

Annual Cycling Monitoring Report 2022



Cycling
Scotland





Impact of Covid-19 on Annual Cycling Monitoring Report data

The 2020 and 2021 numbers reported in this year's Annual Cycling Monitoring Report will be affected by changes to the methods of data collection for a number of the report's data sources due to the impact of the Covid-19 pandemic.

Most significantly affected is the Transport and Travel in Scotland publication which derives its data from the annual Scottish Household Survey (SHS). The Covid-19 lockdowns meant the SHS 2020 survey switched from face-to-face interviews to a telephone survey. As a result of the change in survey mode, the response rate and, therefore sample size, was greatly reduced and there was a noticeable change in the profile of respondents. Therefore, the results of the SHS 2020 telephone survey are not directly comparable to SHS results for previous years. Where previous reports have combined average values for a 2-year period (e.g. 2018/19), this has been replaced with single year values to reflect the exceptional nature of the SHS 2020 survey results.

Lastly, due to the significant reduction in the SHS sample size, no individual local authority data is available. Consequently, the local area specific highlights along with the trends and context and cycling to work sections of the local authority pages are not available this year.

Data sources

- Transport and Travel in Scotland (TATIS) 2020
- Scottish Household Survey 2020 – Physical Activity Data
- Reported Road Casualties Scotland 2020
- Key Reported Road Casualties Scotland 2021
- Transport Scotland analysis of the Scottish Household Survey 2020
- Scottish Transport Statistics 2021
- Hands Up Scotland Survey 2021 (Sustrans Scotland)
- Transport Scotland
- Living Streets Scotland
- Local authorities
- Cycling Scotland
 - Cycling Friendly Employers
 - Cycling Friendly Schools
 - Bikeability Scotland
 - National Monitoring Framework – Traffic Surveys
 - Attitudes & Behaviours research

Annual Cycling Monitoring Report 2022

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National

Introduction

The Annual Cycling Monitoring Report tracks and reports on key information on everyday cycling in Scotland. It was originally established by Action 18 of the previous Cycling Action Plan for Scotland (CAPS)* and data can also be used to measure the progress of several indicators established alongside the active travel outcomes in the Active Travel Framework (2019).

This report includes data from January 2012 to December 2021, 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 authority level. The official statistics data provided in this report has been sourced from the Scottish Household Survey (SHS), Key Reported Road Casualties and Transport and Travel in Scotland research. You can see a full list of sources on page 3, and we have highlighted a caveat on the impact of Covid-19 on the report's data sources.

In 2020–21, people's travel behaviour in Scotland was significantly influenced by the Covid-19

pandemic and the associated restrictions on daily activity. These changes in behaviour will be noticeable in the Annual Cycling Monitoring Report 2022 compared to previous years. Also note that several of the 2020 numbers included in this report are not considered to be directly comparable with data from previous years due to survey methodology changes (see page 3). The previous Annual Cycling Monitoring Report outlined the significant increase in cycling rates from March 2020 – March 2021 and the 2022 report follows up with further data from this period.

Thank you to all partners who have provided content, enabling us to create as comprehensive picture as possible of cycling in Scotland.

Mode share
1.5% of people cycled as a main mode of travel in 2020. This figure is not directly comparable with the mode share of previous years due to changes in the Scottish Household Survey.

Cycling to work
In 2020, **4%** of people cycled to work at least regularly. This figure is not directly comparable with previous years due to changes in the Scottish Household Survey.

Cycling to school
In 2021, **5.3%** of primary school pupils and **1.6%** of secondary school pupils cycled to school. In 2012, the respective figures were **4.1%** and **1.1%**.

Participation in cycling
In 2020, **13%** of people said that they had participated in at least **30** minutes of cycling within the four weeks prior. This included **17%** of people who identified as male and **8%** of people who identified as female. These figures are not directly comparable with previous years due to changes in the Scottish Household Survey.

Total amount of cycling
600 million vehicle kilometres were cycled on all roads by pedal cycles in 2020.

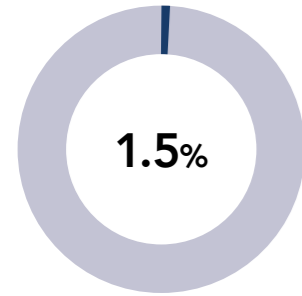
Access to bikes
In 2020, **45%** of households in Scotland have access to one or more bikes for private use. The figure in 2019 was **33.6%**. However, while there was a major increase in bike sales recorded during 2020, these two 'access to bikes' figures cannot be directly compared due to methodology changes between the 2019 and 2020 SHS.

Safety
In 2021, **10** people were killed and **190** were seriously injured whilst riding a bike.†

Attitudes & Behaviours research
In 2021, **35%** of the population ever cycle either for transport or leisure and **20%** of the population reported they did not have somewhere they could store a bike.

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

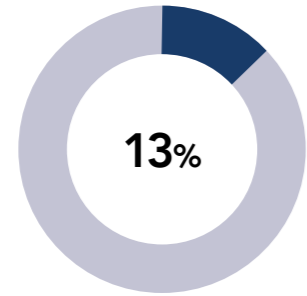
Mode share ¹



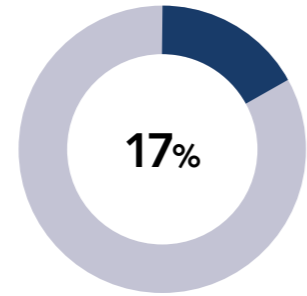
of people cycled as a main mode of travel in 2020*

* Due to changes in the survey in response to Covid-19, 2020 data is not directly comparable with previous years.

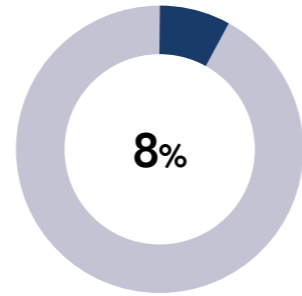
Participation in cycling ²



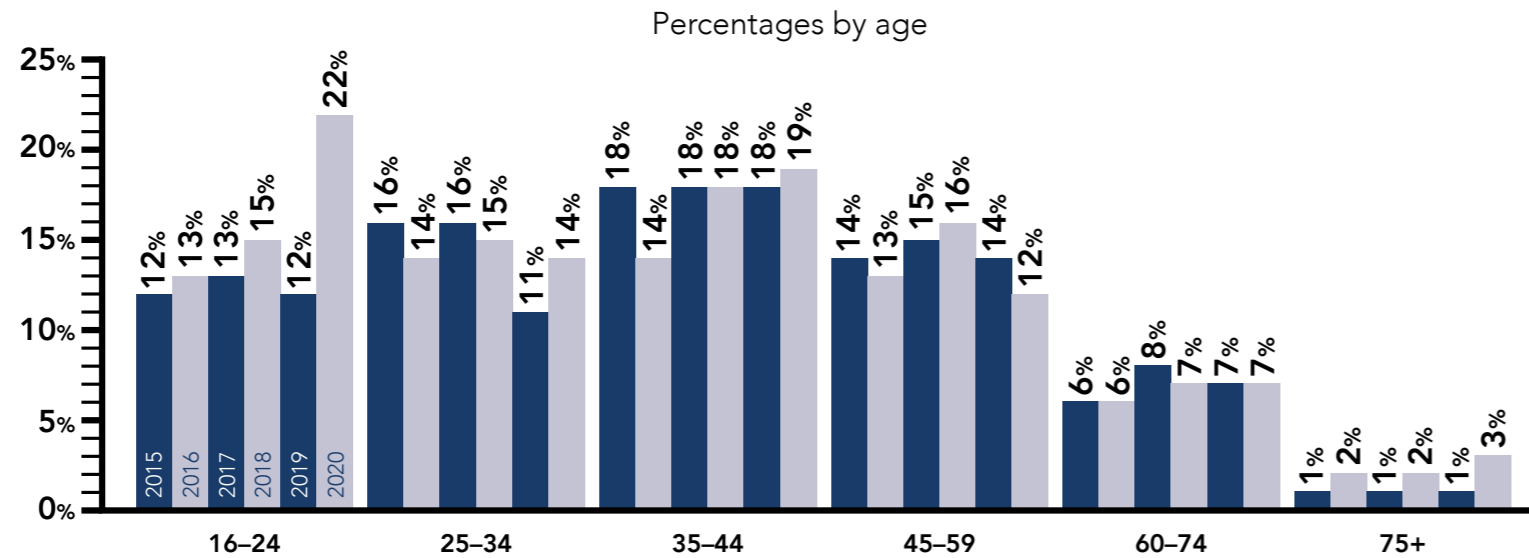
of people said they had participated in at least 30 minutes of cycling within the four weeks prior



of people who identified as male
In 2015–17, the average was 16%

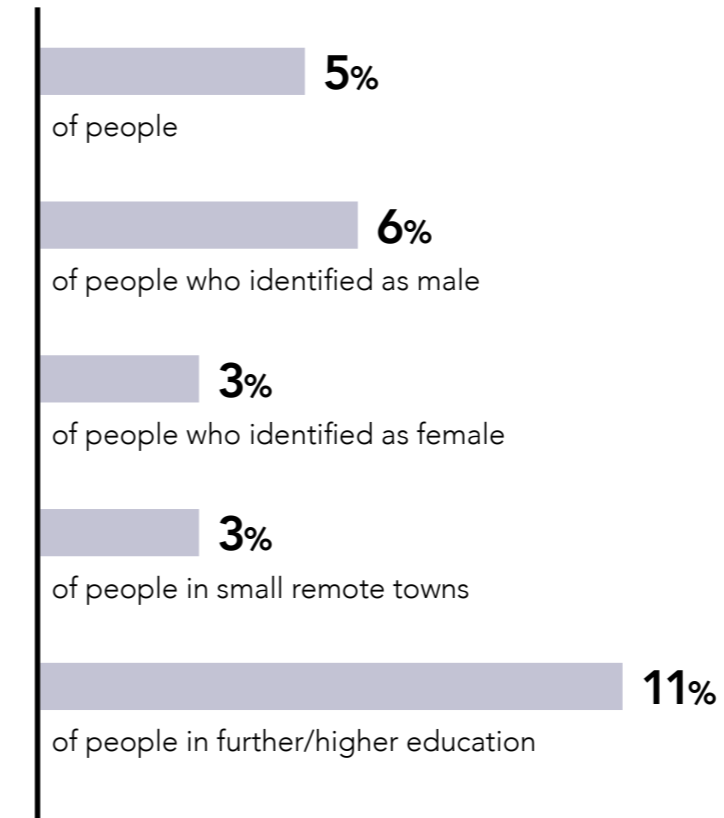


of people who identified as female
In 2015–17, the average was 8%

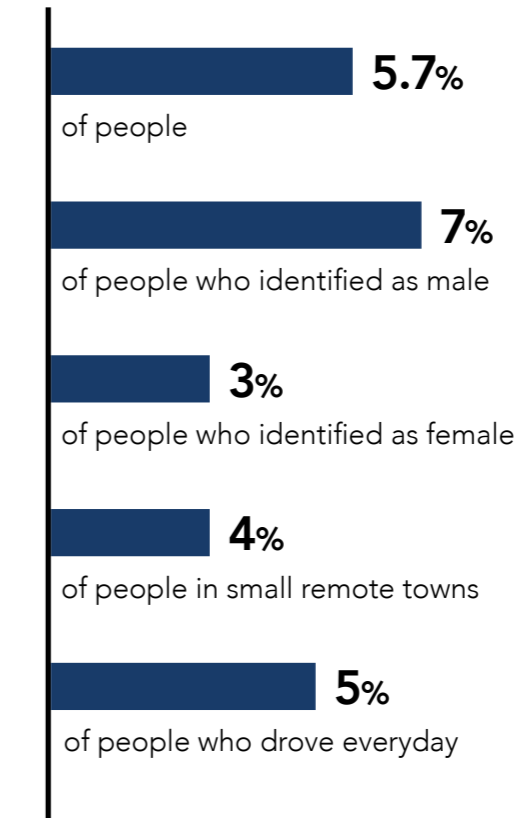


Frequency of cycling journeys (in previous 7 days) – 2019 ³

Cycling as a means of transport



Cycling for pleasure/fitness



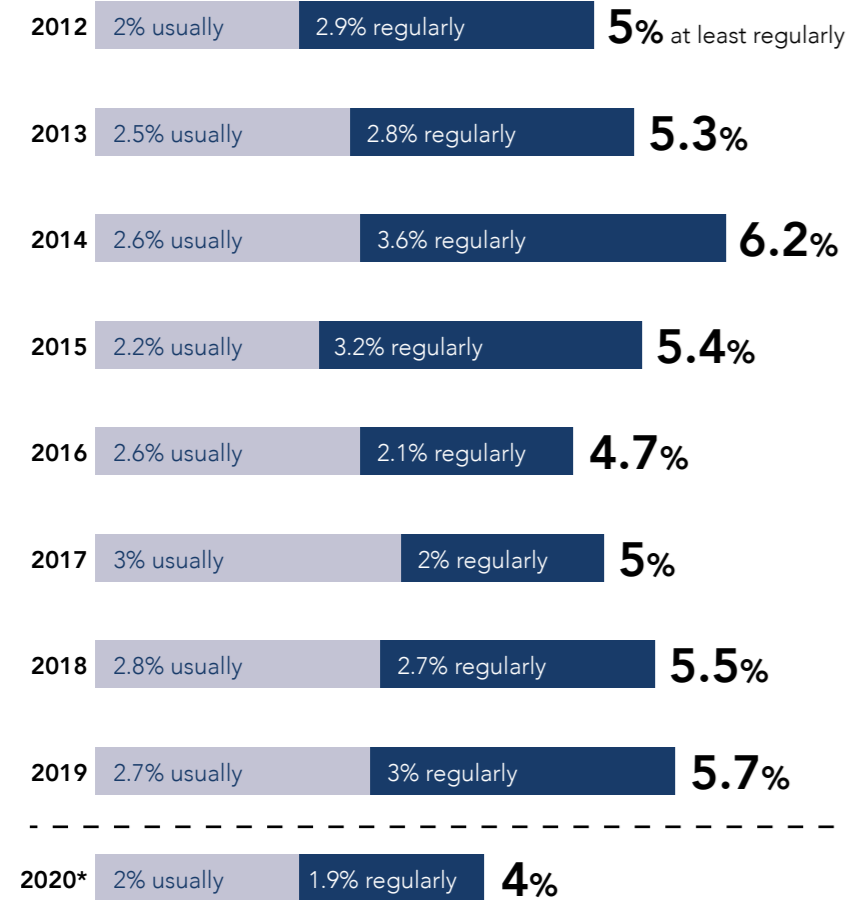
* This data is from the 2019 Scottish Household Survey as the question was not asked in 2020. Figures for the frequency of cycling journeys will be available in alternate (odd) years from 2019.

