Annual Cycling Monitoring Report
2016
CAPS Action 18
Annual Cycling Monitoring Report 2016
Executive Summary

The increase in cycling
309 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, 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]
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 2004 (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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Main Mode - Cycling (%)</th>
<th>Traffic Volume of Cycling (Millions Veh Kms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>0.8%</td>
<td>232</td>
</tr>
<tr>
<td>2005</td>
<td>0.9%</td>
<td>243</td>
</tr>
<tr>
<td>2006</td>
<td>0.9%</td>
<td>260</td>
</tr>
<tr>
<td>2007</td>
<td>1.0%</td>
<td>240</td>
</tr>
<tr>
<td>2008</td>
<td>0.7%</td>
<td>273</td>
</tr>
<tr>
<td>2009</td>
<td>0.9%</td>
<td>287</td>
</tr>
<tr>
<td>2010</td>
<td>0.8%</td>
<td>288</td>
</tr>
<tr>
<td>2011</td>
<td>1.3%</td>
<td>305</td>
</tr>
<tr>
<td>2012</td>
<td>1.2%</td>
<td>310</td>
</tr>
<tr>
<td>2013</td>
<td>1.0%</td>
<td>329</td>
</tr>
<tr>
<td>2014</td>
<td>1.4%</td>
<td>339</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Usual Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>1.9%</td>
</tr>
<tr>
<td>2006</td>
<td>1.6%</td>
</tr>
<tr>
<td>2007</td>
<td>2.0%</td>
</tr>
<tr>
<td>2008</td>
<td>1.7%</td>
</tr>
<tr>
<td>2009</td>
<td>2.3%</td>
</tr>
<tr>
<td>2010</td>
<td>2.4%</td>
</tr>
<tr>
<td>2011</td>
<td>2.3%</td>
</tr>
<tr>
<td>2012</td>
<td>2.0%</td>
</tr>
<tr>
<td>2013</td>
<td>2.0%</td>
</tr>
<tr>
<td>2014</td>
<td>2.6%</td>
</tr>
<tr>
<td>2005-09</td>
<td>1.9%</td>
</tr>
<tr>
<td>2010-14</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Primary</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1.6%</td>
<td>3.4%</td>
</tr>
<tr>
<td>2009</td>
<td>1.2%</td>
<td>3.0%</td>
</tr>
<tr>
<td>2010</td>
<td>1.2%</td>
<td>3.7%</td>
</tr>
<tr>
<td>2011</td>
<td>1.3%</td>
<td>4.0%</td>
</tr>
<tr>
<td>2012</td>
<td>1.1%</td>
<td>4.1%</td>
</tr>
<tr>
<td>2013</td>
<td>0.9%</td>
<td>5.0%</td>
</tr>
<tr>
<td>2014</td>
<td>0.9%</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>1.0%</td>
</tr>
<tr>
<td>2005</td>
<td>0.6%</td>
</tr>
<tr>
<td>2006</td>
<td>0.9%</td>
</tr>
<tr>
<td>2007</td>
<td>0.8%</td>
</tr>
<tr>
<td>2008</td>
<td>1.5%</td>
</tr>
<tr>
<td>2009</td>
<td>1.0%</td>
</tr>
<tr>
<td>2010</td>
<td>1.4%</td>
</tr>
<tr>
<td>2011</td>
<td>1.4%</td>
</tr>
<tr>
<td>2012</td>
<td>0.8%</td>
</tr>
<tr>
<td>2013</td>
<td>1.2%</td>
</tr>
<tr>
<td>2014</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Primary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4.2%</td>
</tr>
<tr>
<td>2009</td>
<td>3.2%</td>
</tr>
<tr>
<td>2010</td>
<td>4.2%</td>
</tr>
<tr>
<td>2011</td>
<td>4.6%</td>
</tr>
<tr>
<td>2012</td>
<td>4.5%</td>
</tr>
<tr>
<td>2013</td>
<td>5.4%</td>
</tr>
<tr>
<td>2014</td>
<td>5.6%</td>
</tr>
</tbody>
</table>
2.7 KSI’s 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-kilometer figure helps identify whether there are more KSI’s due to accidents or whether there is an increase in the amount of cycling that could be contributing to any increase.

2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS  
SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 [TABLE A AND B] - TRANSPORT SCOTLAND  
This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle.  
*Totals include a small number of cases where the junction detail is unknown.

REPORTED INJURY CRASHES  
BY MANOEUVRE  
2010-2014 AVERAGE

BUILT-UP  
LESS THAN 40MPH

NON BUILT-UP  
40 MPH AND HIGHER

TOTAL

REPORTED INJURY CRASHES  
BY JUNCTION TYPE  
2010-2014 AVERAGE

2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS  
SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 [TABLE A AND B] - TRANSPORT SCOTLAND  
This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle.  
*Totals include a small number of cases where the junction detail is unknown.

