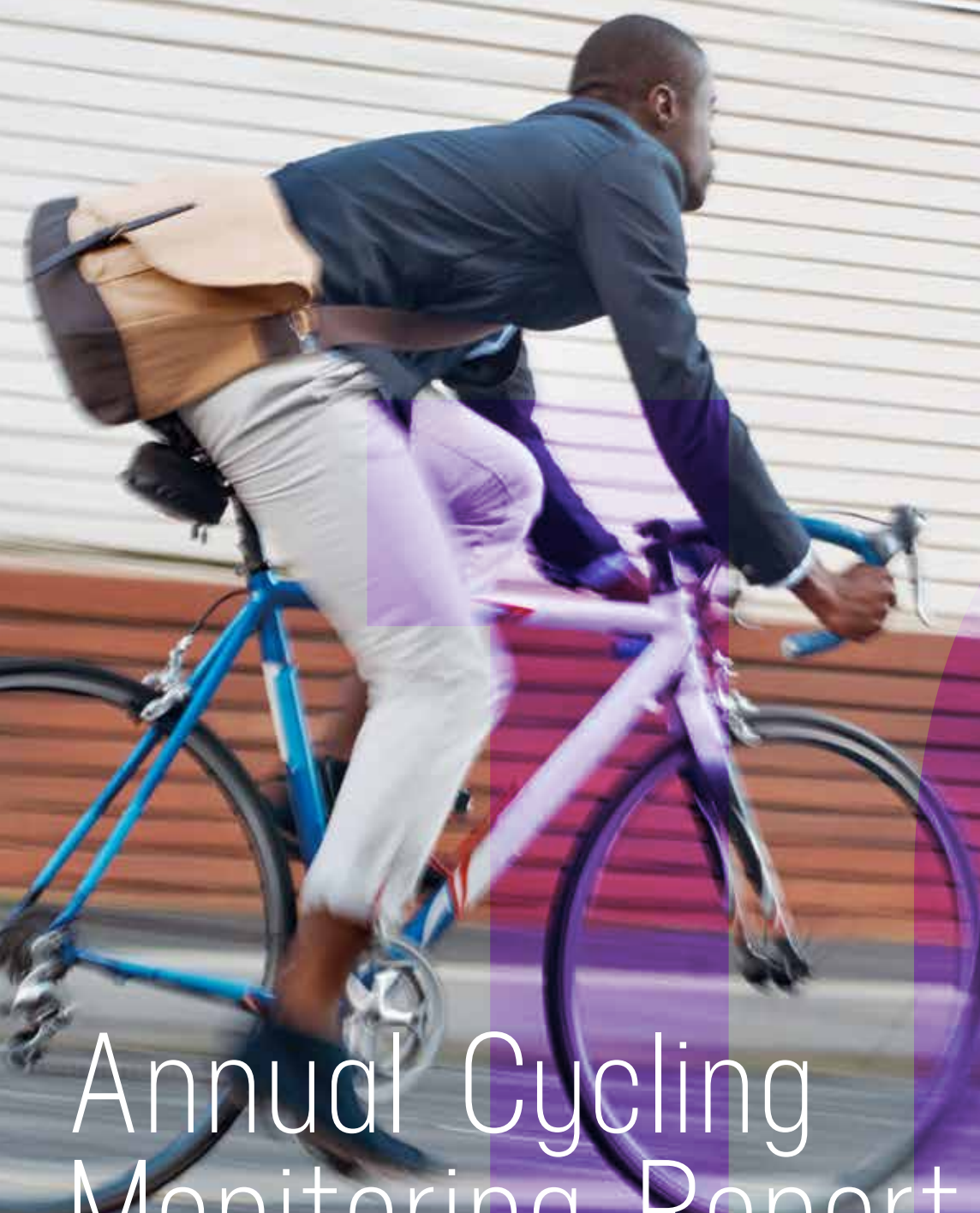




   cycling.scot

Cycling Scotland

CYCLING SCOTLAND SCOTTISH CHARITY NO. SC029760



Annual Cycling Monitoring Report **2016**

CAPS Action 18



Annual Cycling Monitoring Report

2016

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Cycling Scotland

1 Executive Summary

The Scottish Government's refreshed Cycling Action Plan for Scotland 2013 [CAPS 2013] committed Cycling Scotland to report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.

The increase in cycling

339 million vehicle kilometres were travelled by bike in 2014, a **46%** increase since 2004. [FIGURE 2.1]

Level of cycling in Scotland

The percentage of people who cycle as a main mode of travel is **1.4%** in 2014, an increase from **1%** in 2013. [FIGURE 2.1]

Cycling locally

Cycling as a main mode of travel is highest in Dundee [**4.2%**], Edinburgh [**4.2%**] and Orkney Islands [**3.4%**]. [SEE LOCAL SECTION]

Participation in cycling

11% of adults participated in cycling in the previous month, with highest levels amongst the 35-44 age group [**16%**] [FIGURE 2.12]

Access to bikes

The proportion of households with access to one or more bicycles ranges from **22.1%** in Glasgow to **55%** in Moray with an average of **34.4%** across Scotland. [SEE LOCAL SECTION]

Access to cars

By way of comparison, the proportion of households with no access to a car ranges from **15%** in Aberdeenshire to **49.1%** in Glasgow with an average of **30.8%** across Scotland. [SEE LOCAL SECTION]

Journey length

62.7% of journeys in Scotland are under 5km, [FIGURE 2.10] ranging from **45%** of journeys originating in Renfrewshire to **80%** of journeys originating in Dundee City. [SEE LOCAL SECTION]

Cycling to work

Over **6%** of people cycle to work at least regularly in Scotland. [FIGURE 2.3] The proportion of people cycling to work regularly is over **5%** in 14 of 32 Local Authorities, with the five highest in Edinburgh City, Argyll and Bute, Moray, Highland and Dumfries & Galloway. The wards with the highest level of cycling to work include: Meadows/Morningside [**9.9%**], Southside/Newington [**9.3%**] and Fountainbridge/Craiglockhart [**6.9%**]. [SEE LOCAL SECTION]

Cycling to school

In 2014, **5%** of children indicated that they normally cycle to primary school, while **0.9%** normally cycle to secondary school. [FIGURE 2.4]. Cycling to primary school is highest in East Lothian [**10.7%**], Highland [**10.5%**] and Orkney Islands [**8%**]. [SEE LOCAL SECTION]

Road Safety & cycling

The number of serious injuries amongst adults cycling declined from **311** in 1994 to **155** in 2014 and from **140** to **18** amongst children. However, the number of serious injuries to adults has increased by **28%** since 2004. Over the same time period, the number of fatalities has fluctuated between **5** and **16** amongst adults and **1** and **5** amongst children. [FIGURE 2.7]

Rate of injuries

The estimated rate of cycling fatality and serious injuries is **0.48 per million vehicle kilometres** travelled by bicycle in 2014 [compared to the 2009-2014 average of **0.52**]. [FIGURE 2.7]

Location of crashes

In 2014, **88%** of reported injury accidents occurred in built-up areas. Of all reported injury accidents, **68%** occurred at or near a junction – but this differs between built-up [**73%** at or near a junction] and non-built up areas [**35%** at or near a junction].

Reasons for not cycling

The top five reasons why people did not cycle to work in 2014 are too far to cycle [**35.9%**], the weather [**18.9%**], too many cars on the road [**14.1%**], do not have a bike [**13.6%**] and traffic travelling too fast [**11.5%**]. [FIGURE 2.11]



2. National

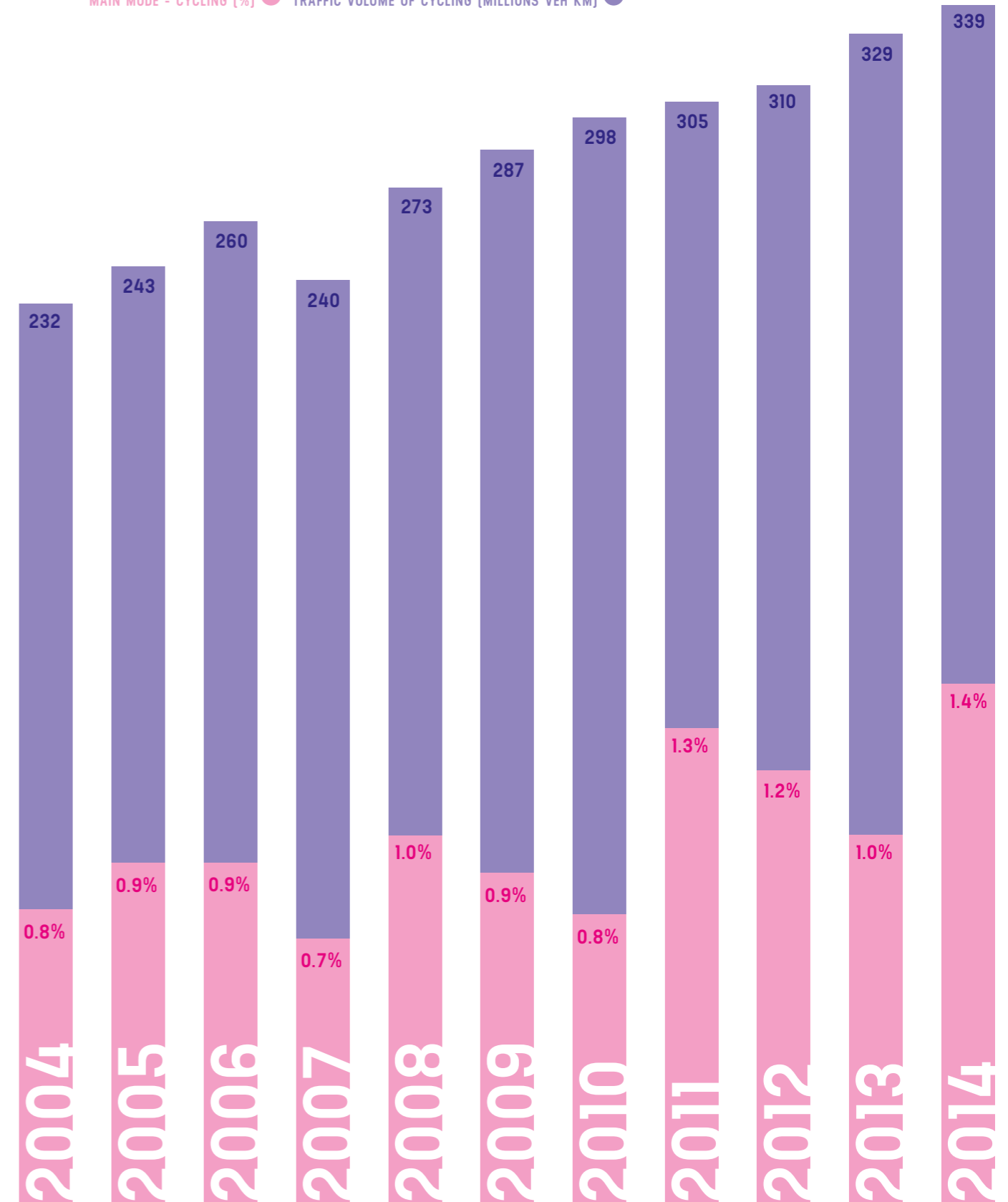
Headline Trends

2.1 CYCLING AS A MAIN MODE OF TRAVEL IN SCOTLAND

SOURCE: PERCENTAGE OF JOURNEYS MADE BY MAIN MODE OF TRAVEL - SCOTTISH HOUSEHOLD SURVEY TRAVEL DIARY 2014 [TABLE TD2] - TRANSPORT SCOTLAND / REPORTED ROAD CASUALTIES 2014 [TABLE 13]

The graph below indicates the percentage of people who cycle as a main mode of travel alongside the traffic volume of cycling in millions of vehicle kilometres. Cycling as a percentage of total traffic volume was 0.54% in 2004 and cycling as a percentage of total traffic volume was 0.76% in 2014.

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

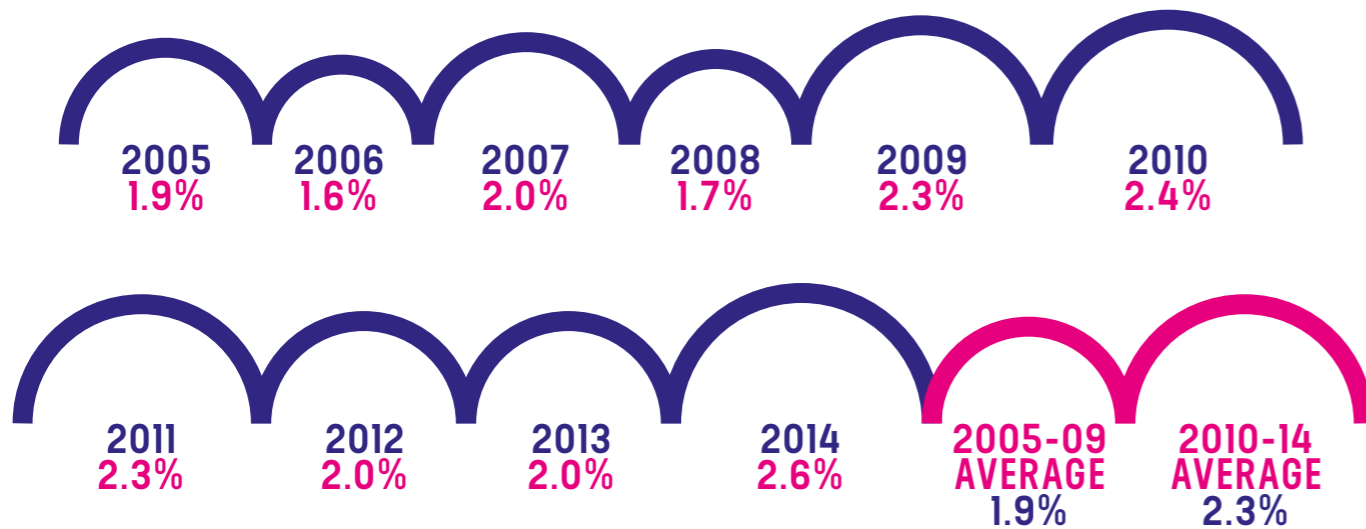


Travel to work and school

2.2 BICYCLE AS USUAL MODE OF TRAVEL TO WORK

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2014 [TABLE SUM1] - TRANSPORT SCOTLAND

This figure indicates how the cycling to work mode share has changed as a 'usual' mode over time nationally. The 2014 figure in Fig. 2.2 differs from Fig 2.3 as the 2014 figure in Fig 2.3 is based over a two year estimate.

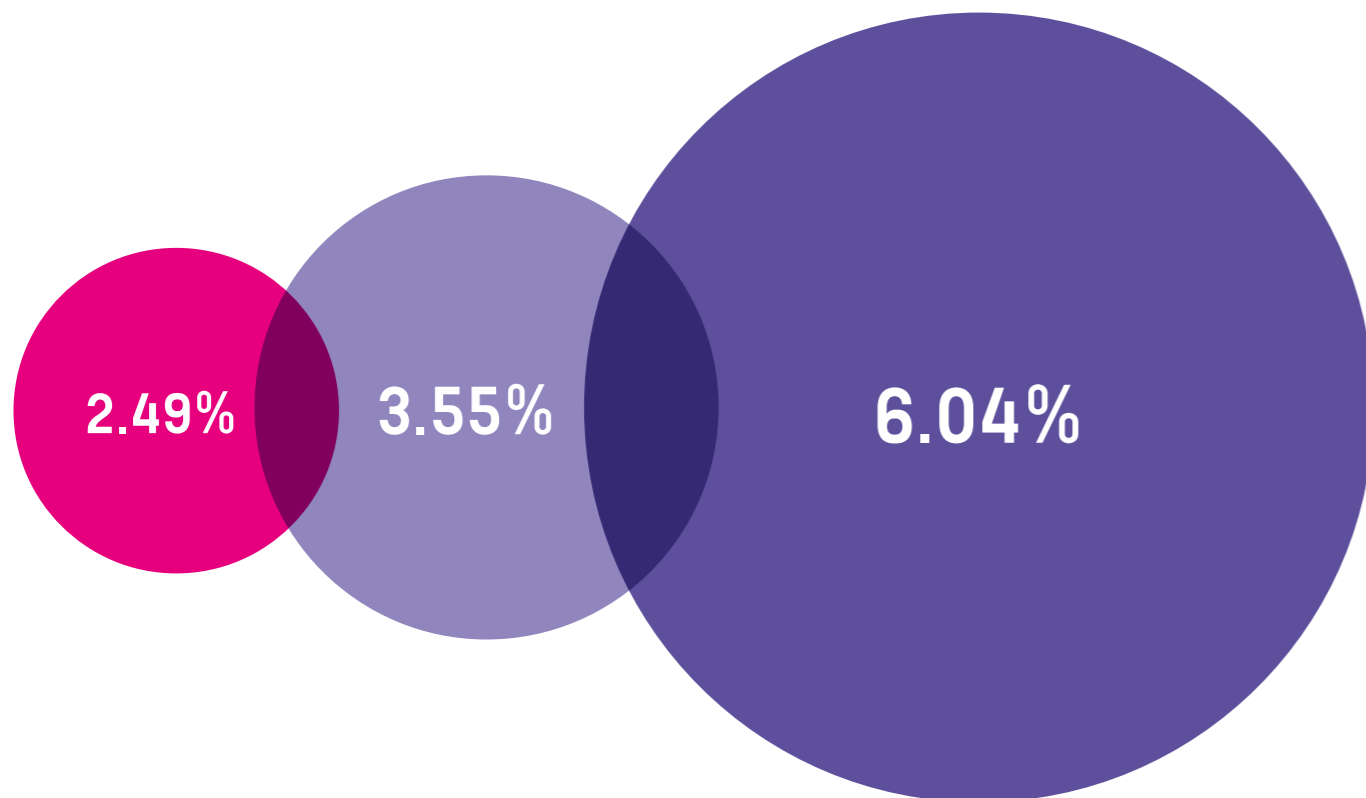


2.3 CYCLE USUALLY OR REGULARLY TO WORK

SOURCE: SCOTTISH HOUSEHOLD SURVEY 2014 WITH ADDITIONAL INFORMATION FROM TRANSPORT SCOTLAND

This figure indicates the percentage of adults 'usually' or 'regularly' cycling to work. These figures are based on a combination of 2013 and 2014 data.

