

# Annual Cycling Monitoring Report 2019

Cycling  
Scotland





# Annual Cycling Monitoring Report 2019

<b>National</b>	<b>04</b>
Introduction	05
Mode share	06
Participation in cycling	06
Frequency of cycling journeys	07
Cycling to work	07
Main mode of commuting to work – shorter journeys	07
Cycling to school	08
Travel Tracker	08
Total amount of cycling	08
National Cycle Network in 2017	08
Usage per km of NCN in 2017	09
Access to bikes	09
Safety	09
Attitudes	09
Other key facts and figures	10–11
<b>Local</b>	<b>12</b>
Introduction	13
Local area specific highlights	14–15
Statistics by local authority	16–47



National

---

# Introduction

The Annual Cycling Monitoring Report 2019 builds on previous editions and delivers Action 18 of the Cycling Action Plan for Scotland (CAPS). Action 18 states that the CAPS Delivery Forum should agree a suite of national indicators to inform the national picture of cycling participation, to be reported annually. As the Cycling Action Plan for Scotland is 10 years old in 2020, this report also covers changes that have occurred throughout this period.

This executive summary highlights key figures that Cycling Scotland has identified in the report.

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

## Mode share

- **1.5%** of journeys were made by bike in 2017. This figure averaged **1.3%** between 2015–2017 and **0.9%** between 2008–2010.

## Cycling to work

- **4.9%** of people cycled to work at least regularly.

## Cycling to school

- **5.2%** of primary school pupils and **1.3%** of secondary school pupils cycled to school. In 2010, the respective figures were **3.7%** and **1.2%**.

## Participation in cycling

- **12%** of people said that they had participated in at least 30 minutes of cycling within the four weeks prior. This included **16%** of men and **9%** of women. In 2009–11, the figure was **9%**.

## Frequency of cycling

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

## Total amount of cycling

- **290 million** vehicle kilometres were cycled on all roads by pedal cycles.
- Cycling usage per km of the National Cycle Network in 2017: **12,549**.

## Access to bikes

- **34.4%** of households in Scotland have access to one or more bikes for private use.

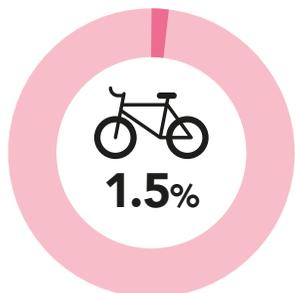
## Safety

- In 2017, **5** people were killed and **171** were seriously injured while cycling.
- In 2018, **6** people were killed and **156** were seriously injured while cycling.

## Attitudes

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

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

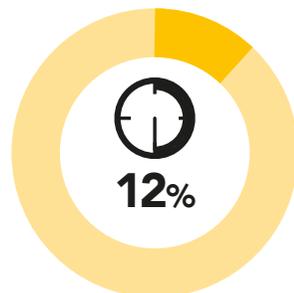


of journeys were made by bike in 2017

This figure averaged 1.3% between 2015–2017 and 0.9% between 2008–2010\*

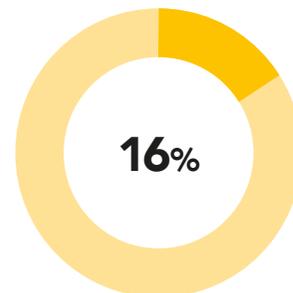
\* There was a methodology change in the travel diary in 2012 so comparisons may not be like-for-like

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



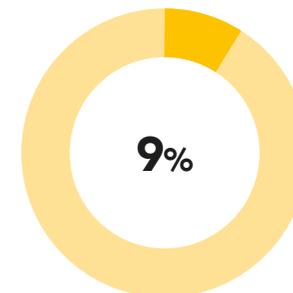
of people had participated in at least 30 minutes of cycling within the previous four weeks

In 2009–11, the figure was 9%



of males

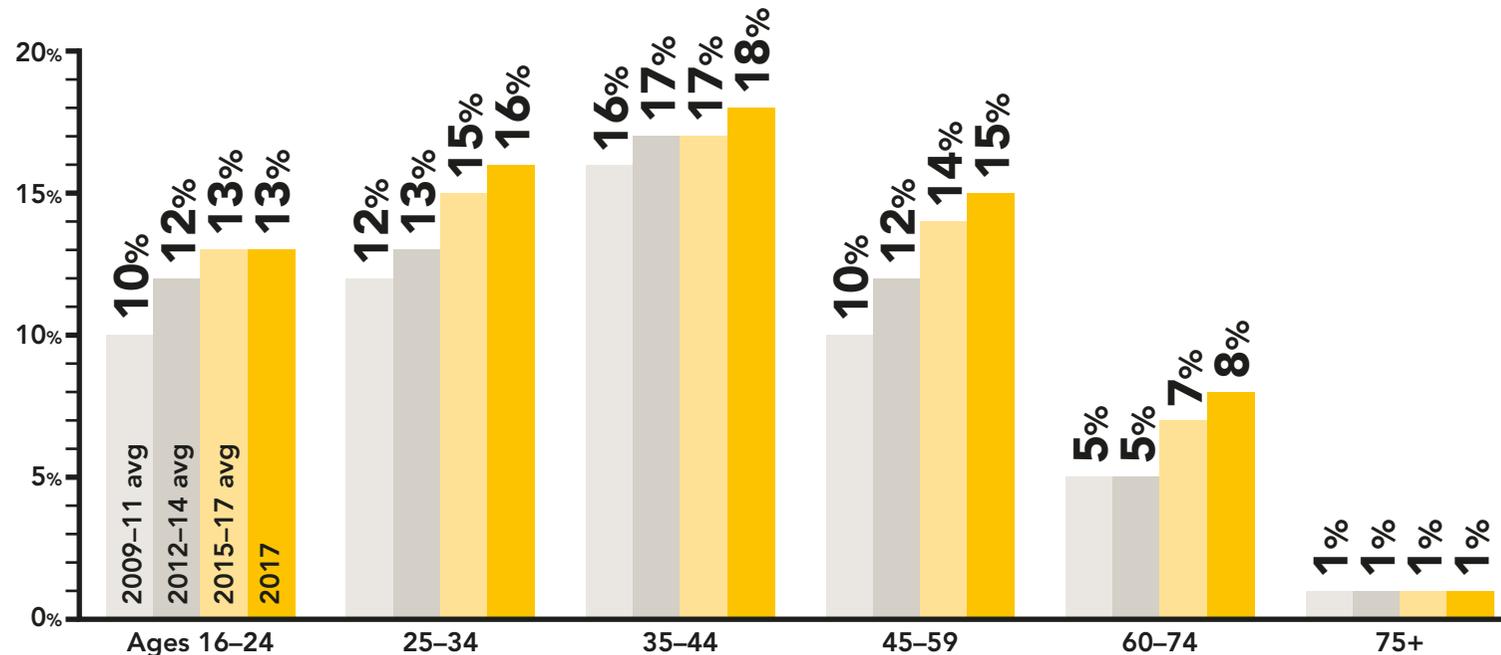
In 2009–11, the figure was 13%



of females

In 2009–11, the figure was 7%

### Percentages by age

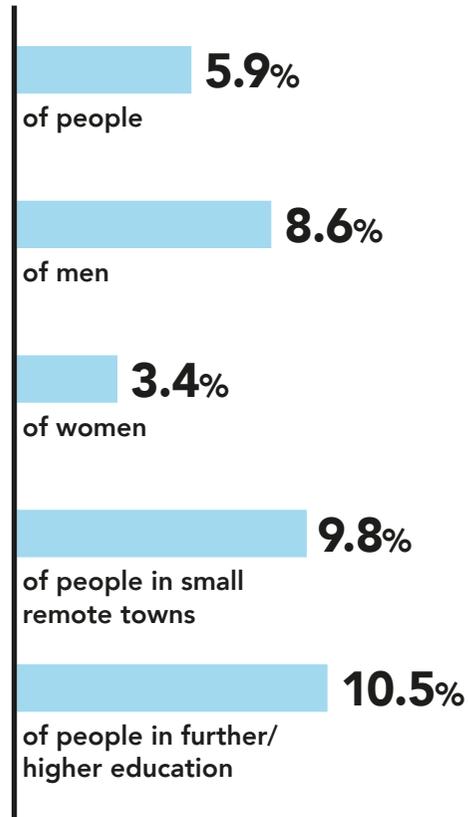


<sup>1</sup> Source: Scottish Household Survey Travel Diary 2017 [Table TD2]. <sup>2</sup> Source: Scotland's People Annual Report: Results from the 2017 Scottish Household Survey [Table 8.1].

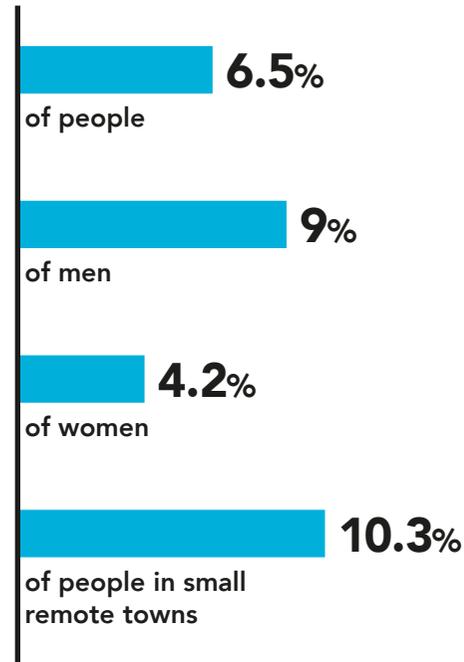
## Frequency of cycling journeys<sup>3</sup>



### Cycling for transport



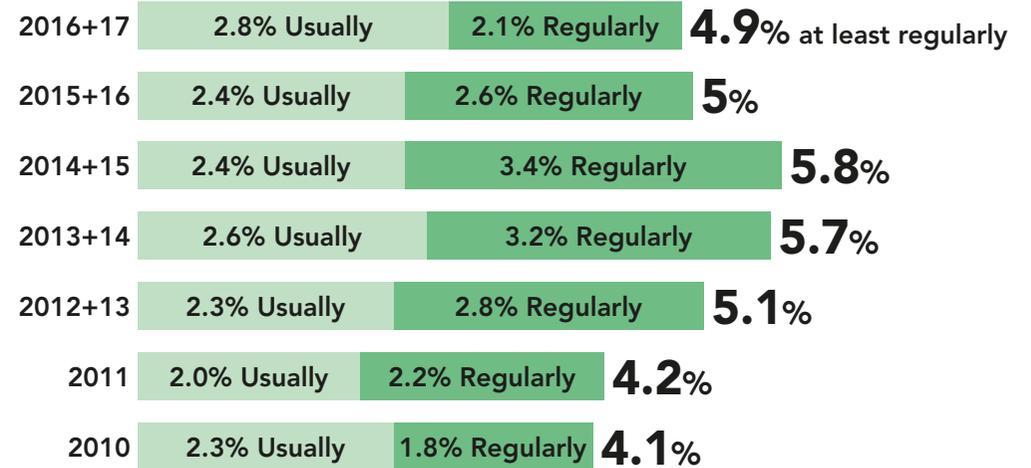
### Cycling for pleasure/fitness



<sup>3</sup> In the previous seven days. Source: Scottish Household Survey 2016 [Table 25a]. This question is asked biannually with the most recent results being from 2016. The question was first asked in 2014. <sup>4</sup> Source: Scottish Household Survey 2016 with additional information from Transport Scotland. Confidence intervals for 2016/17 data: 90% (+/-) 0.5 95% (+/-) 0.5. <sup>5</sup> Source: Transport Scotland analysis of Scottish Household Survey.

