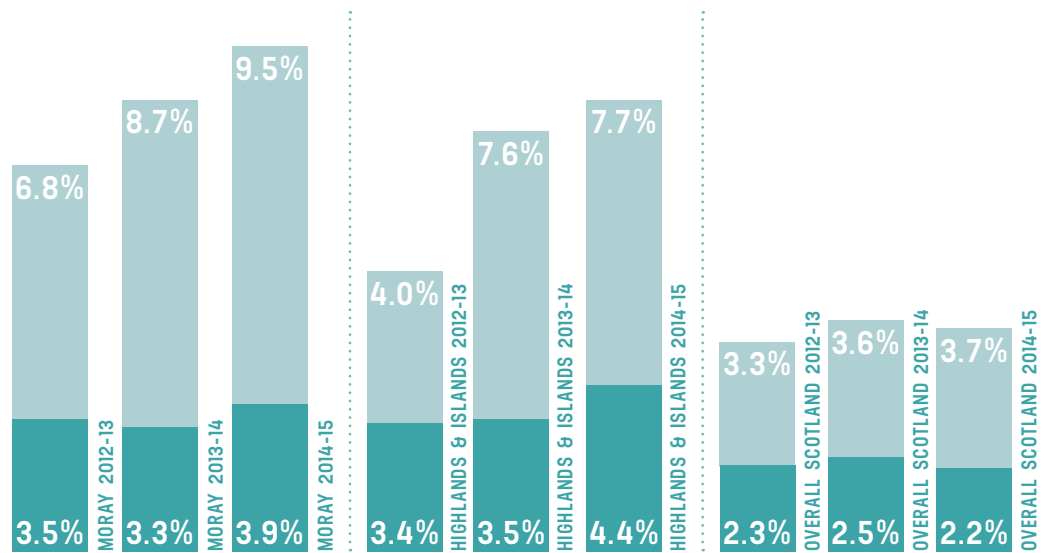
FORRES



HELDON AND LAICH



ELGIN CITY NORTH



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 73 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	6.8%
2013-15 AVERAGE	6.6%
2015	6.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	3.4%
2013-15 AVERAGE	2.4%
2015	2.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	10.3%
2013-15 AVERAGE	8.7%
2015	8.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS 2,505 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

44.4%

# North Ayrshire



## Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

57.3%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

37.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

28.8%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



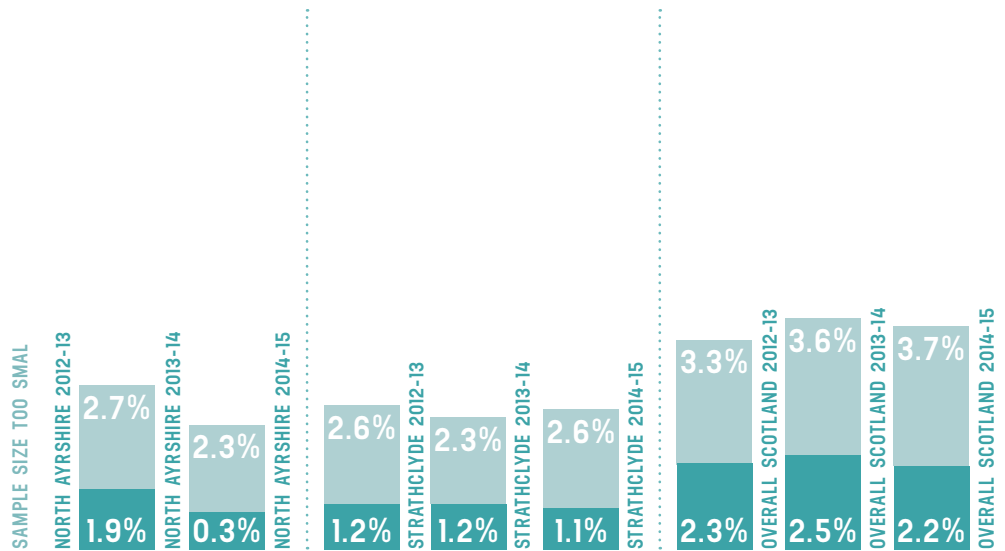
NORTH COAST AND CUMBRAES



IRVINE WEST



ARDROSSAN AND ARRAN



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 1 SITE 150 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

