

# Annual Cycling Monitoring Report 2020

Cycling  
Scotland





# Annual Cycling Monitoring Report 2020

## Data sources

Scottish Household Survey Travel Diary 2018  
Scotland's People Annual Report: Results from the 2018 Scottish Household Survey  
Transport Scotland analysis of Scottish Household Survey  
Reported Road Casualties 2018  
Hands Up Scotland Survey 2018 (Sustrans Scotland)  
Living Streets Scotland  
Transport and Travel in Scotland 2018  
Scottish Transport Statistics 2018  
Transport Scotland  
Scottish Household Survey 2018 Local Authority Analysis  
Cycling Scotland  
Local authorities

<b>National</b>	<b>4</b>
– Introduction	5
– Mode share	6
– Participation in cycling	6
– Frequency of cycling journeys	7
– Cycling to work	7
– Main mode of commuting to work – shorter commutes	7
– Cycling to school	8
– Access to bikes	8
– Travel Tracker	8
– Total amount of cycling	8
– Safety	9
– Attitudes	9
– Other key facts and figures	10–11
<b>Local</b>	<b>12</b>
– Introduction	13
– Local area specific highlights	14–15
– Statistics by local authority	16–47



National

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The Annual Cycling Monitoring Report tracks and reports on key information on everyday cycling in Scotland, delivering on Action 18\* of the Cycling Action Plan for Scotland (CAPS).

This report includes data from January 2009 to December 2018, providing a national picture of cycling behaviour, road safety, access to bikes and attitudes to cycling as well as snapshots of cycling at a local level. The data provided in this report has been sourced from the Scottish Household Survey, Reported Road Casualties and Transport and Travel in Scotland research. You can see a full list of sources on page 3.

As we publish this report in 2020, we are in the middle of the Covid-19 global pandemic and recording significant increases in people cycling across the country. The impact of the pandemic on cycling in Scotland is still to be fully understood and we will report on these changes next year.

## Key highlights

Since 2010, cycling main mode, cycling participation, cycling to work at least regularly, cycling to work as a main mode for short journeys, cycling to school and total amount of cycling have all increased.

## Mode share

- **1.4%** of people cycled as a main mode of travel in 2018. This figure averaged **1.4%** between 2016–2018 and **1.0%** between 2009–2011.

## Cycling to work

- **5.3%** of people cycled to work at least regularly. This is an increase from 2017. In 2011, **4.2%** of people cycled to work at least regularly.

## Cycling to school

- **5.2%** of primary school pupils and **1.4%** of secondary school pupils cycled to school. In 2011, the respective figures were **4.0%** and **1.3%**.

## Participation in cycling

- **13%** of people said that they had participated in at least 30 minutes of cycling within the four weeks prior. In 2012–14, the figure was **10%**. This included **17%** of men and **9%** of women.

## Frequency of cycling

- **5.9%** of people cycled as a means of transport in the previous 7 days (**8.6%** of men and **3.4%** of women).
- **6.5%** of people cycled just for pleasure or to keep fit in the previous 7 days.
- **10.5%** of people in further/higher education cycled as a means of transport in previous 7 days.
- **9.8%** of people who live in small remote towns cycled at least once a week as a means of transport.

## Total amount of cycling

- **313 million** vehicle kilometres were cycled on all roads by pedal cycles in 2018.

## Access to bikes

- **34.7%** of households in Scotland have access to one or more bikes for private use.

## Safety

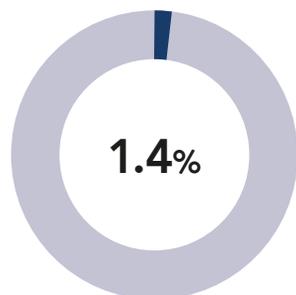
- In 2018, **6** people were killed and **156** were seriously injured while cycling.

## Attitudes

- The top 5 reasons given for not cycling to work were:
  - Journey too far (**33.3%**)
  - Too many cars on the road (**18.2%**)
  - Weather too cold/wet/windy (**16.2%**)
  - Traffic travels too fast (**12.4%**)
  - Do not have a bike (**11.9%**)
- The top 5 reasons make up **92%** of all reasons for not cycling to work.

\* Action 18 states that the CAPS Delivery Forum should agree a suite of national indicators to inform the national picture of cycling participation, to be reported annually.

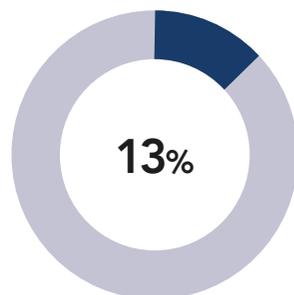
## Mode share<sup>1</sup>



of people cycled as a main mode of travel in 2018

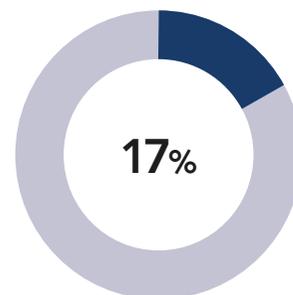
\* There was a methodology change in the travel diary in 2012 so comparisons may not be like-for-like

## Participation in cycling<sup>2</sup>



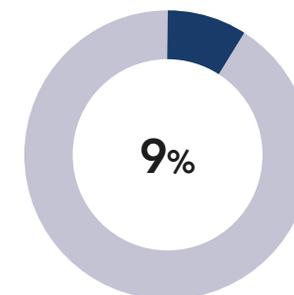
of people said they had participated in at least 30 minutes of cycling within the four weeks prior

In 2009–11, the figure was 9%



of males

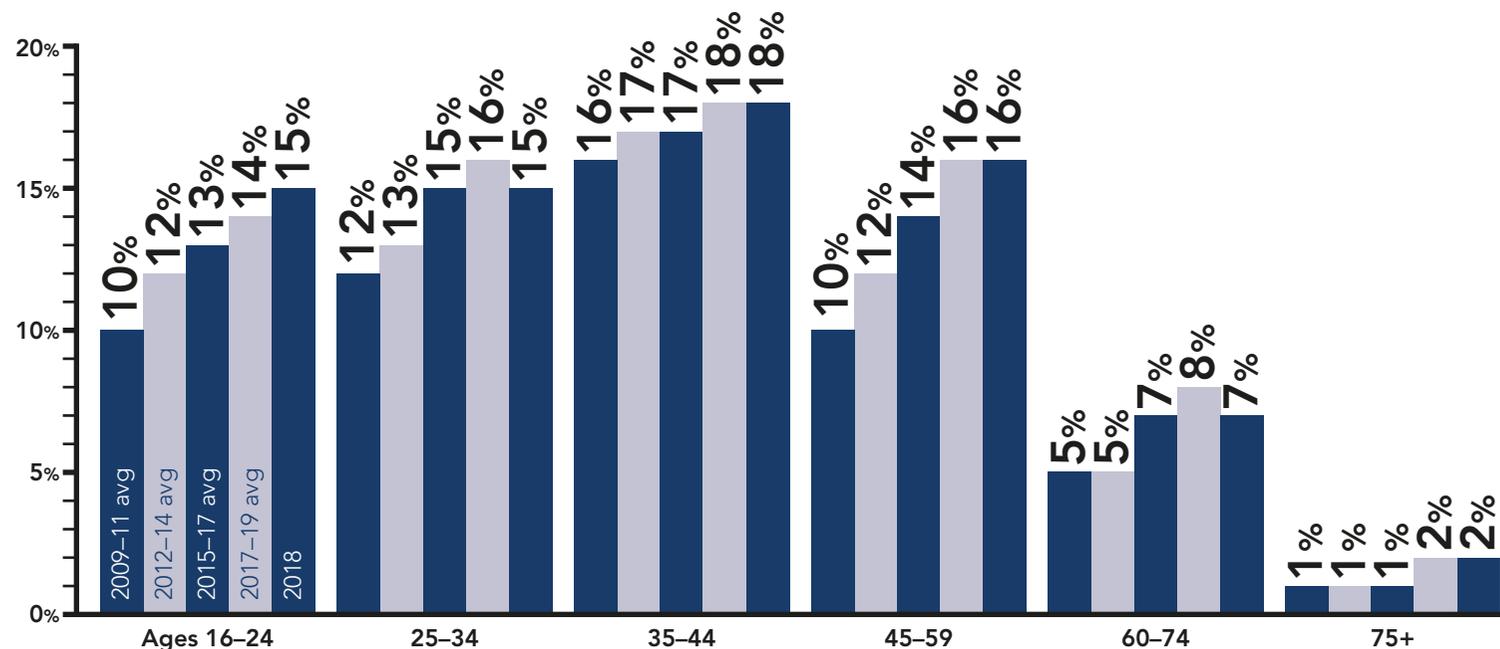
In 2009–11, the figure was 13%



of females

In 2009–11, the figure was 7%

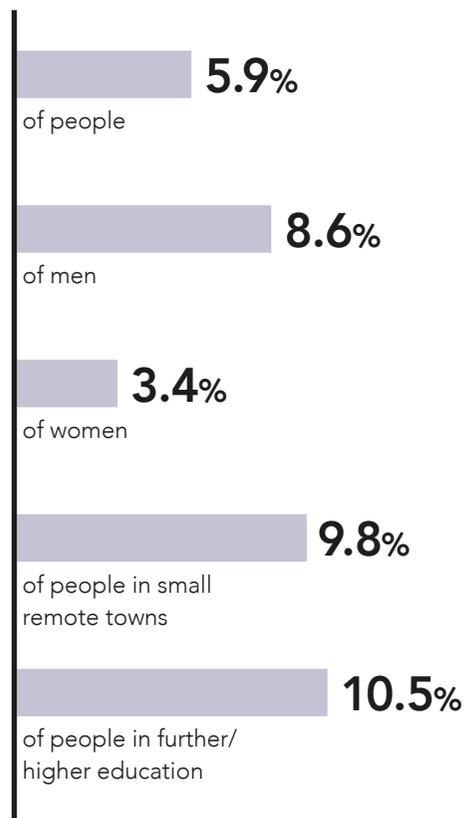
Percentages by age



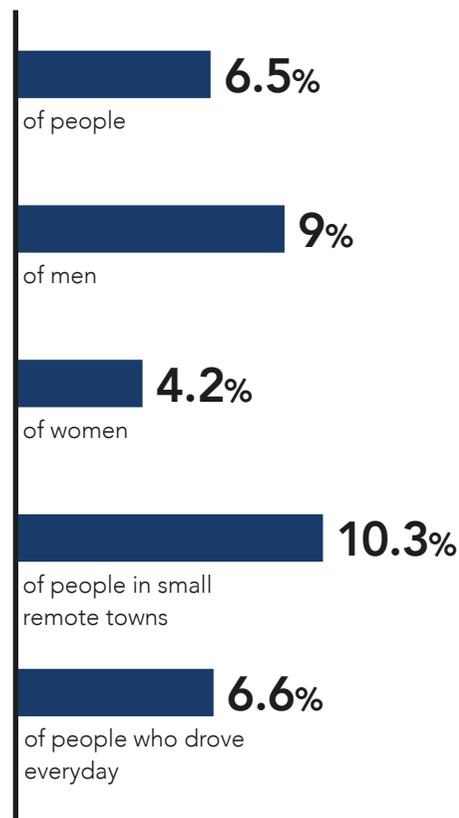
<sup>1</sup> Source: Scottish Household Survey Travel Diary 2018 [Table TD2]. <sup>2</sup> Source: Scotland's People Annual Report: Results from the 2018 Scottish Household Survey.

## Frequency of cycling journeys (in previous 7 days)<sup>3</sup>

### Cycling for transport



### Cycling for pleasure/fitness

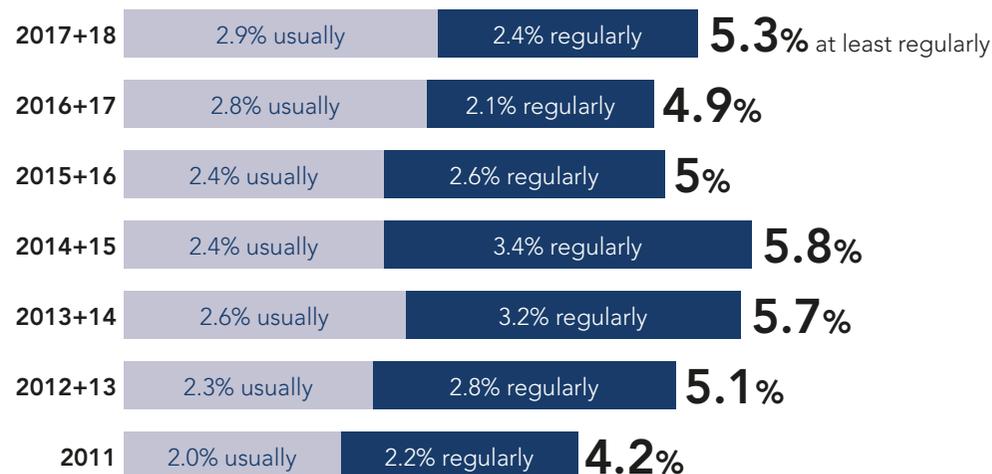


<sup>3</sup> Source: Scottish Household Survey 2018 [Table 25a]. This question is asked biannually with the most recent results being from 2016. The question was first asked in 2014. This question was missed in 2018, so latest data available is from 2016 – <https://www.transport.gov.scot/media/45852/sct09199889061.pdf>

<sup>4</sup> Source: Scottish Household Survey 2018 with additional information from Transport Scotland. Confidence intervals for 2017/18 survey data: 90% (+/- 0.5%); 95% (+/- 0.5%). <sup>5</sup> Source: Transport Scotland analysis of Scottish Household Survey.