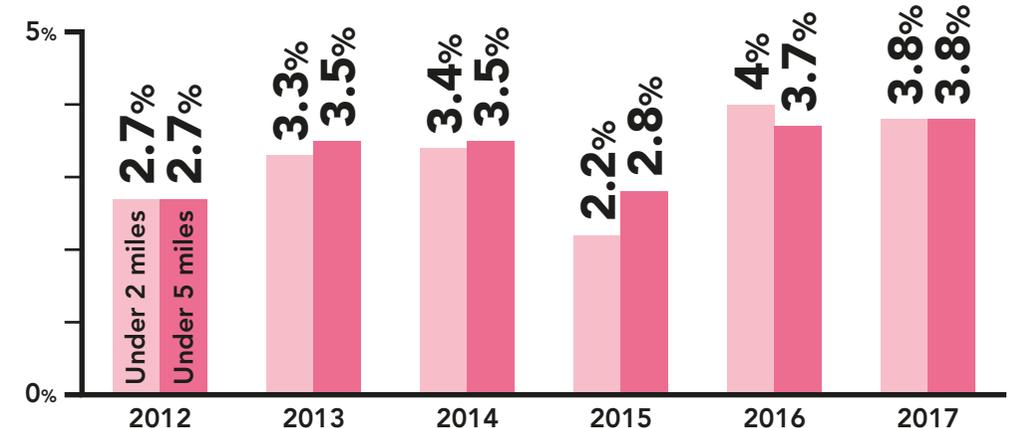
## Cycling to work<sup>4</sup>

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



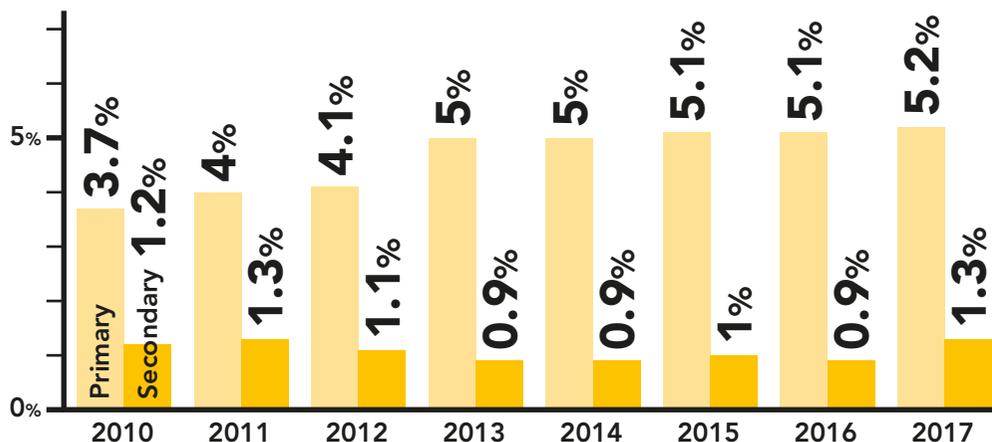
## Main mode of commuting to work – shorter commutes<sup>5</sup>

Mode share for cycling to work when commutes are under 5 miles and under 2 miles



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

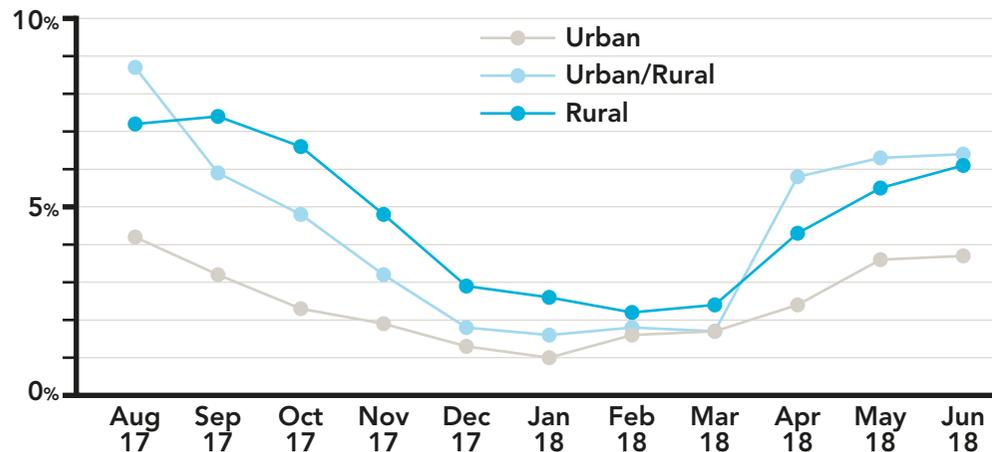
Percentage of children who answered "cycle" when asked the question "How do you normally travel to school?"



## Travel Tracker<sup>7</sup>

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

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



## Total amount of cycling<sup>8</sup>

Averages since 2000

**290 million**  
vehicle km were cycled on all roads by pedal cycles in 2017\*

2013–15 avg	<b>347mil</b>
2012–14 avg	<b>336mil</b>
2010–12 avg	<b>304mil</b>
2008–10 avg	<b>270mil</b>
2006–08 avg	<b>248mil</b>
2004–06 avg	<b>241mil</b>
2002–04 avg	<b>245mil</b>
2000–02 avg	<b>238mil</b>

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

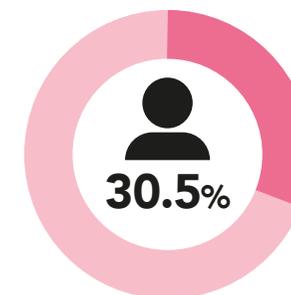
## National Cycle Network in 2017<sup>9</sup>

Length of NCN in Scotland:



**4,211km**  
of routes (approx)

Percentage of the Scottish population now living within 0.5km of the NCN:



Length of traffic free NCN in Scotland:



**1,285km**  
of routes (approx)

<sup>6</sup> Source: Hands Up Scotland Survey 2017 [Table 2.3]. 2018 report available on [sustrans.org.uk](http://sustrans.org.uk) [Table 6-4]. <sup>7</sup> Source: Living Streets Scotland. <sup>8</sup> Source: Reported Road Casualties 2017 [Table 13]. <sup>9</sup> Source: Sustrans Scotland.

## Usage per km of NCN in 2017<sup>10</sup>



Cycling usage per km:

**12,549**

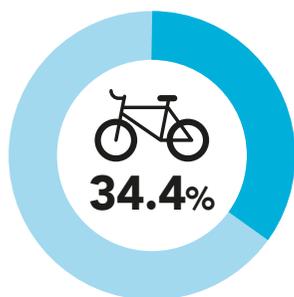


Pedestrian usage per traffic-free km:

**40,092**

## Access to bikes<sup>11</sup>

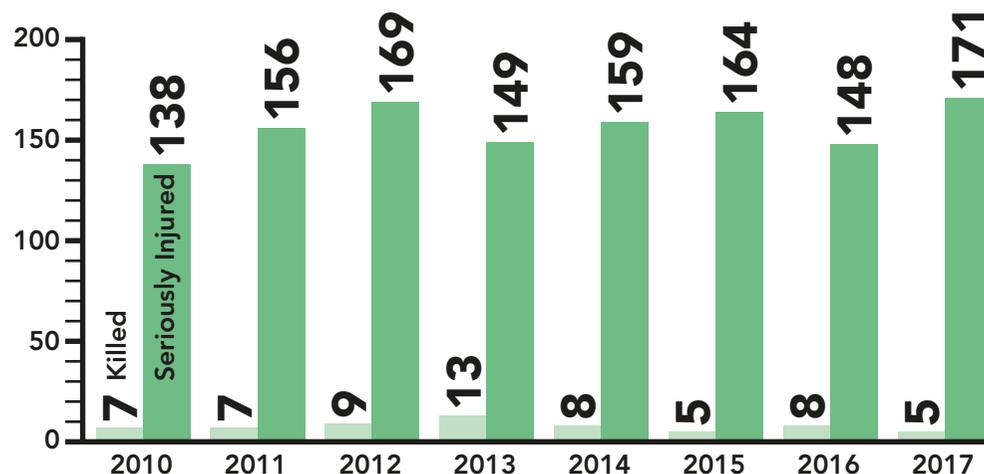
In 2017



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

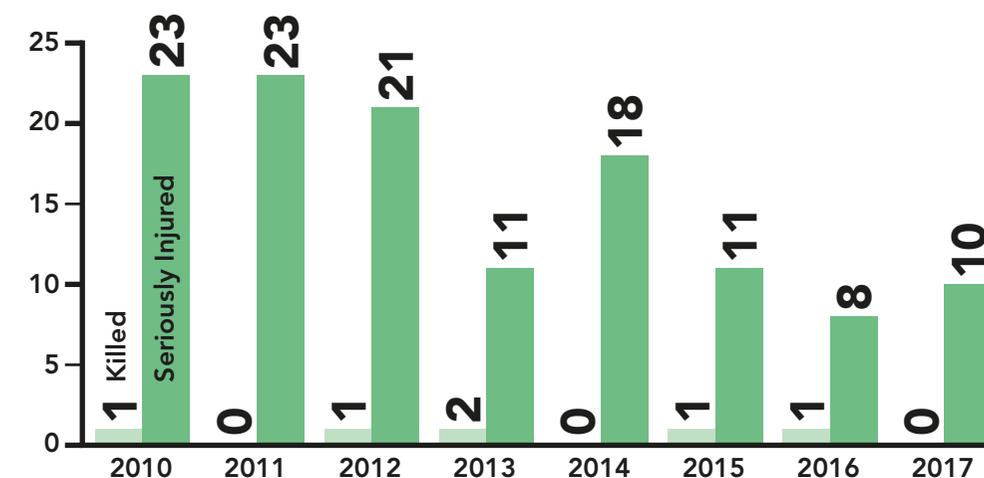
## Safety<sup>12</sup>

Number of people killed or seriously injured



The average number of people seriously injured for 2005–2008 was 131, compared to 161 for 2014–2017

Number of children killed or seriously injured



## Attitudes<sup>13</sup>

Reasons for not cycling to work (2014)\*

**33.3%**

Too far to cycle

2010–14 average 35.9%

**18.2%**

Too many cars on the road

2010–14 average 14.1%

**16.2%**

Weather too cold/wet/windy

2010–14 average 18.9%

**12.4%**

Traffic travels too fast

2010–14 average 11.5%

**11.9%**

Do not have a bike

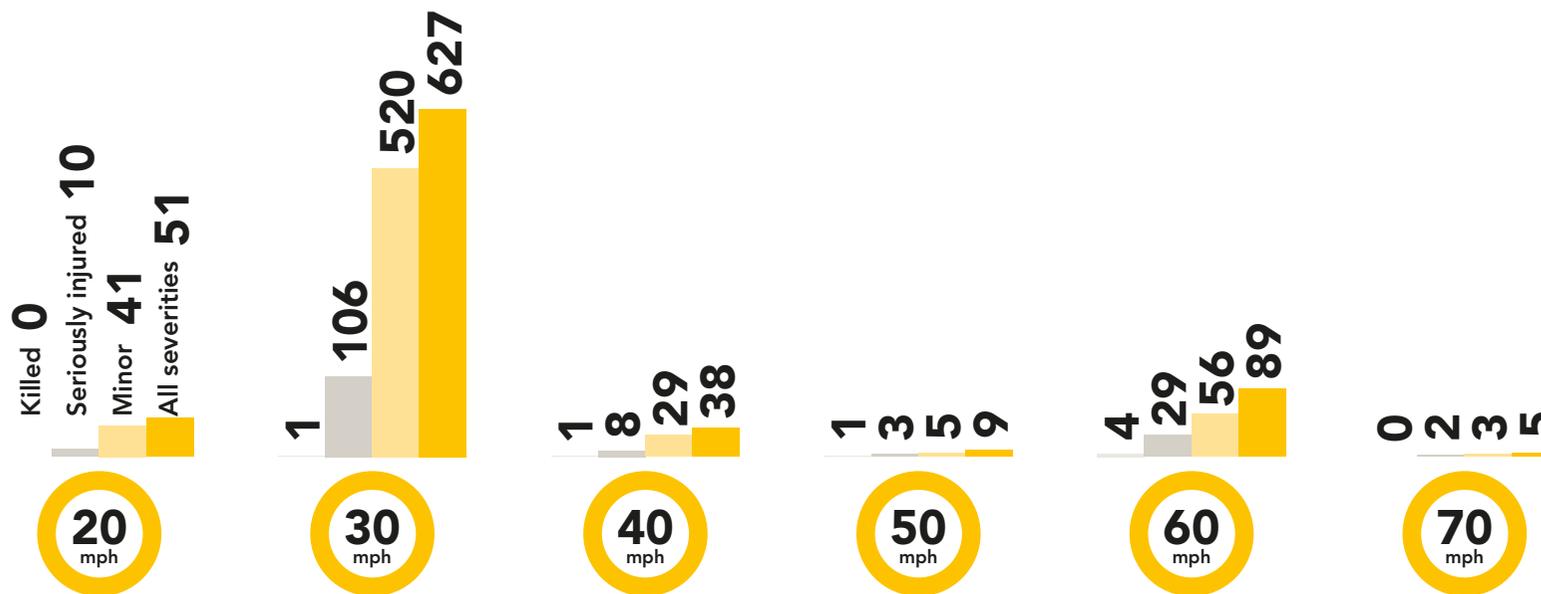
2010–14 average 13.6%

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

<sup>10</sup> Source: Sustrans Scotland. <sup>11</sup> Source: Transport and Travel in Scotland 2017 – SHS LA Results [Table 8]. <sup>12</sup> Source: Reported Road Casualties 2017 [Table A]. <sup>13</sup> Source: Transport and Travel in Scotland 2017 [Table 26].