REPORTED INJURY CRASHES  
BY MANOEUVRE  
2010-2014 AVERAGE

BUILT-UP  
LESS THAN 40MPH

NON BUILT-UP  
40 MPH AND HIGHER

TOTAL

REPORTED INJURY CRASHES  
BY JUNCTION TYPE  
2010-2014 AVERAGE

2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS  
SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2014 [TABLE A AND B] - TRANSPORT SCOTLAND  
This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle.  
*Totals include a small number of cases where the junction detail is unknown.

REPORTED INJURY CRASHES  
BY MANOEUVRE  
2010-2014 AVERAGE

BUILT-UP  
LESS THAN 40MPH

NON BUILT-UP  
40 MPH AND HIGHER

TOTAL

REPORTED INJURY CRASHES  
BY JUNCTION TYPE  
2010-2014 AVERAGE
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.

<table>
<thead>
<tr>
<th>Reason</th>
<th>2005-09 Average</th>
<th>2010-14 Average</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOO FAR TO CYCLE</td>
<td>35.9%</td>
<td>33.3%</td>
<td></td>
</tr>
<tr>
<td>WEATHER TOO COLD / WET / WINDY</td>
<td>12.6%</td>
<td>11.9%</td>
<td></td>
</tr>
<tr>
<td>WEATHER TOO COLD / WET / WINDY</td>
<td>18.9%</td>
<td>16.2%</td>
<td></td>
</tr>
<tr>
<td>TOO MANY CARS ON THE ROAD</td>
<td>14.1%</td>
<td>18.2%</td>
<td></td>
</tr>
<tr>
<td>NO WAY TO CARRY LUGGAGE / SHOPPING</td>
<td>8.2%</td>
<td>7.9%</td>
<td></td>
</tr>
<tr>
<td>DON'T HAVE TIME TO CYCLE</td>
<td>8.1%</td>
<td>9.2%</td>
<td></td>
</tr>
<tr>
<td>NOWHERE AT WORK TO SHOWER / CHANGE</td>
<td>7.2%</td>
<td>5.5%</td>
<td></td>
</tr>
<tr>
<td>TOO HILLY</td>
<td>6.3%</td>
<td>4.4%</td>
<td></td>
</tr>
<tr>
<td>NOT FIT ENOUGH</td>
<td>5.9%</td>
<td>5.6%</td>
<td></td>
</tr>
<tr>
<td>ROAD SURFACES ARE DANGEROUS</td>
<td>5.3%</td>
<td>4.2%</td>
<td></td>
</tr>
<tr>
<td>NOT ENOUGH SAFE PLACES TO LOCK BIKE</td>
<td>2.7%</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>WORRIED ABOUT POLLUTION FROM TRAFFIC</td>
<td>1.6%</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>CAN'T BE BOthered</td>
<td>1.0%</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>CAN'T RIDE A BIKE</td>
<td>1.4%</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>HEALTH REASONS</td>
<td>2.0%</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>DIFFICULTY TAKING BIKE ONTO OTHER FORMS OF TRANSPORT</td>
<td>1.0%</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>WORRIED ABOUT POLLUTION FROM TRAFFIC</td>
<td>0.7%</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>INCONSIDERATE PEDESTRIANS IN TOWNS/CITIES</td>
<td>0.7%</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>WHERE TO KEEP A BICYCLE AT HOME</td>
<td>0.5%</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>TOO MANY BIKES STOLEN</td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

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 50% 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.

<table>
<thead>
<tr>
<th>Distance</th>
<th>2005-09 Average</th>
<th>2010-14 Average</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1km</td>
<td>25.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 to under 2km</td>
<td>14.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 to under 3km</td>
<td>9.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 to under 5km</td>
<td>12.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total under 5km</td>
<td>62.7%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2.12 ADULT CYCLE PARTICIPATION IN THE LAST FOUR WEEKS
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.

- 16 to 24: 13%
- 25 to 34: 15%
- 35 to 44: 16%
- 45 to 59: 13%
- 60 to 74: 5%
- 75 plus: 2%
- Male: 16%
- Female: 7%
- All: 11%

2.13 LENGTH OF NATIONAL CYCLE NETWORK AND COMMUNITY LINKS PROJECTS
SOURCE: SUSTRANS SCOTLAND, 2016

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

- Visitors to the Hub: 11,681
- General cycling advice enquiries: 3,041
- Route planning advice queries: 2,144
- Enquiries about hub events: 1,900
- Bike hire enquiries: 2,411
- Referrals to local businesses: 2,083
- Events/LED rides run: 218

