

Annual Cycling Monitoring Report 2023



Cycling
Scotland





Annual Cycling Monitoring Report

2023

Changes to the 2020 and 2021 Scottish Household Surveys

Data collected in 2020 and 2021 will be affected by the Covid-19 pandemic and its associated lockdowns. Many of the figures included in this report come from the Scottish Household Survey (SHS) which used face-to-face interviews before the pandemic. In 2020 and 2021, the methodology had to switch to telephone surveys in response to the pandemic. This means that the results of the SHS 2020 and SHS 2021 cannot be directly compared with previous years. The response rate to the telephone surveys were lower than previous face-to-face surveys and there was a change in the profile of respondents (e.g. home owners and people with degree level qualifications were over-represented).

The results from 2020 and 2021 are broadly comparable. Some of the differences between 2020 and 2021 figures may be due to seasonal effects – 2020 data covered October 2020 and January to early April 2021 whilst 2021 data covered all months from April 2021 to March 2022. Around 10,000 households were interviewed for the SHS 2021 compared to the greatly reduced sample of 3,000 households for the SHS 2020.

Data sources

- Transport and Travel in Scotland (TATIS) 2021
- Scottish Household Survey 2021 – physical activity data
- Reported Road Casualties Scotland 2021
- Key Reported Road Casualties Scotland 2022
- Transport Scotland analysis of the Scottish Household Survey 2021
- Scottish Transport Statistics 2022
- Hands Up Scotland Survey 2022 (Sustrans Scotland)
- Transport Scotland
- Living Streets Scotland
- Local authorities
- Cycling Scotland
 - Cycling Friendly Employers
 - Cycling Friendly Schools
 - Bikeability Scotland
 - Attitudes and Behaviours 2022 research
 - National Monitoring Framework – cycle counters and traffic surveys
 - Residential cycle storage research

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September 2023

**Cycling
Scotland**

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National

Introduction

The Annual Cycling Monitoring Report tracks and reports on key information on everyday cycling in Scotland. It was first published in 2015 and data can be used to measure the progress of several indicators established in the [Active Travel Outcomes Framework \(2019\)](#). The indicators were reproduced in the latest strategy – [Cycling Framework for Active Travel – a Plan for Everyday Cycling](#).

This report includes data from January 2012 to March 2023, 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 authority level. The official statistics data provided in this report has been sourced from the Scottish Household Survey 2021 (SHS), Key Reported Road Casualties and Transport and Travel in Scotland research. You can see a full list of sources on [page 3](#), and an important note on Covid-related methodology changes to the Scottish Household Survey and Transport and Travel in Scotland sources.

Thank you to all partners who have provided content, enabling us to create as comprehensive picture as possible of cycling in Scotland.

Mode share

2.3% of people cycled as a main mode of travel in 2021, this was **1.5%** in 2020. These figures are not directly comparable with the mode share of 2019 and previous years due to Covid-related changes to the Scottish Household Survey.

Cycling to work

In 2021, **7.9%** of people cycled to work at least regularly. This figure was **4%** in 2020.

Cycling to school

In 2022, **5.4%** of primary school pupils and **1.3%** of secondary school pupils cycled to school. In 2012, the respective figures were **4.1%** and **1.1%**.

Participation in cycling

In 2021, **15%** of people said that they had participated in at least 30 minutes of cycling within the four weeks prior. This included **20%** of men and **11%** of women.

Total amount of cycling

435 million vehicle kilometres were cycled on all roads by pedal cycles in 2021.

Access to bikes

In 2021, **45.1%** of households in Scotland have access to one or more bikes for private use. The figure in 2020 was **45%**.

Safety

In 2022, **2** adults were killed and **179** were seriously injured whilst riding a bike.[†]

Attitudes and Behaviours research

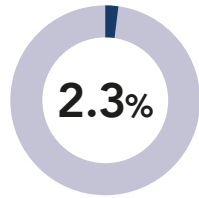
In 2022, **32%** of the population regularly or occasionally cycle either for transport or leisure.

Travel Tracker

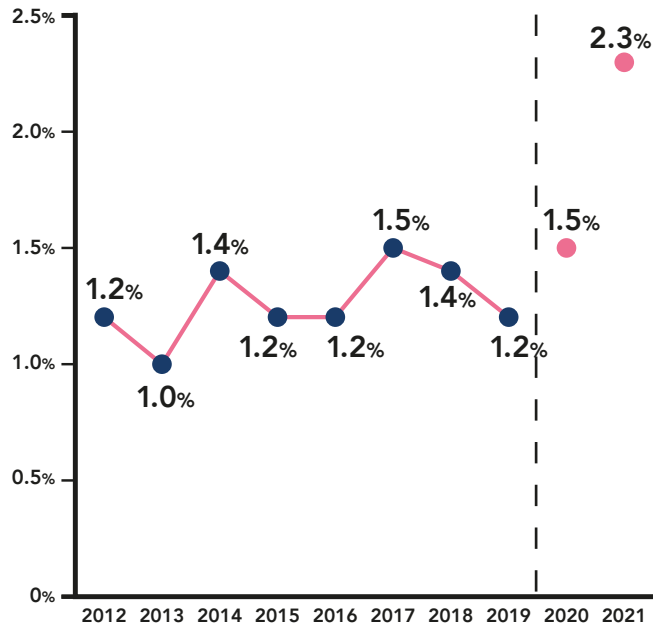
In the 2021/22 academic year, a higher proportion of primary school pupils from rural areas cycled to school than pupils in urban areas.

[†]Provisional.

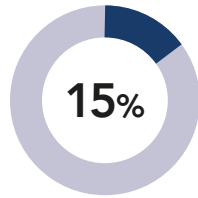
Mode share¹



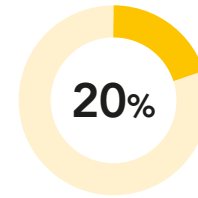
of people cycled as a main mode of travel in 2021*



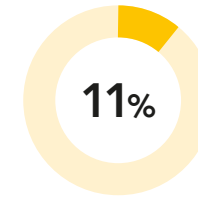
Participation in cycling²



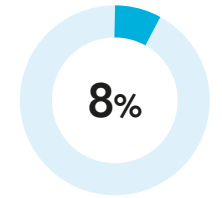
of people said they had participated in at least 30 minutes of cycling within the four weeks prior



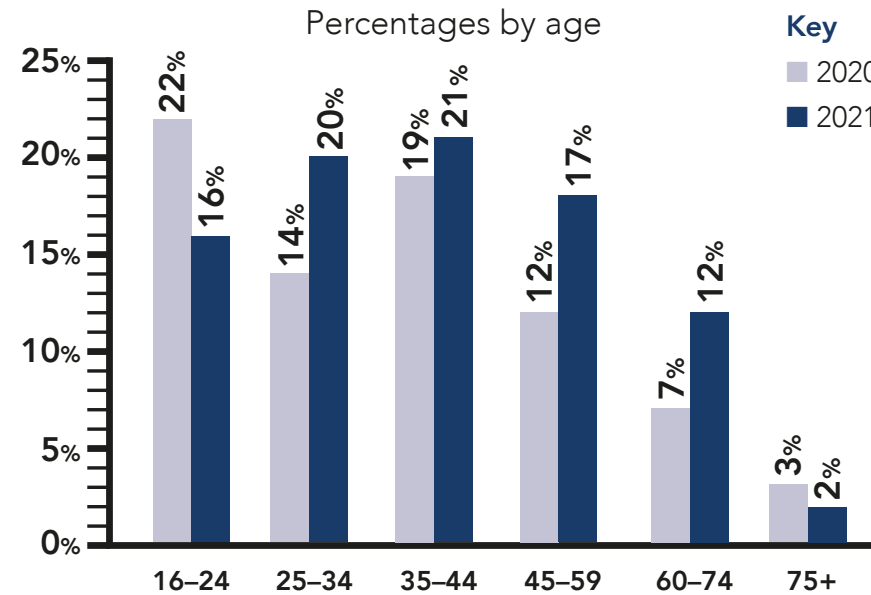
of men
In 2020, this was 17%*



of women
In 2020, this was 8%*



8% of disabled people participated in at least 30 minutes of cycling within the four weeks prior

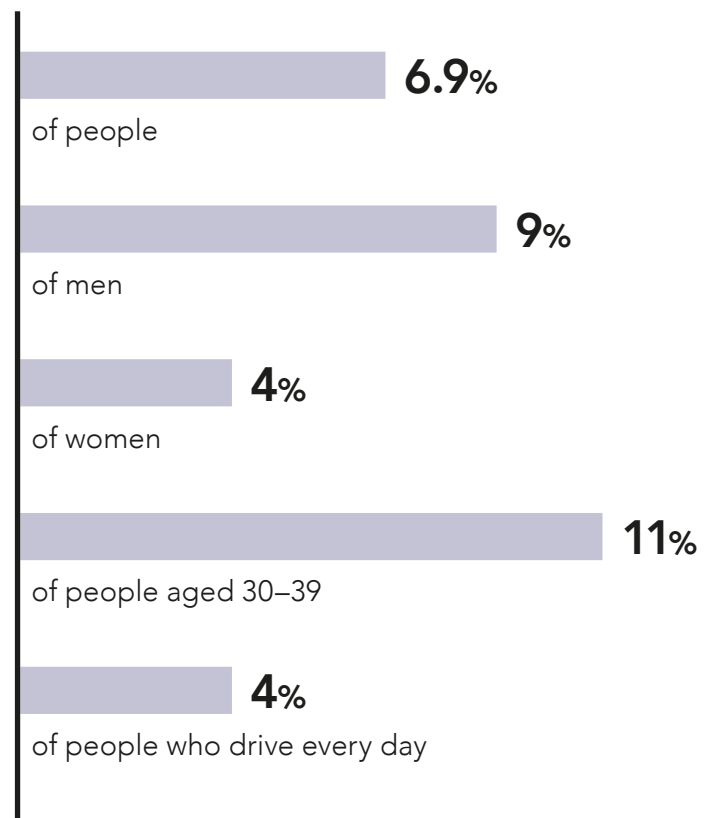


* Due to changes to the survey in response to Covid-19, there is a break in the time series, and 2020 and 2021 data is not directly comparable with previous years.

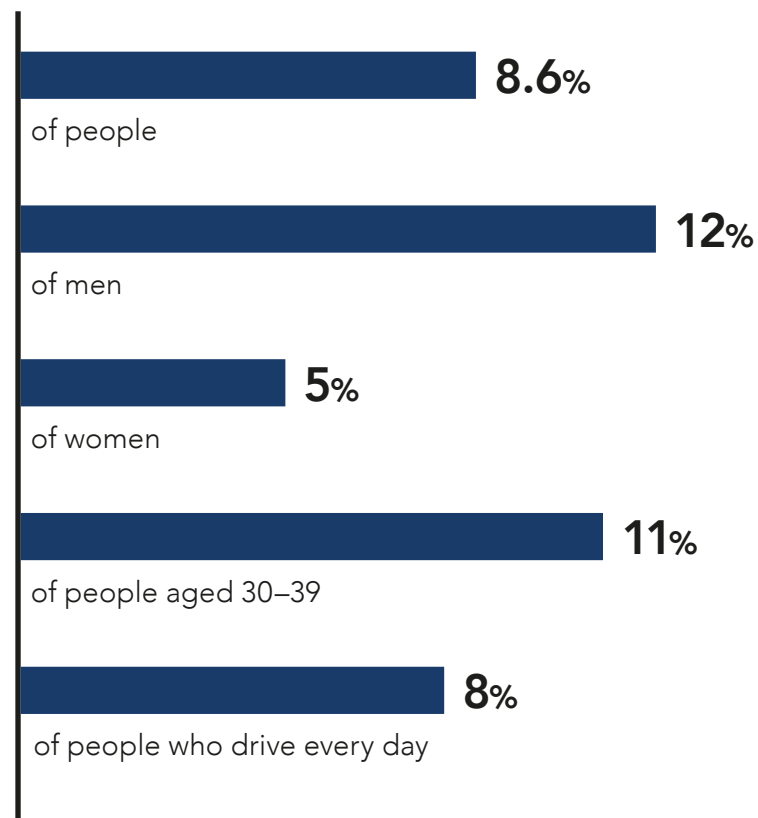
¹ Source: Transport and Travel in Scotland 2021 – Travel Diary [Table TD2] ² Source: Scottish Household Survey 2021 – Physical Activity Data [Tables 5.1, 5.2 and 5.3]