# Other key facts and figures

## Reported casualties by speed limit (2013–2017 average)<sup>14</sup>



On average between 2012 and 2016, there were 51 reported casualties of all severities in areas with a 20mph speed limit compared with 627 in areas with a 30mph speed limit. This does not take into account relative exposure.

Total killed:

**7**

Total seriously injured:

**158**

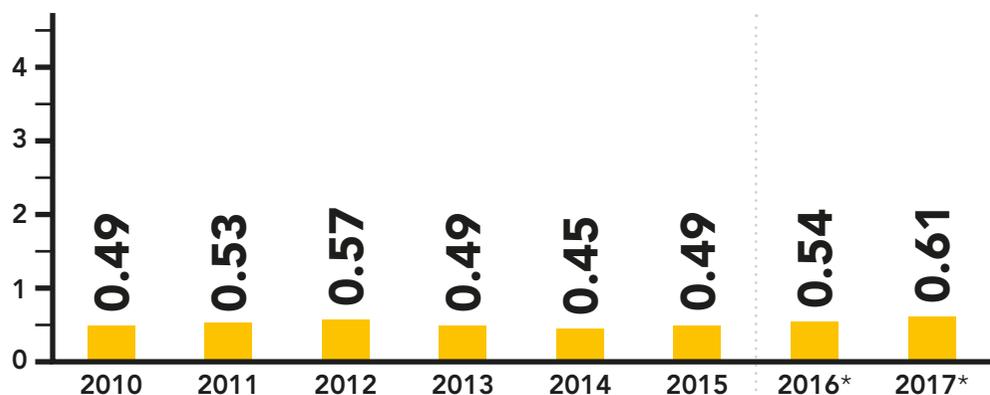
Total minor:

**654**

Total all severities:

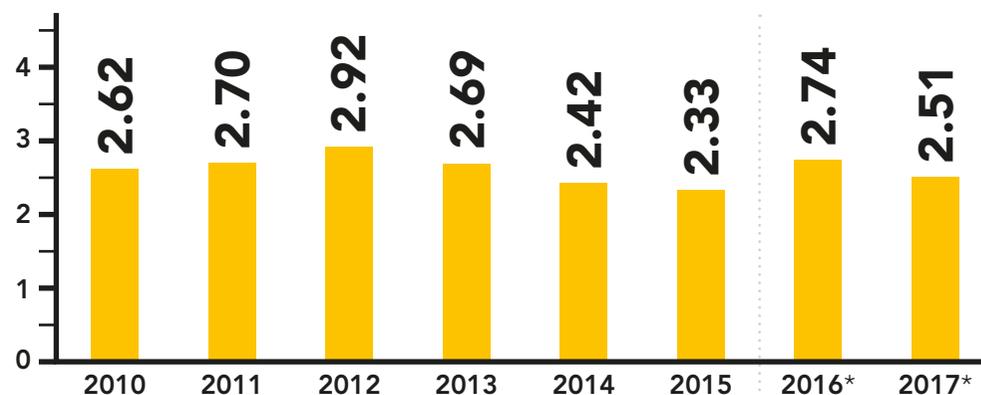
**819**

## KSI rates per million vehicle kms<sup>15</sup>



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

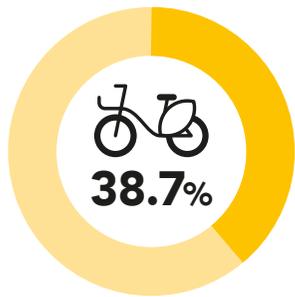
## Overall casualty rates per million vehicle kms



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

<sup>14</sup> Source: Reported Road Casualties 2017. <sup>15</sup> Source: Reported Road Casualties 2017.

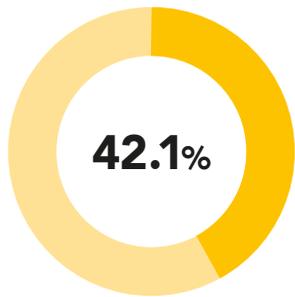
## Awareness and uptake of sustainable transport policies<sup>16</sup>



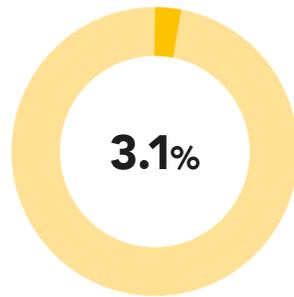
aware of cycle hire schemes



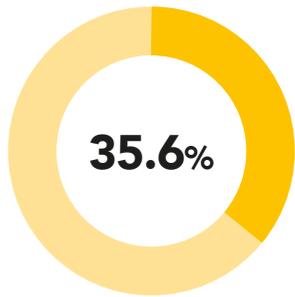
usage by those who were aware of cycle hire schemes



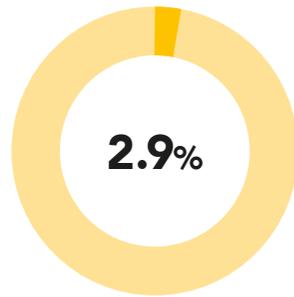
of males



of males



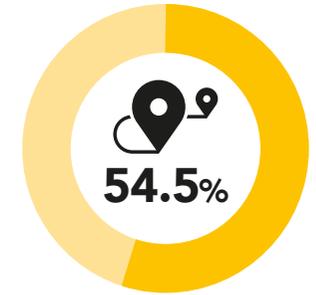
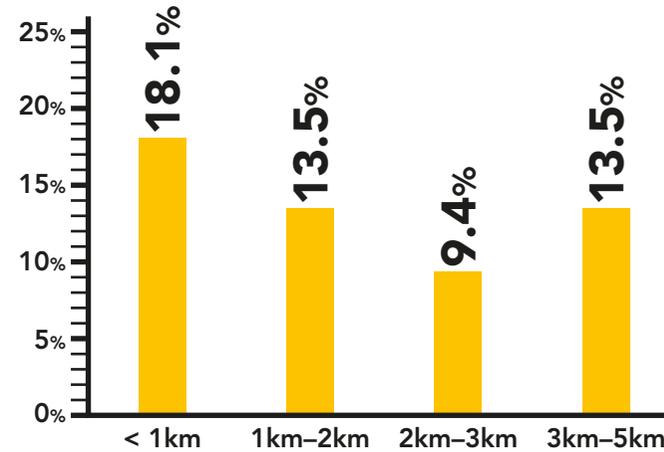
of females



of females

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

## Distance travelled – journeys under 5km<sup>17</sup>



of all journeys in Scotland were under 5km in distance

## Vehicles involved in reported injury accidents<sup>18</sup>

In 2017, cars and taxis were involved in 86.8% of accidents involving a pedal cycle making up 75.5% of traffic volume.

On average since 2002, cars and taxis have been involved in 85.6% of accidents involving a pedal cycle.

On average since 2002, Light Goods Vehicles made up 13.7% of traffic volume and were involved in 5.8% of accidents involving a pedal cycle. On average between 2002–2004 LGVs made up 12% of traffic volume and were involved in 4% of accidents involving a pedal cycle. On average between 2015–2017 LGVs made up 14.7% of traffic volume and were involved in 8.2% of accidents involving a pedal cycle.

In 2016, the volume of car traffic was 3% higher than in 2006, light goods vehicle traffic 28% higher, but heavy goods vehicle traffic 8% lower.<sup>19</sup>

<sup>16</sup> Source: Transport and Travel in Scotland 2017 [Tables 46 & 47]. <sup>17</sup> Source: Scottish Household Survey Travel Diary 2017 [Table 19]. <sup>18</sup> Reported Road Casualties 2017 with added analysis by Transport Scotland. <sup>19</sup> Scottish Transport Statistics 2017 [Table 5.3].



Local \_\_\_\_\_

# Introduction

The Local section of the Annual Cycling Monitoring Report 2019 examines all the local authorities across Scotland and highlights statistics based on headline trends, workplaces and schools.

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

## Headline trends and context

### 1. Proportion of journeys under 5km

Source: Scottish Household Survey 2017: Local Area Analysis. [Table 19] – Transport Scotland.

This dataset shows the proportion of journeys within the local authority that are less than 5km. 5km represents a key distance for focus on potential modal shift to active travel as the average cycling journey is 4.7km in length [TATIS 2016].

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

Source: Scottish Household Survey 2017: Local Area Analysis. [Table 8] – Transport Scotland.

This dataset indicates the percentage of households that have access to one or more bicycles for private use. These figures have a slightly larger sample size than cycle to work usually or regularly.

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

Source: Scottish Household Survey 2016: Local Area Analysis. [Table 4] – Transport Scotland.

This dataset indicates the percentage of households that do not have access to a car for private use. These figures have a slightly larger sample size than cycle to work usually or regularly.

## Work

### 5. Cycle to work usually or regularly

Source: Scottish Household Survey 2017 with further information from Transport Scotland.

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

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

Source: Cycling Scotland 2019.

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

### 7. Children cycling to primary school

Source: Hands Up Survey Scotland 2017. [Table 3.3] – Sustrans Scotland.

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

### 8. Children cycling to secondary school

Source: Hands Up Survey Scotland 2017. [Table 3.3] – Sustrans Scotland.

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

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

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

Source: Cycling Scotland 2019.

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.

### 10. Percentage of primary schools providing Level 2 Bikeability Scotland training

Source: Data provided by local authorities.

Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need to cycle safely on the roads and to encourage them to carry on cycling into adulthood. Argyll & Bute, East Ayrshire and North Ayrshire Councils each deliver their own cycle training product.

## Active travel budget

Source: Information provided by local authorities.

This dataset indicates the active travel budget of local authorities in 2017/18. Where recent data is unavailable the figure is from 2016/17.