USUALLY ● REGULARLY ● OVERALL ●

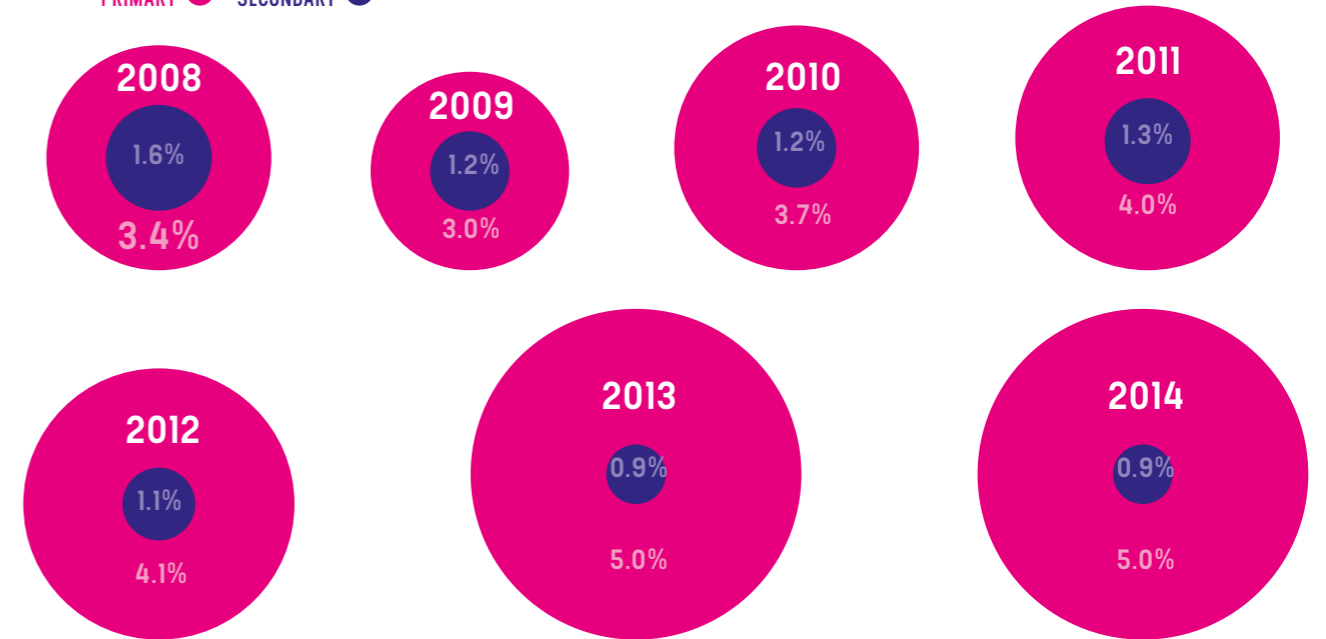


2.4 TRAVEL TO SCHOOL - HANDS UP SCOTLAND SURVEY

SOURCE: HANDS UP SCOTLAND SURVEY 2014 [TABLE 2.3] - SUSTRANS SCOTLAND

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

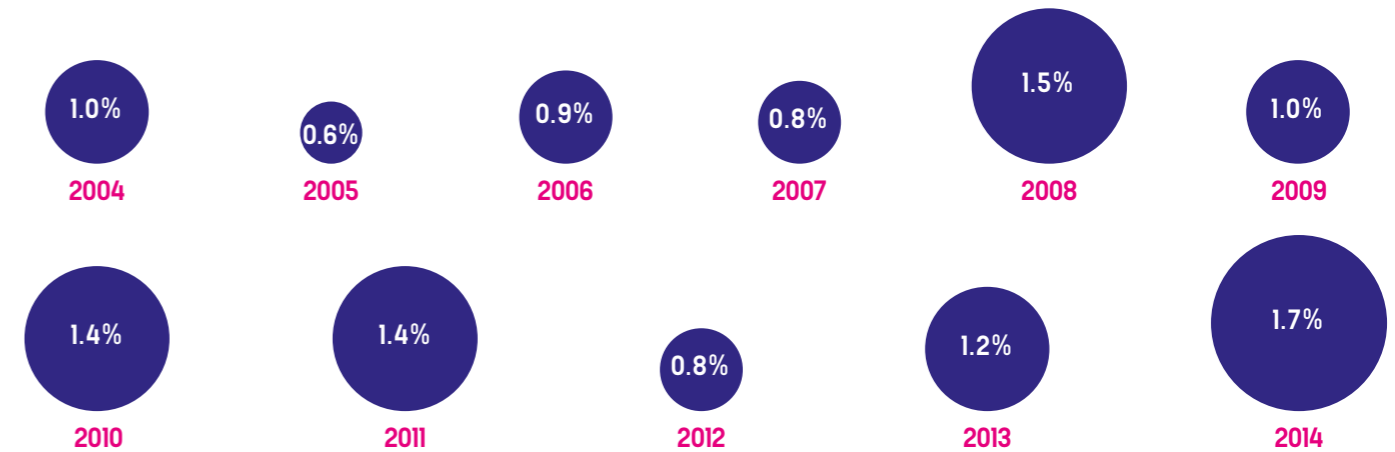
PRIMARY ● SECONDARY ●



2.5 TRAVEL TO SCHOOL - SCOTTISH TRANSPORT STATISTICS

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2014 [TABLE SUM1] - TRANSPORT SCOTLAND

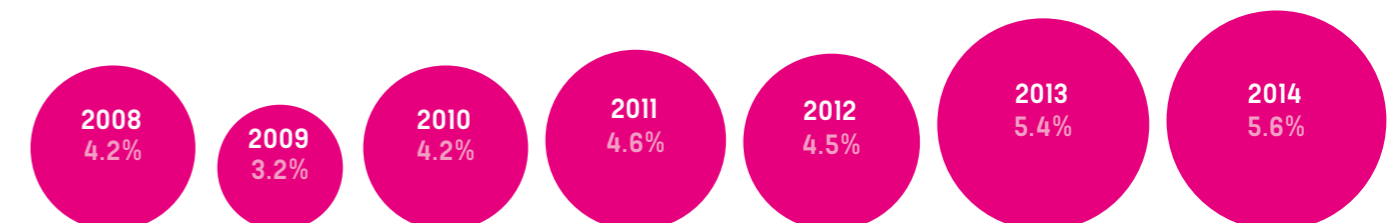
This figure shows the national travel to school rate from the 2014 Scottish Transport Statistics release. This data is taken from the Scottish Household Survey.



2.6 TRAVEL TO PRIMARY SCHOOL (P5 - P7)

SOURCE: HANDS UP SCOTLAND SURVEY 2014 - SUSTRANS SCOTLAND

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



Road safety

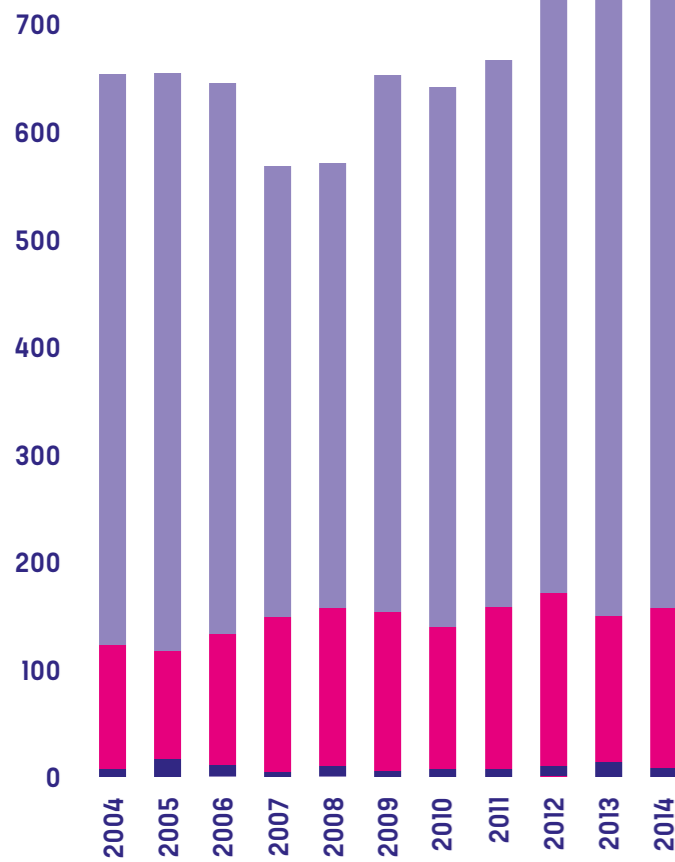
2.7 KSIs AND SLIGHT CASUALTIES

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 [TABLE A] - TRANSPORT SCOTLAND

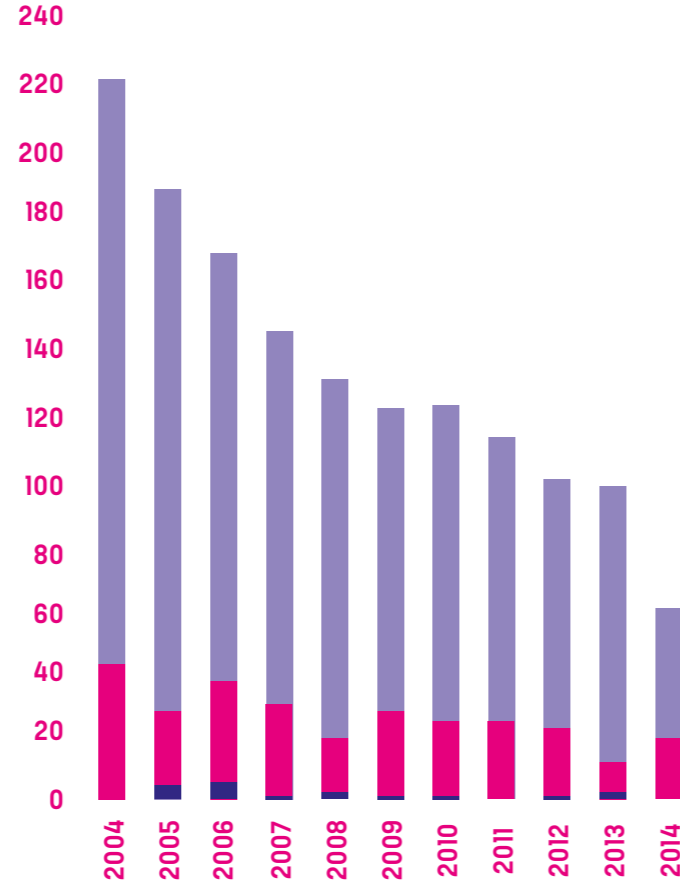
The graphs below show pedal cycle casualties, including killed and seriously injured in Scotland. The KSI per million vehicle kilometre figure helps identify whether there are more KSIs due to accidents or whether there is an increase in the amount of cycling that could be contributing to any increase.

SERIOUSLY INJURED ● KILLED ● SLIGHT CASUALTIES ●

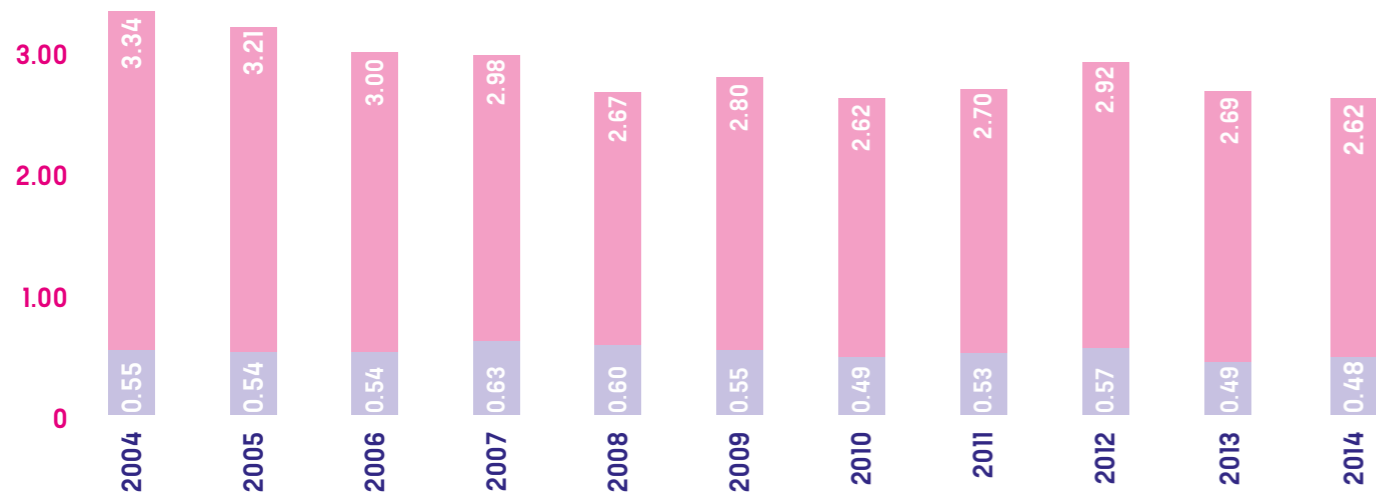
800 ADULT CYCLE CASUALTIES



260 CHILD CYCLE CASUALTIES AGES 0-15



4.00 KSI RATES ● OVERALL CASUALTY RATES ●



ADULT CYCLE CASUALTY RATES (CASUALTIES PER MILLION VEHICLE KMS)

2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 [TABLE 14A AND 14B] - TRANSPORT SCOTLAND

This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle. *Totals include a small number of cases where the junction detail is unknown.

REPORTED INJURY CRASHES BY MANOEVRE 2010-2014 AVERAGE

Waiting/going ahead	590	75.4%
Turning/waiting turn right	51	6.5%
Overtaking	41	5.2%
Going round bend	28	3.6%
Moving off	24	3.1%
Turning/waiting turn left	19	2.4%
Slowing or stopping	17	2.2%
Changing lane	9	1.1%
Reversing	2	0.3%
Parked	2	0.3%
U turn	0	0.0%
TOTAL	783	

REPORTED INJURY CRASHES BY JUNCTION TYPE 2010-2014 AVERAGE

35.4%	277	T/Y or staggered junction
25.7%	201	Over 20m from junction
13.3%	104	Roundabout
11.7%	92	Crossroads
7.5%	59	Other junction
2.2%	17	Multiple junction
1.8%	14	Mini roundabout
1.8%	14	Private drive
0.8%	6	Slip road
	783*	TOTAL

BUILT-UP LESS THAN 40MPH

Waiting/going ahead	76	73.1%
Going round bend	15	14.4%
Turning/waiting turn right	6	5.8%
Turning/waiting turn left	2	1.9%
Moving off	2	1.9%
Parked	1	1.0%
Slowing or stopping	1	1.0%
U turn	1	1.0%
Changing lane	1	1.0%
Overtaking	1	1.0%
Reversing	0	0.0%
TOTAL	104*	

65.4%	68	Over 20m from junction
13.5%	14	Roundabout
10.6%	11	T/Y or staggered junction
2.9%	3	Private drive
2.9%	3	Other junction
1.9%	2	Slip road
1.9%	2	Crossroads
1.0%	1	Multiple junction
0.0%	0	Mini roundabout
	104	TOTAL

NON BUILT-UP 40 MPH AND HIGHER

Waiting/going ahead	666	75.1%
Turning/waiting turn right	57	6.4%
Going round bend	43	4.8%
Overtaking	42	4.7%
Moving off	26	2.9%
Turning/waiting turn left	21	2.4%
Slowing or stopping	18	2.0%
Changing lane	10	1.1%
Parked	3	0.3%
Reversing	2	0.2%
U turn	1	0.1%
TOTAL	887*	

32.5%	288	T/Y or staggered junction
30.3%	269	Over 20m from junction
13.3%	118	Roundabout
10.6%	94	Crossroads
7.0%	62	Other junction
2.0%	18	Multiple junction
1.9%	17	Private drive
1.6%	14	Mini roundabout
0.9%	8	Slip road
	887*	TOTAL

TOTAL

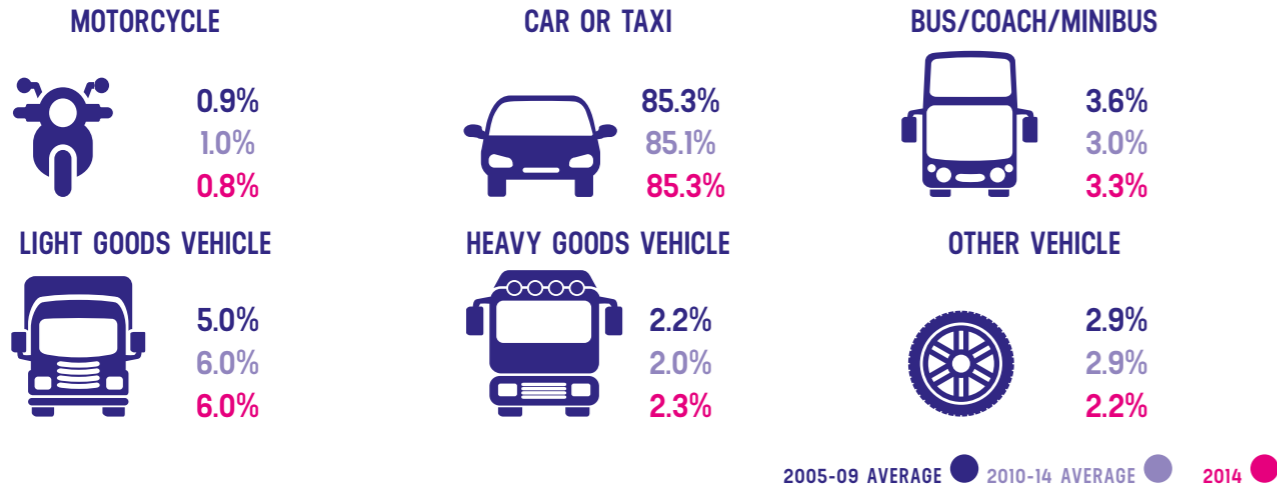
2.9 PROPORTION OF ALL VEHICLES INVOLVED IN ACCIDENTS INVOLVING A PEDAL CYCLE FOR EACH VEHICLE TYPE

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 - TRANSPORT SCOTLAND

The figures below show the proportion of accidents involving a pedal cycle where each vehicle type was also involved. In addition, the proportion of overall traffic volume for each vehicle type is included below for comparison.

