Annual Cycling Monitoring Report
2017

CAPS 2013 - Action 18
Key facts and highlights
The increase in cycling

The traffic volume of cycling has increased from 232 million vehicle kilometres in 2004 to 342 million vehicle kilometres in 2015, a rise of 47%.

1.1 **AVERAGE TRAFFIC VOLUME OF CYCLING [MILLIONS VEH KM]**

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic Volume [Millions Veh Km]</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004-07</td>
<td>244</td>
</tr>
<tr>
<td>2008-11</td>
<td>291</td>
</tr>
<tr>
<td>2012-15</td>
<td>327</td>
</tr>
</tbody>
</table>

Level of cycling in Scotland

The percentage of people who cycle as a main mode of travel was 1.2% in 2015.

1.2 **AVERAGE CYCLING AS A MAIN MODE OF TRAVEL**

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004-07</td>
<td>0.8%</td>
</tr>
<tr>
<td>2008-11</td>
<td>1.0%</td>
</tr>
<tr>
<td>2012-15</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

Cycling to work

5.9% of people cycle to work at least regularly in Scotland. The proportion of people cycling to work at least regularly is over 5% in 15 of 32 local authorities.

1.3 **CYCLING TO WORK AT LEAST REGULARLY - TOP FIVE LOCAL AUTHORITY AREAS**

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>EDINBURGH CITY</td>
<td>14.2%</td>
</tr>
<tr>
<td>HIGHLAND</td>
<td>14.2%</td>
</tr>
<tr>
<td>MORAY</td>
<td>13.4%</td>
</tr>
<tr>
<td>DUMFRIES AND GALLOWAY</td>
<td>9.7%</td>
</tr>
<tr>
<td>EAST LOTHIAN</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

Cycling to school

In 2015, 5.1% of primary school children indicated that they normally cycle to primary school, while 1% normally cycle to secondary school.

1.4 **NORMALLY CYCLE TO PRIMARY SCHOOL - TOP FIVE LOCAL AUTHORITY AREAS**

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST LOTHIAN</td>
<td>10.6%</td>
</tr>
<tr>
<td>HIGHLAND</td>
<td>9.9%</td>
</tr>
<tr>
<td>STIRLING</td>
<td>8.3%</td>
</tr>
<tr>
<td>MIDLOTHIAN</td>
<td>7.9%</td>
</tr>
<tr>
<td>EDINBURGH CITY</td>
<td>7.4%</td>
</tr>
</tbody>
</table>
Cycling locally

In 2015, cycling as a main mode of travel within local authorities ranged from less than 0.5% to 3.0%.

1.5 CYCLING AS A MAIN MODE OF TRAVEL - TOP FIVE LOCAL AUTHORITY AREAS

- Edinburgh: 3.0%
- Highland: 2.5%
- Dumfries & Galloway: 1.9%
- Stirling: 1.6%
- Moray: 1.6%

Participation in cycling

12% of adults participated in cycling in the previous month, with the highest levels amongst the 35-44 age group (18%).

1.6 ADULTS PARTICIPATING IN CYCLING IN THE PREVIOUS MONTH

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 to 24</td>
<td>12%</td>
</tr>
<tr>
<td>25 to 34</td>
<td>16%</td>
</tr>
<tr>
<td>35 to 44</td>
<td>18%</td>
</tr>
<tr>
<td>45 to 59</td>
<td>14%</td>
</tr>
<tr>
<td>60 to 74</td>
<td>6%</td>
</tr>
<tr>
<td>75+</td>
<td>1%</td>
</tr>
</tbody>
</table>

10% of those in further/higher education and 9% of those who are self-employed said that they cycled as a means of transport in the previous seven days.

1.6 CYCLING AS A MEANS OF TRANSPORT IN THE PREVIOUS SEVEN DAYS [BY EMPLOYMENT STATUS]

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Self-employed</td>
<td>9%</td>
</tr>
<tr>
<td>Employed full-time</td>
<td>8%</td>
</tr>
<tr>
<td>Employed part-time</td>
<td>7%</td>
</tr>
<tr>
<td>Looking after the home/family</td>
<td>4%</td>
</tr>
<tr>
<td>Permanently retired</td>
<td>2%</td>
</tr>
<tr>
<td>Unemployed/seeking work</td>
<td>6%</td>
</tr>
<tr>
<td>In further/higher education</td>
<td>10%</td>
</tr>
<tr>
<td>Permanently sick or disabled</td>
<td>1%</td>
</tr>
</tbody>
</table>
Access to bikes

The proportion of households with access to one or more bicycles for private use ranges from 24.5% in East Ayrshire to 51.1% in Highland with an average of 37% across Scotland.

1.7 ACCESS TO ONE OR MORE BICYCLES FOR PRIVATE USE - TOP FIVE LOCAL AUTHORITY AREAS

- **51.1%** HIGHLAND
- **49.2%** PERTH AND KINROSS
- **48.2%** ABERDEENSHIRE
- **46.3%** MIDLOTHIAN
- **45.9%** ANGUS / MORAY

Access to cars

The proportion of households with no access to a car for private use from 13% in Aberdeenshire to 49.1% in Glasgow City with an average of 26% across Scotland.

1.8 NO ACCESS TO A CAR FOR PRIVATE USE - TOP FIVE LOCAL AUTHORITY AREAS

- **49.1%** GLASGOW CITY
- **39.8%** INVERCYDE
- **39.8%** EDINBURGH CITY
- **39.2%** WEST DUNBARTONSHIRE
- **37.7%** DUNDEE
Journey length

61.1% of journeys in Scotland are under 5km, ranging from 39.3% of journeys originating in Aberdeenshire to 78% of journeys originating in Dundee.

1.9 PROPORTION OF ALL JOURNEYS UNDER 5KM - FIVE HIGHEST LOCAL AUTHORITY AREAS

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Proportion of journeys under 5km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dundee</td>
<td>78.0%</td>
</tr>
<tr>
<td>Aberdeen City</td>
<td>73.6%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>73.1%</td>
</tr>
<tr>
<td>Argyll &amp; Bute</td>
<td>72.5%</td>
</tr>
<tr>
<td>Edinburgh City</td>
<td>68.9%</td>
</tr>
</tbody>
</table>

Road safety & cycling

In 2015, 164 adults were seriously injured cycling compared to the 2004-2008 average of 134. In 2015, 11 children were seriously injured cycling compared to the 2004-2008 average of 29.

While the traffic volume of Cars or Taxis is lower than recent averages, this vehicle group is still involved in higher level of accidents compared to its proportion of overall traffic volumes.

1.10 CAR OR TAXI TRAFFIC VOLUME / CAR OR TAXI INVOLVEMENT WITH ACCIDENTS OF ALL SEVERITIES

<table>
<thead>
<tr>
<th>Year</th>
<th>Proportion of traffic volume</th>
<th>Proportion of pedal cycle accidents involving car or taxi</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-10</td>
<td>77.5%</td>
<td>84.8%</td>
</tr>
<tr>
<td>2011-15</td>
<td>77.2%</td>
<td>85.4%</td>
</tr>
<tr>
<td>2015</td>
<td>76.4%</td>
<td>84.4%</td>
</tr>
</tbody>
</table>

In 2015 Light Goods Vehicles were involved in considerably more accidents which resulted in a KSI than in recent years.

1.11 LIGHT GOODS VEHICLE INVOLVEMENT WITH PEDAL CYCLE ACCIDENTS WHICH RESULTED IN A KSI

<table>
<thead>
<tr>
<th>Year</th>
<th>Proportion of accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-10</td>
<td>5.3%</td>
</tr>
<tr>
<td>2011-15</td>
<td>6.5%</td>
</tr>
<tr>
<td>2015</td>
<td>10.6%</td>
</tr>
</tbody>
</table>
Rate of injuries

The rate of cycling fatality and serious injuries is 0.49 per million vehicle kilometres travelled by bicycle in 2015.

1.12 KSI RATES (PER MILLION VEHICLE KILOMETRES)

<table>
<thead>
<tr>
<th>Year</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>0.53</td>
</tr>
<tr>
<td>2012</td>
<td>0.57</td>
</tr>
<tr>
<td>2013</td>
<td>0.49</td>
</tr>
<tr>
<td>2014</td>
<td>0.45</td>
</tr>
<tr>
<td>2015</td>
<td>0.49</td>
</tr>
</tbody>
</table>

Location of crashes

This infographic shows the location of reported injury accidents in which a bicycle was involved in 2015. Each circle represents 1% of the total.

