Introduction

The 2017 Cycling Action Plan for Scotland (CAPS) Action 18 states that the CAPS Delivery Forum should: “agree a suite of national indicators to inform the national picture of cycling participation, to be reported annually to Transport Scotland”.

The report shows that 352 million vehicle km were cycled on all roads by pedal cycles in 2016, which is a 2.6% increase on 2015 and a 13.5% increase from 5 years ago.

CAPS 2017: National Suite of Indicators (Action 18)

The Annual Cycling Monitoring Report 2018 builds upon previous editions and delivers on Action 18 of the Cycling Action Plan for Scotland. It also highlights progress on the Long Term Vision for Active Travel, supports the National Walking Strategy and the implementation of the 2017 Programme for Government.

The report examines trends and statistics at both a national and local level with the aim of providing further insight around cycling in Scotland.

The report shows that 352 million vehicle km were cycled on all roads by pedal cycles in 2016, which is a 2.6% increase on 2015 and a 13.5% increase from 5 years ago. Cycling’s mode share remains at 1.2% while 5% of adults usually or regularly cycled to work and 5.1% of primary school pupils normally travel to school by bike.

When looking at frequency of cycling, the report shows that 10.5% of people in further or higher education cycled as a means of transport in the last 7 days while 11% of people had participated in at least 30 minutes of cycling within the previous 4 weeks.

Looking at access to bikes, 33.8% of households in Scotland have one or more bikes for private use while 37.4% of people were aware of available cycle hire schemes.

Cycling safety has improved over recent years, with the KSI rate per million vehicle KMs dropping to 0.44 and the overall casualty rate per million vehicle KMs dropping to 2.24 in 2016. It is worth noting that, on average between 2012 and 2016, there were 32 reported casualties of all severities in areas with a 20mph speed limit compared with 673 in areas with a 30mph speed limit.

Whilst the report focuses on headline trends and key facts & figures, more detailed versions of the datasets will be made available at cycling.scot to allow further analysis and examination.
MODE SHARE

1.2% of people cycled as a main mode of travel in 2016.
This figure has fluctuated between 0.8% and 1.4% since 2010.

TOTAL AMOUNT OF CYCLING

352 million vehicle km were cycled on all roads by pedal cycles in 2016.
This is a 13.5% increase from 2013 and a 2.6% increase on 2015.

NATIONAL CYCLE NETWORK

3,800 km of routes

1,060 km of traffic free routes

40.9% of the Scottish population now live within 0.5 km of the National Cycle Network.
This is a 1.2% increase from September 2013 to June 2016.

Usage per km of National Cycle Network

Annual usage estimates (AUE) of pedestrian and cyclist trips on the National Cycle Network in Scotland

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>usage per km</td>
<td>13.312</td>
<td>13.861</td>
<td>15.609</td>
<td>14.684</td>
<td>14.779</td>
<td>0.6%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>usage per km</td>
<td>42.050</td>
<td>43.728</td>
<td>48.457</td>
<td>45.588</td>
<td>45.882</td>
<td></td>
</tr>
</tbody>
</table>

1. Source: Scottish Household Survey Travel Diary 2016 [Table TD2]
2. Source: Reported Road Casualties 2016 [Table 13]
3. Source: Sustrans Scotland
4. Source: Sustrans Scotland
### Participation in Cycling

- **11%** of people said they had participated in at least 30 minutes of cycling within the four weeks prior.

### Frequency of Cycling Journeys in Previous 7 Days

- **5.9%** of people cycled as a means of transport.
- **8.6%** of men cycled as a means of transport.
- **3.4%** of women cycled as a means of transport.
- **10.5%** of people in further/higher education cycled as a means of transport.
- **13%** of 16-24 year olds cycled at least once a week as a means of transport.
- **14%** of 25-34 year olds cycled at least once a week as a means of transport.
- **14%** of 35-44 year olds cycled at least once a week as a means of transport.
- **9.8%** of people who live in small remote towns cycled at least once a week for pleasure/to keep fit.
- **4.2%** of women cycled just for pleasure.

### Additional Information

5. Source: Scotland’s People Annual Report: Results from the 2016 Scottish Household Survey [Table 8.1]
6. Source: Scottish Household Survey 2016 [Table 25a]
### CYCLING TO WORK

The figures below indicate the percentage of adults who ‘usually’ or ‘regularly’ cycle to work.