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

<table>
<thead>
<tr>
<th>Month</th>
<th>Bikes</th>
<th>Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun-13</td>
<td>432</td>
<td>256</td>
</tr>
<tr>
<td>Nov-14</td>
<td>217</td>
<td>240</td>
</tr>
<tr>
<td>Dec-14</td>
<td>537</td>
<td>663</td>
</tr>
<tr>
<td>Jan-15</td>
<td>406</td>
<td>535</td>
</tr>
<tr>
<td>Feb-15</td>
<td>467</td>
<td>561</td>
</tr>
<tr>
<td>Mar-15</td>
<td>653</td>
<td>218</td>
</tr>
<tr>
<td>Apr-15</td>
<td>535</td>
<td>239</td>
</tr>
<tr>
<td>May-15</td>
<td>435</td>
<td>432</td>
</tr>
<tr>
<td>Jun-15</td>
<td>537</td>
<td>435</td>
</tr>
<tr>
<td>Jul-15</td>
<td>663</td>
<td>537</td>
</tr>
<tr>
<td>Aug-15</td>
<td>561</td>
<td>535</td>
</tr>
<tr>
<td>Sep-15</td>
<td>467</td>
<td>467</td>
</tr>
</tbody>
</table>

Number of bikes hired per month as part of the the public bike share scheme

<table>
<thead>
<tr>
<th>Month</th>
<th>Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-14</td>
<td>25</td>
</tr>
<tr>
<td>Nov-14</td>
<td>35</td>
</tr>
<tr>
<td>Dec-14</td>
<td>40</td>
</tr>
<tr>
<td>Jan-15</td>
<td>46</td>
</tr>
<tr>
<td>Feb-15</td>
<td>53</td>
</tr>
</tbody>
</table>

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: 9
- Strategies under development: 23

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).

| 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 increase 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).
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 18] – 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 G570ISC]
   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): 71.7%
- Percentage of households with access to one or more bikes for private use: 33.2%
- Percentage of households with no access to a car for private use: 26.5%

Work

Top three travel to work by bike wards:

- Lower Donside: 2.99%
- Midstocket / Rosemount: 2.72%
- Tillydrone / Seaton / Old Aberdeen: 2.61%

Cycle to work usually or regularly:

- Aberdeen City 2012-13: 3.3%
- Aberdeen City 2013-14: 4.5%
- North East Scotland 2012-13: 3.4%
- North East Scotland 2013-14: 3.25%
- Overall Scotland 2012-13: 2.8%
- Overall Scotland 2013-14: 3.6%

Schools

Percentage of children cycling to primary school:

- 2009-11 average: 2.6%
- 2012-14 average: 3.4%

Percentage of primary schools providing bikeability level 2 on-road training:

- 2009-11 average: 3.3%
- 2012-14 average: 3.9%
- 2014: 4.7%

Percentage of cycle friendly schools:

- Schools: 10
- Pupils: 2,562

Aberdeenshire

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 48.9%
- Percentage of households with access to one or more bikes for private use: 42.7%
- Percentage of households with no access to a car for private use: 15.0%

Work

Top three travel to work by bike wards:

- Fraserburgh and District: 2.8%
- Inverbervie and District: 1.58%
- Huntly, Strathbogie and Howe of Alford: 1.4%

Cycle to work usually or regularly:

- Aberdeenshire 2012-13: 3.6%
- Aberdeenshire 2013-14: 3.25%
- North East Scotland 2012-13: 2.5%
- North East Scotland 2013-14: 3.6%
- Overall Scotland 2012-13: 2.1%
- Overall Scotland 2013-14: 2.5%

Schools

Percentage of children cycling to primary school:

- 2009-11 average: 4.4%
- 2012-14 average: 4.8%

Percentage of primary schools providing bikeability level 2 on-road training:

- 2009-11 average: 6.1%
- 2012-14 average: 5.9%
- 2014: 5.0%

Percentage of cycle friendly schools:

- Schools: 29
- Pupils: 6,814
Angus

Headline trends and context

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

63.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3

37.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4

25.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

- Montrose and District: 3.3%
- Arbroath West and Lunan: 2.32%
- Arbroath East and Lunan: 1.93%

SAMPLE SIZE TOO SMALL

ANGUS 2012-13

ANGUS 2013-14

TAYSIDE & CENTRAL 2012-13

TAYSIDE & CENTRAL 2013-14

OVERALL SCOTLAND 2012-13

OVERALL SCOTLAND 2013-14

CYCLE TO WORK USUALLY ⬤ OR REGULARLY ⬤ 6

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7

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

2014 3.4%

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

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

2014 4.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS 8

SCHOOLS 3

PUPILS 1,532

Argyll & Bute

Headline trends and context

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

66.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3

43.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4

28.4%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

- Mid Argyll: 2.10%
- Helensburgh Central: 1.76%
- Isle of Bute: 1.68%

CYCLE TO WORK USUALLY ⬤ OR REGULARLY ⬤ 6

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7

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

2014 3.4%

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

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

2014 5.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS 8

SCHOOLS 3

PUPILS 208
Clackmannanshire

Headline trends and context

| PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) | 57.9% |
| PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE | 43.4% |
| PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE | 25.7% |

Schools

| PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL | 2009-11 AVERAGE 3.7% | 2012-14 AVERAGE 5.3% |
| 2014 6.3% |
| PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING | 38.9% |
| NUMBER OF CYCLE FRIENDLY SCHOOLS | SCHOOLS 2 | PUPILS 431 |