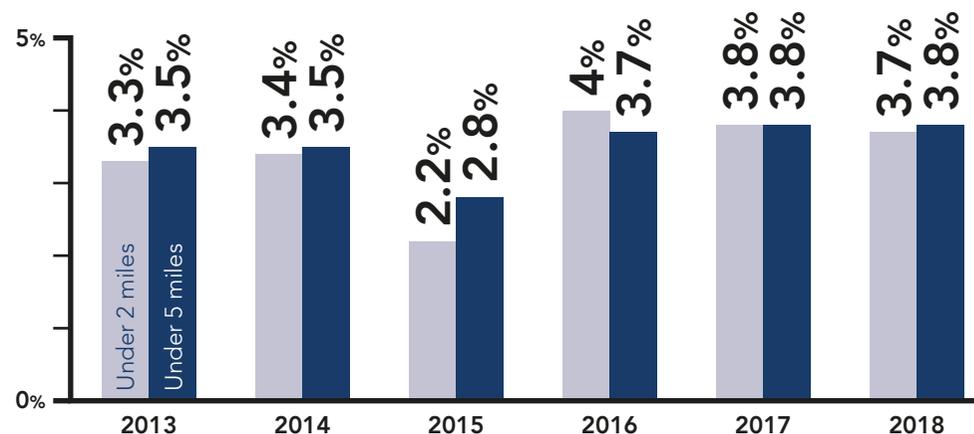
## Cycling to work<sup>4</sup>

Percentage of adults who 'usually' or 'regularly' cycle to work



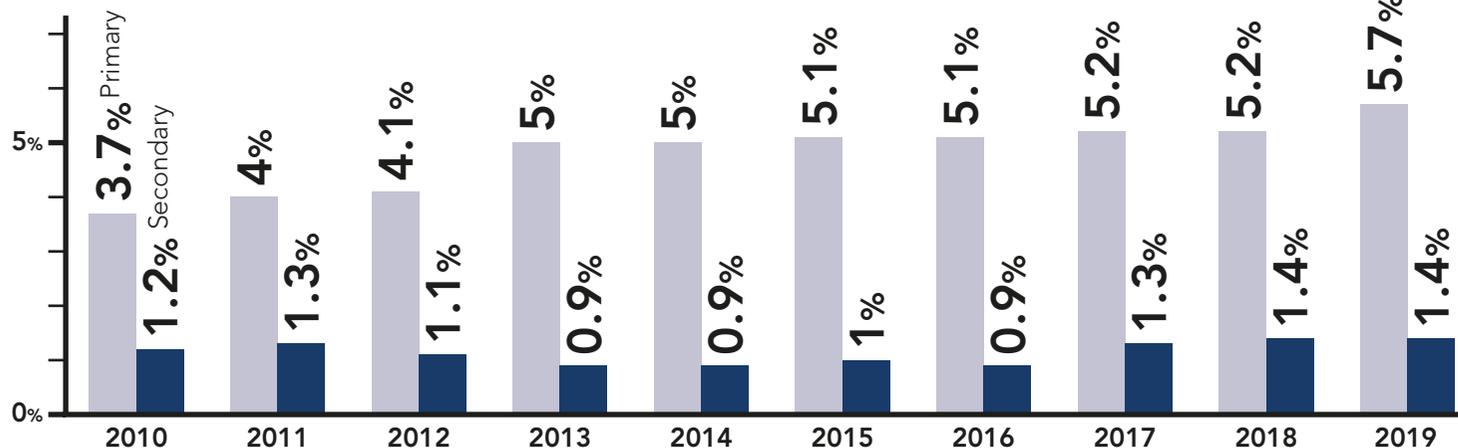
## Main mode of commuting to work – shorter commutes<sup>5</sup>

These stats examine cycling's mode share for commuting to work when commutes are under 5 miles and under 2 miles

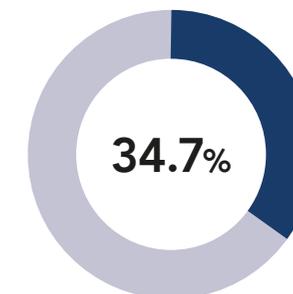


## Cycling to school<sup>6</sup>

These figures show the percentage of children who answered "bicycle" when asked "How do you normally travel to school?"



## Access to bikes<sup>7</sup>

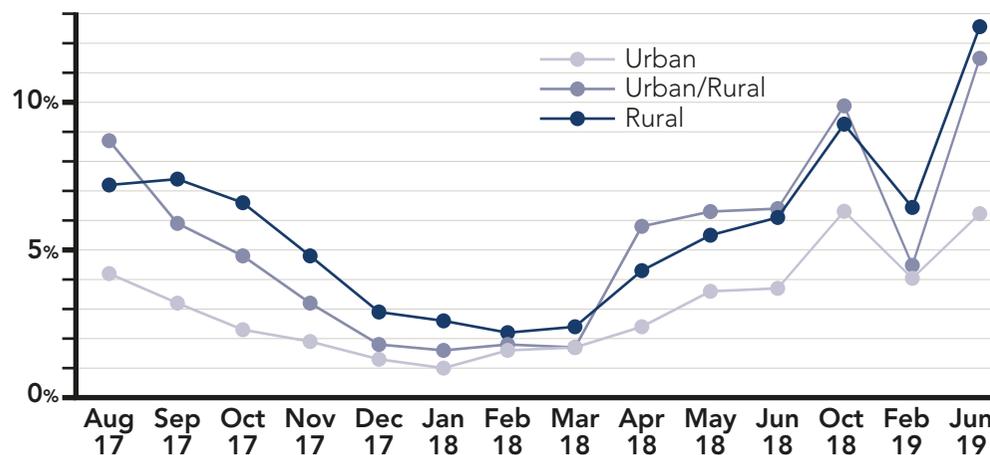


of households in Scotland have access to one or more bikes for private use in 2018

## Travel Tracker<sup>8</sup>

Travel Tracker is a project by Living Streets Scotland which allows pupils to log the mode they used to travel to school that day

This section takes a slice of the Travel Tracker data to examine the cycling trends in an Urban, Urban/Rural and Rural local authority over a school year.



## Total amount of cycling<sup>9</sup>

**313 million**

vehicle km were cycled on all roads by pedal cycles in 2018\*

### Averages

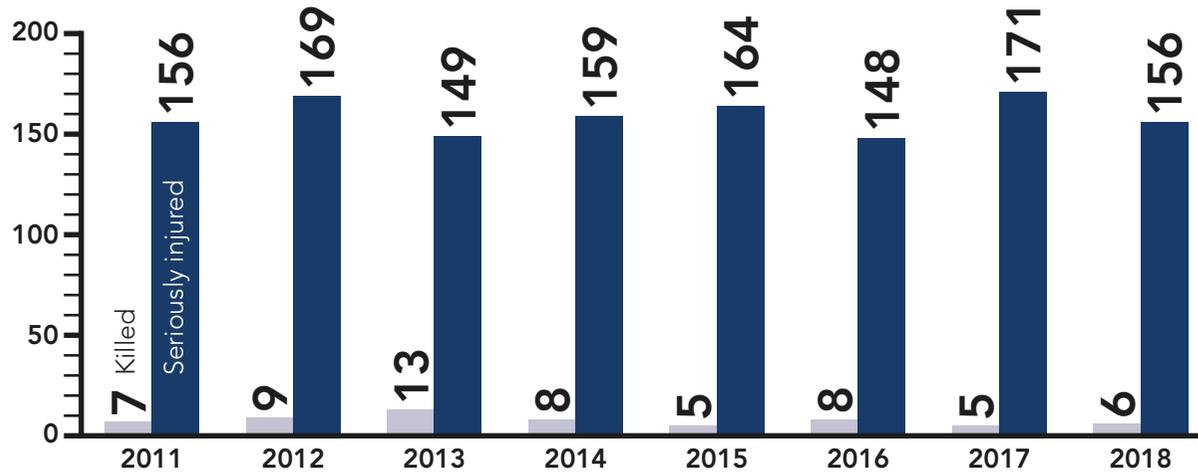
2016–18 avg	<b>297mil</b>
2015–17 avg	<b>307mil</b>
2014–16 avg	<b>333mil</b>
2013–15 avg	<b>347mil</b>
2012–14 avg	<b>336mil</b>
2011–13 avg	<b>315mil</b>
2010–12 avg	<b>304mil</b>

\* The methodology used to calculate this figure was revised in 2016 so comparisons cannot be made beyond this point.

<sup>6</sup> Hands Up Scotland Survey 2019 [Table 2.3]. <sup>7</sup> Source: Transport and Travel in Scotland 2018 - LA Analysis [Table 8] <sup>8</sup> Source: Living Streets Scotland. <sup>9</sup> Source: Reported Road Casualties 2018 [Table 13]

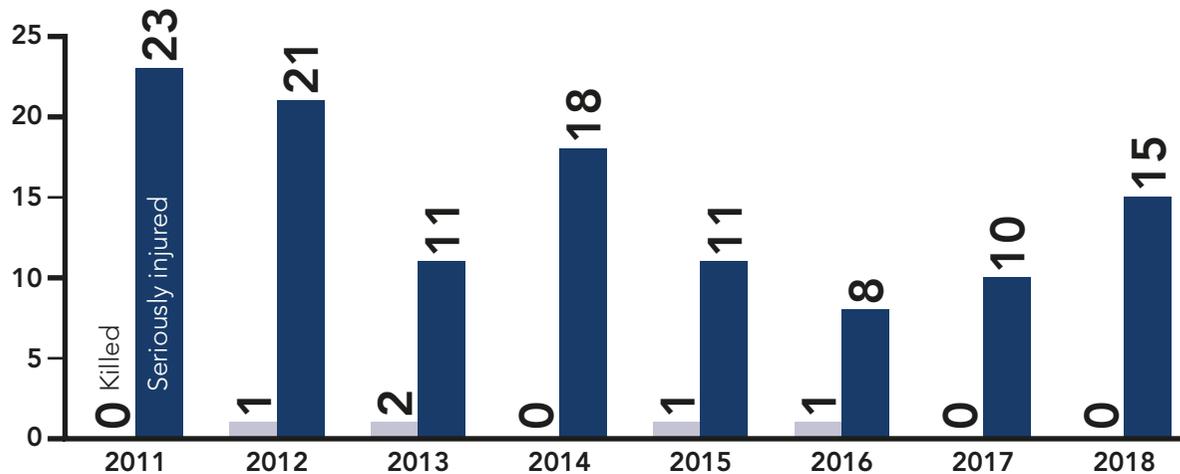
## Safety<sup>10</sup>

Number of people killed or seriously injured



The average number of people seriously injured for 2005–2008 was 131, compared to 160 for 2015–2018