1.13 REPORTED INJURY ACCIDENTS

<table>
<thead>
<tr>
<th>Category</th>
<th>2010-14 Average</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built up area at a junction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built up area over 20m from a junction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non built up area at a junction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non built up area over 20m from a junction</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Stated reasons for not cycling

The top five reasons why people did not cycle to work in 2014. This data is gathered bi-annually, with the last set of data gathered in 2014.

1.14 TOP FIVE REASONS FOR NOT CYCLING

<table>
<thead>
<tr>
<th>Reason</th>
<th>% Results for 2014</th>
<th>2010-14 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too far to cycle</td>
<td>35.9%</td>
<td>33.3%</td>
</tr>
<tr>
<td>Weather too cold / wet / windy</td>
<td>18.9%</td>
<td>16.2%</td>
</tr>
<tr>
<td>Too many cars on the road</td>
<td>14.1%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Do not have a bike</td>
<td>13.6%</td>
<td>11.9%</td>
</tr>
<tr>
<td>Traffic travels too fast</td>
<td>11.5%</td>
<td>12.4%</td>
</tr>
</tbody>
</table>
2. National
Headline Trends

2.1 CYCLING AS A MAIN MODE OF TRAVEL IN SCOTLAND

**SOURCE:** PERCENTAGE OF JOURNEYS MADE BY MAIN MODE OF TRAVEL - SCOTTISH HOUSEHOLD SURVEY TRAVEL DIARY 2015 [TABLE TD2] - TRANSPORT SCOTLAND / REPORTED ROAD CASUALTIES 2015 [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 0.75% in 2015. (*previously reported as 339)

**MAIN MODE - CYCLING (%)**

**TRAFFIC VOLUME OF CYCLING (MILLIONS VEH KM)**
Travel to work and school

2.2 BICYCLE AS USUAL MODE OF TRAVEL TO WORK
SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2015 [TABLE SUM1] - TRANSPORT SCOTLAND
This figure indicates how the cycling to work mode share has changed as a usual mode over time nationally.

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage</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>2015</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

2.3 CYCLE USUALLY OR REGULARLY TO WORK
SOURCE: SCOTTISH HOUSEHOLD SURVEY 2015 WITH ADDITIONAL INFORMATION FROM TRANSPORT SCOTLAND
This figure indicates the percentage of adults usually or regularly cycling to work.
These figures are based on a combination of 2014 and 2015 data.

- Usually: 2.20%
- Regularly: 3.73%
- Overall: 5.93%
TRAVEL TO PRIMARY SCHOOL (P5 – P7)
SOURCE: HANDS UP SCOTLAND SURVEY [TABLE 2.4] - 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.

2008 4.2%
2009 3.2%
2010 4.2%
2011 4.6%
2012 4.5%
2013 5.4%
2014 5.6%
2015 5.6%
2.7 KSI's AND SLIGHT CASUALTIES

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2015 [TABLE A] - TRANSPORT SCOTLAND

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

SERIOUSLY INJURED  ● KILLED  ● SLIGHT CASUALTIES

800 ADULT CYCLE CASUALTIES

260 CHILD CYCLE CASUALTIES AGES 0-15

4.00 KSI RATES  ● OVERALL CASUALTY RATES  ● ADULT CYCLE CASUALTY RATES [CASUALTIES PER MILLION VEHICLE KMs]
### 2.8 Bicycles Involved in Reported Injury Accidents

**Source:** Reported Road Casualties Scotland 2015 [Table 14A and 14B] - Transport Scotland

This chart indicates the vehicle manoeuvre and junction type involved for all reported injury accidents involving a pedal cycle.

*Totals include a small number of cases where the junction detail is unknown.

<table>
<thead>
<tr>
<th>REPORTED INJURY CRASHES BY MANOEUVRE 2011-2015 AVERAGE</th>
<th>REPORTED INJURY CRASHES BY JUNCTION TYPE 2011-2015 AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting/going ahead</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Turning/waiting turn right</td>
<td>T/Y or staggered junction</td>
</tr>
<tr>
<td>Overtaking</td>
<td>Over 20m from junction</td>
</tr>
<tr>
<td>Moving off</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Turning/waiting turn left</td>
<td>Crossroads</td>
</tr>
<tr>
<td>Slowing or stopping</td>
<td>Other junction</td>
</tr>
<tr>
<td>Changing lane</td>
<td>Multiple junction</td>
</tr>
<tr>
<td>Reversing</td>
<td>Private drive</td>
</tr>
<tr>
<td>Parked</td>
<td>Mini roundabout</td>
</tr>
<tr>
<td>U turn</td>
<td>Slip road</td>
</tr>
<tr>
<td>TOTAL</td>
<td>784*</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Waiting/going ahead</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Going round bend</td>
<td>T/Y or staggered junction</td>
</tr>
<tr>
<td>Turning/waiting turn right</td>
<td>Over 20m from junction</td>
</tr>
<tr>
<td>Changing lane</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Turning/waiting turn left</td>
<td>Crossroads</td>
</tr>
<tr>
<td>Turning/waiting turn left</td>
<td>Other junction</td>
</tr>
<tr>
<td>Parked</td>
<td>Multiple junction</td>
</tr>
<tr>
<td>Slowing or stopping</td>
<td>Private drive</td>
</tr>
<tr>
<td>Moving off</td>
<td>Mini roundabout</td>
</tr>
<tr>
<td>U turn</td>
<td>Slip road</td>
</tr>
<tr>
<td>TOTAL</td>
<td>107*</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Waiting/going ahead</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Turning/waiting turn right</td>
<td>T/Y or staggered junction</td>
</tr>
<tr>
<td>Overtaking</td>
<td>Over 20m from junction</td>
</tr>
<tr>
<td>Going round bend</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Turning/waiting turn left</td>
<td>Crossroads</td>
</tr>
<tr>
<td>Turning/waiting turn left</td>
<td>Other junction</td>
</tr>
<tr>
<td>Parked</td>
<td>Multiple junction</td>
</tr>
<tr>
<td>Slowing or stopping</td>
<td>Private drive</td>
</tr>
<tr>
<td>Changing lane</td>
<td>Mini roundabout</td>
</tr>
<tr>
<td>Reversing</td>
<td>Slip road</td>
</tr>
<tr>
<td>Parked</td>
<td></td>
</tr>
<tr>
<td>U turn</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>891</td>
</tr>
</tbody>
</table>

**Built-up Less than 40MPH**

- Waiting/going ahead: 79 (73.8%)
- Turning/waiting turn right: 14 (13.1%)
- Going round bend: 14 (13.1%)
- Turning/waiting turn left: 6 (5.6%)
- Changing lane: 2 (1.9%)
- Turning/waiting turn left: 2 (1.9%)
- Turning/waiting turn left: 2 (1.9%)
- Parked: 1 (0.9%)
- Slowing or stopping: 1 (0.9%)
- Moving off: 1 (0.9%)
- U turn: 1 (0.9%)
- Reversing: 0 (0.0%)
- TOTAL: 107*

**Built-up 40 MPH and Higher**

- Waiting/going ahead: 668 (75.0%)
- Turning/waiting turn right: 57 (6.4%)
- Overtaking: 44 (4.9%)
- Going round bend: 41 (4.6%)
- Turning/waiting turn left: 23 (2.6%)
- Moving off: 23 (2.6%)
- Slowing or stopping: 18 (2.0%)
- Changing lane: 12 (1.3%)
- Reversing: 2 (0.2%)
- Parked: 2 (0.2%)
- U turn: 1 (0.1%)
- TOTAL: 891

**Non built-up 40 MPH and Higher**

- Waiting/going ahead: 589 (75.1%)
- Turning/waiting turn right: 51 (6.5%)
- Overtaking: 43 (5.5%)
- Going round bend: 27 (3.4%)
- Moving off: 22 (2.8%)
- Turning/waiting turn left: 21 (2.7%)
- Slowing or stopping: 17 (2.2%)
- Changing lane: 10 (1.3%)
- Reversing: 2 (0.3%)
- Parked: 1 (0.1%)
- U turn: 0 (0.0%)
- TOTAL: 784*
## 2.9 Proportion of all vehicles involved in accidents involving a pedal cycle for each vehicle type

**Source:** Reported Road Casualties Scotland 2015 - Transport Scotland

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

Traffic volumes for other vehicles are not reported.