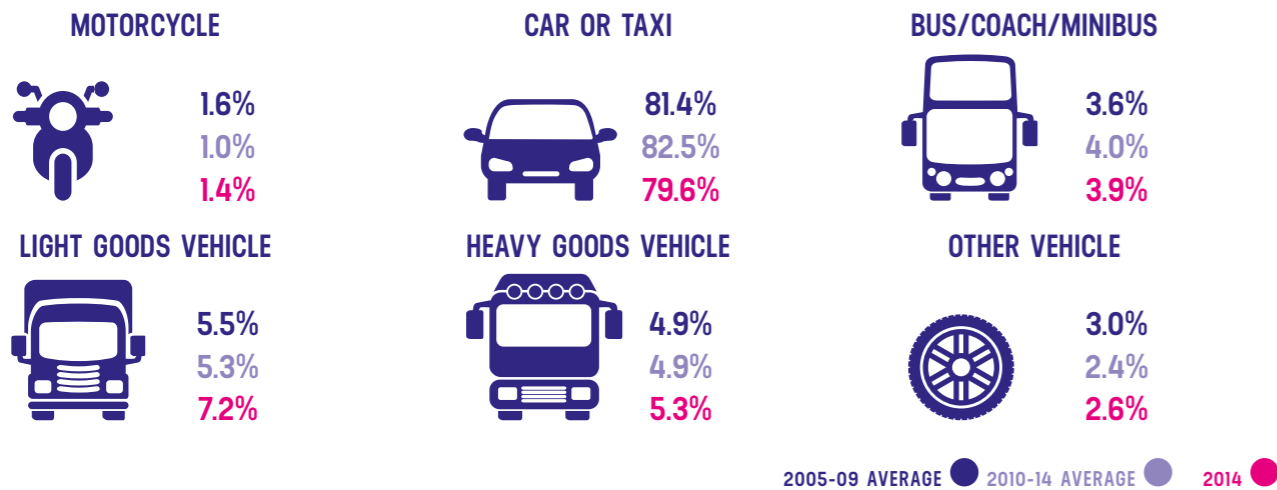
ALL SEVERITIES

THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE
[Accidents that resulted in an injury of any severity.]



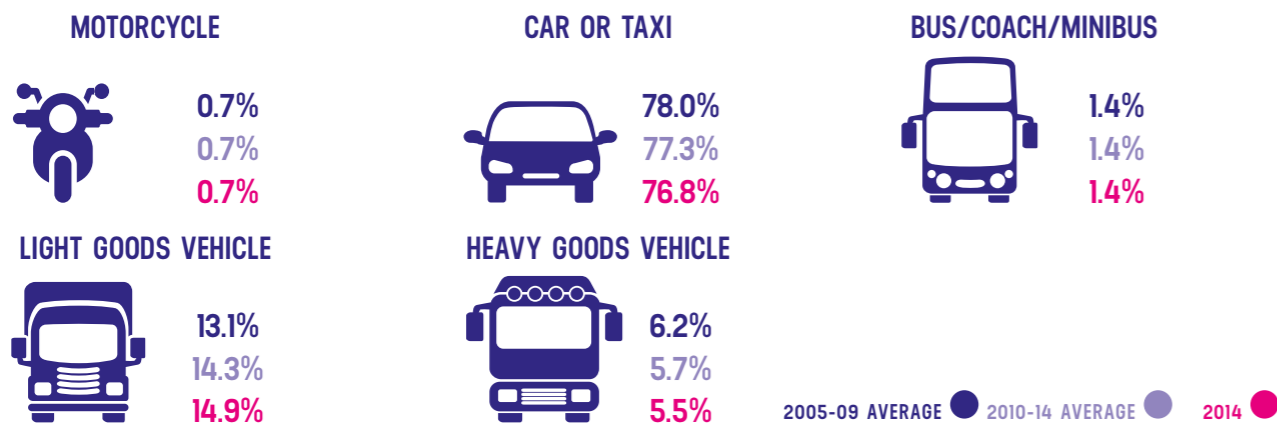
KSI'S

THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE
[Accidents that resulted in a KSI]



TRAFFIC VOLUMES

THE PROPORTION OF OVERALL TRAFFIC VOLUME ATTRIBUTED TO EACH VEHICLE TYPE



Cycling in context

2.10 DISTANCE TRAVELLED - JOURNEYS UNDER 5KM

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2014 TRAVEL DIARY [TABLE TD4A] - TRANSPORT SCOTLAND

Taking into consideration that the average cycling journey is 4.4km in length [Table TD5a - TATIS 2014] and that 51% of all car journeys are under 5km. [Table TD4a - TATIS 2014]. 5km represents a key distance for focus on potential modal shift to active travel



2.11 REASONS FOR NOT CYCLING TO WORK

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2014 [TABLE 26] - TRANSPORT SCOTLAND

This figure indicates the reported reasons why people in Scotland do not cycle to work

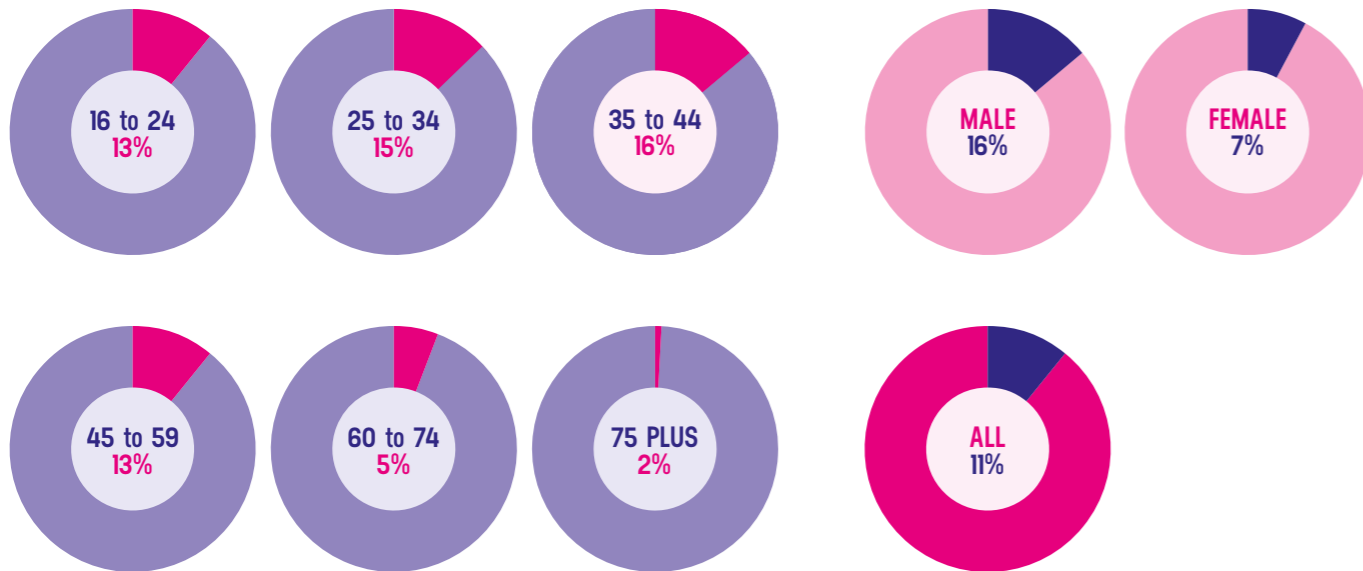
% RESULTS FOR 2014 ● 2010-14 AVERAGE ●



2.12 ADULT CYCLE PARTICIPATION IN THE LAST FOUR WEEKS

SOURCE: SCOTLAND'S PEOPLE: ANNUAL REPORT 2014 [TABLE 13.10] - THE SCOTTISH GOVERNMENT

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



2.13 LENGTH OF NATIONAL CYCLE NETWORK AND COMMUNITY LINKS PROJECTS

SOURCE: SUSTRANS SCOTLAND, 2016

	TOTAL	URBAN TF	URBAN OR	RURAL TF	RURAL OR
DECEMBER, 13	3,672 KM	461.5 KM	300.0 KM	752.1 KM	2,158.1 KM
DECEMBER, 14	4,047 KM	433.1 KM	303.7 KM	765.7 KM	2,544.8 KM
CHANGE	+376 KM	-28.4 KM	+3.7 KM	+13.6 KM	+386.7 KM

THE DECREASE IN URBAN TRAFFIC FREE (URBAN TF) IS ATTRIBUTED TO SECTIONS OF THE NCN BEING RE-DESIGNATED. IN 2013 A ROUTE THROUGH THE WESTERN ISLES WAS CLASSIFIED AS PART OF THE NCN WHICH ACCOUNTS FOR THE MAJORITY OF INCREASE IN RURAL OPEN ROAD (RURAL OR).

CYCLING INFRASTRUCTURE CONSTRUCTED BETWEEN APRIL 2011 AND APRIL 2015

COMMUNITY LINKS [NCN] **31KM**
 COMMUNITY LINKS [NON NCN] **89KM**
 NCN **412KM**

CYCLING INFRASTRUCTURE UPGRADED OR RESURFACED BY SUSTRANS AND ITS PARTNERS BETWEEN APRIL 2011 AND APRIL 2015:

155KM

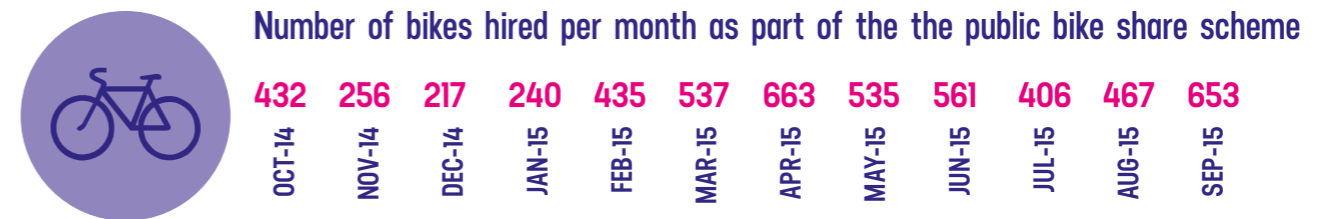
CYCLING AND WALKING PATHS CONSTRUCTED, UPGRADED OR RESURFACED THROUGH THE COMMUNITY LINKS PROGRAMME BETWEEN APRIL 2011 AND APRIL 2015

NCN **123KM**
 NON NCN **152KM**

2.14 STIRLING CYCLE HUB CAPS ACTION 7

SOURCE: STIRLING CYCLE HUB

All statistics are taken since the hub opened in May 2013 and are correct as of 21st December 2015. *does not include hire bikes

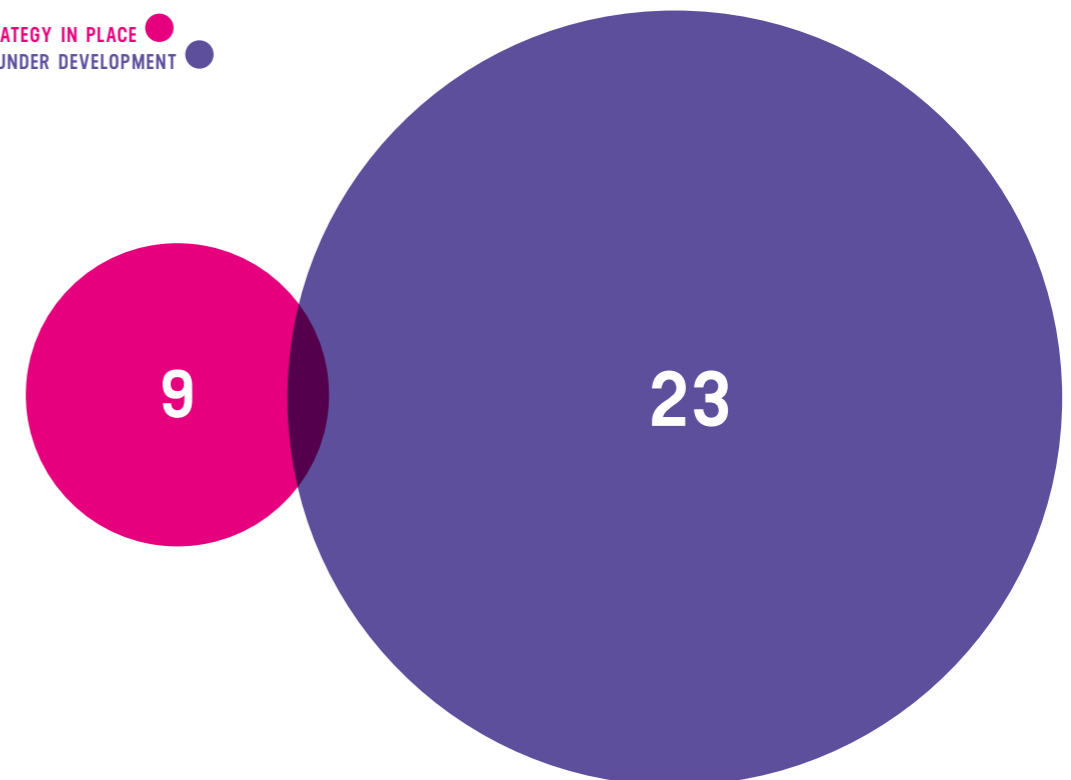


2.15 LOCAL AUTHORITIES WITH A CYCLING STRATEGY

SOURCE: SUSTRANS SCOTLAND, 2016

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

CYCLING STRATEGY IN PLACE ●
 STRATEGIES UNDER DEVELOPMENT ●



3 Local

Introduction

The Local section of the Annual Cycling Monitoring Report 2016 examines all of the local authorities across Scotland and highlights statistics based on headline trends, travel to work and travel to school. The datasets, their sources and any other related information are located below.



1. CYCLING AS A MAIN MODE OF TRAVEL Source: Scottish Household Survey 2014: Local Area Analysis [Table 16] – Transport Scotland

This dataset indicates the levels of cycling as a main mode of travel in each local authority. The Scottish Household Survey Travel Diary asks a representative sample of households in the local authority how they travelled the previous day. A 0% result implies that no respondent travelled by bike the previous day.

2. PROPORTION OF JOURNEYS UNDER 5KM Source: Scottish Household Survey 2014: 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 4.4km in length [TATIS 2013].

3. HOUSEHOLDS WITH ACCESS TO ONE OF MORE BIKES FOR PRIVATE USE Source: Scottish Household Survey 2014: Local Area Analysis [Table 8] – Transport Scotland

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

4. HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE Source: Scottish Household Survey 2014: 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.