Number of children killed or seriously injured



## Attitudes<sup>11</sup>

Reasons for not cycling to work (2014)\*

**33.3%**

Too far to cycle

2010–14 average 35.9%

**18.2%**

Too many cars on the road

2010–14 average 14.1%

**16.2%**

Weather too cold/wet/windy

2010–14 average 18.9%

**12.4%**

Traffic travels too fast

2010–14 average 11.5%

**11.9%**

Do not have a bike

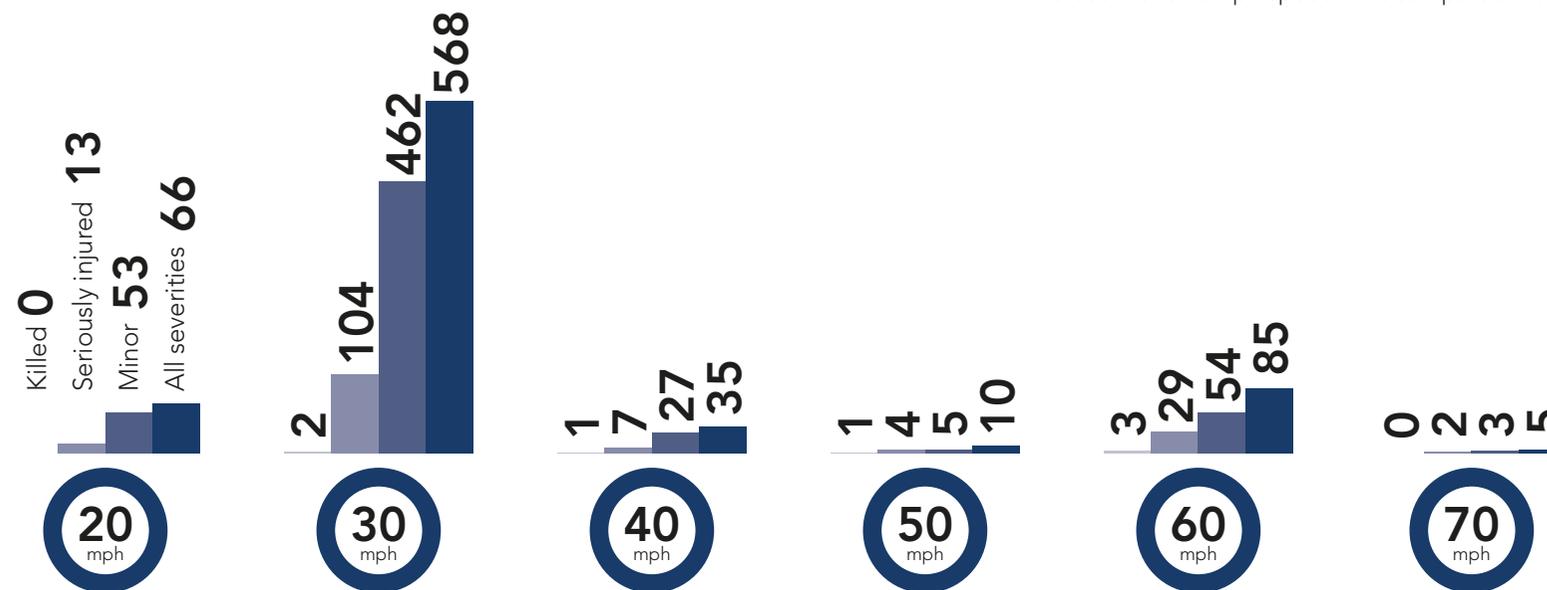
2010–14 average 13.6%

\* The question was moved to biennial in 2014 and was omitted from the 2016 survey in error. 2014 is the latest available data.

<sup>10</sup> Source: Reported Road Casualties 2018 [Table A]. <sup>11</sup> Source: Transport and Travel in Scotland 2018 [Table 26]

## Other key facts and figures

### Reported casualties by speed limit (2014–2018 average)<sup>12</sup>



On average between 2014 and 2018, there were 66 reported casualties of all severities in areas with a 20mph speed limit compared with 568 in areas with a 30mph speed limit.

Total killed:

**6**

Total seriously injured:

**159**

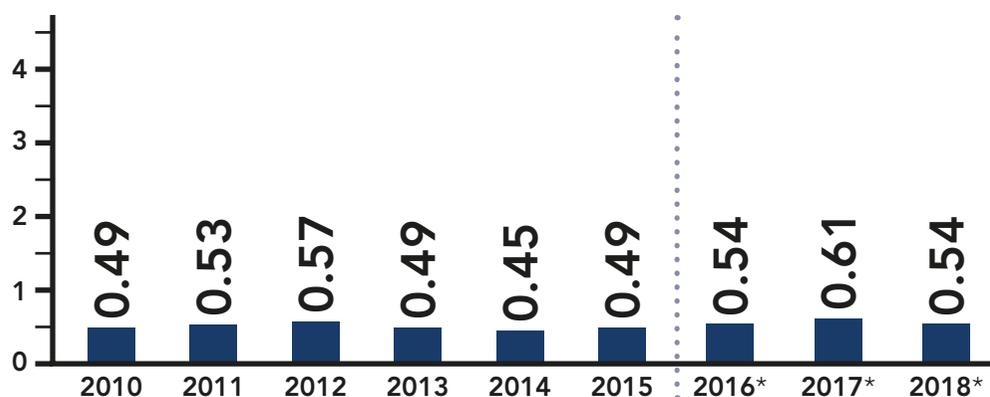
Total minor:

**604**

Total all severities:

**769**

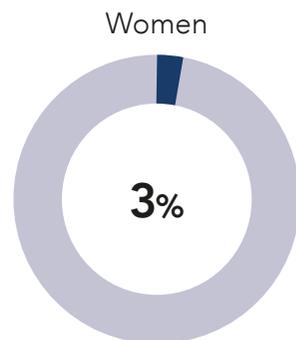
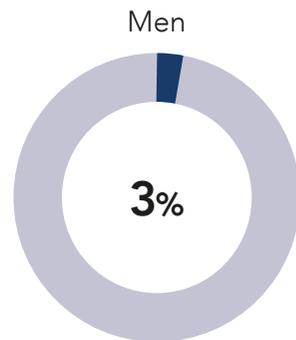
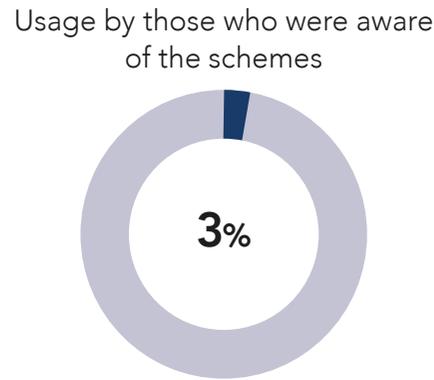
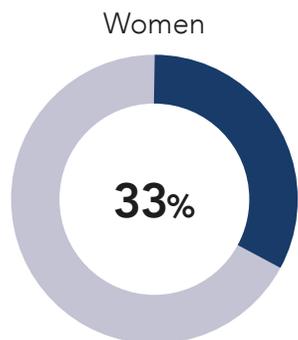
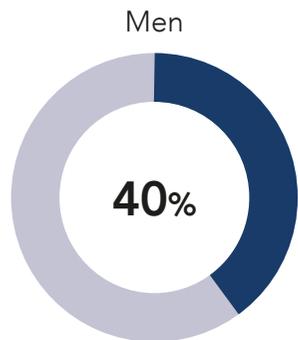
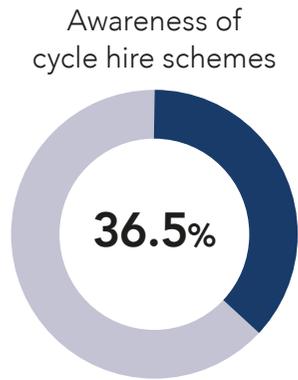
### KSI rates per million vehicle kms<sup>13</sup>



\* Cycle vehicle km calculations were revised in 2016 so comparisons cannot be made beyond this point.

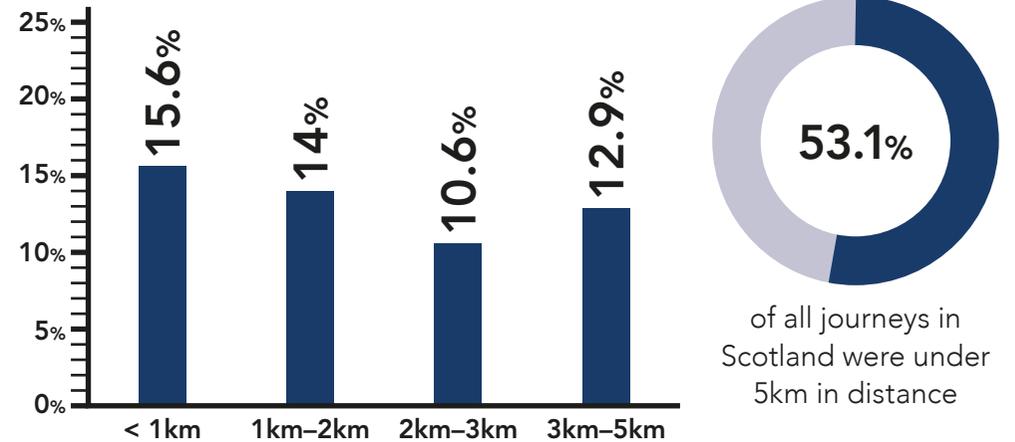
<sup>12</sup> Source: Reported Road Casualties 2018 [Table 33]. <sup>13</sup> Source: Reported Road Casualties 2018 [Table 13].

## Awareness and uptake of sustainable transport policies<sup>14</sup>



Just over a third of people who were asked were aware of cycle hire schemes. Of these people, 3% had used them

## Distance travelled – journeys under 5km<sup>15</sup>



## Vehicles involved in reported injury crashes<sup>16</sup>

In 2018, cars & taxis were involved in 86.7% of crashes involving a pedal cycle despite making up 75.1% of traffic volume.

On average since 2003, cars & taxis have been involved in 85.5% of crashes involving a pedal cycle.

On average since 2003, Light Goods Vehicles made up 13.2% of traffic volume and were involved in 6% of crashes involving a pedal cycle. On average between 2003 and 2005, LGVs made up 11.3% of traffic volume and were involved in 3.8% of crashes involving pedal cycles.

On average between 2015 and 2018, LGVs made up 15.4% of traffic volume and were involved in 8.1% of crashes involving a pedal cycle.

In 2018, the volume of car traffic was 6% higher than in 2008, light good vehicles traffic 30% higher, but heavy good vehicle traffic was 5.5% lower.<sup>17</sup>

<sup>14</sup> Source: Transport and Travel in Scotland 2018 [Tables 46 & 47]. <sup>15</sup> Source: Scottish Household Survey Travel Diary 2018 [Table TD4]. <sup>16</sup> Source: Reported Road Casualties 2018, with additional analysis by Transport Scotland. <sup>17</sup> Source: Scottish Transport Statistics 2019 (Table 5.3).



Local

The Local section of the Annual Cycling Monitoring Report 2020 examines all the local authorities across Scotland and highlights statistics based on headline trends, workplaces and schools.

The datasets, their sources and any other related information are located below.

## Headline trends and context

### 1. Proportion of journeys under 5km

Source: Scottish Household Survey 2018: 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.

### 2. Households with access to one or more bikes for private use

Source: Scottish Household Survey 2018: 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. These figures have a slightly larger sample size than cycle to work usually or regularly.

### 3. Households with no access to a car for private use

Source: Scottish Household Survey 2018: 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. These figures have a slightly larger sample size than cycle to work usually or regularly.

## Work

### 4. Cycle to work usually or regularly

Source: Scottish Household Survey 2018 with further information from Transport Scotland.

This dataset indicates the total percentage of adults 'usually' or 'regularly' cycling to work in each local authority. Confidence intervals are included to show possible range of figures.

### 5. Number of Cycling Friendly Employers and employees

Source: Cycling Scotland 2019/20.

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

## Schools

### 6. Children cycling to primary school

Source: Hands Up Survey Scotland 2018. [Table 3.3] – Sustrans Scotland.

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

### 7. Children cycling to secondary school

Source: Hands Up Survey Scotland 2018. [Table 3.3] – Sustrans Scotland.

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

2018 report available on [sustrans.org.uk](http://sustrans.org.uk) [Table 6-4].

### 8. Number of Cycling Friendly Schools and pupils

Source: Cycling Scotland 2019/20.

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

### 9. Percentage of primary schools providing Level 2 Bikeability Scotland 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. Argyll & Bute, East Ayrshire and North Ayrshire Councils each deliver their own cycle training product.

## Active travel budget

Source: Information provided by local authorities.

This dataset indicates the active travel budget of local authorities in 2018/19.

Method of financial calculations will vary by council. Figures provided by LA may not capture full spend.