¹ Source: Transport and Travel in Scotland 2020 – Travel Diary [Table TD2] ² Source: Scottish Household Survey 2020 – Physical Activity Data [Tables 5.1 & 5.2]

³ Source: Transport and Travel in Scotland 2020 – Social Survey [Table 25a]

Cycling to work⁴

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



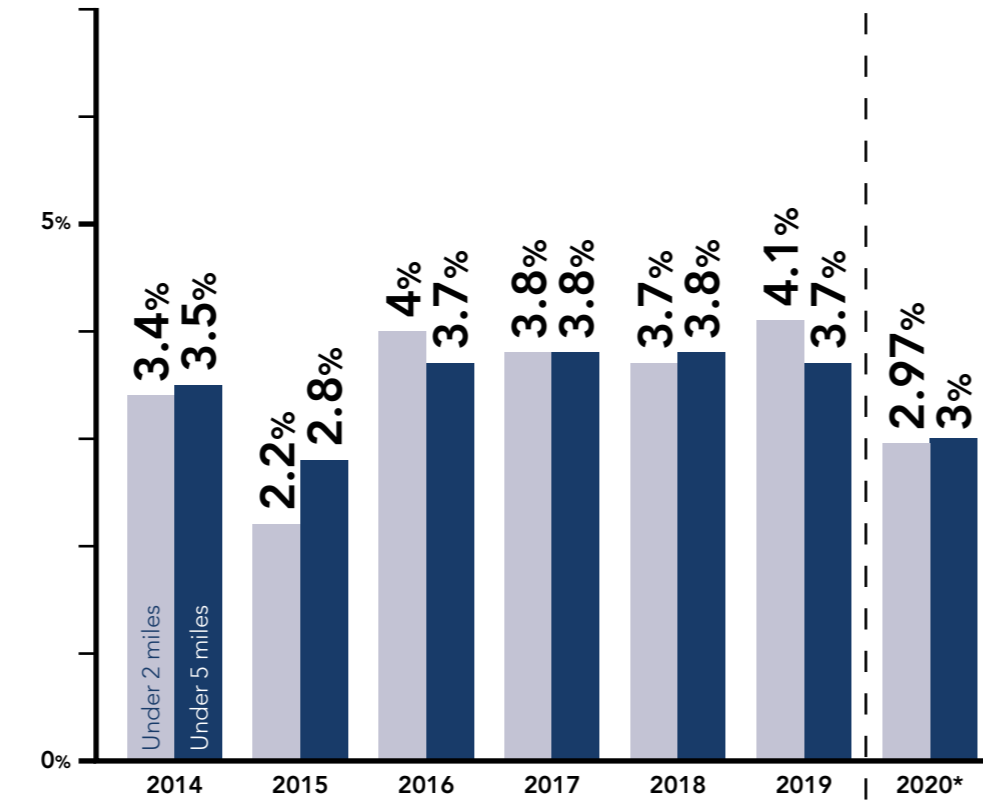
* Due to changes in the survey in response to Covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020.

⁴ Source: Scottish Household Survey 2020 with additional information from Transport Scotland. Confidence intervals for 2020 survey data: 90% (+/- 1.2%); 95% (+/- 1.5%)

⁵ Source: Transport Scotland analysis of Scottish Household Survey 2020.

Main mode of commuting to work – shorter commutes⁵

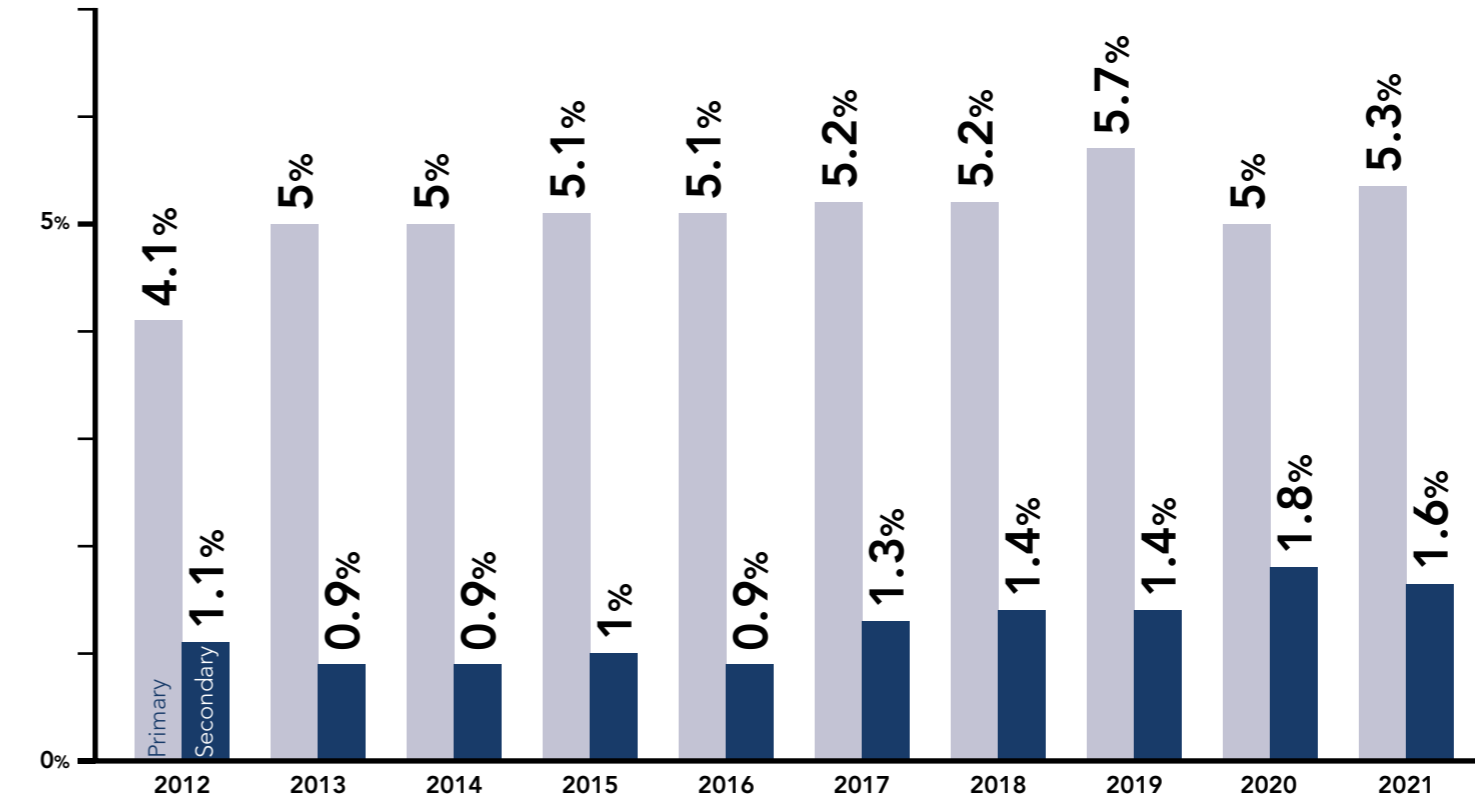
These statistics examine cycling's mode share for commuting to work when commutes are under 5 miles and under 2 miles



* Due to changes in the survey in response to Covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020.

Cycling to school⁶

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



⁶ Source: Hands Up Scotland Survey 2021 [Table 2.3] ⁷ Source: Reported Road Casualties Scotland 2020 [Table 13c]

Total amount of cycling⁷

600 million

vehicle km were cycled on all roads by pedal cycles in 2020*

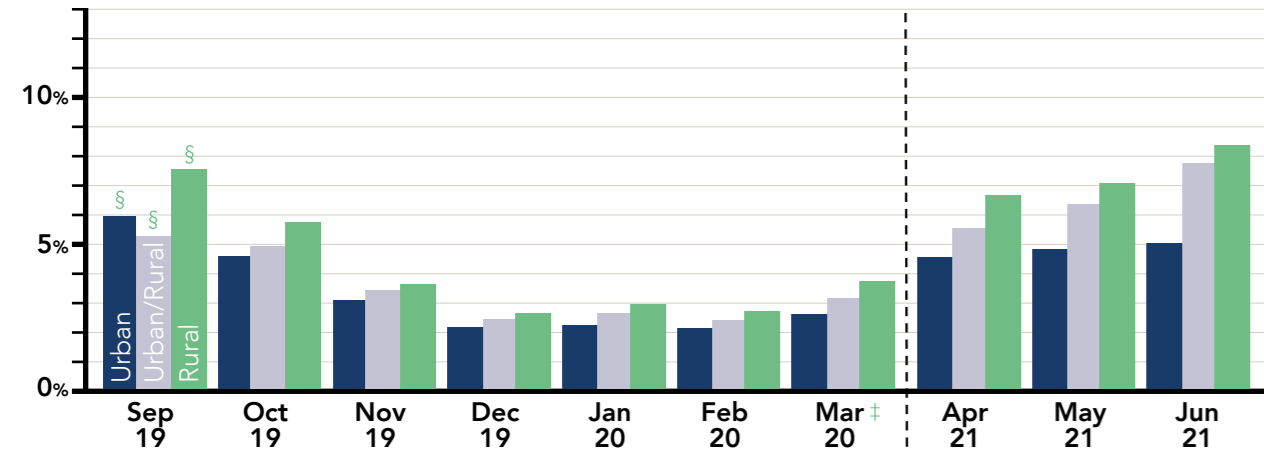
2020*	600mil
2019*	367mil
2018*	313mil
2017*	292mil
2016*	288mil
2015	342mil
2014	369mil
2013	329mil
2012	310mil

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

Travel Tracker⁸

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*.



* Due to a change in methodology, the urban rural classification figures are not comparable with previous reports.

§ This analysis follows the Scottish Government's 6-Fold Urban Rural Classification 2016: Urban (large urban areas & other urban areas); Urban/Rural (accessible small towns & remote small towns); and Rural (accessible rural & remote rural).

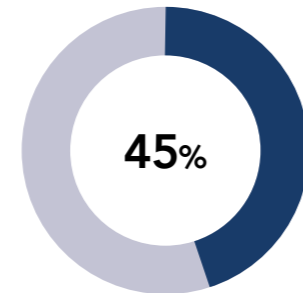
‡ Due to school closures in response to Covid-19, there is a break in the time series between March 2020 and April 2021

⁸ Source: Living Streets Scotland.

⁹ Source: Transport and Travel in Scotland 2020 – Social Survey [Table 18a].

¹⁰ Source: Transport and Travel in Scotland 2020 – Social Survey [Table 26a].

Access to bikes⁹



Households who had access to one or more bikes for private use in 2020

Attitudes¹⁰

Reasons for not cycling to work (2019)*



40.4%
Too far to cycle



20.9%
Concerns about cycling in traffic



20.6%
Weather too cold/wet/windy



19.5%
It would be inconvenient

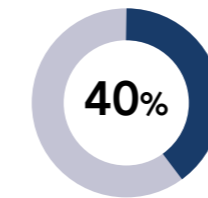


12.3%
Concerns about personal safety on dark/lonely roads

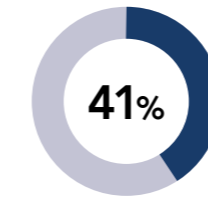
* This question was not asked in the 2020 Scottish Household Survey. These figures will be available in alternate (odd) years from 2019

Awareness and uptake of sustainable transport policies¹¹

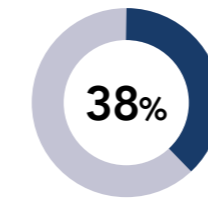
Awareness of cycle hire schemes



People who identified as male

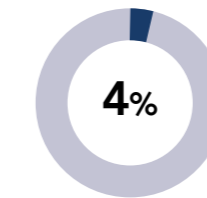


People who identified as female

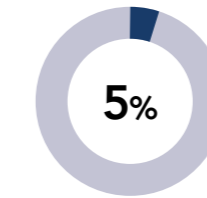


Two fifths of people who were asked were aware of cycle hire schemes. Of these people, 4% have used them.

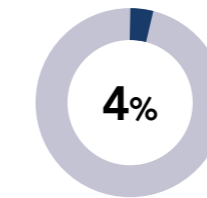
Usage by those who were aware of the schemes



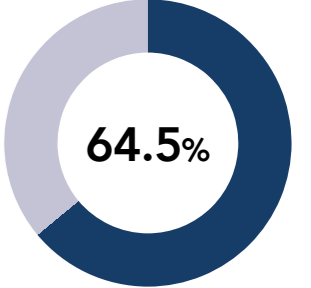
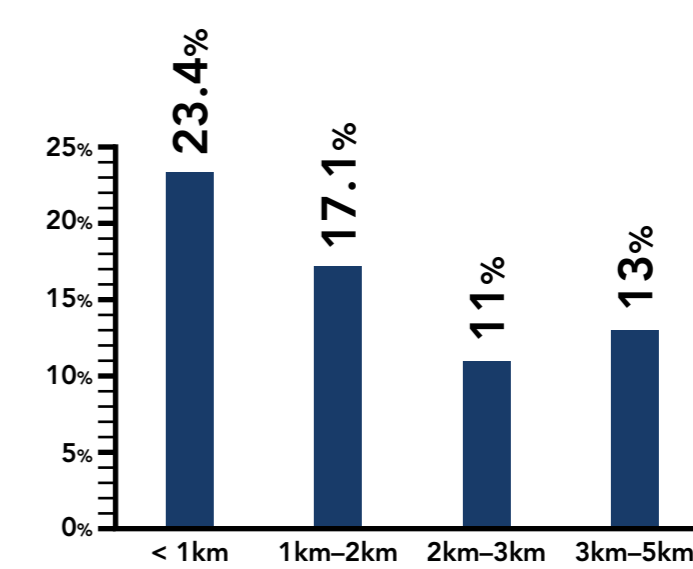
People who identified as male



People who identified as female



Distance travelled – journeys under 5km¹²



of all journeys in Scotland were under 5km in distance

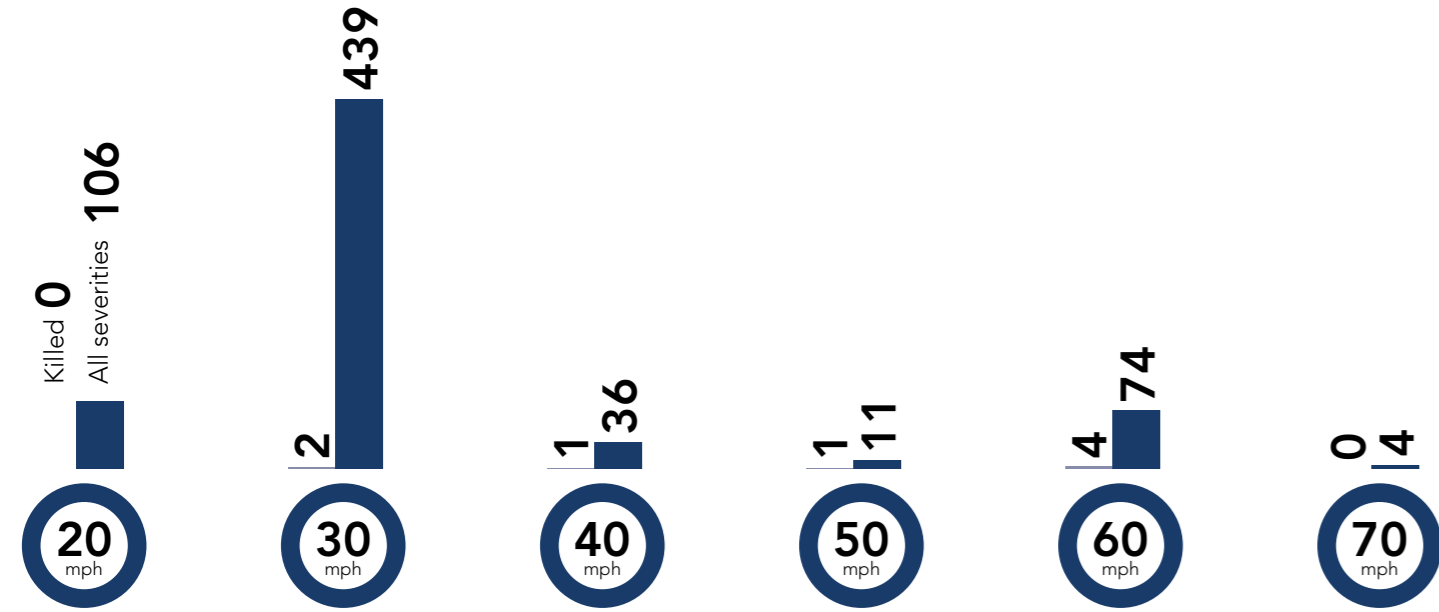
* Due to changes in the survey in response to Covid-19, 2020 data is not directly comparable with previous years.

¹¹ Source: Transport and Travel in Scotland 2020 [Tables 46 & 47].

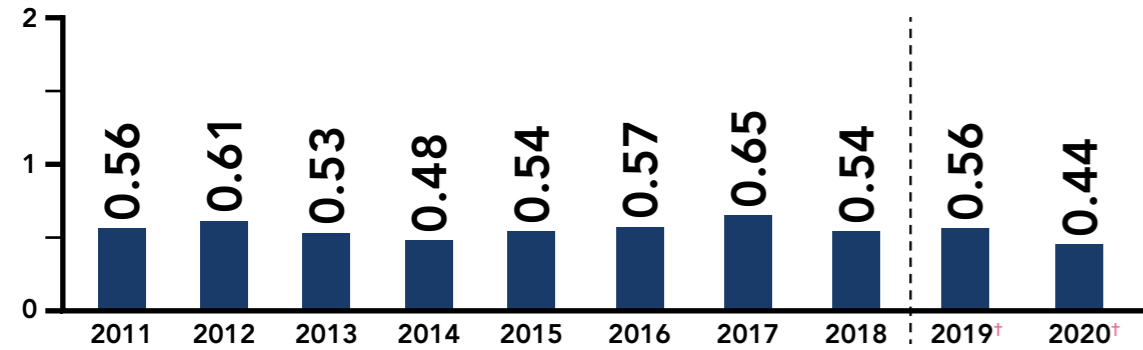
¹² Source: Transport and Travel in Scotland 2020 – Travel Diary [Table TD4].

