

Annual Cycling Monitoring Report 2021

Cycling
Scotland





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Data sources

Scottish Household Survey Travel Diary 2019
Transport and Travel in Scotland (TATIS) 2019
Key Reported Road Casualties in Scotland 2020
Transport Scotland analysis of the Scottish Household Survey
Scottish Household Survey 2019 Data Explorer
Scottish Household Survey 2019 Local Authority Analysis
Scottish Transport Statistics 2019
Hands Up Scotland Survey 2020 (Sustrans Scotland)
Living Streets Scotland
Transport Scotland
Cycling Scotland

- Cycling Friendly Employer
- Cycling Friendly School
- National Monitoring Framework

Local authorities

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National

The Annual Cycling Monitoring Report tracks and reports on key information on everyday cycling in Scotland, delivering on Action 18 of the previous Cycling Action Plan for Scotland (CAPS)*.

This report includes data from January 2011 to March 2021, providing a national picture of cycling behaviour, road safety, access to bikes and attitudes to cycling as well as snapshots of cycling at a local level. The data provided in this report has been sourced from the Scottish Household Survey, Reported Road Casualties and Transport and Travel in Scotland research. You can see a full list of sources on page 3.

As we publish this report in 2021, Scotland has experienced more than a year of Covid-19 lockdown restrictions and there has been a significant increase in the number of people cycling. Cycling rates from March 2020 to March 2021 are noted on pages 14–15, with data from our National Monitoring Framework.

Mode share

- **1.2%** of journeys cycled as a main mode of travel in 2019. This figure averaged **1.4%** between 2017–2019 and **1.1%** between 2010–2012.

Cycling to work

- In 2019, **5.6%** of people cycled to work at least regularly. This is an increase from 2017.

Cycling to school

- In 2020, **5%** of primary school pupils and **1.8%** of secondary school pupils cycled to school. In 2012, the respective figures were **4.1%** and **1.3%**.

Participation in cycling

- In 2019, **11%** of people said that they had participated in at least 30 minutes of cycling within the four weeks prior. In 2012–14, the figure was **10%**. This included **14%** of people who identified as male and **8%** of people who identified as female.

Frequency of cycling

In 2019:

- **5%** of people cycled as a means of transport in the previous 7 days (**6%** of people who identified as male and **3%** of people who identified as female).
- **5.7%** of people cycled just for pleasure or to keep fit in the previous 7 days.
- **11%** of people in further/higher education cycled as a means of transport in previous 7 days.
- **3%** of people who live in small remote towns cycled at least once a week as a means of transport.

Total amount of cycling

- **367 million** vehicle kilometres were cycled on all roads by pedal cycles in 2019.

Access to bikes

- In 2019, **33.6%** of households in Scotland had access to one or more bikes for private use.

Safety

- In 2020, **11** people were killed and **242** were seriously injured whilst riding a bike.[†]

Attitudes

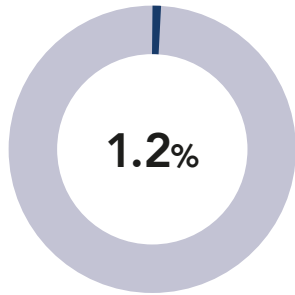
- In 2019, the top 5 reasons given for not cycling to work were:
 - Journey too far (**40.4%**)
 - Concerns about cycling in traffic (**20.9%**)
 - Weather too cold/wet/windy (**20.6%**)
 - It would be inconvenient (**19.5%**)
 - Concerns about personal safety on dark/lonely roads (**12.3%**).

Pandemic cycling data

- From March 2020 to March 2021, our National Monitoring Framework automatic cycle counters recorded a **47%** increase in cycling journeys across the country compared to the previous year.

* 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. † Provisional statistics.

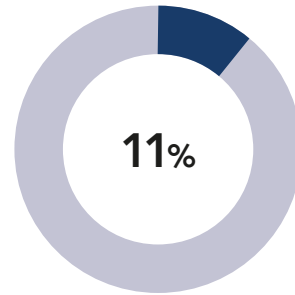
Mode share¹



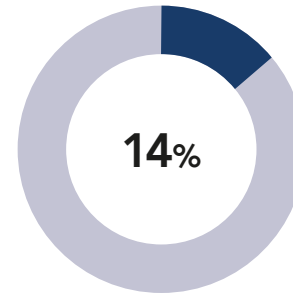
of people cycled as a main mode of travel in 2019

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

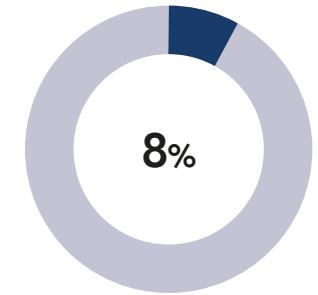
Participation in cycling²



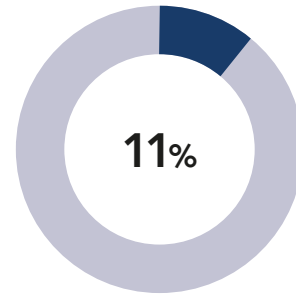
of people said they had participated in at least 30 minutes of cycling within the four weeks prior



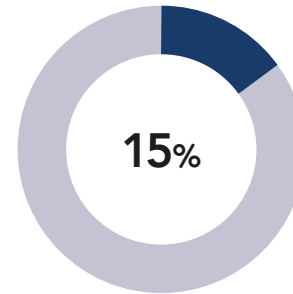
of people who identified as male
In 2012–14, the figure was 15%



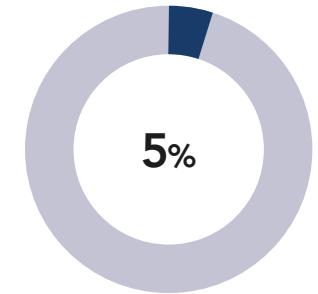
of people who identified as female
In 2012–14, the figure was 7%



of 16–34 year olds*



of 35–59 year olds*



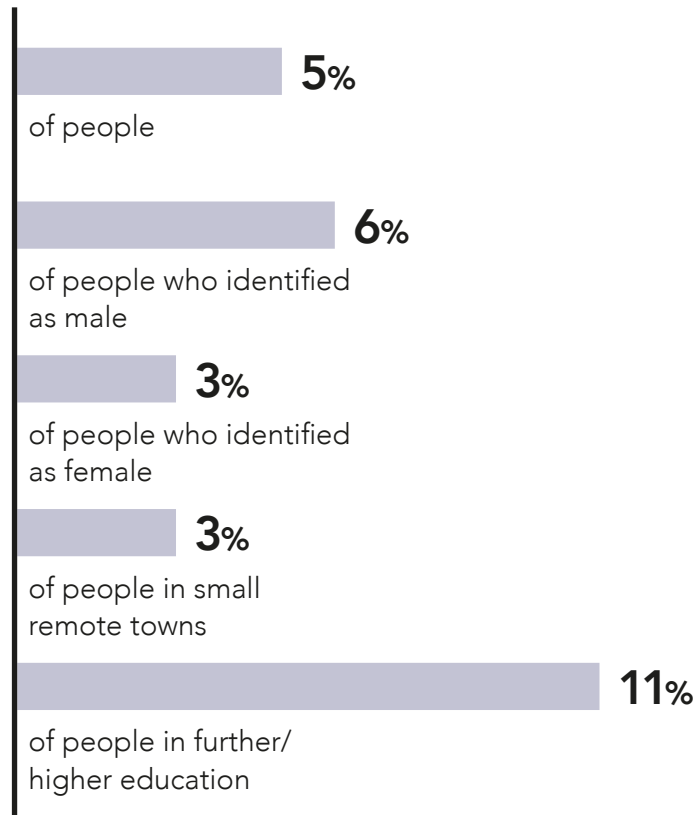
of 60+ year olds*

* Age ranges are different in latest stats so cannot draw direct comparison with previous years

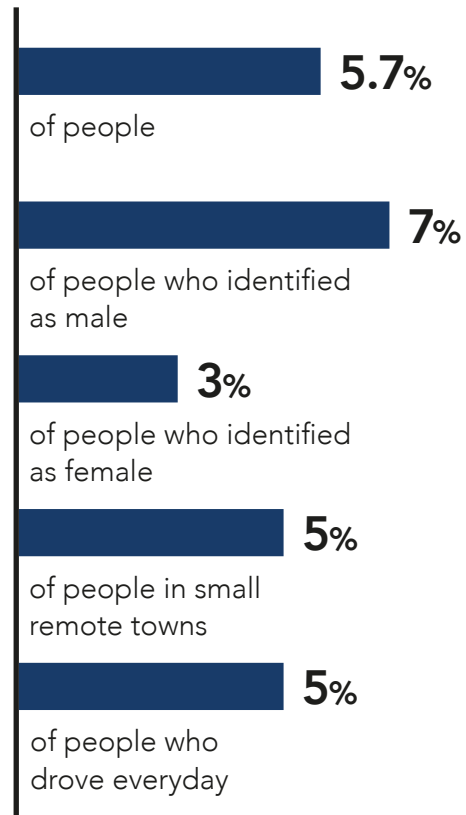
¹ Source: Scottish Household Survey Travel Diary 2019 [Table TD2]. ² Scottish Household Survey 2019 Data Explorer [Table 8.3].

Frequency of cycling journeys (in previous 7 days)³

Cycling as a means of transport



Cycling for pleasure/fitness

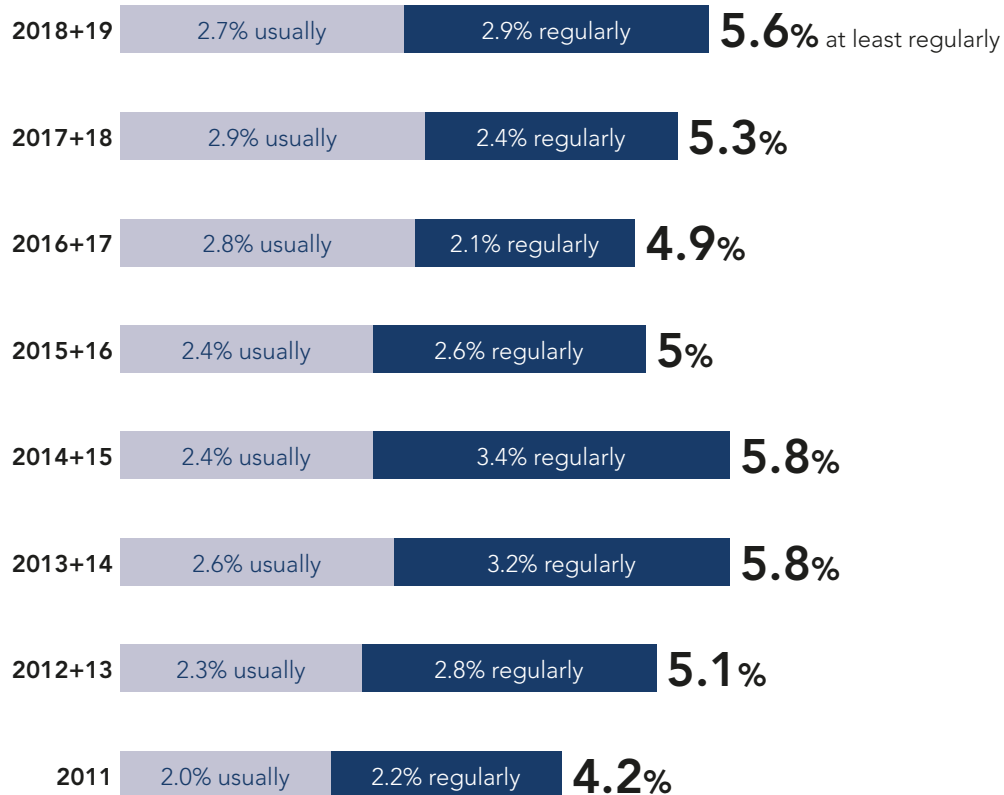


* Figures are slightly different from those previously published as the SIMD16 classification is now being used rather than SIMD2012.

³ Source: Travel and Transport in Scotland: Results from the Scottish Household Survey 2019 [Table 25a].