3.7%  
5.8%  
5.3%

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.8%  
0.6%  
0.5%

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

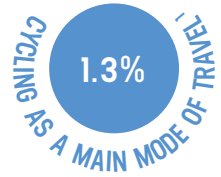
N/A  
6.0%  
5.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 7 SCHOOLS 1,435 PUPILS <sup>10</sup>

# North Lanarkshire



## Headline trends and context



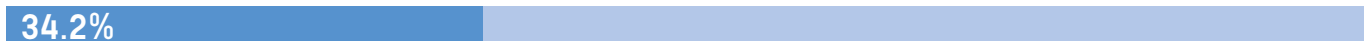
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



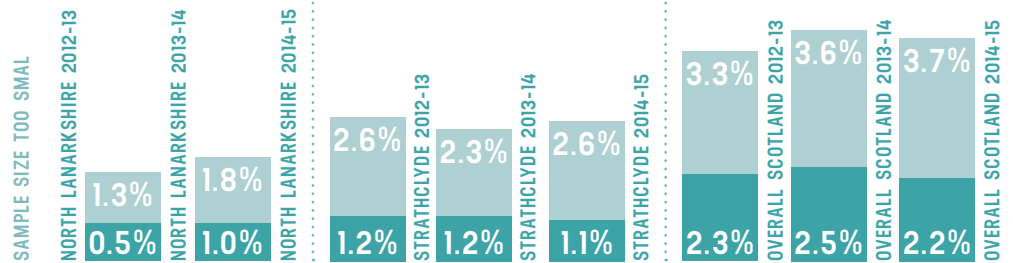
BELLSHILL



ABRONHILL, KILDROM AND THE VILLAGE



STRATHKELVIN



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 3 SITES 4,529 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	2.7%
2013-15 AVERAGE	4.2%
2015	4.1%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	0.2%
2013-15 AVERAGE	0.2%
2015	0.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	3.4%
2013-15 AVERAGE	4.5%
2015	4.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 7 SCHOOLS 2,329 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

1.7%

# Orkney Islands



## Headline trends and context

1.1%  
CYCLING AS A MAIN MODE OF TRAVEL  
<0.5%

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

48.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

38.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

19.8%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
2.67%

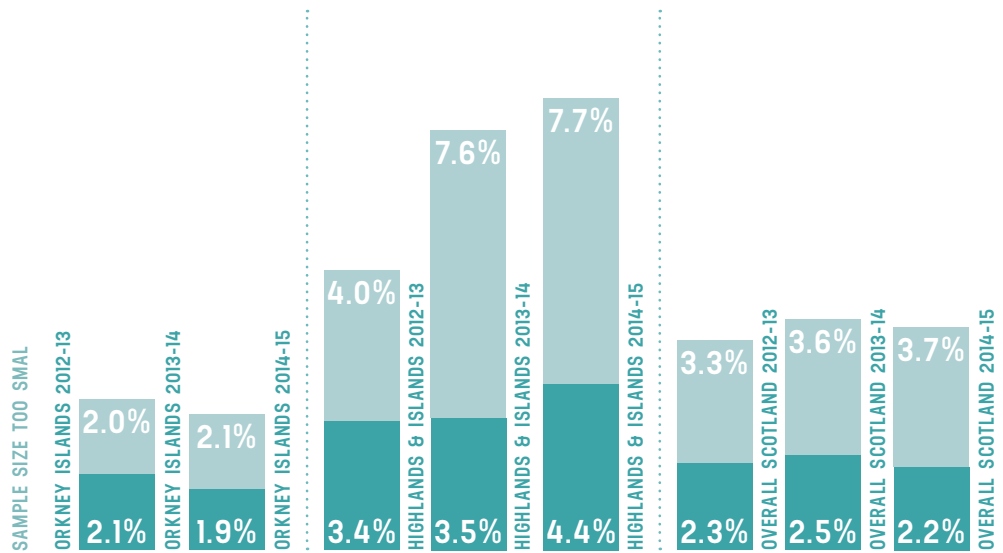
KIRKWALL EAST

2  
2.32%

KIRKWALL WEST AND ORPHIR

3  
2.05%

STROMNESS AND SOUTH ISLES



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 1 SITE 5 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

4.1%  
5.8%  
4.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

10.6%  
3.0%  
4.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

6.2%  
11.9%  
6.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 4 SCHOOLS 1,129 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