Safety

Reported casualties by speed limit (2016–2020 average)¹³



KSI[§] rates per million vehicle kms¹⁴



† Due to changes in the way casualty severities are recorded, figures for serious casualties in 2019 & 2020 are not comparable with previous years.

¹³ Source: Reported Road Casualties 2020 [Table 33]. ¹⁴ Source: Reported Road Casualties Scotland 2020 [Table 13d]

Total killed

8

All severities

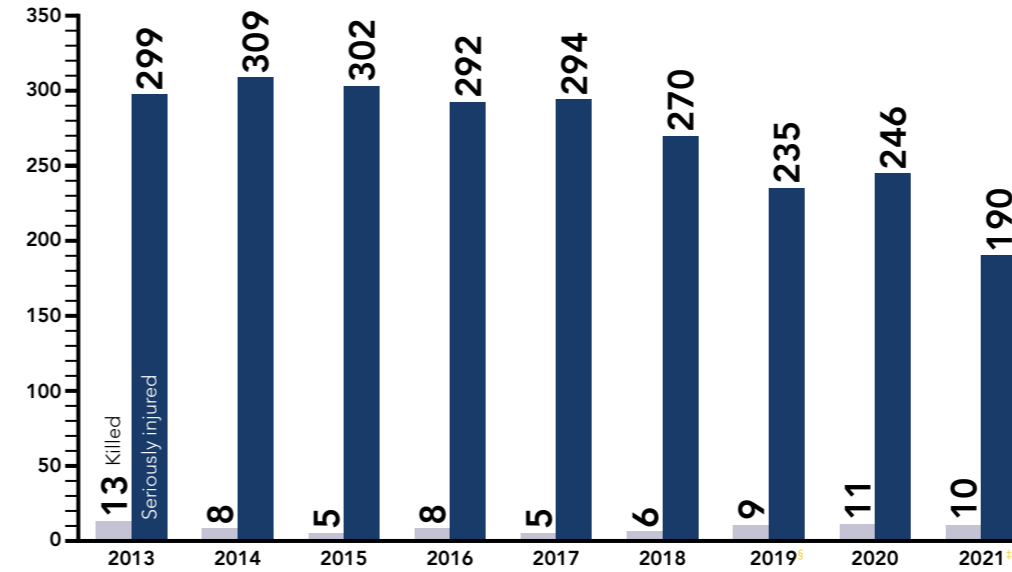
671

On average between 2016 and 2020, there were 106 reported pedal cycle casualties of all severities in areas with a 20mph speed limit compared with 439 in areas with a 30mph speed limit.

* Due to changes in the way casualty severities are recorded, figures for serious casualties in 2019 and 2020 are not comparable with previous years.

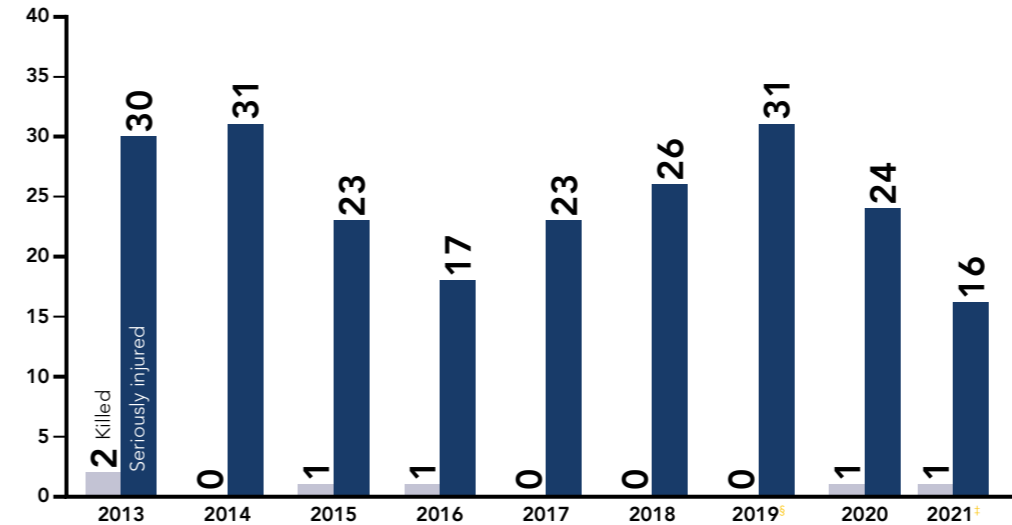
§ KSI = killed or seriously injured

Number of people killed or seriously injured whilst riding a bike¹⁵



The average number of people seriously injured whilst riding a bike for 2015–2020 was 273, compared to 257 for 2005–2010.

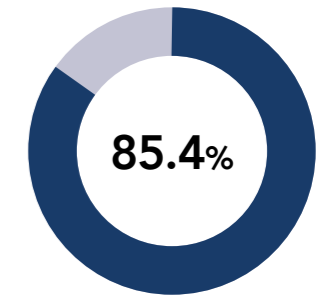
Number of children killed or seriously injured whilst riding a bike¹⁶



The average number of children seriously injured whilst riding a bike for 2015–2020 was 24, compared to 53 for 2005–2010.

§ From 2019, the way in which serious and slight casualty severities are recorded changed, as a result figures from 2004–2019 have been adjusted to allow for comparison with figures from 2019 onwards †Provisional figures.

Vehicles involved in reported injury collisions¹⁷



On average since 2010, cars & taxis have been involved in **85.4%** of collisions involving a pedal cycle.

In 2020, the volume of car traffic was **26.3%** lower than in 2019 and the volume of pedal cycle traffic was **63.5%** higher.¹⁸

¹⁵ Source: Key Reported Road Casualties 2021 [Tables 5 & 6] ¹⁶ Source: Key Reported Road Casualties 2021 [Tables 7 & 8]

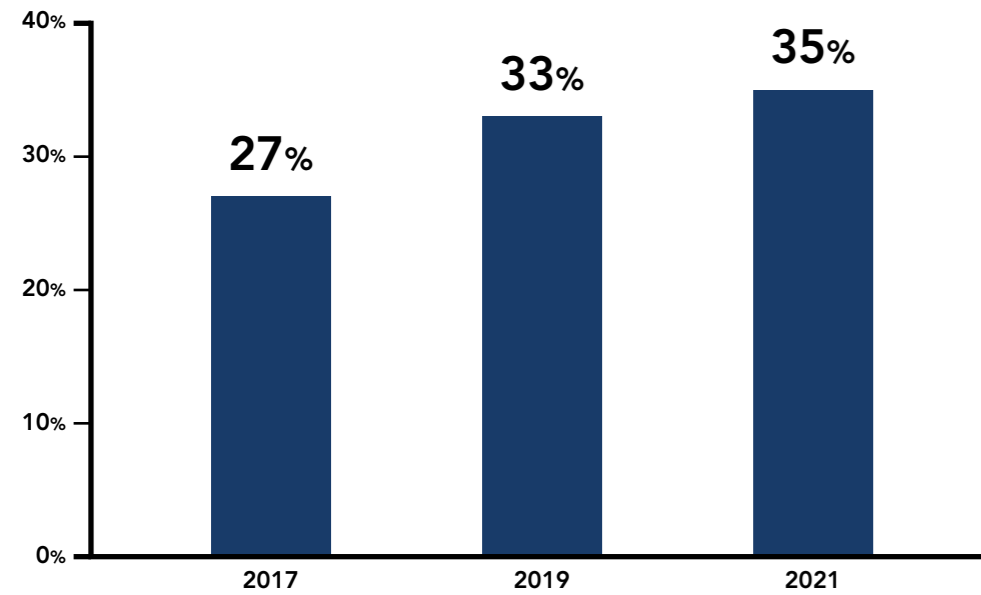
¹⁷ Source: Reported Road Casualties Scotland 2020, with additional analysis by Transport Scotland [Table 13] ¹⁸ Source: Scottish Transport Statistics 2021 [Table 5.3]

Attitudes & Behaviours research

Cycling Scotland's 'Attitudes and Behaviours Towards Cycling in Scotland' is long-term research aiming to: consult the Scottish population, gather data on perceptions of and barriers to cycling, and provide effective and implementable recommendations for action. The most recent study took place in 2021. Quotas were set on demographics (age, gender, socio-economic group) to ensure a sample representative of Scottish population. On the gender breakdown, males include trans males and females include trans females.

Highlights from the findings include:

Cycling frequency¹⁹

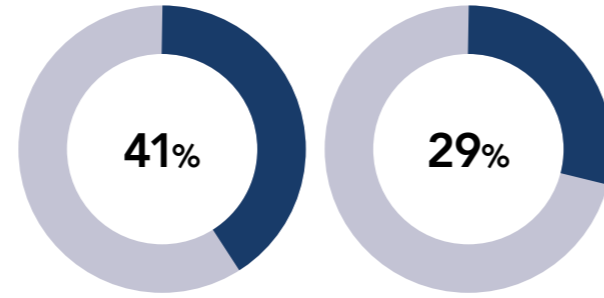


In 2021, 35% of the population ever cycle either for transport or leisure.

¹⁹ & ²⁰ Source: Attitudes & Behaviours towards cycling in Scotland – wave 3 (2021)

Breakdown²⁰

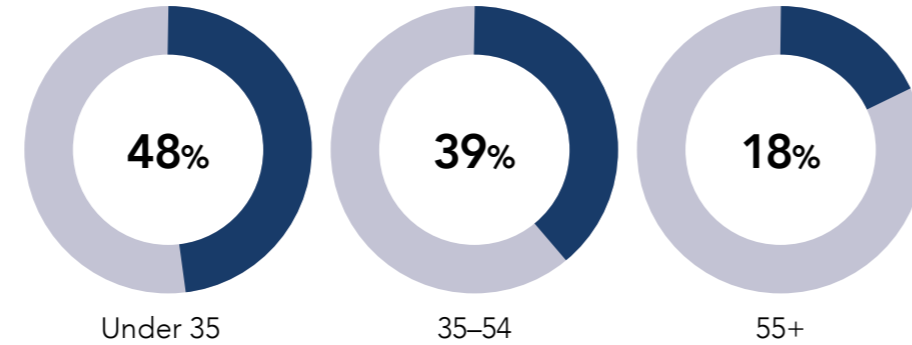
Gender



Males

Females

Age

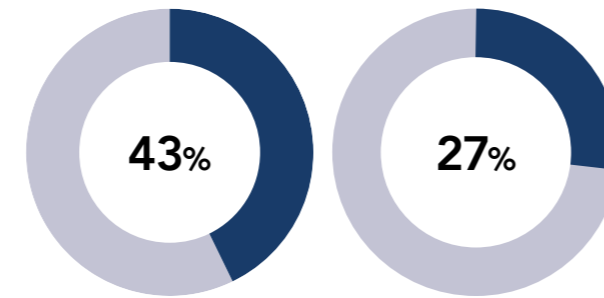


Under 35

35-54

55+

Socio-economic

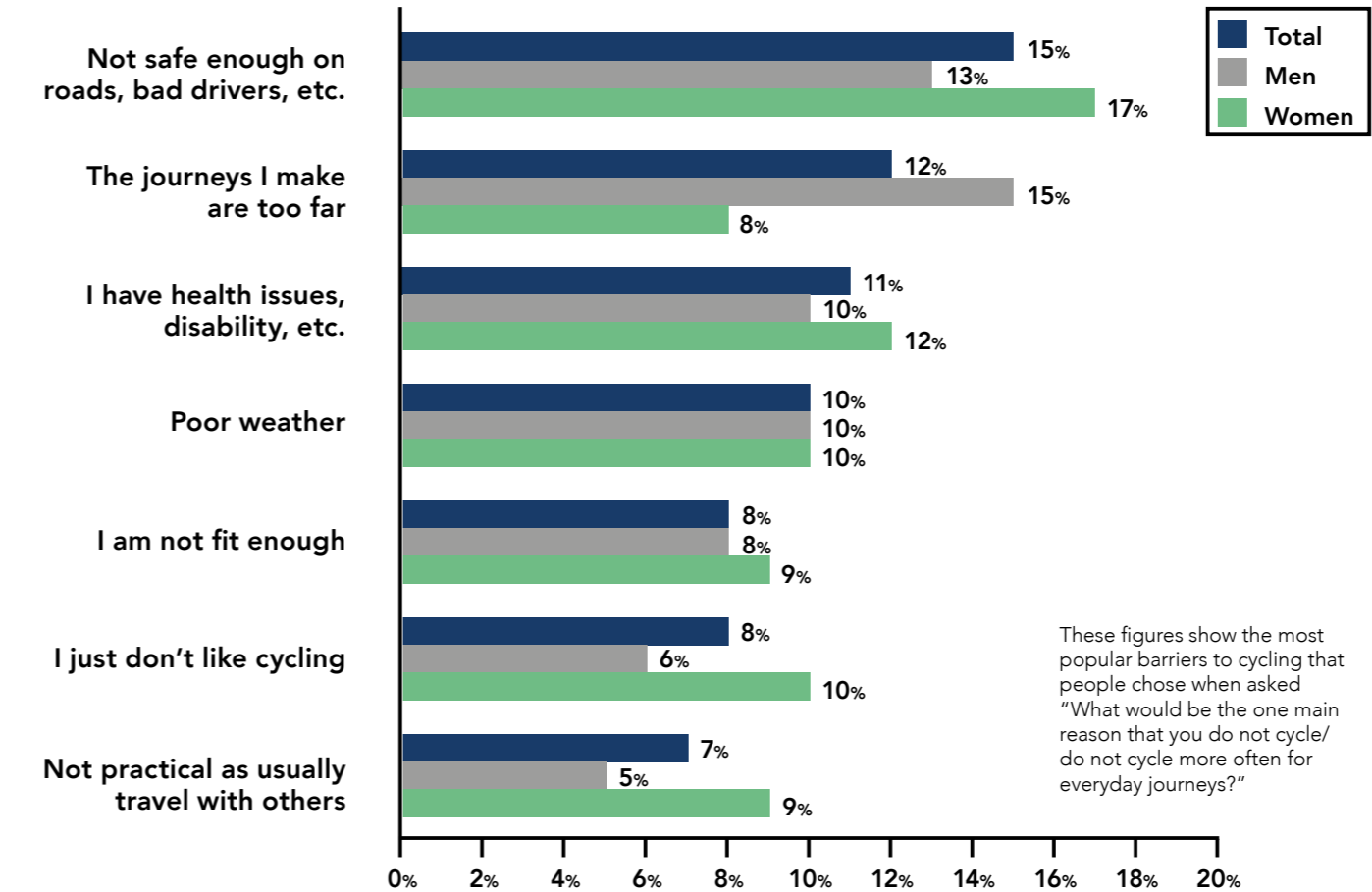


ABC1

C2DE

Barriers to cycling²¹

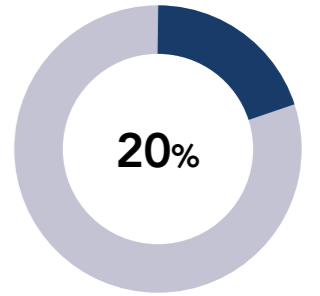
²¹ The importance of barriers to individual people can vary considerably and depends very much on circumstances. A combination of barriers seem to affect the decision not to cycle – with the relative importance of each affected by gender, age and socio-economic groups.



These figures show the most popular barriers to cycling that people chose when asked "What would be the one main reason that you do not cycle/ do not cycle more often for everyday journeys?"