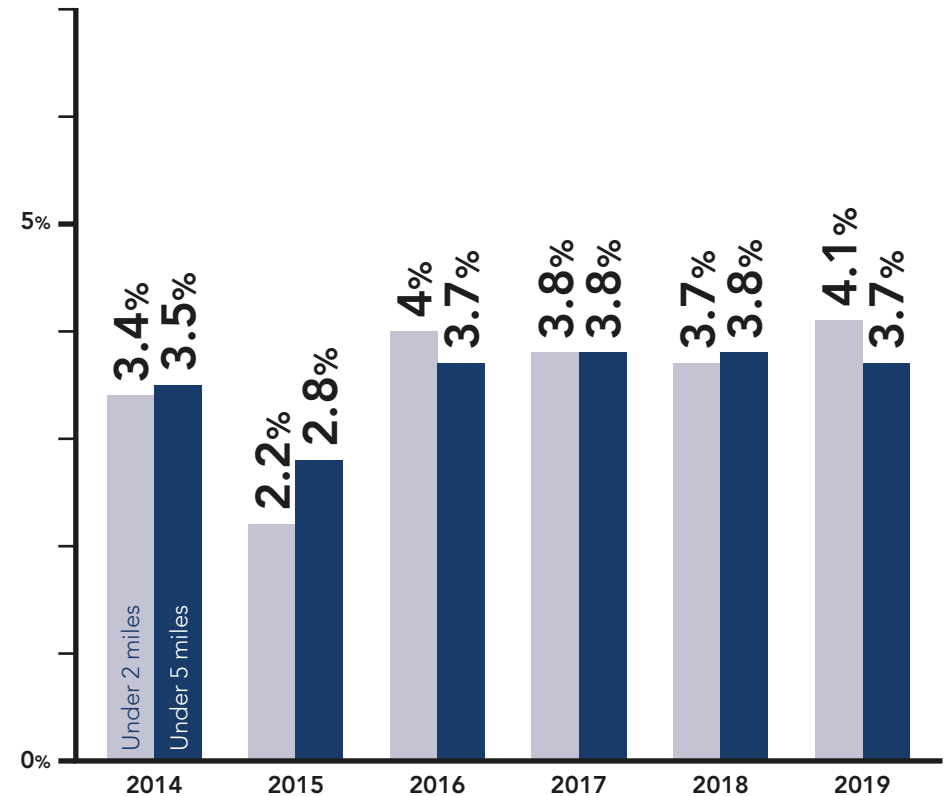
Cycling to work⁴

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



Main mode of commuting to work – shorter commutes⁵

These statistics examine cycling's mode share for commuting to work when commutes are under 5 miles and under 2 miles

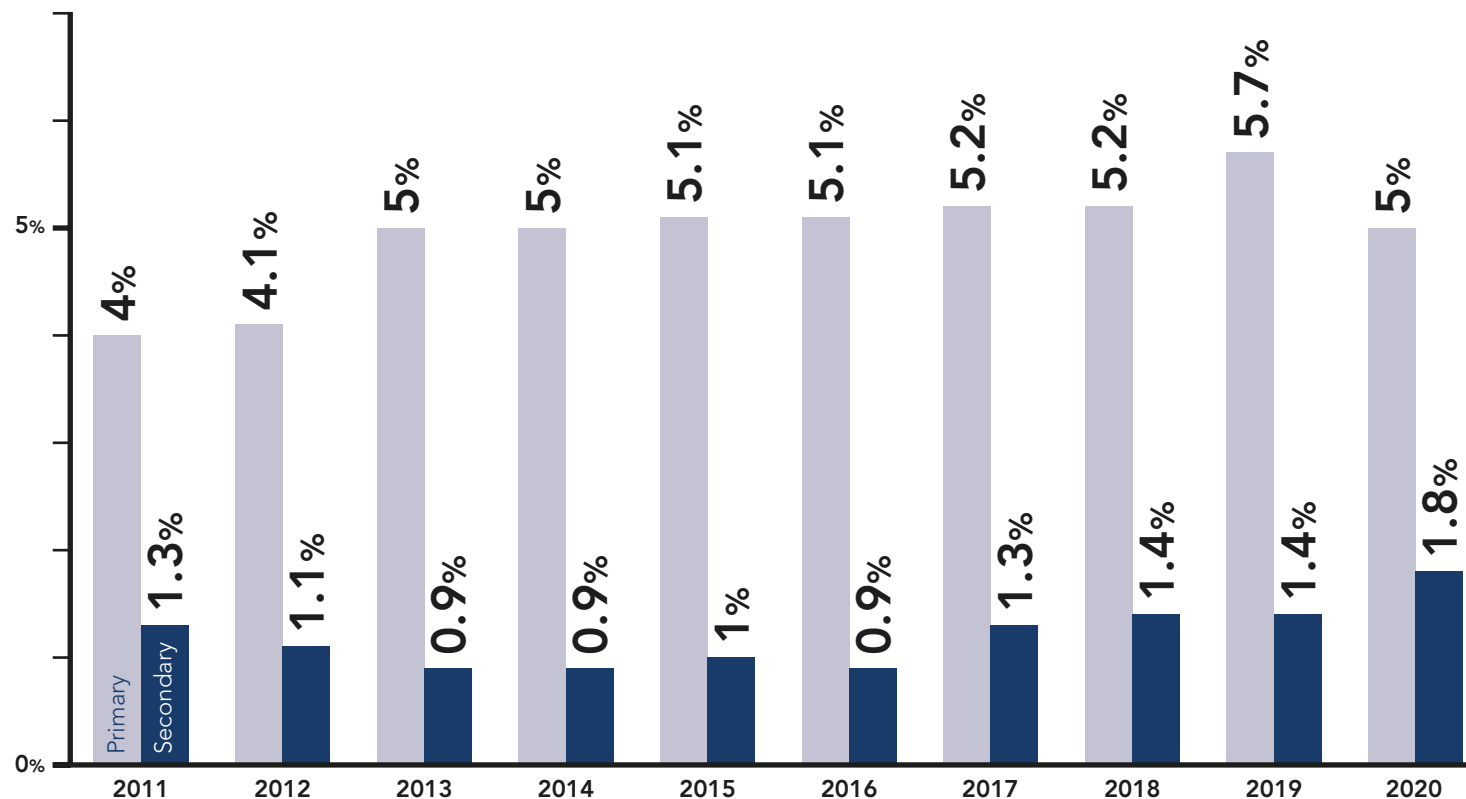


⁴ Source: Scottish Household Survey 2019 with additional information from Transport Scotland. Confidence intervals for 2018/19 survey data: 90% (+/- 0.5%); 95% (+/- 0.6%).

⁵ Source: Transport Scotland analysis of Scottish Household Survey.

Cycling to school⁶

These figures show the percentage of children who answered “bike” when asked “How do you normally travel to school?”



Total amount of cycling⁷

367 million

vehicle km were cycled on all roads by pedal cycles in 2019*

Averages

2017–19 avg	323mil
2016–18 avg	297mil
2015–17 avg	307mil
2014–16 avg	333mil
2013–15 avg	347mil
2012–14 avg	336mil
2011–13 avg	315mil

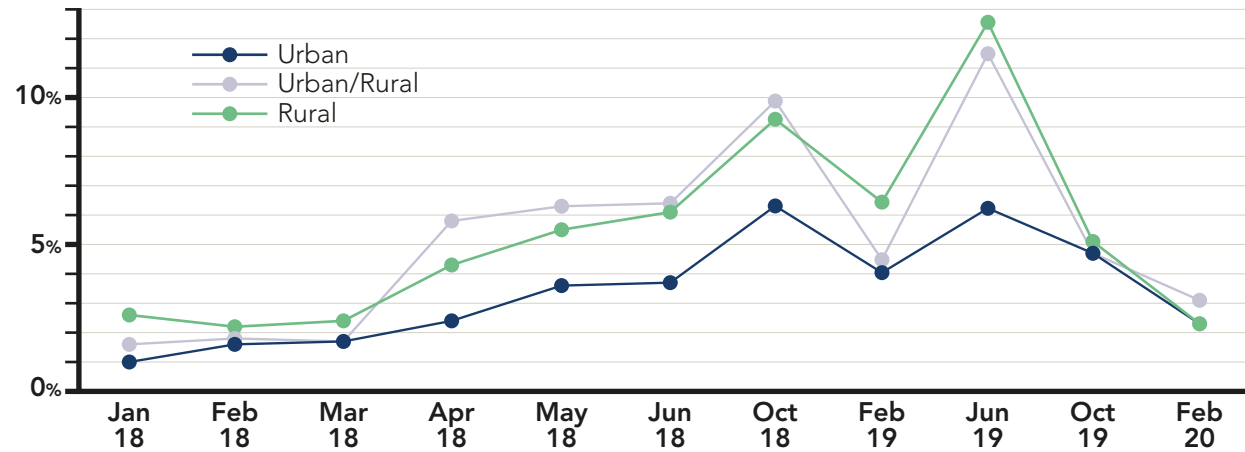
* The methodology used to calculate this figure was revised in 2016 so comparisons cannot be made beyond this point.

⁶ Source: Hands Up Scotland Survey 2020 [Table 2.3]. ⁷ Source: Reported Road Casualties 2018 [Table 13].

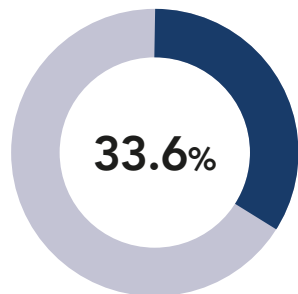
Travel Tracker⁸

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.



Access to bikes⁹



Households who had access to one or more bikes for private use in 2019

⁸ Source: Living Streets Scotland. ⁹ Source: Transport and Travel in Scotland 2019 – LA Analysis [Table 8].

¹⁰ Source: Transport and Travel in Scotland 2019 [Table 26].

Attitudes¹⁰

Reasons for not cycling to work (2019)*

40.4%

Too far to cycle

20.9%

Concerns about cycling in traffic

20.6%

Weather too cold/wet/windy

19.5%

It would be inconvenient

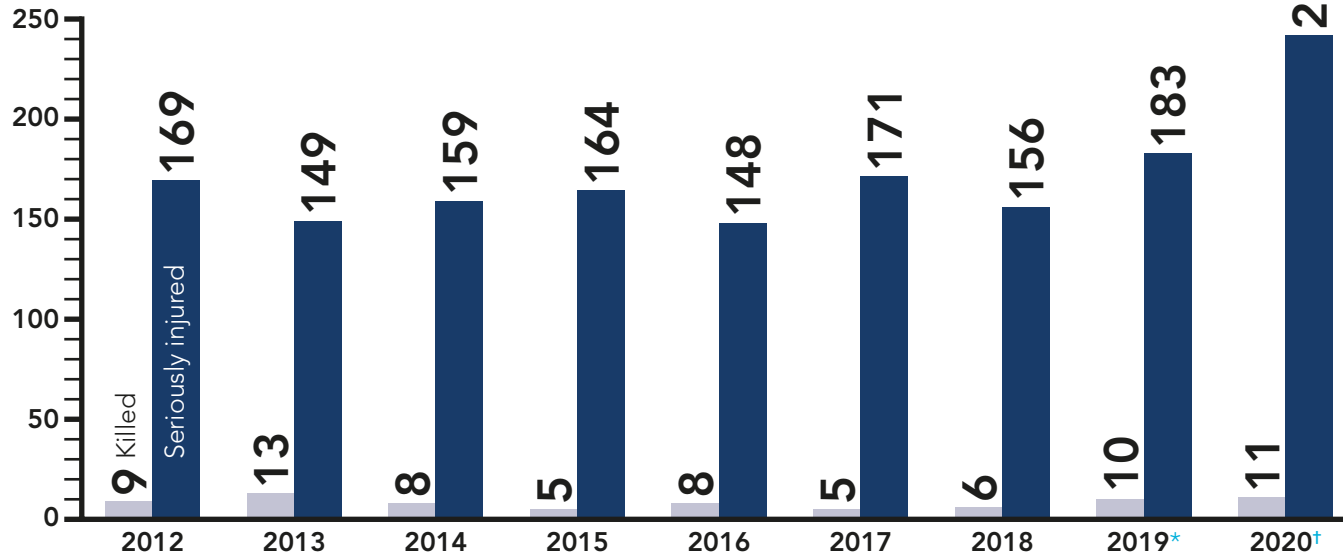
12.3%

Concerns about personal safety on dark/lonely roads

* Following changes to the Scottish Household Survey, options for this question have changed and are no longer comparable. See TATIS 2018 for the most recently produced version of the table with the previous options, and Table 26a for current options.

Safety

Number of people killed or seriously injured whilst riding a bike¹¹

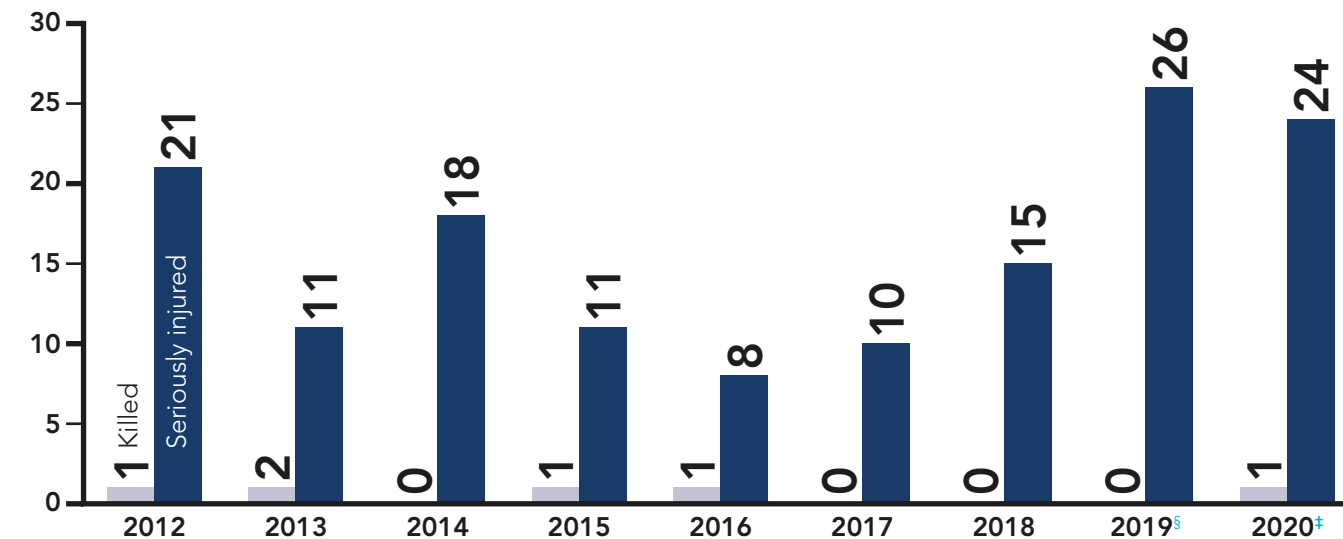


The average number of people seriously injured for 2005–2008 was 131, compared to 160 for 2015–2018

* The methodology for reporting injuries was changed in 2019 so year-on-year comparisons cannot be made.