### Table: Proportion of all vehicles involved in accidents involving a pedal cycle for each vehicle type

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>All Severities</th>
<th>KSI</th>
<th>Traffic Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>06-10 Average</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.7%</td>
<td>0.9%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Car or Taxi</td>
<td>84.8%</td>
<td>81.8%</td>
<td>77.5%</td>
</tr>
<tr>
<td>Bus/Coach/Minibus</td>
<td>3.4%</td>
<td>3.5%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Light Goods Vehicle</td>
<td>5.3%</td>
<td>5.3%</td>
<td>13.7%</td>
</tr>
<tr>
<td>Heavy Goods Vehicle</td>
<td>2.5%</td>
<td>4.9%</td>
<td>6.0%</td>
</tr>
<tr>
<td>Other Vehicle</td>
<td>3.2%</td>
<td>3.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td><strong>11-15 Average</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.8%</td>
<td>1.1%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Car or Taxi</td>
<td>85.4%</td>
<td>82.3%</td>
<td>77.2%</td>
</tr>
<tr>
<td>Bus/Coach/Minibus</td>
<td>2.8%</td>
<td>3.3%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Light Goods Vehicle</td>
<td>6.8%</td>
<td>10.6%</td>
<td>15.4%</td>
</tr>
<tr>
<td>Heavy Goods Vehicle</td>
<td>1.7%</td>
<td>4.5%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Other Vehicle</td>
<td>2.5%</td>
<td>2.3%</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Traffic Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2015</strong></td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.7%</td>
</tr>
<tr>
<td>Car or Taxi</td>
<td>84.8%</td>
</tr>
<tr>
<td>Bus/Coach/Minibus</td>
<td>84.4%</td>
</tr>
<tr>
<td>Light Goods Vehicle</td>
<td>8.0%</td>
</tr>
<tr>
<td>Heavy Goods Vehicle</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other Vehicle</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

- **ALL SEVERITIES**: The proportion of all pedal cycle accidents involving each specific vehicle type (Accidents that resulted in an injury of any severity.)
- **KSI**: The proportion of all pedal cycle accidents involving each specific vehicle type (Accidents that resulted in a KSI)
- **TRAFFIC VOLUMES**: The proportion of overall traffic volume attributed to each vehicle type.
## Cycling in context

### 2.10 Distance Traveled – Journeys Under 5km

**Source:** Transport and Travel in Scotland 2015 Travel Diary [Table TD4A] - Transport Scotland

Taking into consideration that the average cycling journey is 4.7km in length [Table TD5a - TATIS 2015] and that 51% of all car journeys are under 5km [Table TD4a - TATIS 2015], five km represents a key distance for focus on potential modal shift to active travel.

<table>
<thead>
<tr>
<th>Distance</th>
<th>2010-14 Average</th>
<th>% Results for 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1km</td>
<td>22.7%</td>
<td></td>
</tr>
<tr>
<td>1 to under 2km</td>
<td>15.3%</td>
<td></td>
</tr>
<tr>
<td>2 to under 3km</td>
<td>10.0%</td>
<td></td>
</tr>
<tr>
<td>3 to under 5km</td>
<td>13.1%</td>
<td></td>
</tr>
<tr>
<td>Total under 5km</td>
<td>61.1%</td>
<td></td>
</tr>
</tbody>
</table>

### 2.11 Stated Reasons for Not Cycling to Work

**Source:** Transport and Travel in Scotland 2015 [Table 28] - Transport Scotland

This figure indicates the reported reasons why people in Scotland do not cycle to work. This question became biennial in 2015 so the most recent data refers to 2014. (*asked from 2012 only*)

- **Weather Too Cold / Wet / Windy:** 18.9% / 16.2%
- **Don’t Have Time to Cycle:** 8.1% / 9.2%
- **Not Fit Enough:** 5.9% / 5.6%
- **Nowhere to Keep a Bicycle at Home:** 0.7% / 0.5%
- **Health Reasons:** 1.9% / 2.5%
- **Difficulty Taking Bike onto Other Forms of Transport:** 1.8% / 2.5%
- **Road Surfaces Are Dangerous:** 5.3% / 4.2%
- **Inconsiderate Drivers:** 8.8% / 9.1%
- **Health Reasons:** 5.9% / 5.6%
- **Can’t Be Bothered:** 6.2% / 5.3%
- **Traffic Travels Too Fast:** 11.5% / 12.4%
- **Too Many Cars on the Road:** 14.1% / 18.2%
- **Inconsiderate Drivers:** 6.3% / 4.4%
- **Too Far to Cycle:** 35.9% / 33.3%
- **Don’t Have a Bike:** 13.6% / 11.9%
- **No Way to Carry Luggage / Shopping:** 8.2% / 5.9%
- **Anywhere at Work to Shower / Change:** 7.2% / 5.5%
- **Traffic Travels Too Fast:** 11.5% / 12.4%
- **Worried About Pollution from Traffic:** 1.4% / 1.5%
- **Can’t Ride a Bike:** 2.0% / 2.1%
- **Nowhere to Keep a Bicycle at Home:** 0.6% / 0.7%
- **Too Many Bikes Stolen:** 2.0% / 2.1%
2.12 FREQUENCY OF CYCLING IN THE PREVIOUS SEVEN DAYS


This figure indicates the number of people who responded that they had cycled at least once in the previous seven days when asked. This question is biennial with the most recent data referring to 2014. Employment status data can be found in section 1.

CYCLING AS A MEANS OF TRANSPORT ● CYCLING JUST FOR PLEASURE/TO KEEP FIT ●

<table>
<thead>
<tr>
<th>Gender</th>
<th>Total</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9%</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td>16-19</td>
<td>6%</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>20-29</td>
<td>6%</td>
<td>6%</td>
<td>8%</td>
</tr>
<tr>
<td>30-39</td>
<td>8%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>40-49</td>
<td>9%</td>
<td>9%</td>
<td>11%</td>
</tr>
<tr>
<td>50-59</td>
<td>6%</td>
<td>7%</td>
<td>8%</td>
</tr>
<tr>
<td>60-69</td>
<td>3%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>70-79</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>80+</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

2.13 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.
2.14 LENGTH OF NATIONAL CYCLE NETWORK

**SOURCE: SUSTRANS SCOTLAND**

Continued investment in the NCN in Scotland has led to an additional 402km of traffic-free (TF) and on-road (OR) route being built/upgraded/re-designated since December 2013. This investment has led to improvements in access with 40.9% of the Scottish population now living within 0.5km of the NCN, a 1.2 percentage point increase from September 2013 to June 2016. The decrease in Urban On-Road (Urban OR) route length described in the table is the result of sections of the NCN being re-designated, as more direct connecting routes are developed.

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>URBAN TRAFFIC FREE</th>
<th>URBAN ON-ROAD</th>
<th>RURAL TRAFFIC FREE</th>
<th>RURAL ON ROAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>DECEMBER 13</td>
<td>3,672</td>
<td>461.5</td>
<td>300</td>
<td>752.1</td>
<td>2158.1</td>
</tr>
<tr>
<td>DECEMBER 14</td>
<td>4,047</td>
<td>433.1</td>
<td>303.7</td>
<td>765.7</td>
<td>2544.8</td>
</tr>
<tr>
<td>DECEMBER 15</td>
<td>4,073</td>
<td>440.4</td>
<td>301.3</td>
<td>784.6</td>
<td>2546.3</td>
</tr>
<tr>
<td>CHANGE</td>
<td>0.6%</td>
<td>1.7%</td>
<td>-0.8%</td>
<td>2.5%</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

2.15 STIRLING CYCLE HUB

**SOURCE: STIRLING CYCLE HUB**

All statistics are taken since the hub opened in May 2013 and are correct as of 23rd December 2016. (*does not include hire bikes)*

- **19,925 VISITORS TO THE HUB**
- **4,233 GENERAL CYCLING ADVICE ENQUIRIES**
- **2,848 ROUTE PLANNING ADVICE QUERIES**
- **3,646 ENQUIRIES ABOUT HUB EVENTS**
- **3,779 BIKE HIRE ENQUIRIES**
- **2,229 REFERRALS TO LOCAL BUSINESSES**
- **312 EVENTS/LED RIDES RUN**

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

- **25 JUN-13**
- **35 NOV-14**
- **40 MAR-15**
- **46 JUN-15**
- **53 SEP-15**
- **39 MAR-16**
- **48 JUN-16**
- **53 SEP-16**

**Number of bikes hired per year as part of the public hire bike scheme**

- **YEAR 1 5402**
- **YEAR 2 7624**
- **YEAR 3 TO DATE (OCT-NOV 2016) 4185**

2.16 LOCAL AUTHORITIES WITH A CYCLING STRATEGY

**SOURCE: SUSTRANS SCOTLAND**

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

- **CYCLING STRATEGY IN PLACE**
- **STRATEGIES UNDER DEVELOPMENT**
3. Local
Introduction

The Local section of the Annual Cycling Monitoring Report 2017 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.