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

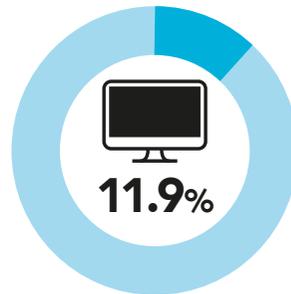
# Local area specific highlights

## Top 5 usually/regularly<sup>20</sup>

The top 5 local authorities who usually or regularly cycle to work

This is compared to the national figure of 4.9%

1st Edinburgh City



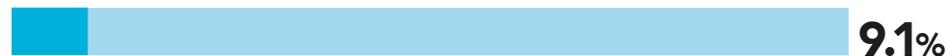
Possible range 95% CI (+/-) 9%–14.8%

2nd Highland



Possible range 95% CI (+/-) 7.1%–16.3%

3rd Moray



Possible range 95% CI (+/-) 4.3%–13.9%

4th Dundee City



Possible range 95% CI (+/-) 3.4%–13.6%

5th Orkney Islands



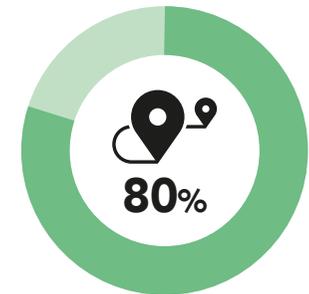
Possible range 95% CI (+/-) 2.5%–10.3%

## Top 5 journeys under 5km<sup>21</sup>

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

This is compared to the national figure of 54.5%

1st Dundee City



2nd Aberdeen City



3rd Edinburgh City



4th Glasgow City



5th Falkirk

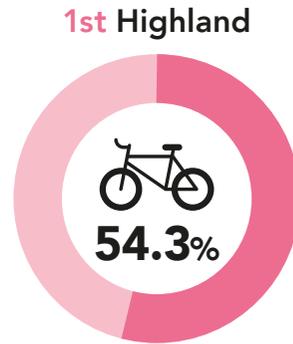


<sup>20</sup> Source: Scottish Household Survey 2017 with additional information from Transport Scotland. <sup>21</sup> Source: Scottish Household Survey 2017 Local Authority Analysis [Table 19].

## Top 5 access to bikes<sup>22</sup>

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

This is compared to the national figure of 34.4%



2nd Orkney Islands



3rd Aberdeenshire



4th Moray



5th Perth & Kinross



<sup>22</sup> Source: Scottish Household Survey 2017 Local Authority Analysis [Table 8].

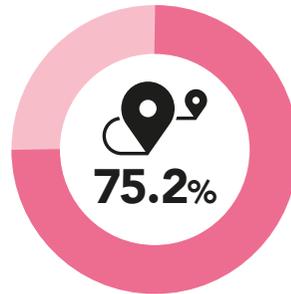


# Aberdeen City

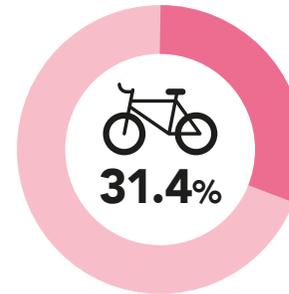


## Headline trends and context

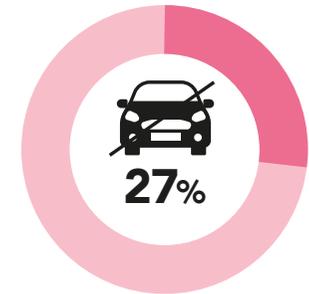
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

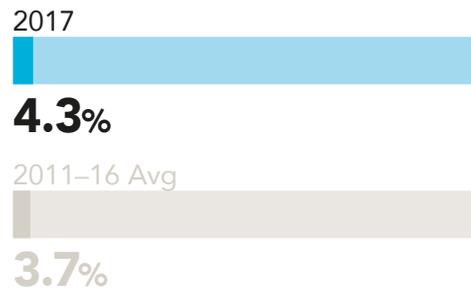


Range with 95% confidence intervals  
2.5% – 8.5%

**24**  
Cycling Friendly Employers employing  
**9,990**  
staff

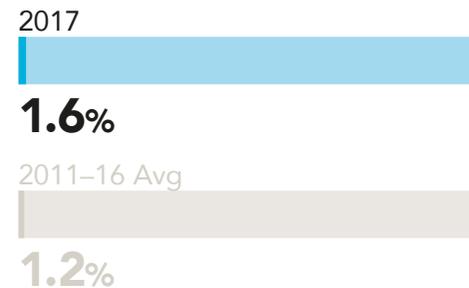
## Schools

Pupils cycling to primary school

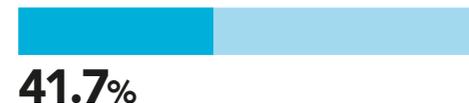


**17**  
Cycling Friendly Schools reaching  
**5,164**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£3,347,000.00**

Revenue  
**£221,000.00**

2017/18

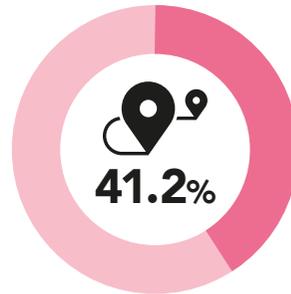
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Aberdeenshire

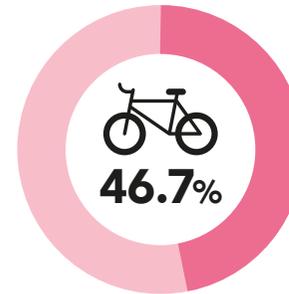


## Headline trends and context

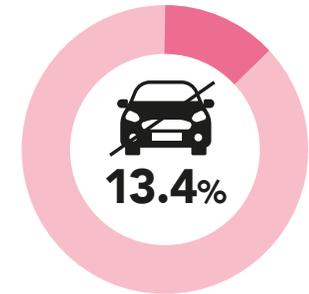
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

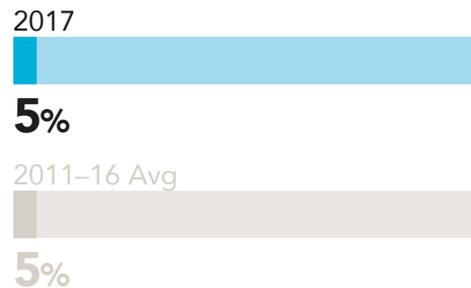


Range with 95% confidence intervals  
0.3% – 4.1%

**1**  
Cycling Friendly Employers employing  
**700**  
staff

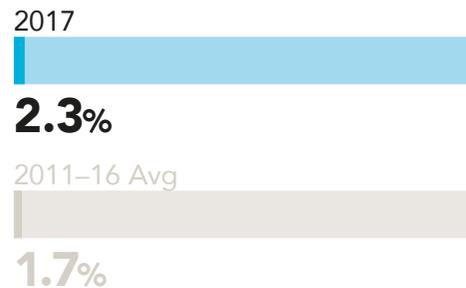
## Schools

Pupils cycling to primary school



**42**  
Cycling Friendly Schools reaching  
**11,081**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**79.3%**

## Active travel budget\*

Capital  
**£850,000.58**

Revenue  
**£243,698.75**

2016/17

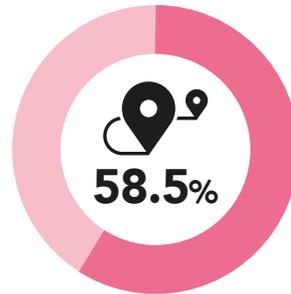
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Angus

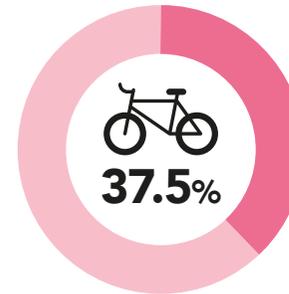


## Headline trends and context

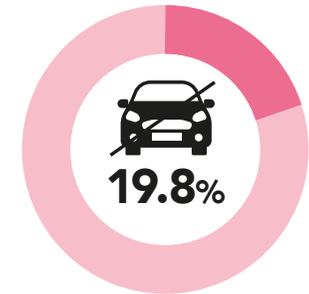
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

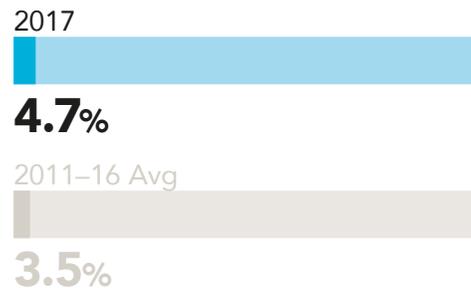


Range with 95% confidence intervals  
1.3% – 8.1%

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

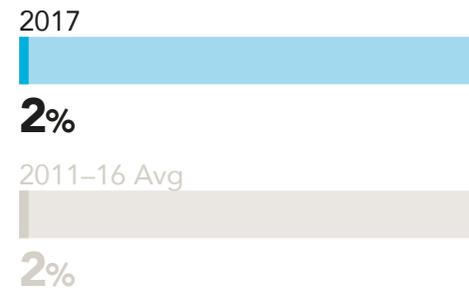
## Schools

Pupils cycling to primary school



**7**  
Cycling Friendly Schools reaching  
**3,820**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**66.7%**

## Active travel budget\*

Capital  
No data

Revenue  
No data

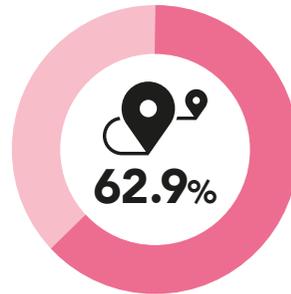
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Argyll & Bute

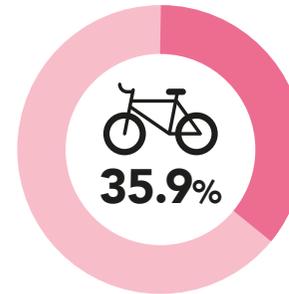


## Headline trends and context

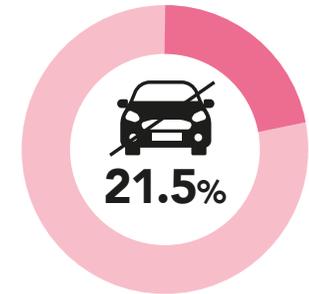
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.2% – 6.4%

**3**

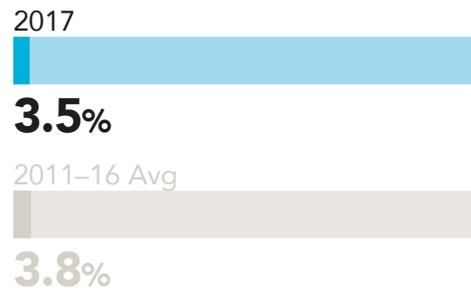
Cycling Friendly Employers employing

**6**

staff

## Schools

Pupils cycling to primary school



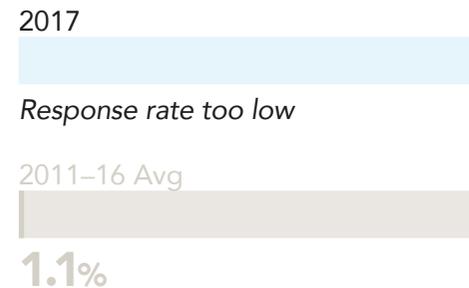
**4**

Cycling Friendly Schools reaching

**215**

pupils

Pupils cycling to secondary school



## Active travel budget\*

Capital  
**£546,135.16**

Revenue  
**£60,842.62**

2017/18

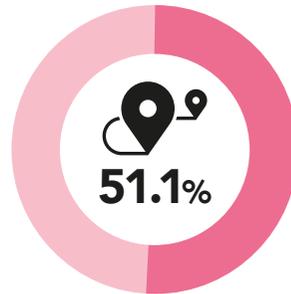
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Clackmannanshire

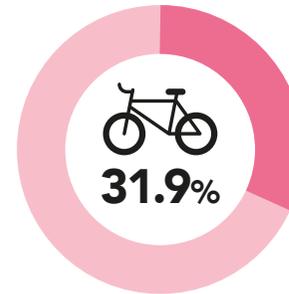


## Headline trends and context

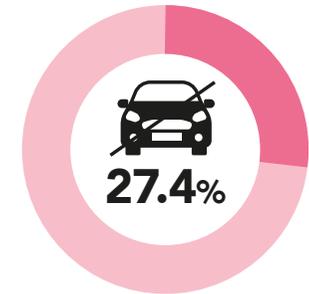
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
1.7% – 8.9%

**7**

Cycling Friendly Employers employing

**940**  
staff

## Schools

Pupils cycling to primary school



**4**

Cycling Friendly Schools reaching

**1,431**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£949,000.00**

Revenue  
**£75,000.00**

2017/18

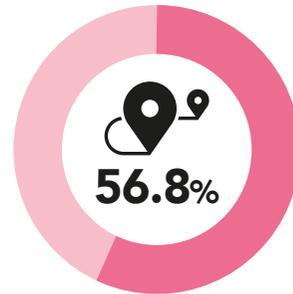
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Dumfries & Galloway