† Provisional figures.

Number of children killed or seriously injured whilst riding a bike¹²



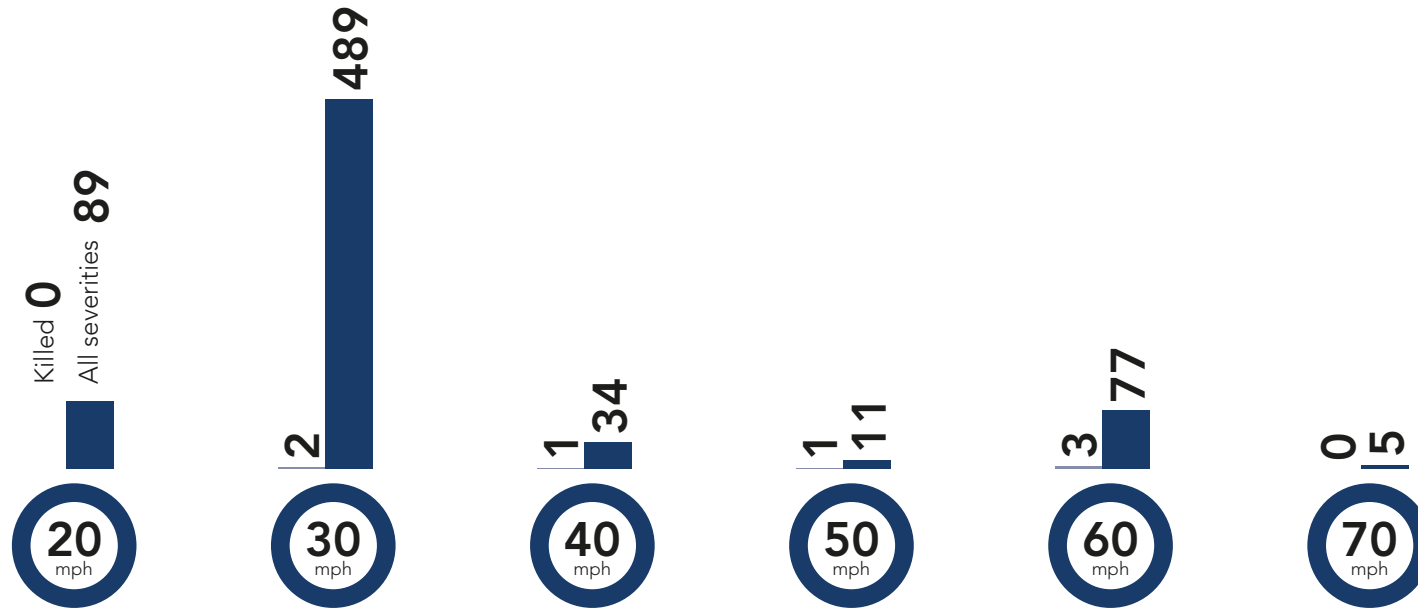
§ Due to changes in the way casualty severities are recorded, serious and slight figures in 2019 and 2020 are not comparable with previous years.

† Provisional figures.

¹¹ Source: Key Reported Road Casualties 2020 [Tables 5 & 6]. ¹² Source: Key Reported Road Casualties 2020 [Tables 7 & 8].

Other key facts and figures

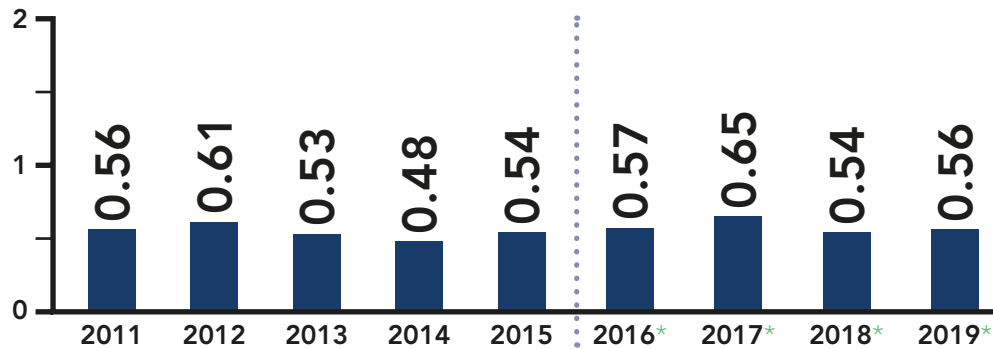
Reported casualties by speed limit (2015–2019 average)¹³



On average between 2015 and 2019, there were 89 reported casualties of all severities in areas with a 20mph speed limit compared with 489 in areas with a 30mph speed limit.

* Due to changes in the way casualty severities are recorded, figures for serious casualties in 2019 are not comparable with previous years.

KSI rates per million vehicle kms¹⁴

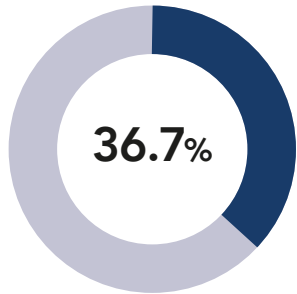


* Calculations were revised in 2016 so comparisons cannot be made beyond this point.

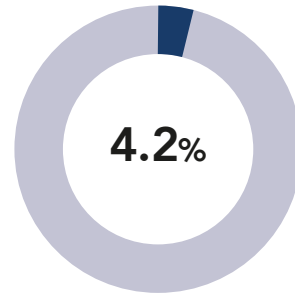
¹³ Source: Reported Road Casualties 2019 [Table 33]. ¹⁴ Source: Reported Road Casualties 2019 [Table 13].

Awareness and uptake of sustainable transport policies¹⁵

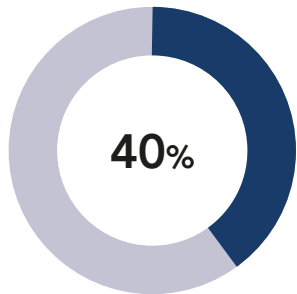
Awareness of cycle hire schemes



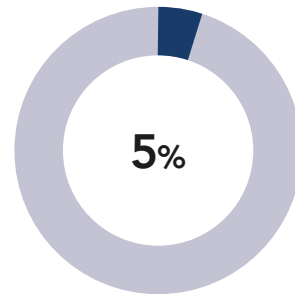
Usage by those who were aware of the schemes



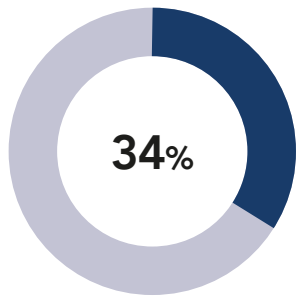
People who identified as male



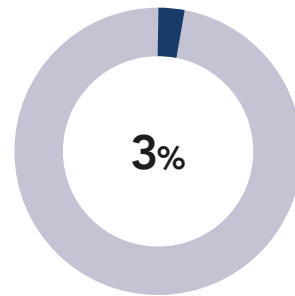
People who identified as male



People who identified as female

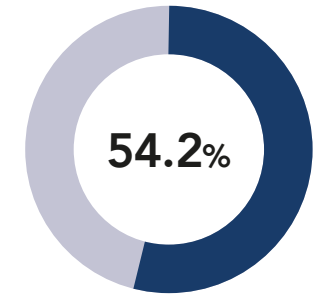
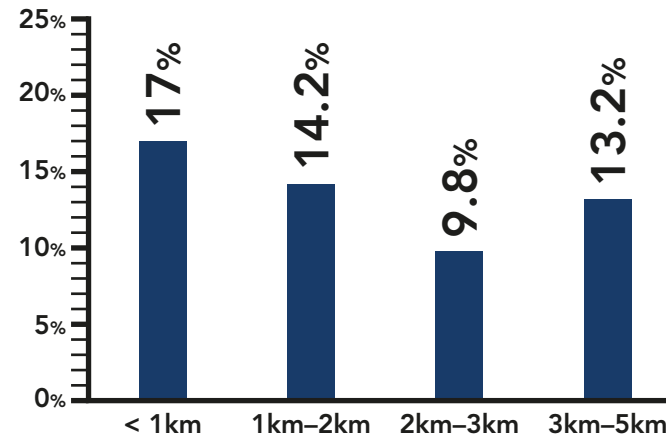


People who identified as female



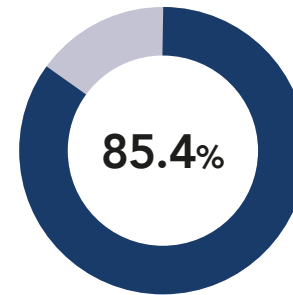
Just over a third of people who were asked were aware of cycle hire schemes. Of these people, 4.2% have used them.

Distance travelled – journeys under 5km¹⁶



of all journeys in Scotland were under 5km in distance

Vehicles involved in reported injury collisions¹⁷



On average since 2010, cars & taxis have been involved in **85.4%** of collisions involving a pedal cycle.

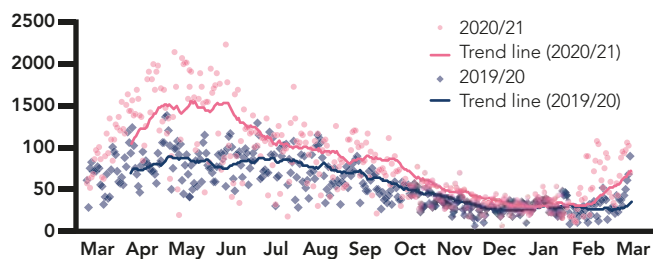
In 2019, the volume of car traffic was **6.8%** higher than in 2009, light goods vehicles traffic **34.8%** higher, and heavy goods vehicle traffic **1.1%** higher.¹⁸

¹⁵ Source: Transport and Travel in Scotland 2019 [Tables 46 & 47]. ¹⁶ Source: Scottish Household Survey Travel Diary 2019 [Table TD4]. ¹⁷ Reported Road Casualties 2019, with additional analysis by Transport Scotland. ¹⁸ Scottish Transport Statistics 2019 (Table 5.3).

National Monitoring Framework counter data¹⁹

The data presented shows changes in rates of cycling between 23rd March 2019 to 22nd March 2020 and 23rd March 2020 to 22nd March 2021.

Combined daily counts

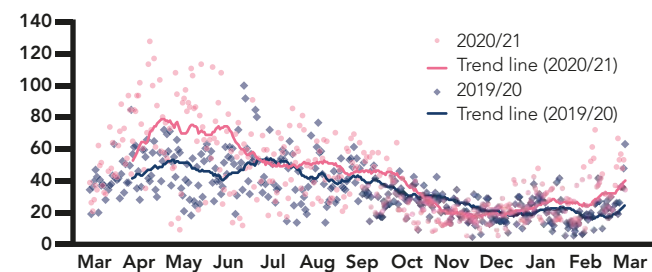


Comparison:

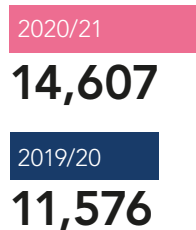


There was a **47%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021

East Clyde Street, Helensburgh Argyll & Bute Council

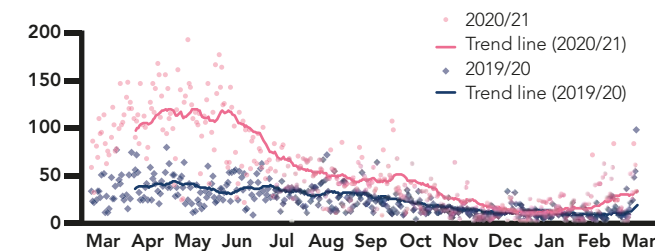


Comparison:

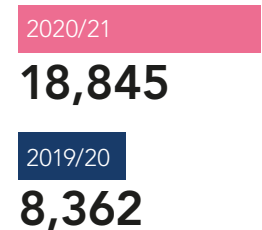


There was a **26%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021

Capelrig Burn East, Newton Mearns East Renfrewshire Council



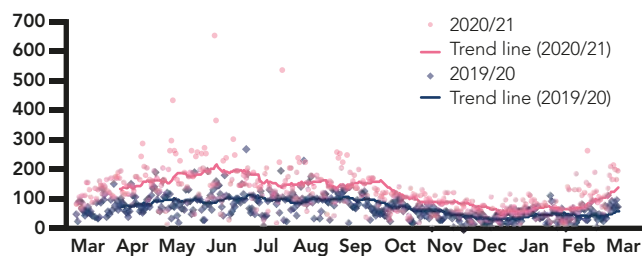
Comparison:



There was a **125%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021

¹⁹ Source: Cycling Scotland National Monitoring Framework data 2019 – 2021

Dunipace Rail Line, Denny Falkirk Council



Comparison:

2020/21

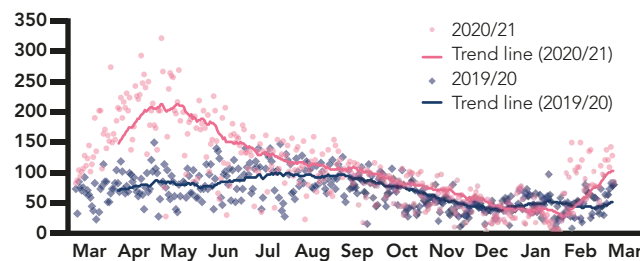
46,774

2019/20

28,287

There was a **65%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021

Dunniker Road, Kirkcaldy Fife Council



Comparison:

2020/21

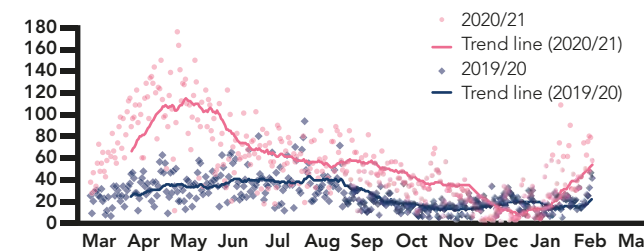
38,802

2019/20

25,694

There was a **51%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021

Morrison Way, Livingston West Lothian Council



Comparison:

2020/21

18,853

2019/20

8,985

There was a **110%** increase in cycling between March 2019 – March 2020 and March 2020 – March 2021



Local

The local section of the Annual Cycling Monitoring Report 2021 examines all the local authorities across Scotland and highlights statistics based on headline trends, workplaces, and schools.