# Local area specific highlights

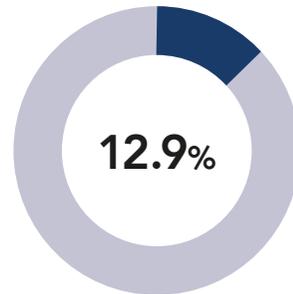
## Cycling to work<sup>18</sup>

Top 5 local authorities for Cycling to work usually/regularly

Compared to the national figure of 5.5%

Confidence interval range – 95% CI (+/-)

**1st** City of Edinburgh



Possible range 95% CI (+/-) 10%–15.8%

**2nd** Highland



Possible range 95% CI (+/-) 7.2%–16.4%

**3rd** Angus



Possible range 95% CI (+/-) 3.3%–10.1%

**4th** Dumfries and Galloway



Possible range 95% CI (+/-) 3.7%–9.7%

**5th** Dundee City



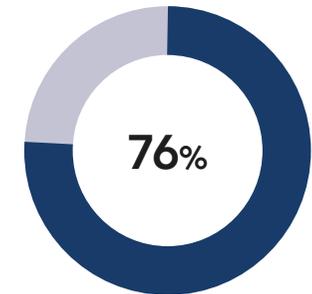
Possible range 95% CI (+/-) 1.6%–11.8%

## Journeys under 5km<sup>19</sup>

The top 5 local authorities by percentage of journey under 5km

Figures reported in 2018 SHS publication have been rounded to the nearest whole % (different from previous years where has been to one decimal place)

**1st** Dundee City



**2nd** City of Edinburgh



**3rd** Glasgow City



**4th** Aberdeen City



**5th** Highland

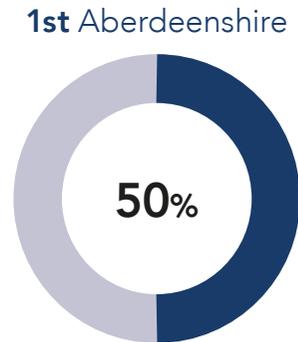


<sup>18</sup> Source: Data provided by Transport Scotland <sup>19</sup> Source: Scottish Household Survey 2018 Local Authority Analysis [Table 19]

## Areas with access to bikes<sup>20</sup>

The top 5 local authorities that have access to at least one bike for private use

Figures reported in 2018 SHS publication have been rounded to the nearest whole % (different from previous years where has been to one decimal place)



**2nd Moray**



**3rd Perth and Kinross**



**4th Stirling**



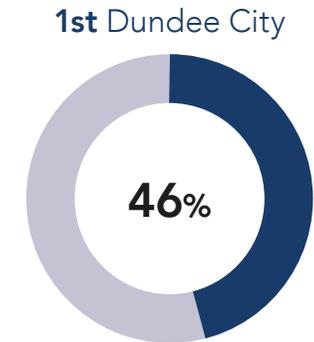
**5th Highland**



## Areas with no access to a car<sup>21</sup>

The top 5 local authorities that have no access to a car for private use

Figures reported in 2018 SHS publication have been rounded to the nearest whole % (different from previous years where has been to one decimal place)



**2nd Glasgow City**



**3rd City of Edinburgh**



**4th Inverclyde**



**5th West Dunbartonshire**



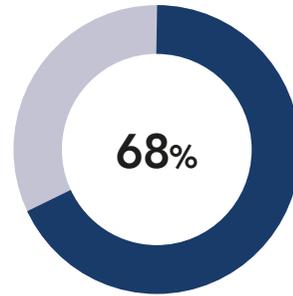
<sup>20</sup> Source: Scottish Household Survey 2018 Local Authority Analysis [Table 8] <sup>21</sup> Source: Scottish Household Survey 2018 Local Authority Analysis [Table 4]

# Aberdeen City

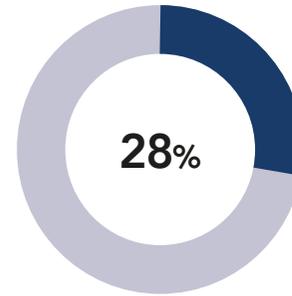


## Trends and context

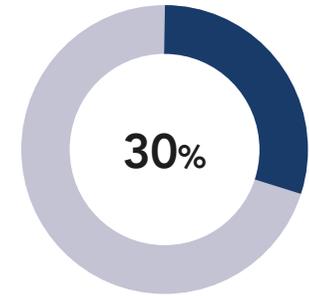
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

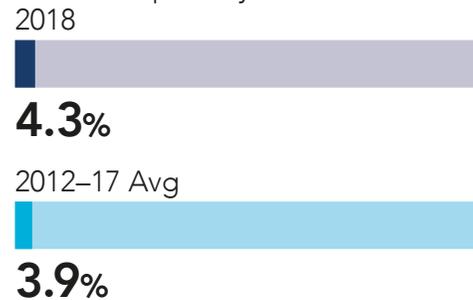


Range with 95% confidence intervals  
1.6% – 7.6%

**29**  
Cycling Friendly Employers employing  
**11,354**  
staff

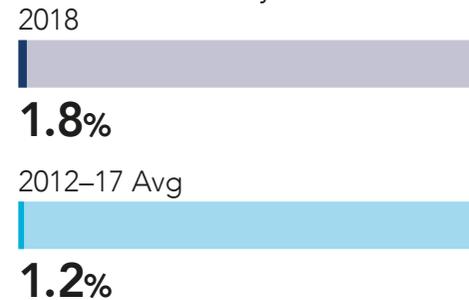
## Schools

Pupils cycling to primary school



**15**  
Cycling Friendly Schools reaching  
**4,710**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**46.8%**

## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

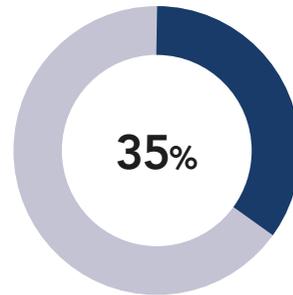
2018/19

# Aberdeenshire

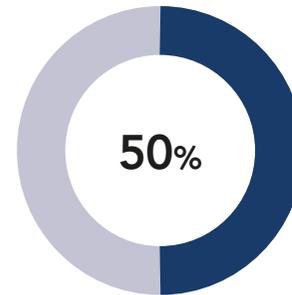


## Trends and context

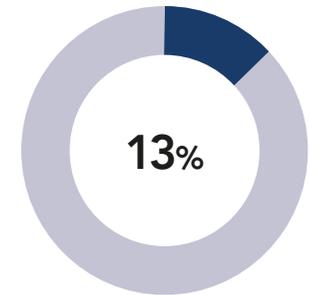
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 3.1%

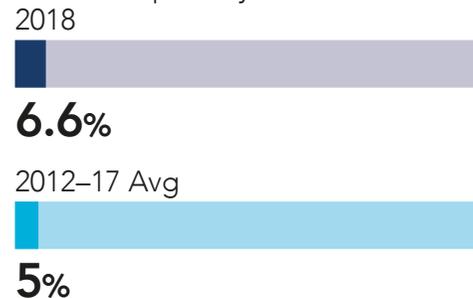
2

Cycling Friendly Employers employing

1,600 staff

## Schools

Pupils cycling to primary school

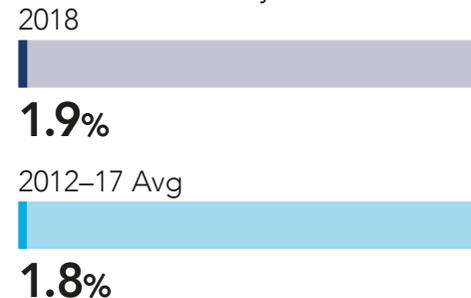


41

Cycling Friendly Schools reaching

10,962 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

No data supplied

Revenue

No data supplied

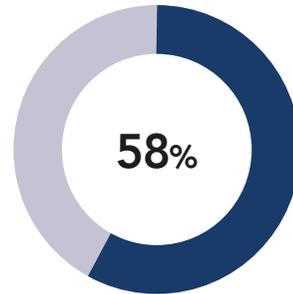
2018/19

# Angus

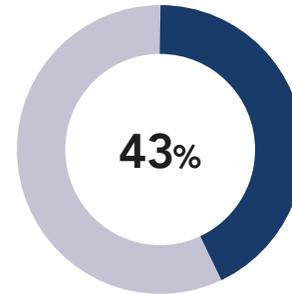


## Trends and context

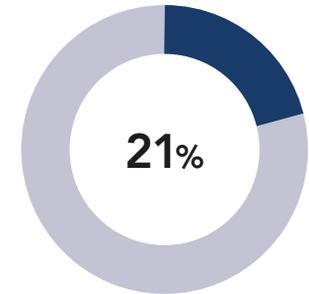
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

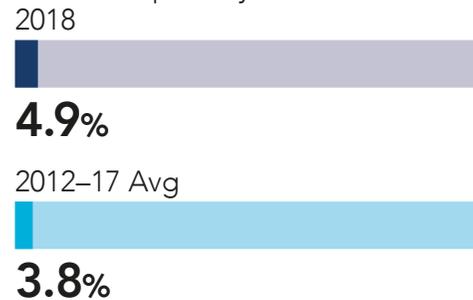


Range with 95% confidence intervals  
3.3% – 10.1%

**6**  
Cycling Friendly Employers employing  
**1,210**  
staff

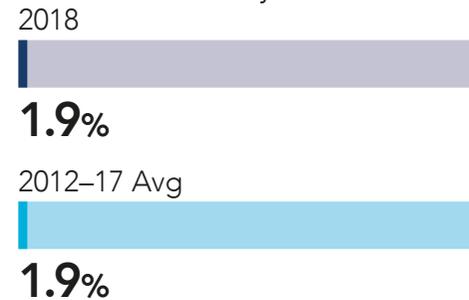
## Schools

Pupils cycling to primary school



**8**  
Cycling Friendly Schools reaching  
**3,833**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**78.4%**

## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

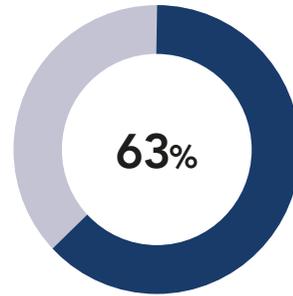
2018/19

# Argyll & Bute

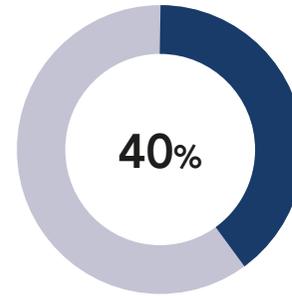


## Trends and context

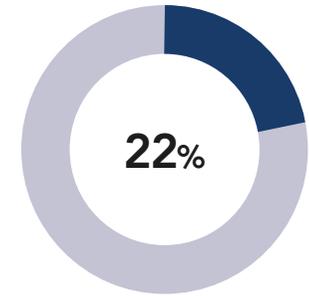
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

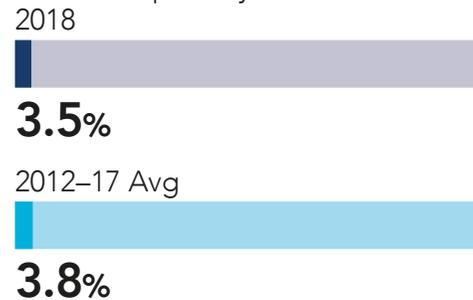


Range with 95% confidence intervals  
0% – 6.2%

**3**  
Cycling Friendly Employers  
employing  
**6**  
staff

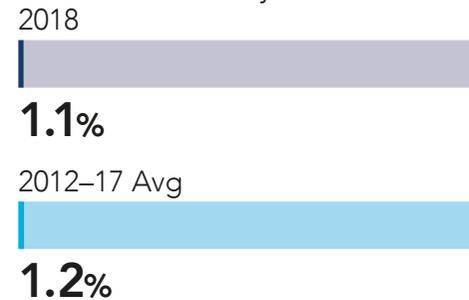
## Schools

Pupils cycling to primary school



**4**  
Cycling Friendly Schools  
reaching  
**215**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**N/A**

## Active travel budget\*

Capital  
**£87,879**

Revenue  
**£675,871**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

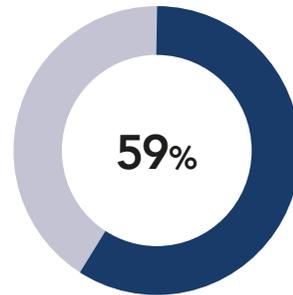
Revenue figure contains all feasibility and design costs for future capital construction projects.

# Clackmannanshire

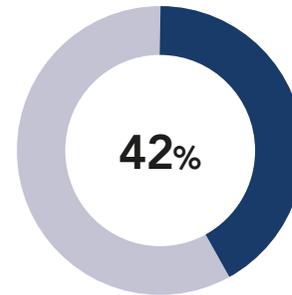


## Trends and context

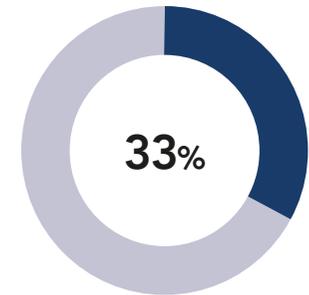
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

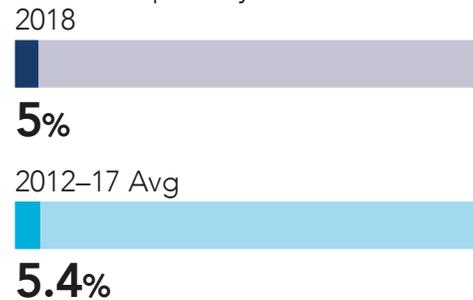


Range with 95% confidence intervals  
1.2% – 8.4%

**8**  
Cycling Friendly Employers  
employing  
**1,044**  
staff

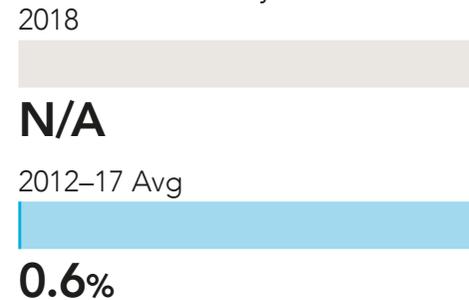
## Schools

Pupils cycling to primary school



**5**  
Cycling Friendly Schools  
reaching  
**1,528**  
pupils

Pupils cycling to secondary school



Percentage of primary schools  
delivering Level 2 Bikeability  
Scotland training  
**100%**

## Active travel budget\*

Capital  
**£1,029,699**

Revenue  
**£54,000**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

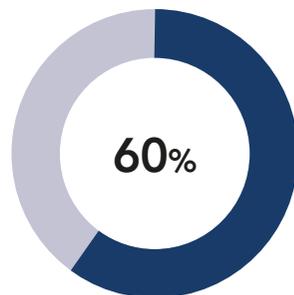
Revenue figure is approximate.