<table>
<thead>
<tr>
<th>Year</th>
<th>TOTAL</th>
<th>USUALLY</th>
<th>REGULARLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>4.5%</td>
<td>2.4%</td>
<td>2.1%</td>
</tr>
<tr>
<td>2011</td>
<td>5.2%</td>
<td>2.3%</td>
<td>2.9%</td>
</tr>
<tr>
<td>2012</td>
<td>5.4%</td>
<td>2.0%</td>
<td>3.2%</td>
</tr>
<tr>
<td>2013</td>
<td>5.5%</td>
<td>2.0%</td>
<td>3.3%</td>
</tr>
<tr>
<td>2014</td>
<td>6.6%</td>
<td>2.6%</td>
<td>4.0%</td>
</tr>
<tr>
<td>2015</td>
<td>5.6%</td>
<td>2.2%</td>
<td>3.4%</td>
</tr>
<tr>
<td>2016</td>
<td>5.0%</td>
<td>2.6%</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

### Reasons for not cycling to work

The question was moved to biennial in 2014 and was omitted from the 2016 survey. 2014 is the latest available data. The top 5 reasons below make up 92.2% of all reasons for not cycling to work:

<table>
<thead>
<tr>
<th>Reason</th>
<th>2014</th>
<th>2010-14 AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too far to cycle</td>
<td>33.5%</td>
<td>35.9%</td>
</tr>
<tr>
<td>Weather too cold/wet/windy</td>
<td>16.2%</td>
<td>18.9%</td>
</tr>
<tr>
<td>Too many cars on the road</td>
<td>18.2%</td>
<td>14.1%</td>
</tr>
<tr>
<td>Do not have a bike</td>
<td>11.9%</td>
<td>13.6%</td>
</tr>
<tr>
<td>Traffic travels too fast</td>
<td>12.4%</td>
<td>11.5%</td>
</tr>
</tbody>
</table>
The figures below show the percentage of children who answered "bicycle" when asked "How do you normally travel to school?"

<table>
<thead>
<tr>
<th>Year</th>
<th>PRIMARY SCHOOL</th>
<th>SECONDARY SCHOOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>3.7%</td>
<td>1.2%</td>
</tr>
<tr>
<td>2011</td>
<td>4.0%</td>
<td>1.3%</td>
</tr>
<tr>
<td>2012</td>
<td>4.1%</td>
<td>1.1%</td>
</tr>
<tr>
<td>2013</td>
<td>5.0%</td>
<td>0.9%</td>
</tr>
<tr>
<td>2014</td>
<td>5.0%</td>
<td>0.9%</td>
</tr>
<tr>
<td>2015</td>
<td>5.1%</td>
<td>1.0%</td>
</tr>
<tr>
<td>2016</td>
<td>5.1%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Travel Tracker is a project by Living Streets Scotland which allows pupils to log the mode they used to travel to school that day. This section takes a slice of the Travel Tracker data to examine the cycling trends in an Urban, Urban/Rural and Rural Local Authority over a school year.

![Travel Tracker Graph]

**Access to Bikes**

33.8% of households in Scotland have access to one or more bikes for private use in 2016. This figure has been largely static with an average of 34.6% since 2010.

Source: Hands Up Scotland Survey 2016 [Table 2.3]
Source: Transport and Travel in Scotland 2016 – SHS LA Results [Table 8]
SAFETY

NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED (KSI) \(^{12}\)

<table>
<thead>
<tr>
<th>Year</th>
<th>Killed</th>
<th>Seriously Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>7</td>
<td>138</td>
</tr>
<tr>
<td>2011</td>
<td>7</td>
<td>156</td>
</tr>
<tr>
<td>2012</td>
<td>9</td>
<td>169</td>
</tr>
<tr>
<td>2013</td>
<td>13</td>
<td>149</td>
</tr>
<tr>
<td>2014</td>
<td>8</td>
<td>159</td>
</tr>
<tr>
<td>2015</td>
<td>5</td>
<td>164</td>
</tr>
<tr>
<td>2016</td>
<td>8</td>
<td>148</td>
</tr>
</tbody>
</table>

CHILD CYCLING KSIs \(^{12}\)

<table>
<thead>
<tr>
<th>Year</th>
<th>Killed</th>
<th>Seriously Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>1</td>
<td>23</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>23</td>
</tr>
<tr>
<td>2012</td>
<td>1</td>
<td>21</td>
</tr>
<tr>
<td>2013</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>2015</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>2016</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>

REPORTED CASUALTIES BY SPEED LIMIT (2012 TO 2016 AVERAGE) \(^{13}\)

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Killed</th>
<th>Seriously Injured</th>
<th>Minor</th>
<th>All Severities</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 mph</td>
<td>0</td>
<td>5</td>
<td>27</td>
<td>32</td>
</tr>
<tr>
<td>30 mph</td>
<td>2</td>
<td>110</td>
<td>561</td>
<td>673</td>
</tr>
<tr>
<td>40 mph</td>
<td>1</td>
<td>10</td>
<td>31</td>
<td>42</td>
</tr>
<tr>
<td>50 mph</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>60 mph</td>
<td>4</td>
<td>27</td>
<td>62</td>
<td>93</td>
</tr>
<tr>
<td>70 mph</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>158</td>
<td>688</td>
<td>855</td>
</tr>
</tbody>
</table>

On average between 2012 and 2016, there were 32 reported casualties of all severities in areas with a 20mph speed limit compared with 673 in areas with a 30mph speed limit.