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

Headline trends and context

1. Proportion of Journeys under 5km

Source: Travel and Transport in Scotland: Results from Scottish Household Survey 2019: Local Authority 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 4.5km in length.

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

Source: Travel and Transport in Scotland: Results from Scottish Household Survey 2019: Local Authority Analysis [Table 8] – Transport Scotland.

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

3. Households with no access to a private car

Source: Travel and Transport in Scotland: Results from Scottish Household Survey 2019: Local Authority Analysis [Table 4] – Transport Scotland.

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

Work

5. Cycle to work usually or regularly

Source: Scottish Household Survey 2019 with further information from Transport Scotland.

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

6. Number of Cycling Friendly Employers and employees

Source: Cycling Scotland 2020/2021.

This dataset shows the number of Cycling Friendly Employers within a local authority and the number of staff that are covered. Cycling Friendly Employer is a nationally recognised award for Scottish employers committed to increasing levels of cycling.

Schools

7. Children cycling to primary school

Source: Hands Up Survey Scotland 2019 [Table 3.3] – Sustrans Scotland.

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

8. Children cycling to secondary school

Source: Hands Up Survey Scotland 2019 [Table 3.3] – Sustrans Scotland.

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

9. Number of Cycling Friendly Schools and pupils

Source: Cycling Scotland 2020/2021.

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

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

Source: Data provided by local authorities.

Bikeability Scotland is the national cycle training programme for school children – designed to give pupils the skills and confidence they need to cycle safely on the roads and to encourage them to carry on cycling into adulthood.

Due to Covid-19 restrictions, Bikeability Scotland delivery was significantly reduced in year 2019/20. As a result, this report features data from 2018/19 and notes the brief delivery period in 2019/20.

Active travel budget

Source: Information provided by local authorities.

This dataset indicates the active travel budget of local authorities in 2019/20 financial year.

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

Local area specific highlights

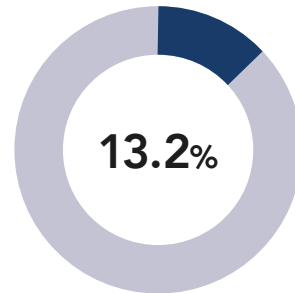
Cycling to work²⁰

The top 5 local authorities for cycling to work usually/regularly

Compared to the national figure of 5.7%

Confidence interval range – 95% CI (+/-)

1st City of Edinburgh



Possible range 95% CI (+/-) 10.3%–16.1%

2nd Highland



Possible range 95% CI (+/-) 8.3%–17.9%

3rd Scottish Borders



Possible range 95% CI (+/-) 3.5%–12.9%

4th Glasgow City



Possible range 95% CI (+/-) 5.4%–9.8%

Joint 5th Angus / Stirling

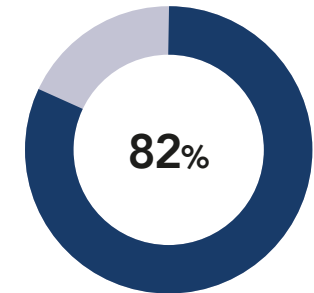


Angus: Possible range 95% CI (+/-) 2.4%–11.6%. Stirling: Possible range 95% CI (+/-) 2.7%–11.3%

Journeys under 5km²¹

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

1st Dundee City



2nd Aberdeen City



3rd City of Edinburgh



4th Glasgow City



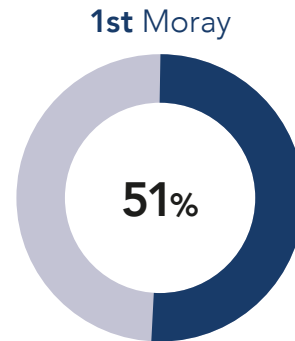
5th Argyll and Bute



²⁰ Source: Data provided by Transport Scotland ²¹ Scottish Household Survey 2019 Local Authority Analysis [Table 19]

Areas with access to bikes²²

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



2nd Highland



3rd Perth and Kinross



Joint 4th Stirling

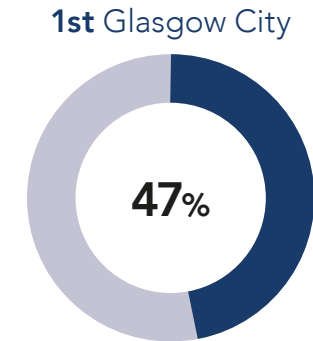


Joint 4th Aberdeenshire



Areas with no access to a car²³

The top 5 local authorities with households that have no access to a car for private use



2nd City of Edinburgh



3rd Dundee City



4th West Dunbartonshire



Joint 5th Inverclyde / Aberdeen City



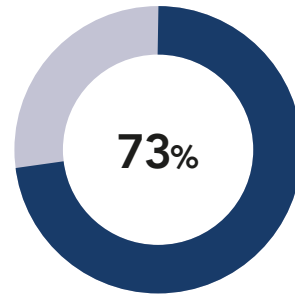
²² Source: Scottish Household Survey 2019 Local Authority Analysis [Table 8] ²³ Source: Scottish Household Survey 2019 Local Authority Analysis [Table 4]

Aberdeen City

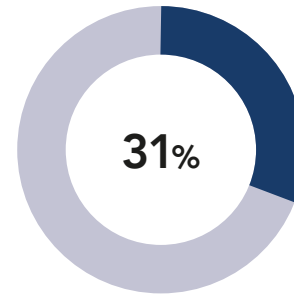


Trends and context

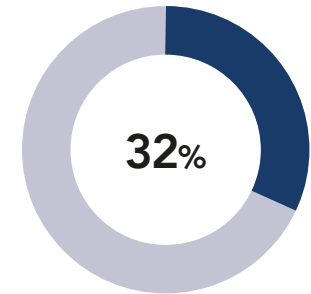
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

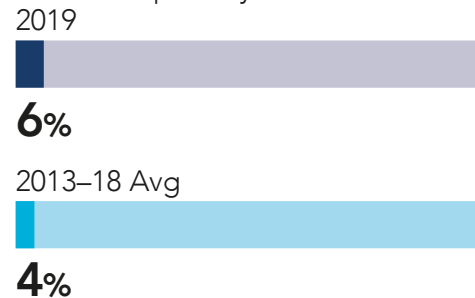


Range with 95% confidence intervals
2% – 7.6%

31
Cycling Friendly Employers employing
11,424
staff

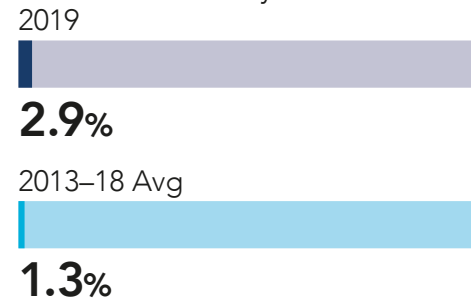
Schools

Pupils cycling to primary school



15
Cycling Friendly Schools reaching
4,710
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
46.8% (2019–20: 8.5%)

Active travel budget

Capital

No data supplied

Revenue

No data supplied

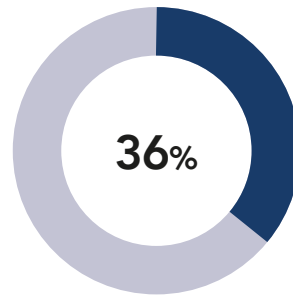
2019/20

Aberdeenshire

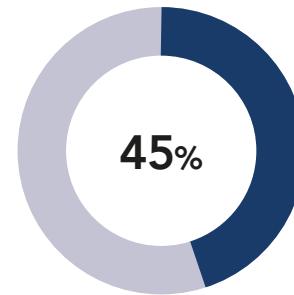


Trends and context

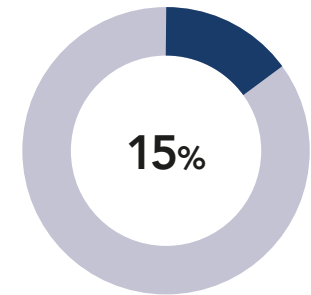
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.5% – 4.5%

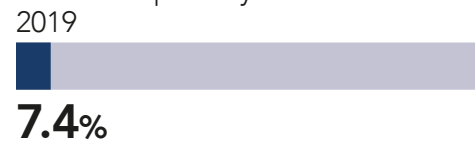
4

Cycling Friendly Employers employing

2,336 staff

Schools

Pupils cycling to primary school



2013–18 Avg

5.3%

41

Cycling Friendly Schools reaching

10,962 pupils

Pupils cycling to secondary school



2013–18 Avg

1.8%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital

No data supplied

Revenue

No data supplied

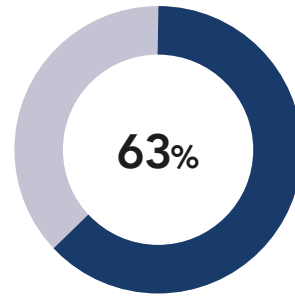
2019/20

Angus

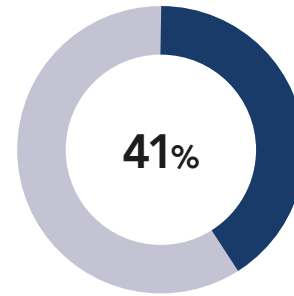


Trends and context

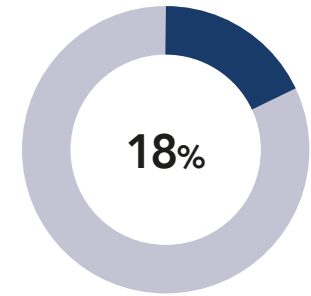
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

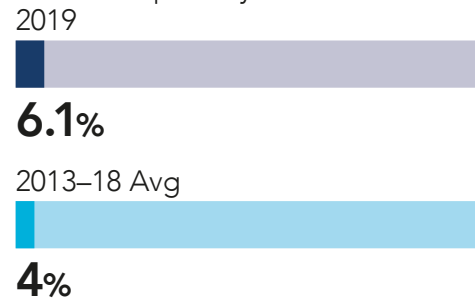


Range with 95% confidence intervals
2.4% – 11.6%

6
Cycling Friendly Employers employing
1,210
staff

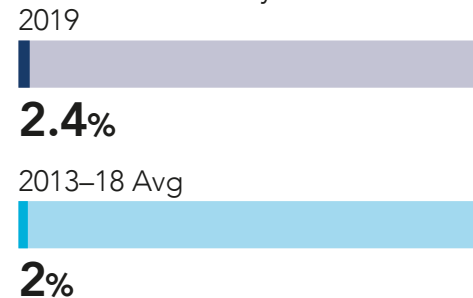
Schools

Pupils cycling to primary school



8
Cycling Friendly Schools reaching
3,833
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
78.4% (2019–20: 41.2%)

Active travel budget

Capital

No data supplied

Revenue

No data supplied

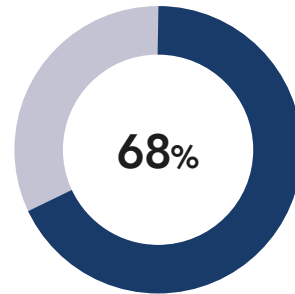
2019/20

Argyll & Bute

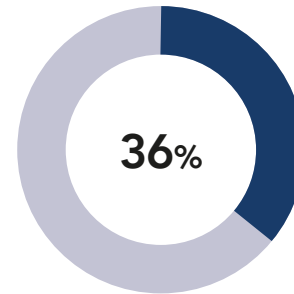


Trends and context

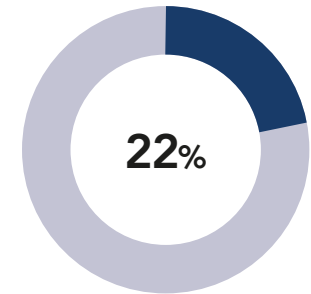
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals
0% – 4.9%

4

Cycling Friendly Employers employing

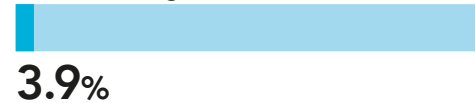
162
staff

Schools

Pupils cycling to primary school



2013–18 Avg



4

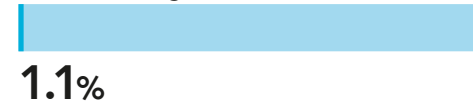
Cycling Friendly Schools reaching

215
pupils

Pupils cycling to secondary school



2013–18 Avg



During the 2018/19 academic year, Argyll & Bute Council delivered its own cycle training programme. Pilot Bikeability Scotland training activity was suspended for the 2019/20 academic year and recommenced in 2020/21