Frequency of cycling (in previous 7 days)³

Cycling as a means of transport



Cycling for pleasure/fitness

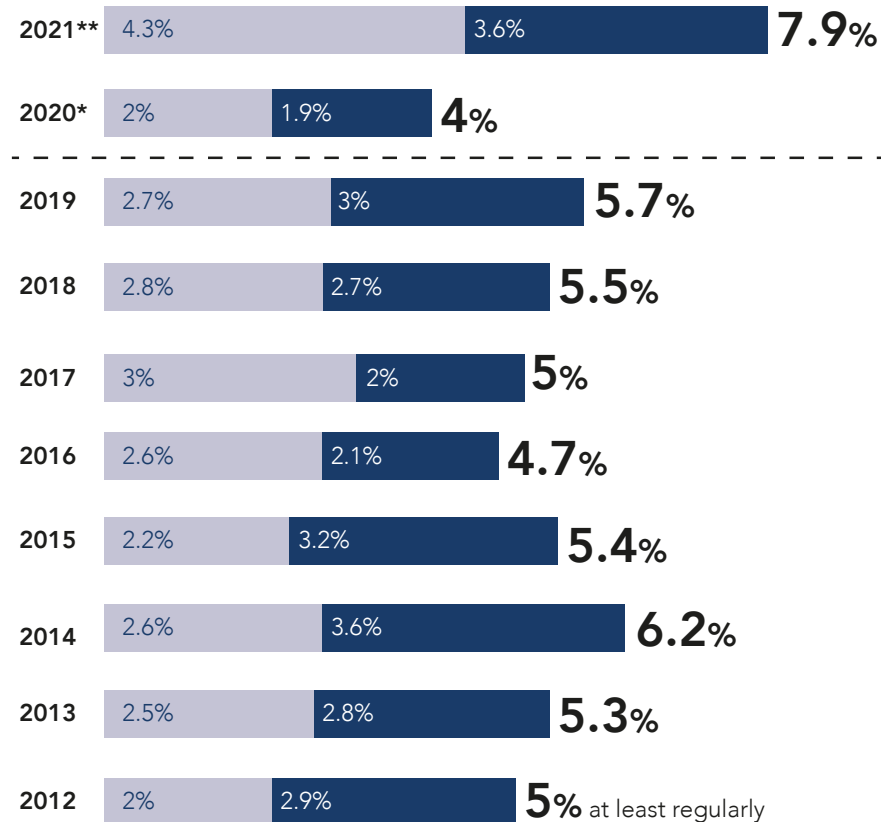


³ Source: Transport and Travel in Scotland 2021 – Social Survey [Table 25a]

Cycling to work⁴

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

Key ■ Usually ■ Regularly



* Due to changes in the survey in response to Covid-19, 2021 and 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020.

**Confidence intervals for 2021 survey data: 90% (+/- 1.1%); 95% (+/- 1.3%)

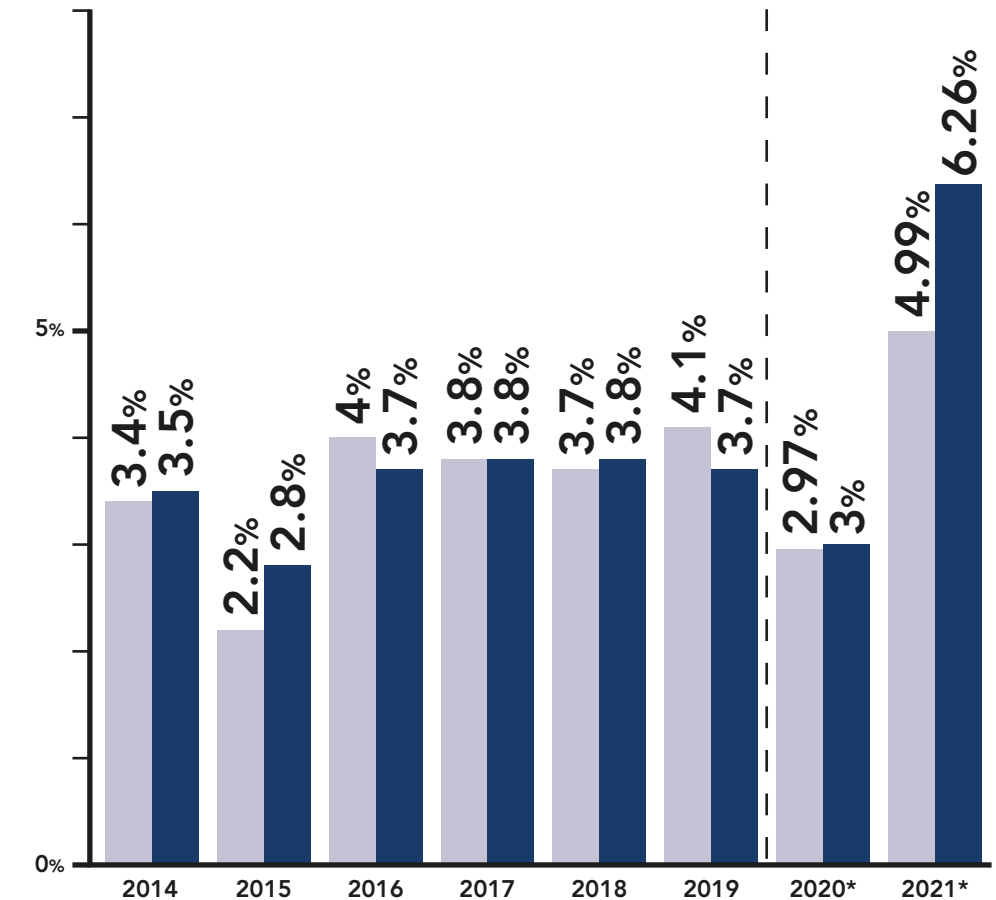
⁴ Source: Scottish Household Survey 2021 with additional information from Transport Scotland.

⁵ Source: Transport Scotland analysis of Scottish Household Survey 2021

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

Key ■ Under 2 miles ■ Under 5 miles



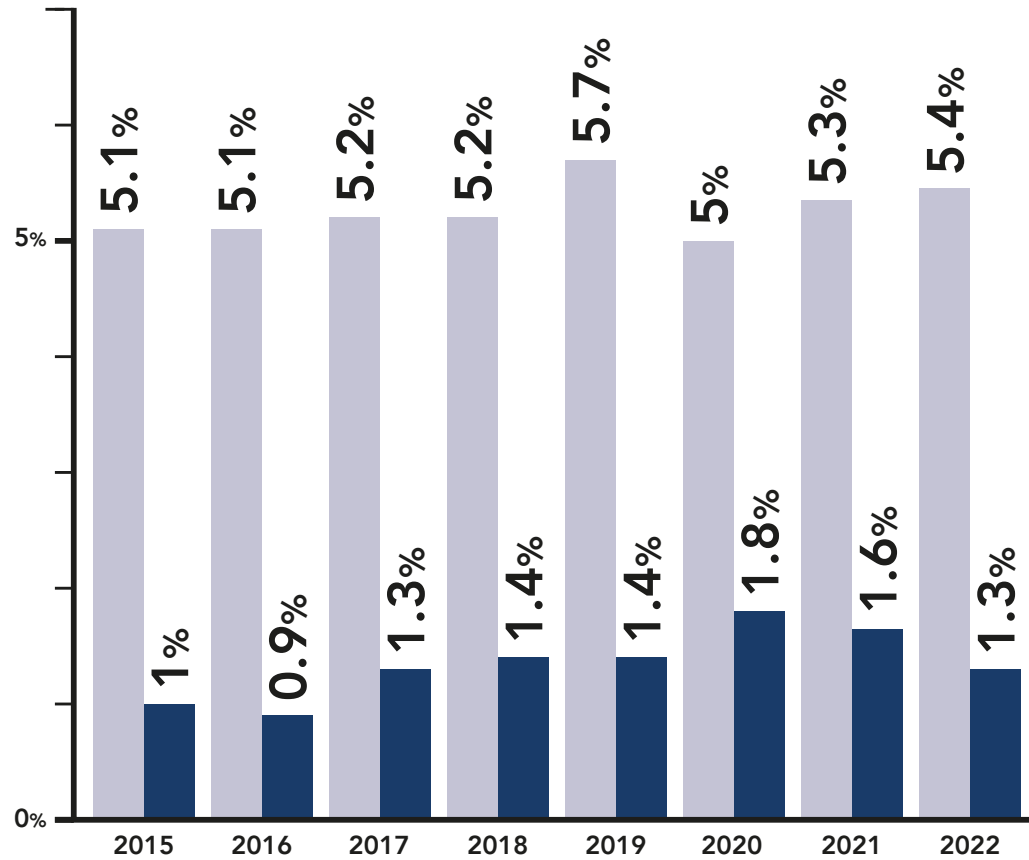
* Due to changes in the survey in response to Covid-19, 2020 and 2021 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020.

Cycling to school⁶

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

* Data is from all schools including primary and secondary, and independent and state schools.

Key ■ Primary ■ Secondary

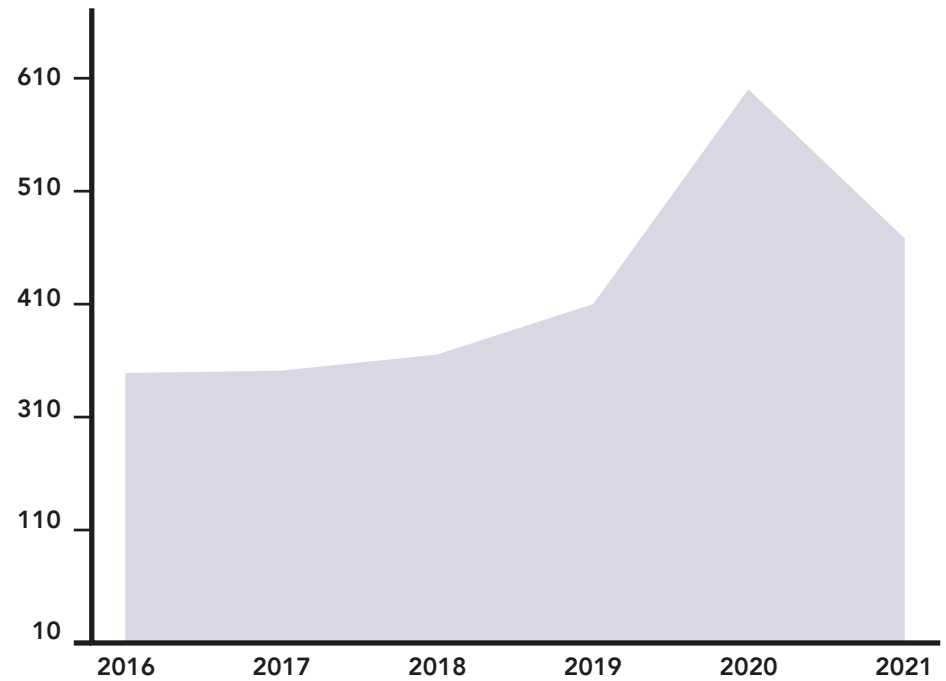


Total amount of cycling⁷

435 million

vehicle kilometres were cycled on all roads by pedal cycles in 2021*

Key ■ Million vehicle kilometres cycled per year

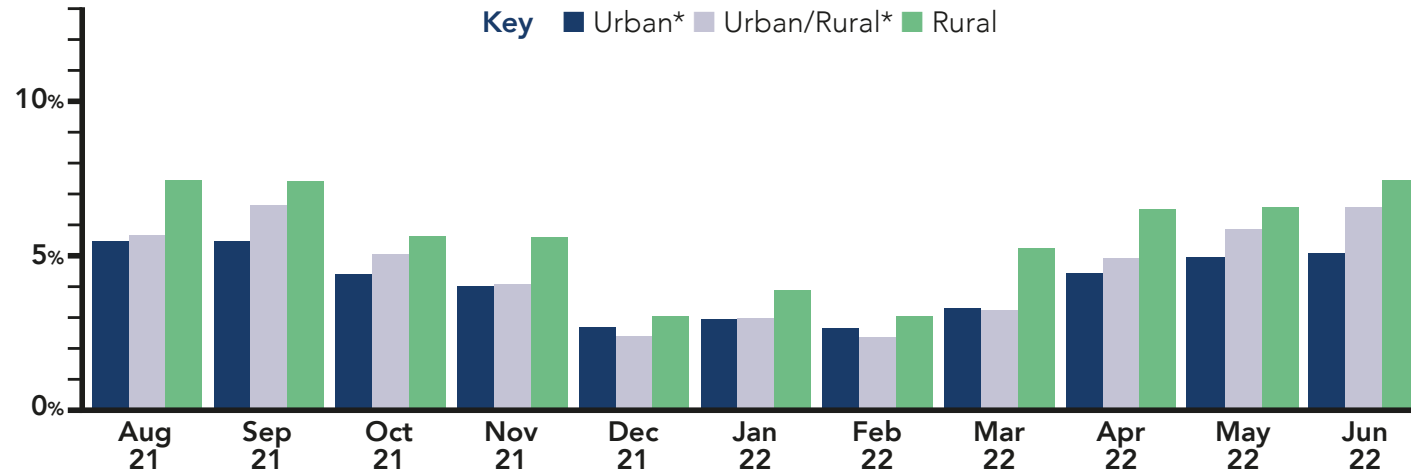


⁶ Source: Hands Up Scotland Survey 2022 [Table 2.3] ⁷ Source: Reported Road Casualties Scotland 2021 [Table 13c]

Travel Tracker⁸

The WOW 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 context over the school year.