KSI RATES PER MILLION VEHICLE KMs \(^{14}\)

<table>
<thead>
<tr>
<th>Year</th>
<th>KSI rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>0.49</td>
</tr>
<tr>
<td>2011</td>
<td>0.53</td>
</tr>
<tr>
<td>2012</td>
<td>0.57</td>
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<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>
<tr>
<td>2016</td>
<td>0.44</td>
</tr>
</tbody>
</table>

OVERALL CASUALTY RATES PER MILLION VEHICLE KMs

<table>
<thead>
<tr>
<th>Year</th>
<th>Casualty rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>2.62</td>
</tr>
<tr>
<td>2011</td>
<td>2.70</td>
</tr>
<tr>
<td>2012</td>
<td>2.92</td>
</tr>
<tr>
<td>2013</td>
<td>2.69</td>
</tr>
<tr>
<td>2014</td>
<td>2.42</td>
</tr>
<tr>
<td>2015</td>
<td>2.33</td>
</tr>
<tr>
<td>2016</td>
<td>2.24</td>
</tr>
</tbody>
</table>

Vehicles involved in reported injury accidents

In 2016, Cars & Taxis were involved in 85.7% of accidents involving a pedal cycle despite making up 76.1% of traffic volume.

On average since 2010, Cars & Taxis have been involved in 85.3% of accidents involving a pedal cycle.

In 2016, Light Goods Vehicles made up 15.9% of traffic volume and were involved in 8% of accidents involving a pedal cycle. On average since 2010, LGVs have been involved in 6.7% of accidents involving a pedal cycle with an average traffic volume of 14.7%.

\(^{12}\) Source: Reported Road Casualties 2016 [Table A]

\(^{13}\) Source: Reported Road Casualties 2016 [Table 33]

\(^{14}\) Source: Reported Road Casualties 2016 [Table 13]
AWARENESS AND UPTAKE OF SUSTAINABLE TRANSPORT POLICIES

Just over a third of people who were asked were aware of cycle hire schemes. Of these people, 3.6% had used them.

AWARENESS OF CYCLE HIRE SCHEMES

**ALL**

37.4%

**MEN**

41.7%

**WOMEN**

33.4%

USAGE BY THOSE WHO WERE AWARE OF THE SCHEMES

**ALL**

3.6%

**MEN**

4.4%

**WOMEN**

2.6%

61.5% of all journeys in Scotland were under 5km in distance.

In 2016, the average cycling journey was 7.6km in length.

DISTANCE TRAVELLED - JOURNEYS UNDER 5km

**UNDER 1km**

24.1%

**1 TO UNDER 2km**

15.5%

**2 TO UNDER 3km**

9.7%

**3 TO UNDER 5km**

12.2%

**TOTAL UNDER 5KM**

61.5%
Introduction

The Local section of the Annual Cycling Monitoring Report 2018 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 opposite.

1. PROPORTION OF JOURNEYS UNDER 5KM
   Source: Scottish Household Survey 2016: 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 generally around 5km in length.

2. HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
   Source: Scottish Household Survey 2016: 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.

3. HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
   Source: Scottish Household Survey 2016: Local Area Analysis [Table 4] – Transport Scotland
   This dataset indicates the percentage of households that do not have access to a car for private use.

4. CYCLE TO WORK USUALLY OR REGULARLY
   Source: Scottish Household Survey 2016 with further information from Transport Scotland
   This dataset indicates the percentage of adults ‘usually’ or ‘regularly’ cycling to work in each local authority.

5. NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES
   Source: Cycling Scotland 2018
   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 from Cycling Scotland for Scottish employers committed to increasing levels of cycling.

6. CHILDREN CYCLING TO PRIMARY SCHOOL
   Source: Hands Up Survey Scotland 2016 [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.

7. CHILDREN CYCLING TO SECONDARY SCHOOL
   Source: Hands Up Survey Scotland 2016 [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.

8. NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS
   Source: Cycling Scotland 2018
   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 from Cycling Scotland for Scottish schools committed to increasing levels of cycling.

9. PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING
   Source: Data provided by local authorities
   Bikeability Scotland is a cycle training programme 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.
Local Area specific highlights - Top 5

THE TOP 5 LOCAL AUTHORITIES WHO USUALLY OR REGULARLY CYCLE TO WORK 17

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highland</td>
<td>13.6%</td>
</tr>
<tr>
<td>Moray</td>
<td>11.2%</td>
</tr>
<tr>
<td>Edinburgh City</td>
<td>10.8%</td>
</tr>
<tr>
<td>Dundee City</td>
<td>7.5%</td>
</tr>
<tr>
<td>East Lothian</td>
<td>7.1%</td>
</tr>
<tr>
<td>National Average</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