²¹ & ²² Source: Attitudes & Behaviours towards cycling in Scotland – wave 3 (2021)

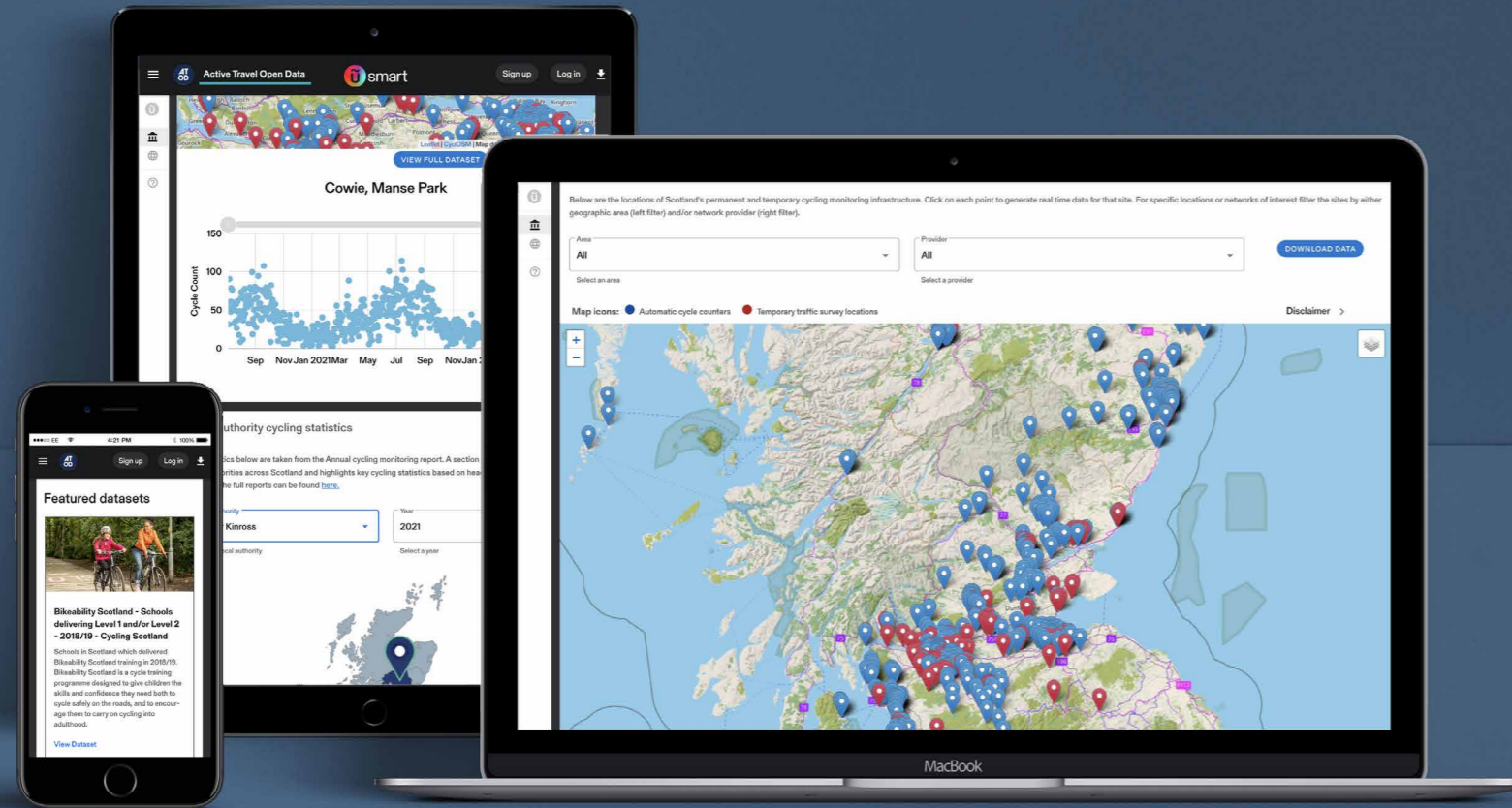
Bike storage²²



One in five (20%) reported that they did not have somewhere they could store a bike

31% of respondents rated "nowhere convenient or secure to store bike" as a barrier to cycling.

Scotland's Cycling Open Data Portal



Cycling Open Data portal

The Cycling Open Data portal is designed to be a 'one-stop shop' for Scotland's active travel data. It aims to support research, policy and decision making at all levels by providing clear and transparent data. This can help justify investment in active travel – supporting the development of walking, wheeling and cycling across Scotland.

Bringing together local and national active travel statistics with real-time data from local authorities and active travel partners, the portal provides the most comprehensive collection of cycling data of its kind in Scotland.

The portal embraces the principles of open data and hosts clear, free to access, up-to-date data from a wide range of sources. The data is freely available for anyone to access, download and re-publish.

→ www.cycling.scot/opendata

Data sources include:

Cycling Scotland's National Monitoring Framework

- Permanent automatic cycle counter data
- Biannual traffic survey data from across Scotland

Cycling Scotland programmes

- Bikeability Scotland
- Cycling Friendly
- Annual Cycling Monitoring Report
- Attitudes & Behaviours research

Government

- Scottish Household Survey
- Transport and Travel in Scotland
- Key Reported Road Casualties

Partners

- Real-time data from local authority automatic cycle counters
- Active travel partner counter data
- Cycle hire scheme data
- Bike storage location data



The local section of the Annual Cycling Monitoring Report 2022 examines all the local authorities across Scotland and highlights statistics based on National Monitoring Framework data, workplaces, and schools.

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

Due to changes in the 2020 Scottish Household survey in response to Covid-19, previous report data on journeys under 5km, household access to a bike/private car and cycling to work is not available for individual local authorities.

National Monitoring Framework

1. Cycling Mode Share

Source: Traffic Surveys (2021) – National Monitoring Framework – Cycling Scotland

This dataset shows the cycling mode share within the local authority from Cycling Scotland’s National Monitoring Framework traffic surveys. The surveys are carried out over 48 hours biannually in May and September. There are 100 traffic survey sites across the local authorities and the number of survey sites in each local authority are allocated based on the percentage of the population.

Work

2. Number of Cycling Friendly Employers and employees

Source: Cycling Scotland 2021/2022

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

3. Children cycling to primary school

Source: Hands Up Survey Scotland 2020 [Table 3.3] – Sustrans Scotland

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

4. Children cycling to secondary school

Source: Hands Up Survey Scotland 2020 [Table 3.3] – Sustrans Scotland

This data shows the percentage of secondary school children who answered “cycle” when asked the

question “How do you normally travel to school?” as part of the Hands Up Scotland Survey.

5. Number of Cycling Friendly Schools and pupils

Source: Cycling Scotland 2021/2022

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.

6. Percentage of primary schools providing Level 2 Bikeability Scotland training

Source: Data provided by local authorities

Bikeability Scotland is the national cycle training programme for school children designed to give pupils the skills and confidence they need to cycle safely on the roads and to encourage them to carry on cycling into adulthood.

Due to Covid-19 restrictions, Bikeability Scotland delivery was significantly impacted in the academic year 2020/21. As a result, this report also features data from 2018/19 (pre pandemic). Cycling

Scotland’s priority is in supporting local authorities to return to, or exceed, pre-pandemic levels, where they haven’t already done so.

Active travel budget

Source: Information provided by local authorities

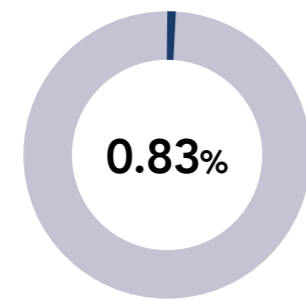
This dataset indicates the active travel budget of local authorities in the 2020/21 financial year.

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

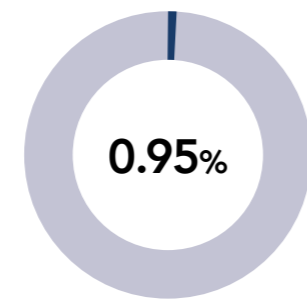


Aberdeen City

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£532,808.72

Revenue
N/A

2020/21

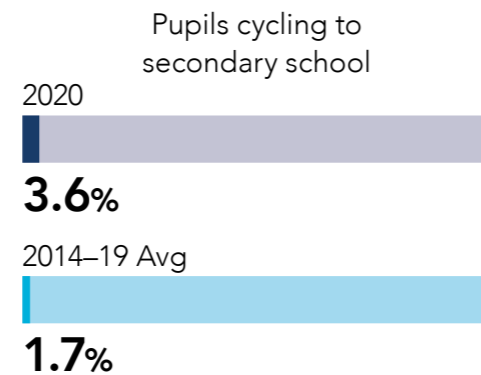
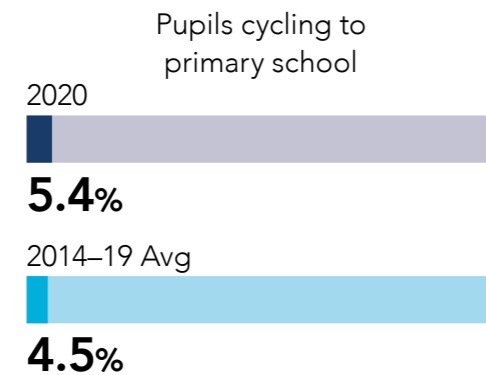
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

This figure covers the combined revenue and capital spend and does not include larger studies/improvements where active travel was not the main focus.

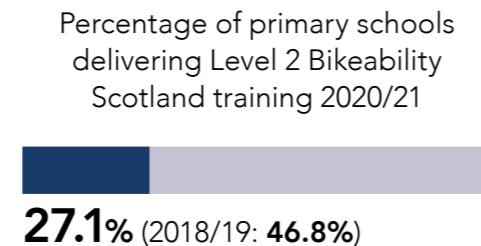
Workplaces

32
Cycling Friendly Employers
employing
11,499
staff

Schools

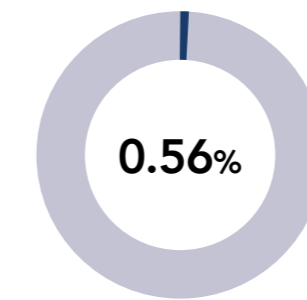


18
Cycling Friendly Schools
reaching
5328
pupils

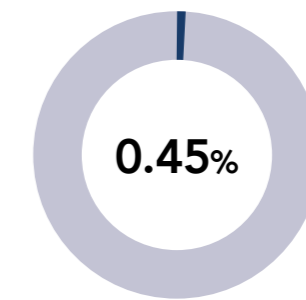


Aberdeenshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£966,825.92

Revenue
£635,279.80

2020/21

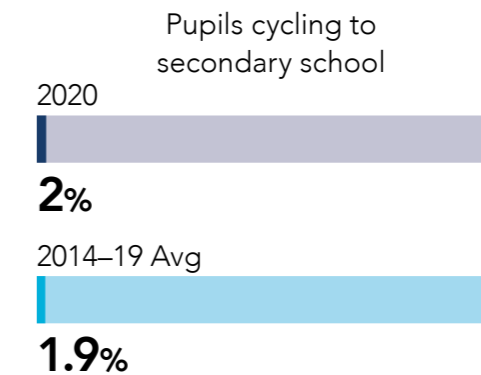
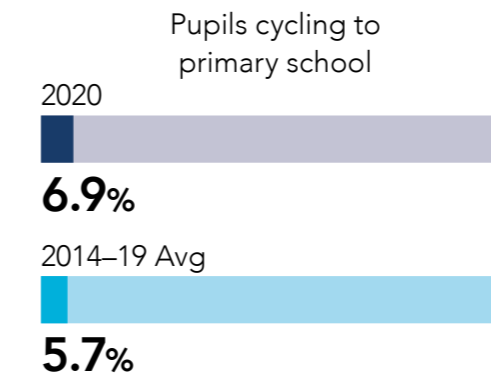
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

The revenue figures include spend across strategy initiatives as well as SCSP funding.

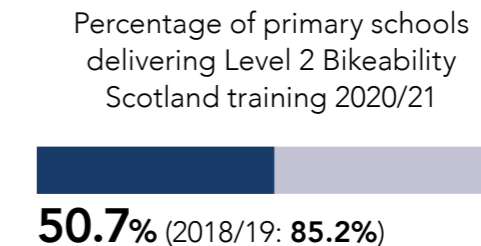
Workplaces

4
Cycling Friendly Employers
employing
2,336
staff

Schools



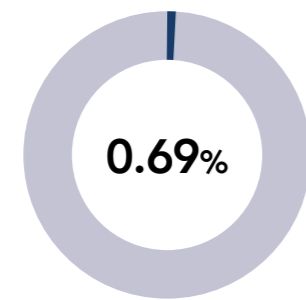
45
Cycling Friendly Schools
reaching
12,067
pupils



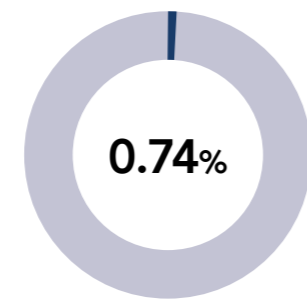


Angus

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£1,100,651.00

Revenue
£122,000.00

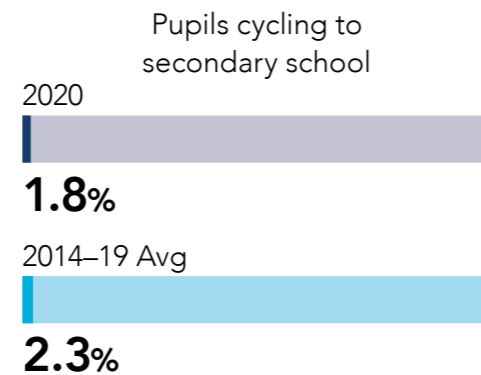
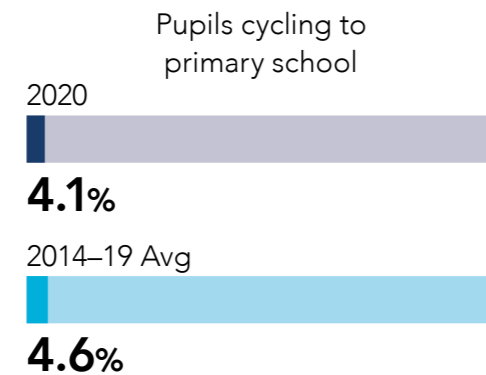
2020/21

* This includes funding from: Cycling, Walking and Safer Routes (CWSR); Sustrans' Places for Everyone; and the Regional Transport Partnership (Tactran).

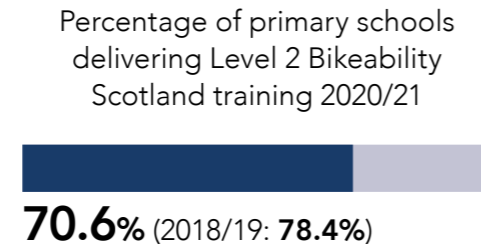
Workplaces

6
Cycling Friendly Employers
employing
1,210
staff

Schools

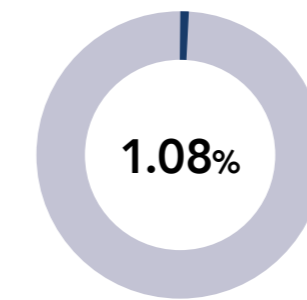


8
Cycling Friendly Schools
reaching
3,836
pupils

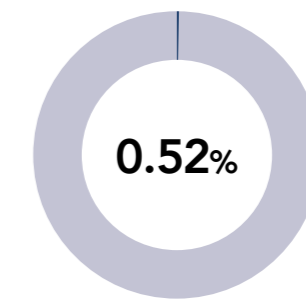


Argyll & Bute

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£1,358,869.66

Revenue
£762,398.97

2020/21

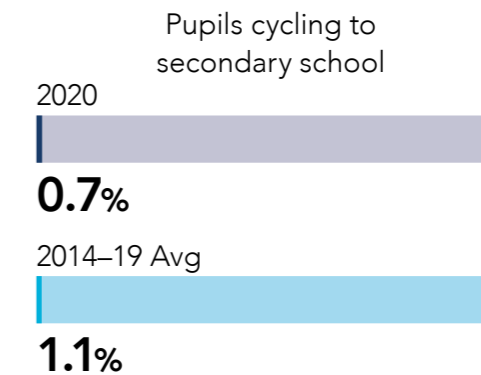
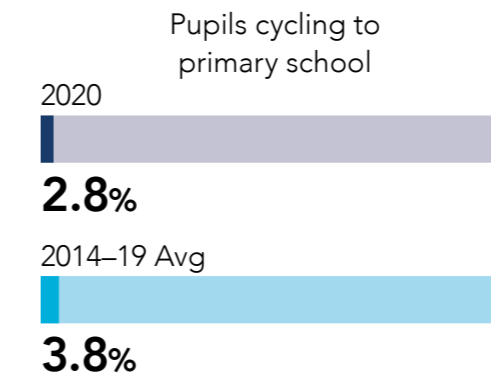
* These figures do not include the authority's total spend on active travel projects.