50%

# Perth & Kinross



## Headline trends and context



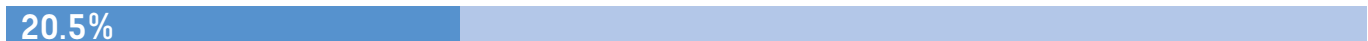
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



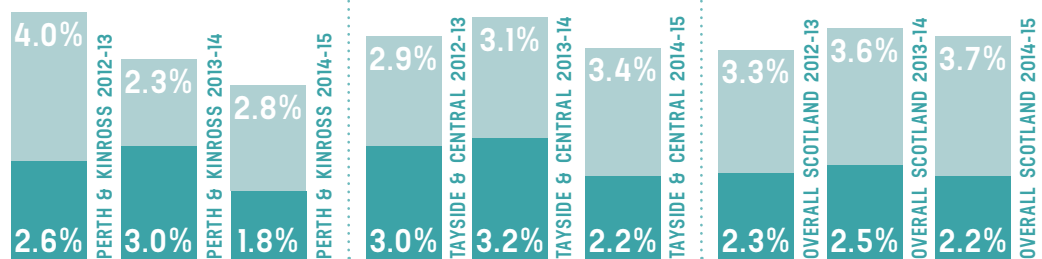
PERTH CITY CENTRE



PERTH CITY SOUTH



PERTH CITY NORTH



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 3 SITES 134 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	5.6%
2013-15 AVERAGE	6.3%
2015	6.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	2.2%
2013-15 AVERAGE	0.7%
2015	0.6%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	7.5%
2013-15 AVERAGE	6.6%
2015	7.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 14 SCHOOLS 2,724 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

61.6%

# Renfrewshire



## Headline trends and context

CYCLING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



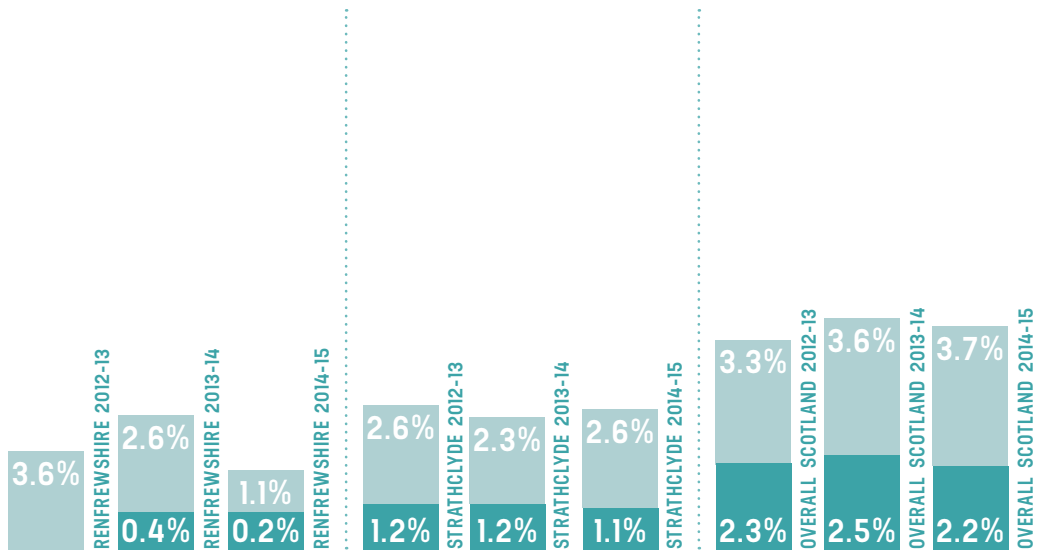
RENFREW NORTH



PAISLEY NORTH WEST



PAISLEY EAST & RALSTON



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 3 SITES 2,595 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	2.3%
2013-15 AVERAGE	3.5%
2015	3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	0.5%
2013-15 AVERAGE	0.4%
2015	0.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	N/A
2013-15 AVERAGE	N/A
2015	N/A

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 4 SCHOOLS 1,068 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