THE TOP 5 LOCAL AUTHORITIES BY PERCENTAGE OF JOURNEYS THAT ARE UNDER 5km 18

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dundee City</td>
<td>81.0%</td>
</tr>
<tr>
<td>Aberdeen City</td>
<td>73.8%</td>
</tr>
<tr>
<td>Edinburgh City</td>
<td>73.8%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>71.1%</td>
</tr>
<tr>
<td>Argyll &amp; Bute</td>
<td>71.0%</td>
</tr>
<tr>
<td>National Average</td>
<td>59.4%</td>
</tr>
</tbody>
</table>

THE TOP 5 LOCAL AUTHORITIES THAT HAVE ACCESS TO AT LEAST ONE BIKE FOR PRIVATE USE 19

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moray</td>
<td>56.4%</td>
</tr>
<tr>
<td>Aberdeen City</td>
<td>49.9%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>49.0%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>44.9%</td>
</tr>
<tr>
<td>Argyll &amp; Bute</td>
<td>44.0%</td>
</tr>
<tr>
<td>National Average</td>
<td>34.9%</td>
</tr>
</tbody>
</table>

17. Source: Scottish Household Survey 2016 with additional information from Transport Scotland
18. Source: Scottish Household Survey 2016 Local Authority Analysis [Table 19]
19. Source: Scottish Household Survey 2016 Local Authority Analysis [Table 8]
### Cycling to work - Regional analysis

<table>
<thead>
<tr>
<th>Region</th>
<th>2010-2015 Average</th>
<th>2015-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highlands &amp; Islands</td>
<td>3.5%</td>
<td>4.8%</td>
</tr>
<tr>
<td></td>
<td>5.9%</td>
<td>6.3%</td>
</tr>
<tr>
<td>North-East Scotland</td>
<td>1.8%</td>
<td>2.3%</td>
</tr>
<tr>
<td></td>
<td>3.2%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Zetland</td>
<td>0.3%</td>
<td>1.2%</td>
</tr>
<tr>
<td></td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>South East Scotland</td>
<td>3.2%</td>
<td>3.0%</td>
</tr>
<tr>
<td></td>
<td>3.6%</td>
<td>3.1%</td>
</tr>
<tr>
<td>South West Scotland</td>
<td>2.2%</td>
<td>2.2%</td>
</tr>
<tr>
<td></td>
<td>5.3%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Strathclyde</td>
<td>1.4%</td>
<td>1.7%</td>
</tr>
<tr>
<td></td>
<td>2.2%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Tayside &amp; Central</td>
<td>2.3%</td>
<td>1.9%</td>
</tr>
<tr>
<td></td>
<td>3.3%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Scotland overall</td>
<td>2.0%</td>
<td>2.4%</td>
</tr>
<tr>
<td></td>
<td>3.1%</td>
<td>2.9%</td>
</tr>
</tbody>
</table>

### CYCLE TO WORK USUALLY OR REGULARLY

- Highlands & Islands
  - Argyll & Bute
  - Eilean Siar
  - Highland
  - Moray
  - Orkney Islands
- North-East Scotland
  - Aberdeen City
  - Aberdeenshire
- Zetland
  - Shetland Islands
- South East Scotland
  - Clackmannanshire
  - East Lothian
  - Edinburgh City
  - Falkirk
  - Fife
  - Midlothian
  - Scottish Borders
  - West Lothian
- Strathclyde
  - East Ayrshire
  - East Dunbartonshire
  - East Renfrewshire
  - Glasgow City
  - Inverclyde
  - North Ayrshire
  - North Lanarkshire
  - Renfrewshire
  - South Ayrshire
  - South Lanarkshire
  - West Dunbartonshire
- Tayside & Central
  - Angus
  - Dundee City
  - Perth & Kinross
  - Stirling
- South West Scotland
  - Dumfries & Galloway
Aberdeen City

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 73.8%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 34.7%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 31.5%

Work

<table>
<thead>
<tr>
<th>Year</th>
<th>Cycle to Work Usually</th>
<th>2010-15 Average</th>
<th>2015-16</th>
<th>Cycle to Work Usually</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-15</td>
<td>2.4%</td>
<td>3.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015-16</td>
<td>3.2%</td>
<td>3.5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**
- 22 sites
- 9754 employees

Schools

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 3.2%
- 5.0%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 1.1%
- 1.5%

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 68.1%

**NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS**
- 13 schools
- 3758 pupils
Aberdeenshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
45.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
49.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
8.7%

Work

2010-15 AVERAGE
1.2% 2.9%

2015-16
1.5% 3.9%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
2 sites
1,100 employees

Schools

Children cycling to primary school
4.7%
6.2%

Children cycling to secondary school
1.6%
2.3%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
79.6%

2010-15 AVERAGE
2016

Number of cycle friendly schools and pupils
36 schools
9,392 pupils
Angus

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 49.6%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 44.0%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 20.2%

**Work**

<table>
<thead>
<tr>
<th>2010-15 AVERAGE</th>
<th>2015-16</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CYCLE TO WORK USUALLY OR REGULARLY</strong></td>
<td></td>
</tr>
<tr>
<td>2.5%</td>
<td>3.3%</td>
</tr>
<tr>
<td>4.0%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

**NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**
- 6 SITES
- 1210 EMPLOYEES

**Schools**

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 2010-15 AVERAGE
- 3.4%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 2.3%
- 1.3%

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 50.0%

**NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS**
- 7 SCHOOLS
- 3820 PUPILS
Argyll & Bute

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
71.0%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
44.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
25.5%

Work

2010-15 AVERAGE
2.1% 6.6%

2015-16
0.3% 3.8%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
3 sites
6 employees

Schools

Children cycling to primary school
3.6%
4.1%

Children cycling to secondary school
1.2%
0.8%

Number of cycle friendly schools and pupils
4 schools
215 pupils
Clackmannanshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
- 47.4%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
- 28.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
- 27.0%

Work

2010-15 AVERAGE
- CYCLE TO WORK USUALLY: 4.1%
- OR REGULARLY: 2.5%

2015-16
- CYCLE TO WORK USUALLY: 2.7%
- OR REGULARLY: 3.2%

Number of cycle friendly employers and employees
- 9 SITES
- 4297 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL
- 4.7%
- 5.2%

CHILDREN CYCLING TO SECONDARY SCHOOL
- 0.7%
- 0.3%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
- 16.7%

Number of cycle friendly schools and pupils
- 3 SCHOOLS
- 716 PUPILS
### Dumfries & Galloway

#### Headline trends and context

**Proportion of journeys under 5km**
- 59.7%

**Households with access to one or more bikes for private use**
- 36.1%

**Households with no access to a car for private use**
- 19.8%

#### Work

**2010-15 Average**
- 2.2%
- 6.2%

**2015-16**
- 2.2%
- 1.9%

**Cycle to work usually or regularly**

**Number of cycle friendly employers and employees**
- 3 sites
- 824 employees

#### Schools

**Children cycling to primary school**
- 2010-15 Average: 5.2%
- 2016: 5.1%

**Children cycling to secondary school**
- 2010-15 Average: 1.5%
- 2016: 1.4%

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 43.4%
**Dundee City**

**Headline trends and context**

**PROPORTION OF JOURNEYS UNDER 5KM**
- 81.0%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 21.3%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 44.8%

**Work**

2010-15 AVERAGE
- CYCLE TO WORK USUALLY: 2.6%
- REGULARLY: 3.7%

2015-16
- CYCLE TO WORK USUALLY: 1.0%
- REGULARLY: 6.5%

**Number of Cycle Friendly Employers and Employees**
- 6 SITES
- 6549 EMPLOYEES

**Schools**

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 2010-15 AVERAGE: 2.2%
- 2016: 3.5%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 2010-15 AVERAGE: 1.3%
- 2016: 1.0%

**Number of Cycle Friendly Schools and Pupils**
- 2 SCHOOLS
- 1381 PUPILS

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 11.4%
East Ayrshire

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**

- 52.7%

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

- 33.9%

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

- 24.9%

**Work**

**2010-15 AVERAGE**

- CYCLE TO WORK USUALLY OR REGULARLY
  - 1.4% 2.9%

**2015-16**

- 0.3% 2.6%

**Children cycling to Primary School**

- 4.0%

**Children cycling to Secondary School**

- 4.7%

- 0.4%

- 0.3%

**Schools**

**2010-15 AVERAGE**

**2016**

**Number of Cycle Friendly Employers and Employees**

- 1 SITE

**Number of Cycle Friendly Schools and Pupils**

- 6 SCHOOLS

**2623 PUPILS**
East Dunbartonshire

**Headline trends and context**

**Proportion of journeys under 5km**
- 55.8%

**Households with access to one or more bikes for private use**
- 37.4%

**Households with no access to a car for private use**
- 18.4%

**Work**

**2010-15 average**
- 1.9% (cycle to work usually)
- 4.7% (cycle to work regularly)

**2015-16**
- 0.5% (cycle to work usually)
- 2.6% (cycle to work regularly)

**Number of cycle friendly employers and employees**
- 2 sites
- 383 employees

**Schools**

**Children cycling to primary school**
- 3.9% (2010-15 average)
- 2016%

**Children cycling to secondary school**
- 0.6% (2010-15 average)

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 22.2%
### East Lothian

#### Headline trends and context

**Proportion of journeys under 5km**

- **50.4%**

**Households with access to one or more bikes for private use**

- **32.1%**

**Households with no access to a car for private use**

- **22.5%**

#### Work

**2010-15 average**

- **1.6%**
  - **5.0%**

**2015-16**

- **1.8%**
  - **5.3%**

#### Schools

**Children cycling to primary school**

- **9.9%**
  - **12.2%**

**Children cycling to secondary school**

- **2.3%**
  - **4.7%**

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

- **29.4%**

#### Cycle to work usually or regularly

- **2 Sites**
- **7 Employees**

#### Number of cycle friendly employers and employees

- **13 Schools**
- **5555 Pupils**
## East Renfrewshire

### Headline trends and context

<table>
<thead>
<tr>
<th>Journey Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of journeys under 5km</td>
<td>60.0%</td>
</tr>
<tr>
<td>Households with access to one or more bikes</td>
<td>33.6%</td>
</tr>
<tr>
<td>Households with no access to a car</td>
<td>19.2%</td>
</tr>
</tbody>
</table>