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

Workplaces

4
Cycling Friendly Employers
employing
162
staff

Schools



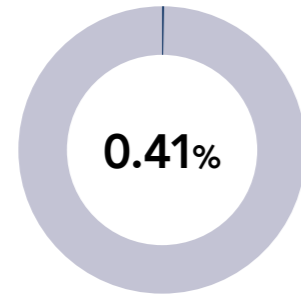
4
Cycling Friendly Schools
reaching
215
pupils

Pilot Bikeability Scotland training in Argyll & Bute recommenced in the academic year 2020/21.

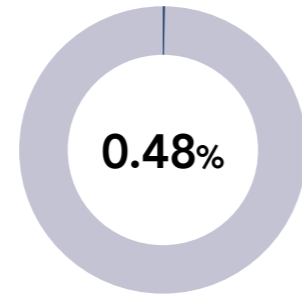


Clackmannanshire

Cycling mode share



May 2021



September 2021

Active travel budget*

Capital
£646,268.63

Revenue
N/A

2020/21

* Figures are actual spend on new infrastructure constructed during 2020/21.

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

Workplaces

8

Cycling Friendly Employers employing

1,044
staff

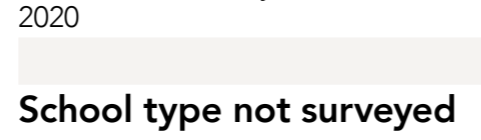
Schools

Pupils cycling to primary school



2020
7.1%
2014-19 Avg
6.0%

Pupils cycling to secondary school



2020
0.5%
2014-19 Avg
0.5%

7
Cycling Friendly Schools reaching

1,889
pupils

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2020/21 2020/21

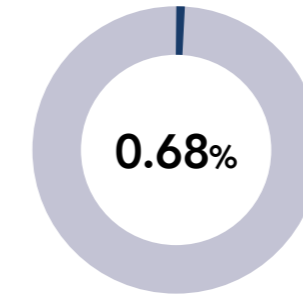


100% (2018/19: 100%)

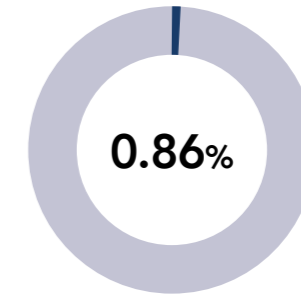


Dumfries & Galloway

Cycling mode share



May 2021



September 2021

Active travel budget*

Capital
£1,153,619.00

Revenue
£61,105.00

2020/21

* This includes Sustrans and Core Paths funding.

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

Workplaces

8

Cycling Friendly Employers employing

3,388
staff

Schools

Pupils cycling to primary school



2020
4.7%
2014-19 Avg
5.8%

Pupils cycling to secondary school

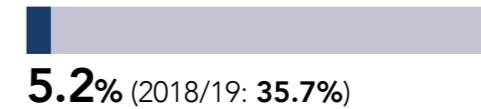


2020
2.9%
2014-19 Avg
1.4%

32
Cycling Friendly Schools reaching

6,365
pupils

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2020/21 2020/21

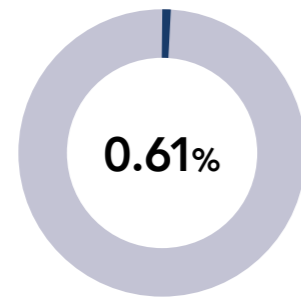


5.2% (2018/19: 35.7%)

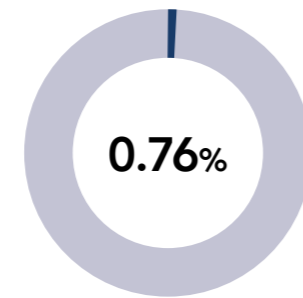


Dundee City

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£6,100,000.00

Revenue
£210,000.00

2020/21

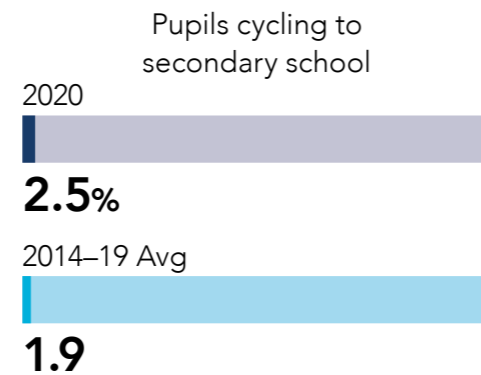
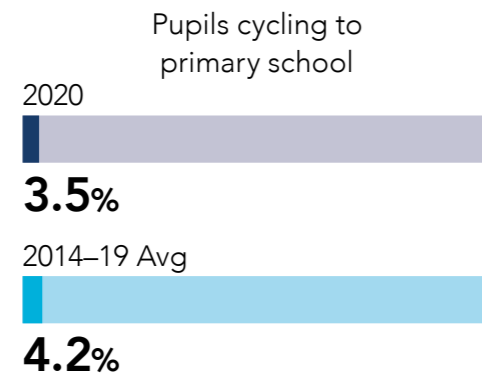
* Where capital projects have spanned two financial years an estimate of costs incurred in FY 20/21 has been provided.

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

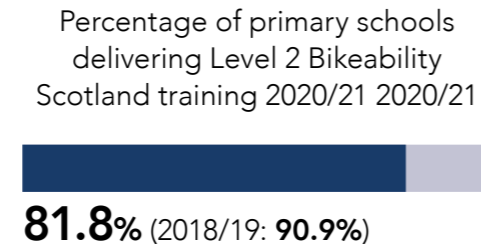
Workplaces

15
Cycling Friendly Employers
employing
10,813
staff

Schools

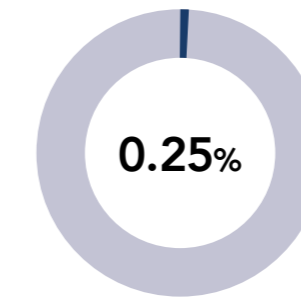


7
Cycling Friendly Schools
reaching
5,020
pupils

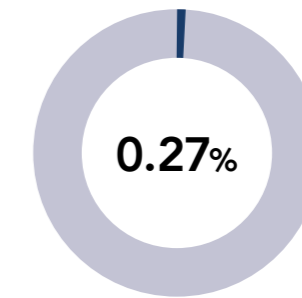


East Ayrshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£477,067.00

Revenue
£172,000.00

2020/21

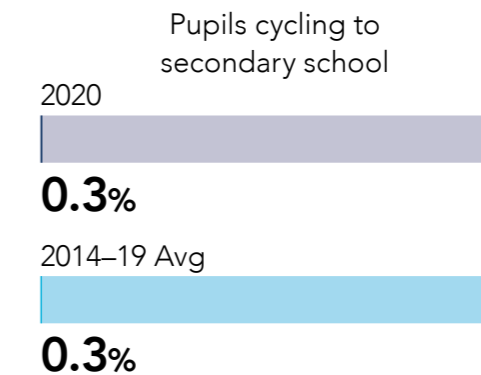
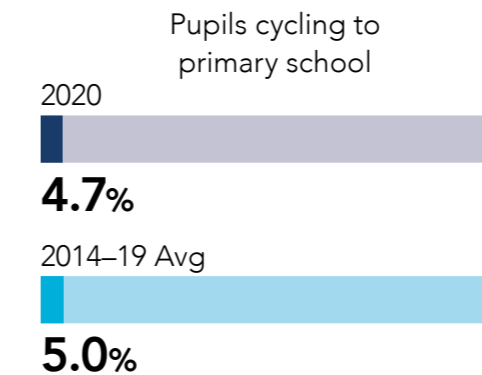
* The figures are only those incurred by the Ayrshire Roads Alliance and do not include spend on active travel by other departments in East Ayrshire Council.

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

Workplaces

3
Cycling Friendly Employers
employing
9,148
staff

Schools



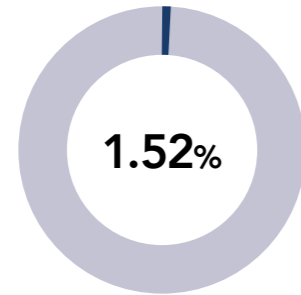
7
Cycling Friendly Schools
reaching
2,767
pupils

Pilot Bikeability Scotland training in East Ayrshire recommenced in the academic year 2020/21.

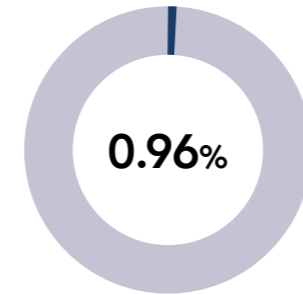


East Dunbartonshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£323,679.51

Revenue
£42,977.58

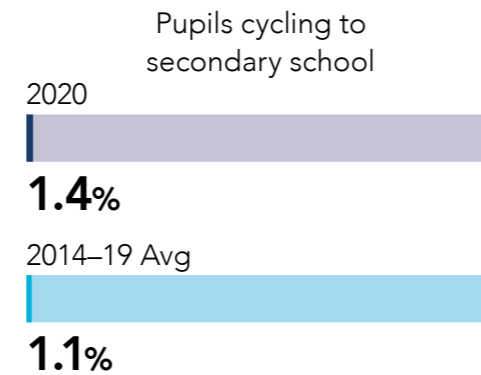
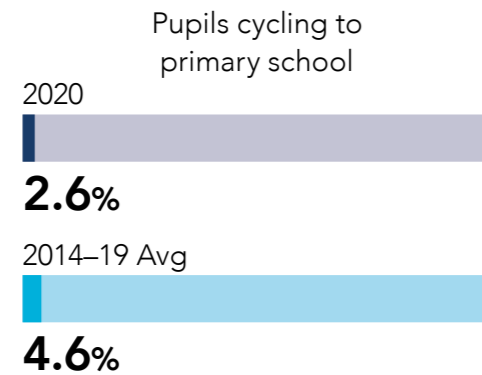
2020/21

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

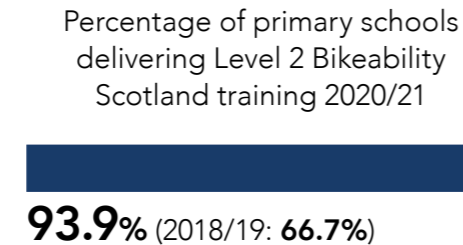
Workplaces

2
Cycling Friendly Employers
employing
383
staff

Schools

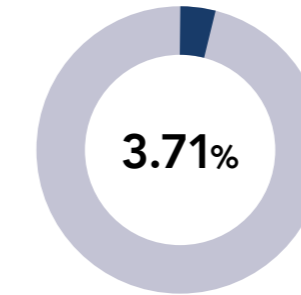


17
Cycling Friendly Schools
reaching
5,481
pupils

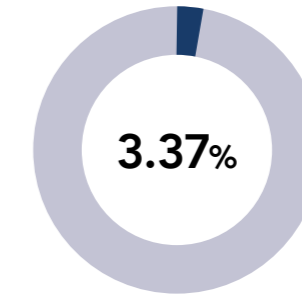


East Lothian

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
No data supplied

Revenue
No data supplied

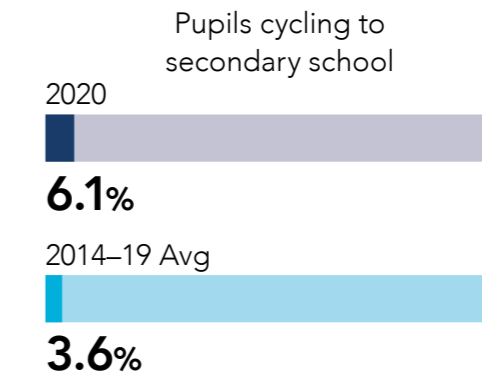
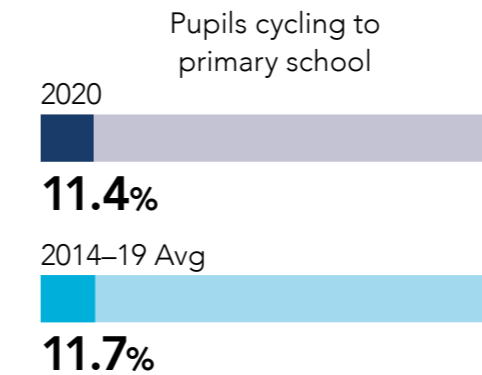
2020/21

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

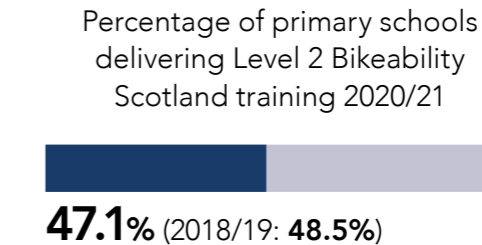
Workplaces

3
Cycling Friendly Employers
employing
584
staff

Schools



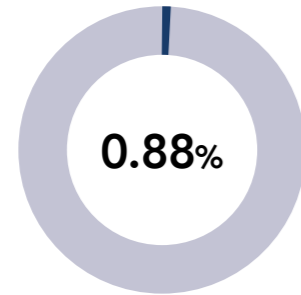
13
Cycling Friendly Schools
reaching
5,555
pupils



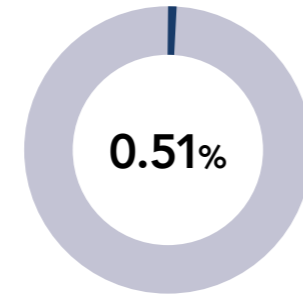


East Renfrewshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£908,000.00

Revenue
N/A

2020/21

* Revenue budget is spent on routine and cyclical active travel maintenance work but is not recorded separately from capital expenditure.

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

Workplaces

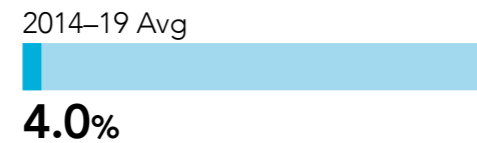
6

Cycling Friendly Employers employing

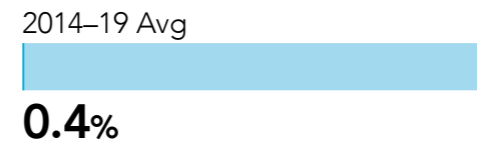
4,836
staff

Schools

Pupils cycling to primary school



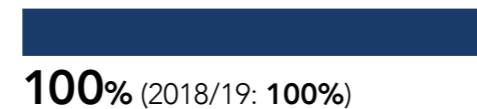
Pupils cycling to secondary school



28
Cycling Friendly Schools reaching

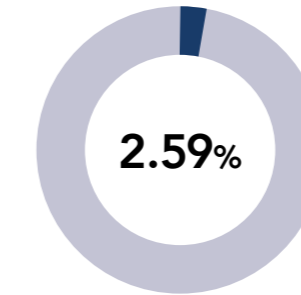
9,704
pupils

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2020/21

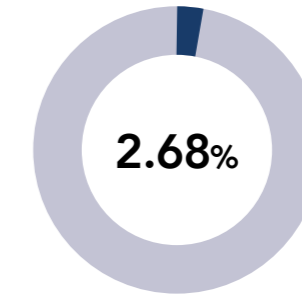


Edinburgh, City Of

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£5,708,820.38

Revenue
N/A

2020/21

* This figure covers the combined revenue and capital net spend by the City of Edinburgh Council on Active Travel, taking into account grant funding from external funding sources.