5. TOP THREE TRAVEL TO WORK BY BIKE WARDS Source: 2011 Scottish Census [Table QS70ISC]

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

6. CYCLE TO WORK USUALLY OR REGULARLY Source: Scottish Household Survey 2014 with further information from Transport Scotland

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



7. CHILDREN CYCLING TO PRIMARY SCHOOL Source: Hands Up Survey Scotland 2014 [Table 3.3] – Sustrans Scotland

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

8. CHILDREN CYCLING TO SECONDARY SCHOOL Source: Hands Up Survey Scotland 2014 [Table 3.3] – Sustrans Scotland

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

9. CHILDREN CYCLING TO SCHOOL [P5-P7] Source: Hands Up Survey Scotland 2014 [Table 3.4] – Sustrans Scotland

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

10. PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD 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.

11. NUMBER OF CYCLE FRIENDLY SCHOOLS Source: Cycling Scotland, 2016

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

Aberdeen City



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

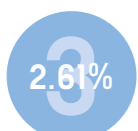
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



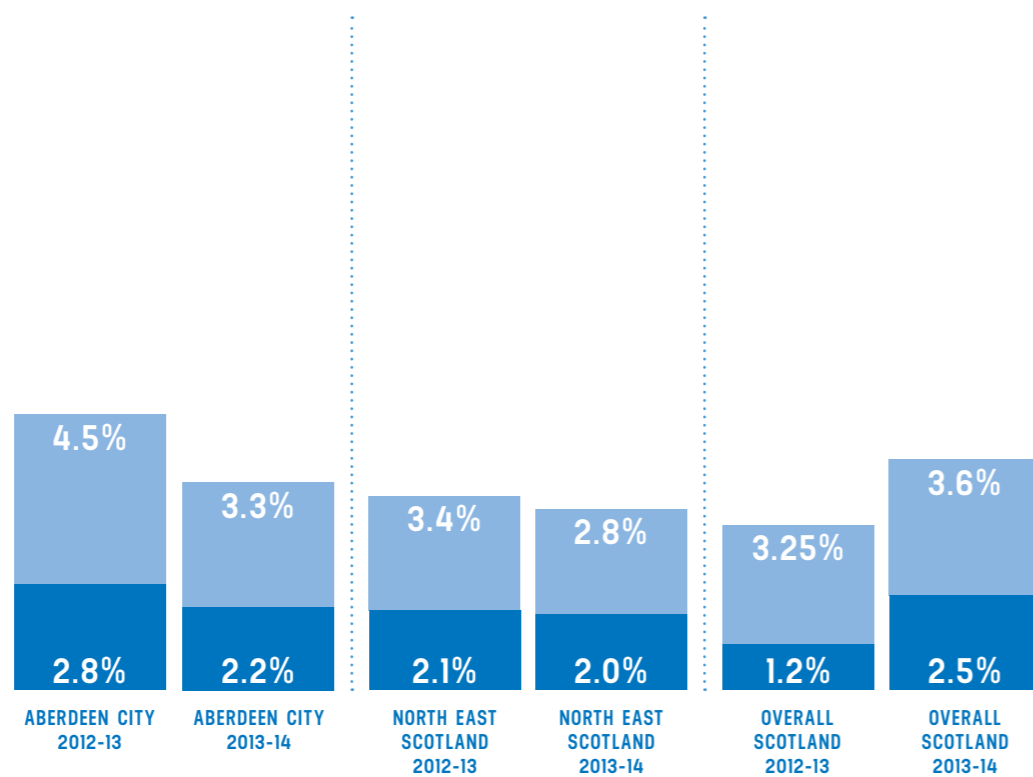
LOWER DEESIDE



MIDSTOCKET / ROSEMOUNT



TILLYDRONE / SEATON / OLD ABERDEEN



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.6% 2012-14 AVERAGE 3.4%
2014 3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.5% 2012-14 AVERAGE 0.9%
2014 1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.3%
2012-14 AVERAGE 3.9%
2014 4.7%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

68.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 10
PUPILS 2,562

Aberdeenshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

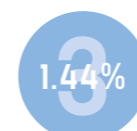
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



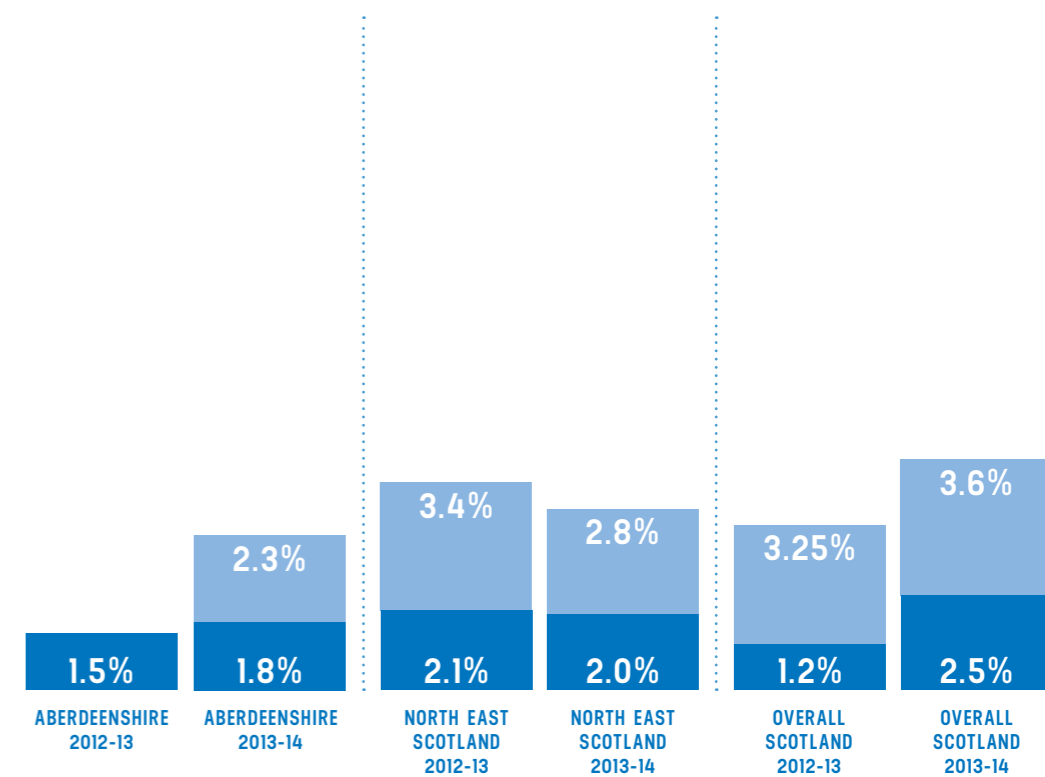
FRASERBURGH AND DISTRICT



INVERURIE AND DISTRICT



HUNTLY, STRATHBOGIE AND HOWE OF ALFORD



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 4.4% 2012-14 AVERAGE 4.8%
2014 4.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.6% 2012-14 AVERAGE 1.6%
2014 1.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 6.1%
2012-14 AVERAGE 5.9%
2014 5.0%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

91.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 29
PUPILS 6,814

Angus



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



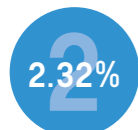
Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

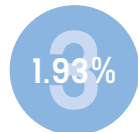
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



MONTROSE AND DISTRICT



ARBROATH WEST AND LETHAM



ARBROATH EAST AND LUNAN

SAMPLE SIZE TOO SMALL



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.8% 2012-14 AVERAGE 3.3%
2014 3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 3.0% 2012-14 AVERAGE 1.7%
2014 2.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.8%
2012-14 AVERAGE 3.9%
2014 4.1%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

43.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 3
PUPILS 1,532

Argyll & Bute



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

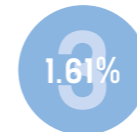
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



MID ARGYLL



HELENSBURGH CENTRAL



ISLE OF BUTE



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.9% 2012-14 AVERAGE 4.0%
2014 3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.0% 2012-14 AVERAGE 1.6%
2014 1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.1%
2012-14 AVERAGE 5.3%
2014 5.3%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

NOT REPORTED TO CYCLING SCOTLAND

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 3
PUPILS 208

Clackmannanshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



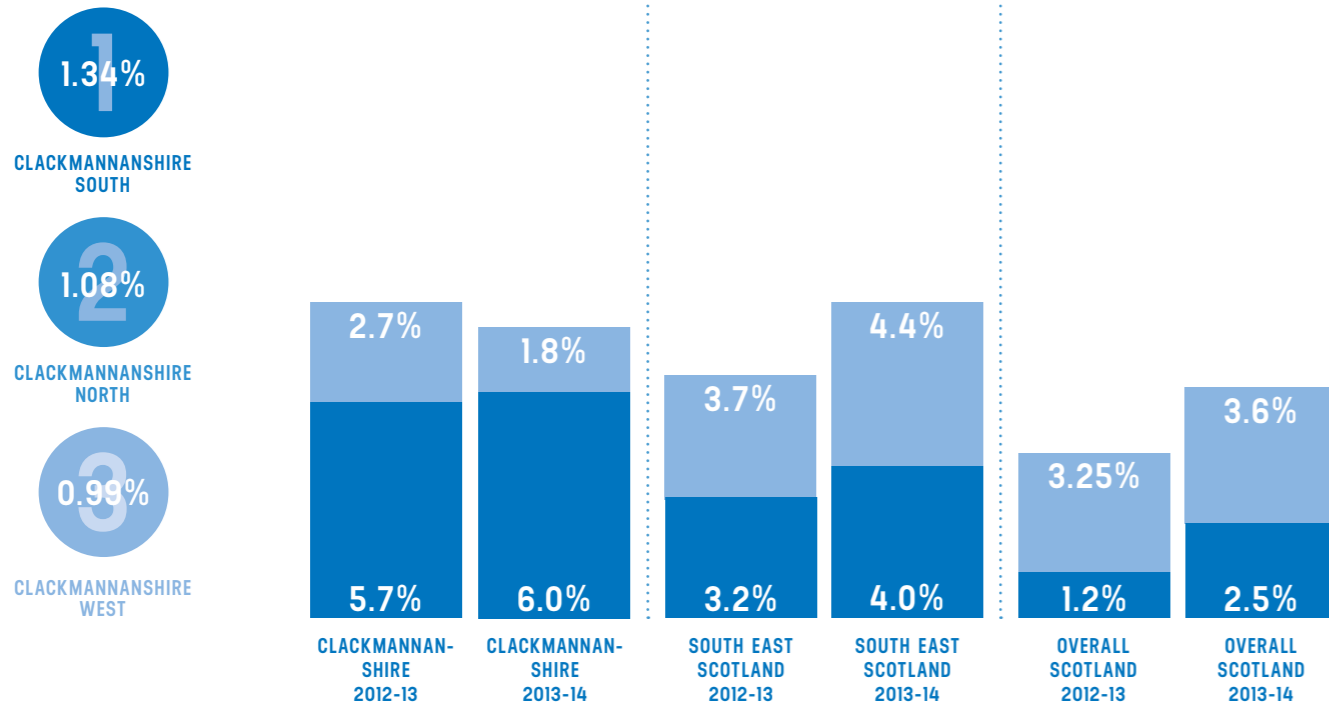
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.7% 2012-14 AVERAGE 5.3%
2014 6.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.6% 2012-14 AVERAGE 0.8%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.8%
2012-14 AVERAGE 5.5%
2014 6.3%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

38.9%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 2
PUPILS 431

Dumfries & Galloway



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



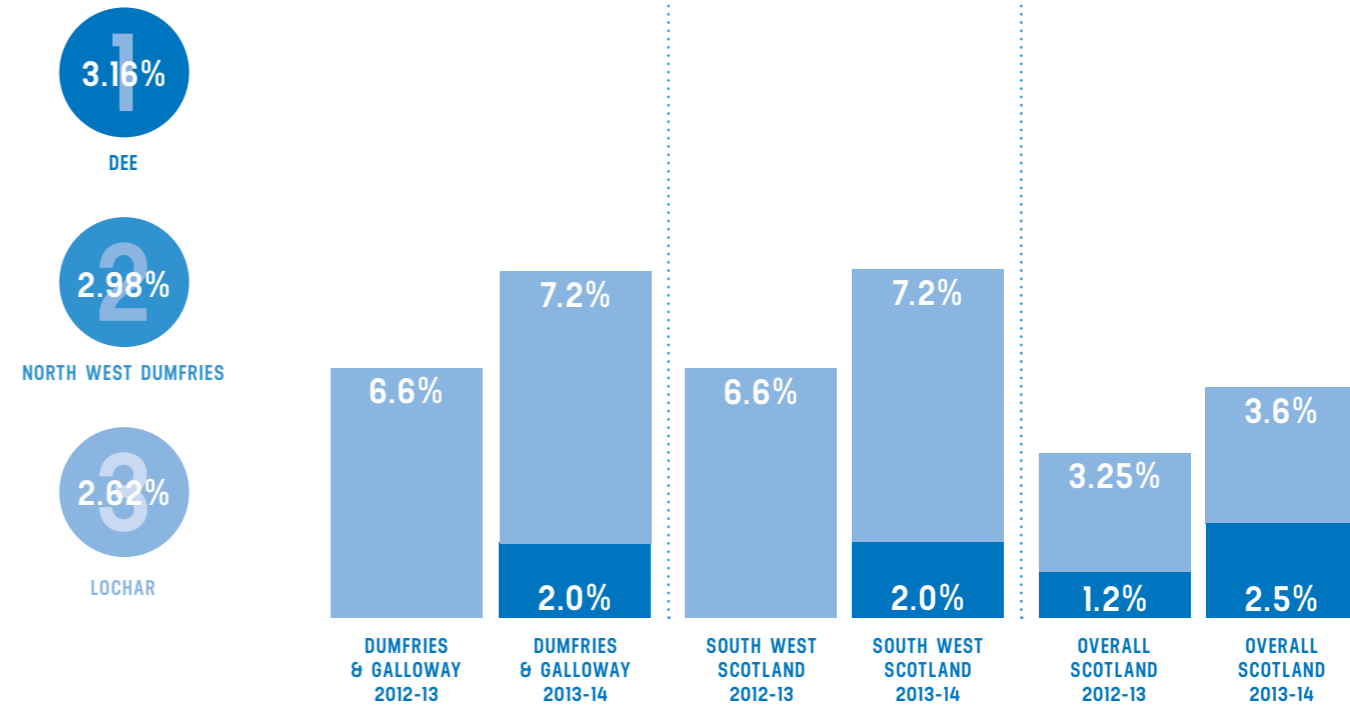
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.4% 2012-14 AVERAGE 5.9%
2014 6.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.7% 2012-14 AVERAGE 1.4%
2014 1.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.5%
2012-14 AVERAGE 7.4%
2014 8.4%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

29.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 30
PUPILS 4,939

Dundee City



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



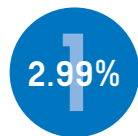
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

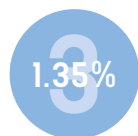
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



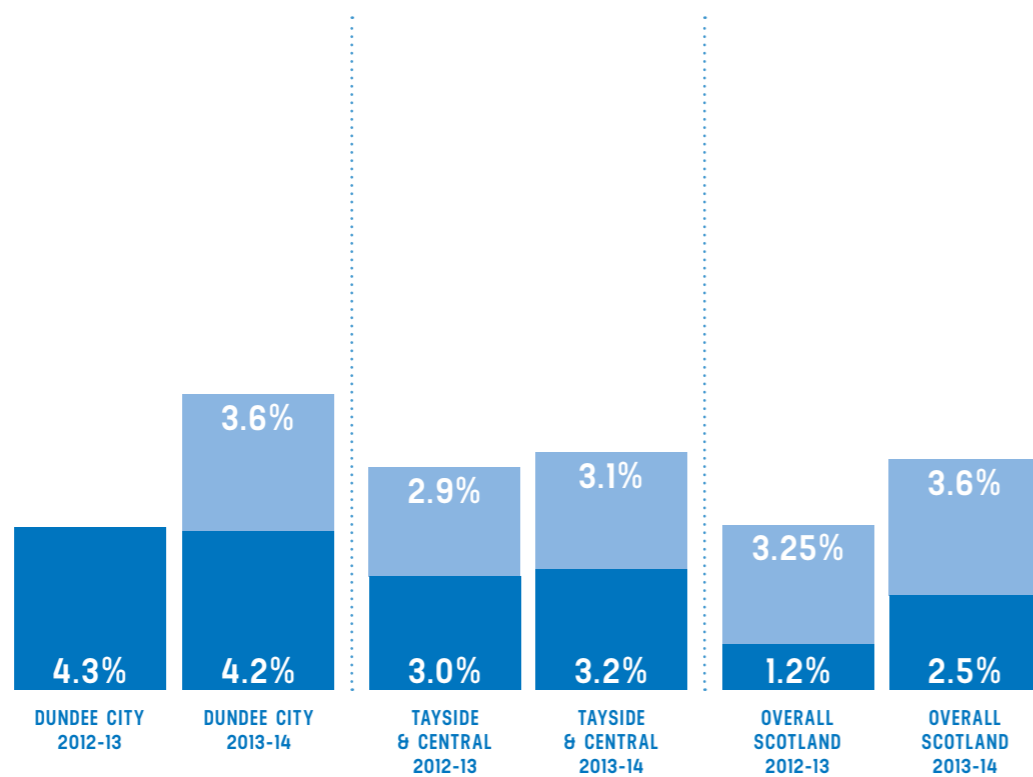
WEST END



THE FERRY



MARYFIELD



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 0.9% 2012-14 AVERAGE 2.5%
2014 2.7%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.6% 2012-14 AVERAGE 1.3%
2014 1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 0.9%
2012-14 AVERAGE 2.8%
2014 2.8%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

28.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 1
PUPILS 786

East Ayrshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



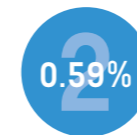
Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

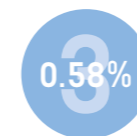
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