Dumfries & Galloway

Headline trends and context

| PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) | 61.2% |
| PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE | 37.0% |
| PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE | 23.8% |

Schools

| PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL | 2009-11 AVERAGE 3.4% | 2012-14 AVERAGE 5.9% |
| 2014 6.8% |
| PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING | 29.4% |
| NUMBER OF CYCLE FRIENDLY SCHOOLS | SCHOOLS 30 | PUPILS 4,939 |
Dundee City

Headline trends and context

<table>
<thead>
<tr>
<th>Proportion of journeys within local authority under 5km (all modes)</th>
<th>4.20%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>25.5%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>48.2%</td>
</tr>
</tbody>
</table>

Work

Top three travel to work by bike wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>Cycle to work usually or regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>West End</td>
<td>2.9%</td>
</tr>
<tr>
<td>The Ferry</td>
<td>1.9%</td>
</tr>
<tr>
<td>Maryfield</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

Schools

Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>2009-11 Average</th>
<th>2012-14 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.9%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Percentage of primary schools providing Bikeability Level 2 on-road training

- 28.6%

Number of cycle friendly schools

- 1

- Pupils 786

East Ayrshire

Headline trends and context

<table>
<thead>
<tr>
<th>Proportion of journeys within local authority under 5km (all modes)</th>
<th>0.90%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>34.5%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>30.1%</td>
</tr>
</tbody>
</table>

Work

Top three travel to work by bike wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>Cycle to work usually or regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kilmarnock West and Crosshouse</td>
<td>0.66%</td>
</tr>
<tr>
<td>Kilmarnock North</td>
<td>0.59%</td>
</tr>
</tbody>
</table>

Schools

Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>2009-11 Average</th>
<th>2012-14 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5%</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

Number of cycle friendly schools

- 6

- Pupils 2,623
East Dunbartonshire

Headline trends and context

<table>
<thead>
<tr>
<th>PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)</th>
<th>57.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE</td>
<td>40.8%</td>
</tr>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE</td>
<td>17.7%</td>
</tr>
</tbody>
</table>

Schools

<table>
<thead>
<tr>
<th>PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL</th>
<th>2009-11 AVERAGE 3.7%</th>
<th>2012-14 AVERAGE 3.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11 AVERAGE 3.7%</td>
<td>2012-14 AVERAGE 3.5%</td>
<td></td>
</tr>
</tbody>
</table>

| PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING | 13.5% |
|================================================================================|-------|
| SCHOOLS | 13 | PUPILS | 3,247 |

East Lothian

Headline trends and context

<table>
<thead>
<tr>
<th>PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)</th>
<th>51.9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE</td>
<td>46.9%</td>
</tr>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE</td>
<td>23.7%</td>
</tr>
</tbody>
</table>

Schools

<table>
<thead>
<tr>
<th>PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL</th>
<th>2009-11 AVERAGE 9.4%</th>
<th>2012-14 AVERAGE 9.9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11 AVERAGE 9.4%</td>
<td>2012-14 AVERAGE 9.9%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING</th>
<th>28.6%</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCHOOLS</td>
<td>11</td>
</tr>
</tbody>
</table>
**East Renfrewshire**

### Headline trends and context

**Proportion of journeys within local authority under 5km (all modes)**
- 64.1%

**Percentage of households with access to one or more bikes for private use**
- 29.9%

**Percentage of households with no access to a car for private use**
- 20.8%

### Work

**Top three travel to work by bike wards**
- Netherlee, Stammerland and Williamwood: 1.6%
- Giffnock and Thornliebank: 0.86%
- Busby, Clarkston and Eaglesham: 0.86%

### Schools

**Percentage of children cycling to primary school**
- 2009-11 average: 2.4%
  - 2012-14 average: 4.3%
- 2009-11 average: 6.6%
  - 2012-14 average: 5.1%

**Number of cycle friendly schools**
- 15 schools
  - Pupils: 5,805

**Percentage of primary schools providing bikeability level 2 on-road training**
- 2009-11 average: 2.6%
  - 2012-14 average: 4.3%
- 2009-11 average: 6.6%
  - 2012-14 average: 5.1%

**Number of cycle friendly schools**
- 19 schools
  - Pupils: 10,212

**Cycling as a main mode of travel**
- 0.5%

---

**Edinburgh City**

### Headline trends and context

**Proportion of journeys within local authority under 5km (all modes)**
- 74.9%

**Percentage of households with access to one or more bikes for private use**
- 37.7%

**Percentage of households with no access to a car for private use**
- 42.9%

### Work

**Top three travel to work by bike wards**
- Meadows / Morningside: 9.99%
- Southside / Newington: 9.26%
- Fountainbridge / Craiglockhart: 6.86%

### Schools

**Percentage of children cycling to primary school**
- 2009-11 average: 5.8%
  - 2012-14 average: 5.9%
- 2009-11 average: 1.9%
  - 2012-14 average: 1.6%