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

Workplaces

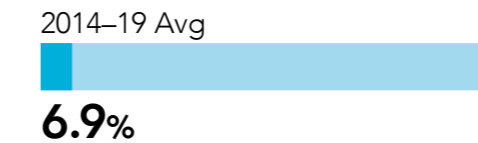
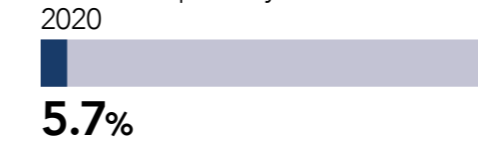
160

Cycling Friendly Employers employing

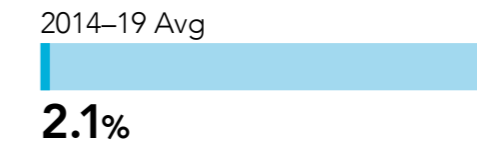
64,857
staff

Schools

Pupils cycling to primary school



Pupils cycling to secondary school



29
Cycling Friendly Schools reaching

17,343
pupils

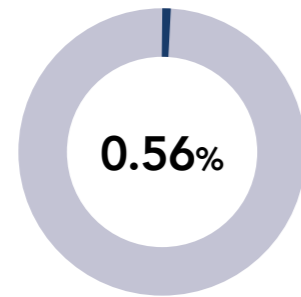
Percentage of primary schools delivering Level 2 Bikeability Scotland training 2020/21



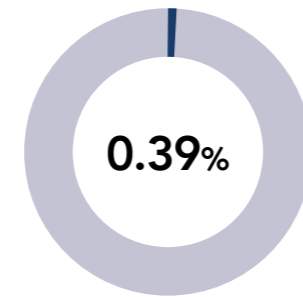


Eilean Siar

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£125,002.09

Revenue
£39,863.00

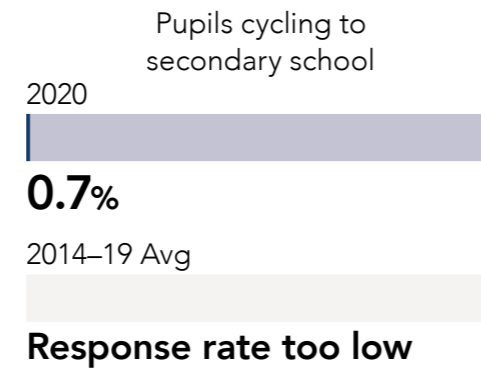
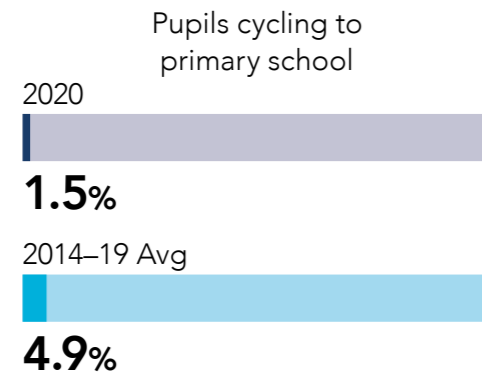
2020/21

* Capital figures include grant funding only.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

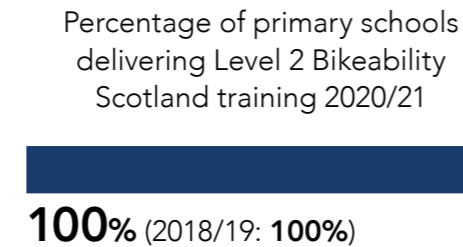
Workplaces

0
Cycling Friendly Employers
employing
0
staff

Schools

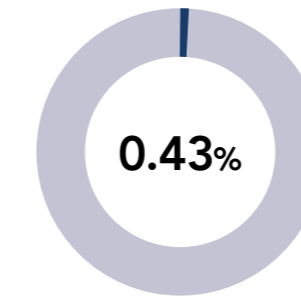


8
Cycling Friendly Schools
reaching
310
pupils

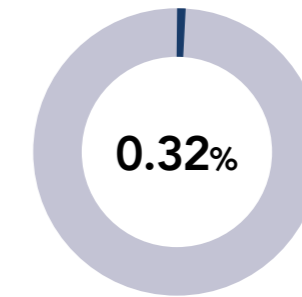


Falkirk

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£733,608.00

Revenue
£180,350.00

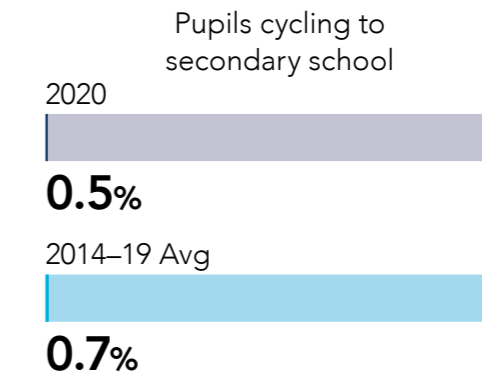
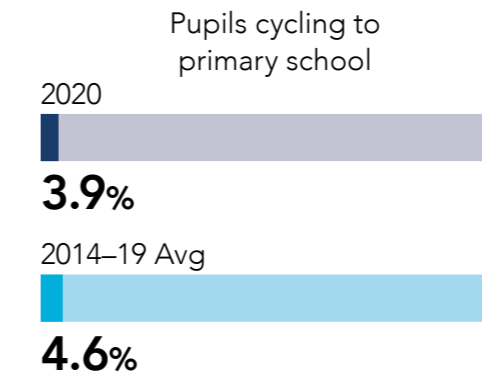
2020/21

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

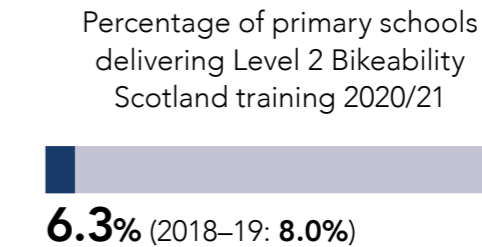
Workplaces

15
Cycling Friendly Employers
employing
6,508
staff

Schools



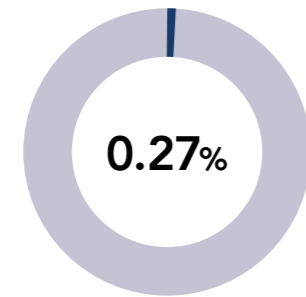
20
Cycling Friendly Schools
reaching
12,428
pupils



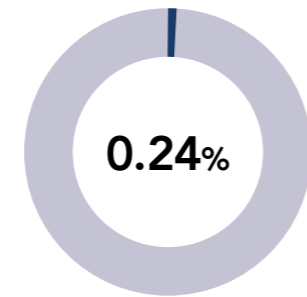


Fife

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£1,646,490.00

Revenue
£56,736.00

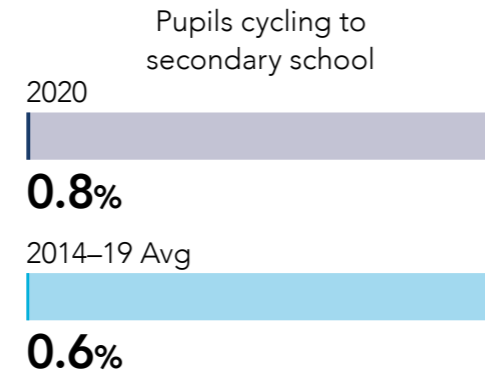
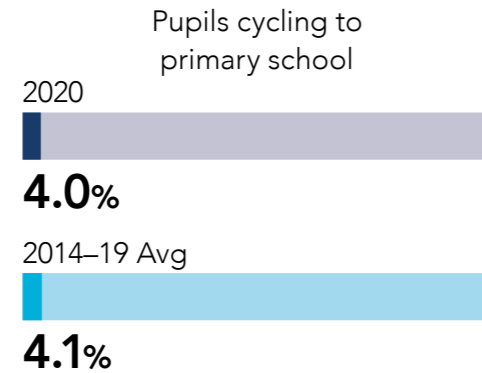
2020/21

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

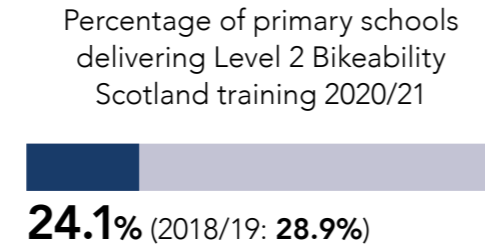
Workplaces

20
Cycling Friendly Employers
employing
10,579
staff

Schools

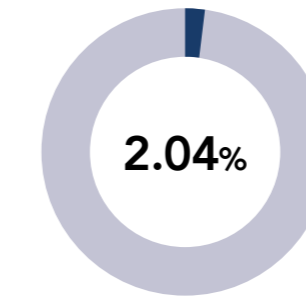


16
Cycling Friendly Schools
reaching
8,113
pupils

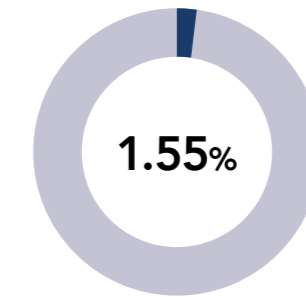


Glasgow City

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£2,902,970.00

Revenue
N/A

2020/21

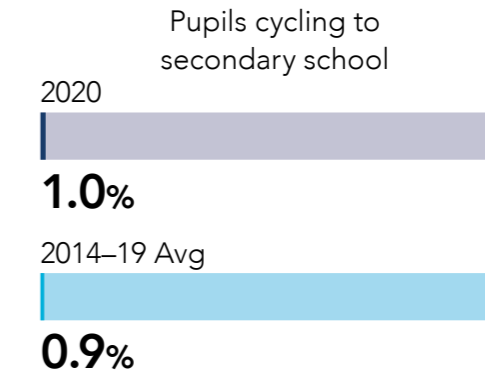
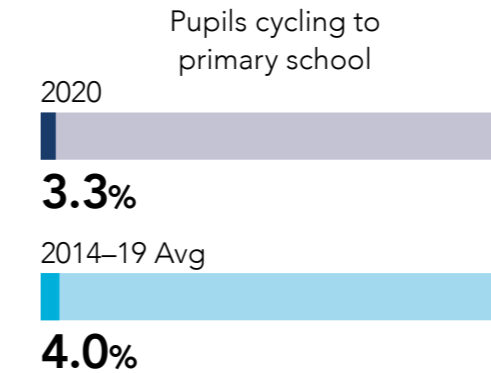
* This figure does not account for the authority's total spend for 2020/21. It is exclusive of revenue funding and does not include grants from Sustrans.

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

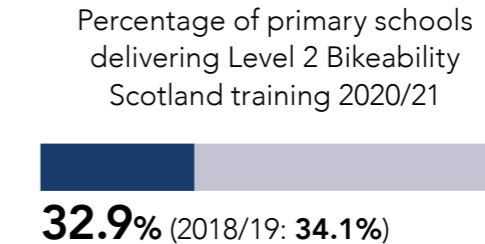
Workplaces

194
Cycling Friendly Employers
employing
82,042
staff

Schools



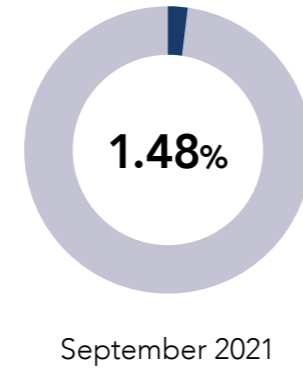
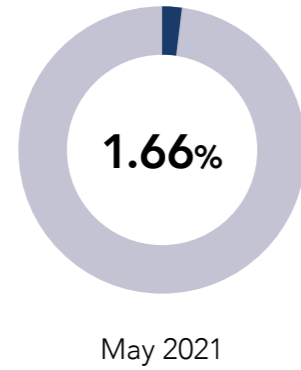
23
Cycling Friendly Schools
reaching
7,823
pupils





Highland

Cycling mode share from traffic counts



Active travel budget*

Capital
£2,252,143.00

Revenue
£214,000.00

2020/21

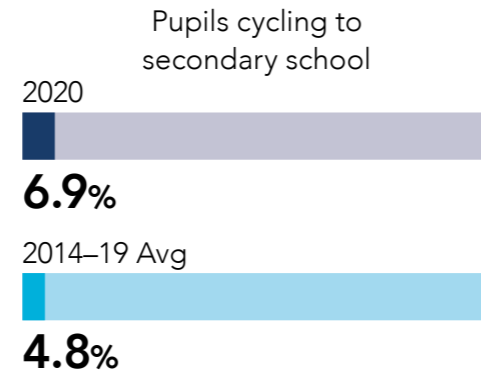
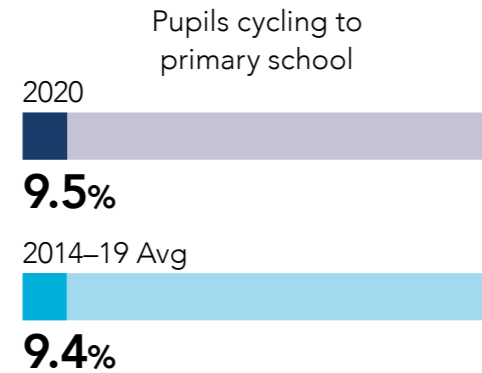
* The figures provided include expenditure against external grant awards from Sustrans and Paths for All. Capital expenditure includes SfP interventions, design work for future construction and cycle storage.

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

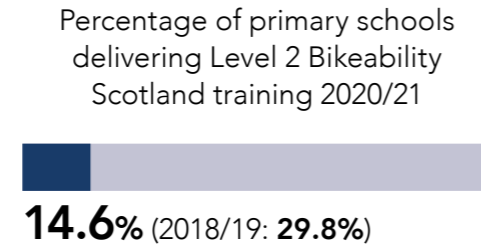
Workplaces

30
Cycling Friendly Employers
employing
4,830
staff

Schools

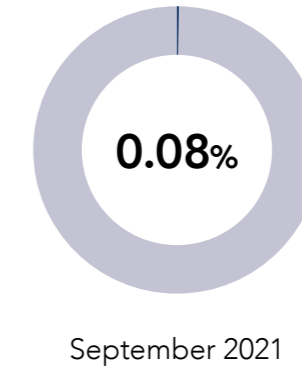
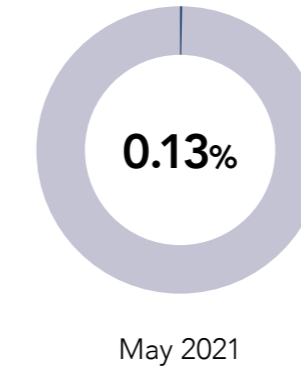


15
Cycling Friendly Schools
reaching
6,138
pupils



Inverclyde

Cycling mode share from traffic counts



Active travel budget*

Capital
No data supplied

Revenue
No data supplied

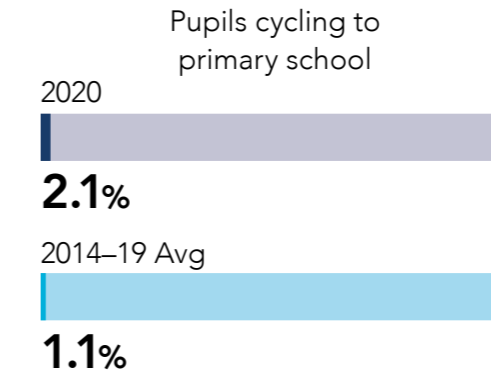
2020/21

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

Workplaces

1
Cycling Friendly Employer
employing
3,500
staff

Schools

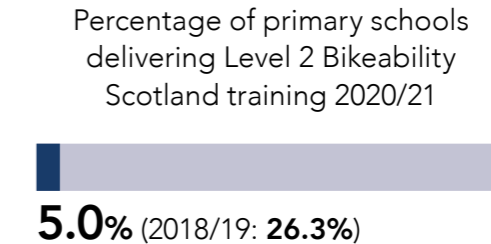


Pupils cycling to secondary school

2020
School type not surveyed

2014–19 Avg
Response rate too low

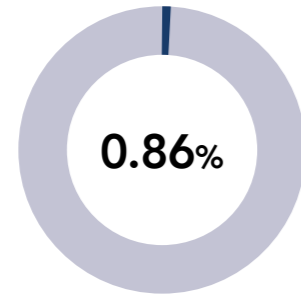
9
Cycling Friendly Schools
reaching
2,513
pupils