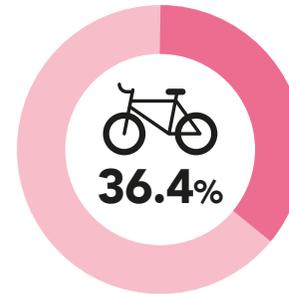


## Headline trends and context

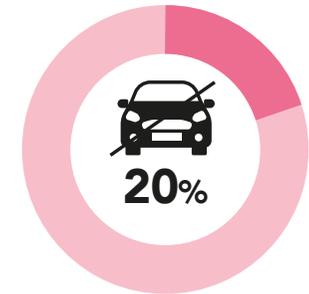
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 5.8%

7

Cycling Friendly Employers employing

3,335  
staff

## Schools

Pupils cycling to primary school



32

Cycling Friendly Schools reaching

6,449  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
£1,174,577.00

Revenue  
£152,442.00

2017/18

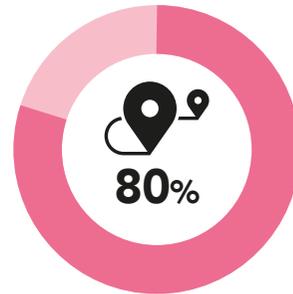
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Dundee City

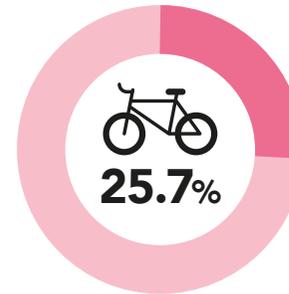


## Headline trends and context

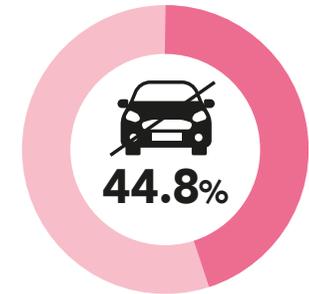
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
3.4% – 13.6%

9

Cycling Friendly Employers employing

8,166 staff

## Schools

Pupils cycling to primary school



2011–16 Avg  
2.6%

4

Cycling Friendly Schools reaching

3,162 pupils

Pupils cycling to secondary school



2011–16 Avg  
1.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
£1,800,000.00

Revenue  
£100,000.00

2017/18

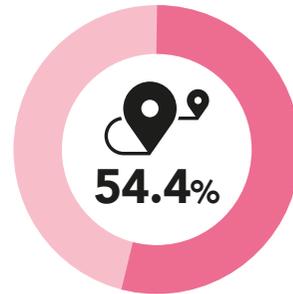
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Ayrshire

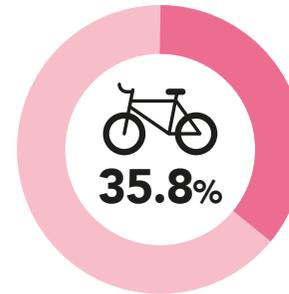


## Headline trends and context

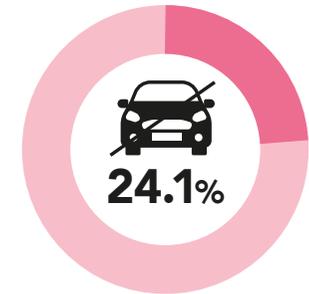
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 5.4%

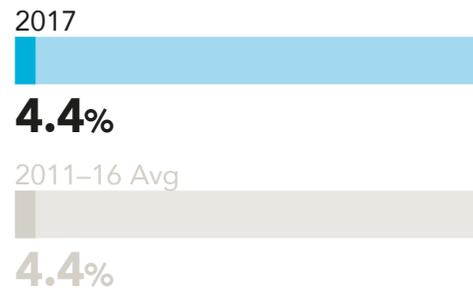
1

Cycling Friendly Employer employing

**4,449**  
staff

## Schools

Pupils cycling to primary school

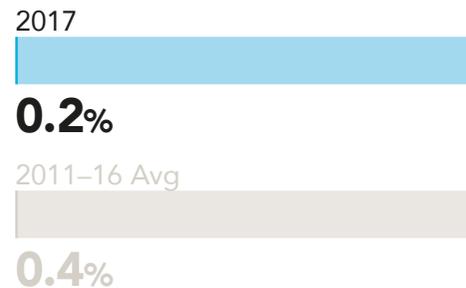


6

Cycling Friendly Schools reaching

**2,623**  
pupils

Pupils cycling to secondary school



## Active travel budget\*

Capital  
**£126,515.00**

Revenue  
**£70,074.00**

2016/17

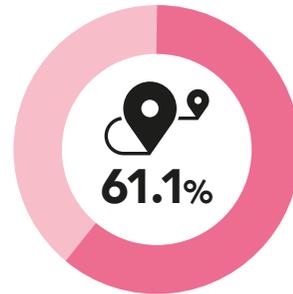
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Dunbartonshire

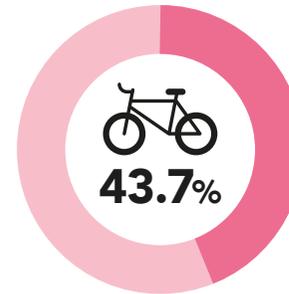


## Headline trends and context

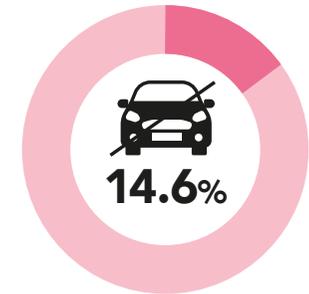
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

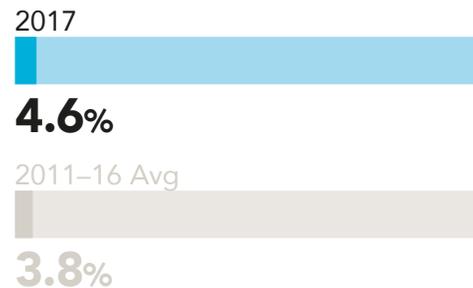


Range with 95% confidence intervals  
0.8% – 7%

**2**  
Cycling Friendly Employers employing  
**383**  
staff

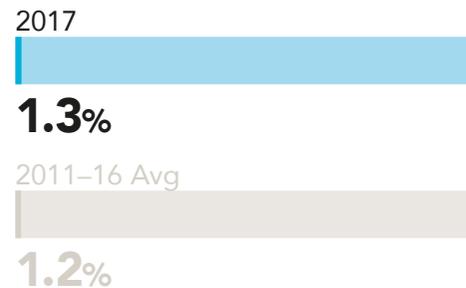
## Schools

Pupils cycling to primary school



**17**  
Cycling Friendly Schools reaching  
**5,841**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£2,000,000.00**

Revenue  
**£96,000.00**

2017/18

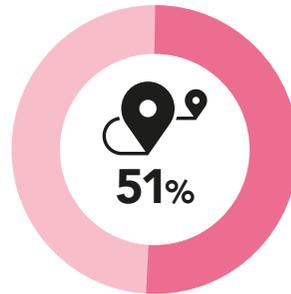
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Lothian

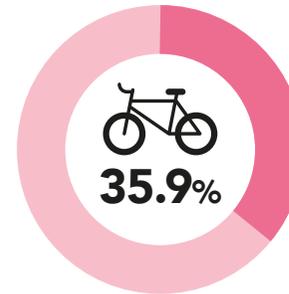


## Headline trends and context

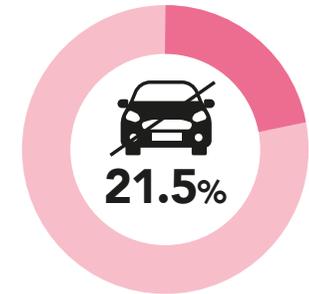
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

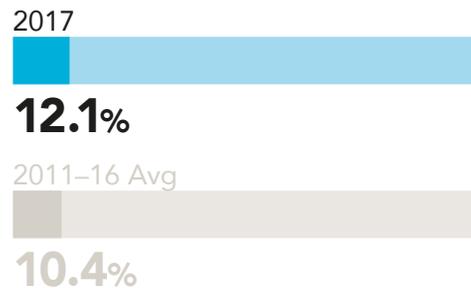


Range with 95% confidence intervals  
0.8% – 6.4%

**2**  
Cycling Friendly Employers  
employing  
**504**  
staff

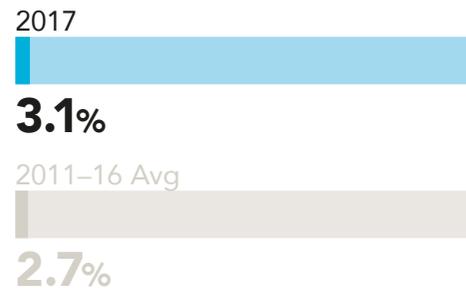
## Schools

Pupils cycling to primary school

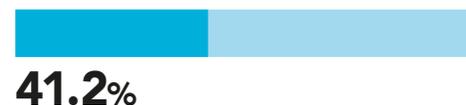


**13**  
Cycling Friendly Schools  
reaching  
**5,555**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£1,518,000.48**

Revenue  
**£291,092.00**

2017/18

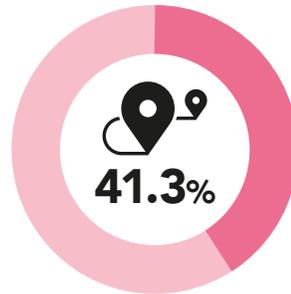
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# East Renfrewshire

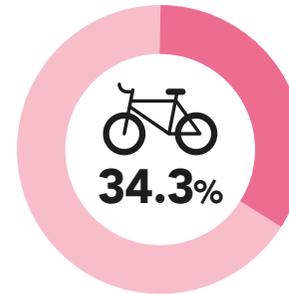


## Headline trends and context

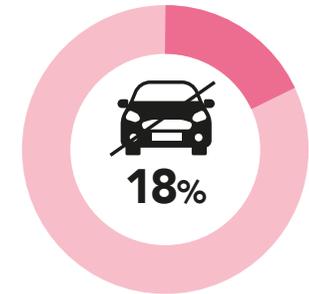
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

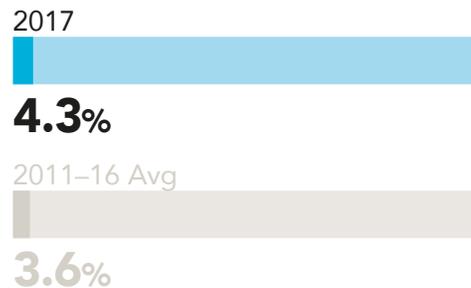


Range with 95% confidence intervals  
0.4% – 7%

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

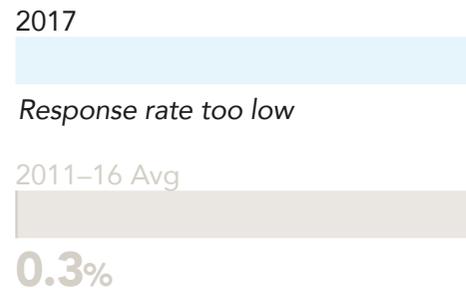
## Schools

Pupils cycling to primary school



**28**  
Cycling Friendly Schools reaching  
**11,142**  
pupils

Pupils cycling to secondary school



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

## Active travel budget\*

Capital  
**£420,000.00**

Revenue  
**£100,000.00**

2017/18

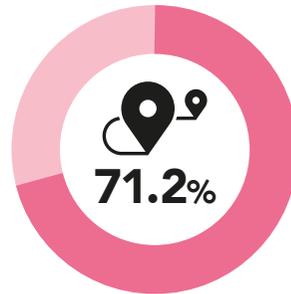
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Edinburgh, City Of