22.4%

# Scottish Borders



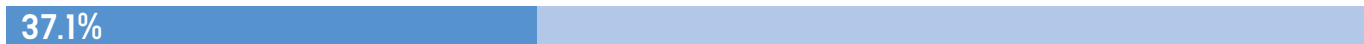
## Headline trends and context

CYCLING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



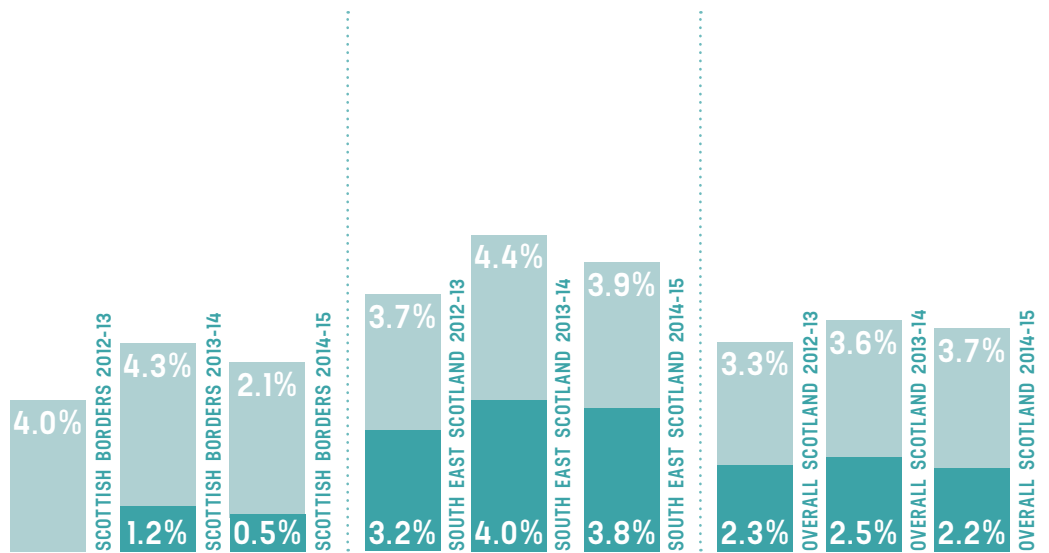
TWEEDDALE EAST



KELSO AND DISTRICT



GALASHIELS AND DISTRICT



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 1 SITE 2,500 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	3.6%
2013-15 AVERAGE	5.3%
2015	5.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	0.7%
2013-15 AVERAGE	0.5%
2015	0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	4.2%
2013-15 AVERAGE	5.2%
2015	5.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 5 SCHOOLS 1,048 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

28.6%

# Shetland Islands



## Headline trends and context

1. TRAINING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

**59.4%**

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

**35.4%**

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

**17.8%**



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

**1**  
1.01%

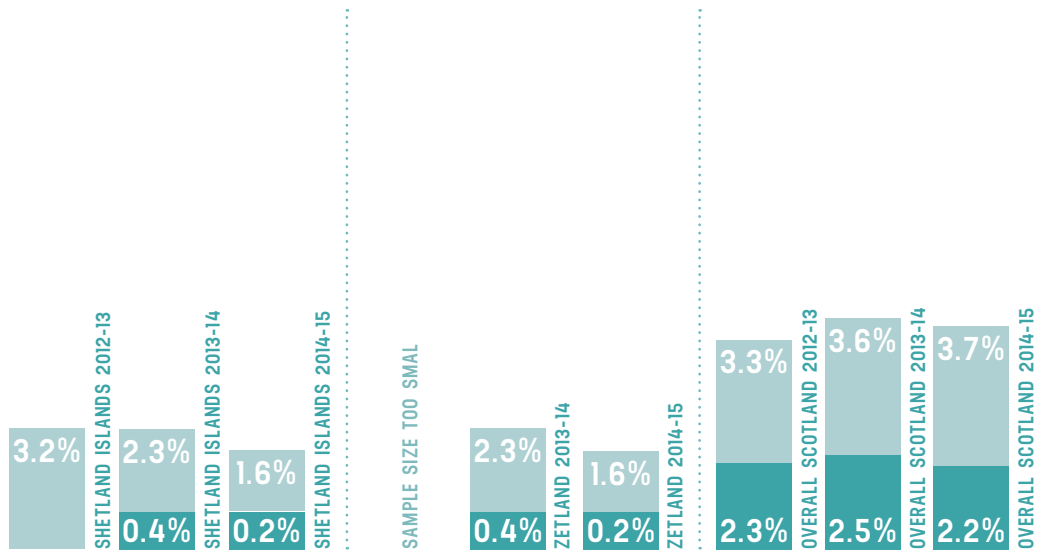
LERWICK NORTH

**2**  
0.80%

LERWICK SOUTH

**3**  
0.42%

SHETLAND SOUTH



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 202 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