*This analysis follows the Scottish Government's 6-Fold Urban Rural Classification 2020: Urban (large urban areas and other urban areas); Urban/Rural (accessible small towns and remote small towns); and Rural (accessible rural and remote rural).

⁸ Source: Living Streets Scotland.
⁹ Source: Transport and Travel in Scotland 2021 – Social Survey [Table 18a].
¹⁰ Source: Transport and Travel in Scotland 2021 – Social Survey [Table 26a]

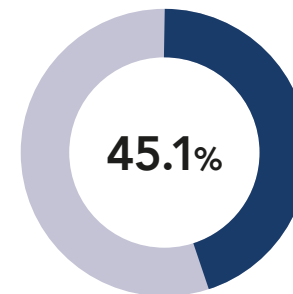
Attitudes¹⁰

Reasons for not cycling to work (2021)*

- 
38%
 Too far to cycle
- 
17%
 Weather too cold/wet/windy
- 
16%
 Concerns about cycling in traffic
- 
15%
 It would be inconvenient
- 
13%
 Don't have a bike
- 
8%
 Concerns about personal safety on dark/lonely roads

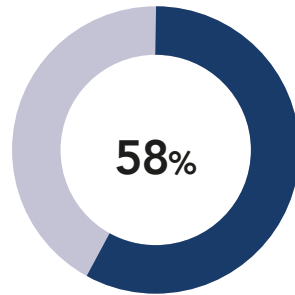
* This question is being asked in alternate (odd) years

Access to bikes⁹

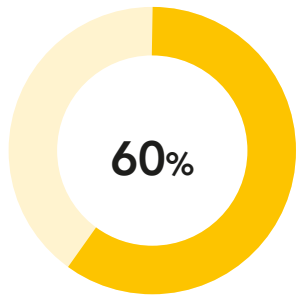


of households in Scotland have access to one or more bikes for private use in 2021

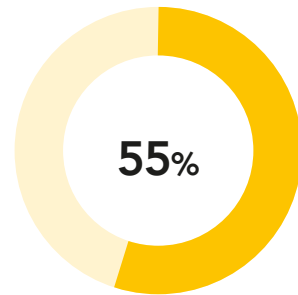
Awareness of cycle hire schemes¹¹



Awareness of cycle hire schemes*



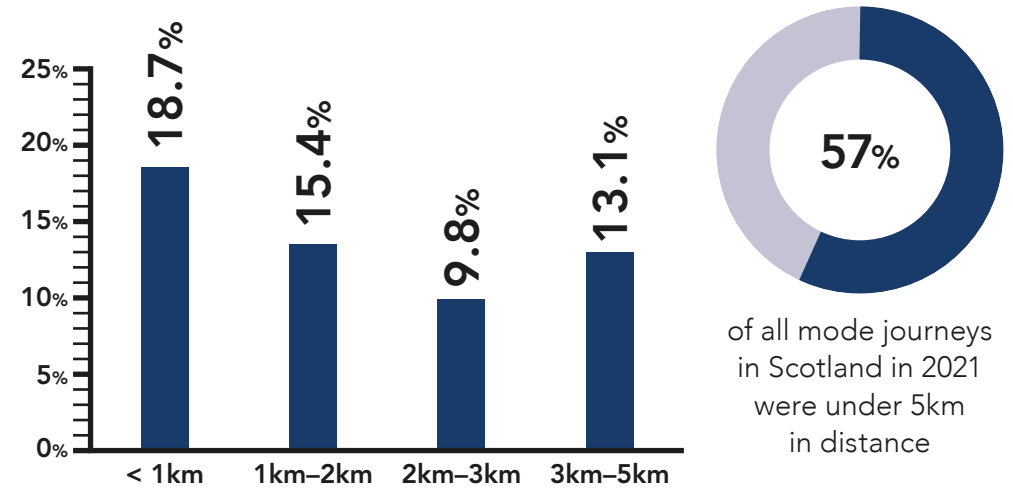
Men



Women

* Data on the **usage** of cycle hire schemes will now be available in alternate (even) years

Distance travelled – journeys under 5km¹²



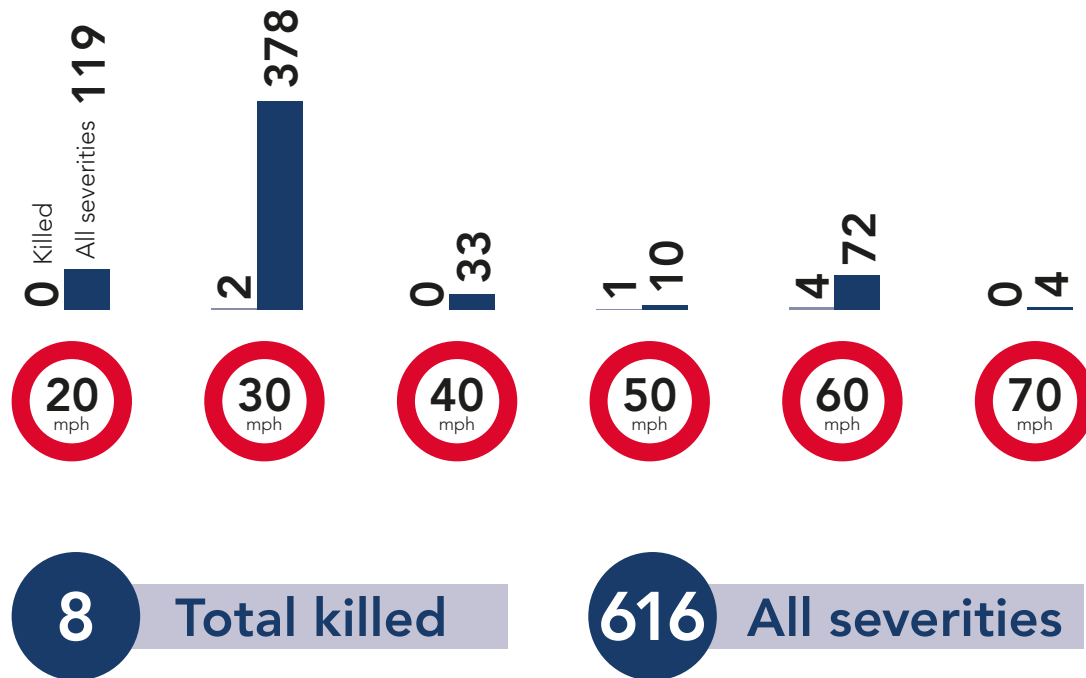
¹¹ Source: Transport and Travel in Scotland 2021 – Social Survey [Tables 46 and 47]

¹² Source: Transport and Travel in Scotland 2021 – Travel Diary [Table TD4]

Road safety

Reported casualties by speed limit (2017–2021 average)¹³

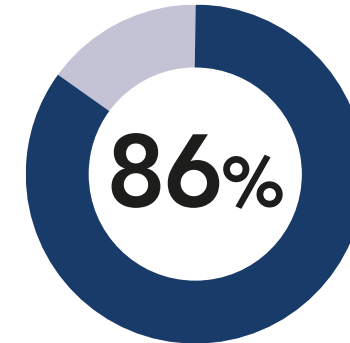
Data from Transport Scotland indicates that on average between 2017 and 2021, there were 119 reported pedal cycle casualties of all severities in areas with a 20mph speed limit. This is compared with 378 pedal cycle casualties in areas with a 30mph speed limit.



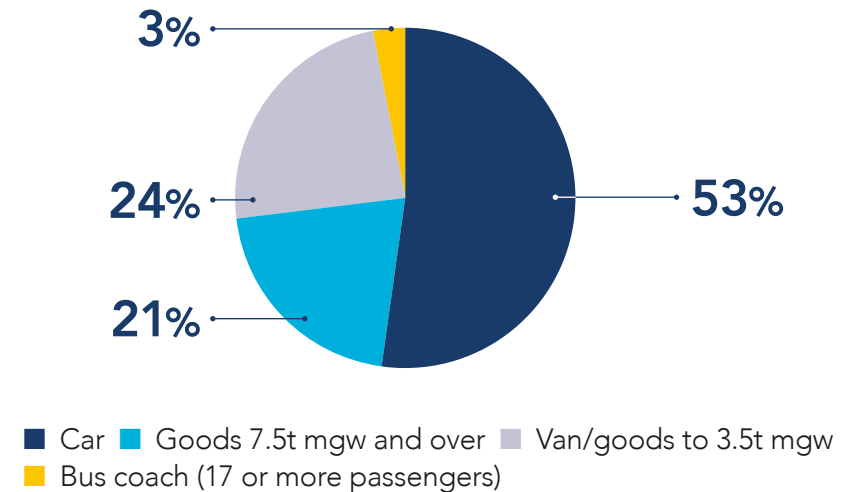
¹³ Source: Reported Road Casualties 2021 [Table 33].

Vehicles involved in reported collisions¹⁴

On average since 2010, cars and taxis have been involved in **86%** of collisions involving a pedal cycle.