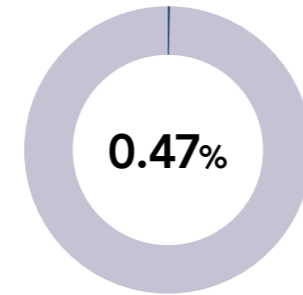


Midlothian

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£444,563.00

Revenue
N/A

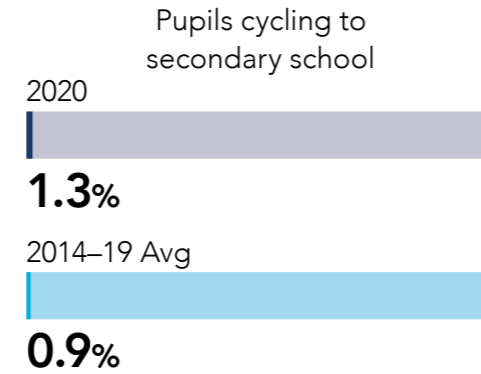
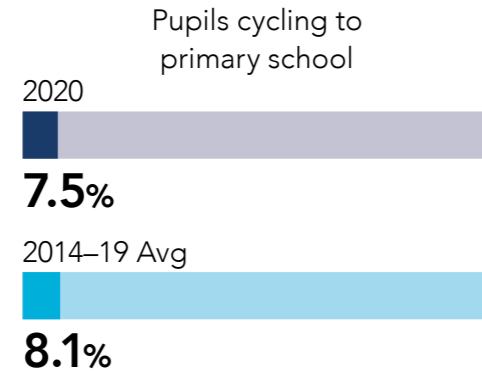
2020/21

* The figures provided include external grant funding but do not account for Midlothian's total expenditure for 2020/21.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

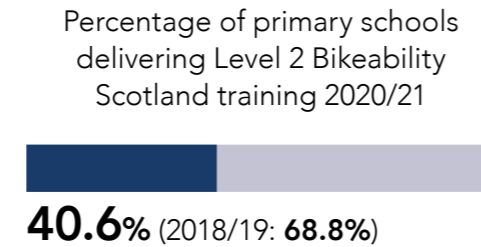
Workplaces

7
Cycling Friendly Employers
employing
2,709
staff

Schools

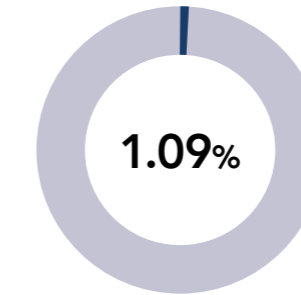


23
Cycling Friendly Schools
reaching
9,168
pupils

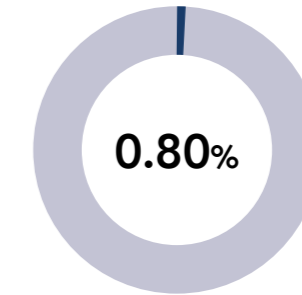


Moray

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£421,000.00

Revenue
£155,500.00

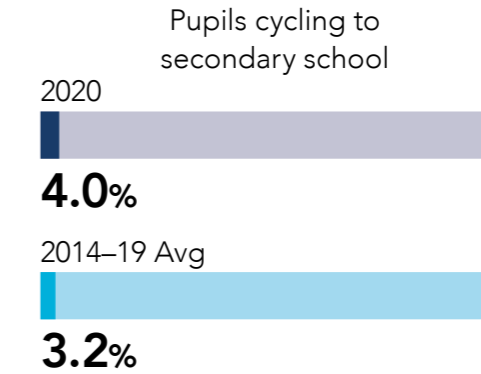
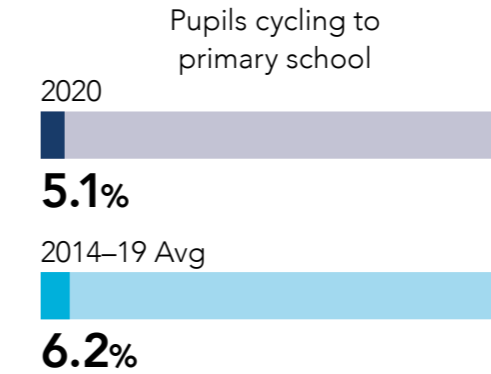
2020/21

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

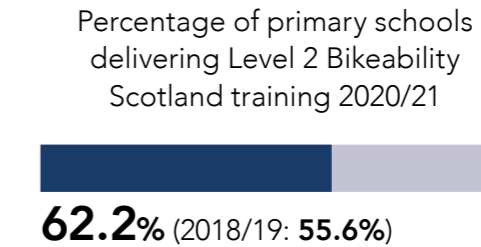
Workplaces

4
Cycling Friendly Employers
employing
1,470
staff

Schools



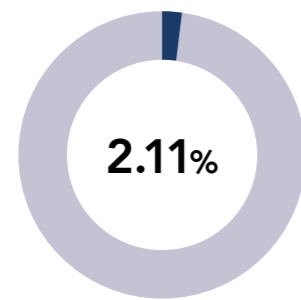
11
Cycling Friendly Schools
reaching
3,623
pupils



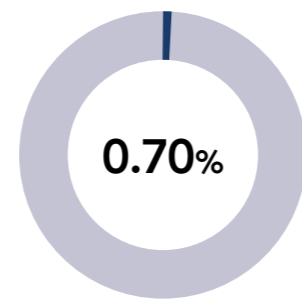


North Ayrshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£1,018,064.00

Revenue
£176,428

2020/21

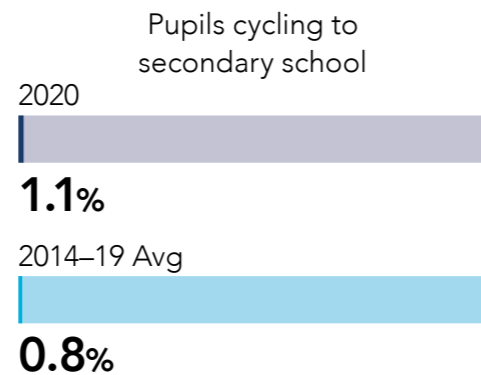
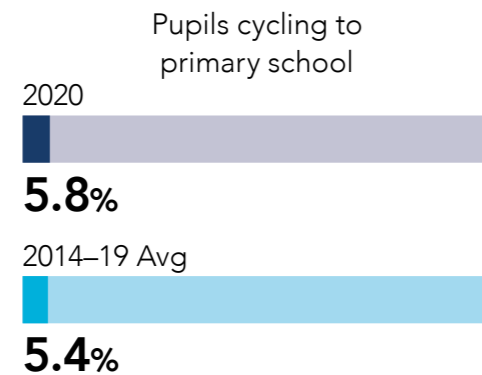
* This expenditure is for the Active Travel and Transport budget and includes both walking and cycling. This does not include wider spend on general path maintenance or road safety initiatives.

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

Workplaces

9
Cycling Friendly Employers
employing
4,115
staff

Schools



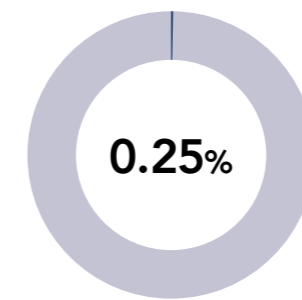
10
Cycling Friendly Schools
reaching
2,674
pupils

During the 2020/21 academic year, North Ayrshire Council delivered its own cycle training programme.

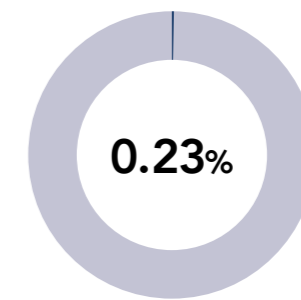


North Lanarkshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
No data supplied

Revenue
No data supplied

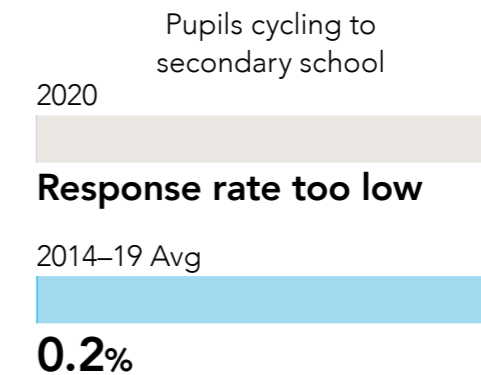
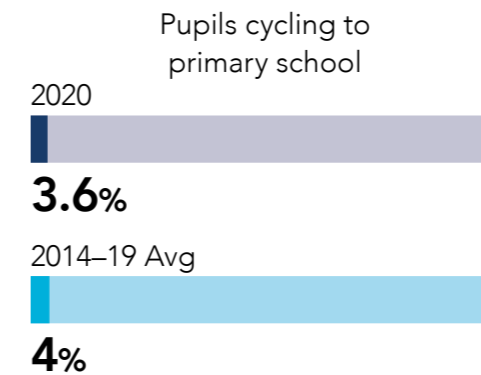
2020/21

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

Workplaces

8
Cycling Friendly Employers
employing
6,910
staff

Schools



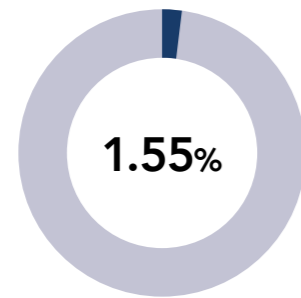
11
Cycling Friendly Schools
reaching
4,810
pupils

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2020/21
29.4% (2018/19: **10.9%**)

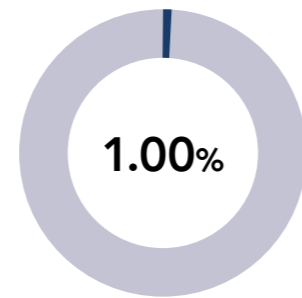


Orkney Islands

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£112,516.00

Revenue
£34,570.00

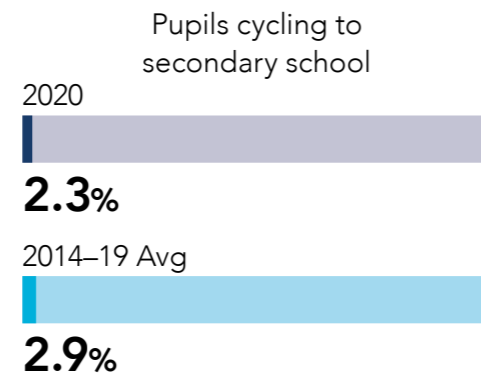
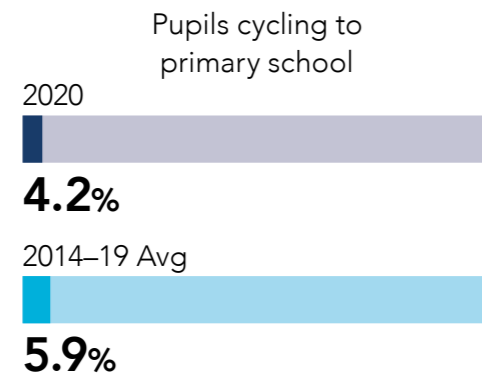
2020/21

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

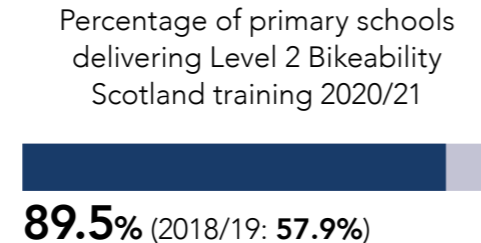
Workplaces

1
Cycling Friendly Employer
employing
5
staff

Schools

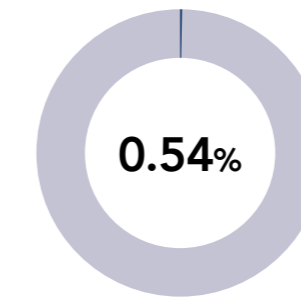


4
Cycling Friendly Schools
reaching
1,129
pupils

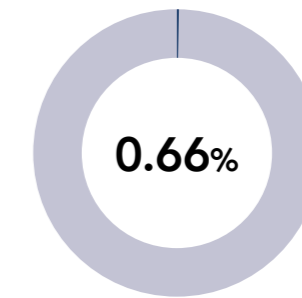


Perth & Kinross

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£665,000

Revenue
£900,000

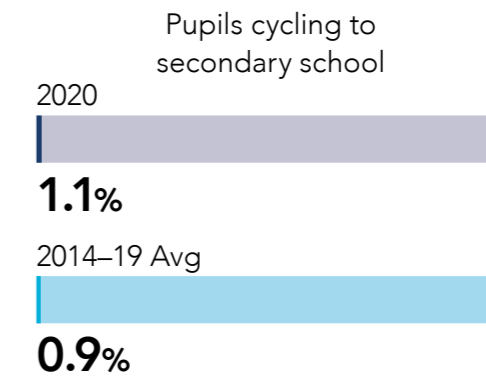
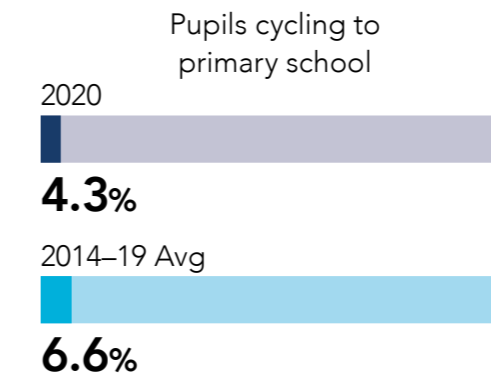
2020/21

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

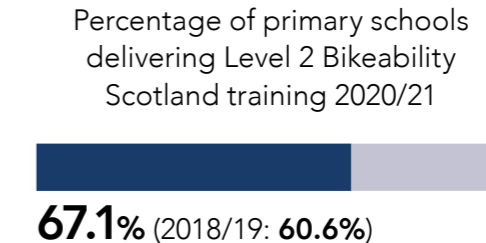
Workplaces

17
Cycling Friendly Employers
employing
5,478
staff

Schools



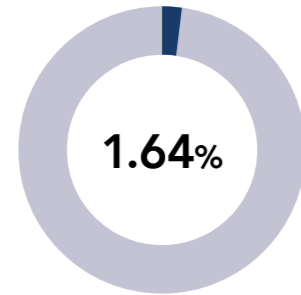
24
Cycling Friendly Schools
reaching
5,317
pupils



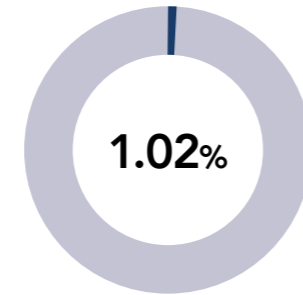


Renfrewshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£391,105.45

Revenue
£297,485.20

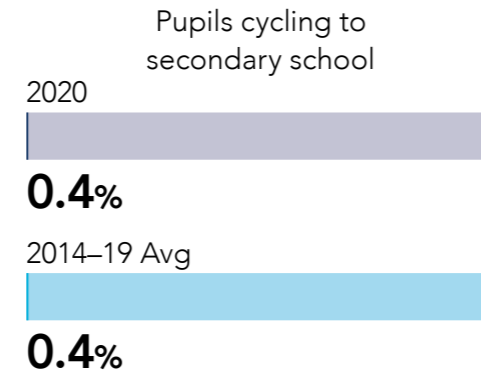
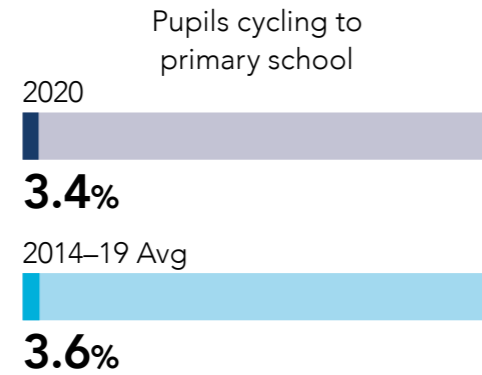
2020/21