Headline trends and context

1. CYCLING AS A MAIN MODE OF TRAVEL
   Source: Scottish Household Survey 2015: 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. Results of 0.5% and under may be inaccurate due to small sample sizes.

2. PROPORTION OF JOURNEYS UNDER 5KM
   Source: Scottish Household Survey 2015: 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 2015].

3. HOUSEHOLDS WITH ACCESS TO ONE OF MORE BIKES FOR PRIVATE USE
   Source: Scottish Household Survey 2015: 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 2015: 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 Q5701S1C]
   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 2015 with further information from Transport Scotland
   This dataset indicates the percentage of adults ‘usually’ or ‘regularly’ cycling to work in each local authority.

7. NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES
   Source: Cycling Scotland 2017
   This dataset shows the number of Cycle Friendly Employers within a local authority and the number of staff that are covered. Cycle Friendly Employer is a nationally recognised award for Scottish employers committed to increasing levels of cycling.

8. CHILDREN CYCLING TO PRIMARY SCHOOL
   Source: Hands Up Survey Scotland 2015 [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.

9. CHILDREN CYCLING TO SECONDARY SCHOOL
   Source: Hands Up Survey Scotland 2015 [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. *represents too low response rate.

10. NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS
    Source: Cycling Scotland 2017
    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.

11. PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 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.

12. CHILDREN CYCLING TO SCHOOL [P5-P7]
    Source: Hands Up Survey Scotland 2015 [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.
Aberdeen City

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) ²
73.6%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE ³
36.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE ⁴
29.5%

Work

TOP THREE TRAVEL TO WORK BY BIKEWARDS ⁵

1. LOWER DEESIDE
   2.72%

2. MIDSTOCKET / ROSEMOUNT
   2.99%

3. TILLYDRONE / SEATON / OLD ABERDEEN
   2.81%

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 20 SITES 3,709 EMPLOYEES ⁷

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL ⁸

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>3.0%</td>
<td>3.5%</td>
<td>3.8%</td>
</tr>
<tr>
<td>2013-15</td>
<td>3.3%</td>
<td>3.8%</td>
<td>3.8%</td>
</tr>
<tr>
<td>2015</td>
<td>3.6%</td>
<td>3.8%</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL ⁹

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>1.2%</td>
<td>0.9%</td>
<td>1.2%</td>
</tr>
<tr>
<td>2013-15</td>
<td>1.6%</td>
<td>1.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>2015</td>
<td>1.8%</td>
<td>1.2%</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) ¹⁰

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>3.0%</td>
<td>3.0%</td>
<td>3.0%</td>
</tr>
<tr>
<td>2013-15</td>
<td>3.3%</td>
<td>3.3%</td>
<td>3.3%</td>
</tr>
<tr>
<td>2015</td>
<td>3.4%</td>
<td>3.4%</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 13 SCHOOLS 3,758 PUPILS ¹⁰

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 20 SITES 3,709 EMPLOYEES ⁷

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING ¹¹ 46.8%
Aberdeenshire

Headline trends and context

Proportion of journeys within local authority under 5km [all modes] 2
39.3%

Percentage of households with access to one or more bikes for private use 3
48.2%

Percentage of households with no access to a car for private use 4
13.0%

Work

Top three travel to work by bike wards 5

1 2.13%
Fraserburgh and District

2 1.58%
Inverurie and District

3 1.44%
Huntly, Strathbogie and Howe of Alford

Cykle to work usually  or regularly  6

Students

Percentage of children cycling to primary school 8

2010-12 average 4.6%
2013-15 average 4.8%
2015 4.5%

Percentage of children cycling to secondary school 9

2010-12 average 1.8%
2013-15 average 1.3%
2015 1.5%

Percentage of children cycling to school (P5-P7) 10

2010-12 average 6.3%
2013-15 average 5.5%
2015 5.4%

Number of cycle friendly schools and pupils - 30 schools 6,937 pupils 10

Percentage of primary schools providing bikeability Scotland level 2 training 8

58.7%
## Angus

### Headline trends and context

<table>
<thead>
<tr>
<th>PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)</th>
<th>63.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE</td>
<td>45.9%</td>
</tr>
<tr>
<td>PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE</td>
<td>23.7%</td>
</tr>
</tbody>
</table>

### Work

#### TOP THREE TRAVEL TO WORK BY BIKE WARDS

1. **Montrose and District** 3.31%
2. **Arbroath West and Letham** 2.32%
3. **Arbroath East and Lunan** 1.93%

### Schools

#### PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL

<table>
<thead>
<tr>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.0%</td>
<td>3.7%</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

#### PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL

<table>
<thead>
<tr>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4%</td>
<td>2.2%</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

#### PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)

<table>
<thead>
<tr>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6%</td>
<td>4.3%</td>
<td>35.7%</td>
</tr>
</tbody>
</table>

### Number of cycle friendly employers and employees

- **5 sites**
- **1,205 employees**

### Number of cycle friendly schools and pupils

- **3 schools**
- **1,532 pupils**

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

- **45.3%**
Argyll & Bute

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 72.5%
- Percentage of households with access to one or more bikes for private use: 35.2%
- Percentage of households with no access to a car for private use: 28.8%

Work

Top three travel to work by bike wards:

1. Mid Argyll - 2.10%
2. Hebrides - 1.76%
3. Isle of Bute - 1.61%

Cycle to work usually or regularly:

- Argyll & Bute 2012-13: 10%
- Argyll & Bute 2013-14: 7.5%
- Argyll & Bute 2014-15: 7.6% (Overall Scotland 2014-15: 7.7%)

- Highlands & Islands 2012-13: 3.5%
- Highlands & Islands 2013-14: 4.4% (Overall Scotland 2013-14: 3.7%)
- Highlands & Islands 2014-15: 2.2% (Overall Scotland 2014-15: 2.1%)

Schools

Percentage of children cycling to primary school:

- 2010-12 Average: 3.2%
- 2013-15 Average: 4.0%
- 2015: 3.5%

Percentage of children cycling to secondary school:

- 2010-12 Average: 1.2%
- 2013-15 Average: 1.3%
- 2015: 0.7%

Percentage of children cycling to school (P5-P7):

- 2010-12 Average: 4.7%
- 2013-15 Average: 5.4%
- 2015: 4.2%

Number of cycle friendly schools and pupils:

- 4 schools, 215 pupils
Clackmannanshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES] \(^2\)
- 60.8%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE \(^3\)
- 33.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE \(^4\)
- 21.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS \(^5\)

- Clackmannanshire South: 1.34%
- Clackmannanshire North: 1.08%
- Clackmannanshire West: 0.98%

Cycle to work usually or regularly \(^6\)

- Overall Scotland 2012-13: 1.8%
- South East Scotland 2013-14: 2.7%
- Overall Scotland 2014-15: 3.7%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL \(^8\)

<table>
<thead>
<tr>
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</thead>
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<tr>
<td>2010-12 AVERAGE</td>
<td>4.3%</td>
<td>4.8%</td>
<td>5.7%</td>
<td>6.0%</td>
<td>3.2%</td>
<td>4.0%</td>
<td>2.3%</td>
</tr>
<tr>
<td>2013-15 AVERAGE</td>
<td>5.1%</td>
<td>4.8%</td>
<td>6.0%</td>
<td>3.9%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>2.5%</td>
</tr>
<tr>
<td>2015</td>
<td>5.7%</td>
<td>4.8%</td>
<td>6.0%</td>
<td>3.9%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>2.5%</td>
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PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL \(^9\)