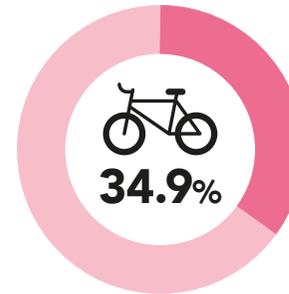


## Headline trends and context

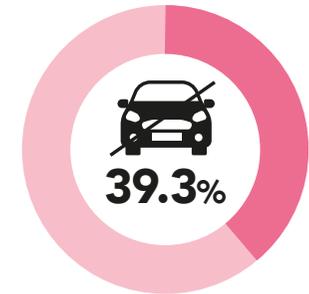
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

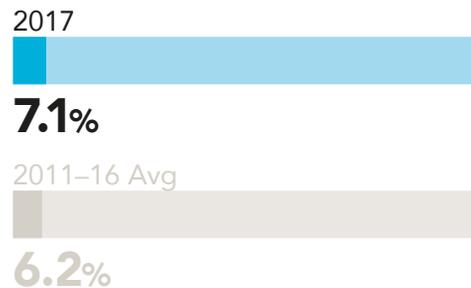


Range with 95% confidence intervals  
9% – 14.8%

**139**  
Cycling Friendly Employers employing  
**62,509**  
staff

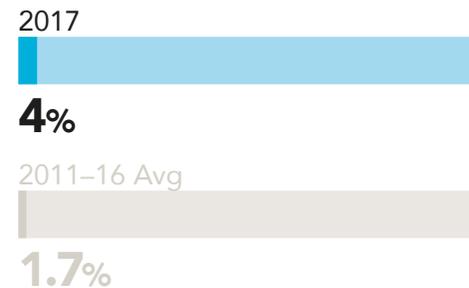
## Schools

Pupils cycling to primary school



**29**  
Cycling Friendly Schools reaching  
**17,128**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£2,427,452.00**

Revenue  
**£631,000.00**

2016/17

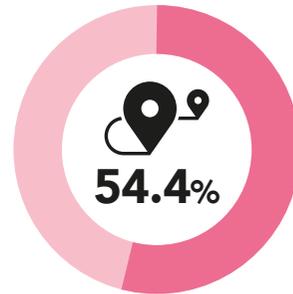
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Eilean Siar

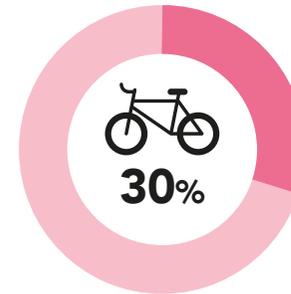


## Headline trends and context

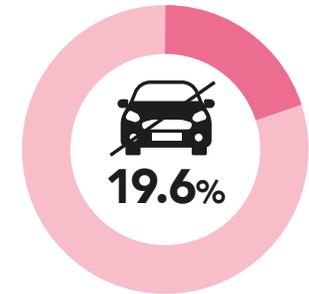
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



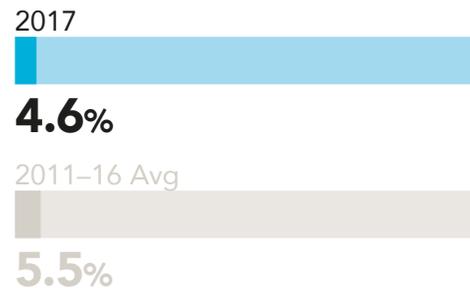
Range with 95% confidence intervals  
0.4% – 4.8%

0

Cycling Friendly Employers

## Schools

Pupils cycling to primary school

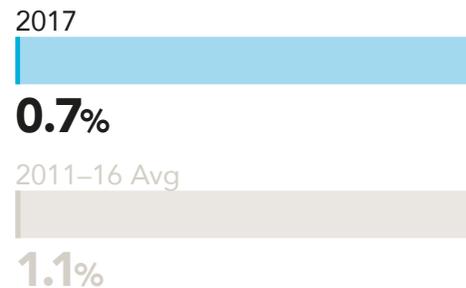


8

Cycling Friendly Schools reaching

310 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£136,330.00**

Revenue  
**Not supplied**

2017/18

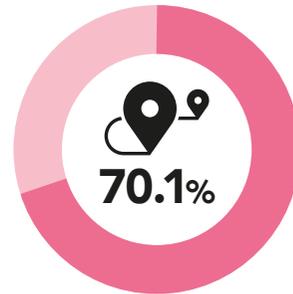
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Falkirk

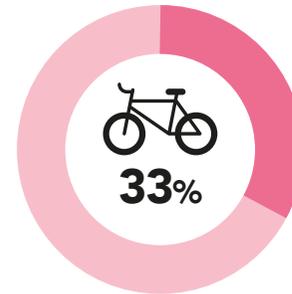


## Headline trends and context

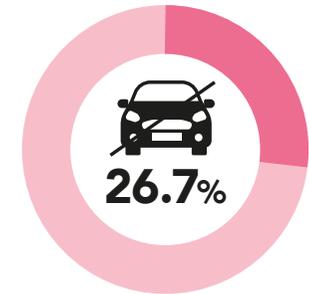
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
2% – 8.8%

**8**  
Cycling Friendly Employers  
employing  
**6,143**  
staff

## Schools

Pupils cycling to primary school



2011–16 Avg  
4.5%

**21**  
Cycling Friendly Schools  
reaching  
**12,468**  
pupils

Pupils cycling to secondary school



2011–16 Avg  
0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£411,255.10**

Revenue  
**£224,626.00**

2017/18

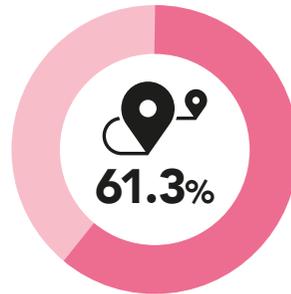
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Fife

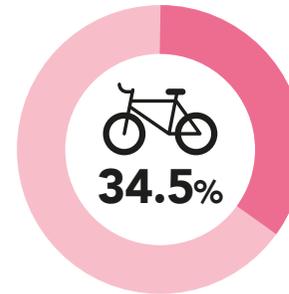


## Headline trends and context

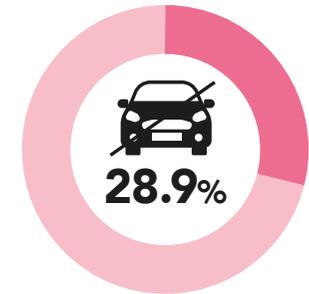
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

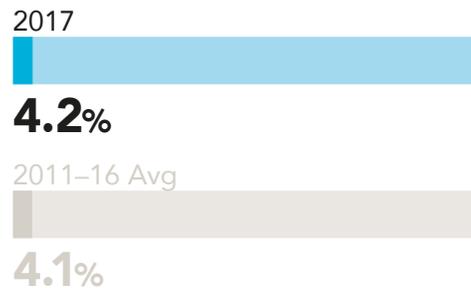


Range with 95% confidence intervals  
2.1% – 7.3%

**20**  
Cycling Friendly Employers employing  
**9,079**  
staff

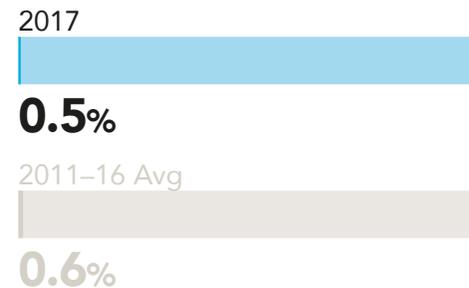
## Schools

Pupils cycling to primary school



**13**  
Cycling Friendly Schools reaching  
**4,431**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£2,820,153.00**

Revenue  
**£14,758.00**

2017/18

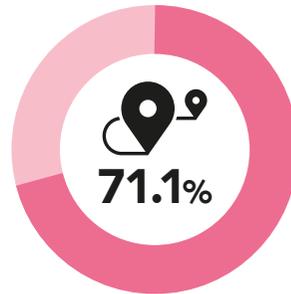
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Glasgow City

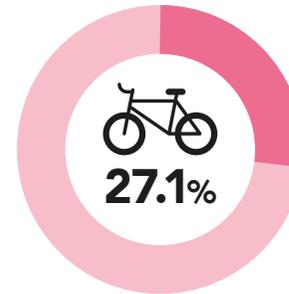


## Headline trends and context

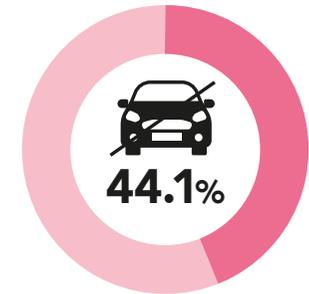
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
3.5% – 7.3%

**160**  
Cycling Friendly Employers employing  
**72,344**  
staff

## Schools

Pupils cycling to primary school



2011–16 Avg  
3.2%

**14**  
Cycling Friendly Schools reaching  
**5,262**  
pupils

Pupils cycling to secondary school



2011–16 Avg  
0.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£5,592,195.00**

Revenue  
**£317,087.00**

2016/17

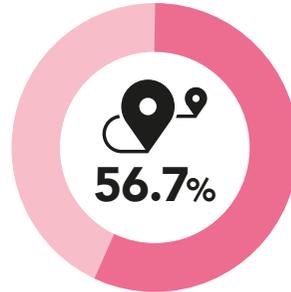
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Highland

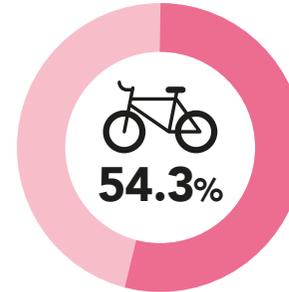


## Headline trends and context

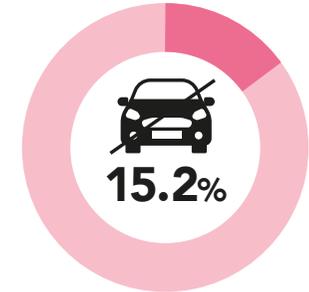
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

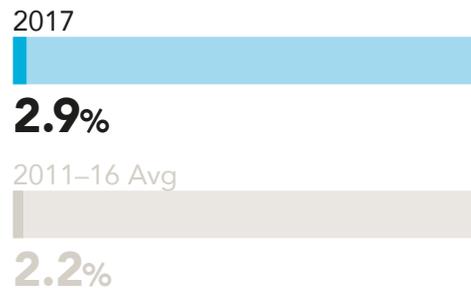


Range with 95% confidence intervals  
7.1% – 16.3%

**21**  
Cycling Friendly Employers employing  
**3,309**  
staff

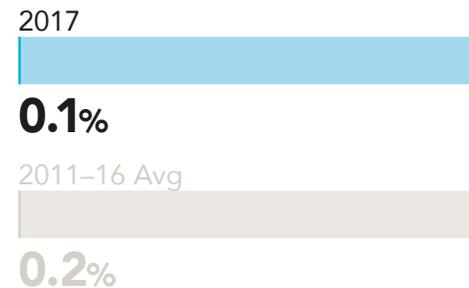
## Schools

Pupils cycling to primary school



**11**  
Cycling Friendly Schools reaching  
**4,123**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£786,119.60**

Revenue  
**£208,251.00**

2017/18

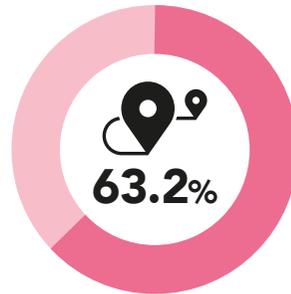
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Inverclyde

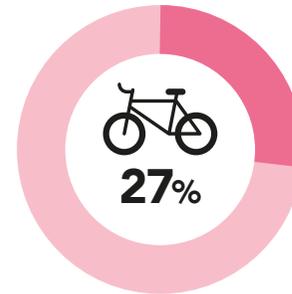


## Headline trends and context

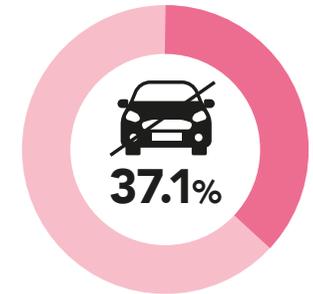
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 2.8%