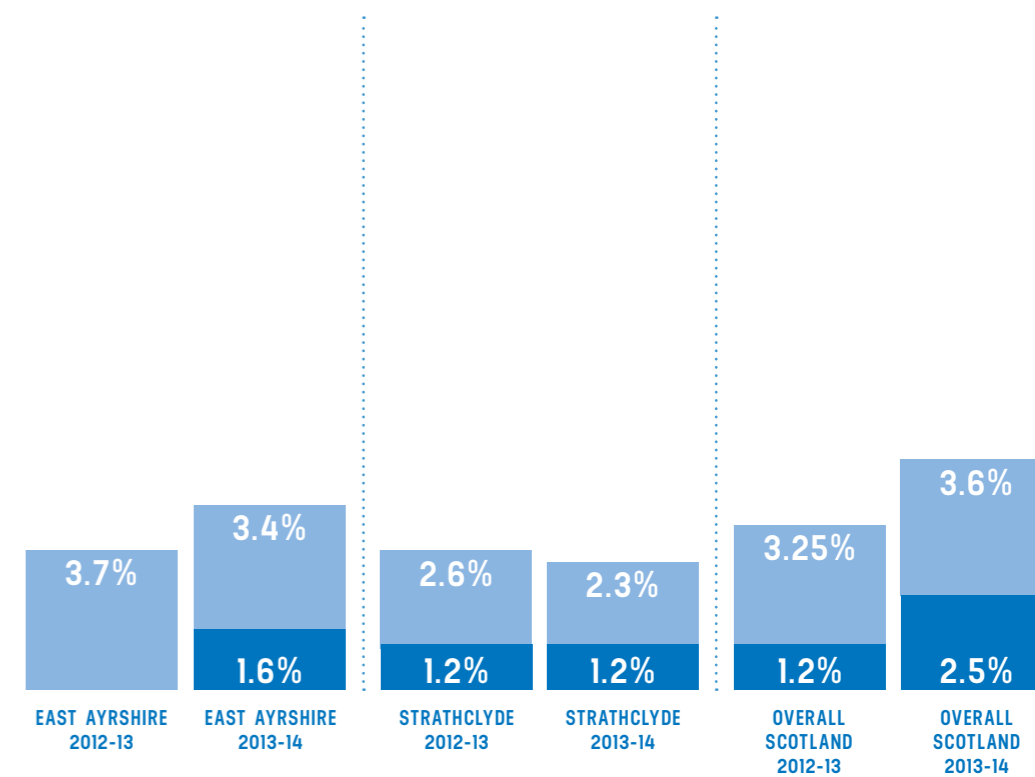
KILMARNOCK WEST AND CROSSHOUSE



KILMARNOCK NORTH



KILMARNOCK EAST AND HURLFORD



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.5% 2012-14 AVERAGE 4.7%
2014 5.0%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.4% 2012-14 AVERAGE 0.5%
2014 0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.4%
2012-14 AVERAGE 5.7%
2014 6.1%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

NOT REPORTED TO CYCLING SCOTLAND

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 6
PUPILS 2,623

East Dunbartonshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

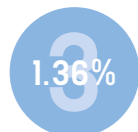
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



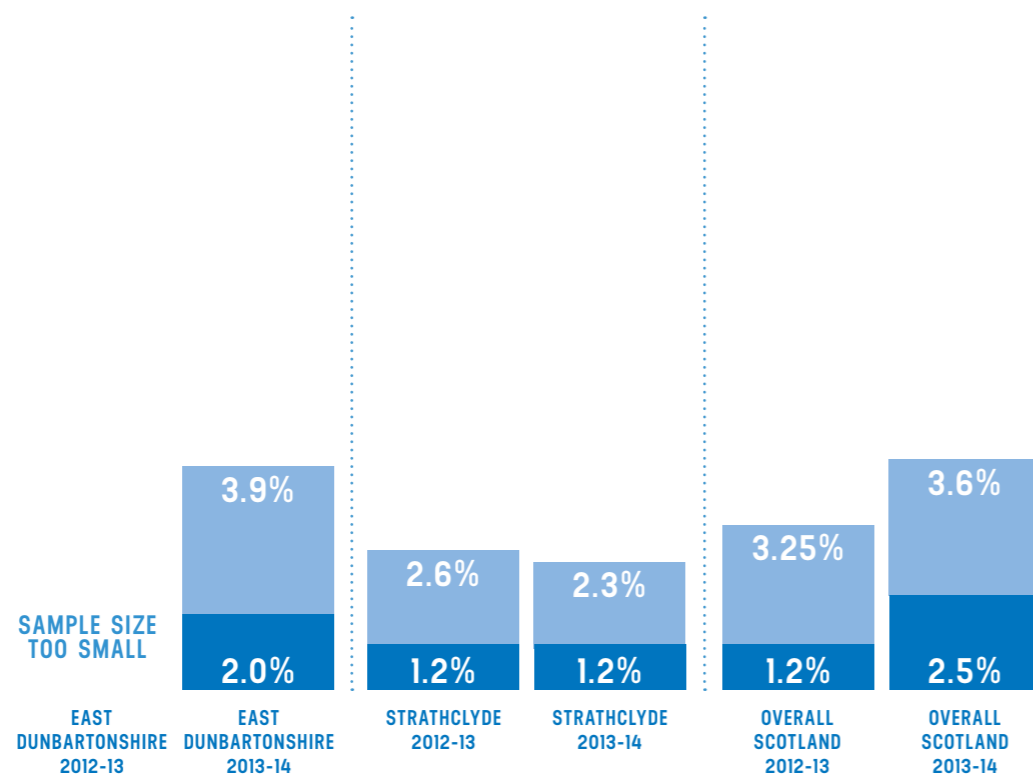
BEARSDEN NORTH



BEARSDEN SOUTH



MILNGAVIE



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.7% 2012-14 AVERAGE 3.5%
2014 3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.9% 2012-14 AVERAGE 0.6%
2014 0.8%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.4%
2012-14 AVERAGE 3.6%
2014 3.3%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

13.5%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 13
PUPILS 3,247

East Lothian



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

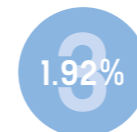
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



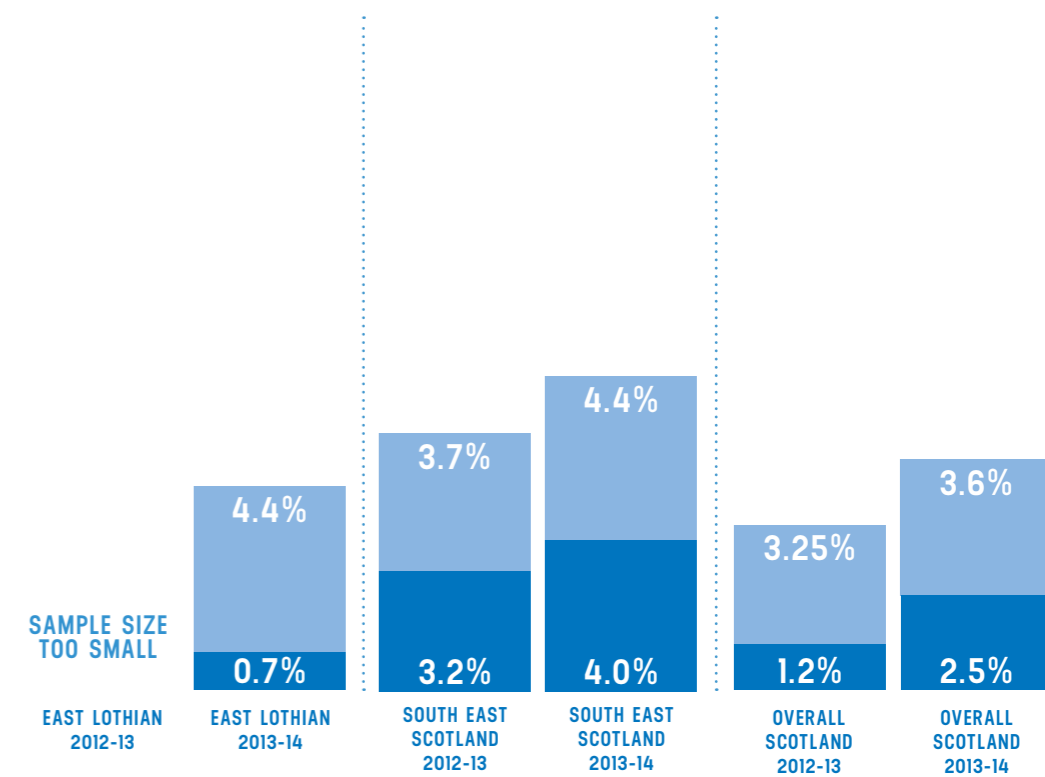
MUSSELBURGH WEST



MUSSELBURGH EAST AND CARBERRY



DUNBAR AND EAST LINTON



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 9.4% 2012-14 AVERAGE 9.9%
2014 10.7%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 2.4% 2012-14 AVERAGE 2.1%
2014 2.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 9.4%*
2012-14 AVERAGE 9.9%*
2014 14.4%*

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

28.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 11
PUPILS 3,705

East Renfrewshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES]²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



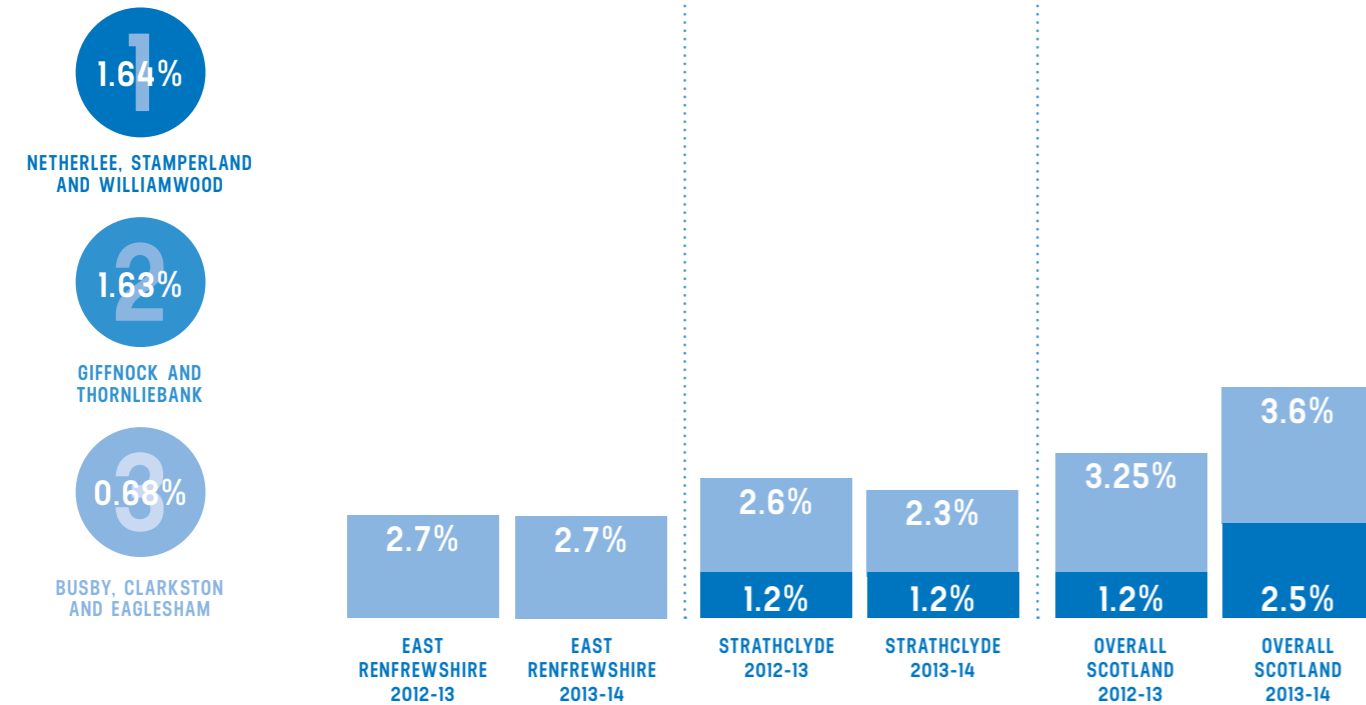
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
 2009-11 AVERAGE 2.3% 2012-14 AVERAGE 3.9%
 2014 4.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
 2009-11 AVERAGE 0.7% 2012-14 AVERAGE 0.3%
 2014 0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
 2009-11 AVERAGE 2.4%
 2012-14 AVERAGE 4.3%
 2014 5.0%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
 100%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
 SCHOOLS 15
 PUPILS 5,805

Edinburgh City



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES]²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



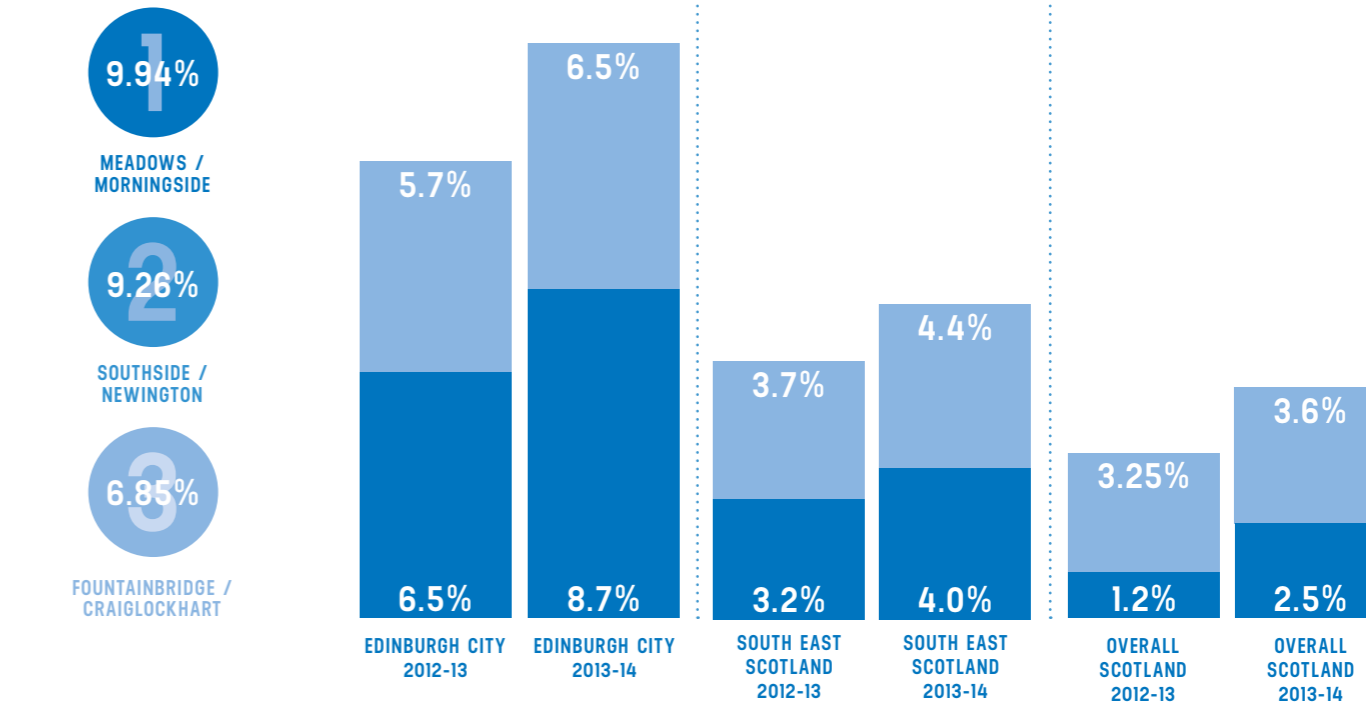
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
 2009-11 AVERAGE 5.8% 2012-14 AVERAGE 5.9%
 2014 6.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
 2009-11 AVERAGE 1.9% 2012-14 AVERAGE 1.6%
 2014 1.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
 2009-11 AVERAGE 6.6%
 2012-14 AVERAGE 5.1%
 2014 5.9%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
 70.5%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
 SCHOOLS 19
 PUPILS 10,212

Eilean Siar



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



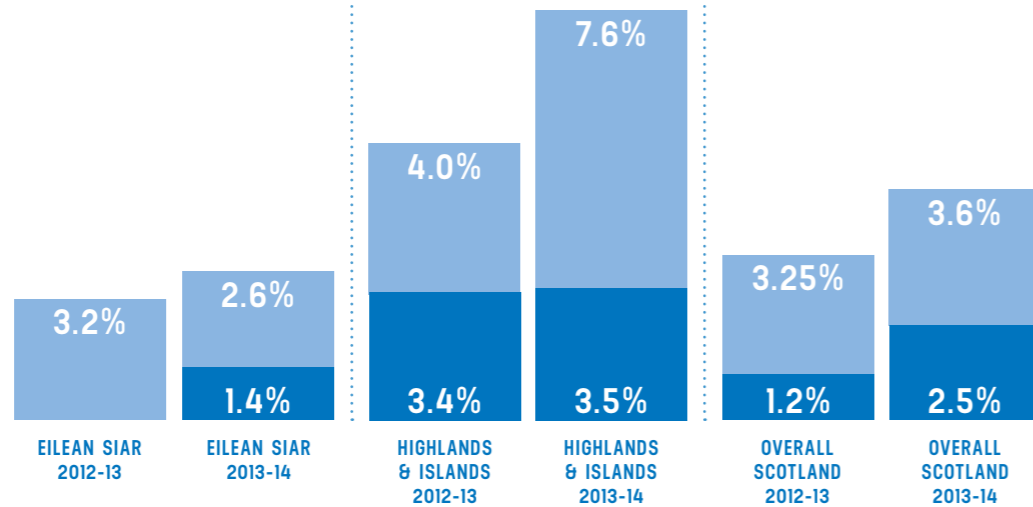
STEÒRNABHAGH A DEAS



STEÒRNABHAGH A TUATH



BARRAIGH, BHATARSAIGH, EIRISGEIGH AGUS UIBHIST A DEAS



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 6.0% 2012-14 AVERAGE 5.5%
2014 7.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2012-14 AVERAGE 1.1%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 17.7%
2012-14 AVERAGE 9.6%
2014 9.7%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