Active travel budget*

Capital
£2,058,409.79

Revenue
£115,766.14

2019/20

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

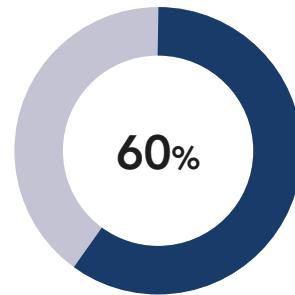
Capital expenditure includes design development for capital projects; Figures are year end estimates

Clackmannanshire

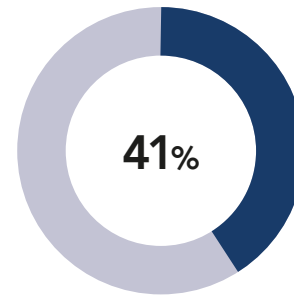


Trends and context

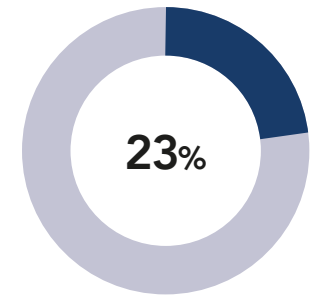
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

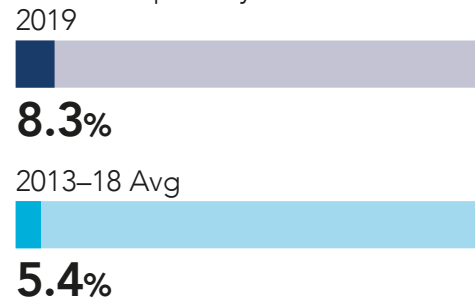


Range with 95% confidence intervals
0% – 6.4%

8
Cycling Friendly Employers
employing
1,044
staff

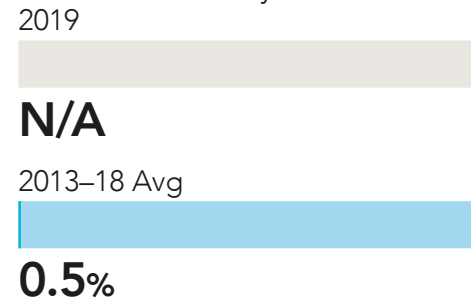
Schools

Pupils cycling to primary school



5
Cycling Friendly Schools
reaching
1,528
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
100% (2019–20: 33.3%)

Active travel budget*

Capital
£893,000

Revenue
£32,000

2019/20

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

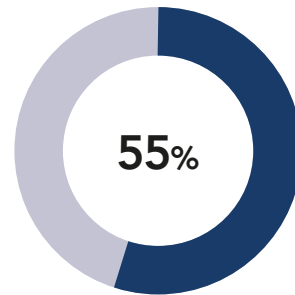
The active travel spend relates to school streets and active travel routes to the schools from local catchments.

Dumfries & Galloway

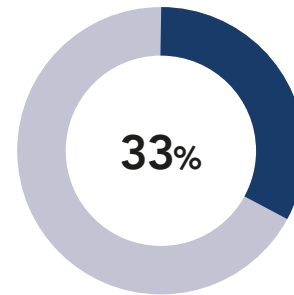


Trends and context

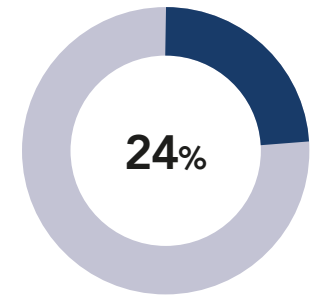
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals
2.3% – 11.1%

7
Cycling Friendly Employers employing
3,377
staff

Schools

Pupils cycling to primary school



2013–18 Avg
5.9%

31
Cycling Friendly Schools reaching
6,215
pupils

Pupils cycling to secondary school



2013–18 Avg
1.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
35.7% (2019–20: **4.1%**)

Active travel budget

Capital

No data supplied

Revenue

No data supplied

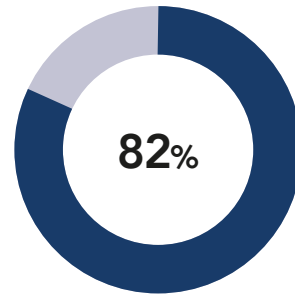
2019/20

Dundee City

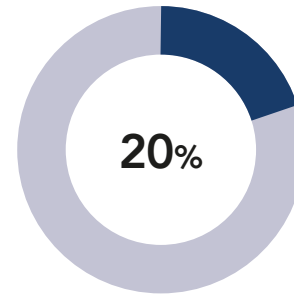


Trends and context

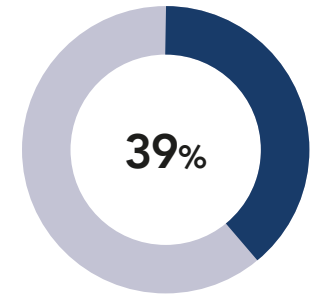
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

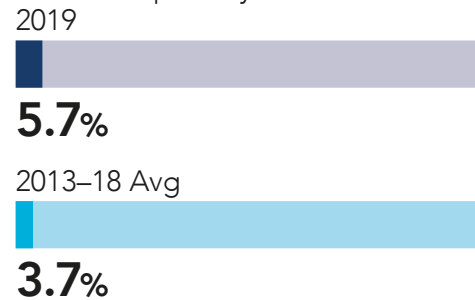


Range with 95% confidence intervals
1% – 7.6%

14
Cycling Friendly Employers
employing
10,213
staff

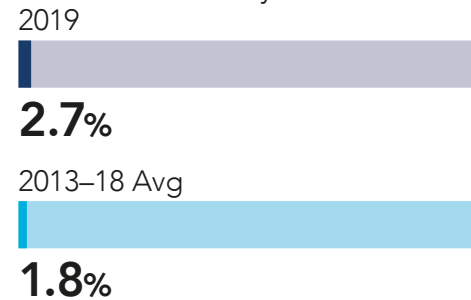
Schools

Pupils cycling to primary school



6
Cycling Friendly Schools
reaching
4,820
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
90.9% (2019–20: **66.7%**)

Active travel budget*

Capital
£780,061

Revenue
£100,000

2019/20

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

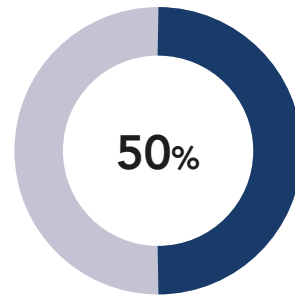
These figures are an estimate and do not represent the full spend on active travel.

East Ayrshire

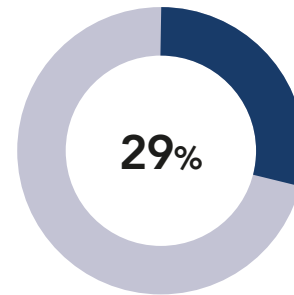


Trends and context

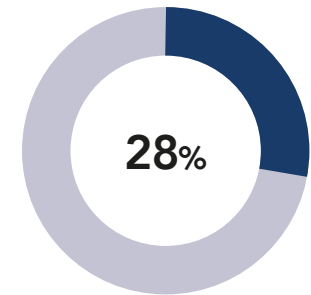
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 4.6%

2

Cycling Friendly Employers employing

4,699
staff

Schools

Pupils cycling to primary school



2013–18 Avg

4.9%

7

Cycling Friendly Schools reaching

2,939
pupils

Pupils cycling to secondary school



2013–18 Avg

0.3%

During the 2018/19 academic year, East Ayrshire Council delivered its own cycle training programme. Pilot Bikeability Scotland training activity was suspended for the 2019/20 academic year and recommenced in 2020/21

Active travel budget*

Capital

£45,648

Revenue

£99,459

2019/20

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

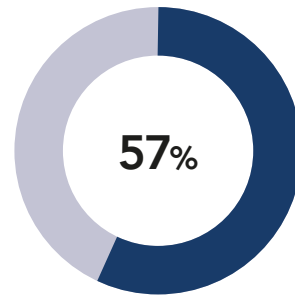
These figures are only for capital and revenue spending within the Ayrshire Roads Alliance. Other departments within East Ayrshire Council may also have incurred active travel expenditure.

East Dunbartonshire

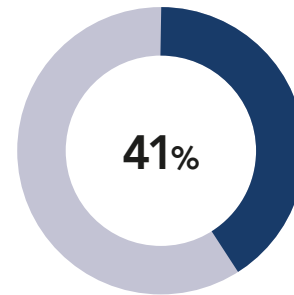


Trends and context

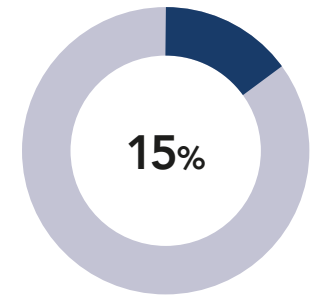
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



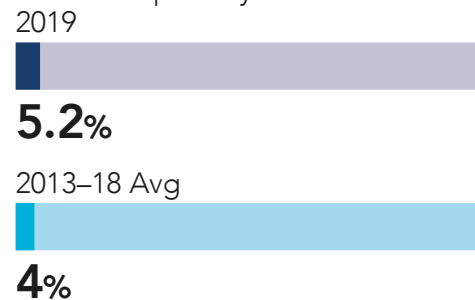
Range with 95% confidence intervals
0.9% – 6.7%

2
Cycling Friendly Employers
employing

383
staff

Schools

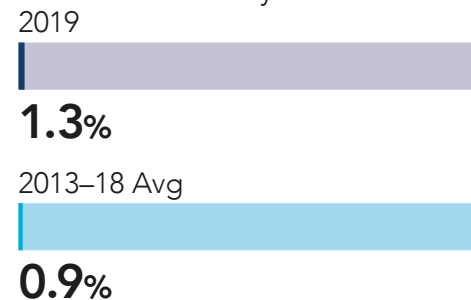
Pupils cycling to primary school



17
Cycling Friendly Schools
reaching

5,481
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital
£773,880.32

Revenue
£83,441.32

2019/20

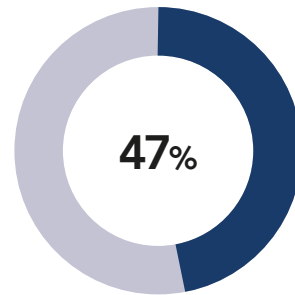
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

East Lothian

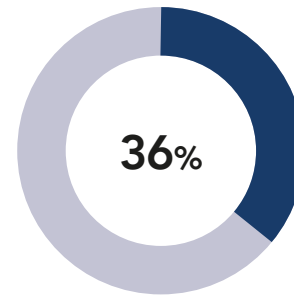


Trends and context

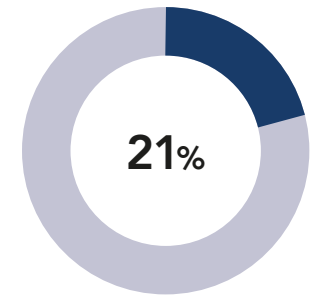
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.9% – 6.5%

3

Cycling Friendly Employers employing

584

staff

Schools

Pupils cycling to primary school



2013–18 Avg

11.3%

13

Cycling Friendly Schools reaching

5,555

pupils

Pupils cycling to secondary school



2013–18 Avg

3.2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital

£165,000

Revenue

£686,179

2019/20

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

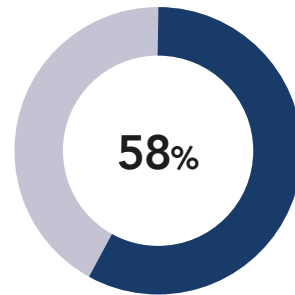
Due to Covid-19 restrictions on construction some project spend (c.£314K) was carried forward from this year to 2020–21.