### Work

<table>
<thead>
<tr>
<th>Year</th>
<th>Cycle to Work Usually or Regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-15</td>
<td>1.7% 2.3%</td>
</tr>
<tr>
<td>2015-16</td>
<td>0.4% 1.5%</td>
</tr>
</tbody>
</table>

### Schools

<table>
<thead>
<tr>
<th>Journey Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children cycling to primary school</td>
<td>3.5%</td>
</tr>
<tr>
<td>Children cycling to secondary school</td>
<td>3.3%</td>
</tr>
<tr>
<td>Percentage of primary schools delivering Level 2 bikeability Scotland training</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Number of Cycle Friendly Employers and Employees

- **8 sites**: 1459 employees

### Number of Cycle Friendly Schools and Pupils

- **17 schools**: 6480 pupils
Edinburgh City

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
73.8%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
33.7%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
38.9%

Work

2010-15 AVERAGE
7.7% 5.7%

2015-16
6.9% 3.9%

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL
6.2%
6.5%

CHILDREN CYCLING TO SECONDARY SCHOOL
1.7%
1.9%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING
68.2%

Number of cycle friendly employers and employees
148 sites
69,485 employees

Number of cycle friendly schools and pupils
27 schools
15,477 pupils
Eilean Siar

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
- 53.9%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
- 37.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
- 17.0%

Work

2010-15 AVERAGE
- 1.6%

2015-16
- 0.4%

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL
- 6.0%

- 4.5%

CHILDREN CYCLING TO SECONDARY SCHOOL
- 1.1%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING
- 4.5%
Falkirk

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 68.9%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 29.0%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 34.9%

Work

**2010-15 AVERAGE**
- 0.9%
- 2.1%

**2015-16**
- 1.3%
- 1.8%

**CYCLE TO WORK USUALLY OR REGULARLY**

**NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**
- 5 SITES
- 2243 EMPLOYEES

Schools

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 4.2%
- 5.3%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 1.7%
- 0.4%

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 4.0%

**2010-15 AVERAGE**
- 10991 PUPILS

**2016**
- 18 SCHOOLS
Fife

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 59.6%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 30.6%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 29.7%

Work

2010-15 AVERAGE

<table>
<thead>
<tr>
<th></th>
<th>Cycle to Work Usually</th>
<th>Cycle to Work Regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-15 AVERAGE</td>
<td>1.6%</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

2015-16

<table>
<thead>
<tr>
<th></th>
<th>Cycle to Work Usually</th>
<th>Cycle to Work Regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td>1.1%</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

Schools

- **CHILDREN CYCLING TO PRIMARY SCHOOL**
  - 3.8%
  - 4.3%

- **CHILDREN CYCLING TO SECONDARY SCHOOL**
  - 0.6%
  - 0.7%

- **PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
  - 36.3%
## Glasgow City

### Headline trends and context

<table>
<thead>
<tr>
<th>Metric</th>
<th>2010-15 Average</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with access to one or more bikes for private use</td>
<td>27.8%</td>
<td></td>
</tr>
<tr>
<td>Households with no access to a car for private use</td>
<td>48.6%</td>
<td></td>
</tr>
<tr>
<td>Proportion of journeys under 5km</td>
<td>71.1%</td>
<td></td>
</tr>
</tbody>
</table>

### Work

<table>
<thead>
<tr>
<th>Year</th>
<th>2010-15 Average</th>
<th>2015-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle to work usually or regularly</td>
<td>2.4%</td>
<td>3.0%</td>
</tr>
<tr>
<td></td>
<td>3.0%</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

### Schools

- **Children cycling to primary school**
  - 2010-15 Average: 3.0%
  - 2016: 3.6%
- **Children cycling to secondary school**
  - 2010-15 Average: 0.5%
  - 2016: 0.5%
- **Percentage of primary schools delivering Level 2 Bikeability Scotland training**
  - 2010-15 Average: 28.8%
Highland

**Headline trends and context**

**Proportion of journeys under 5km**
- 58.1%

**Households with access to one or more bikes for private use**
- 49.0%

**Households with no access to a car for private use**
- 18.1%

**Work**

2010-15 AVERAGE
- Cycle to work usually: 4.4%
- Cycle to work regularly: 5.7%

2015-16
- Cycle to work usually: 7.3%
- Cycle to work regularly: 6.3%

**Number of cycle friendly employers and employees**
- 19 sites
- 16,772 employees

**Schools**

**Children cycling to primary school**
- 2010-15 AVERAGE: 10.0%
- 2016: 9.9%

**Children cycling to secondary school**
- 2010-15 AVERAGE: 4.9%
- 2016: 2.7%

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 36.4%

**Number of cycle friendly schools and pupils**
- 8 schools
- 1,764 pupils
**Inverclyde**

### Headline trends and context

**Proportion of journeys under 5km**
- 57.5%

**Households with access to one or more bikes for private use**
- 24.2%

**Households with no access to a car for private use**
- 35.0%

### Work

**Cycle to work usually or regularly**

<table>
<thead>
<tr>
<th>2010-15 Average</th>
<th>2015-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8%</td>
<td>0.4%</td>
</tr>
<tr>
<td>2.3%</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