4.5%  
5.1%  
4.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.3%  
0.9%  
1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

4.5%  
5.0%  
4.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS 1,091 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

**65.5%**



# South Ayrshire



## Headline trends and context

1.2%  
CYCLING AS A MAIN MODE OF TRAVEL

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



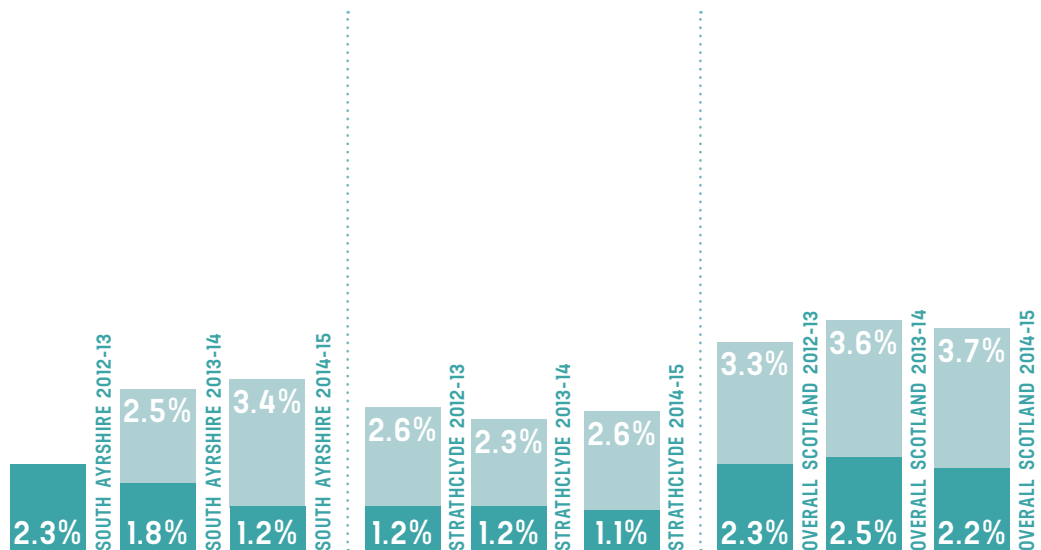
TROON



PRESTWICK



AYR WEST



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 3,487 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	4.3%
2013-15 AVERAGE	6.1%
2015	4.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	1.4%
2013-15 AVERAGE	0.7%
2015	0.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	5.2%
2013-15 AVERAGE	8.0%
2015	6.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 16 SCHOOLS 5,413 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