East Renfrewshire

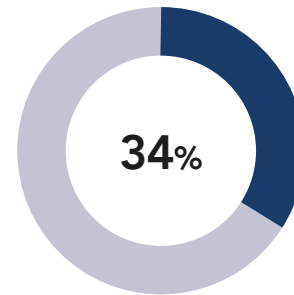


Trends and context

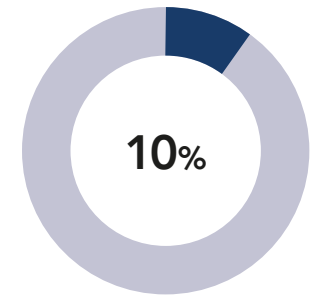
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

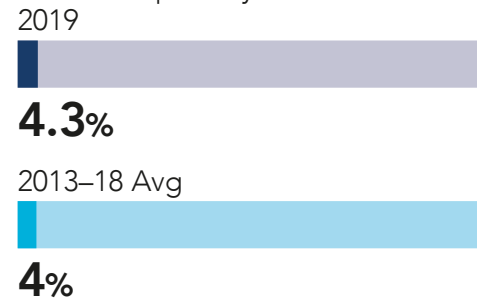


Range with 95% confidence intervals
0.1% – 4.9%

6
Cycling Friendly Employers
employing
4,836
staff

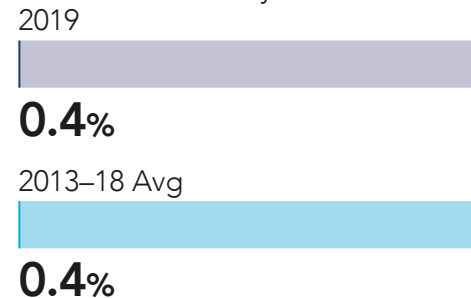
Schools

Pupils cycling to primary school



25
Cycling Friendly Schools
reaching
9,182
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
100% (2019–20: 0.0%)

Active travel budget*

Capital
£673,500

Revenue
£0

2019/20

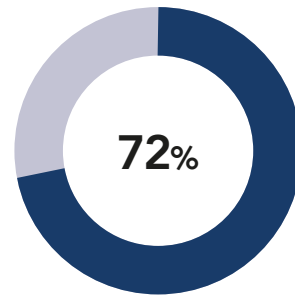
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Edinburgh, City Of

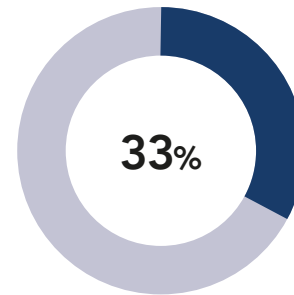


Trends and context

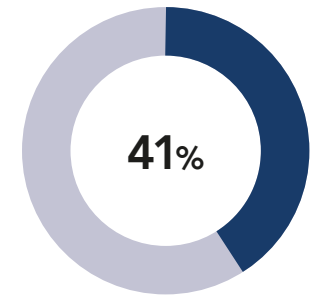
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

10.3% – 16.1%

158

Cycling Friendly Employers employing

64,387
staff

Schools

Pupils cycling to primary school



2013–18 Avg

6.7%

28

Cycling Friendly Schools reaching

17,009
pupils

Pupils cycling to secondary school



2013–18 Avg

2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital

£4,991,000

Revenue

No data supplied

2019/20

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

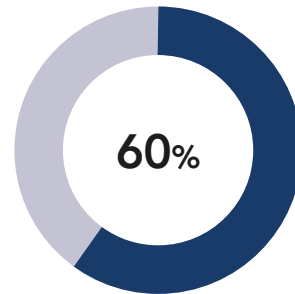
The figure provided is a combined revenue and capital figure for 2019–20. This figure includes Council revenue and capital, as well as grant funding from Sustrans' 'Places for Everyone' and Paths for All's 'Smarter Choices, Smarter Places' fund.

Eilean Siar

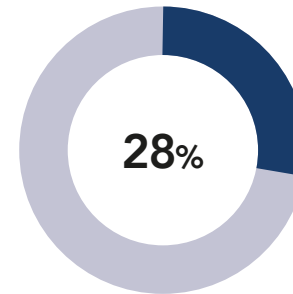


Trends and context

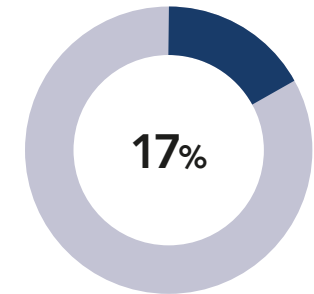
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



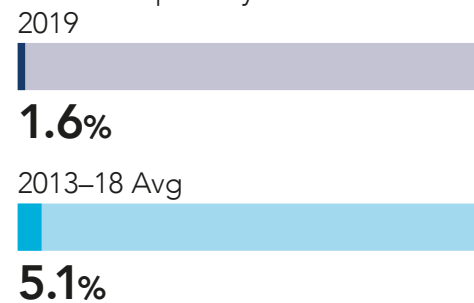
Range with 95% confidence intervals
0% – 4.3%

0
Cycling Friendly Employers employing

0
staff

Schools

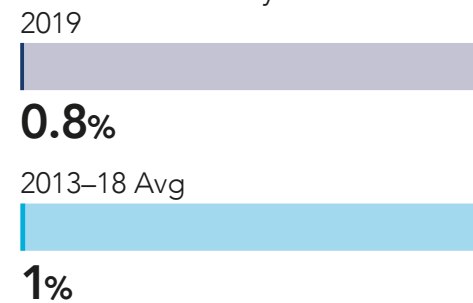
Pupils cycling to primary school



8
Cycling Friendly Schools reaching

310
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital
Not supplied

Revenue
Not supplied

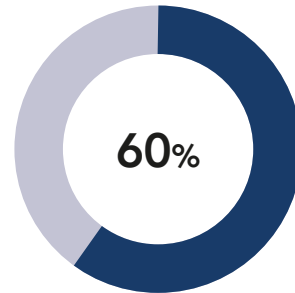
2019/20

Falkirk

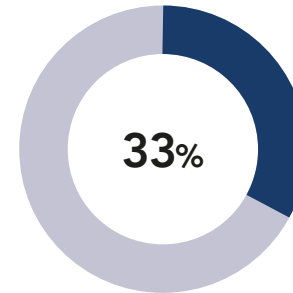


Trends and context

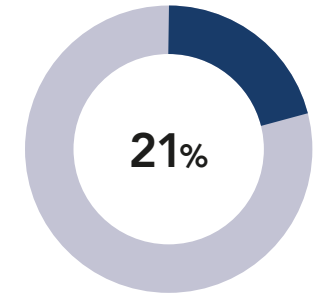
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

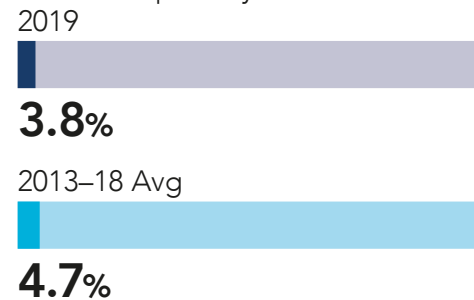


Range with 95% confidence intervals
0.6% – 7.2%

15
Cycling Friendly Employers
employing
6,508
staff

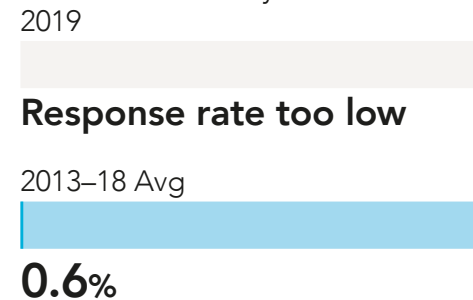
Schools

Pupils cycling to primary school



22
Cycling Friendly Schools
reaching
13,476
pupils

Pupils cycling to secondary school



8% (2019–20: 18.8%)
Percentage of primary schools
delivering Level 2 Bikeability
Scotland training

Active travel budget

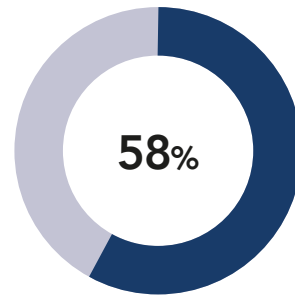
Capital
No data supplied
Revenue
No data supplied
2019/20

Fife

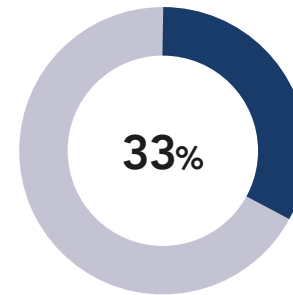


Trends and context

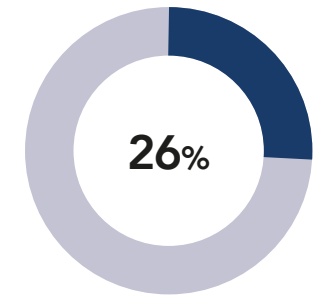
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

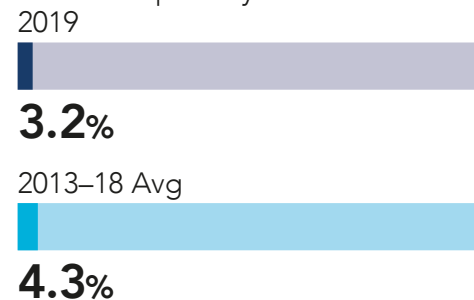


Range with 95% confidence intervals
2.5% – 7.3%

20
Cycling Friendly Employers
employing
10,579
staff

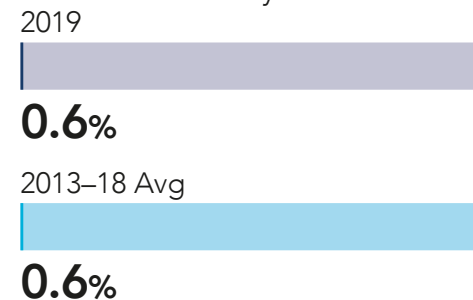
Schools

Pupils cycling to primary school



15
Cycling Friendly Schools
reaching
6,413
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
28.9% (2019–20: **23.3%**)

Active travel budget*

Capital
£979,211

Revenue
£197,228

2019/20

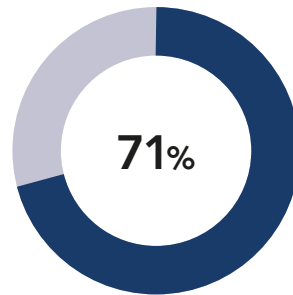
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Glasgow City

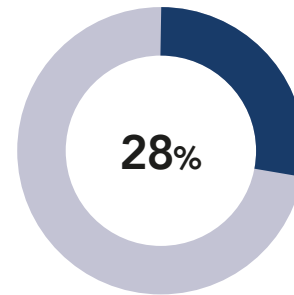


Trends and context

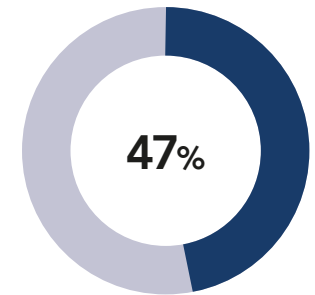
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

5.4% – 9.8%

186

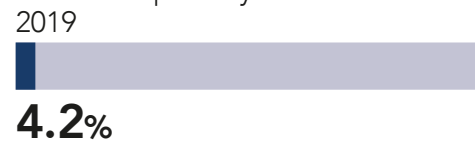
Cycling Friendly Employers employing

81,376

staff

Schools

Pupils cycling to primary school



2013–18 Avg

3.8%

22

Cycling Friendly Schools reaching

7,875

pupils

Pupils cycling to secondary school



2013–18 Avg

0.8%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital

No data supplied

Revenue

No data supplied

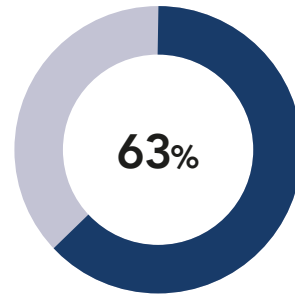
2019/20

Highland

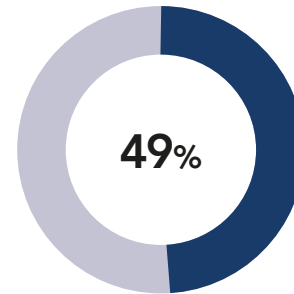


Trends and context

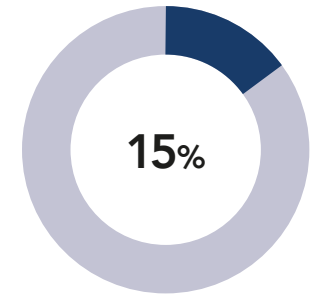
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

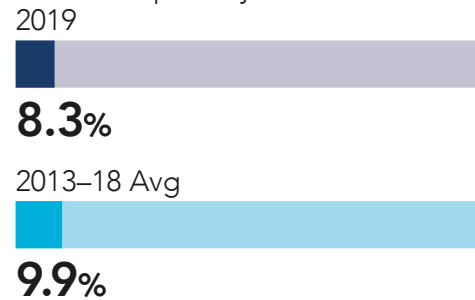


Range with 95% confidence intervals
8.3% – 17.9%

25
Cycling Friendly Employers employing
3,799
staff

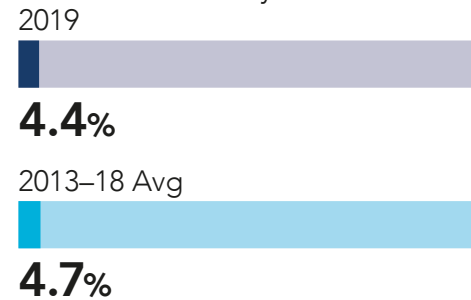
Schools

Pupils cycling to primary school



15
Cycling Friendly Schools reaching
5,890
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
29.8% (2019–20: 11.7%)

Active travel budget

Capital

No data supplied

Revenue

No data supplied

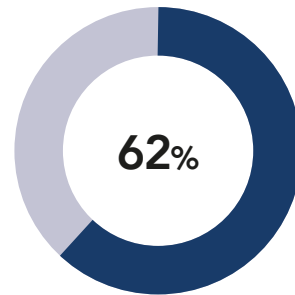
2019/20

Inverclyde

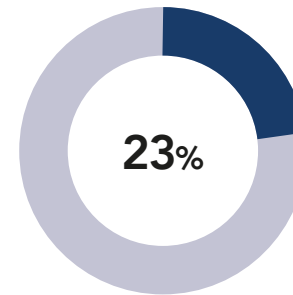


Trends and context

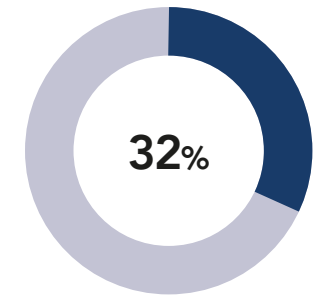
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0% – 3.6%