# Dumfries & Galloway

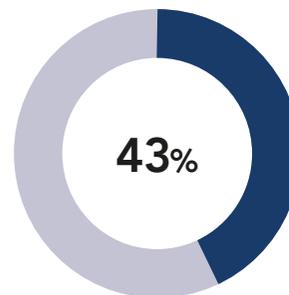


## Trends and context

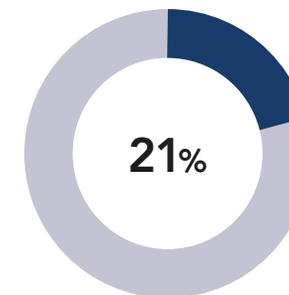
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

3.7% – 9.7%

**3**

Cycling Friendly Employers employing

**3,377**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg

5.8%

**31**

Cycling Friendly Schools reaching

**6,215**  
pupils

Pupils cycling to secondary school



2012–17 Avg

1.3%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

**£1,404,500**

Revenue

**£360,000**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

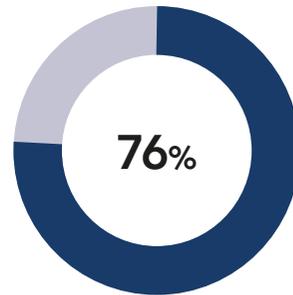
Approximate figures (both capital and revenue).

# Dundee City

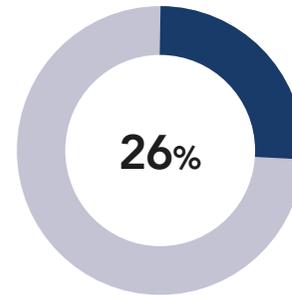


## Trends and context

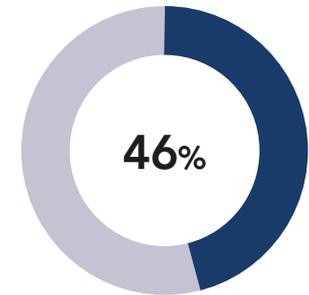
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

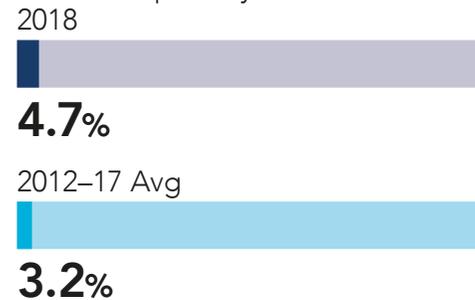


Range with 95% confidence intervals  
1.6% – 11.8%

**10**  
Cycling Friendly Employers  
employing  
**8,756**  
staff

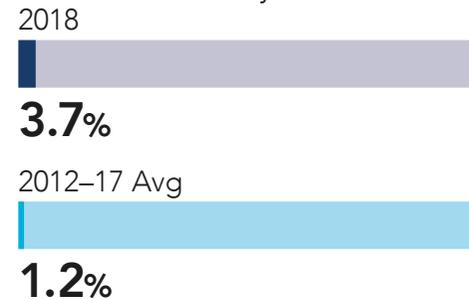
## Schools

Pupils cycling to primary school



**5**  
Cycling Friendly Schools  
reaching  
**3,087**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**90.9%**

## Active travel budget\*

Capital  
**£1,653,000**  
Revenue  
**£100,000**  
2018/19

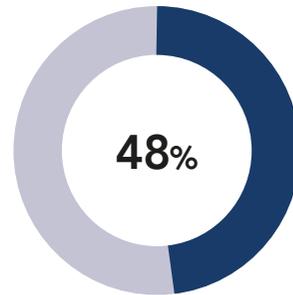
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.  
Revenue figure is an estimate.

# East Ayrshire

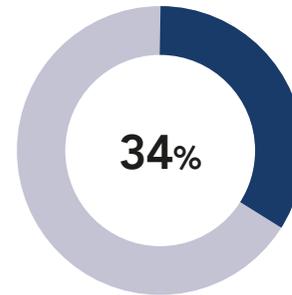


## Trends and context

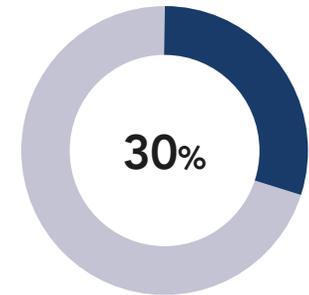
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 4.2%

1

Cycling Friendly Employers employing

**4,449**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg

4.6%

7

Cycling Friendly Schools reaching

**2,939**  
pupils

Pupils cycling to secondary school



2012–17 Avg

0.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training

N/A

## Active travel budget\*

Capital

**£74,836**

Revenue

**£105,030**

2018/19

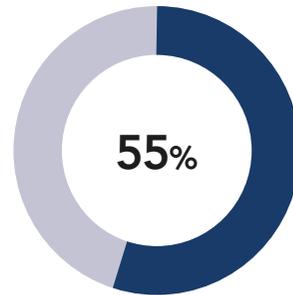
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Dunbartonshire

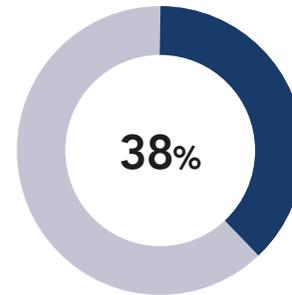


## Trends and context

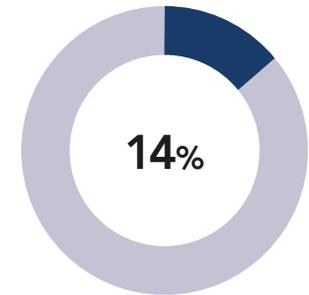
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



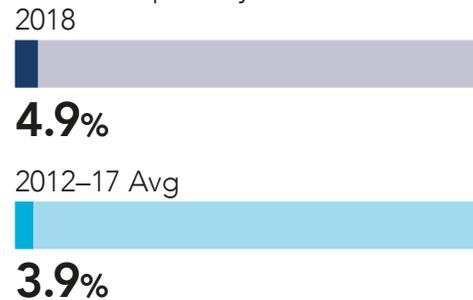
Range with 95% confidence intervals  
3.4% – 9.6%

**2**  
Cycling Friendly Employers  
employing

**383**  
staff

## Schools

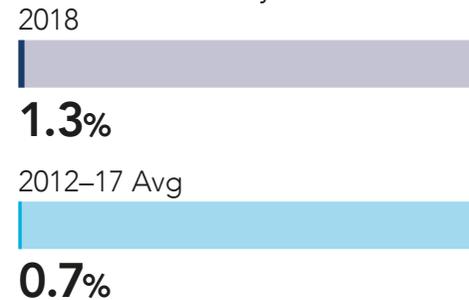
Pupils cycling to primary school



**17**  
Cycling Friendly Schools  
reaching

**5,481**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£1,001,688**

Revenue  
**£174,141**

2018/19

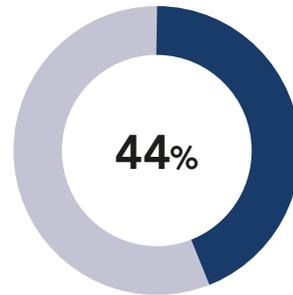
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Lothian

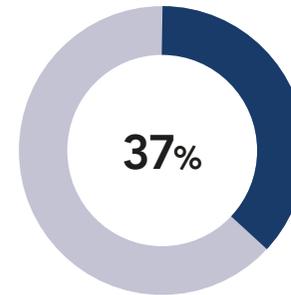


## Trends and context

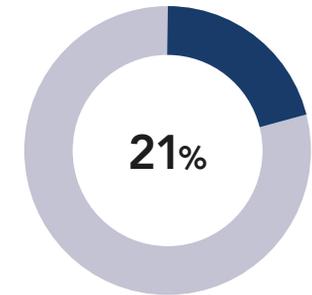
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

1% – 6.6%

**2**

Cycling Friendly Employers employing

**504**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg



**13**

Cycling Friendly Schools reaching

**5,555**  
pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

**£456,166**

Revenue

**£447,320**

2018/19

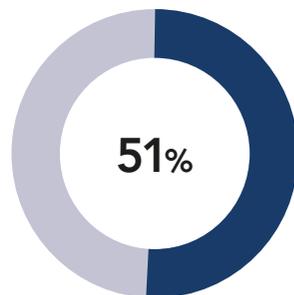
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Renfrewshire

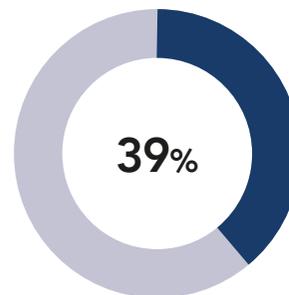


## Trends and context

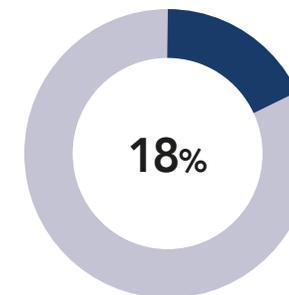
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

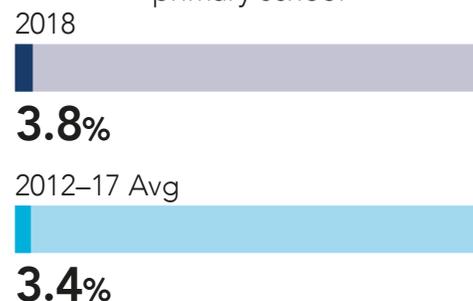


Range with 95% confidence intervals  
0.5% – 7.1%

**6**  
Cycling Friendly Employers  
employing  
**4,836**  
staff

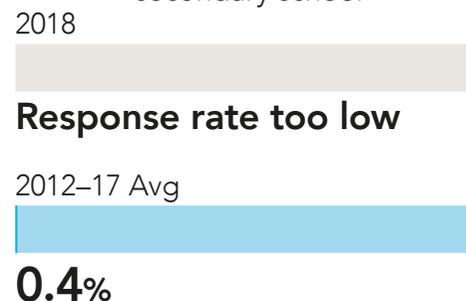
## Schools

Pupils cycling to primary school



**25**  
Cycling Friendly Schools  
reaching  
**9,182**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**100%**

## Active travel budget\*

Capital  
**£900,000 – £1,000,000**

Revenue  
**Not known**

2018/19

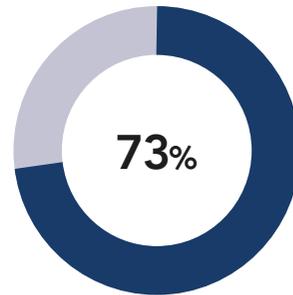
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Edinburgh, City Of

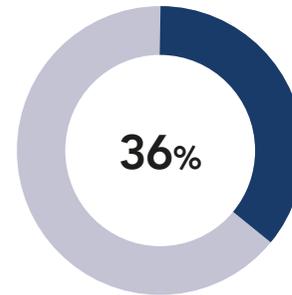


## Trends and context

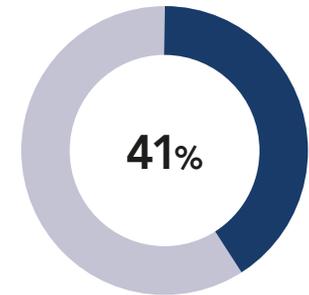
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

10% – 15.8%

**153**

Cycling Friendly Employers employing

**64,448**

staff

## Schools

Pupils cycling to primary school



2012–17 Avg

6.5%

**28**

Cycling Friendly Schools reaching

**17,009**

pupils

Pupils cycling to secondary school



2012–17 Avg

2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

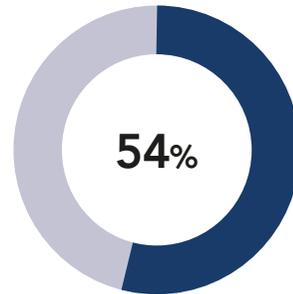
2018/19

# Eilean Siar

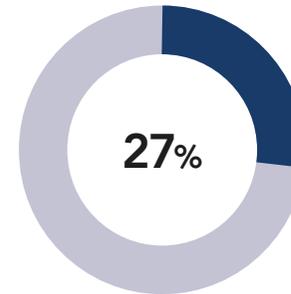


## Trends and context

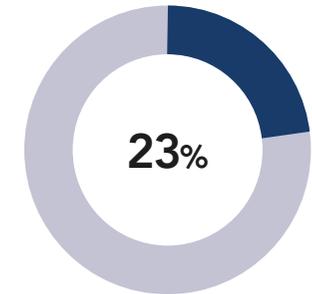
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 4.3%