<table>
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<tbody>
<tr>
<td>2010-12 AVERAGE</td>
<td>0.7%</td>
<td>0.6%</td>
<td>0.9%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.9%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
</tr>
<tr>
<td>2013-15 AVERAGE</td>
<td>*</td>
<td>0.6%</td>
<td>0.9%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.9%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
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<tr>
<td>2015</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
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PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) \(^12\)

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<thead>
<tr>
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<tbody>
<tr>
<td>2010-12 AVERAGE</td>
<td>4.3%</td>
<td>4.8%</td>
<td>4.4%</td>
<td>4.8%</td>
<td>4.8%</td>
<td>4.8%</td>
<td>4.8%</td>
</tr>
<tr>
<td>2013-15 AVERAGE</td>
<td>5.3%</td>
<td>5.3%</td>
<td>4.4%</td>
<td>4.4%</td>
<td>4.4%</td>
<td>4.4%</td>
<td>4.4%</td>
</tr>
<tr>
<td>2015</td>
<td>5.3%</td>
<td>5.3%</td>
<td>4.4%</td>
<td>4.4%</td>
<td>4.4%</td>
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</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 8 SITES 4,267 EMPLOYEES \(^7\)

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 2 SCHOOLS 431 PUPILS \(^10\)

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING \(^{11}\)

- 44.4%
Dumfries & Galloway

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 55.6%
- Percentage of households with access to one or more bikes for private use: 41.8%
- Percentage of households with no access to a car for private use: 21.4%

Work

Top three travel to work by bike wards:
1. Dee (3.16%)
2. North West Dumfries (2.98%)
3. Lochar (2.62%)

Cycle to work usually or regularly: 1.9%

Schools

- Percentage of children cycling to primary school:
  - 2010-12 average: 4.2%
  - 2013-15 average: 6.3%
  - 2015: 6.1%

- Percentage of children cycling to secondary school:
  - 2010-12 average: 1.7%
  - 2013-15 average: 1.3%
  - 2015: 1.0%

- Percentage of children cycling to school (P5-P7):
  - 2010-12 average: 5.8%
  - 2013-15 average: 7.5%
  - 2015: 7.3%

- Number of cycle friendly schools and pupils: 11 schools, 2,326 pupils
- Percentage of primary schools providing Bikeability Scotland Level 2 training: 40.2%
Dundee City

Headline trends and context

<table>
<thead>
<tr>
<th>Measure</th>
<th>Proportion/Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>78.0%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>27.6%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>37.7%</td>
</tr>
</tbody>
</table>

Work

Top three travel to work by bike wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>West End</td>
<td>2.31%</td>
</tr>
<tr>
<td>The Ferry</td>
<td>1.90%</td>
</tr>
<tr>
<td>Maryfield</td>
<td>1.35%</td>
</tr>
</tbody>
</table>

Number of cycle friendly employers and employees - 5 sites, 6,159 employees

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>4.3%</td>
</tr>
<tr>
<td>2013-14</td>
<td>4.2%</td>
</tr>
<tr>
<td>2014-15</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

Cycle to work usually or regularly

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>0.8%</td>
</tr>
<tr>
<td>2013-14</td>
<td>2.3%</td>
</tr>
<tr>
<td>2014-15</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

Schools

Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>1.2%</td>
</tr>
<tr>
<td>2013-15</td>
<td>3.1%</td>
</tr>
<tr>
<td>2015</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Percentage of children cycling to secondary school

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>1.4%</td>
</tr>
<tr>
<td>2013-15</td>
<td>1.3%</td>
</tr>
<tr>
<td>2015</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Percentage of children cycling to school (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>1.4%</td>
</tr>
<tr>
<td>2013-15</td>
<td>3.5%</td>
</tr>
<tr>
<td>2015</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

Number of cycle friendly schools and pupils - 1 school, 786 pupils

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>3.1%</td>
</tr>
<tr>
<td>2013-14</td>
<td>3.2%</td>
</tr>
<tr>
<td>2014-15</td>
<td>3.0%</td>
</tr>
</tbody>
</table>

Percentage of primary schools providing bikeability scotland level 2 training

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-13</td>
<td>4.2%</td>
</tr>
<tr>
<td>2013-14</td>
<td>3.5%</td>
</tr>
<tr>
<td>2014-15</td>
<td>3.7%</td>
</tr>
</tbody>
</table>
East Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
52.2%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
24.5%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
28.6%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1. KILMARNOCK WEST AND CROSSHOUSE 0.66%
2. KILMARNOCK NORTH 0.59%
3. KILMARNOCK EAST AND HURLFORD 0.58%

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8
2010-12 AVERAGE 3.0%
2013-15 AVERAGE 5.0%
2015 4.8%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9
2010-12 AVERAGE 0.4%
2013-15 AVERAGE 0.4%
2015 0.2%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 12
2010-12 AVERAGE 4.0%
2013-15 AVERAGE 6.0%
2015 5.6%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 6 SCHOOLS 2,623 PUPILS 10

Schools
East Dunbartonshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)  
61.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE  
43.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE  
15.9%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS

1. BEARSDEN NORTH 1.61%
2. BEARSDEN SOUTH 1.57%
3. MILNGAVIE 1.36%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.2%</td>
<td>3.7%</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)

<table>
<thead>
<tr>
<th></th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5.2%</td>
<td>3.6%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS

- 13 SCHOOLS 3,247 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING  
8.1%
## East Lothian

### Headline trends and context

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>55.5%</td>
<td>2</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>45.1%</td>
<td>3</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>20.7%</td>
<td>4</td>
</tr>
</tbody>
</table>

### Work

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

<table>
<thead>
<tr>
<th>Ward</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Musselburgh West</td>
<td>2.08%</td>
</tr>
<tr>
<td>Musselburgh East and Carberry</td>
<td>2.05%</td>
</tr>
<tr>
<td>Dunbar and East Linton</td>
<td>1.92%</td>
</tr>
</tbody>
</table>

#### Cycle to work usually or regularly

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Musselburgh West</td>
<td>0.7%</td>
<td>0.8%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Musselburgh East and Carberry</td>
<td>4.4%</td>
<td>7.5%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Dunbar and East Linton</td>
<td>4.4%</td>
<td>3.9%</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

### Schools

#### Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12 Average</td>
<td>9.5%</td>
<td>10.3%</td>
<td>10.6%</td>
</tr>
<tr>
<td>2013-15 Average</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Percentage of children cycling to secondary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12 Average</td>
<td>2.3%</td>
<td>2.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>2013-15 Average</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
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</tbody>
</table>

#### Percentage of children cycling to school (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12 Average</td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>2013-15 Average</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td>15.9%</td>
</tr>
</tbody>
</table>

### Number of cycle friendly schools and pupils

<table>
<thead>
<tr>
<th>Details</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of cycle friendly employers and employees</td>
<td>2 sites 7 employees</td>
</tr>
<tr>
<td>Number of cycle friendly schools and pupils</td>
<td>11 schools 3,705 pupils</td>
</tr>
<tr>
<td>Percentage of primary schools providing bikeability Scotland level 2 training</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

---

Sample size too small.
East Renfrewshire

Headline trends and context

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

46.1%

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

39.2%

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

14.3%

**Work**

**TOP THREE TRAVEL TO WORK BY BIKE WARDS**

1. **Netherlee, Stamperland and Williamwood**
   - 2012-13: 2.7%
   - 2013-14: 2.7%
   - 2014-15: 2.8%

2. **Giffnock and Thornliebank**
   - 2012-13: 0.9%
   - 2013-14: 2.3%
   - 2014-15: 2.6%

3. **Busby, Clarkston and Eaglesham**
   - 2012-13: 2.3%
   - 2013-14: 2.3%
   - 2014-15: 2.6%

**Schools**

**PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL**

- **2010-12 AVERAGE**: 2.7%
- **2013-15 AVERAGE**: 4.3%
- **2015**: 4.0%

**PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL**

- **2010-12 AVERAGE**: 0.4%
- **2013-15 AVERAGE**: 0.4%
- **2015**: 0.4%

**PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)**

- **2010-12 AVERAGE**: 2.8%
- **2013-15 AVERAGE**: 4.7%
- **2015**: 4.3%

**NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS**

- **15 SCHOOLS**: 5,805 PUPILS

**NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**

- **2 SITES**: 383 EMPLOYEES
Edinburgh City

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 69.9%
- Percentage of households with access to one or more bikes for private use: 35.2%
- Percentage of households with no access to a car for private use: 39.8%