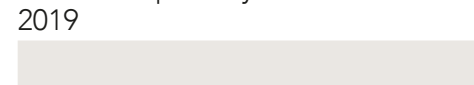
1

Cycling Friendly Employer employing

3,500 staff

Schools

Pupils cycling to primary school



Response rate too low

2013–18 Avg

1.1%

9

Cycling Friendly Schools reaching

2,513 pupils

Pupils cycling to secondary school



Response rate too low

2013–18 Avg

Response rate too low

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital
£118,012

Revenue
£2,000

2019/20

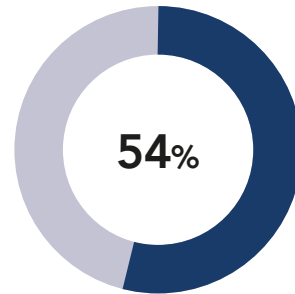
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Midlothian

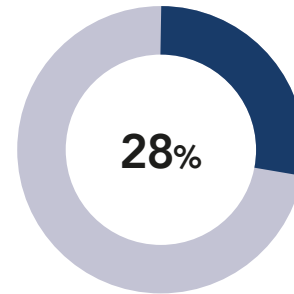


Trends and context

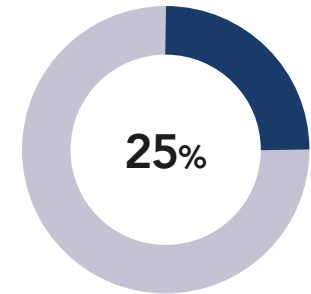
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

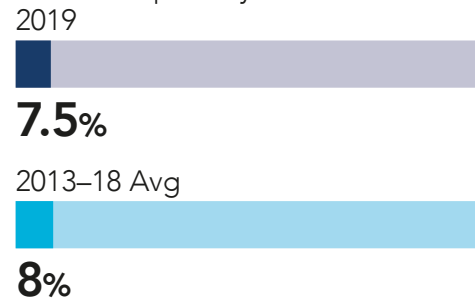


Range with 95% confidence intervals
2.3% – 8.9%

7
Cycling Friendly Employers
employing
2,695
staff

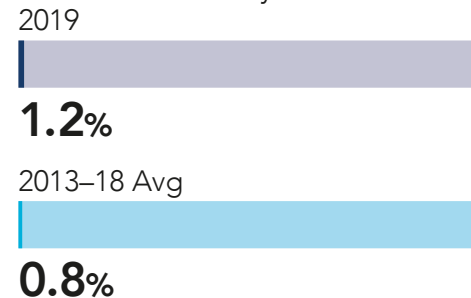
Schools

Pupils cycling to primary school



22
Cycling Friendly Schools
reaching
8,861
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
68.8% (2019–20: 21.9%)

Active travel budget

Capital

No data supplied

Revenue

No data supplied

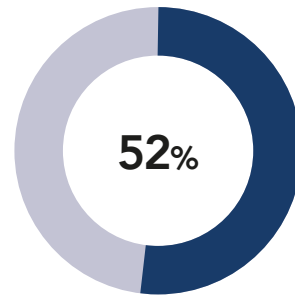
2019/20

Moray

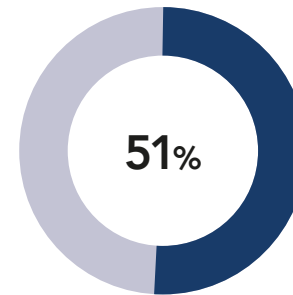


Trends and context

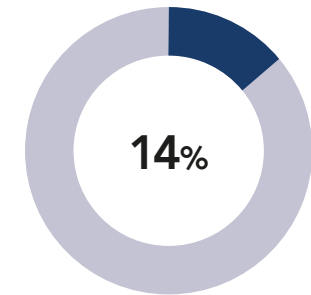
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

1.8% – 9.2%

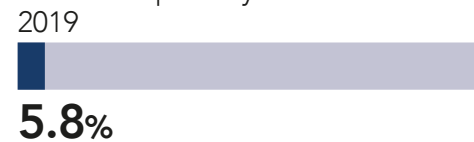
4

Cycling Friendly Employers employing

1,470
staff

Schools

Pupils cycling to primary school



2013–18 Avg

6.2%

11

Cycling Friendly Schools reaching

3,623
pupils

Pupils cycling to secondary school



2013–18 Avg

3%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital

£110,175

Revenue

£486,835

2019/20

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

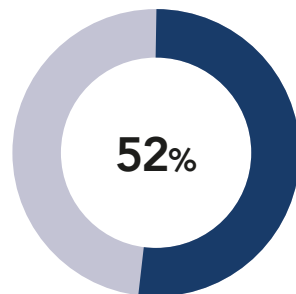
In 2019/20, received funding for our Low Carbon Travel and Transport project, which is why the revenue expenditure is higher than previous years.

North Ayrshire

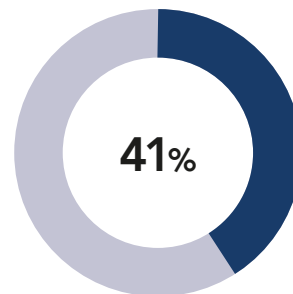


Trends and context

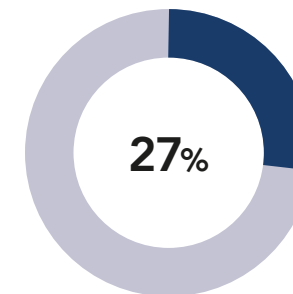
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals
0% – 5.8%

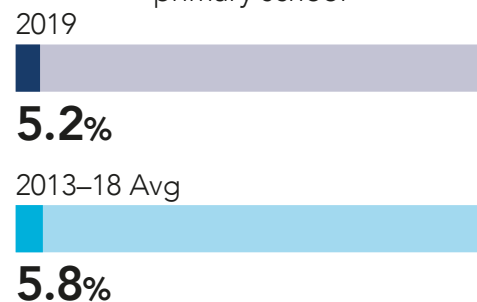
9

Cycling Friendly Employers employing

4,115
staff

Schools

Pupils cycling to primary school

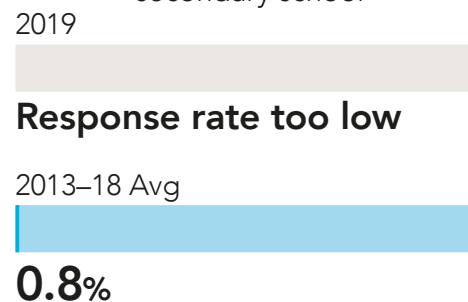


10

Cycling Friendly Schools reaching

2,719
pupils

Pupils cycling to secondary school



During the 2018/19 and 2019/20 academic years, North Ayrshire Council delivered its own cycle training programme.

Active travel budget

Capital

No data supplied

Revenue

No data supplied

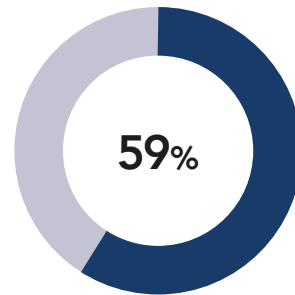
2019/20

North Lanarkshire

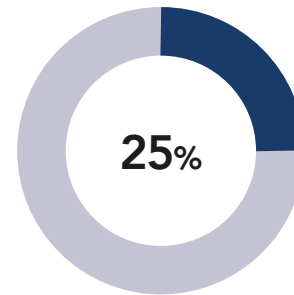


Trends and context

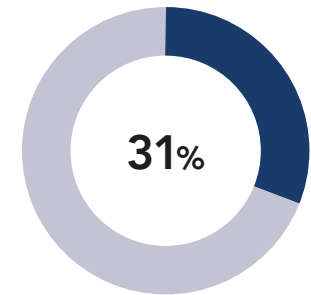
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.7% – 4.1%

5

Cycling Friendly Employers employing

6,565 staff

Schools

Pupils cycling to primary school



2013–18 Avg



10

Cycling Friendly Schools reaching

4,500 pupils

Pupils cycling to secondary school



2013–18 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital

No data supplied

Revenue

No data supplied

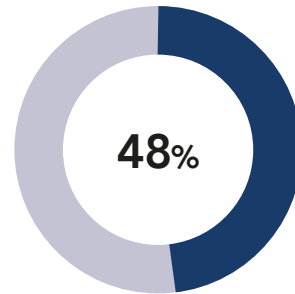
2019/20

Orkney Islands

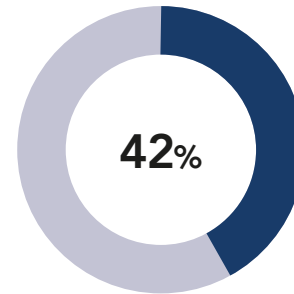


Trends and context

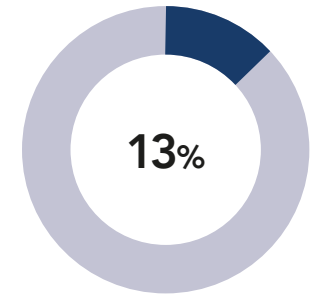
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals
2.8% – 10.2%

1

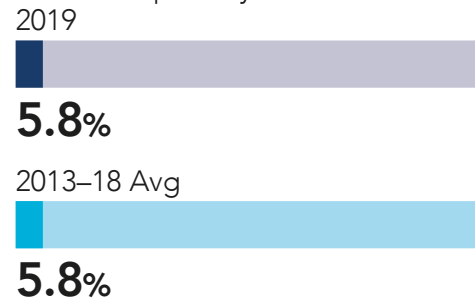
Cycling Friendly Employer employing

5

staff

Schools

Pupils cycling to primary school

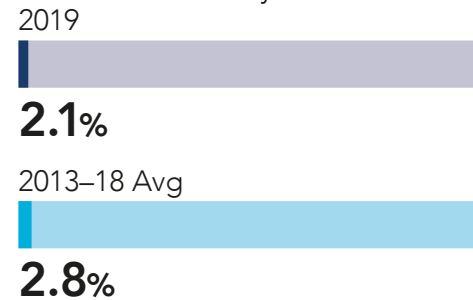


4

Cycling Friendly Schools reaching

1,129 pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital
£36,656

Revenue
£28,373

2019/20

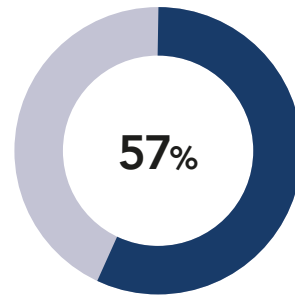
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Perth & Kinross

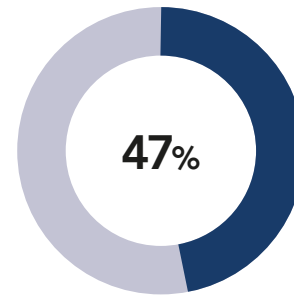


Trends and context

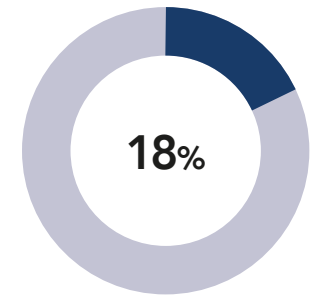
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.9% – 8.5%

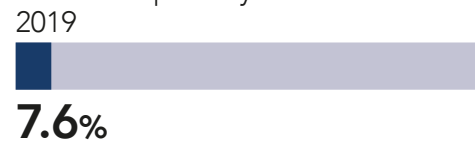
14

Cycling Friendly Employers employing

5,297 staff

Schools

Pupils cycling to primary school



2013–18 Avg



22

Cycling Friendly Schools reaching

4,817 pupils

Pupils cycling to secondary school



2013–18 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital

No data supplied

Revenue

No data supplied

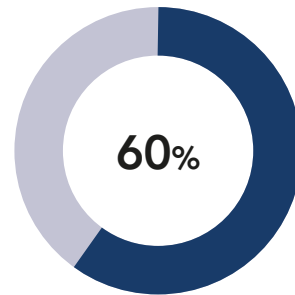
2019/20

Renfrewshire

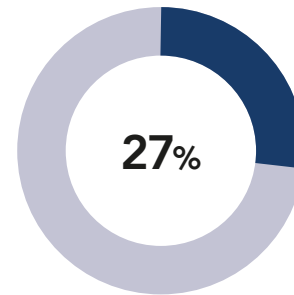


Trends and context

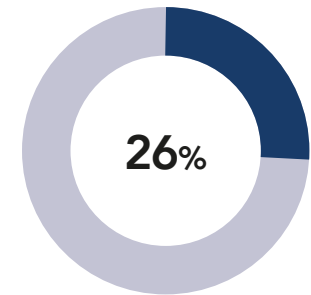
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