**0**  
Cycling Friendly Employers employing

**0**  
staff

## Schools

Pupils cycling to primary school

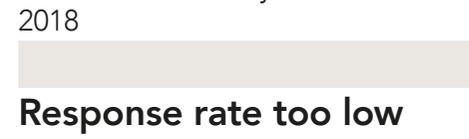


**5.4%**

**8**  
Cycling Friendly Schools reaching

**310**  
pupils

Pupils cycling to secondary school



**0.9%**

Percentage of primary schools delivering Level 2 Bikeability Scotland training

**100%**

## Active travel budget\*

Capital  
**£171,181**

Revenue  
**£65,364**

2018/19

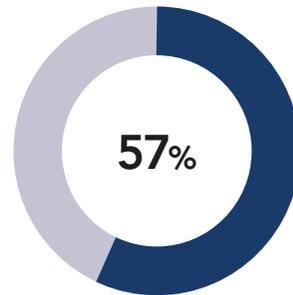
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Falkirk

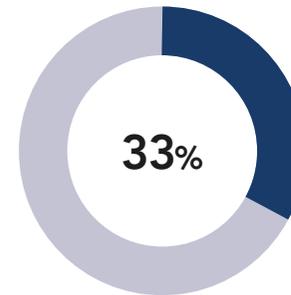


## Trends and context

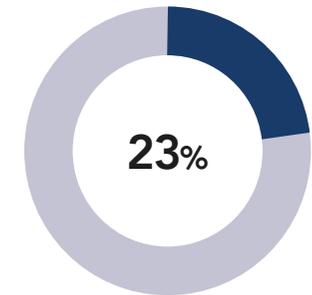
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.9% – 7.7%

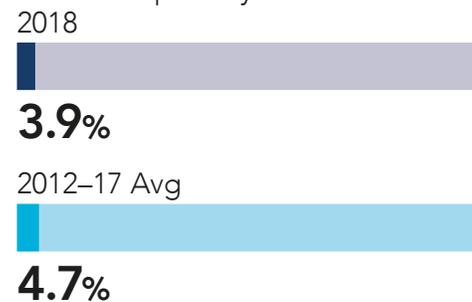
**13**

Cycling Friendly Employers employing

**6,478**  
staff

## Schools

Pupils cycling to primary school

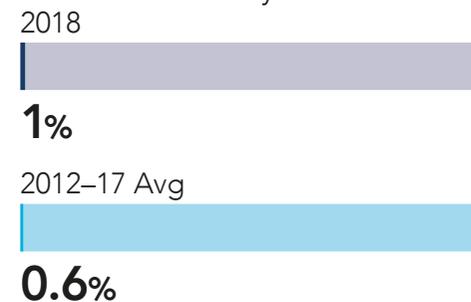


**21**

Cycling Friendly Schools reaching

**12,693**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

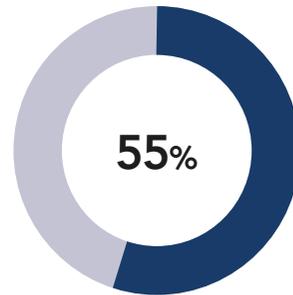
2018/19

# Fife

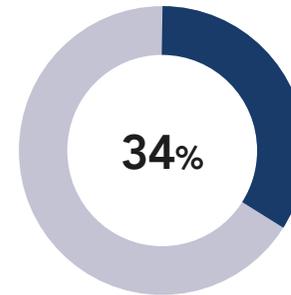


## Trends and context

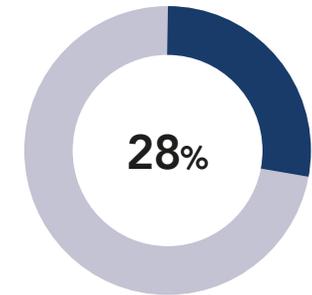
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

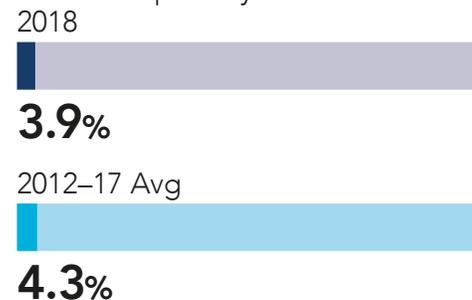


Range with 95% confidence intervals  
2.2% – 7.4%

**20**  
Cycling Friendly Employers  
employing  
**10,579**  
staff

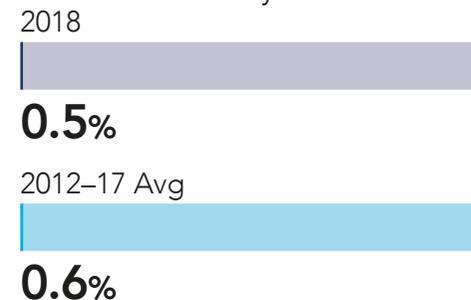
## Schools

Pupils cycling to primary school



**15**  
Cycling Friendly Schools  
reaching  
**6,413**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**28.9%**

## Active travel budget\*

Capital  
**£1,185,567**

Revenue  
**£398,259**

2018/19

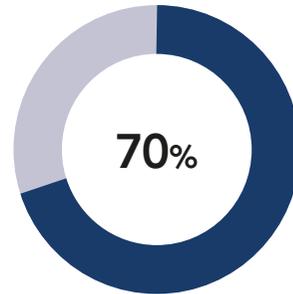
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Glasgow City

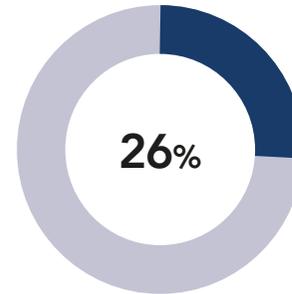


## Trends and context

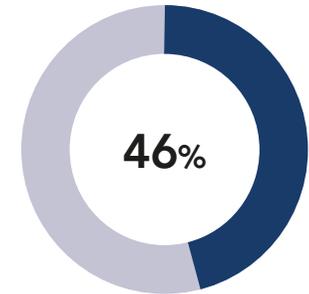
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

4.1% – 7.9%

**176**

Cycling Friendly Employers employing

**77,377**

staff

## Schools

Pupils cycling to primary school



2012–17 Avg



**21**

Cycling Friendly Schools reaching

**7,687**

pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

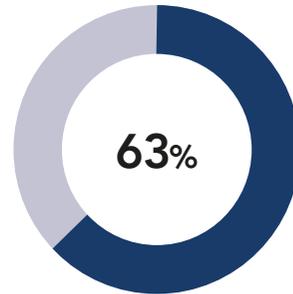
2018/19

# Highland

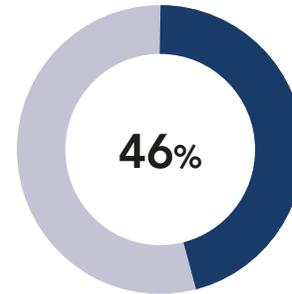


## Trends and context

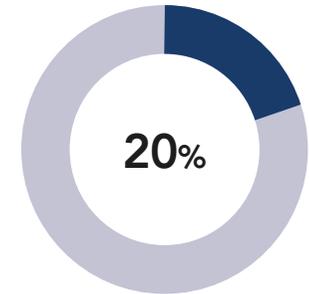
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

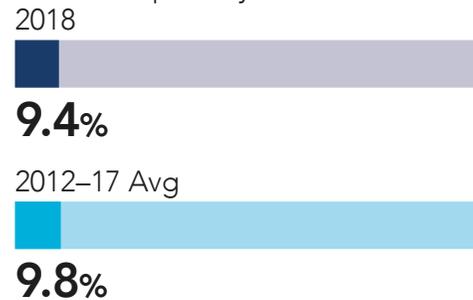


Range with 95% confidence intervals  
7.3% – 16.5%

**24**  
Cycling Friendly Employers  
employing  
**3,759**  
staff

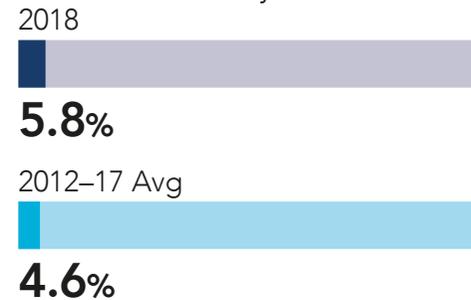
## Schools

Pupils cycling to primary school



**15**  
Cycling Friendly Schools  
reaching  
**5,890**  
pupils

Pupils cycling to secondary school



**29.8%**  
Percentage of primary schools  
delivering Level 2 Bikeability  
Scotland training

## Active travel budget\*

Capital  
**£640,321**

Revenue  
**£209,977**

2018/19

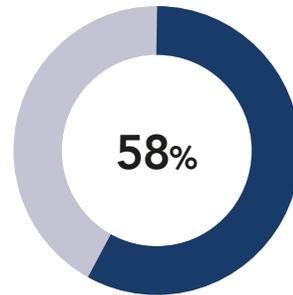
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Inverclyde

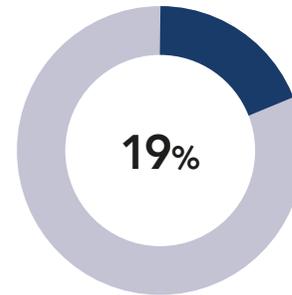


## Trends and context

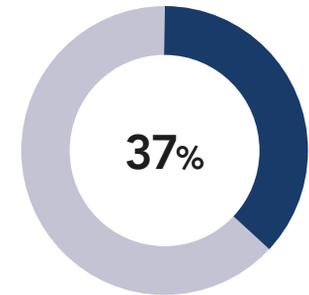
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.6% – 4%

1

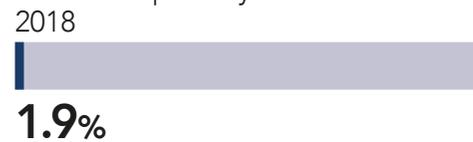
Cycling Friendly Employers employing

3,500

staff

## Schools

Pupils cycling to primary school



2012–17 Avg



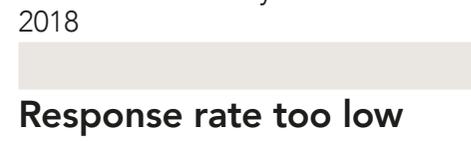
9

Cycling Friendly Schools reaching

2,513

pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

No data supplied

Revenue

No data supplied

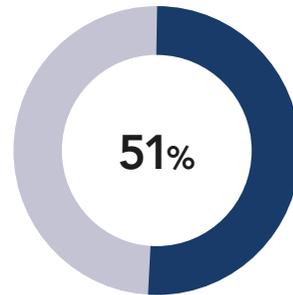
2018/19

# Midlothian

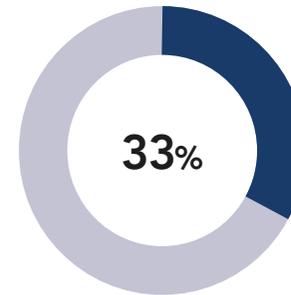


## Trends and context

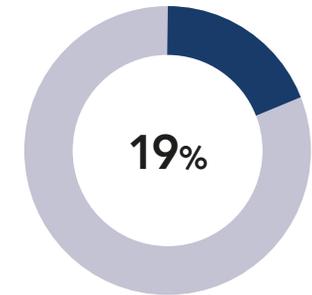
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