**Number of cycle friendly schools**
- 19 schools
  - Pupils: 10,212

**Percentage of primary schools providing bikeability level 2 on-road training**
- 2009-11 average: 70.5%
  - 2012-14 average: 5.9%
**Eilean Siar**

**Headline trends and context**

- **Proportion of journeys within local authority under 5km (all modes)**: 61.8%
- **Percentage of households with access to one or more bikes for private use**: 35.5%
- **Percentage of households with no access to a car for private use**: 21.9%

**Work**

- **Top three travel to work by bike wards**:
  - **Steòrnabhagh a Deas**: 1.7%
  - **Steòrnabhagh a Tuath**: 0.9%
  - **Barraigh, Bhatarachd, Eirisgeigh agus Ubhnull a Deas**: 0.7%

**Cycle to work usually or regularly**

- **Overall**: 3.6%
- **Eilean Siar 2012-13**: 3.2%
- **Eilean Siar 2013-14**: 2.6%
- **Highlands & Islands 2012-13**: 3.4%
- **Highlands & Islands 2013-14**: 3.5%
- **Overall Scotland 2012-13**: 1.2%
- **Overall Scotland 2013-14**: 2.5%

**Schools**

- **Percentage of children cycling to primary school**: 2009-11 average 6.0%, 2012-14 average 5.5%
- **Percentage of children cycling to secondary school**: 2012-14 average 1.1%
- **Percentage of primary schools providing Bikeability Level 2 on-road training**: 0%
- **Number of Cycle Friendly Schools**: 8 schools, 310 pupils

**Falkirk**

**Headline trends and context**

- **Proportion of journeys within local authority under 5km (all modes)**: 71.3%
- **Percentage of households with access to one or more bikes for private use**: 36.6%
- **Percentage of households with no access to a car for private use**: 27.7%

**Work**

- **Top three travel to work by bike wards**: 3.1%
- **Grangemouth**: 1.35%
- **Carse, Kinnaird and Tryst**: 1.18%

**Cycle to work usually or regularly**

- **Overall**: 3.6%
- **Falkirk 2012-13**: 3.6%
- **Falkirk 2013-14**: 3.6%
- **South East Scotland 2012-13**: 3.7%
- **South East Scotland 2013-14**: 4.0%
- **Overall Scotland 2012-13**: 3.25%
- **Overall Scotland 2013-14**: 3.75%

**Schools**

- **Percentage of children cycling to primary school**: 2009-11 average 3.1%, 2012-14 average 4.3%
- **Percentage of children cycling to secondary school**: 2009-11 average 0.9%, 2012-14 average 0.8%
- **Percentage of primary schools providing Bikeability Level 2 on-road training**: 22.0%
- **Number of Cycle Friendly Schools**: 7 schools, 4,238 pupils
Fife

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) ²
58.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE ³
35.4%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE ⁴
27.1%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS ⁵

<table>
<thead>
<tr>
<th>Ward</th>
<th>CYCLE TO WORK USUALLY OR REGULARLY ⁶</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tay Bridgehead</td>
<td>4.6%</td>
</tr>
<tr>
<td>St. Andrews</td>
<td>4.3%</td>
</tr>
<tr>
<td>Glenrothes West and Kinglassie</td>
<td>1.8%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL ⁷
2009-11 AVERAGE 2.2% 2012-14 AVERAGE 4.3%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING ¹⁰
2009-11 AVERAGE 2.6% 2012-14 AVERAGE 4.7%

Number of Cycle Friendly Schools ⁸
SCHOOLS 8 PUPILS 1,288

Glasgow City

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) ²
71.3%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE ³
22.1%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE ⁴
49.1%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS ⁵

<table>
<thead>
<tr>
<th>Ward</th>
<th>CYCLE TO WORK USUALLY OR REGULARLY ⁶</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillhead</td>
<td>3.5%</td>
</tr>
<tr>
<td>Partick West</td>
<td>3.2%</td>
</tr>
<tr>
<td>Pollokshields</td>
<td>2.9%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL ⁷
2009-11 AVERAGE 2.4% 2012-14 AVERAGE 3.1%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING ¹⁰
2009-11 AVERAGE 2.2% 2012-14 AVERAGE 3.0%

Number of Cycle Friendly Schools ⁸
SCHOOLS 8 PUPILS 3,101
### Highland

#### Headline trends and context

<table>
<thead>
<tr>
<th>Metric</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>70.6%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>42.8%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>22.1%</td>
</tr>
</tbody>
</table>

#### Work

<table>
<thead>
<tr>
<th>Ward</th>
<th>Cycle to work usually</th>
<th>Cycle to work regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inverness Ness-Side</td>
<td>6.2%</td>
<td>0%</td>
</tr>
<tr>
<td>Inverness Central</td>
<td>5.9%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Inverness Milburn</td>
<td>5.4%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