0%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 8
PUPILS 310

Falkirk



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

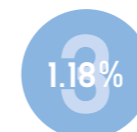
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



GRANGEMOUTH



FALKIRK NORTH



CARSE, KINNAIRD AND TRYST

SAMPLE SIZE TOO SMALL
FALKIRK 2012-13

1.8%
0.8%
FALKIRK 2013-14

3.7%
3.2%
SOUTH EAST SCOTLAND 2012-13

4.4%
4.0%
SOUTH EAST SCOTLAND 2013-14

3.25%
1.2%
OVERALL SCOTLAND 2012-13

3.6%
2.5%
OVERALL SCOTLAND 2013-14



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.1% 2012-14 AVERAGE 4.3%
2014 5.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.9% 2012-14 AVERAGE 0.8%
2014 1.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.9%
2012-14 AVERAGE 5.2%
2014 6.5%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

22.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 7
PUPILS 4,238

Fife

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



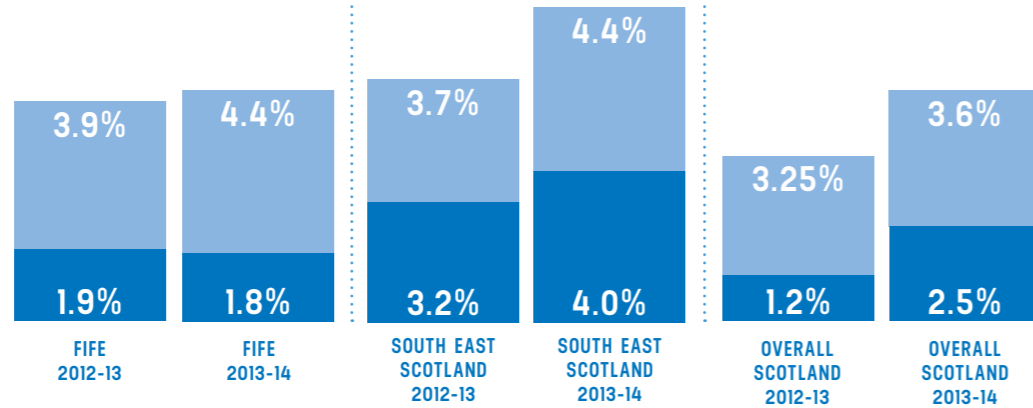
TAY BRIDGEHEAD



ST. ANDREWS



GLENROTHES WEST AND KINGLASSIE



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.2% 2012-14 AVERAGE 4.3%
2014 4.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.7% 2012-14 AVERAGE 0.6%
2014 0.6%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 2.6%
2012-14 AVERAGE 4.7%
2014 4.9%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

18.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 8
PUPILS 1,268

Glasgow City

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



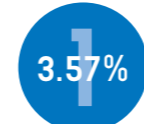
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



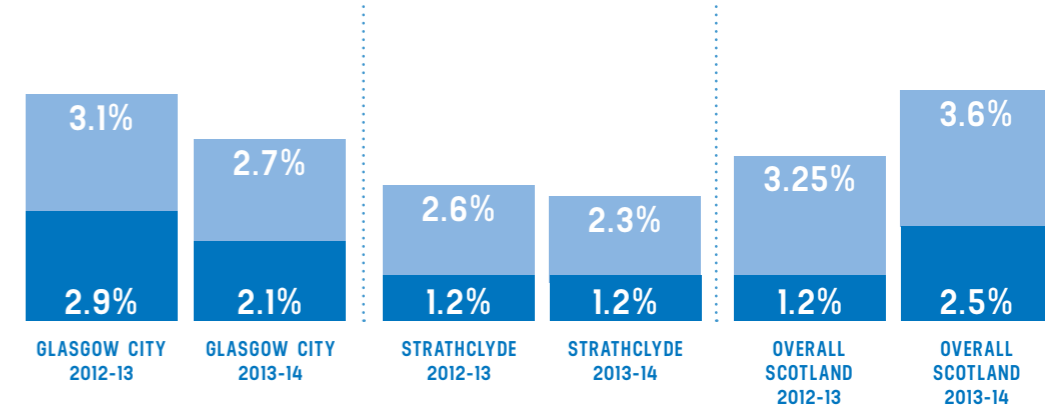
HILLHEAD



PARTICK WEST



POLLOKSHIELDS



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.4% 2012-14 AVERAGE 3.1%
2014 3.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.4%
2012-14 AVERAGE 0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 2.2%
2012-14 AVERAGE 3.0%
2014 3.1%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

24.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 8
PUPILS 3,101

Highland

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



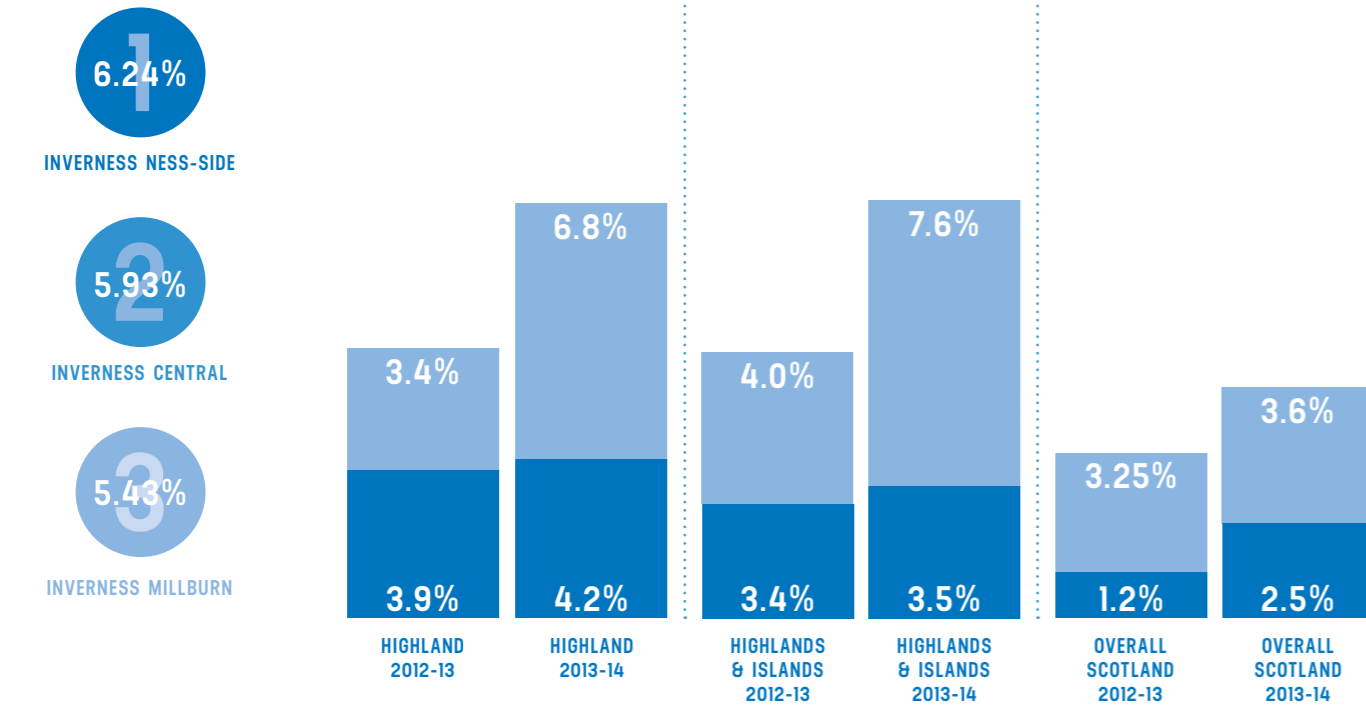
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
2009-11 AVERAGE 10.2% 2012-14 AVERAGE 9.8%
2014 10.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
2009-11 AVERAGE 4.4% 2012-14 AVERAGE 4.6%
2014 4.1%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
2009-11 AVERAGE 10.2%*
2012-14 AVERAGE 9.8%*
2014 15.5%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
28.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
SCHOOLS 5
PUPILS 1,212

Inverclyde

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



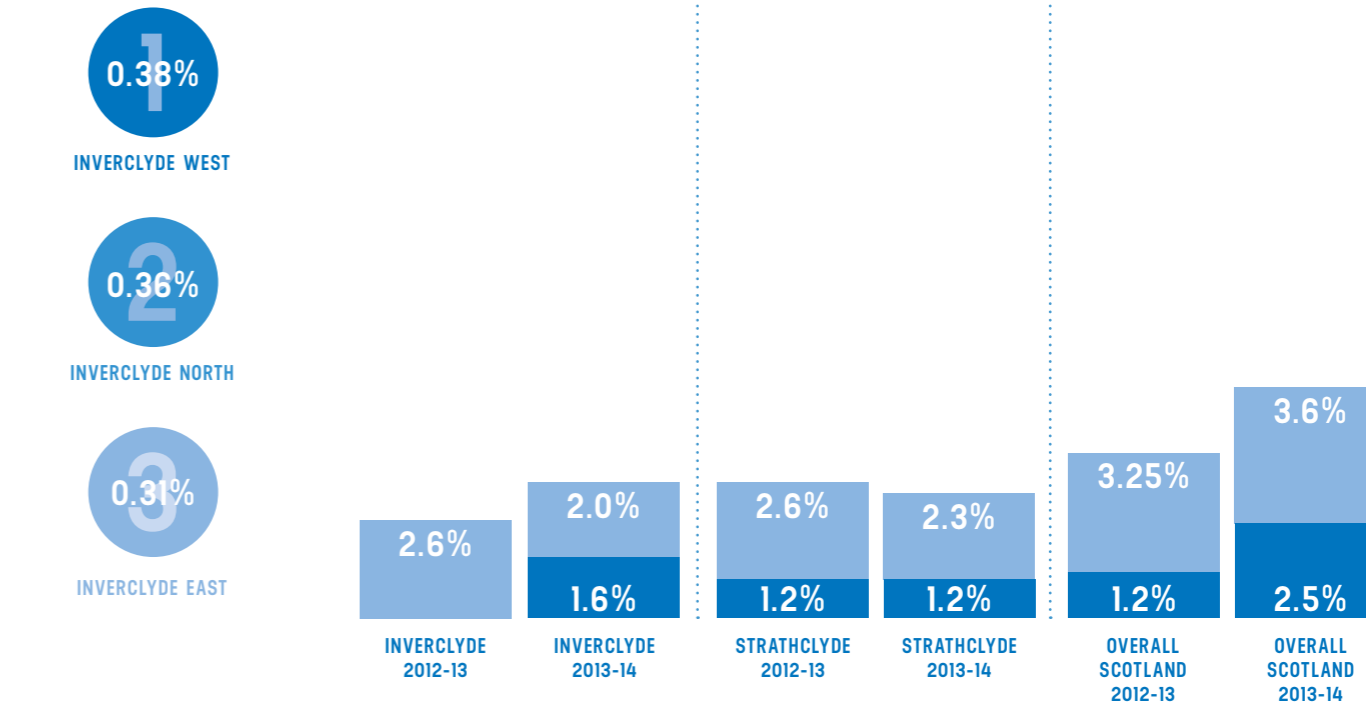
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
2009-11 AVERAGE 1.3% 2012-14 AVERAGE 1.1%
2014 1.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
2009-11 AVERAGE 0.1%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
2009-11 AVERAGE 2.7%
2012-14 AVERAGE 1.6%
2014 2.0%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
30.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
SCHOOLS 9
PUPILS 2,513

Midlothian

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



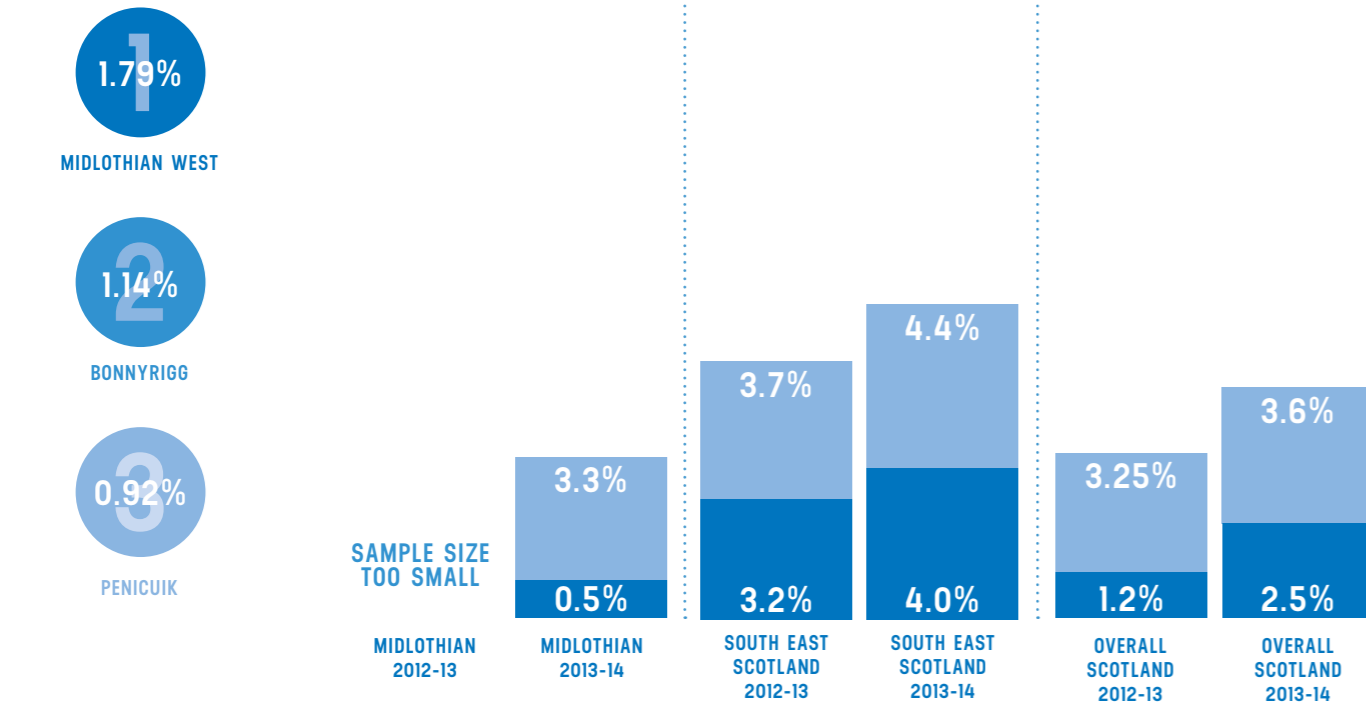
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
2009-11 AVERAGE **5.5%** 2012-14 AVERAGE **6.8%**
2014 **7.3%**

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
2009-11 AVERAGE **0.6%** 2012-14 AVERAGE **0.6%**
2014 **0.4%**

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
2009-11 AVERAGE **5.5%**
2012-14 AVERAGE **6.0%**
2014 **6.6%**

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
63.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
SCHOOLS **18**
PUPILS **6,566**

Moray

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



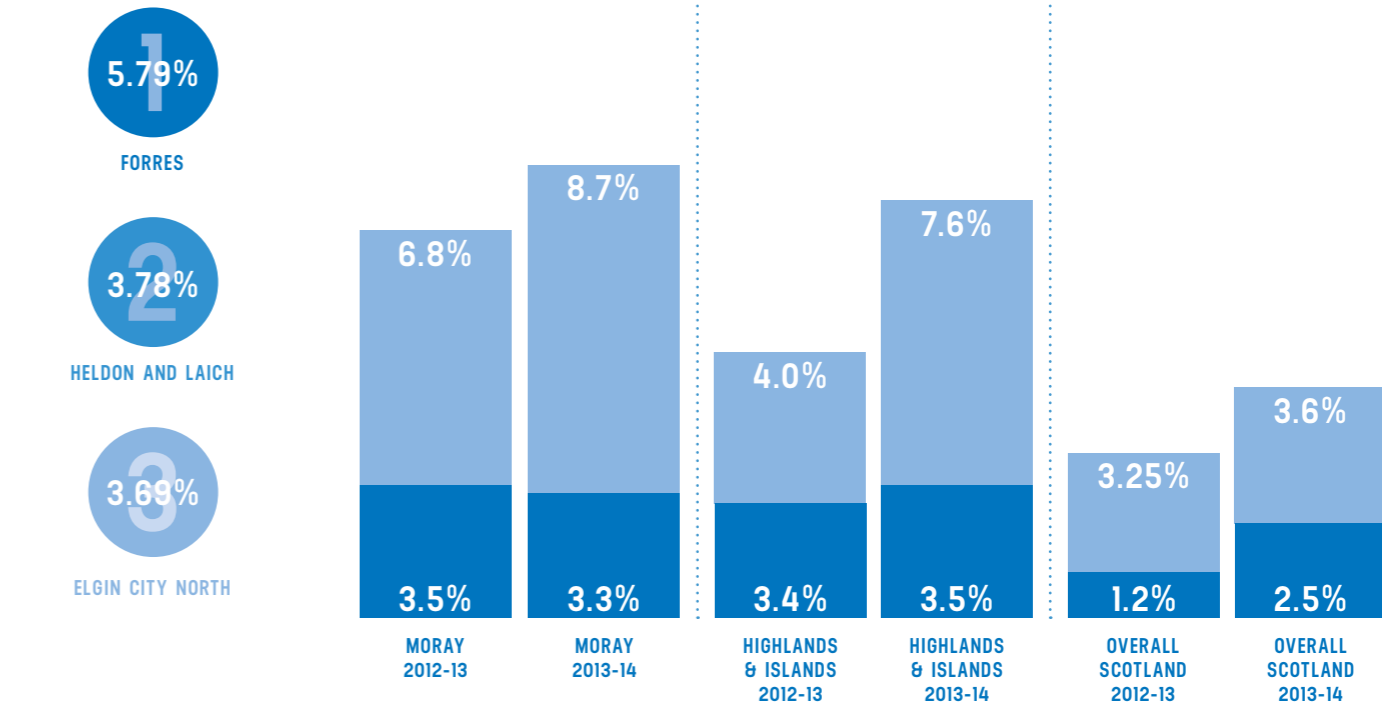
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷
2009-11 AVERAGE **6.7%** 2012-14 AVERAGE **6.7%**
2014 **7.0%**