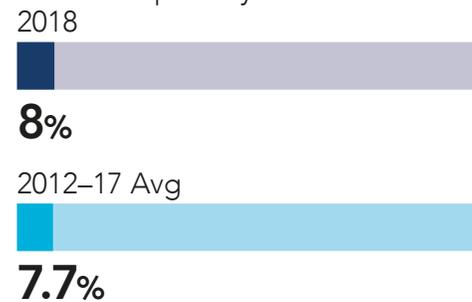


Range with 95% confidence intervals  
2.3% – 4.3%

**7**  
Cycling Friendly Employers employing  
**2,965**  
staff

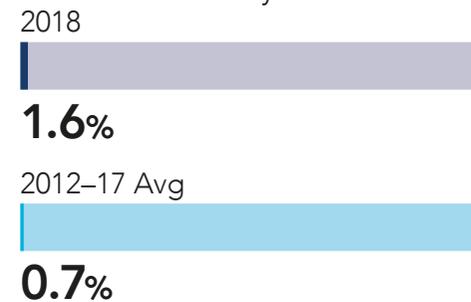
## Schools

Pupils cycling to primary school



**22**  
Cycling Friendly Schools reaching  
**8,861**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**68.8%**

## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

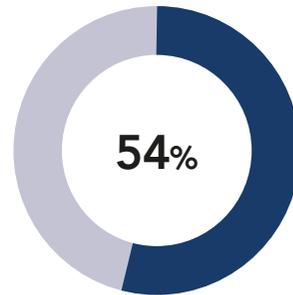
2018/19

# Moray

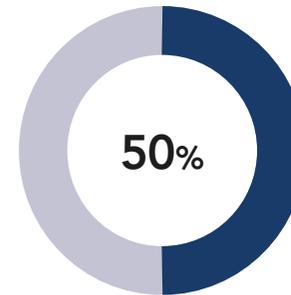


## Trends and context

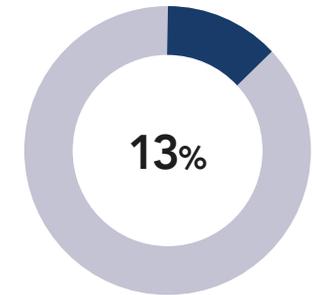
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

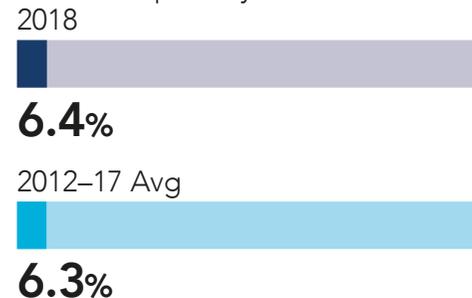


Range with 95% confidence intervals  
0% – 9.2%

**4**  
Cycling Friendly Employers employing  
**1,470**  
staff

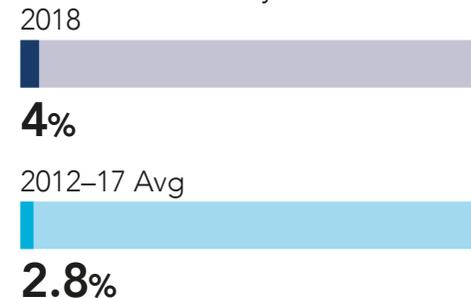
## Schools

Pupils cycling to primary school



**11**  
Cycling Friendly Schools reaching  
**3,623**  
pupils

Pupils cycling to secondary school



**55.6%**  
Percentage of primary schools delivering Level 2 Bikeability Scotland training

## Active travel budget\*

Capital  
**£131,000**

Revenue  
**£192,717**

2018/19

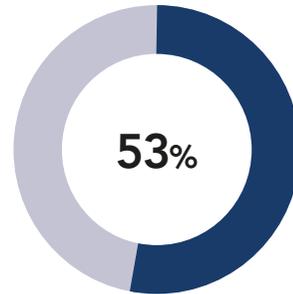
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# North Ayrshire

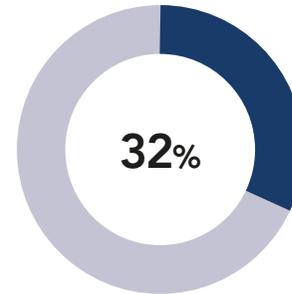


## Trends and context

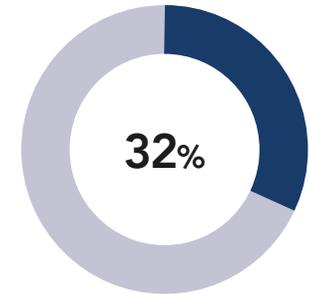
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

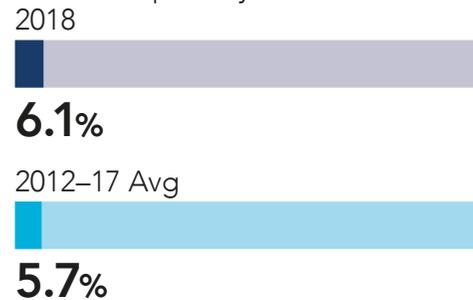


Range with 95% confidence intervals  
0% – 3.9%

**9**  
Cycling Friendly Employers employing  
**4,115**  
staff

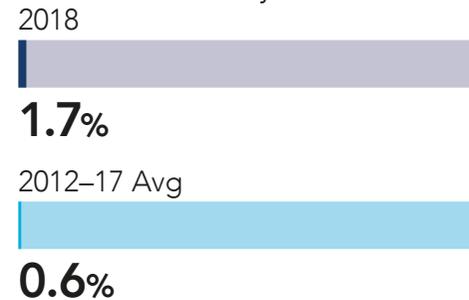
## Schools

Pupils cycling to primary school



**9**  
Cycling Friendly Schools reaching  
**2,576**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**N/A**

## Active travel budget\*

Capital  
**£783,519**

Revenue  
**£275,290**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

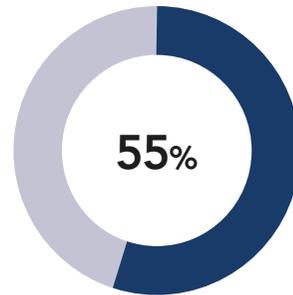
Revenue figure does not record all revenue spend i.e. some expenditure cannot be separated out.

# North Lanarkshire

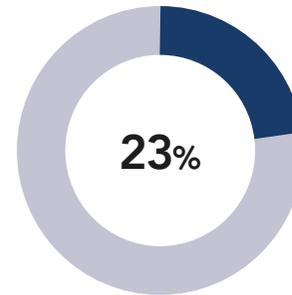


## Trends and context

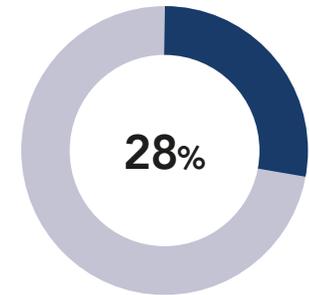
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 2.8%

**4**

Cycling Friendly Employers employing

**4,565**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg

**3.8%**

**10**

Cycling Friendly Schools reaching

**4,500**  
pupils

Pupils cycling to secondary school



2012–17 Avg

**0.2%**

Percentage of primary schools delivering Level 2 Bikeability Scotland training



**10.9%**

## Active travel budget\*

Capital

**£587,702**

Revenue

**£44,130**

2018/19

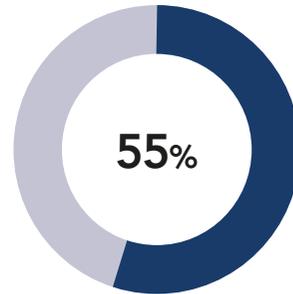
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Orkney Islands

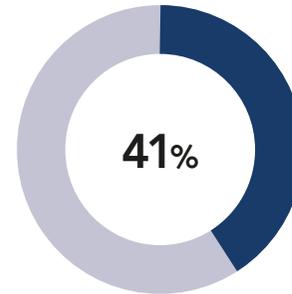


## Trends and context

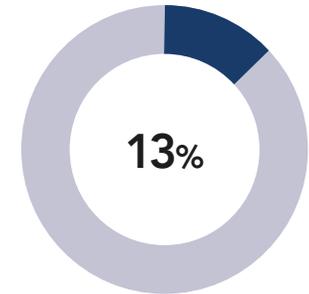
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

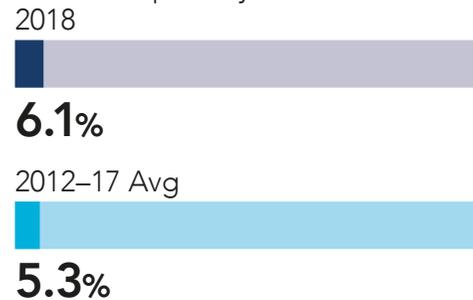


Range with 95% confidence intervals  
1% – 8.8%

**1**  
Cycling Friendly Employers  
employing  
**5**  
staff

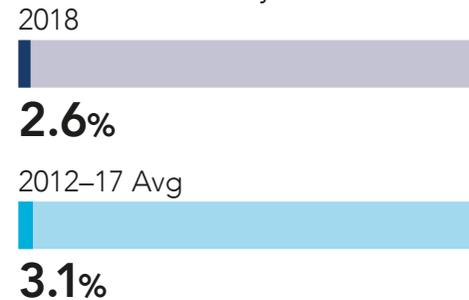
## Schools

Pupils cycling to primary school



**4**  
Cycling Friendly Schools  
reaching  
**1,129**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**57.9%**

## Active travel budget\*

Capital  
**£540,496**

Revenue  
**£204,953**

2018/19

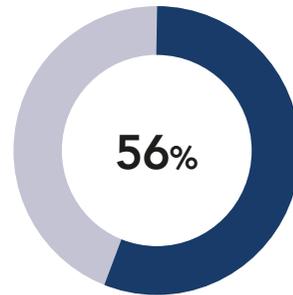
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Perth & Kinross

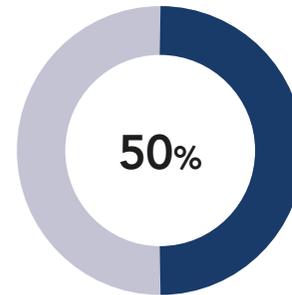


## Trends and context

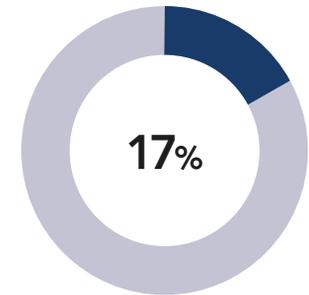
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

2.8% – 8.6%

**12**

Cycling Friendly Employers employing

**5,032**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg



**22**

Cycling Friendly Schools reaching

**4,817**  
pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

**£93,000**

Revenue

**£75,000**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

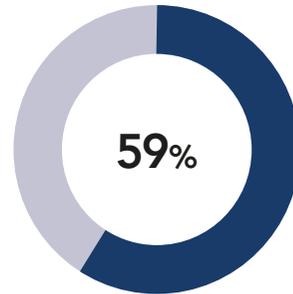
Additional spending of £3.75 million on cycling infrastructure on A9/A85 scheme; this was spent across 3 financial years (16/17, 17/18, 18/19) and cannot be separated per specific financial year.

# Renfrewshire

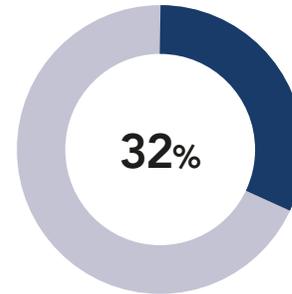


## Trends and context

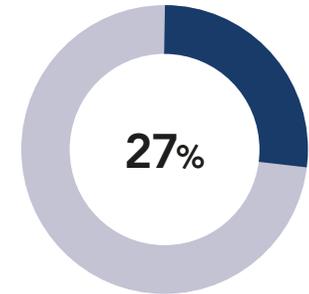
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

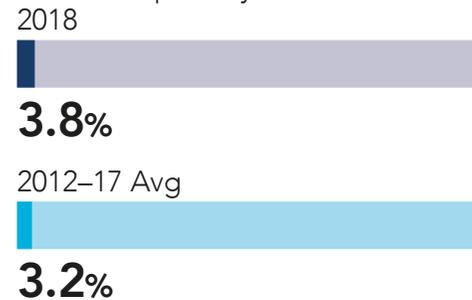


Range with 95% confidence intervals  
0% – 3.5%

**11**  
Cycling Friendly Employers  
employing  
**6,827**  
staff

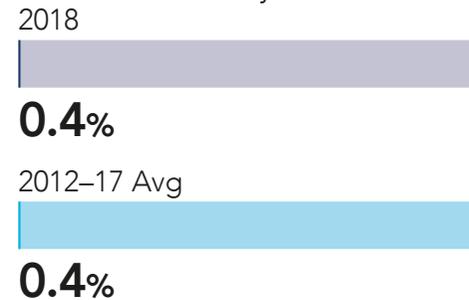
## Schools

Pupils cycling to primary school



**11**  
Cycling Friendly Schools  
reaching  
**5,115**  
pupils

Pupils cycling to secondary school



**28.6%**  
Percentage of primary schools  
delivering Level 2 Bikeability  
Scotland training

## Active travel budget\*

Capital  
**£97,645**

Revenue  
**£25,241**

2018/19

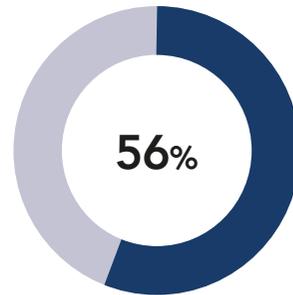
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Scottish Borders

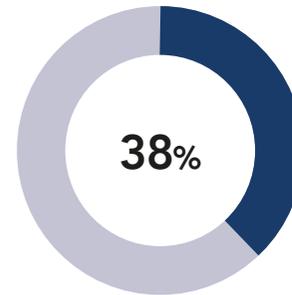


## Trends and context

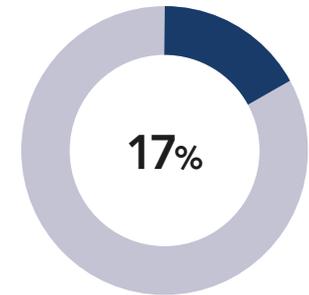
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

3.7% – 8.9%

1

Cycling Friendly Employers employing

2,500 staff

## Schools

Pupils cycling to primary school



2012–17 Avg



13

Cycling Friendly Schools reaching

6,711 pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

£156,000

Revenue

No data supplied

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

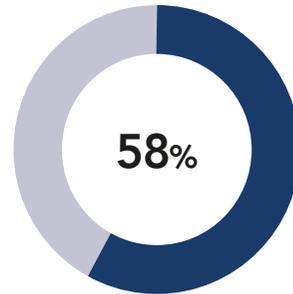
Capital figure CWSS only.