#### Schools

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage of children cycling to primary school</th>
<th>Percentage of children cycling to secondary school</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-11</td>
<td>10.2%</td>
<td>4.4%</td>
</tr>
<tr>
<td>2012-14</td>
<td>9.8%</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage of primary schools providing bikeability level 2 on-road training</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>28.2%</td>
</tr>
</tbody>
</table>

### Inverclyde

#### Headline trends and context

<table>
<thead>
<tr>
<th>Metric</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>58.3%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>28.0%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>41.9%</td>
</tr>
</tbody>
</table>

#### Work

<table>
<thead>
<tr>
<th>Ward</th>
<th>Cycle to work usually</th>
<th>Cycle to work regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inverclyde West</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Inverclyde North</td>
<td>0.3%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Inverclyde East</td>
<td>0.3%</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

#### Schools

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage of children cycling to primary school</th>
<th>Percentage of children cycling to secondary school</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-11</td>
<td>1.3%</td>
<td>1.1%</td>
</tr>
<tr>
<td>2012-14</td>
<td>1.1%</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage of primary schools providing bikeability level 2 on-road training</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>30.0%</td>
</tr>
</tbody>
</table>
Midlothian

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
55.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
37.7%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
24.7%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midlothian</td>
<td>3.3%</td>
<td>0.5%</td>
</tr>
<tr>
<td>South East</td>
<td>3.7%</td>
<td>4.4%</td>
</tr>
<tr>
<td>South East</td>
<td>3.2%</td>
<td>4.0%</td>
</tr>
<tr>
<td>Overall</td>
<td>3.25%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Cycle to work usually ● or regularly ○ 6

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forres</td>
<td>3.7%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Helidon</td>
<td>3.2%</td>
<td>4.0%</td>
</tr>
<tr>
<td>Elgin City</td>
<td>3.3%</td>
<td>3.3%</td>
</tr>
<tr>
<td>Overall</td>
<td>3.3%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 5.5% 2012-14 AVERAGE 6.8%
2009-11 AVERAGE 0.6% 2012-14 AVERAGE 0.6%

<table>
<thead>
<tr>
<th>Year</th>
<th>Primary</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>5.5%</td>
<td>0.6%</td>
</tr>
<tr>
<td>2012-14</td>
<td>6.8%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 8
63.3%

Number of cycle friendly schools 9
Schools 18 Pupils 6,566

Moray

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
64.6%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
55.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
17.7%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moray</td>
<td>3.6%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Highlands</td>
<td>3.2%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Highland</td>
<td>3.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Overall</td>
<td>3.25%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Cycle to work usually ● or regularly ○ 6

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forres</td>
<td>6.8%</td>
<td>7.6%</td>
</tr>
<tr>
<td>Helidon</td>
<td>4.0%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Elgin City</td>
<td>3.5%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Overall</td>
<td>3.4%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 6.7% 2012-14 AVERAGE 6.7%
2009-11 AVERAGE 4.0% 2012-14 AVERAGE 2.5%

<table>
<thead>
<tr>
<th>Year</th>
<th>Primary</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>6.7%</td>
<td>4.0%</td>
</tr>
<tr>
<td>2012-14</td>
<td>6.7%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 8
62.2%

Number of cycle friendly schools 9
Schools 9 Pupils 2,505
North Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
57.7%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
36.4%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
29.0%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Ayrshire 2012-13</td>
<td>2.7%</td>
</tr>
<tr>
<td>North Ayrshire 2013-14</td>
<td>2.6%</td>
</tr>
<tr>
<td>Strathclyde 2012-13</td>
<td>2.3%</td>
</tr>
<tr>
<td>Strathclyde 2013-14</td>
<td>3.25%</td>
</tr>
<tr>
<td>Overall Scotland 2012-13</td>
<td>3.6%</td>
</tr>
<tr>
<td>Overall Scotland 2013-14</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

SAMPLE SIZE TOO SMALL

North Ayrshire 2012-13
North Ayrshire 2013-14
Strathclyde 2012-13
Strathclyde 2013-14
Overall Scotland 2012-13
Overall Scotland 2013-14

Cycle to work usually ○ or regularly ●

0.5%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 3.2% 2012-14 AVERAGE 5.7%

2014 4.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 8
2009-11 AVERAGE 0.8% 2012-14 AVERAGE 0.7%

2014 0.8%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 10
Not reported to Cycling Scotland

Number of cycle friendly schools 6
Schools 6 Pupils 1,195

North Lanarkshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
59.3%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
25%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
33.8%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellshill</td>
<td>0.68%</td>
</tr>
<tr>
<td>Abdonhill, Kilsarn and the village</td>
<td>0.56%</td>
</tr>
<tr>
<td>Strathkelvin</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

SAMPLE SIZE TOO SMALL

North Lanarkshire 2012-13
North Lanarkshire 2013-14
Strathclyde 2012-13
Strathclyde 2013-14
Overall Scotland 2012-13
Overall Scotland 2013-14

Cycle to work usually ○ or regularly ●

0.5%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 2.5% 2012-14 AVERAGE 3.8%