61%

# South Lanarkshire



## Headline trends and context

1.1%  
CYCLING AS A MAIN MODE OF TRAVEL  
<0.5%

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

54.2%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

26.4%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

28.6%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

2.99%

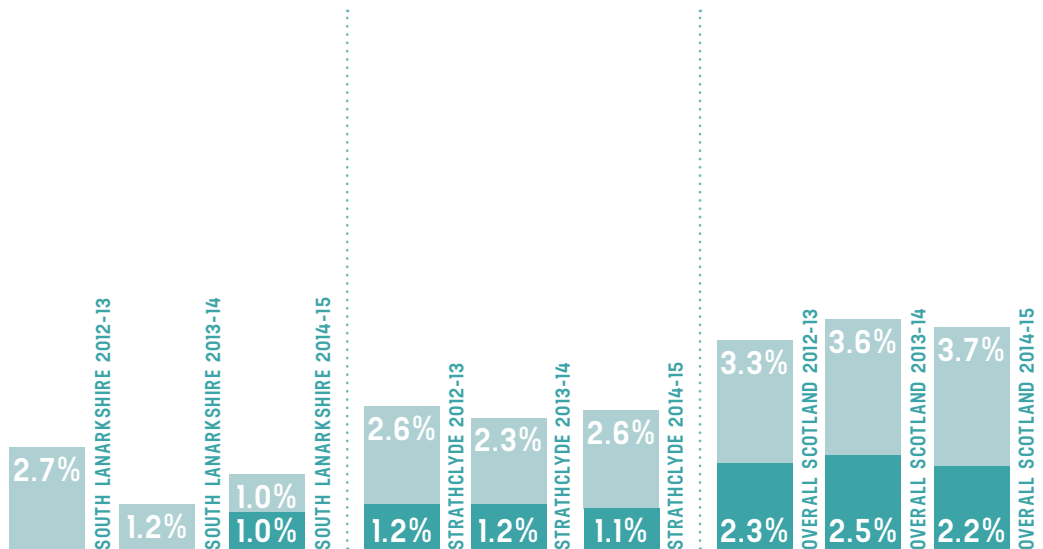
RUTHERGLEN SOUTH

2.72%

RUTHERGLEN CENTRAL AND NORTH

2.61%

CAMBUSLANG WEST



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 7 SITES 2,670 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.1%  
3.7%  
4.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.2%  
0.2%  
0.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

2.5%  
3.9%  
4.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 13 SCHOOLS 3,582 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

29.7%

# Stirling



## Headline trends and context



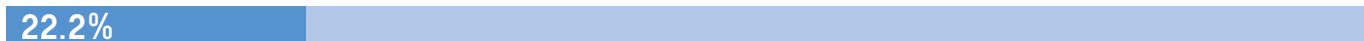
PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>



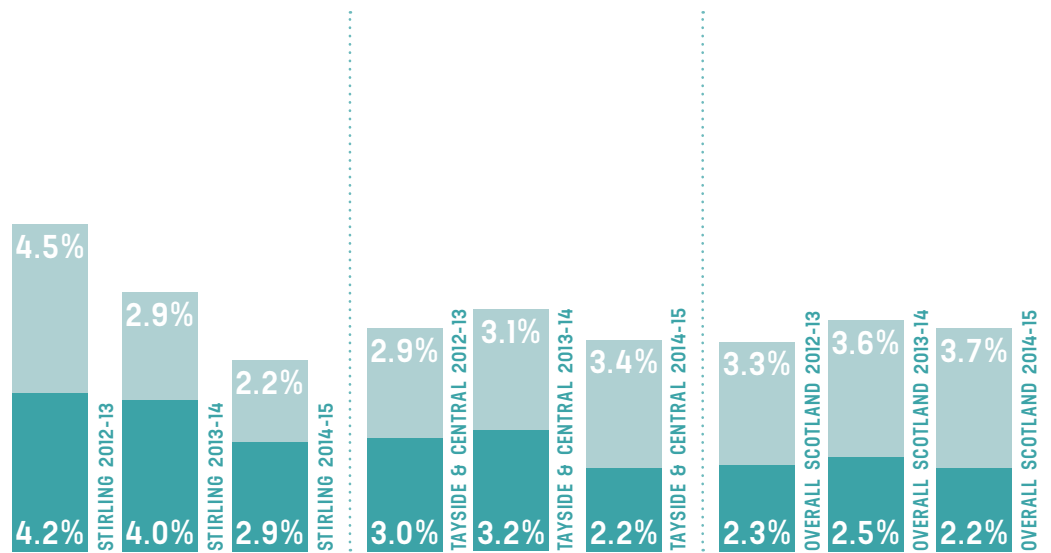
FORTH



CASTLE



STIRLING WEST



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 15 SITES 4,218 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE	7.2%
2013-15 AVERAGE	8.5%
2015	8.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE	3.4%
2013-15 AVERAGE	1.3%
2015	1.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE	8.0%
2013-15 AVERAGE	8.9%
2015	8.9%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 15 SCHOOLS 4,297 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

67.5%

# West Dunbartonshire



## Headline trends and context

1. TRAINING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) <sup>2</sup>

66.3%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE <sup>3</sup>

27.5%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE <sup>4</sup>

39.2%



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ● <sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS <sup>5</sup>