### Schools

**Children cycling to primary school**
- 1.2%
- 0.8%

**Children cycling to secondary school**
- 0.1%

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 20.0%

**Number of cycle friendly schools and pupils**
- 9 schools
- 2513 pupils
Midlothian

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
48.3%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
30.4%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
20.7%

Work

2010-15 AVERAGE
0.9% 2.8%

2015-16
0.4% 0.7%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
5 sites
2345 employees

Schools

Children cycling to primary school
6.8% 8.8%

Children cycling to secondary school
0.6% 0.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
81.3%

2010-15 average 2016

Number of cycle friendly schools and pupils
22 schools
8337 pupils
**Moray**

**Headline trends and context**

**PROPORTION OF JOURNEYS UNDER 5KM**
- 64.3%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 56.4%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 18.9%

**Work**

**2010-15 AVERAGE**
- Cycle to work usually or regularly:
  - 3.4%
  - 8.0%

**2015-16**
- Cycle to work usually or regularly:
  - 3.5%
  - 7.7%

**Number of CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**
- 4 sites
- 1073 employees

**Schools**

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 6.7%
- 6.0%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 2.9%
- 3.1%

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 37.0%

**Number of CYCLE FRIENDLY SCHOOLS AND PUPILS**
- 9 schools
- 2505 pupils
North Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
- 58.3%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
- 30.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
- 34.6%

Work

2010-15 AVERAGE
- 1.4% usually
- 1.8% regularly

2015-16
- 1.1% usually
- 1.1% regularly

Cycle to work usually or regularly

Number of cycle friendly employers and employees
- 6 sites
- 3230 employees

Schools

Children cycling to primary school
- 4.8%
- 5.6%

Children cycling to secondary school
- 0.7%
- 0.3%

2010-15 AVERAGE
- 2016

Number of cycle friendly schools and pupils
- 7 schools
- 1435 pupils
North Lanarkshire

Headline trends and context

- **PROPORTION OF JOURNEYS UNDER 5KM**:
  - 60.7%

- **HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**:
  - 26.2%

- **HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**:
  - 27.2%

**Work**

- **2010-15 AVERAGE**:
  - 0.6% (cycle to work usually or regularly)
  - 1.6%

- **2015-16**:
  - 1.0%
  - 1.7%

**Number of cycle friendly employers and employees**:

- 3 SITES
- 4529 EMPLOYEES

**Schools**

- **CHILDREN CYCLING TO PRIMARY SCHOOL**
  - 3.5%
  - 3.4%

- **CHILDREN CYCLING TO SECONDARY SCHOOL**
  - 0.2%
  - 0.1%

**Number of cycle friendly schools and pupils**:

- 8 SCHOOLS
- 3079 PUPILS

**Per centage of primary schools delivering level 2 bikeability Scotland training**:

- 9.2%
Orkney Islands

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
63.7%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
41.2%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
17.6%

Work

2010-15 AVERAGE
2.2% 1.5%

2015-16
5.5%

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL
5.0%

CHILDREN CYCLING TO SECONDARY SCHOOL
6.8%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING
68.4%
Perth & Kinross

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
57.2%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
41.2%

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

Work

2010-15 AVERAGE
2.3%  2.8%

2015-16
1.2%  2.6%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
5 sites
3484 employees

Schools

Children cycling to primary school
6.0%

6.6%

Children cycling to secondary school
1.5%

1.0%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
52.1%

Number of cycle friendly schools and pupils
19 schools
4713 pupils
Renfrewshire

Headline trends and context

- PROPORTION OF JOURNEYS UNDER 5KM: 51.8%
- HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE: 28.5%
- HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE: 28.3%

Work

- 2010-15 AVERAGE: 0.8% (usually) 2.6% (regularly)
- 2015-16: 1.1% (usually) 0.6% (regularly)

- CYCLE TO WORK USUALLY OR REGULARLY
- NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES: 8 SITES, 2937 EMPLOYEES

Schools

- CHILDREN CYCLING TO PRIMARY SCHOOL: 2.9%
- CHILDREN CYCLING TO SECONDARY SCHOOL: 2.8%

- PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING: 20.4%

- NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS: 4 SCHOOLS, 1068 PUPILS
Scottish Borders

Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 54.2%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 41.1%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 20.3%

Work

2010-15 AVERAGE
- 0.9% 3.6%

2015-16
- 0.0%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
- 1 site
- 2500 employees