2014 2.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 8
2009-11 AVERAGE 0.2% 2012-14 AVERAGE 0.2%

2014 0.2%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 10
4.1%

Number of cycle friendly schools 6
Schools 7 Pupils 2,329
Orkney Islands

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 3
52.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
40.6%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
19.6%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIRKWALL EAST</td>
<td>2.0%</td>
<td>2.1%</td>
<td>3.4%</td>
</tr>
<tr>
<td>KIRKWALL WEST AND ORPHIR</td>
<td>2.3%</td>
<td>2.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td>STROMNESS AND SOUTH ISLES</td>
<td>2.0%</td>
<td>3.4%</td>
<td>7.6%</td>
</tr>
</tbody>
</table>

Cycle to work usually or regularly 6

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIRKWALL EAST</td>
<td>2.0%</td>
<td>4.0%</td>
<td>7.6%</td>
</tr>
<tr>
<td>KIRKWALL WEST AND ORPHIR</td>
<td>3.5%</td>
<td>3.5%</td>
<td>3.25%</td>
</tr>
<tr>
<td>STROMNESS AND SOUTH ISLES</td>
<td>2.0%</td>
<td>3.25%</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 4.1% 2012-14 AVERAGE 5.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 8
2009-11 AVERAGE 10.2% 2012-14 AVERAGE 2.6%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 10
2009-11 AVERAGE 6.3% 2012-14 AVERAGE 11.2% 2014 18.4%

PERCENTAGE OF CYCLE FRIENDLY SCHOOLS 9
SCHOOLS 4
PUPILS 1,129

Perth & Kinross

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 3
48.9%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
46.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
20.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERTH CITY CENTRE</td>
<td>2.5%</td>
<td>1.8%</td>
<td>1.6%</td>
</tr>
<tr>
<td>PERTH CITY SOUTH</td>
<td>1.8%</td>
<td>3.0%</td>
<td>3.0%</td>
</tr>
<tr>
<td>PERTH CITY NORTH</td>
<td>2.6%</td>
<td>3.0%</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Cycle to work usually or regularly 6

<table>
<thead>
<tr>
<th>Ward</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERTH &amp; KINROSS</td>
<td>2.5%</td>
<td>3.0%</td>
<td>3.6%</td>
</tr>
<tr>
<td>TAYSIDE &amp; CENTRAL</td>
<td>2.6%</td>
<td>3.0%</td>
<td>3.2%</td>
</tr>
<tr>
<td>TAYSIDE &amp; CENTRAL</td>
<td>1.2%</td>
<td>3.2%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 2.6% 2012-14 AVERAGE 3.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 8
2009-11 AVERAGE 1.5% 2012-14 AVERAGE 0.9%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 10
2009-11 AVERAGE 3.3% 2012-14 AVERAGE 3.9% 2014 4.7%

PERCENTAGE OF CYCLE FRIENDLY SCHOOLS 9
SCHOOLS 10
PUPILS 2,562
Renfrewshire

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 45.0%
- Percentage of households with access to one or more bikes for private use: 34.1%
- Percentage of households with no access to a car for private use: 30.6%

Work

Top three travel to work by bike wards:

- Renfrew North: 3.6%
- Paisley North West: 2.6%
- Paisley East & Ralston: 1.2%

Cycle to work usually  ● or regularly  ●  &

- Overall Scotland 2013-14: 3.6%
- Overall Scotland 2012-13: 3.25%

Schools

- Percentage of children cycling to primary school:
  - 2009-11 average: 2.0%
  - 2012-14 average: 3.1%
  - 2014: 3.5%

- Number of Cycle Friendly Schools: 20.4%

Scottish Borders

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 55.3%
- Percentage of households with access to one or more bikes for private use: 40.6%
- Percentage of households with no access to a car for private use: 20.9%

Work

Top three travel to work by bike wards:

- Tweeddale East: 4.4%
- Kelso and District: 3.7%
- Galashiels and District: 4.0%

Cycle to work usually  ● or regularly  ●  &

- Overall Scotland 2013-14: 3.6%
- Overall Scotland 2012-13: 3.25%

Schools

- Percentage of children cycling to primary school:
  - 2009-11 average: 3.2%
  - 2012-14 average: 4.7%
  - 2014: 4.8%

- Number of Cycle Friendly Schools: 27%

- Number of Cycle Friendly Schools: 2

Shetland Islands

Headline trends and context

| Proportion of journeys within local authority under 5km (all modes) | 59.1% |
| Percentage of households with access to one or more bikes for private use | 38.7% |
| Percentage of households with no access to a car for private use | 15.1% |