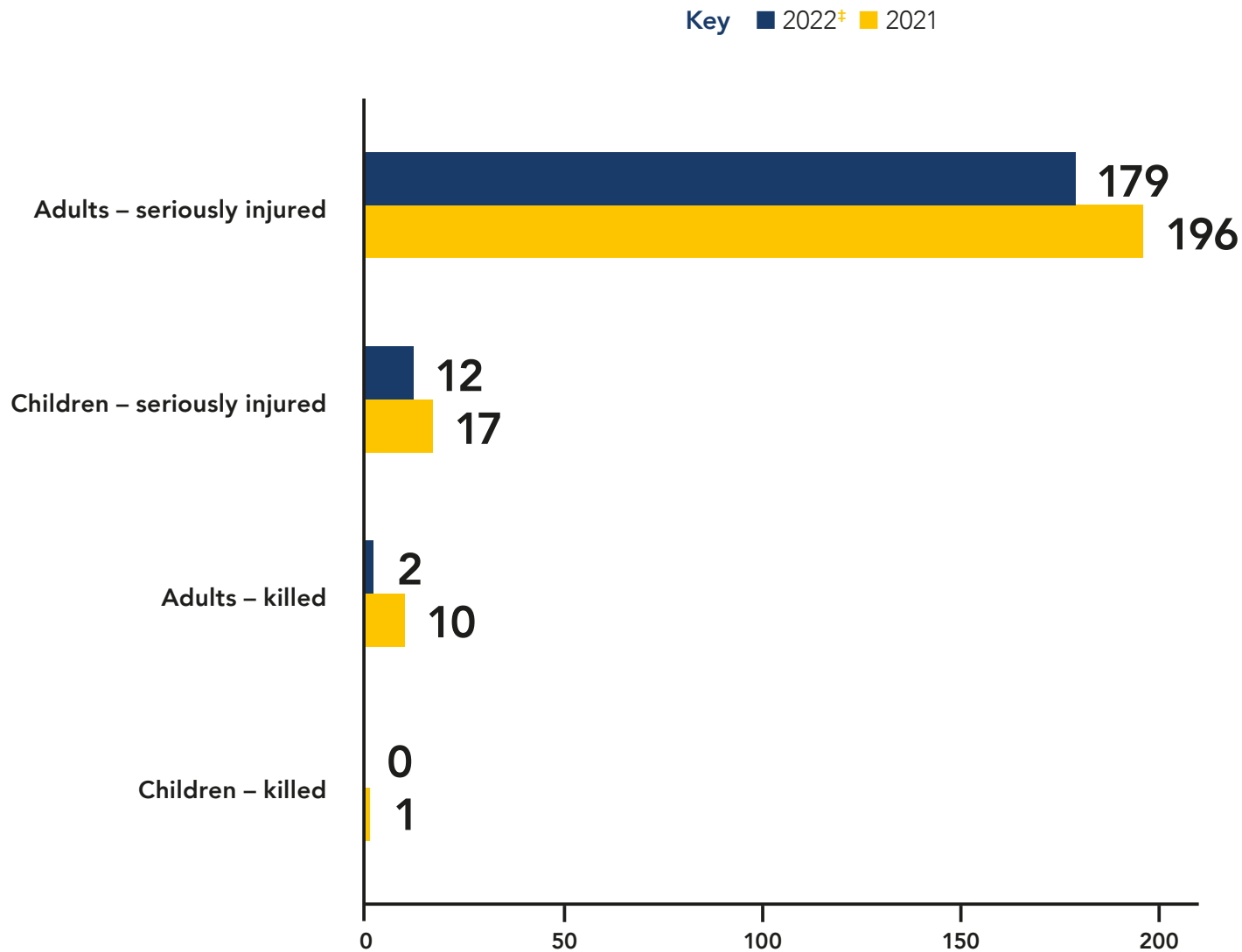


In five years (2018–2022), the following vehicles were involved in collisions where a pedal cyclist was killed:



¹⁴ Source: Reported Road Casualties Scotland 2021, with additional analysis by Transport Scotland [Table 13].

Number of people killed or seriously injured whilst riding a bike¹⁵



In 2022[‡], there were two adult pedal cycle fatalities (eight fewer than in 2021) and 179 adults who were seriously injured whilst riding a bike (17 fewer than in 2021).

There were no child pedal cycle fatalities (one less than in 2021) and 12 children were seriously injured whilst riding a bike (five fewer than in 2021).

From 2019, Police Scotland started using a new collision recording system ('CRASH'), alongside a number of other police forces. This changed the way in which serious and slight casualty severities are recorded, meaning they are not comparable with earlier years.

As a result, adjusted figures are used for 2004–2019 which may be readjusted with each annual publication of Transport Scotland's Reported Road Casualties Scotland report. Figures for fatalities are unaffected.

¹⁵ Source: Key Reported Road Casualties 2022 [Tables 5–8]

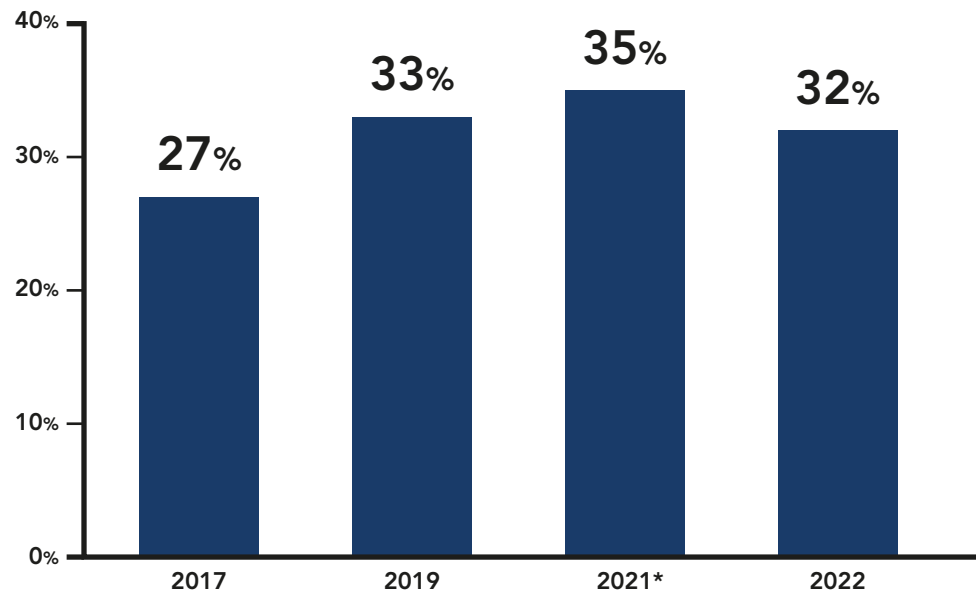
[‡] – Provisional figures

Attitudes and Behaviours research

Cycling Scotland's 'Attitudes and Behaviours Towards Cycling in Scotland' is long-term research aiming to: consult the Scottish population, gather data on perceptions of and barriers to cycling, and provide effective and implementable recommendations for action. The most recent study took place in 2022. Quotas were set on demographics (age, gender, socio-economic group) to ensure a sample representative of Scottish population. On the gender breakdown, men include trans men and women include trans women.

Highlights from the findings include:

Cycling frequency¹⁶

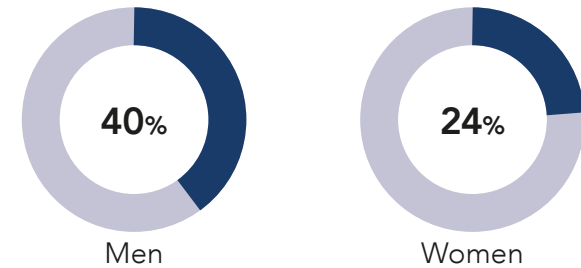


In 2022, 32% of the population regularly or occasionally cycle either for transport or leisure.

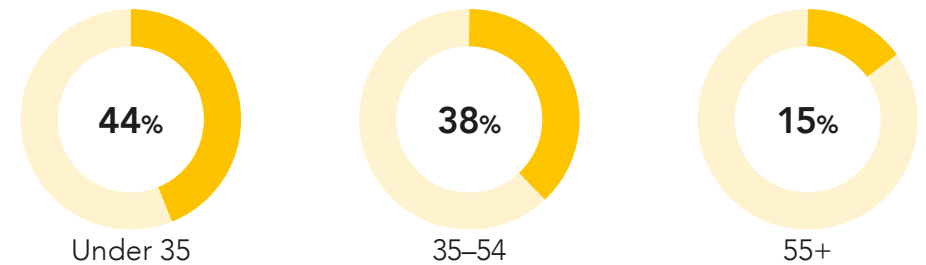
¹⁶ & ¹⁷ Source: Attitudes and Behaviours towards cycling in Scotland – wave 4 (2022)

Breakdown¹⁷

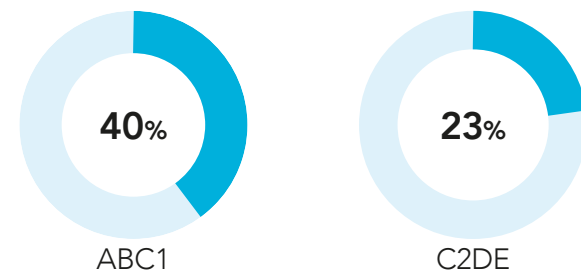
Gender



Age

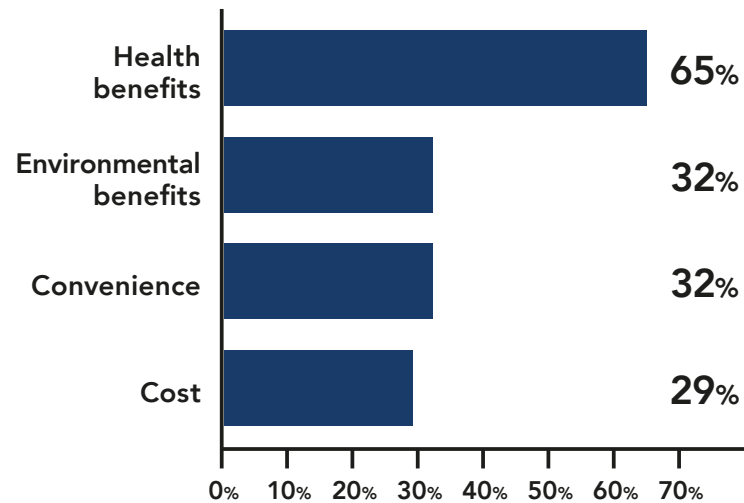


Socio-economic classification



The profile of people who regularly or occasionally cycle continues to be skewed to men, younger age groups and higher socio-economic groups.

Reasons for cycling¹⁸



The main motivation for choosing to cycle was to improve health. Cost factors were cited by many more people as a reason for choosing to cycle in 2022 (29%) than in 2021 (17%).

Bike storage¹⁹

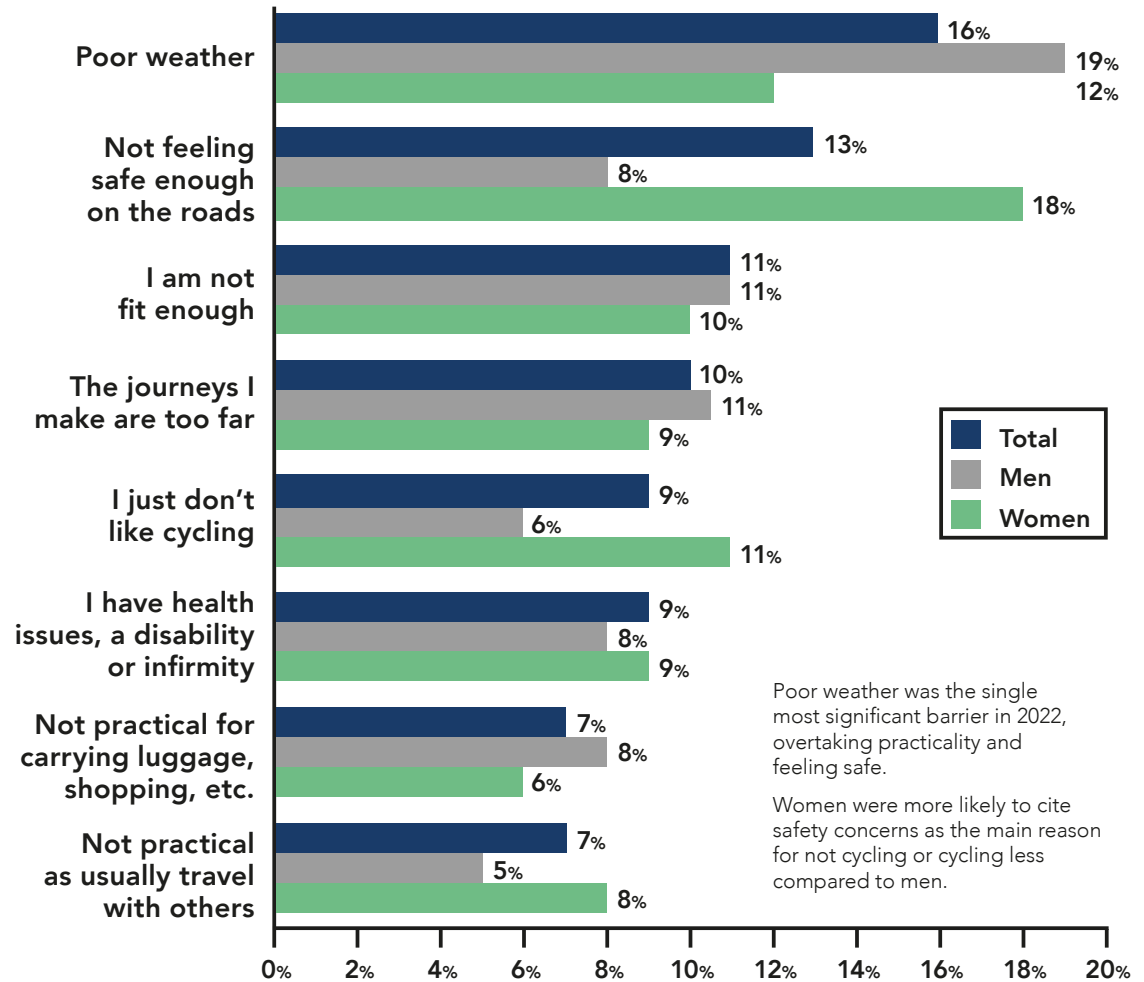


Over a third of households in Scotland are likely to have no safe and secure place to store their bikes. This is one of the main findings of an independent report on residential cycle storage commissioned by Cycling Scotland.