Work

- Top three travel to work by bike wards:
  1. Meadows / Morningside: 6.5% (Edinburgh City 2012-13), 5.7% (Edinburgh City 2013-14), 5.5% (Edinburgh City 2014-15)
  2. Southside / Newington: 8.7% (Edinburgh City 2012-13), 8.7% (Edinburgh City 2013-14), 3.2% (South East Scotland 2012-13)
  3. Fountainbridge / Craiglockhart: 3.7% (South East Scotland 2013-15)

- Cycle to work usually or regularly: 3.0%

Schools

- Percentage of children cycling to primary school:
  - 2010-12 average: 5.7%
  - 2013-15 average: 6.6%
  - 2015 average: 7.4%
- Percentage of children cycling to secondary school:
  - 2010-12 average: 2.0%
  - 2013-15 average: 1.4%
  - 2015 average: 1.4%
- Percentage of children cycling to school (P5-P7):
  - 2010-12 average: 5.7%
  - 2013-15 average: 6.2%
  - 2015 average: 7.1%

- Number of cycle friendly employers and employees: 114 sites, 51,504 employees

- Number of cycle friendly schools and pupils: 21 schools, 11,659 pupils

- Percentage of primary schools providing bikeability Scotland level 2 training: 44.8%
Eilean Siar

Headline trends and context

- **Proportion of journeys within local authority under 5km (all modes)**: 59.5%
- **Percentage of households with access to one or more bikes for private use**: 41.5%
- **Percentage of households with no access to a car for private use**: 19.5%

**Work**

- **Top three travel to work by bike wards**
  1. Steòrnabhagh a Deas: 1.74%
  2. Steòrnabhagh a Tuath: 0.87%
  3. Barraigh, Bhatar saigh, Eirisgeigh agus Ubhist a Deas: 0.76%

**Schools**

- **Percentage of children cycling to primary school**
  - 2010-12 average: 5.7%
  - 2013-15 average: 6.2%
  - 2015: 7.0%

- **Percentage of children cycling to secondary school**
  - 2010-12 average: 1.1%
  - 2013-15 average: 1.1%

- **Percentage of children cycling to school (P5-P7)**
  - 2010-12 average: 15.4%
  - 2013-15 average: 9.5%
  - 2015: 10.5%

**Number of cycle friendly schools and pupils**
- 8 schools
- 310 pupils
Falkirk

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
65.3%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
34.6%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
24.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

3.11%
GRANGEMOUTH

1.35%
FALKIRK NORTH

1.16%
CARSE, KINNAIRD AND TRYST

CyCle to work usually O  OR regularly 6

SCHOOLs

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8

<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>1.8%</td>
<td>1.8%</td>
<td>1.8%</td>
<td>3.7%</td>
<td>4.0%</td>
<td>2.3%</td>
<td>3.3%</td>
<td>3.6%</td>
<td>3.7%</td>
</tr>
<tr>
<td>2013-15</td>
<td>0.8%</td>
<td>0.8%</td>
<td>1.2%</td>
<td>3.2%</td>
<td>3.9%</td>
<td>2.5%</td>
<td>3.7%</td>
<td>3.7%</td>
<td>3.7%</td>
</tr>
<tr>
<td>2015</td>
<td>3.7%</td>
<td>4.4%</td>
<td>3.7%</td>
<td>4.0%</td>
<td>4.4%</td>
<td>4.4%</td>
<td>4.0%</td>
<td>4.0%</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 2,243 EMPLOYEES 7

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.6%</td>
<td>0.8%</td>
<td>0.6%</td>
<td>0.3%</td>
<td>0.8%</td>
<td>0.6%</td>
<td>0.3%</td>
</tr>
<tr>
<td>2013-15</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.3%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.3%</td>
</tr>
<tr>
<td>2015</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
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<td>0.3%</td>
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</tbody>
</table>

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 16 SCHOOLS 8,791 PUPILS 10

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 10

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</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
</tr>
<tr>
<td>2013-15</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
</tr>
<tr>
<td>2015</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
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</tr>
</tbody>
</table>

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 8

12%
Fife

Headline trends and context

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

- 57.8%

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

- 32.6%

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

- 26.4%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS

- 1.
  TAY BRIDGEHEAD
  2.99%

- 2.
  ST. ANDREWS
  2.72%

- 3.
  OLENROTHES WEST AND KINGLASSIE
  2.61%

Number of cycle friendly employers and employees - 32 sites 10,608 employees

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.0%</td>
<td>4.5%</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.6%</td>
<td>4.9%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

Number of cycle friendly schools and pupils - 9 schools 1,629 pupils

Percentage of primary schools providing Bikeability Scotlands level 2 training

- 21.2%
Glasgow City

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) 2
73.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
25.2%

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

1. HILLHEAD
   2.72%
2. PARTICK WEST
   2.72%
3. POLLOKSHIELDS
   2.61%

CYCLE TO WORK USUALLY ⬜ OR REGULARLY ⬜ 6

1.2%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8
2010-12 AVERAGE 2.6%
2013-15 AVERAGE 3.4%
2015 3.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9
2010-12 AVERAGE 0.2%
2013-15 AVERAGE 0.7%
2015 0.9%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 12
2010-12 AVERAGE 2.3%
2013-15 AVERAGE 3.2%
2015 2.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 10 SCHOOLS 3,813 PUPILS 10

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 8
34.1%
Highland

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)  
64.0%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE  
51.1%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE  
21.2%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS

1. INVERNESS NESS-SIDE
6.24%

2. INVERNESS CENTRAL
5.93%

3. INVERNESS MILLBURN
5.44%

Cycle to work usually or regularly

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>9.7%</td>
<td>10.4%</td>
<td>9.9%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary</td>
<td>5.1%</td>
<td>4.6%</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>P5-P7</td>
<td>N/A</td>
<td>13.8%</td>
<td>12.0%</td>
</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 16 SITES 16,670 EMPLOYEES

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 7 SCHOOLS 1,411 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING

29.4%
Midlothian

Headline trends and context

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

- **44.1%**

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

- **46.3%**

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

- **19.3%**

Work

**TOP THREE TRAVEL TO WORK BY BIKE WARDS**

1. **1.1%**
   - Midlothian West
2. **1.14%**
   - Bonnyrigg
3. **0.92%**
   - Penicuik

**NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 2,345 EMPLOYEES**

Schools

**PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL**

- **2010-12 AVERAGE 6.1%**
- **2013-15 AVERAGE 7.5%**
- **2015 7.9%**

**PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL**

- **2010-12 AVERAGE 0.8%**
- **2013-15 AVERAGE 0.5%**
- **2015 0.5%**

**PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)**

- **2010-12 AVERAGE 6.2%**
- **2013-15 AVERAGE 6.8%**
- **2015 8.3%**

**NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 20 SCHOOLS 7,055 PUPILS**

**PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING**

- **50%**
Moray

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES] 2
55.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
45.9%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
18.8%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1. FORRES (5.79%)
   - OR (6.8%)
2. HELDON AND LAICH (3.78%)
   - OR (3.9%)
3. ELGIN CITY NORTH (3.63%)
   - OR (4.0%)

CYCLE TO WORK USUALLY OR REGULARLY 6

- FORRES 2012-13: 3.5%
- HELDON AND LAICH 2013-14: 3.3%
- ELGIN CITY NORTH 2014-15: 3.4%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8

- 2010-12 AVERAGE: 6.8%
- 2013-15 AVERAGE: 6.6%
- 2015: 6.4%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9

- 2010-12 AVERAGE: 3.4%
- 2013-15 AVERAGE: 2.4%
- 2015: 2.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 10

- 2010-12 AVERAGE: 10.3%
- 2013-15 AVERAGE: 8.7%
- 2015: 8.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS 2,505 PUPILS 10

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 8
44.4%
## North Ayrshire

### Headline trends and context

<table>
<thead>
<tr>
<th>Metric</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>57.3%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>37.8%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>28.8%</td>
</tr>
</tbody>
</table>