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸
2009-11 AVERAGE **4.0%** 2012-14 AVERAGE **2.5%**
2014 **2.3%**

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹
2009-11 AVERAGE **9.7%**
2012-14 AVERAGE **9.4%**
2014 **8.4%**

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰
62.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹
SCHOOLS **9**
PUPILS **2,505**

North Ayrshire

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



NORTH COAST AND CUMBRAES

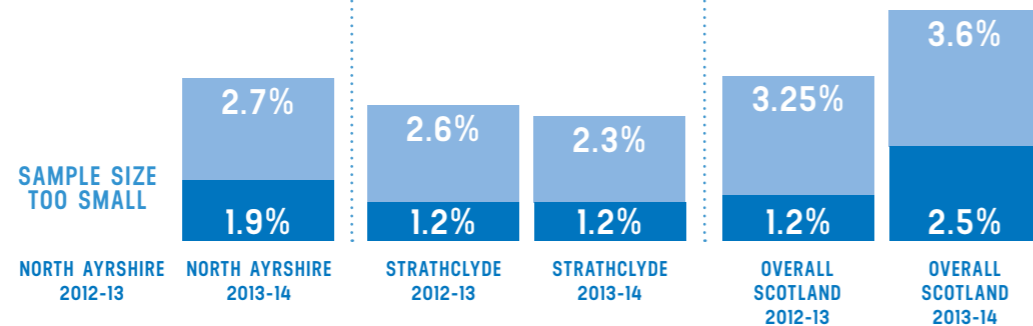


IRVINE WEST



ARDROSSAN AND ARRAN

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.2% 2012-14 AVERAGE 5.7%
2014 4.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.8% 2012-14 AVERAGE 0.7%
2014 0.8%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.5%*
2012-14 AVERAGE 5.7%*
2014 5.1%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

NOT REPORTED TO CYCLING SCOTLAND

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 6
PUPILS 1,135

North Lanarkshire

Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

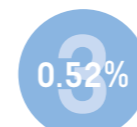
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



BELLSHILL

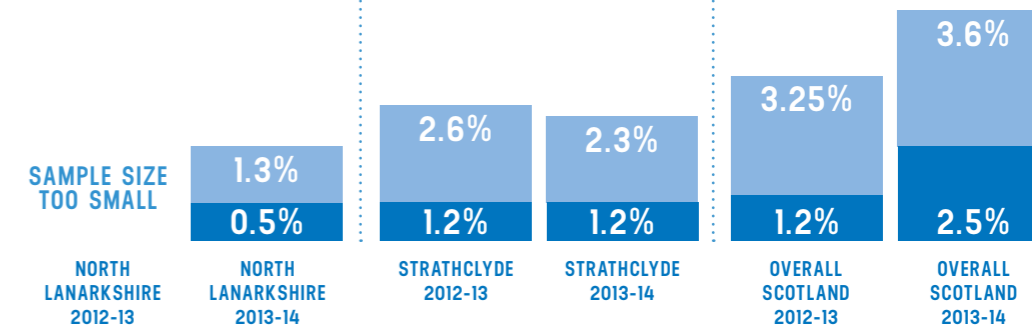


ABRONHILL, KILDROM AND THE VILLAGE



STRATHKELVIN

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.5% 2012-14 AVERAGE 3.8%
2014 4.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.2% 2012-14 AVERAGE 0.2%
2014 0.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.1%
2012-14 AVERAGE 4.4%
2014 4.6%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

4.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 7
PUPILS 2,329

Orkney Islands



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³

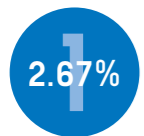


PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

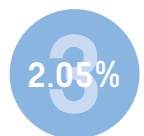
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



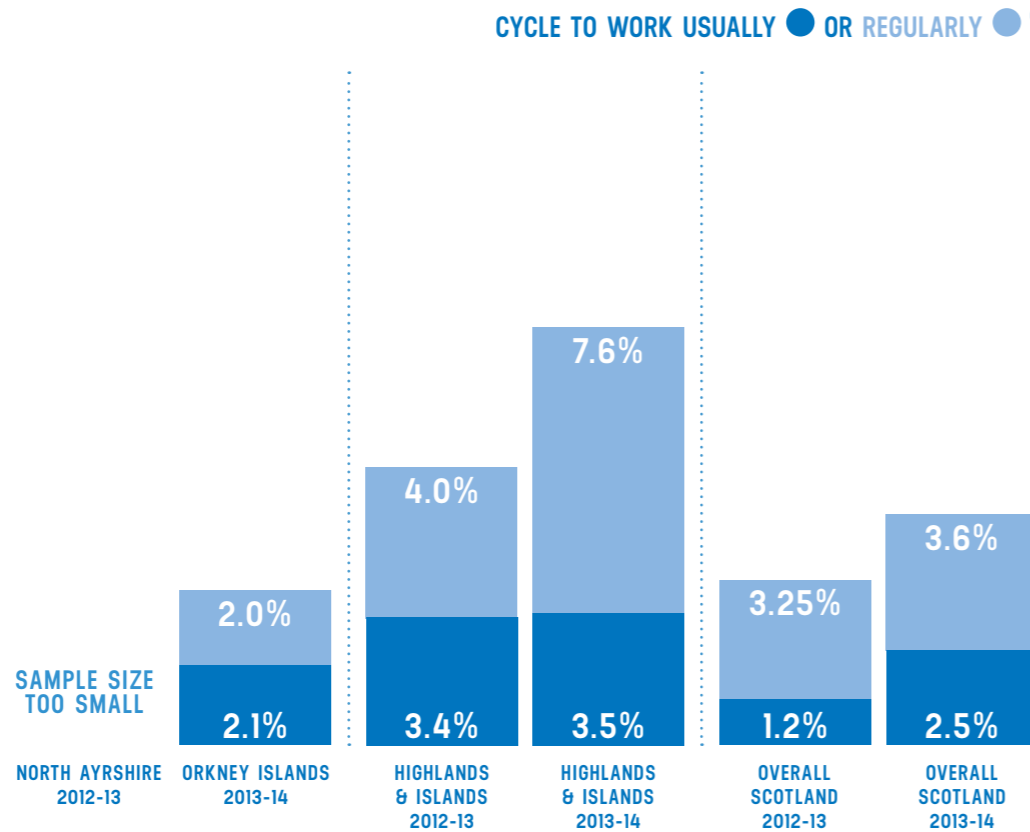
KIRKWALL EAST



KIRKWALL WEST AND ORPHIR



STROMNESS AND SOUTH ISLES



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 4.1% 2012-14 AVERAGE 5.6%
2014 8.0%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 10.2% 2012-14 AVERAGE 2.6%
2014 2.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 6.3%
2012-14 AVERAGE 11.2%
2014 18.4%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

90.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 4
PUPILS 1,129

Perth & Kinross



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³

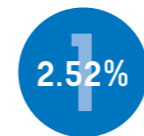


PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

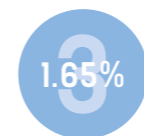
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



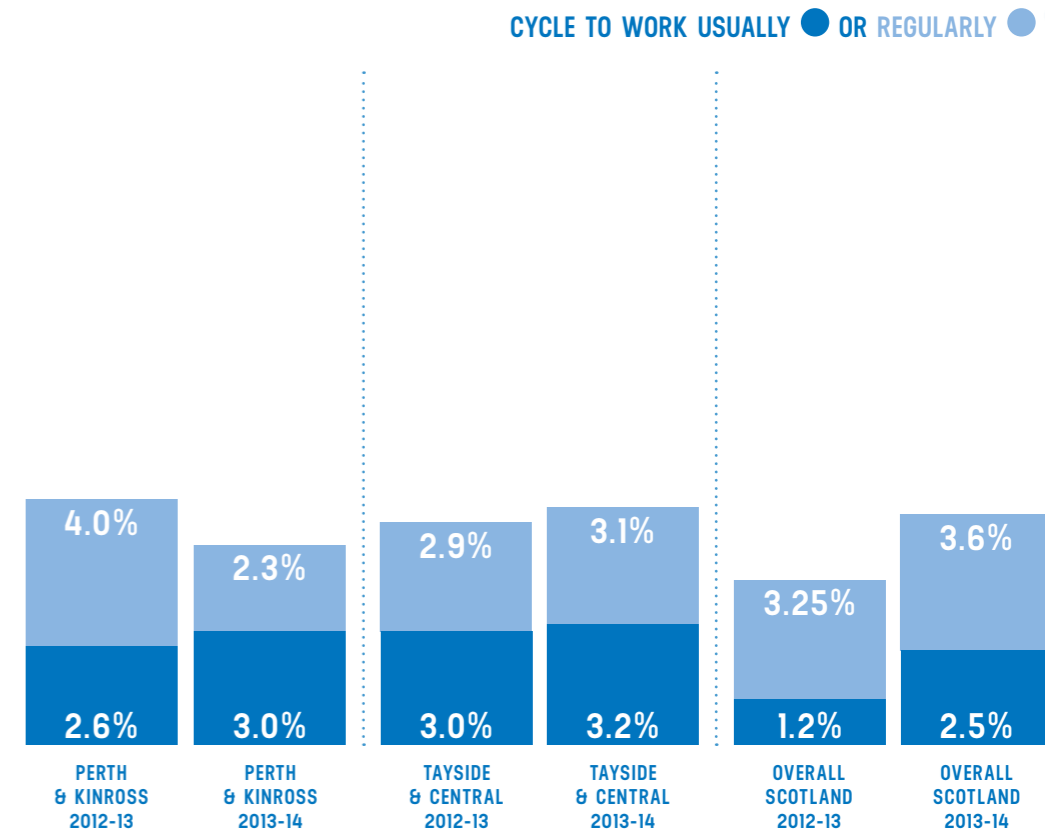
PERTH CITY CENTRE



PERTH CITY SOUTH



PERTH CITY NORTH



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.6% 2012-14 AVERAGE 3.4%
2014 3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.5% 2012-14 AVERAGE 0.9%
2014 1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.3%
2012-14 AVERAGE 3.9%
2014 4.7%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

68.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 10
PUPILS 2,562

Renfrewshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



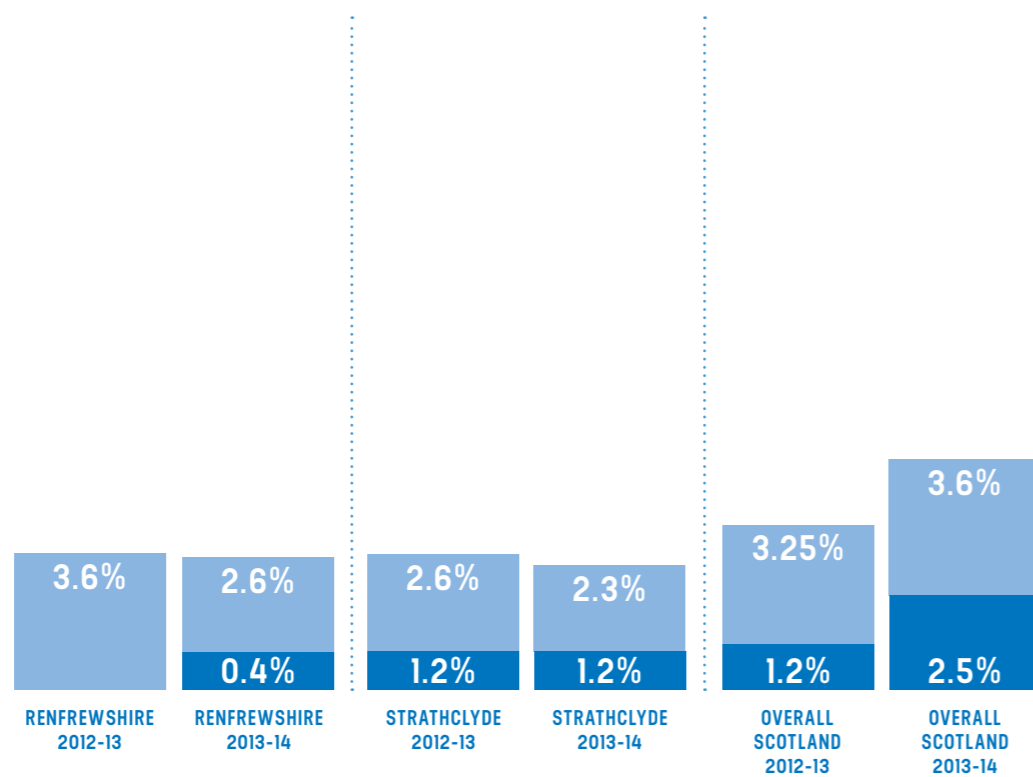
RENFREW NORTH



PAISLEY NORTH WEST



PAISLEY EAST & RALSTON



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 2.0% 2012-14 AVERAGE 3.1%
2014 3.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.6% 2012-14 AVERAGE 0.4%
2014 0.6%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 2.0%*
2012-14 AVERAGE 3.1%*
2014 3.5%*

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

20.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 4
PUPILS 1,068

Scottish Borders



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



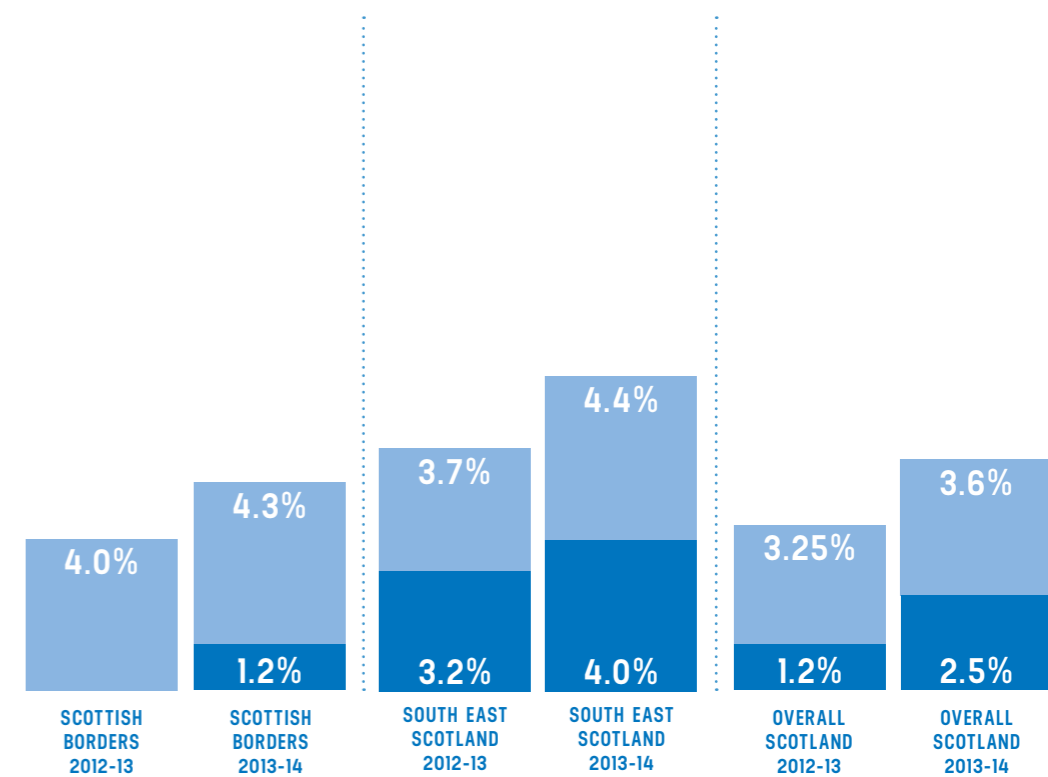
TWEEDDALE EAST



KELSO AND DISTRICT



GALASHIELS AND DISTRICT



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 3.2% 2012-14 AVERAGE 4.7%
2014 4.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.8% 2012-14 AVERAGE 0.6%
2014 0.4%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 3.9%
2012-14 AVERAGE 4.7%
2014 3.7%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

27%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 2
PUPILS 648

Shetland Islands



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

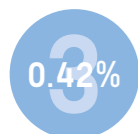
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