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

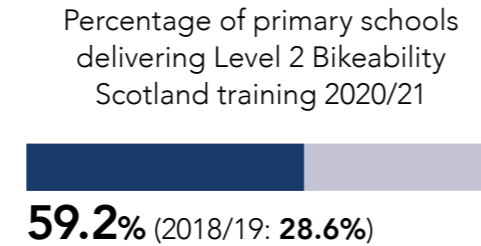
Workplaces

14
Cycling Friendly Employers
employing
7,080
staff

Schools

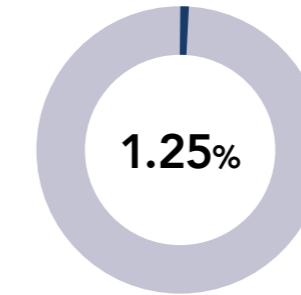


15
Cycling Friendly Schools
reaching
6,259
pupils

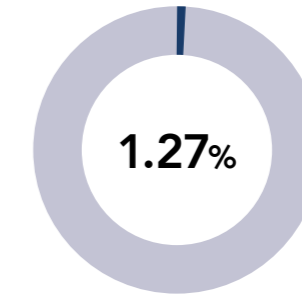


Scottish Borders

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£280,492.00

Revenue
N/A

2020/21

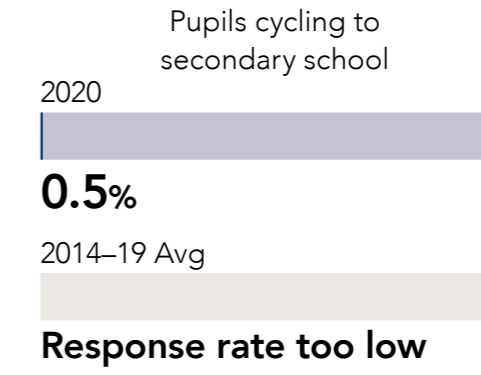
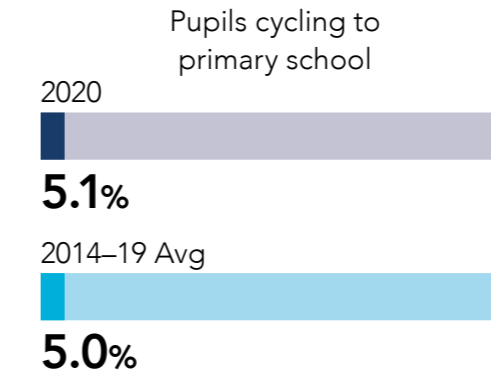
* The figures provided are an estimate and do not account for all spending.

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

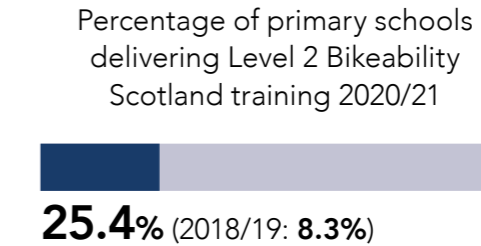
Workplaces

2
Cycling Friendly Employer
employing
2,500
staff

Schools



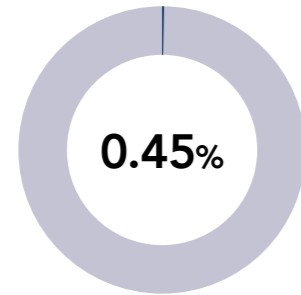
14
Cycling Friendly Schools
reaching
6,961
pupils



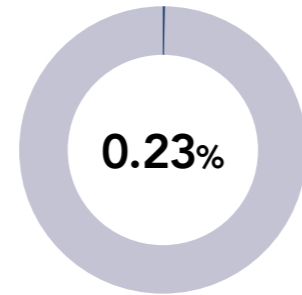


Shetland Islands

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£107,702.56

Revenue
£65,459.00

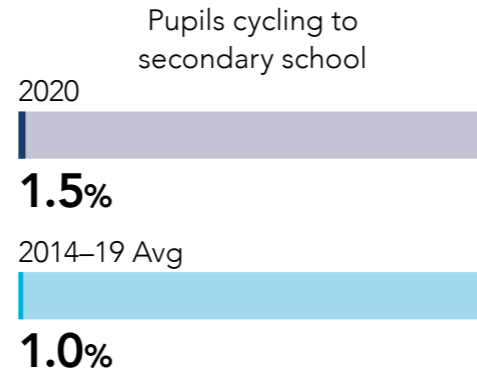
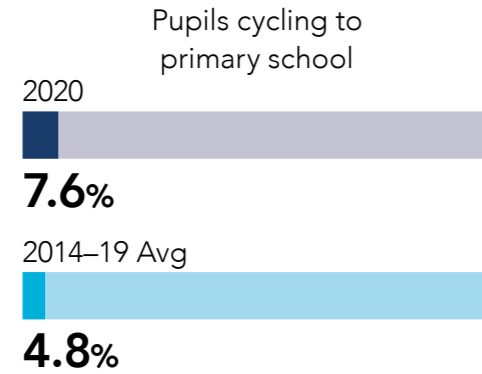
2020/21

* The revenue figures include funding from external grant awards.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

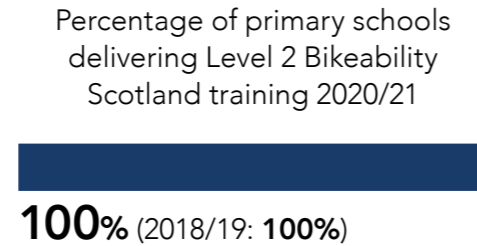
Workplaces

3
Cycling Friendly Employers
employing
217
staff

Schools

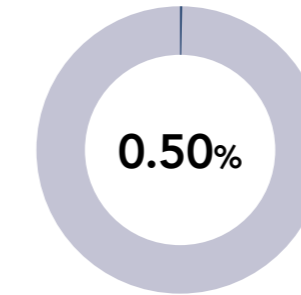


9
Cycling Friendly Schools
reaching
1,091
pupils

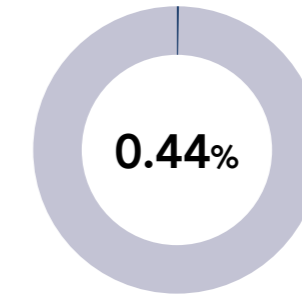


South Ayrshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£1,457,419.00

Revenue
£87,872.00

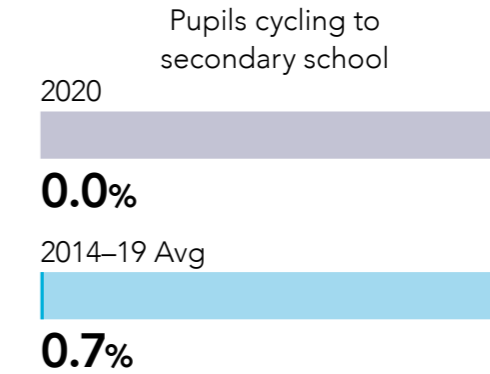
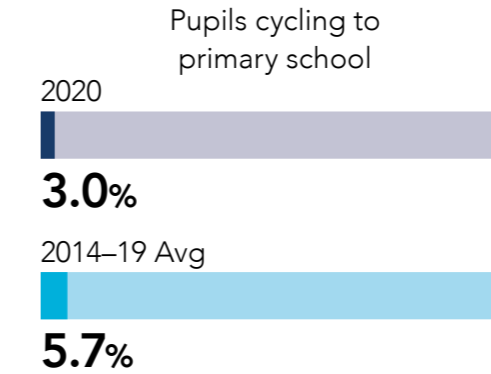
2020/21

* Figures provided based on expenditure against grant awards from Sustrans, SPT, CWSR and SCSP.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

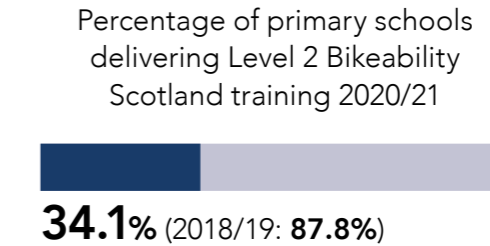
Workplaces

7
Cycling Friendly Employers
employing
5,647
staff

Schools



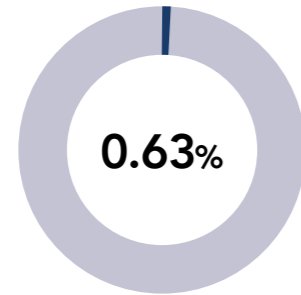
18
Cycling Friendly Schools
reaching
6,022
pupils



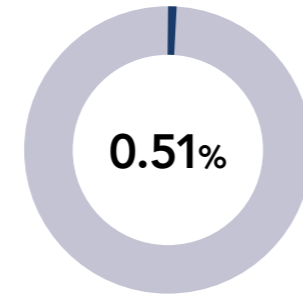


South Lanarkshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
£595,603.00

Revenue
£16,577.00

2020/21

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

Workplaces

13

Cycling Friendly Employers
employing

7,307
staff

Schools

Pupils cycling to
primary school



2020
4.4%

2014-19 Avg
3.9%

Pupils cycling to
secondary school



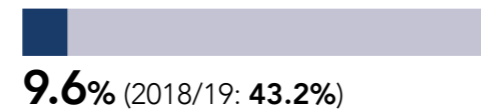
2020
0.4%

2014-19 Avg
0.2%

24
Cycling Friendly Schools
reaching

8,477
pupils

Percentage of primary schools
delivering Level 2 Bikeability
Scotland training 2020/21

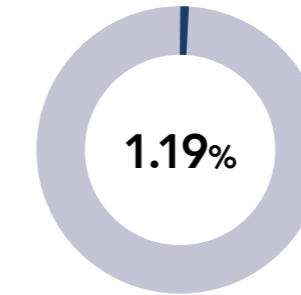


9.6% (2018/19: **43.2%**)

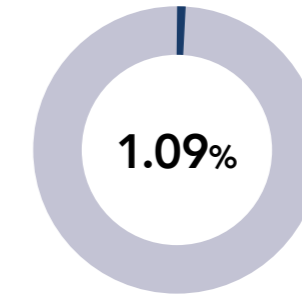


Stirling

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

Capital
No data supplied

Revenue
No data supplied

2020/21

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

Workplaces

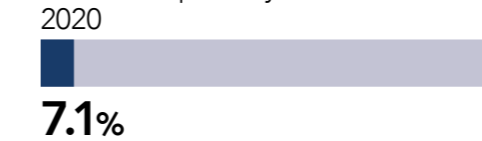
21

Cycling Friendly Employers
employing

8,267
staff

Schools

Pupils cycling to
primary school



2020
7.1%

2014-19 Avg
7.8%

Pupils cycling to
secondary school



2020
2.8%

2014-19 Avg
2.0%

20
Cycling Friendly Schools
reaching

5,840
pupils

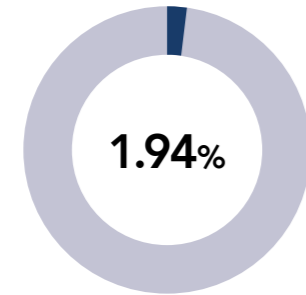
Percentage of primary schools
delivering Level 2 Bikeability
Scotland training 2020/21



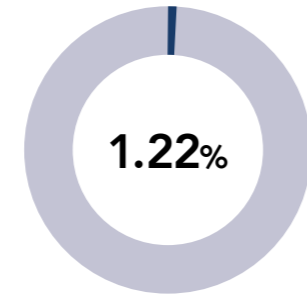
57.9% (2018/19: **65.8%**)

West Dunbartonshire

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

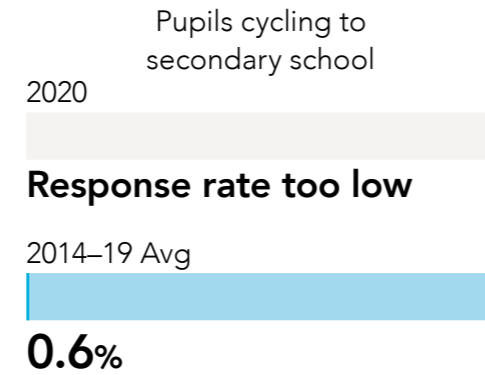
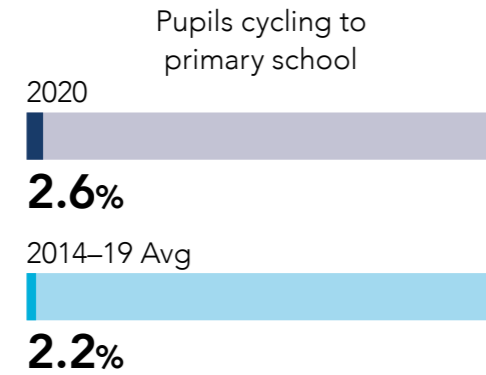
Capital
£86,831.28
Revenue
N/A
2020/21

* Any revenue costs on active travel corridors are included in the total capital spend.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

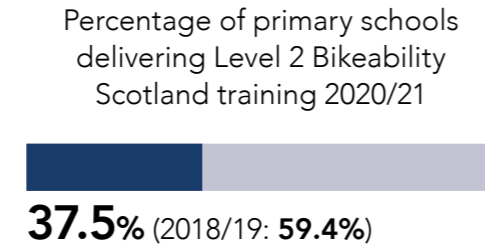
Workplaces

11
Cycling Friendly Employers
employing
3,812
staff

Schools

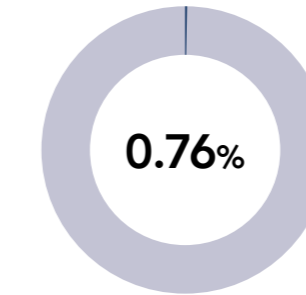


7
Cycling Friendly Schools
reaching
1,574
pupils

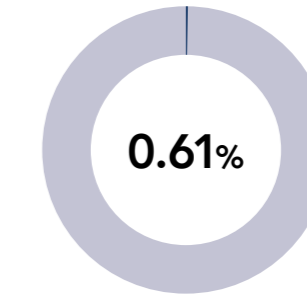


West Lothian

Cycling mode share from traffic counts



May 2021



September 2021

Active travel budget*

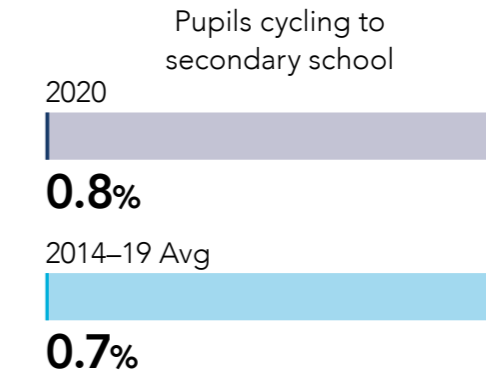
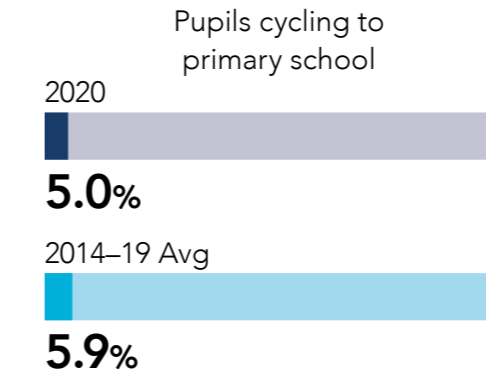
Capital
£1,517,833.00
Revenue
N/A
2020/21

* This figure combines capital and revenue expenditure.
Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

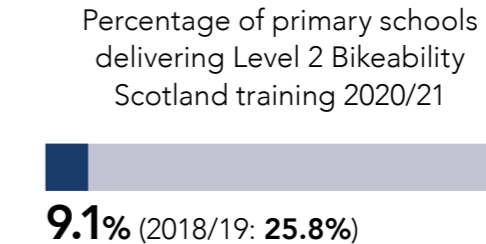
Workplaces

5
Cycling Friendly Employers
employing
725
staff

Schools



10
Cycling Friendly Schools
reaching
4,296
pupils



**Cycling
Scotland**

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Cycling Scotland is a Scottish Charity, SC029760, regulated by the Scottish Charity Regulator (OSCR)