### Work

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

1. NORTH COAST AND CUMBRAES: 1.23%
2. IRVINE WEST: 1.23%
3. ARDROSSAN AND ARRAN: 0.96%

### Schools

#### Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.7%</td>
<td>5.8%</td>
<td>5.3%</td>
</tr>
</tbody>
</table>

#### Percentage of children cycling to secondary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.8%</td>
<td>0.6%</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

#### Percentage of children cycling to school (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 AVERAGE</th>
<th>2013-15 AVERAGE</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N/A</td>
<td>6.0%</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

### Number of cycle friendly schools and pupils

- 7 schools: 1,435 pupils
North Lanarkshire

Headline trends and context

**Proportion of journeys within local authority under 5km (all modes)²**
- 56.1%

**Percentage of households with access to one or more bikes for private use³**
- 28.2%

**Percentage of households with no access to a car for private use⁴**
- 34.2%

**Work**

Top three travel to work by bike wards⁵

1. 0.88% Bellshill
2. 0.56% Abronhill, Kildrum and the Village
3. 0.52% Strathkelvin

**Cycle to work usually ° or regularly °⁶**

**Number of cycle friendly employers and employees - 3 sites 4,529 employees⁷**

**Schools**

**Percentage of children cycling to primary school⁸**
- 2010-12 Average: 2.7%
- 2013-15 Average: 4.2%
- 2015 Average: 4.1%

**Percentage of children cycling to secondary school⁹**
- 2010-12 Average: 0.2%
- 2013-15 Average: 0.2%
- 2015 Average: 0.2%

**Percentage of children cycling to school (P5-P7)⁹**
- 2010-12 Average: 3.4%
- 2013-15 Average: 4.5%
- 2015 Average: 4.1%

**Number of cycle friendly schools and pupils - 7 schools 2,329 pupils³⁰**

**Percentage of primary schools providing Bikeability Scotland Level 2 training⁸**
- 1.7%
Orkney Islands

**Headline trends and context**

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>48.1%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>38.8%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>19.8%</td>
</tr>
</tbody>
</table>

**Work**

Top three travel to work by bike wards:
1. Kirkwall East: 2.67%
2. Kirkwall West and Orphir: 2.32%
3. Stromness and South Isles: 2.05%

**Schools**

Percentage of children cycling to primary school:
- 2010-12 average: 4.1%
- 2013-15 average: 5.8%
- 2015: 4.2%

Percentage of children cycling to secondary school:
- 2010-12 average: 10.6%
- 2013-15 average: 3.0%
- 2015: 4.5%

Percentage of children cycling to school (P5-P7):
- 2010-12 average: 6.2%
- 2013-15 average: 11.9%
- 2015: 6.2%

Number of cycle friendly employers and employees - 1 site, 5 employees

Percentage of primary schools providing Bikeability Scotland Level 2 training: 50%
Perth & Kinross

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES) ²
44.5%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE ³
49.2%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE ⁴
20.5%

Work

Top three travel to work by bike wards ⁵

1. PERTH CITY CENTRE 2.52%
2. PERTH CITY SOUTH 1.85%
3. PERTH CITY NORTH 1.65%

Cycling to work usually or regularly ⁶

<table>
<thead>
<tr>
<th>Ward/Region</th>
<th>2010-12</th>
<th>2013-15</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perth &amp; Kinross 2012-13</td>
<td>2.6%</td>
<td>3.0%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Perth &amp; Kinross 2013-14</td>
<td>3.0%</td>
<td>1.8%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Perth &amp; Kinross 2014-15</td>
<td>4.0%</td>
<td>2.3%</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

Number of cycle friendly employers and employees - 3 sites 134 employees ⁷

Schools

Percentage of children cycling to primary school ⁸

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>5.6%</td>
<td>6.3%</td>
<td>6.4%</td>
</tr>
<tr>
<td>2013-15</td>
<td>6.3%</td>
<td>6.4%</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

Percentage of children cycling to secondary school ⁹

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>2.2%</td>
<td>0.7%</td>
<td>0.6%</td>
</tr>
<tr>
<td>2013-15</td>
<td>2.2%</td>
<td>0.7%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Percentage of children cycling to school (P5-P7) ¹⁰

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-12</td>
<td>7.5%</td>
<td>6.6%</td>
<td>7.0%</td>
</tr>
<tr>
<td>2013-15</td>
<td>7.5%</td>
<td>6.6%</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

Number of cycle friendly schools and pupils - 14 schools 2,724 pupils ¹¹

Percentage of primary schools providing Bikeability Scotland Level 2 training ¹²

61.6%
## Renfrewshire

### 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) 2</td>
<td>51.1%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use 3</td>
<td>26.2%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use 4</td>
<td>36.6%</td>
</tr>
</tbody>
</table>

### Work

**Top three travel to work by bike wards 6**

- **Renfrew North**: 1.38%
- **Paisley North West**: 1.16%
- **Paisley East & Ralston**: 1.05%

### Schools

**Percentage of children cycling to primary school 8**

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>2.3%</td>
<td>3.5%</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

**Percentage of children cycling to secondary school 9**

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary</td>
<td>0.5%</td>
<td>0.4%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Percentage of children cycling to school (P5-P7) 12**

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Number of cycle friendly employers and employees - 3 sites 7

- **2,595 employees**

### Number of cycle friendly schools and pupils - 4 schools 10

- **1,068 pupils**

**Percentage of primary schools providing Bikeability Scotland Level 2 training 11**

- **22.4%**
Scottish Borders

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES] 2
54.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
37.1%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
20.4%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1.69%
TWEEDDALE EAST

1.64%
KELSO AND DISTRICT

1.63%
GALASHIELS AND DISTRICT

CYCLE TO WORK USUALLY ⓦ OR REGULARLY ⓦ

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.6%</td>
<td>5.3%</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.7%</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 10

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.2%</td>
<td>5.2%</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 1 SITE 2,500 EMPLOYEES 7

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 5 SCHOOLS 1,048 PUPILS 10

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 8
28.6%
Shetland Islands

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)  
59.4%

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

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE  
17.8%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS:

1. LERWICK NORTH  1.01%
2. LERWICK SOUTH  0.80%
3. SHETLAND SOUTH  0.42%

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 2 SITES  202 EMPLOYEES

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL  
2010-12 AVERAGE  4.5%
2013-15 AVERAGE  5.1%
2015  4.6%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL  
2010-12 AVERAGE  1.3%
2013-15 AVERAGE  0.9%
2015  1.0%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)  
2010-12 AVERAGE  4.5%
2013-15 AVERAGE  5.0%
2015  4.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 9 SCHOOLS  1,091 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING  
65.5%
South Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM (ALL MODES)  
58.1%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE  
38.8%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE  
24.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS  
1. TROON (1.97%)
2. PRESTWICK (1.94%)
3. AYR WEST (1.71%)

 CYCLE TO WORK USUALLY OR REGULARLY  
1.2%

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL  
2010-12 AVERAGE 4.3% 2013-15 AVERAGE 6.1% 2015 4.9%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL  
2010-12 AVERAGE 1.4% 2013-15 AVERAGE 0.7% 2015 0.7%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7)  
2010-12 AVERAGE 5.2% 2013-15 AVERAGE 8.0% 2015 6.2%

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 5 SITES 3,487 EMPLOYEES

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS - 16 SCHOOLS 5,413 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING  
61%
South Lanarkshire

Headline trends and context

PROPORTION OF JOURNEYS WITHIN LOCAL AUTHORITY UNDER 5KM [ALL MODES] 2
54.2%

PERCENTAGE OF HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE 3
26.4%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
28.6%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1. RUTHERGLEN SOUTH
   2.79%

2. RUTHERGLEN CENTRAL AND NORTH
   2.72%

3. CAMBUSLANG WEST
   2.61%

Cycle to work usually or regularly 6

SOUTH LANARKSHIRE 2012-13
2.7%

SOUTH LANARKSHIRE 2013-14
1.2%

SOUTH LANARKSHIRE 2014-15
1.0%

Camberwell 2012-13
2.6%

Camberwell 2013-14
2.3%

Camberwell 2014-15
2.6%

Overall Scotland 2012-13
3.3%

Overall Scotland 2013-14
3.6%

Overall Scotland 2014-15
3.7%

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES - 7 SITES 2,670 EMPLOYEES 7