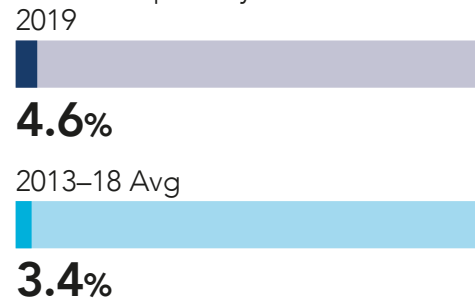


Range with 95% confidence intervals
0.3% – 5.1%

12
Cycling Friendly Employers
employing
6,827
staff

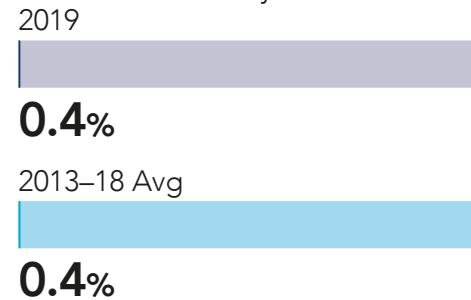
Schools

Pupils cycling to primary school



13
Cycling Friendly Schools
reaching
5,821
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
28.6% (2019–20: 10.2%)

Active travel budget*

Capital
£143,018.44

Revenue
£237,826.04

2019/20

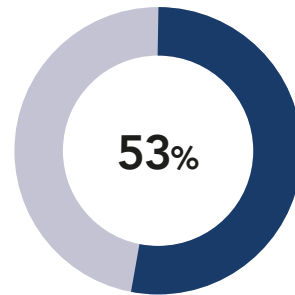
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Scottish Borders

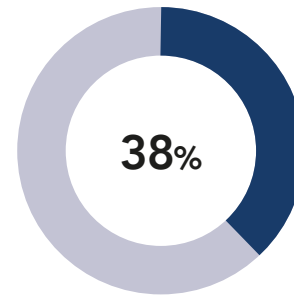


Trends and context

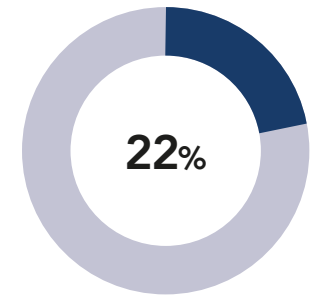
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

3.5% – 12.9%

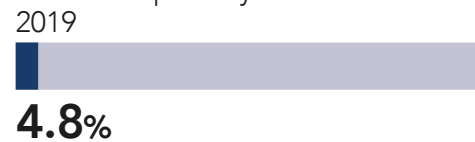
1

Cycling Friendly Employer employing

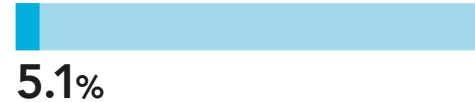
2,500 staff

Schools

Pupils cycling to primary school



2013–18 Avg



13

Cycling Friendly Schools reaching

6,711 pupils

Pupils cycling to secondary school



2013–18 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital

£190,834

Revenue

No data supplied

2019/20

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

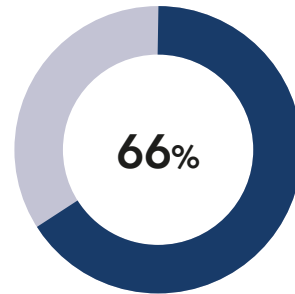
Do not keep a specific record of revenue related funding specifically for active travel.

Shetland Islands

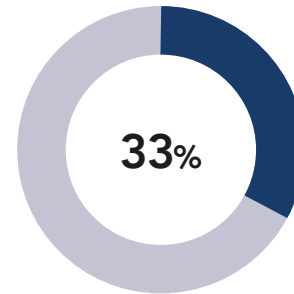


Trends and context

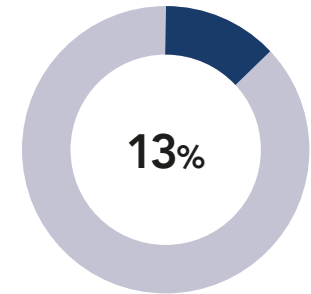
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals
0.1% – 3.9%

2
Cycling Friendly Employers employing
202
staff

Schools

Pupils cycling to primary school



2013–18 Avg
4.9%

9
Cycling Friendly Schools reaching
1,091
pupils

Pupils cycling to secondary school



2013–18 Avg
1.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training
100% (2019–20: 25%)

Active travel budget*

Capital
£37,000

Revenue
£50,000

2019/20

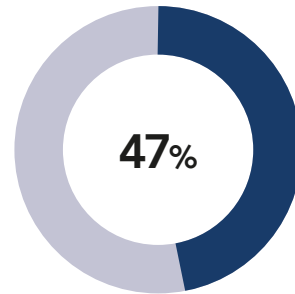
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

South Ayrshire

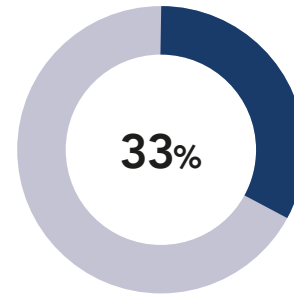


Trends and context

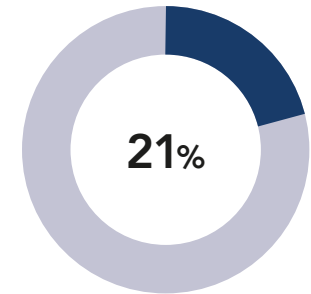
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

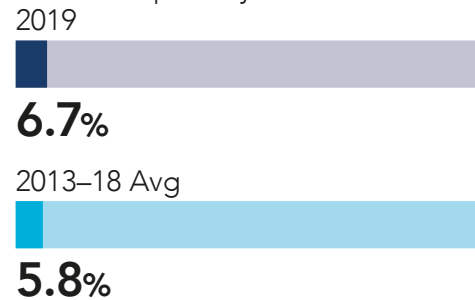


Range with 95% confidence intervals
0% – 3%

7
Cycling Friendly Employers
employing
5,647
staff

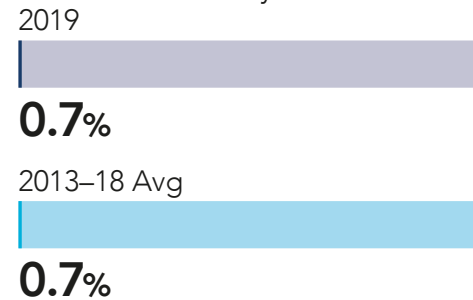
Schools

Pupils cycling to primary school



18
Cycling Friendly Schools
reaching
6,022
pupils

Pupils cycling to secondary school



87.8% (2019–20: **43.9%**)
Percentage of primary schools
delivering Level 2 Bikeability
Scotland training

Active travel budget

Capital

No data supplied

Revenue

No data supplied

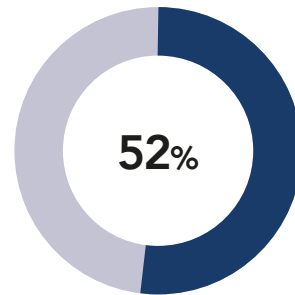
2019/20

South Lanarkshire

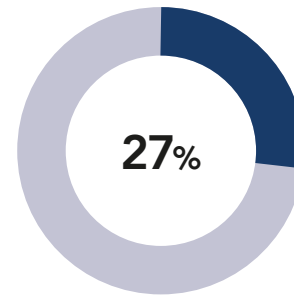


Trends and context

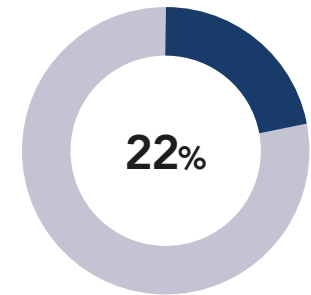
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

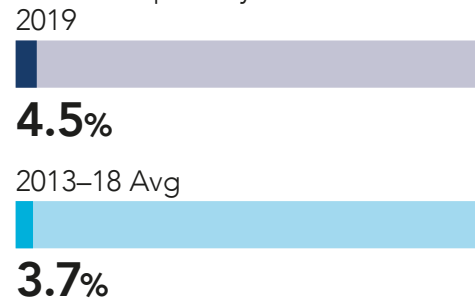


Range with 95% confidence intervals
1.1% – 5.4%

11
Cycling Friendly Employers
employing
6,957
staff

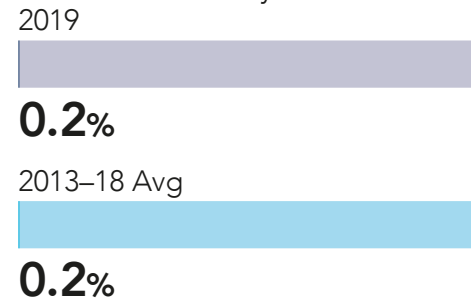
Schools

Pupils cycling to primary school



22
Cycling Friendly Schools
reaching
7,049
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
43.2% (2019–20: 14.5%)

Active travel budget*

Capital
£651,500

Revenue
£0

2019/20

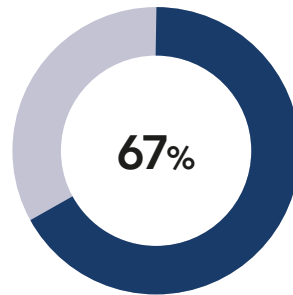
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

Stirling

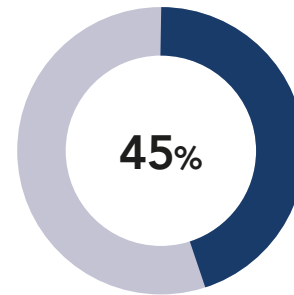


Trends and context

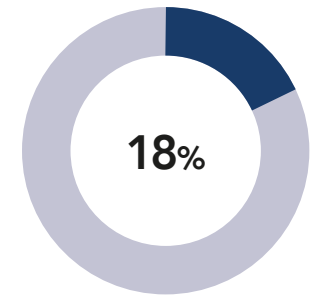
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

2.7% – 11.2%

20

Cycling Friendly Employers employing

8,227
staff

Schools

Pupils cycling to primary school



2013–18 Avg

7.8%

18

Cycling Friendly Schools reaching

5,167
pupils

Pupils cycling to secondary school



2013–18 Avg

1.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget*

Capital

£216,000

Revenue

£145,570

2019/20

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

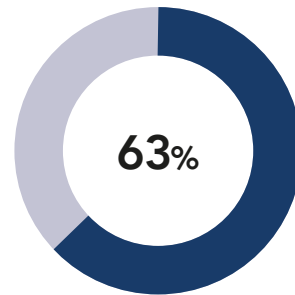
Other projects, which may not have been classed as active projects, will also have had a positive impact on walking and cycling.

West Dunbartonshire

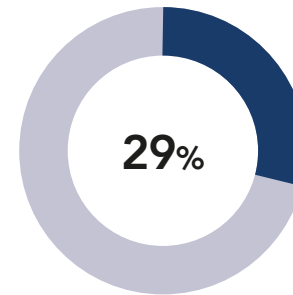


Trends and context

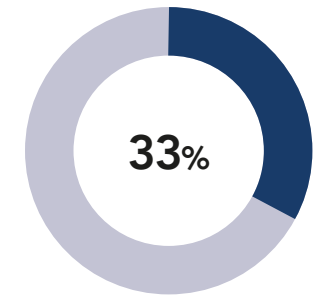
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly

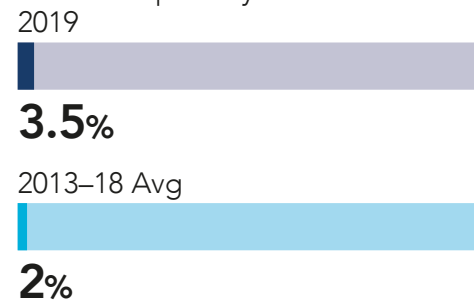


Range with 95% confidence intervals
0.3% – 6.1%

11
Cycling Friendly Employers
employing
3,812
staff

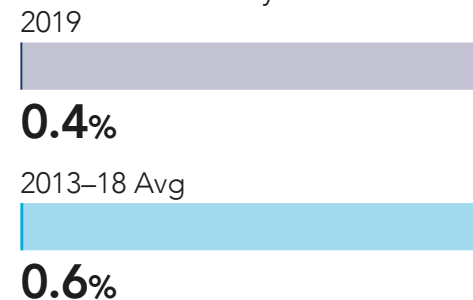
Schools

Pupils cycling to primary school



7
Cycling Friendly Schools
reaching
1,574
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
59.4% (2019–20: 12.5%)

Active travel budget*

Capital
£51,545.80

Revenue
No data supplied

2019/20

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

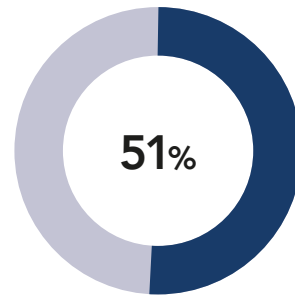
Revenue spend included in general revenue expenditure.

West Lothian

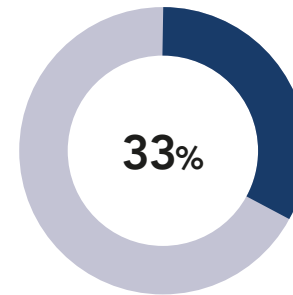


Trends and context

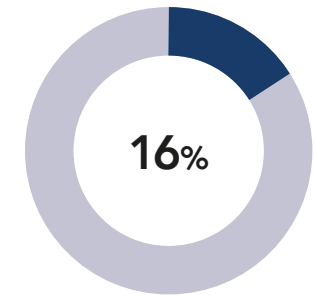
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



Workplaces

Employees cycling to work usually/regularly



Range with 95% confidence intervals

0.5% – 5.7%

5

Cycling Friendly Employers employing

725

staff

Schools

Pupils cycling to primary school



2013–18 Avg



9

Cycling Friendly Schools reaching

4,095

pupils

Pupils cycling to secondary school



2013–18 Avg



Percentage of primary schools delivering Level 2 Bikeability Scotland training



Active travel budget

Capital

No data supplied

Revenue

No data supplied

2019/20

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