¹⁹ Source: Residential Cycle Storage, Cycling Scotland (2022)

Barriers to cycling²⁰

The importance of barriers to individual people can vary considerably and depends very much on circumstances. A combination of barriers seem to affect the decision not to cycle – with the relative importance of each affected by gender, age and socio-economic groups. The graph below indicates the most popular barriers chosen when respondents were asked for the main reason that they do not cycle/cycle more often for everyday journeys.



Poor weather was the single most significant barrier in 2022, overtaking practicality and feeling safe.

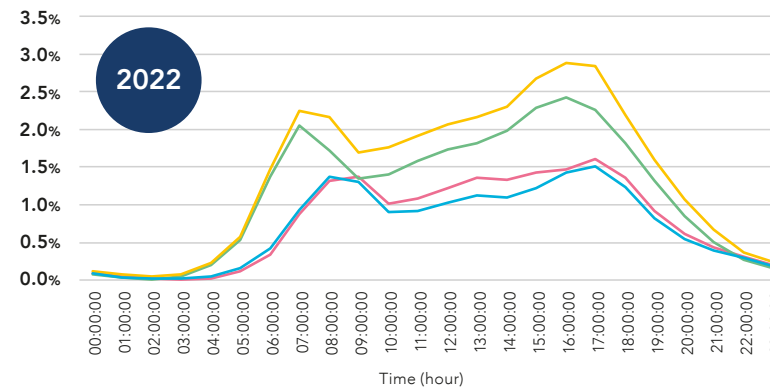
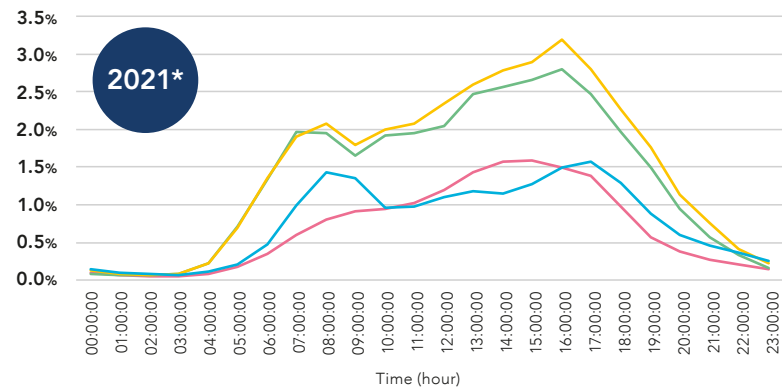
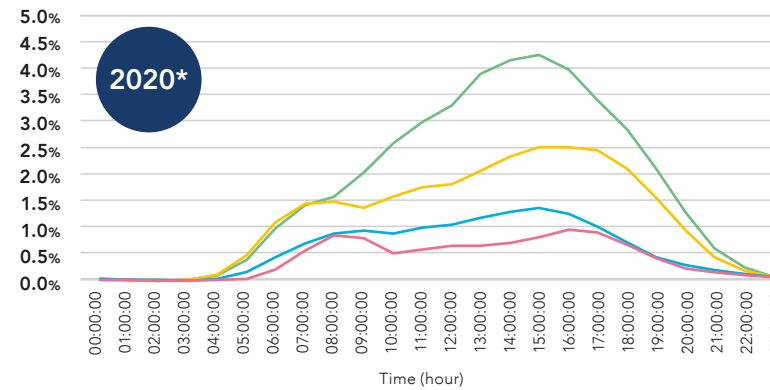
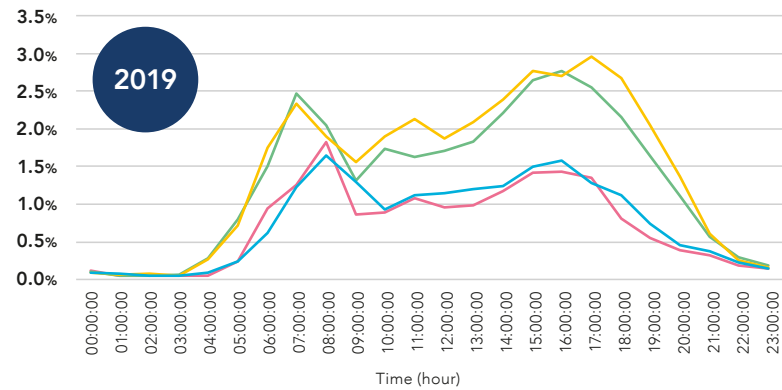
Women were more likely to cite safety concerns as the main reason for not cycling or cycling less compared to men.

¹⁸ & ²⁰ Source: Attitudes and Behaviours towards cycling in Scotland – wave 4 (2022)

National Monitoring Framework

Hourly distribution of cycling – weekdays²¹

Key Jan–Mar (pink) Apr–Jun (green) Jul–Sep (yellow) Oct–Dec (blue)



Data from Cycling Scotland's cycle counters show the distribution of hourly cycle counts during weekdays between 2019–2022.

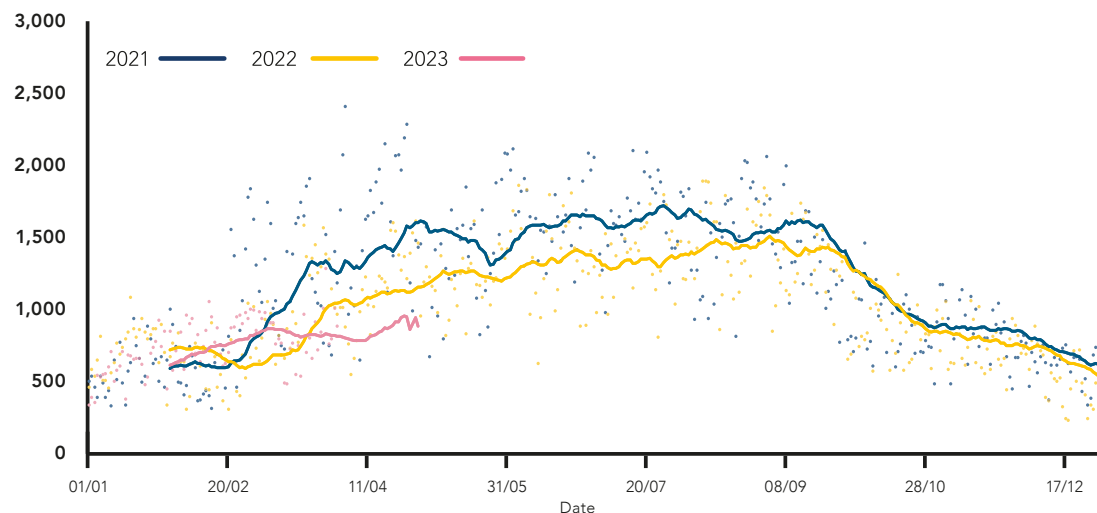
Cycle counts were highest in April–September which is likely related to improved weather and longer days. The impact of the Covid-19 pandemic can be seen in the 2020 graph. The usual peaks of cycle counts during traditional morning and evening commuting hours became less pronounced which could be linked to the switch to remote working and furlough. The counts also became more evenly distributed throughout the day, most noticeably peaking at mid-afternoon hours during the first phase of lockdown between April–June.

The morning and late afternoon peaks began to reappear in 2021, with the 2022 morning peak returning to a similar spike to the 2019 data.

*Cycle counts in 2020 and 2021 will be affected by the Covid-19 pandemic lockdowns

²¹ Source: National Monitoring Framework – Cycle Counts

Daily cycle counts²²



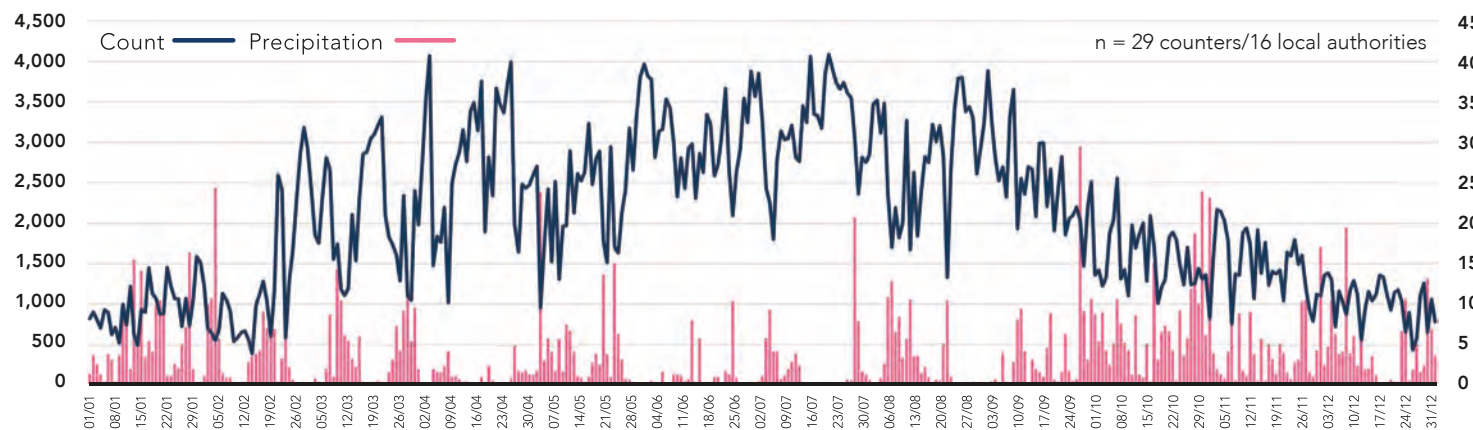
Cycling volume in 2021 was higher than in 2022. Cycle counts from the first 3 months of 2023 are shown in pink.

Cycling volume in 2021 will be affected by the Covid-19 lockdowns.

n = 14 sites/12 local authorities

Trendlines indicate the 30 day moving average

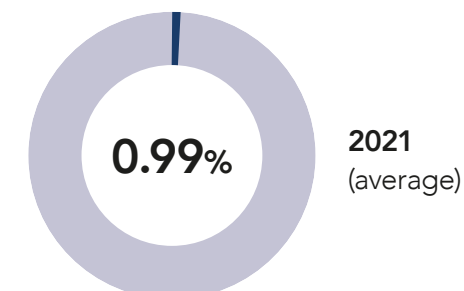
Daily cycle counts – precipitation* (2021)



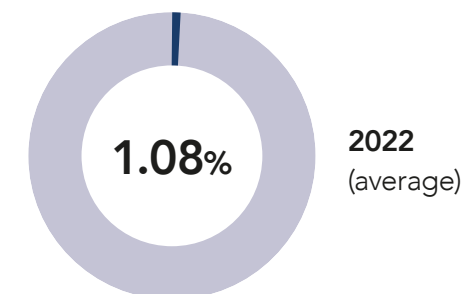
Precipitation is moderately negatively correlated to the cycle counts, with a correlation coefficient of **-0.43**. This suggests cycle counts tend to be lower when precipitation levels are higher and vice versa. However, this does not take into account other variables which may influence cycle counts.