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8

2010-12 AVERAGE
2.1%

2013-15 AVERAGE
3.7%

2015
4.3%

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9

2010-12 AVERAGE
0.2%

2013-15 AVERAGE
0.2%

2015
0.3%

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 12

2010-12 AVERAGE
2.5%

2013-15 AVERAGE
3.9%

2015
4.6%

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

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 11

29.7%
Stirling

Headline trends and context

- Proportion of journeys within local authority under 5km (all modes): 62.1%
- Percentage of households with access to one or more bikes for private use: 45.3%
- Percentage of households with no access to a car for private use: 22.2%

Work

- Top three travel to work by bike wards:
  - Firth: 4.53%
  - Castle: 2.34%
  - Stirling West: 1.63%

Schools

- Percentage of children cycling to primary school:
  - 2010-12 average: 7.2%
  - 2013-15 average: 8.3%
  - 2015: 8.5%

- Percentage of children cycling to secondary school:
  - 2010-12 average: 3.4%
  - 2013-15 average: 1.3%
  - 2015: 1.4%

- Percentage of children cycling to school (P5-P7):
  - 2010-12 average: 8.0%
  - 2013-15 average: 8.9%
  - 2015: 8.9%

- Number of cycle-friendly employers and employees: 15 sites, 4,218 employees

- Number of cycle-friendly schools and pupils: 15 schools, 4,297 pupils

- Percentage of primary schools providing Bikeability Scotland Level 2 training: 67.5%
# West Dunbartonshire

## Headline trends and context

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys within local authority under 5km (all modes)</td>
<td>66.3%</td>
</tr>
<tr>
<td>Percentage of households with access to one or more bikes for private use</td>
<td>27.5%</td>
</tr>
<tr>
<td>Percentage of households with no access to a car for private use</td>
<td>39.2%</td>
</tr>
</tbody>
</table>

### Work

**Cycle to work usually** or regularly

<table>
<thead>
<tr>
<th>Ward</th>
<th>CYCLE TO WORK USUALLY</th>
<th>CYCLE TO WORK REGULARLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clydesbank Waterfront</td>
<td>1.01%</td>
<td>&lt;0.5%</td>
</tr>
<tr>
<td>Lomond</td>
<td>0.75%</td>
<td>&lt;0.5%</td>
</tr>
<tr>
<td>Dumbarton</td>
<td>0.71%</td>
<td>&lt;0.5%</td>
</tr>
</tbody>
</table>

### Schools

#### Percentage of children cycling to primary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primary</td>
<td>Secondary</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5%</td>
<td>0.7%</td>
<td>1.8%</td>
</tr>
<tr>
<td></td>
<td>2.0%</td>
<td>0.6%</td>
<td>2.2%</td>
</tr>
<tr>
<td></td>
<td>1.7%</td>
<td>0.4%</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

#### Percentage of children cycling to secondary school

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primary</td>
<td>Secondary</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5%</td>
<td>0.7%</td>
<td>1.8%</td>
</tr>
<tr>
<td></td>
<td>2.0%</td>
<td>0.6%</td>
<td>2.2%</td>
</tr>
<tr>
<td></td>
<td>1.7%</td>
<td>0.4%</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

#### Percentage of children cycling to school (P5-P7)

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primary</td>
<td>Secondary</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5%</td>
<td>0.7%</td>
<td>1.8%</td>
</tr>
<tr>
<td></td>
<td>2.0%</td>
<td>0.6%</td>
<td>2.2%</td>
</tr>
<tr>
<td></td>
<td>1.7%</td>
<td>0.4%</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

### Number of cycle friendly employers and employees

- **West Dunbartonshire 2012-13**: 3.1%
- **West Dunbartonshire 2013-14**: 3.1%
- **West Dunbartonshire 2014-15**: 2.2%
- **Strathclyde 2013-14**: 3.6%
- **Strathclyde 2014-15**: 3.7%
- **Overall Scotland 2012-13**: 3.3%
- **Overall Scotland 2013-14**: 3.6%
- **Overall Scotland 2014-15**: 2.5%
- **Overall Scotland 2015**: 2.2%

### Number of cycle friendly schools and pupils

- **West Dunbartonshire 2012-13**: 3.1%
- **West Dunbartonshire 2013-14**: 3.1%
- **West Dunbartonshire 2014-15**: 2.2%
- **Strathclyde 2013-14**: 3.6%
- **Strathclyde 2014-15**: 3.7%
- **Overall Scotland 2012-13**: 3.3%
- **Overall Scotland 2013-14**: 3.6%
- **Overall Scotland 2014-15**: 2.5%
- **Overall Scotland 2015**: 2.2%

### Number of cycle friendly employers and employees

- **West Dunbartonshire 2012-13**: 2.812 employees
- **West Dunbartonshire 2013-14**: 3.1%
- **West Dunbartonshire 2014-15**: 2.2%
- **Strathclyde 2013-14**: 3.6%
- **Strathclyde 2014-15**: 3.7%
- **Overall Scotland 2012-13**: 3.3%
- **Overall Scotland 2013-14**: 3.6%
- **Overall Scotland 2014-15**: 2.5%
- **Overall Scotland 2015**: 2.2%

### Number of cycle friendly schools and pupils

- **West Dunbartonshire 2012-13**: 1.574 pupils
- **West Dunbartonshire 2013-14**: 1.574 pupils
- **West Dunbartonshire 2014-15**: 1.574 pupils
- **Strathclyde 2013-14**: 2.6%
- **Strathclyde 2014-15**: 2.6%
- **Overall Scotland 2012-13**: 1.2%
- **Overall Scotland 2013-14**: 1.2%
- **Overall Scotland 2014-15**: 1.2%

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

- **West Dunbartonshire 2012-13**: 38.2%
West Lothian

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
34.0%

PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE 4
26.3%

Work

TOP THREE TRAVEL TO WORK BY BIKE WARDS 5

1.
BROXBURN, UPHALL AND WINCHBURGH
1.19%

2.
EAST LIVINGSTON AND EAST CALDER
1.13%

3.
LIVINGSTON NORTH
1.00%

CYCLE TO WORK USUALLY • OR REGULARLY • 6

Number of cycle friendly employers and employees - 2 sites 530 employees 7

Schools

PERCENTAGE OF CHILDREN CYCLING TO PRIMARY SCHOOL 8

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.9%</td>
<td>5.6%</td>
<td>6.3%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SECONDARY SCHOOL 9

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.9%</td>
<td>0.6%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF CHILDREN CYCLING TO SCHOOL (P5-P7) 10

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-12 Average</th>
<th>2013-15 Average</th>
<th>2015 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.0%</td>
<td>6.0%</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

Number of cycle friendly schools and pupils - 6 schools 1,851 pupils 10

PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING 11
15.2%
4. Key Areas For Focus & Development
Monitoring continues to be part of the refreshed Cycling Action Plan for Scotland 2017. 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 2017/18.

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.

**MON17.1 Ensure cycling mode share 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.

**MON17.2 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. Taking the learning and experience from the Bike Life Report of Edinburgh published in 2015, all 7 Scottish cities have been encouraged to develop and publish a Bike Life report by the end of 2018 as part of CAPS 2017.

**MON17.3 Co-ordinating Cycling Data**

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

**MON17.4 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. It is also important to keep track of the public perception of projects, establish the pros and cons of what is being done and to take feedback into account in order to ensure widespread representation.

**MON16.5 Utilising Automatic Cycling Counters**

Establish a network of automatic cycle counters, particularly looking at key routes on corridors so that changes can be monitored over time. Establishing a network of counters is not simply about installation, though, and consideration must first be made on what is being monitored [e.g. just people cycling – or all modes, etc.] In addition, type, data retrieval, maintenance and installation must all be considered. Action 19 in CAPS 2013 notes development of guidance relating to automatic cycle counters, and Cycling Scotland worked with partners throughout 2015 to create a gap analysis of automatic cycle counters. Cycling Scotland recently launched expressions of interest for the National Monitoring Framework. This project aims to deliver a Scotland-wide approach to monitoring cycling modal share, complementing existing monitoring schemes. Focusing specifically on progress towards the 10% vision of the Cycle Action Plan for Scotland, Cycling Scotland is seeking partners to assist in the establishment of a benchmark across settlements in Scotland to help create a long-term monitoring system.

**MON17.6 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.