Work

Top three travel to work by bike wards

1. Lerwick North
2. Lerwick South
3. Shetland South

Cycle to work usually or regularly

Shetland 2012–13

2.3% 3.2%

Shetland 2013–14

2.3% 0.4%

South Ayrshire

2009–11 average

4.7%

2012–14 average

5.9%

Shetland

2013–14

3.6%

Overall Scotland

2013–14

2.5%

Shetland South

2013–14

2.5%

Overall Scotland

2013–14

2.5%

South Ayrshire

2013–14

2.5%

Overall Scotland

2013–14

2.5%

Schools

Percentage of children cycling to primary school

2009–11 average 4.2%
2012–14 average 4.8%

2009–11 average 1.4%
2012–14 average 0.8%

Shetland

2012–13

2.3%

2013–14

2.3%

Overall Scotland

2013–14

2.5%

South Ayrshire

2013–14

2.5%

Overall Scotland

2013–14

2.5%

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

2009–11 average 4.2%
2012–14 average 4.8%

2009–11 average 1.4%
2012–14 average 0.8%

Shetland

2013–14

100%

SOUTH AYRSHIRE

2013–14

100%

PERCENTAGE OF CYCLE FRIENDLY SCHOOLS

Shetland

2013–14

82.9%

SOUTH AYRSHIRE

2013–14

82.9%
South Lanarkshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
50.4%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
25.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
27.4%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1. RUTHERGLEN SOUTH
   - CYCLE TO WORK USUALLY OR REGULARLY 6 2.7%

2. RUTHERGLEN CENTRAL AND NORTH
   - 1.2%

3. CAMBUSLANG WEST
   - 1.2%

Cycle to work usually or regularly

South Lanarkshire 2012-13
South Lanarkshire 2013-14
Strathclyde 2012-13
Strathclyde 2013-14
Overall Scotland 2012-13
Overall Scotland 2013-14

Stirling

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
65.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
49.6%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
23.4%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1. FORTH
   - CYCLE TO WORK USUALLY OR REGULARLY 6 4.5%

2. CASTLE
   - 3.2%

3. STIRLING WEST
   - 1.6%

Cycle to work usually or regularly

Stirling 2012-13
Stirling 2013-14
Tayside & Central 2012-13
Tayside & Central 2013-14
Overall Scotland 2012-13
Overall Scotland 2013-14

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 1.8% 2012-14 AVERAGE 3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 8
2009-11 AVERAGE 0.2% 2012-14 AVERAGE 0.2%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 9
2009-11 AVERAGE 2.2% 2012-14 AVERAGE 3.2% 2014 3.8%

NUMBER OF CYCLE FRIENDLY SCHOOLS 10
SCHOOLS 13 PUPILS 3,582

Stirling

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 7
2009-11 AVERAGE 6.0% 2012-14 AVERAGE 8.5%

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY LEVEL 2 ON-ROAD TRAINING 9
2009-11 AVERAGE 6.7% 2012-14 AVERAGE 8.7% 2014 8.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS 10
SCHOOLS 11 PUPILS 3,037
## West Dunbartonshire

### Headline trends and context

<table>
<thead>
<tr>
<th>Measure</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>68.6%</td>
<td>68.6%</td>
<td>68.6%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>82.0%</td>
<td>82.0%</td>
<td>82.0%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>31.7%</td>
<td>31.7%</td>
<td>31.7%</td>
</tr>
</tbody>
</table>

### Work

#### Top three travel to work by bike wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>CYCLE TO WORK USUALLY OR REGULARLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clydesbank Waterfront</td>
<td>1.1%</td>
</tr>
<tr>
<td>Balmaha</td>
<td>0.7%</td>
</tr>
<tr>
<td>Dumbarton</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

### Schools

#### Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>1.2%</td>
</tr>
<tr>
<td>2012-14</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

#### Percentage of primary schools providing bikeability level 2 on-road training

- Schools: 7
- Pupils: 1,574

#### Number of cycle friendly schools

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>44.1%</td>
</tr>
<tr>
<td>2013-14</td>
<td>44.1%</td>
</tr>
</tbody>
</table>

## West Lothian

### Headline trends and context

<table>
<thead>
<tr>
<th>Measure</th>
<th>2012-13</th>
<th>2013-14</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>54.0%</td>
<td>54.0%</td>
<td>54.0%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>37.0%</td>
<td>37.0%</td>
<td>37.0%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>22.9%</td>
<td>22.9%</td>
<td>22.9%</td>
</tr>
</tbody>
</table>

### Work

#### Top three travel to work by bike wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>CYCLE TO WORK USUALLY OR REGULARLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broxburn, Uphall and Winchburgh</td>
<td>1.1%</td>
</tr>
<tr>
<td>East Livingston and East Calder</td>
<td>1.1%</td>
</tr>
<tr>
<td>Livingston North</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

### Schools

#### Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-11</td>
<td>4.6%</td>
</tr>
<tr>
<td>2012-14</td>
<td>5.1%</td>
</tr>
</tbody>
</table>

#### Percentage of primary schools providing bikeability level 2 on-road training

- Schools: 2
- Pupils: 525

#### Number of cycle friendly schools

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>15.2%</td>
</tr>
<tr>
<td>2013-14</td>
<td>15.2%</td>
</tr>
</tbody>
</table>
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 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, 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.