Schools

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 4.5%
- 5.9%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 0.6%
- 0.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland Training
- 31.1%
### Shetland Islands

#### Headline trends and context

**PROPORTION OF JOURNEYS UNDER 5KM**
- 57.6%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 32.8%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 14.9%

#### Work

<table>
<thead>
<tr>
<th>2010-15 AVERAGE</th>
<th>CYCLE TO WORK USUALLY OR REGULARLY</th>
<th>NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.2% 1.9%</td>
<td></td>
<td>2 SITES</td>
</tr>
<tr>
<td>2015-16</td>
<td>1.2%</td>
<td>202 EMPLOYEES</td>
</tr>
</tbody>
</table>

#### Schools

**CHILDREN CYCLING TO PRIMARY SCHOOL**
- 4.8%
- 5.3%

**CHILDREN CYCLING TO SECONDARY SCHOOL**
- 1.1%
- 0.9%

**PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING**
- 100%

**2010-15 AVERAGE | 2016 | NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS**
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>4.8% 5.3%</td>
<td></td>
<td>9 SCHOOLS</td>
</tr>
<tr>
<td>1.1% 0.9%</td>
<td></td>
<td>1091 PUPILS</td>
</tr>
</tbody>
</table>
# South Ayrshire

## Headline trends and context

**Proportion of journeys under 5km**
- 55.3%

**Households with access to one or more bikes for private use**
- 31.5%

**Households with no access to a car for private use**
- 27.9%

## Work

**2010-15 average**
- 1.5% 2.0%

**2015-16**
- 1.5% 1.6%

**Cycle to work usually or regularly**
- 6 sites
- 5587 employees

## Schools

**Children cycling to primary school**
- 5.2%
- 5.8%

**Children cycling to secondary school**
- 1.0%
- 0.8%

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 80.5%

**Number of cycle friendly schools and pupils**
- 16 schools
- 5413 pupils
South Lanarkshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM
53.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE
26.7%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE
22.9%

Work

2010-15 AVERAGE
0.6% 1.6%

2015-16
1.2% 0.5%

Cycle to work usually or regularly

Number of cycle friendly employers and employees
7 sites
3895 employees

Schools

Children cycling to primary school
2.9%
3.6%

Children cycling to secondary school
0.2%
0.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
38.7%

Number of cycle friendly schools and pupils
17 schools
5010 pupils
Stirling

Headline trends and context

Proportion of journeys under 5km

- **66.6%**

Households with access to one or more bikes for private use

- **28.8%**

Households with no access to a car for private use

- **22.1%**

Schools

- **Children cycling to primary school**
  - 2010-15 average: **7.8%**
  - 2016: **6.3%**

- **Children cycling to secondary school**
  - 2010-15 average: **2.4%**
  - 2016: **1.1%**

- **Percentage of primary schools delivering Level 2 Bikeability Scotland training**
  - 2010-15 average: **50.0%**

Work

- **Cycle to work usually or regularly**
  - 2010-15 average: **3.1%**
  - 2015-16: **2.4%**

- **Number of cycle friendly employers and employees**
  - 17 sites
  - 9618 employees

- **Number of cycle friendly schools and pupils**
  - 17 schools
  - 5098 pupils
West Dunbartonshire

**Headline trends and context**

**PROPORTION OF JOURNEYS UNDER 5KM**
- 59.5%

**HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
- 30.3%

**HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
- 41.1%

**Work**

<table>
<thead>
<tr>
<th>2010-15 AVERAGE</th>
<th>2015-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4%</td>
<td>2.5%</td>
</tr>
<tr>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>

**Cycle to work usually or regularly**

**Number of cycle friendly employers and employees**
- 7 sites
- 2812 employees

**Schools**

**Children cycling to primary school**
- 1.7%
- 2.0%

**Children cycling to secondary school**
- 0.7%
- 0.9%

**Percentage of primary schools delivering Level 2 Bikeability Scotland training**
- 48.5%

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**Number of cycle friendly schools and pupils**
- 7 schools
- 1574 pupils
West Lothian

**Headline trends and context**

- **Proportion of journeys under 5km**
  - 60.6%

- **Households with access to one or more bikes for private use**
  - 43.3%

- **Households with no access to a car for private use**
  - 20.5%

**Work**

- **2010-15 average**
  - 0.8% for 2010-15 average
  - 2.1% for 2015-16

- **2015-16**
  - 3.0%

**Schools**

- **Children cycling to primary school**
  - 5.3% for 2010-15 average
  - 6.3% for 2016

- **Children cycling to secondary school**
  - 0.8% for 2010-15 average
  - 0.6% for 2016

- **Percentage of primary schools delivering Level 2 Bikeability Scotland training**
  - 16.7%

**Number of cycle friendly employers and employees**

- 3 sites
- 630 employees

**Number of cycle friendly schools and pupils**

- 9 schools
- 3993 pupils