0

Cycling Friendly Employers

## Schools

Pupils cycling to primary school



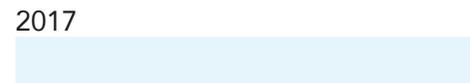
2011–16 Avg  
1.2%

9

Cycling Friendly Schools reaching

2,513 pupils

Pupils cycling to secondary school



2011–16 Avg  
Response rate too low

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£182,556.00**

Revenue  
**Not supplied**

2016/17

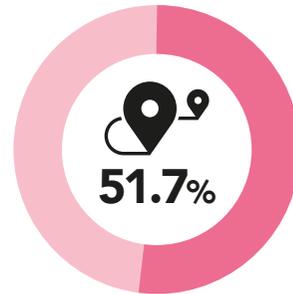
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Midlothian

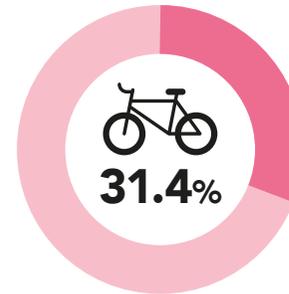


## Headline trends and context

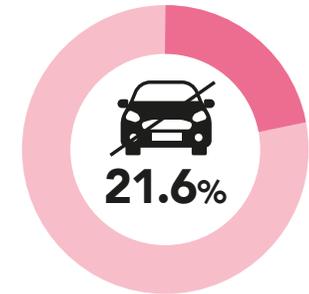
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

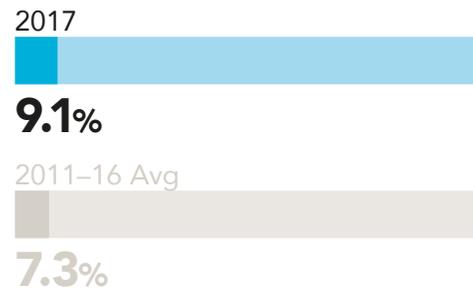


Range with 95% confidence intervals  
0% – 1.5%

**6**  
Cycling Friendly Employers employing  
**2,095**  
staff

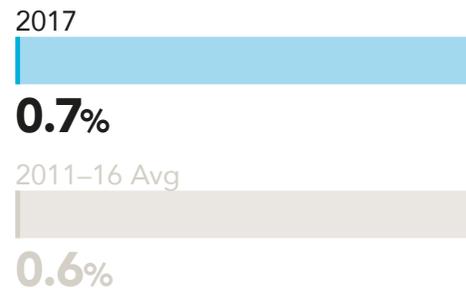
## Schools

Pupils cycling to primary school



**23**  
Cycling Friendly Schools reaching  
**8,593**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£1,353,808.00**

Revenue  
**£135,434.00**

2016/17

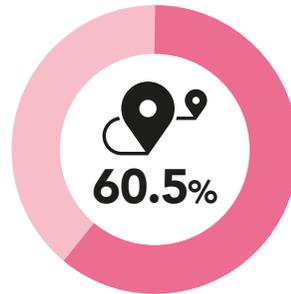
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Moray

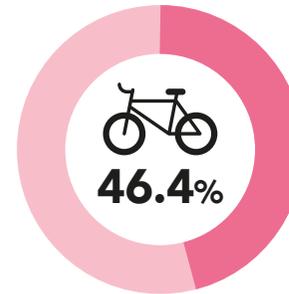


## Headline trends and context

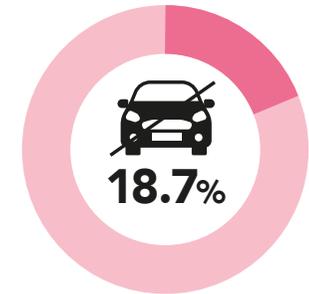
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
4.3% – 13.9%

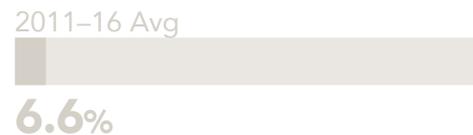
**3**

Cycling Friendly Employers employing

**1,065**  
staff

## Schools

Pupils cycling to primary school



**9**

Cycling Friendly Schools reaching

**2,505**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£63,500.00**

Revenue  
**£174,000.00**

2017/18

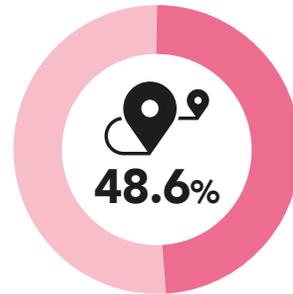
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# North Ayrshire

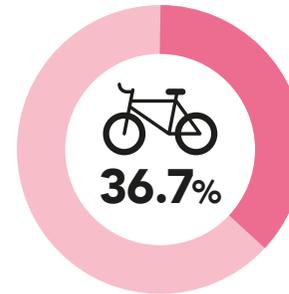


## Headline trends and context

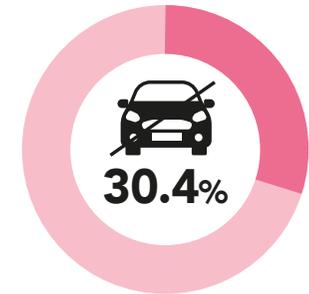
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.3% – 5.7%

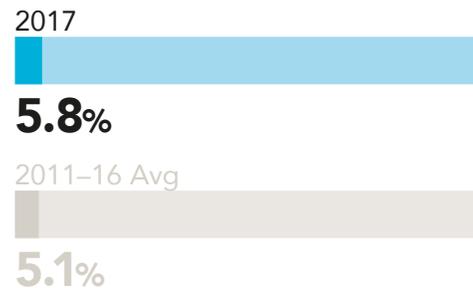
7

Cycling Friendly Employers employing

3,755 staff

## Schools

Pupils cycling to primary school

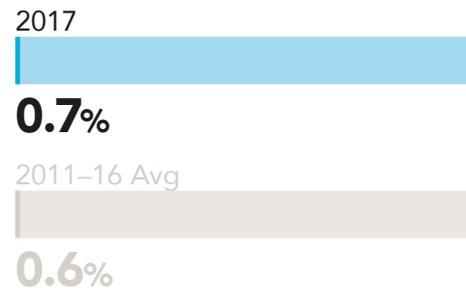


7

Cycling Friendly Schools reaching

1,435 pupils

Pupils cycling to secondary school



## Active travel budget\*

Capital  
£126,515.00

Revenue  
£70,074.00

2016/17

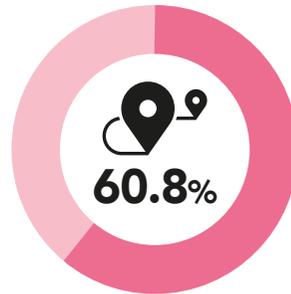
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# North Lanarkshire

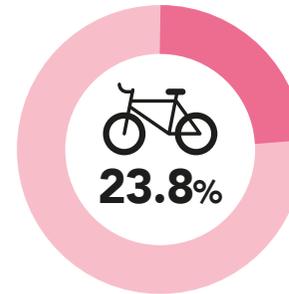


## Headline trends and context

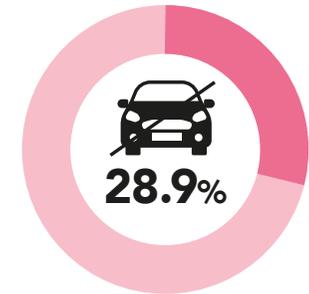
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 2.9%

4

Cycling Friendly Employers employing

4,565 staff

## Schools

Pupils cycling to primary school



10

Cycling Friendly Schools reaching

5,132 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

£299,937.10\*

Revenue

£272,600.00\*

2017/18

\* Estimated figures.

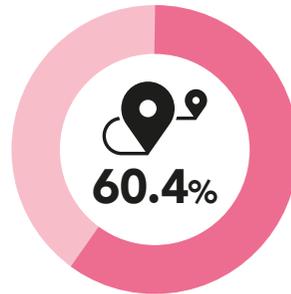
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Orkney Islands

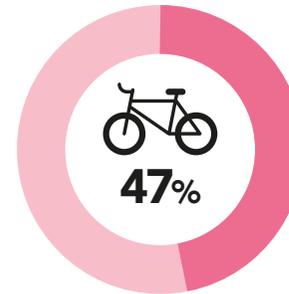


## Headline trends and context

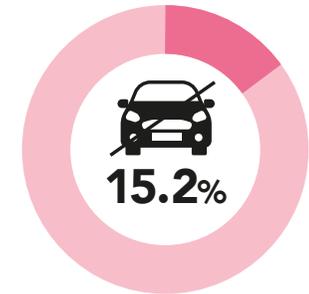
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
2.5% – 10.3%

**1**  
Cycling Friendly Employers employing

**5**  
staff

## Schools

Pupils cycling to primary school



**4**  
Cycling Friendly Schools reaching

**1,129**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
No data

Revenue  
No data

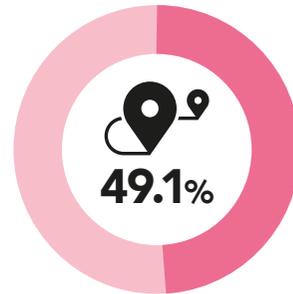
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Perth & Kinross

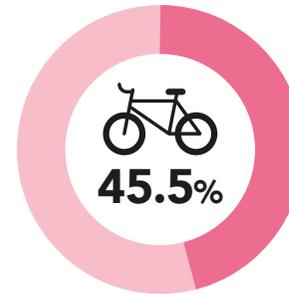


## Headline trends and context

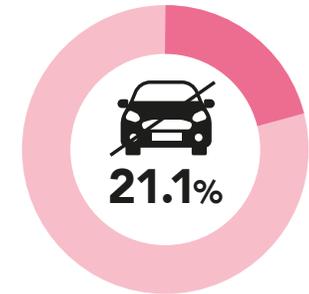
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 5.6%

11

Cycling Friendly Employers employing

4,502 staff

## Schools

Pupils cycling to primary school



23

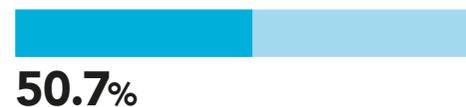
Cycling Friendly Schools reaching

5,117 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital

£1,169,248.76

Revenue

Not supplied

2017/18

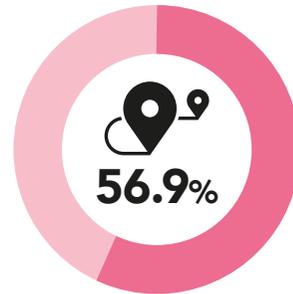
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Renfrewshire

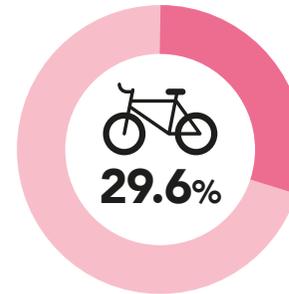


## Headline trends and context

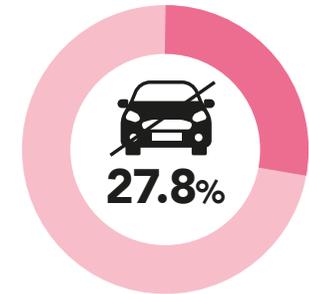
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