Cycle mode shares²³

Traffic surveys



2021
(average)



2022
(average)

n = 100 traffic survey sites across Scotland's 32 local authorities

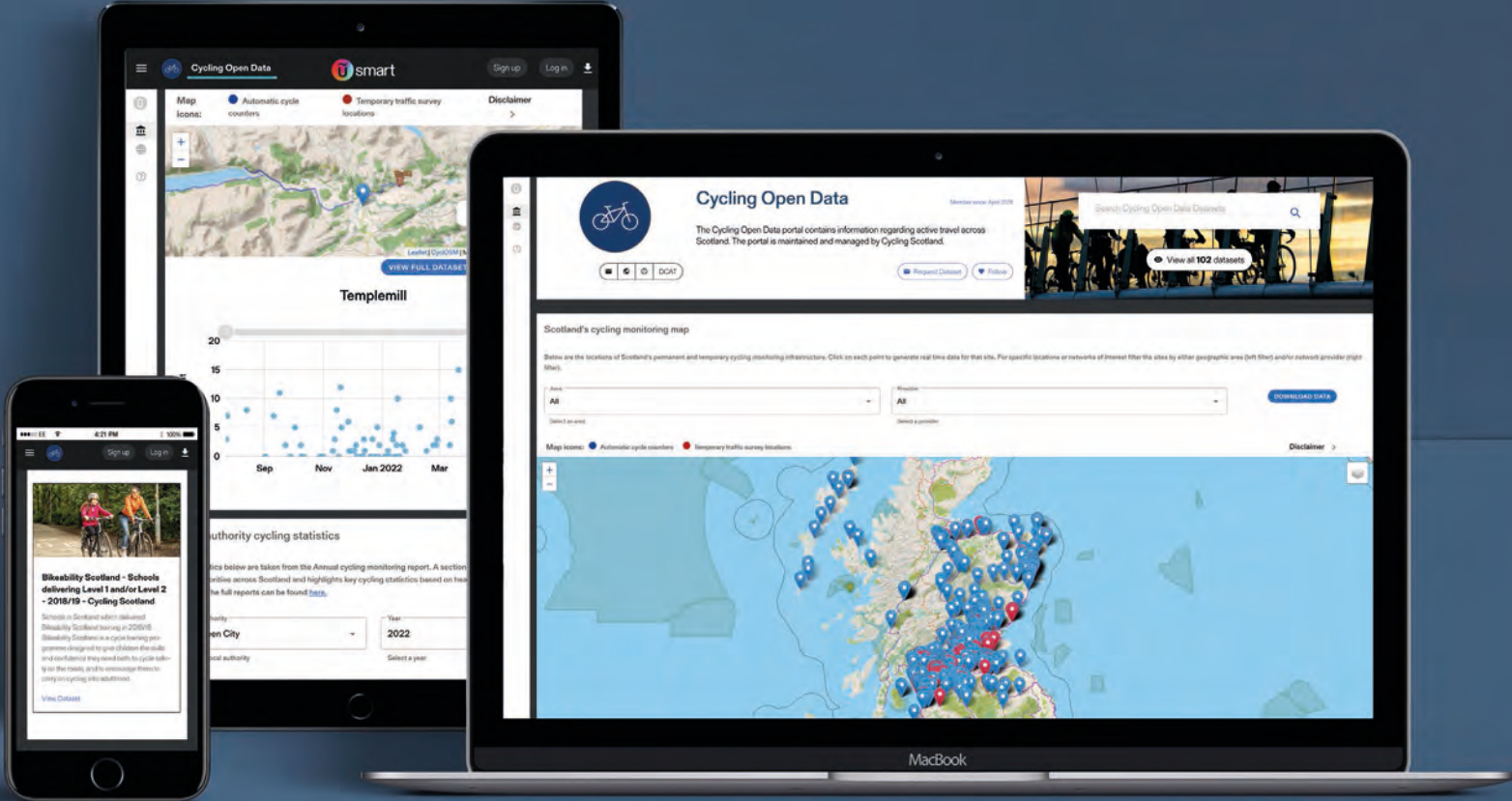
Traffic survey counts are undertaken twice a year in May and September over a 48-hour period.

*Precipitation includes rain, snow, sleet or hail.

²² Source: National Monitoring Framework – Cycle Counts

²³ Source: National Monitoring Framework Traffic Surveys (Cycling Scotland)

Scotland's Cycling Open Data Portal



Cycling Open Data portal

The Cycling Open Data portal is a 'one-stop shop' for Scotland's cycling data. It supports research, policy, and decision-making at all levels by providing up-to-date and transparent data from across Scotland.

Bringing together national and local active travel statistics with real-time data from local authorities and active travel partners, the portal provides the most comprehensive collection of cycling data of its kind in Scotland.

The portal embraces the principles of open data and hosts data from a wide range of sources. The data is freely available for anyone to access, download and re-publish.

→ www.cycling.scot/opendata

Local Authority	Cycling real-time data	Walking real-time data
Aberdeen City	✓	✓
Aberdeenshire	✓	✓
City of Edinburgh	✓	✓
East Ayrshire	✓	
East Dunbartonshire	✓	✓
East Lothian	✓	✓
Eilean Siar (Western Isles)	✓	
Glasgow	✓	✓
Highland	✓	✓
North Ayrshire	✓	✓
Perth & Kinross	✓	✓
South Ayrshire	✓	
South Lanarkshire	✓	✓
Stirling	✓	✓
Partner		
Sustrans – (National Cycle Network)	✓	✓
NE Trunk Roads (AMEY)	✓	
NW Trunk Roads (BEAR)	✓	
SE Trunk Roads (BEAR)	✓	
SW Trunk Roads (AMEY)	✓	
John Muir Way	✓	✓

Real-time counter data

The portal contains real-time cycle count data from Cycling Scotland's National Monitoring Framework network (102 counters across all 32 local authorities), active travel partners, local authorities, and other organisations. In total, there are 645 counters from 21 providers.*

In summer 2023, Cycling Scotland worked in partnership with Paths for All to provide walking data on the portal. There are 512 counters across Scotland recording pedestrian data from 14 networks.

Other data includes:

Cycling Scotland's National Monitoring Framework

- Biannual traffic survey data from across Scotland

Cycling Scotland programmes

- Bikeability Scotland
- Cycling Friendly

Scottish Government

- Scottish Household Survey
- Transport and Travel in Scotland
- Reported Road Casualties Scotland

Partners

- Cycle hire scheme data
- Bike storage location data

*Correct as of 25 August 2023.



Local

The local section of the Annual Cycling Monitoring Report 2023 examines all the local authorities across Scotland and highlights statistics based on headline trends, workplaces, schools, traffic survey data and active travel expenditure. 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 2021: Results from the Scottish Household Survey (Local Authority Results – Table LA19).

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 – 57% of all mode journeys in Scotland were under 5km (2021).

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

Source: Travel and Transport in Scotland 2021: Results from the Scottish Household Survey (Local Authority Results – Table LA8).

This dataset indicates the percentage of households that have access to one or more bicycles for private use.

***All data for metrics 1–4 is derived from the Scottish Household Survey 2021 and 2020, so cannot be compared with data from 2019 and earlier.**

3. Households with no access to a private car

Source: Travel and Transport in Scotland 2021: Results from the Scottish Household Survey (Local Authority Results – Table LA4).

This dataset indicates the percentage of households that do not have access to a car for private use.

Work

4. Cycle to work usually or regularly (2020 and 2021 combined)

Source: Scottish Household Survey 2021 local authority data provided by Transport Scotland.

This dataset indicates the total percentage of adults 'usually' or 'regularly' cycling to work in each local authority for 2020 and 2021. Fewer surveys were taken in 2020 due to the pandemic, so 2020 has a lesser contribution than 2021 to the total percentage. Confidence intervals are included to show possible range of figures.

5. Number of Cycling Friendly Employers and employees

Source: Cycling Scotland 2022/23.

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

6. Children cycling to primary and secondary school (2021)

Source: Hands Up Scotland Survey 2022 [Table 3.3] – Sustrans Scotland.

These datasets show the percentage of primary school and secondary school children who answered "cycle" when asked the question "How do you normally travel to school?" as part of the Hands Up Scotland Survey.

7. Percentage of primary schools providing Level 2 on-road Bikeability Scotland training (2022/2023)

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.

8. Number of Cycling Friendly Schools and pupils

Source: Cycling Scotland 2022/23.

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

National Monitoring Framework

9. Cycling mode share

Source: Traffic Surveys (2021–22) – Cycling Scotland

This dataset shows the local authority's cycling mode share results since May 2021 – calculated from Cycling Scotland's National Monitoring Framework traffic surveys. The surveys are carried out over a 48-hour period, in May and in September.

Active travel budget

10. Active travel expenditure and total transport budget

Source: Information provided by local authorities

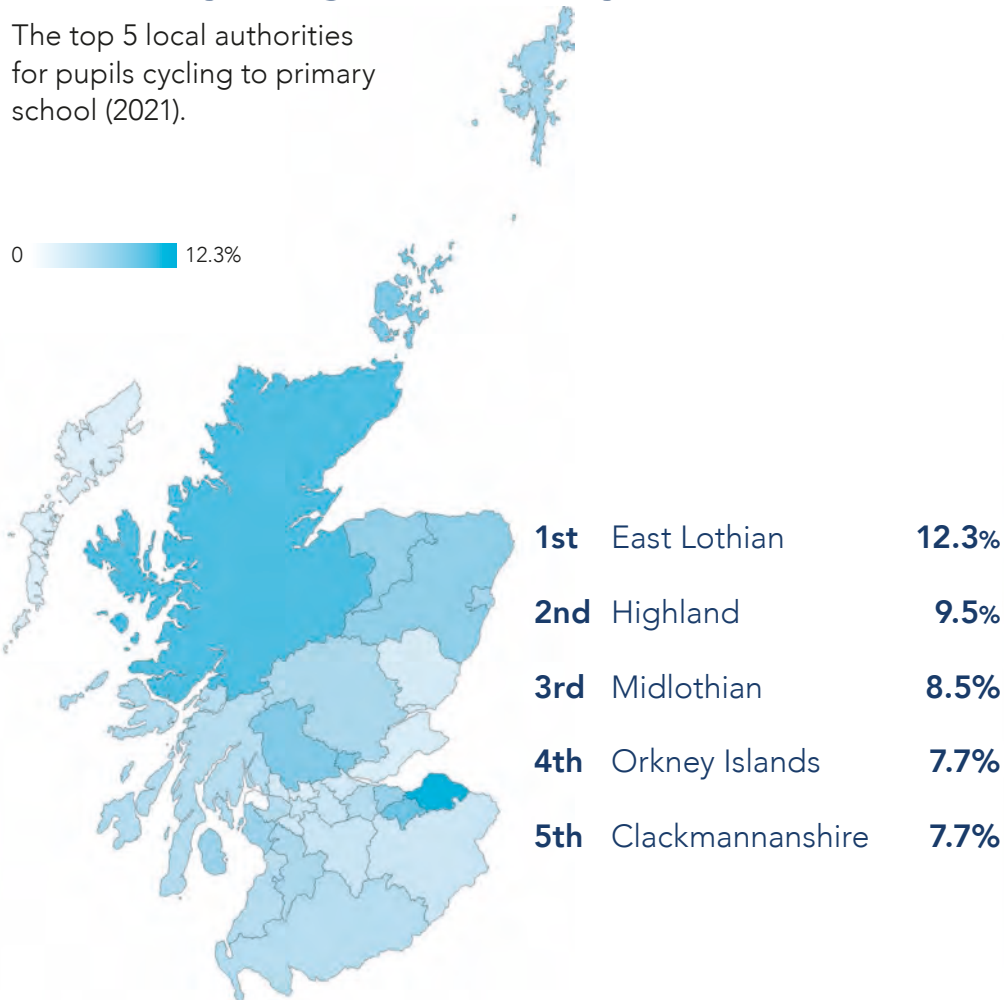
This dataset indicates the cycling, walking and wheeling expenditure by local authorities in the 2021/22 financial year as well as the total transport budget. Previous reports have included overall active travel expenditure: the separation of active travel modes to cycling, and walking and wheeling is new for this year's report.

Method of financial calculations will vary by council, including the split of cycling, and walking and wheeling spend. Figures provided by local authorities may not capture full spend.