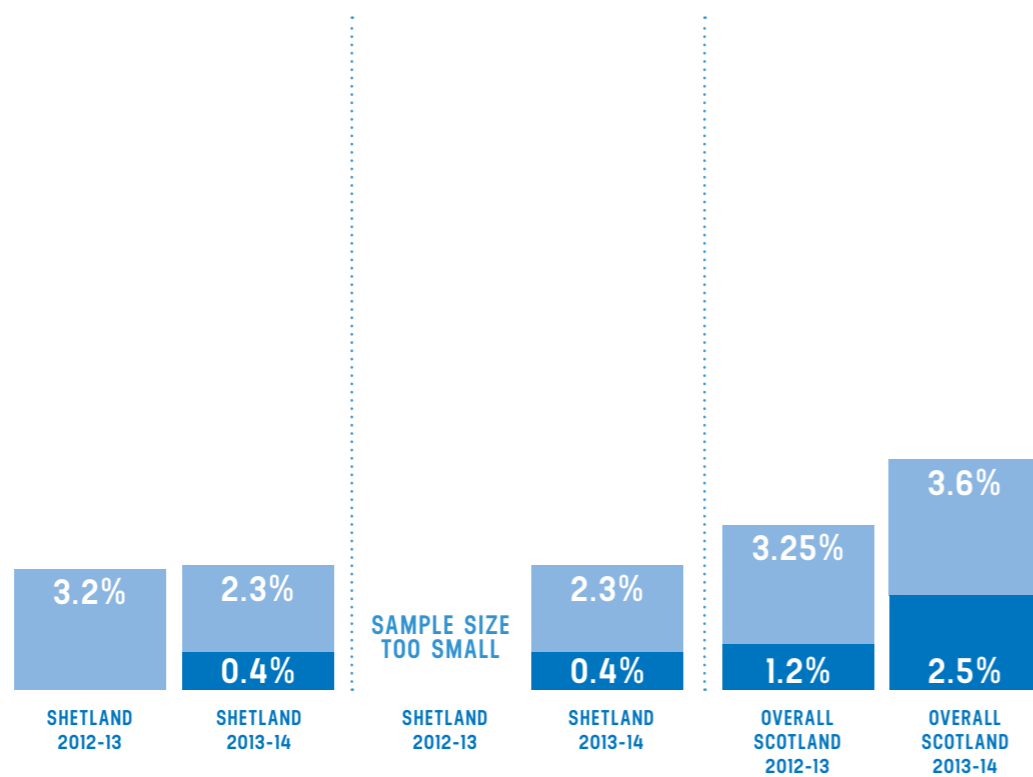
LERWICK NORTH



LERWICK SOUTH



SHETLAND SOUTH



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 4.5% 2012-14 AVERAGE 4.8%
2014 5.5%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.4% 2012-14 AVERAGE 0.8%
2014 0.9%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.2%
2012-14 AVERAGE 4.8%
2014 5.5%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

100%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 8
PUPILS 1,025

South Ayrshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



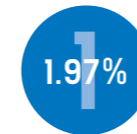
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

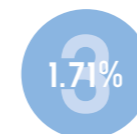
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



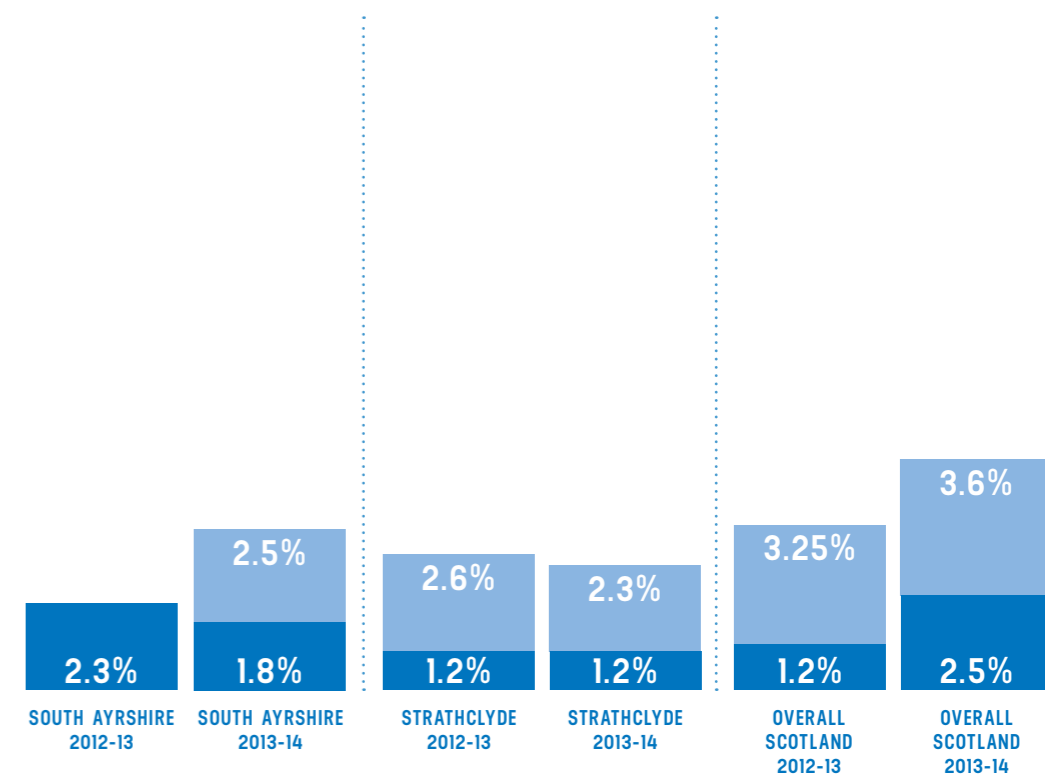
TROON



PRESTWICK



AYR WEST



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 4.7% 2012-14 AVERAGE 5.9%
2014 5.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.4% 2012-14 AVERAGE 0.7%
2014 0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.6%
2012-14 AVERAGE 7.7%
2014 9.0%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

82.9%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 12
PUPILS 3,275

South Lanarkshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



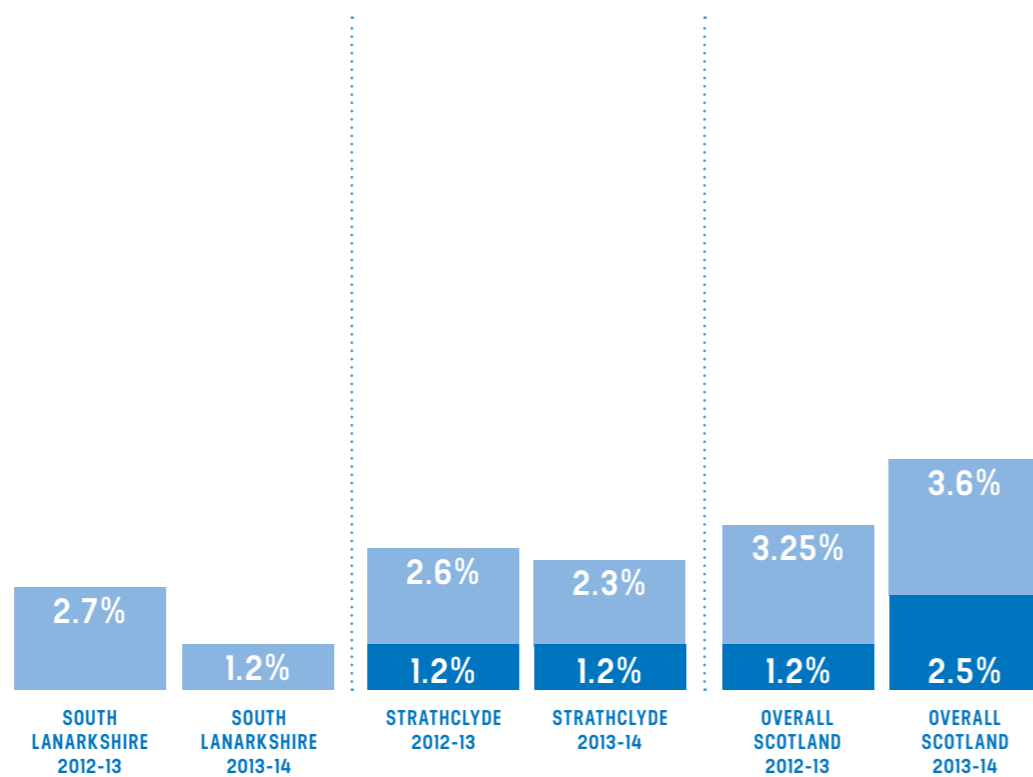
RUTHERGLEN SOUTH



RUTHERGLEN CENTRAL AND NORTH



CAMBUSLANG WEST



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 1.8% 2012-14 AVERAGE 3.1%
2014 3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 0.2% 2012-14 AVERAGE 0.2%
2014 0.1%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 2.2%
2012-14 AVERAGE 3.2%
2014 3.8%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

39%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 13
PUPILS 3,582

Stirling



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



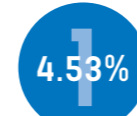
PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



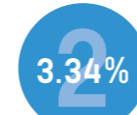
Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

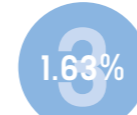
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



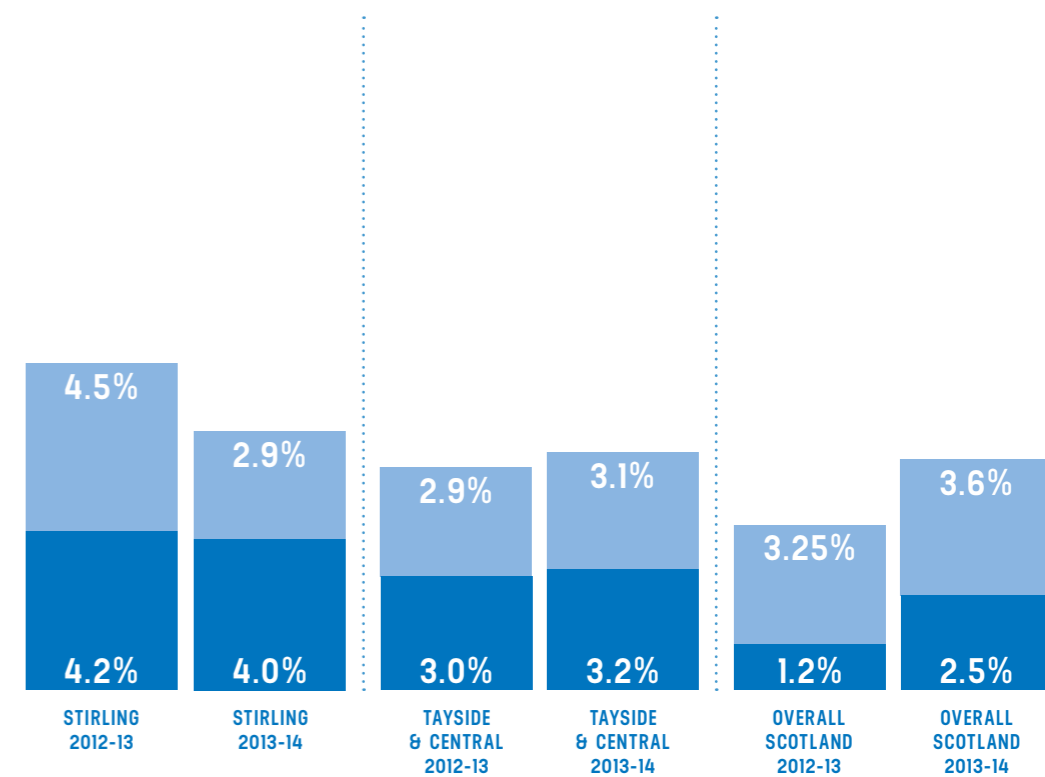
FORTH



CASTLE



STIRLING WEST



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 6.0% 2012-14 AVERAGE 8.5%
2014 7.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 3.2% 2012-14 AVERAGE 1.8%
2014 1.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 6.7%
2012-14 AVERAGE 8.7%
2014 8.6%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

65.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 11
PUPILS 3,037

West Dunbartonshire



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

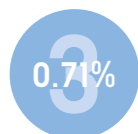
TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



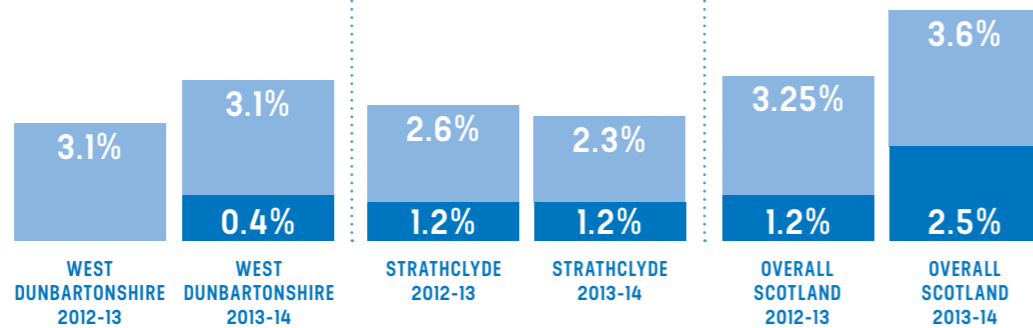
CLYDEBANK WATERFRONT



LOMOND



DUMBARTON



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 1.2% 2012-14 AVERAGE 2.0%
2014 2.2%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2012-14 AVERAGE 0.8%
2014 0.8%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 1.2%
2012-14 AVERAGE 2.5%
2014 2.8%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

44.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 7
PUPILS 1,574

West Lothian



Headline trends and context



PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)²



PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE³



PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE⁴



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●⁶

TOP THREE TRAVEL TO WORK BY BIKE WARDS⁵



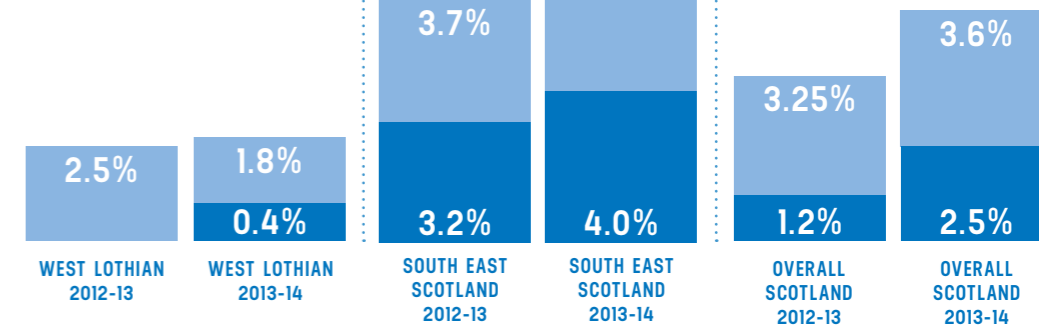
BROXBURN, UPHALL AND WINCHBURGH



EAST LIVINGSTON AND EAST CALDER



LIVINGSTON NORTH



Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL⁷

2009-11 AVERAGE 4.6% 2012-14 AVERAGE 5.1%
2014 5.7%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL⁸

2009-11 AVERAGE 1.1% 2012-14 AVERAGE 0.5%
2014 0.5%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL [P5-P7]⁹

2009-11 AVERAGE 4.9%
2012-14 AVERAGE 5.9%
2014 5.5%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING¹⁰

15.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS¹¹

SCHOOLS 2
PUPILS 525

4

Key Areas
For Focus
& Development

Monitoring receives specific emphasis in the refreshed Cycling Action Plan for Scotland 2013. In addition, Cycling Scotland's National Assessment of Local Authority Cycling Policy underscores the key part that monitoring and evaluation plays in progressing cycling. The next iteration of the National Assessment is due for release in 2017.

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

MON16.1 Ensure cycling is specifically included in key indicators

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

MON16.2 Establishing cycling indicators

Establish a set of key cycling-related indicators as a baseline to understand short and long-term trends and impacts of interventions and policies. These could cover cycling levels (overall, to school and to work), safety (e.g. KSI and casualty rates), training (e.g. Bikeability Scotland delivery) and perceptions of cycling (e.g. through surveys of the public). Indicators should not just be for infrastructure improvements, but also behaviour change programmes and projects so that progress and impact can be tracked.

MON16.3 Co-ordinating cycling data

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

MON16.4 Understanding perceptions of cycling

It is important to monitor barriers to cycling as well as reasons people choose to cycle. There are a range of reasons people will or will not cycle, and to better deliver improvements to cycling, these should both be taken into account. Consultation and gathering viewpoints (from people who do cycle as well as those who do not) will give a better idea as to interventions that may make the biggest impact. An example of this is Bike Life, produced by Sustrans in 2015. Bike Life gathers a range of perceptions of cycling and local cycling infrastructure from the citizens of Edinburgh.

MON16.5 Utilising automatic cycling counters

Establish a network of automatic cycle counters, particularly looking at key routes on corridors so that changes can be monitored over time. Establishing a network of counters is not simply about installation, though, and consideration must first be made on what is being monitored (e.g. just people cycling – or all modes, etc.) In addition, type, data retrieval, maintenance and installation must all be considered. Action 19 in CAPS 2013 notes development of guidance relating to automatic cycle counters, and Cycling Scotland has been working with partners throughout 2015 to create a gap analysis of automatic cycle counters. Throughout 2015, a number of local authorities have installed or began installing groups of automatic cycle counters under managed contracts.

MON16.6 Monitoring and evaluation of cycling

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

   cycling.scot

Cycling Scotland

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