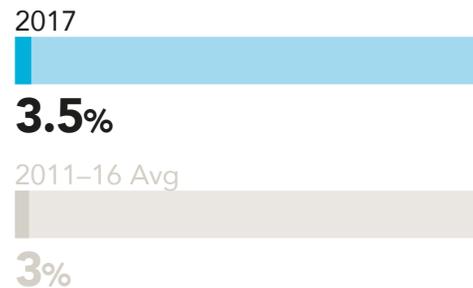


Range with 95% confidence intervals  
0% – 4.1%

**9**  
Cycling Friendly Employers employing  
**3,077**  
staff

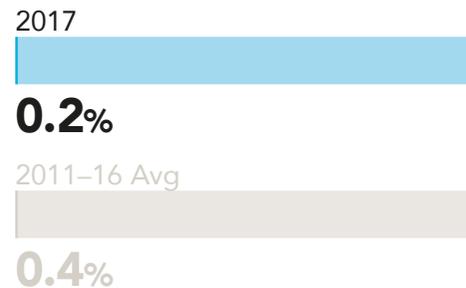
## Schools

Pupils cycling to primary school



**5**  
Cycling Friendly Schools reaching  
**2,384**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training  
**22.4%**

## Active travel budget\*

Capital  
**£327,019.30**

Revenue  
**Not supplied**

2017/18

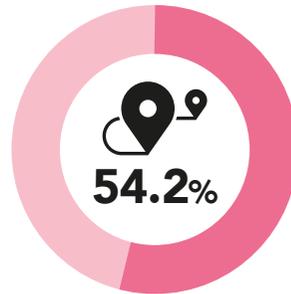
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Scottish Borders

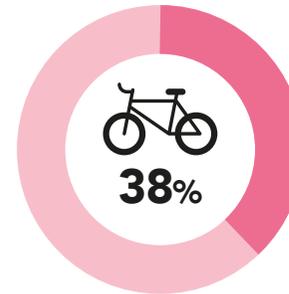


## Headline trends and context

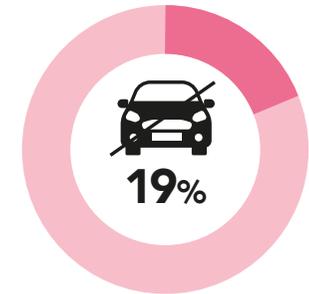
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

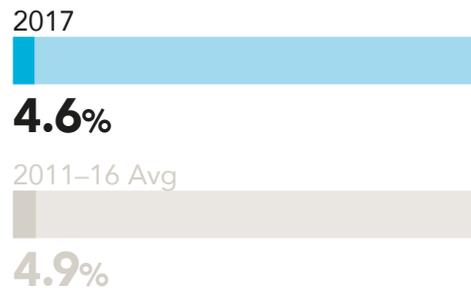


Range with 95% confidence intervals  
0% – 4.6%

**1**  
Cycling Friendly Employers employing  
**2,500**  
staff

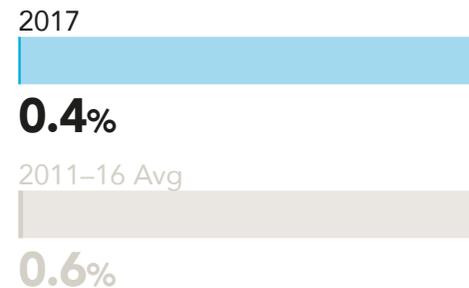
## Schools

Pupils cycling to primary school



**12**  
Cycling Friendly Schools reaching  
**6,142**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£546,135.16**

Revenue  
**£60,842.62**

2017/18

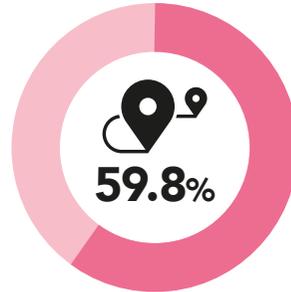
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Shetland Islands

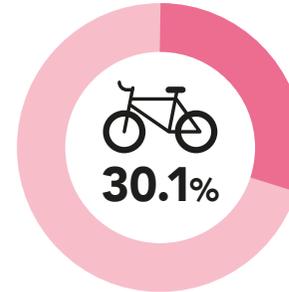


## Headline trends and context

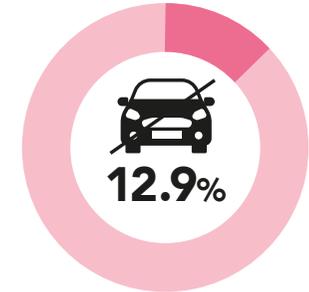
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 2.9%

**2**  
Cycling Friendly Employers employing

**202**  
staff

## Schools

Pupils cycling to primary school



**9**  
Cycling Friendly Schools reaching

**1,091**  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£65,949.00**

Revenue  
**£144,000.00**

2017/18

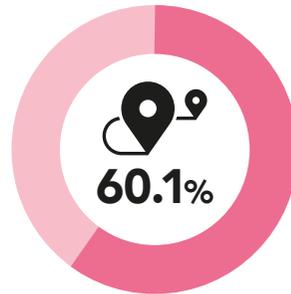
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# South Ayrshire

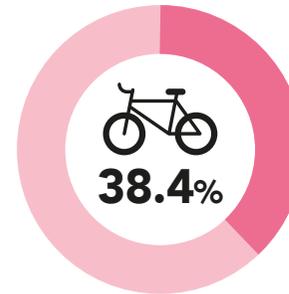


## Headline trends and context

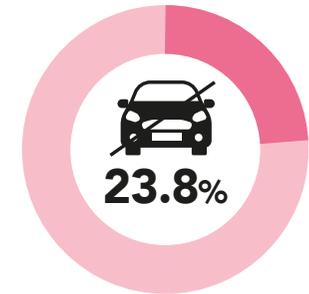
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0% – 2.8%

6

Cycling Friendly Employers employing

5,587 staff

## Schools

Pupils cycling to primary school



18

Cycling Friendly Schools reaching

6,023 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
£439,554.76\*

Revenue  
£142,743.74

2017/18

\* This is based on infrastructure construction and omits design work undertaken.

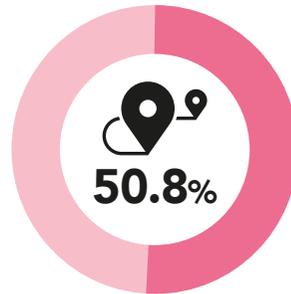
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# South Lanarkshire

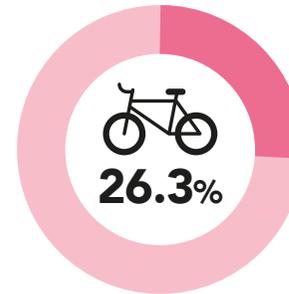


## Headline trends and context

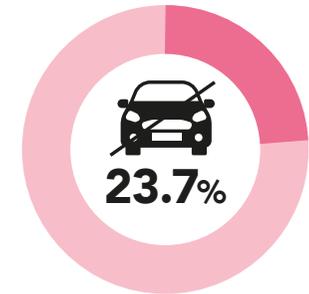
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.2% – 3.4%

9

Cycling Friendly Employers employing

4,903  
staff

## Schools

Pupils cycling to primary school



21

Cycling Friendly Schools reaching

7,555  
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
£377,000.00

Revenue  
£5,600.00

2017/18

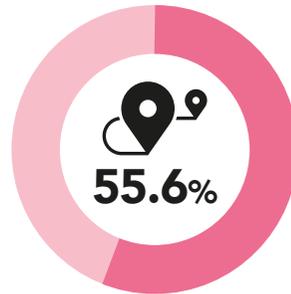
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# Stirling

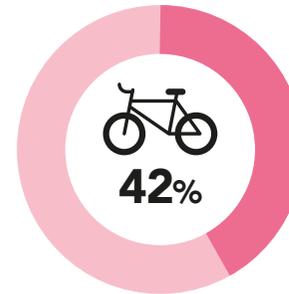


## Headline trends and context

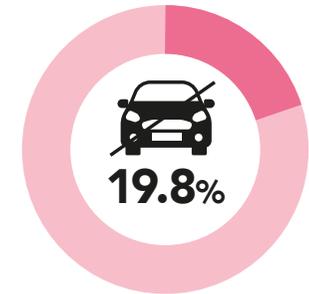
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
0.8% – 6.4%

**17**  
Cycling Friendly Employers  
employing  
**8,095**  
staff

## Schools

Pupils cycling to primary school



2011–16 Avg  
7.9%

**19**  
Cycling Friendly Schools  
reaching  
**6,103**  
pupils

Pupils cycling to secondary school



2011–16 Avg  
2.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£575,004.00**

Revenue  
**£134,350.00**

2017/18

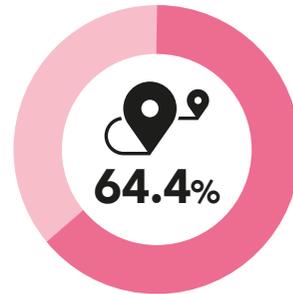
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# West Dunbartonshire

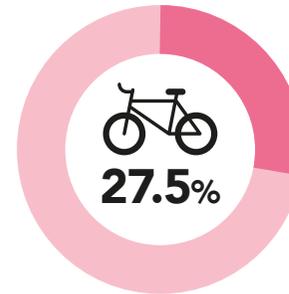


## Headline trends and context

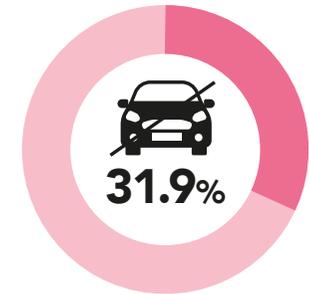
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly

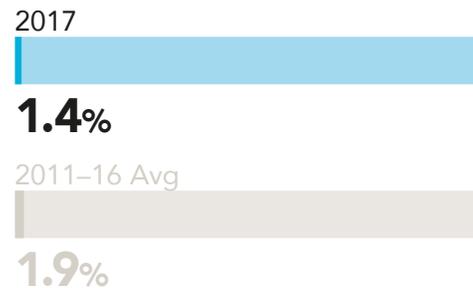


Range with 95% confidence intervals  
0.3% – 5.9%

**8**  
Cycling Friendly Employers employing  
**2,732**  
staff

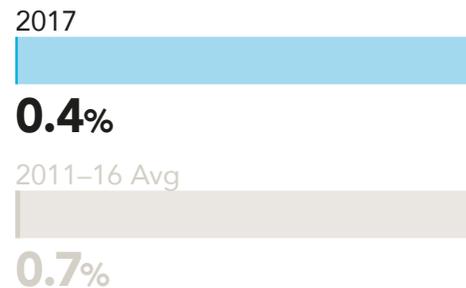
## Schools

Pupils cycling to primary school



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

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
**£81,500.00**

Revenue  
**£55,000.00**

2017/18

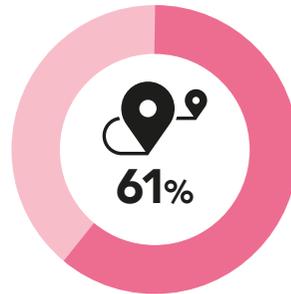
\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

# West Lothian

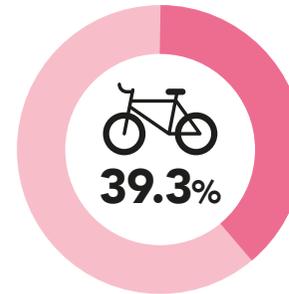


## Headline trends and context

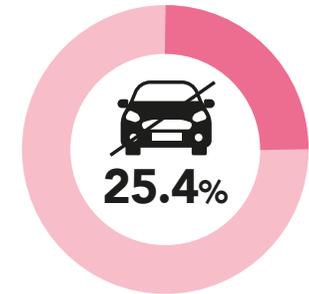
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



## Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals  
1.0% – 7.2%

**4**  
Cycling Friendly Employers employing

**630**  
staff

## Schools

Pupils cycling to primary school



2011–16 Avg  
5.5%

**10**  
Cycling Friendly Schools reaching

**4,350**  
pupils

Pupils cycling to secondary school



2011–16 Avg  
0.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



## Active travel budget\*

Capital  
No data

Revenue  
No data

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

**Cycling  
Scotland**

24 Blythswood Square  
Glasgow G2 4BG  
0141 229 5350  
[www.cycling.scot](http://www.cycling.scot)

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