# Shetland Islands

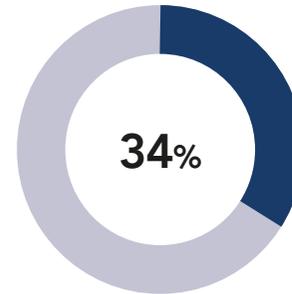


## Trends and context

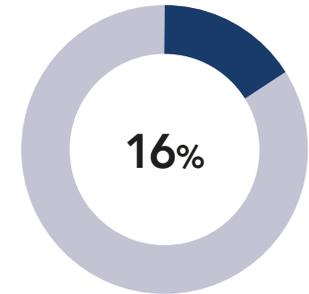
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

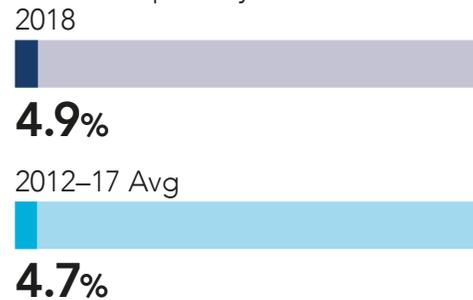


Range with 95% confidence intervals  
0% – 3.2%

**2**  
Cycling Friendly Employers  
employing  
**202**  
staff

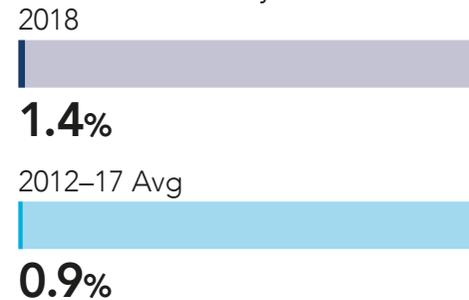
## Schools

Pupils cycling to primary school



**9**  
Cycling Friendly Schools  
reaching  
**1,091**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**100%**

## Active travel budget\*

Capital  
**£138,721**

Revenue  
**£50,474**

2018/19

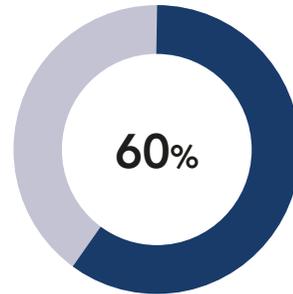
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# South Ayrshire

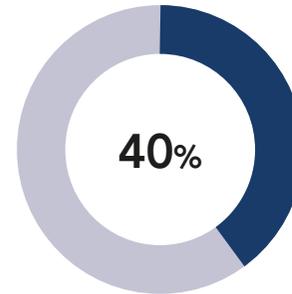


## Trends and context

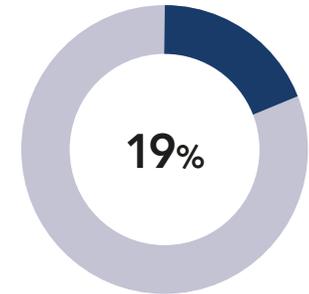
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 3.3%

**6**

Cycling Friendly Employers employing

**5,587**  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg

5.6%

**18**

Cycling Friendly Schools reaching

**6,022**  
pupils

Pupils cycling to secondary school



2012–17 Avg

0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

**£320,000**

Revenue

**£115,000**

2018/19

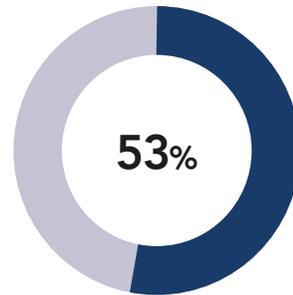
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# South Lanarkshire

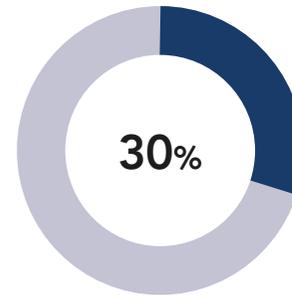


## Trends and context

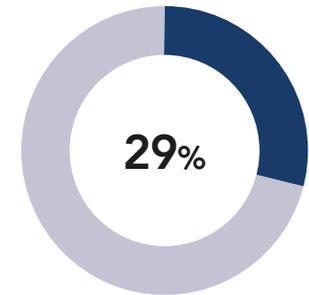
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

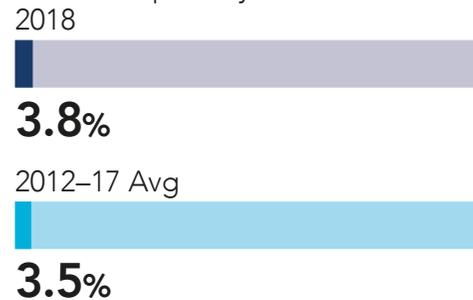


Range with 95% confidence intervals  
2.7% – 5.9%

**9**  
Cycling Friendly Employers employing  
**4,955**  
staff

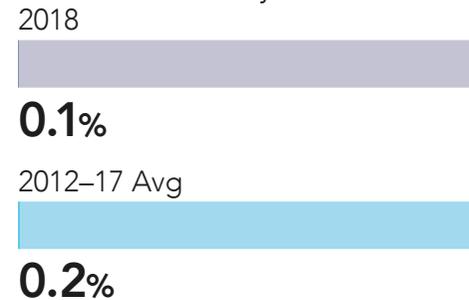
## Schools

Pupils cycling to primary school



**22**  
Cycling Friendly Schools reaching  
**7,049**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**43.2%**

## Active travel budget\*

Capital  
**£245,779**

Revenue  
**£0**

2018/19

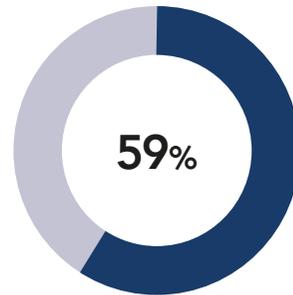
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Stirling

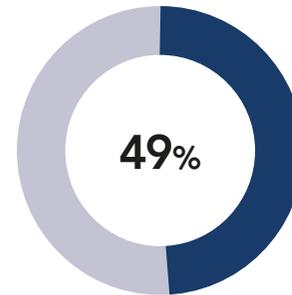


## Trends and context

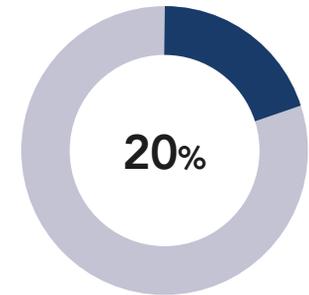
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

1.4% – 7%

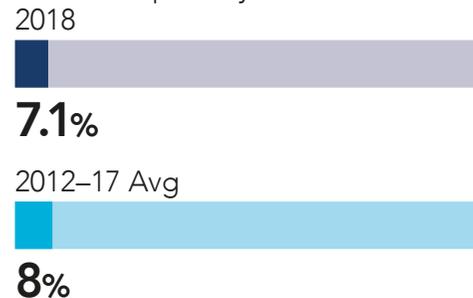
**19**

Cycling Friendly Employers employing

**8,221**  
staff

## Schools

Pupils cycling to primary school

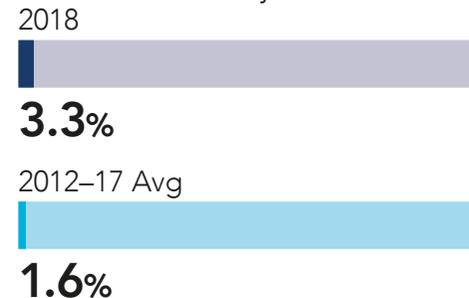


**18**

Cycling Friendly Schools reaching

**5,167**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

**£1,771,849**

Revenue

**£166,050**

2018/19

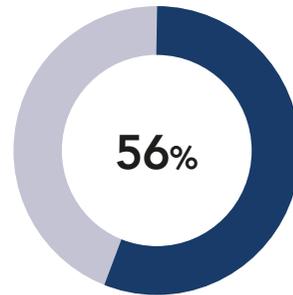
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# West Dunbartonshire

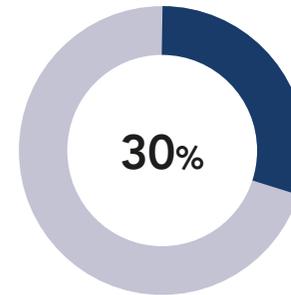


## Trends and context

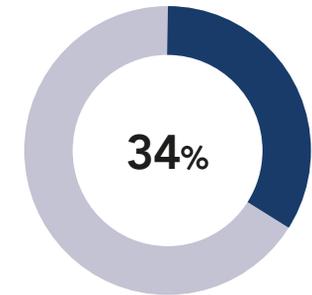
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

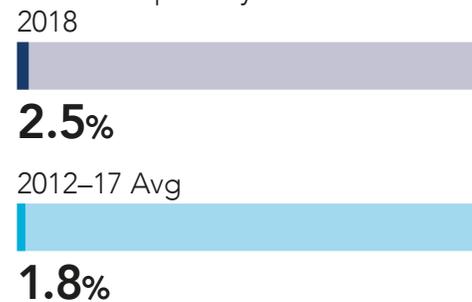


Range with 95% confidence intervals  
0.9% – 6.5%

**10**  
Cycling Friendly Employers  
employing  
**3,812**  
staff

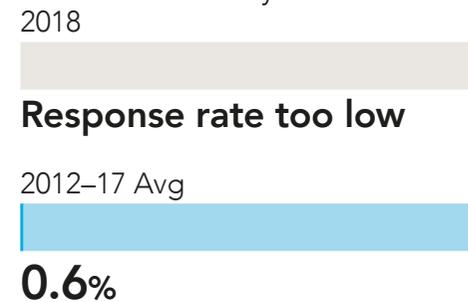
## Schools

Pupils cycling to primary school



**7**  
Cycling Friendly Schools  
reaching  
**1,574**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**59.4%**

## Active travel budget\*

Capital  
**£51,416**

Revenue  
**No data supplied**

2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

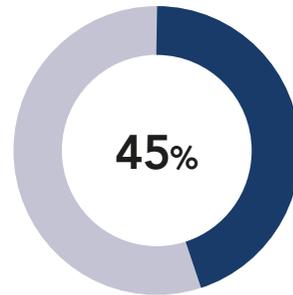
Revenue spend included in general revenue expenditure.

# West Lothian

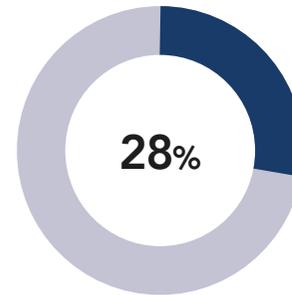


## Trends and context

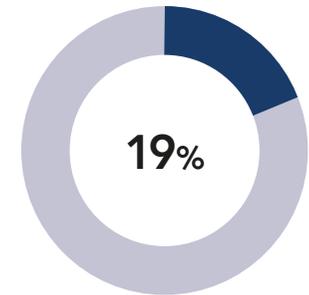
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.5% – 5.7%

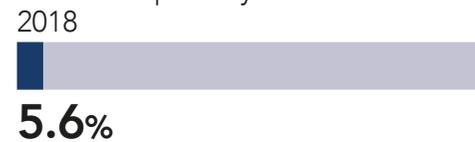
4

Cycling Friendly Employers employing

695  
staff

## Schools

Pupils cycling to primary school



2012–17 Avg



9

Cycling Friendly Schools reaching

4,095  
pupils

Pupils cycling to secondary school



2012–17 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget

Capital

**No data supplied**

Revenue

**No data supplied**

2018/19

**Cycling  
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