Local authority highlights

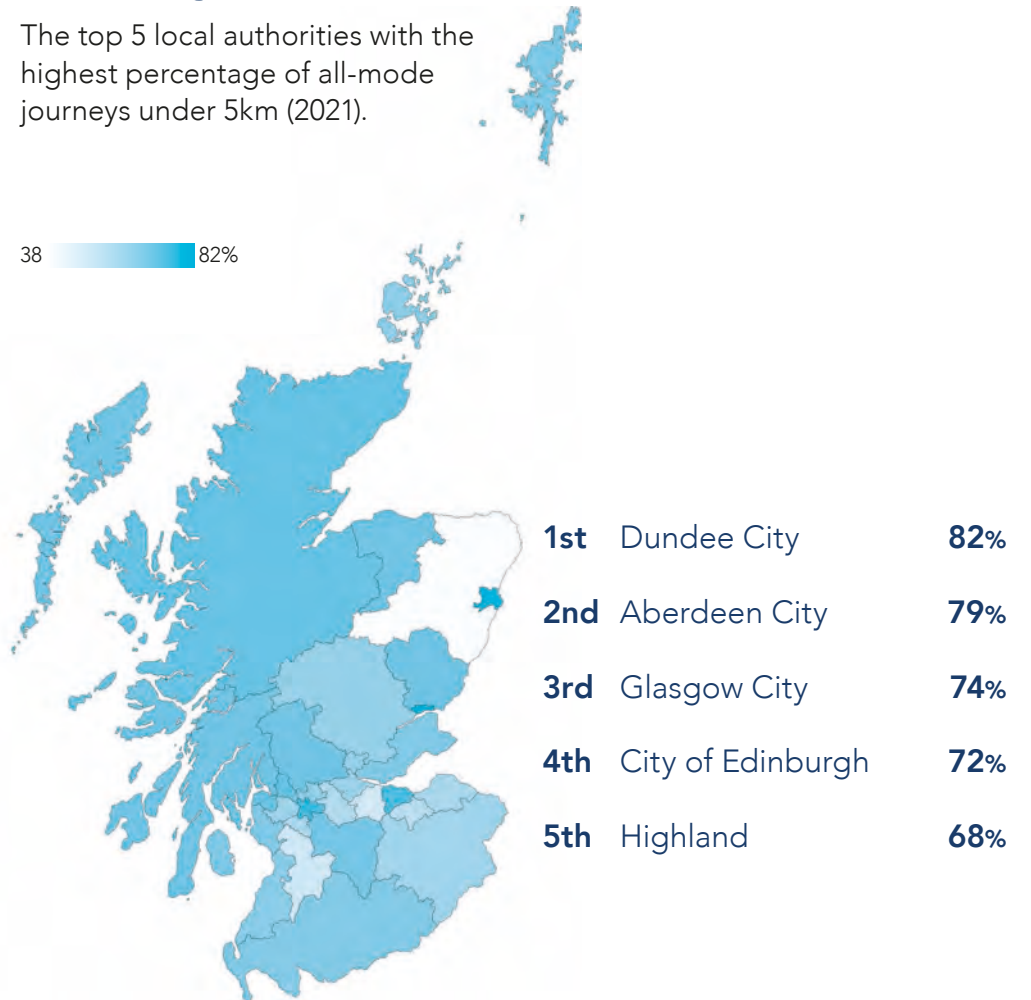
Pupils cycling to primary school²⁴

The top 5 local authorities for pupils cycling to primary school (2021).



Journeys under 5km²⁵

The top 5 local authorities with the highest percentage of all-mode journeys under 5km (2021).



²⁴ Source: Hands Up Scotland Survey 2022 [Table 3.3] – Sustrans Scotland

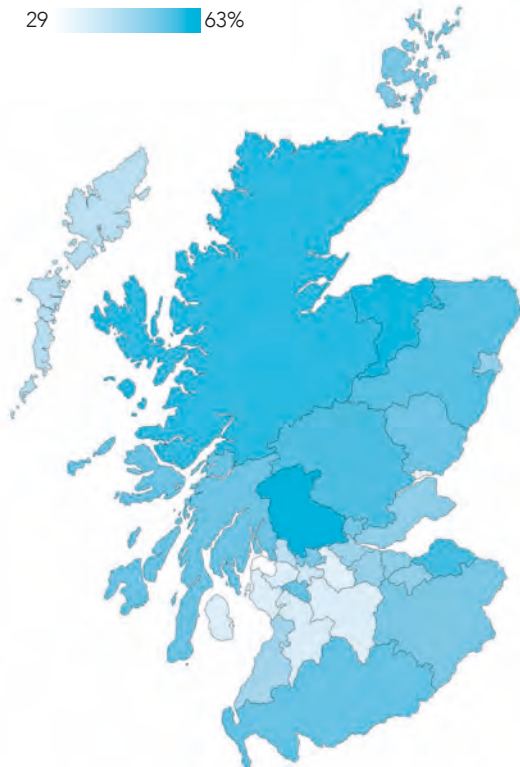
²⁵ Source: Transport and Travel in Scotland 2021 – Scottish Household Survey Local Authority results [Table LA19].

Areas with access to bikes²⁶

The top 5 local authorities with households that have access to at least one bike or more for private use (2021).



29  63%



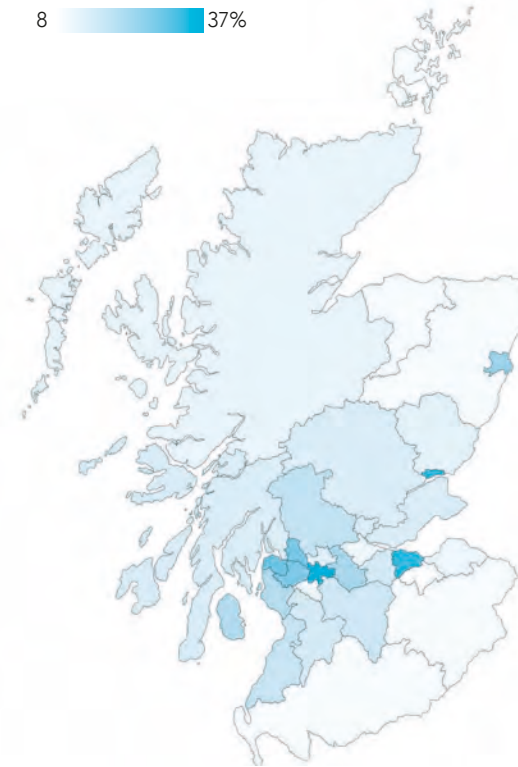
1st	Stirling	63%
2nd	Moray	59%
3rd	Highland	58%
4th	East Lothian	56%
5th	Perth & Kinross	55%

Areas with no access to a car²⁷

The top 5 local authorities with households that have no access to a car for private use (2021).



8  37%



1st	Glasgow City	37%
2nd	Dundee City	32%
3rd	City of Edinburgh	32%
4th	Inverclyde	27%
5th	West Dunbartonshire	26%

²⁶ Source: Transport and Travel in Scotland 2021 – Scottish Household Survey Local Authority results [Table LA8].

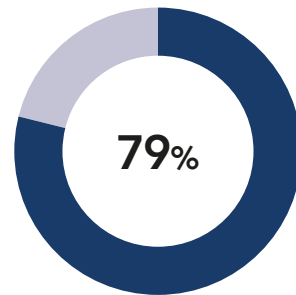
²⁷ Source: Transport and Travel in Scotland 2021 – Scottish Household Survey Local Authority results [Table LA4].

Aberdeen City

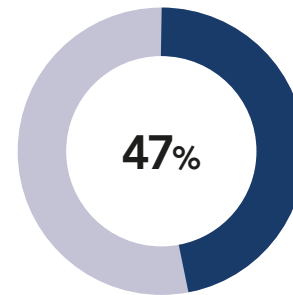
Trends and context



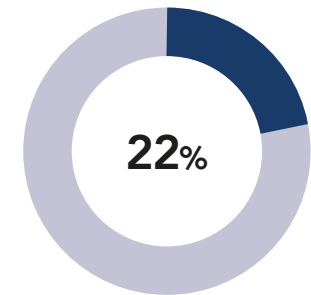
Proportion of journeys under 5km



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 (%)



8.0%

Range with 95% confidence intervals
1.9–14.1%

35

Cycling Friendly Employers employing

11,613
staff

Schools

Pupils cycling to primary school



6%

Average 2014–2019 (pre-pandemic)



4.5%

Pupils cycling to secondary school



3.0%

Average 2014–2019 (pre-pandemic)



1.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

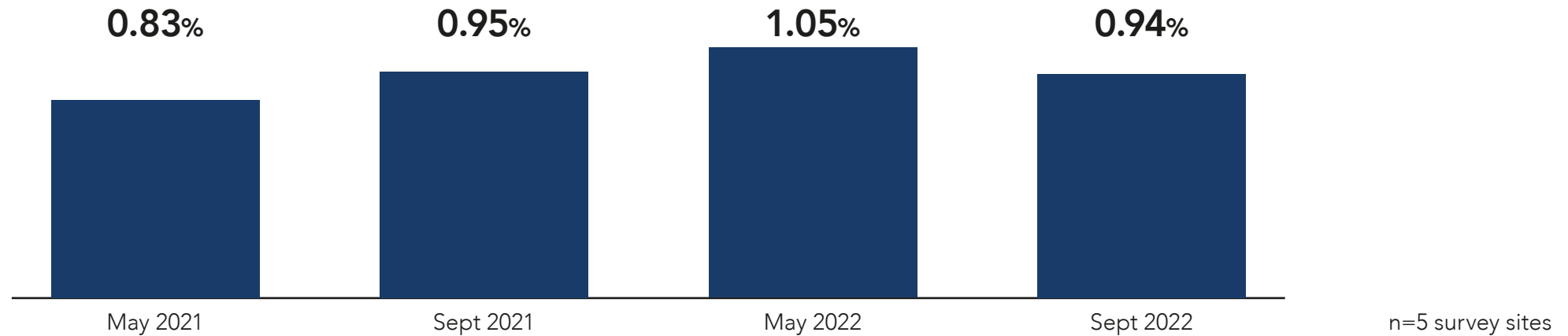
19

Cycling Friendly Schools covering

5,628
pupils

Aberdeen City

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

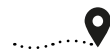
Cycling, walking and wheeling



Capital & revenue

£439,979

Total transport budget



No data supplied

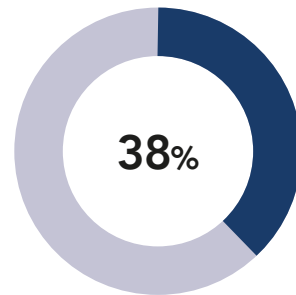
This figure represents both capital and revenue spend on overall active travel. This does not include all budget lines such as CWSR or SCSP and also does not include larger infrastructure projects where active travel would have been included but cannot be pulled out

Aberdeenshire

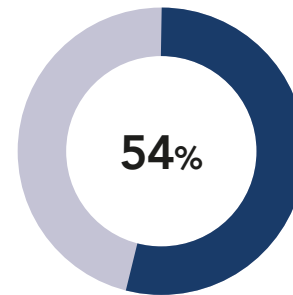
Trends and context



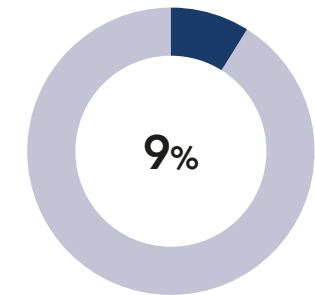
Proportion of journeys under 5km



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 (%)



0.0%

Range with 95% confidence intervals

0-0%

4

Cycling Friendly Employers employing

2,336

staff

Schools

Pupils cycling to primary school



7.0%

Average 2014-2019 (pre-pandemic)

5.7%

Pupils cycling to secondary school



2.0%

Average 2014-2019 (pre-pandemic)