1  
1.01%

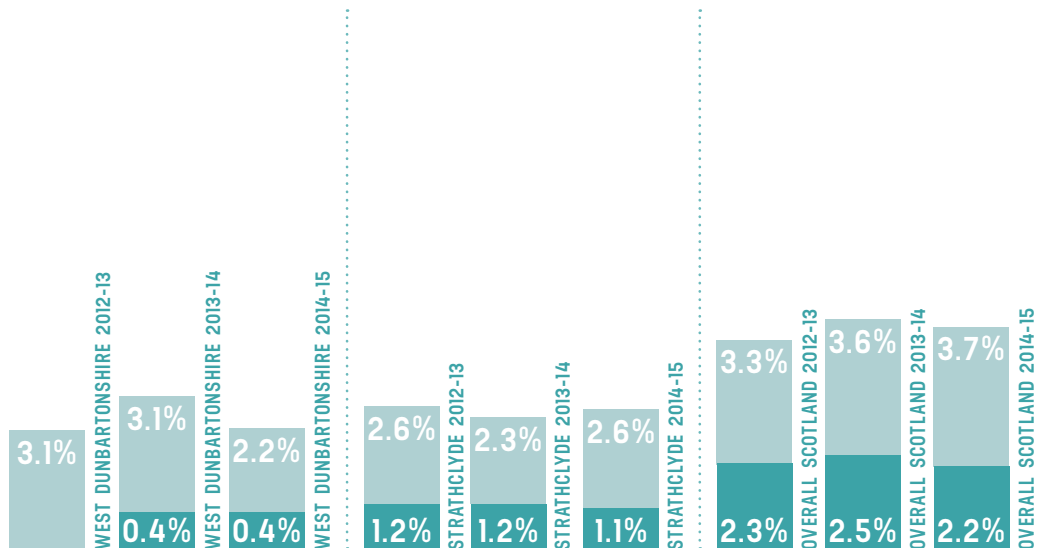
CLYDEBANK WATERFRONT

2  
0.75%

LOMOND

3  
0.71%

DUMBARTON



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 7 SITES 2,812 EMPLOYEES <sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL <sup>8</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.5%  
2.0%  
1.7%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL <sup>9</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

0.7%  
0.6%  
0.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) <sup>12</sup>

2010-12 AVERAGE  
2013-15 AVERAGE  
2015

1.8%  
2.2%  
1.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 7 SCHOOLS 1,574 PUPILS <sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING <sup>11</sup>

38.2%

# West Lothian



## Headline trends and context

CYCLING AS A MAIN MODE OF TRAVEL  
**<0.5%**

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)<sup>2</sup>



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE<sup>3</sup>



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE<sup>4</sup>



## Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●<sup>6</sup>

TOP THREE TRAVEL TO WORK BY BIKE WARDS<sup>5</sup>



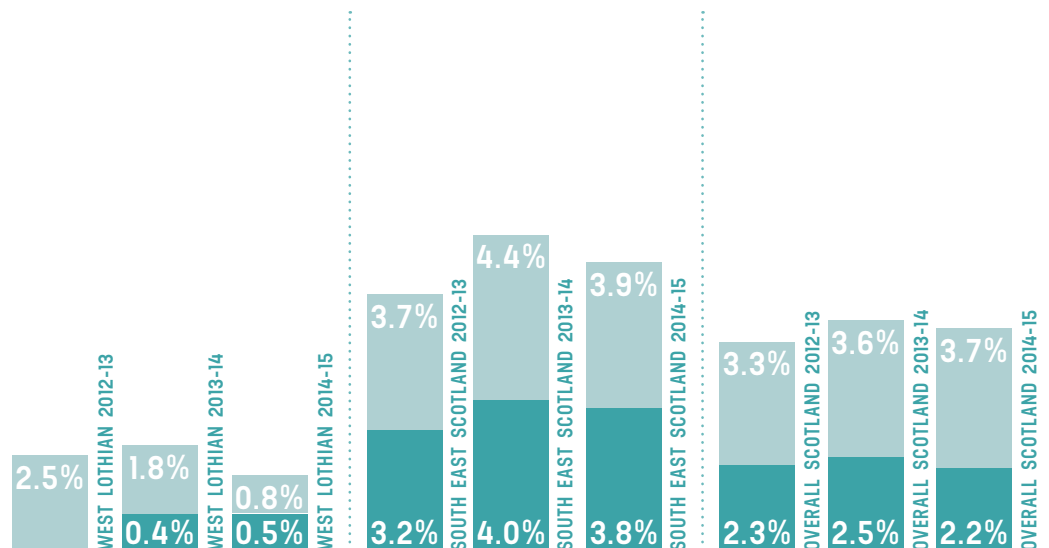
BROXBURN, UPHALL AND WINCHBURGH



EAST LIVINGSTON AND EAST CALDER



LIVINGSTON NORTH



NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES 530 EMPLOYEES<sup>7</sup>



## Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL<sup>8</sup>

2010-12 AVERAGE	4.9%
2013-15 AVERAGE	5.6%
2015	6.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL<sup>9</sup>

2010-12 AVERAGE	0.9%
2013-15 AVERAGE	0.6%
2015	0.6%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)<sup>12</sup>

2010-12 AVERAGE	6.0%
2013-15 AVERAGE	6.0%
2015	7.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 6 SCHOOLS 1,851 PUPILS<sup>10</sup>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING<sup>11</sup>

15.2%

4



# Key Areas For Focus & Development

Monitoring continues to be part of the refreshed Cycling Action Plan for Scotland 2017. In addition, Cycling Scotland's National Assessment of Local Authority Cycling Policy underscores the key part that monitoring and evaluation plays in progressing cycling. The next iteration of the National Assessment is due for release in 2017/18.

This section takes Key Areas for Focus and Development from each of these sources to give insight into some of the actions that can be taken by any stakeholder working to progress cycling in Scotland – whether it be local authorities, regional transport partnerships, delivery partners, community groups or campaigners.

### **MON17.1** Ensure cycling mode share is specifically included in key indicators

The specific relevance of this depends on your organisation; however, this should link to the Cycling Action Plan for Scotland vision of 10% of journeys by bike by 2020, as well as any other relevant national indicators such as sustainable travel to work, physical activity levels, access to the outdoors, congestion levels and carbon emissions.

### **MON17.2** Establishing Cycling Indicators

Establish a set of 'key' cycling-related indicators as a baseline to understand short and long-term trends and impacts of interventions and policies. These could cover cycling levels [overall, to school and to work], safety [e.g. KSI and casualty rates], training [e.g. Bikeability Scotland delivery] and perceptions of cycling [e.g. through surveys of the public]. Indicators should not just be for infrastructure improvements, but also behaviour change programmes and projects so that progress and impact can be tracked. Taking the learning and experience from the Bike Life Report of Edinburgh published in 2015, all 7 Scottish cities have been encouraged to develop and publish a Bike Life report by the end of 2018 as part of CAPS 2017.

### **MON17.3** Co-ordinating Cycling Data

Co-ordinate data and information on cycling from a range of sources – from automatic/manual counters and surveys to keep track of cycling specific spend/budget. Currently, the Cycling Action Plan for Scotland Subgroup on Monitoring continues to meet before each CAPS Delivery Forum meeting to exchange updates and data between members.

### **MON17.4** Understanding Perceptions of Cycling

It is important to monitor barriers to cycling as well as reasons people choose to cycle. There are a range of reasons people will or will not cycle, and to better deliver improvements to cycling, these should both be taken into account. Consultation and gathering viewpoints [from people who do cycle as well those who do not] will give a better idea as to interventions that may make the biggest impact. It is also important to keep track of the public perception of projects, establish the pros and cons of what is being done and to take feedback into account in order to ensure widespread representation.

### **MON16.5** Utilising Automatic Cycling Counters

Establish a network of automatic cycle counters, particularly looking at key routes on corridors so that changes can be monitored over time. Establishing a network of counters is not simply about installation, though, and consideration must first be made on what is being monitored [e.g. just people cycling – or all modes, etc.] In addition, type, data retrieval, maintenance and installation must all be considered. Action 19 in CAPS 2013 notes development of guidance relating to automatic cycle counters, and Cycling Scotland worked with partners throughout 2015 to create a gap analysis of automatic cycle counters. Cycling Scotland recently launched expressions of interest for the National Monitoring Framework. This project aims to deliver a Scotland-wide approach to monitoring cycling modal share, complementing existing monitoring schemes. Focusing specifically on progress towards the 10% vision of the Cycle Action Plan for Scotland, Cycling Scotland is seeking partners to assist in the establishment of a benchmark across settlements in Scotland to help create a long-term monitoring system.

### **MON17.6** Monitoring and Evaluation of Cycling

Ensure that monitoring and evaluation of cycling are key elements of any infrastructure and behaviour change projects as well as in relation to new development.

   [cycling.scot](http://www.cycling.scot)

## Cycling Scotland

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VERSION 1.0 – FEBRUARY 2017