1.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



65.1%

47

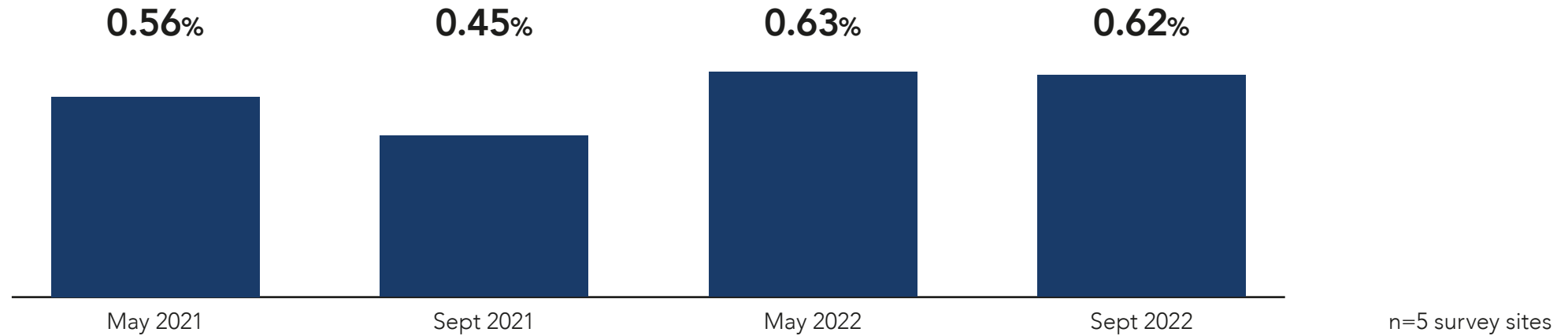
Cycling Friendly Schools covering

12,129

pupils

Aberdeenshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£679,842

Revenue

£189,757

Walking and Wheeling



Capital

£286,984

Revenue

No data supplied

Total transport budget



£33,275,418

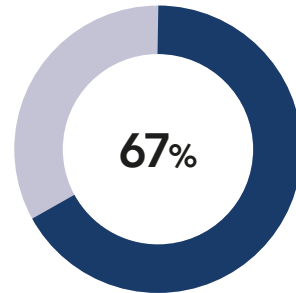
This includes spend on road maintenance as well as electric vehicle and bus infrastructure



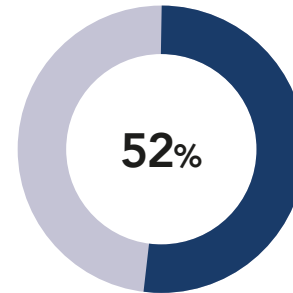
Angus

Trends and context

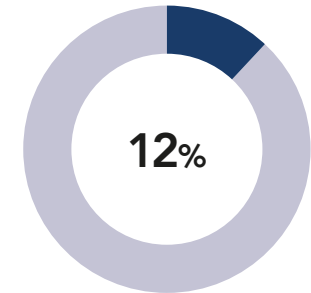
Proportion of journeys under 5km



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 (%)



2.7%

Range with 95% confidence intervals
0–6.8%

6

Cycling Friendly Employers employing

1,210
staff

Schools

Pupils cycling to primary school



3.5%

Average 2014–2019 (pre-pandemic)



4.6%

Pupils cycling to secondary school



3.0%

Average 2014–2019 (pre-pandemic)



2.3%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



94.1%

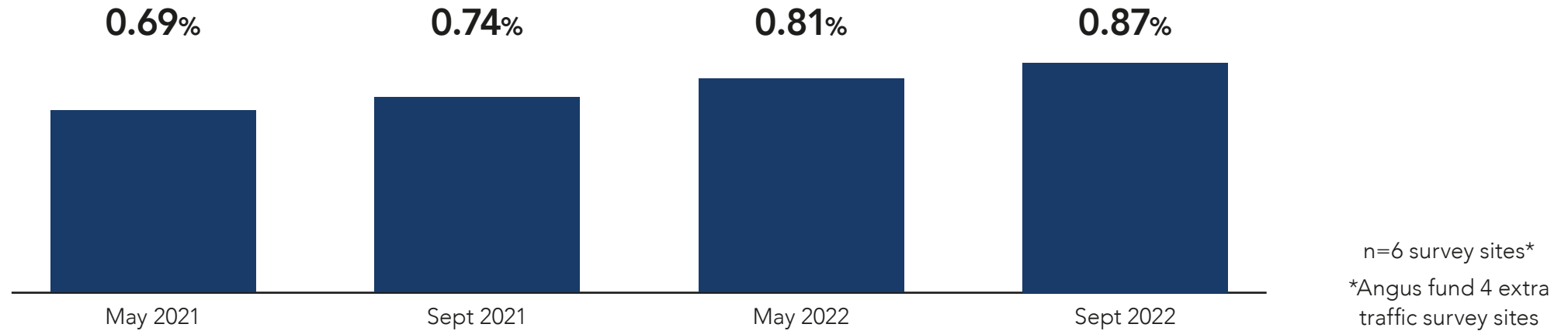
9

Cycling Friendly Schools covering

5,036
pupils

Angus

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



Capital

£1,021,000

Revenue

No data supplied

Total transport budget



£33,914,000

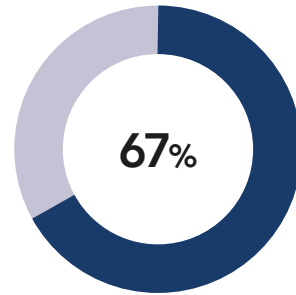
Capital expenditure is for overall active travel.

Argyll & Bute

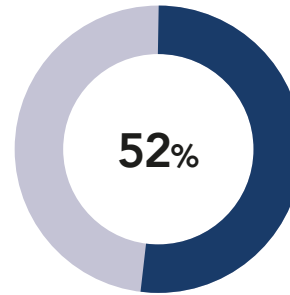
Trends and context



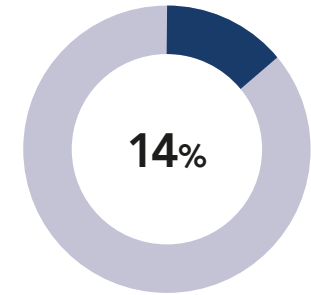
Proportion of journeys under 5km



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 (%)



18.8%

Range with 95% confidence intervals
8–29.6%

4

Cycling Friendly Employers employing

162
staff

Schools

Pupils cycling to primary school



5.4%

Average 2014–2019 (pre-pandemic)



3.8%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



1.1%

Pilot Bikeability Scotland training was undertaken in Argyll & Bute in the academic year 2022/23

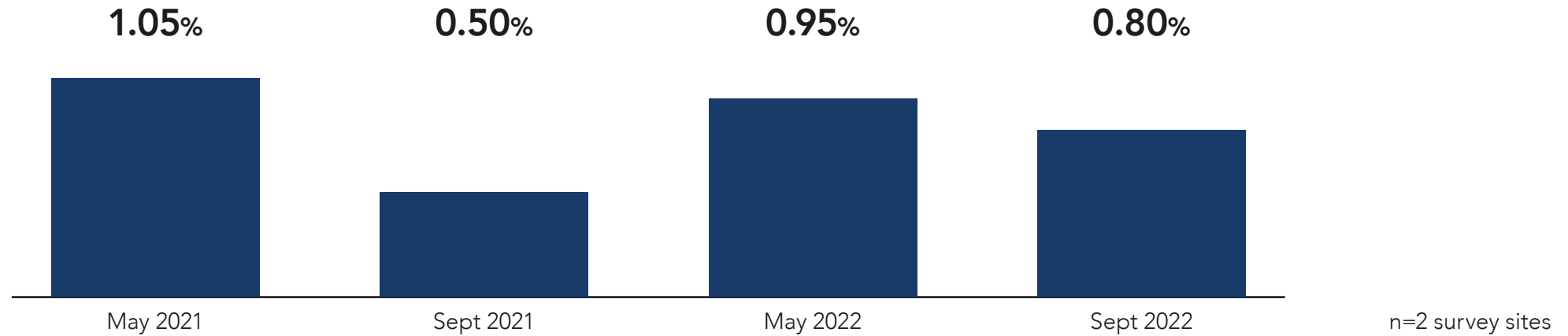
4

Cycling Friendly Schools covering

215
pupils

Argyll & Bute

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



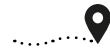
Capital

£1,739,336

Revenue

£612,170

Total transport budget



£16,815,926

Expenditure is for overall active travel and does not include the authority's roads and infrastructure services expenditure.

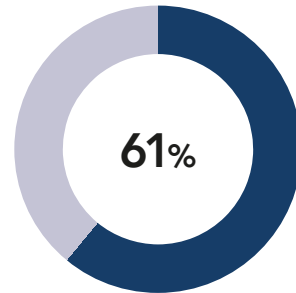
This is for roads, network and traffic management, parking services and public transport



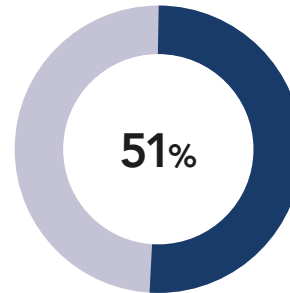
Clackmannanshire

Trends and context

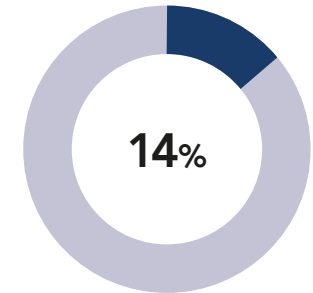
Proportion of journeys under 5km



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 (%)



1.4%

Range with 95% confidence intervals
0-4.6%

8

Cycling Friendly Employers employing

1,044
staff

Schools

Pupils cycling to primary school



7.7%

Average 2014-2019 (pre-pandemic)

6.0%

Pupils cycling to secondary school



School type not surveyed

Average 2014-2019 (pre-pandemic)

0.5%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

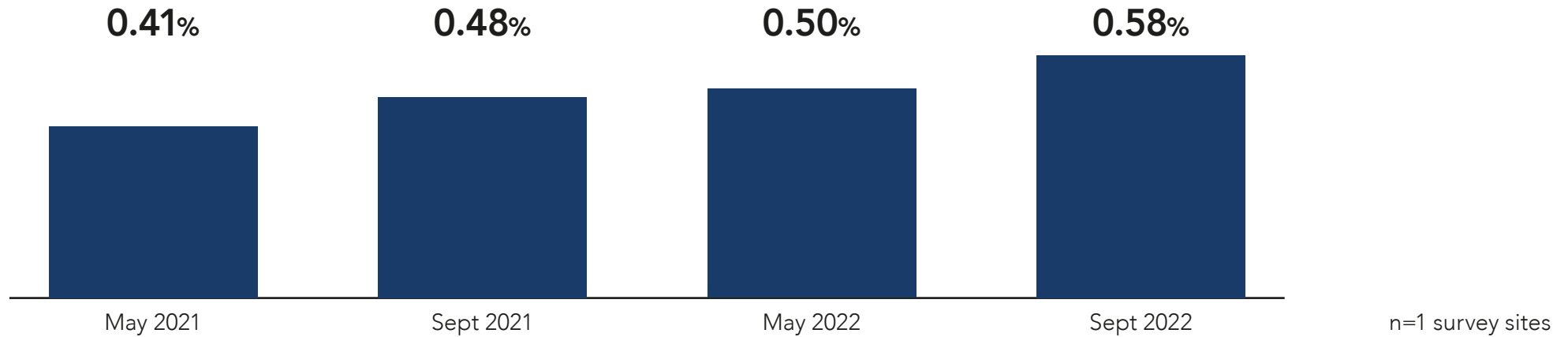
9

Cycling Friendly Schools covering

3,286
pupils

Clackmannanshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital
1,000,000

Revenue
55,000

Walking and Wheeling



Capital
£1,300,000

Revenue
£200,000

Total transport budget



£4,000,000

The figures listed are an estimate based on a combination of known actual costs plus a judgment on other works completed

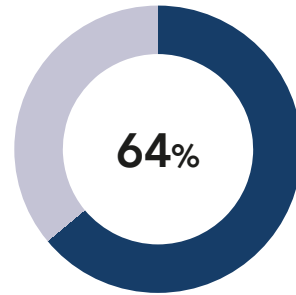
The figures listed are an estimate based on a combination of known actual costs plus a judgment on other works completed

Dumfries & Galloway

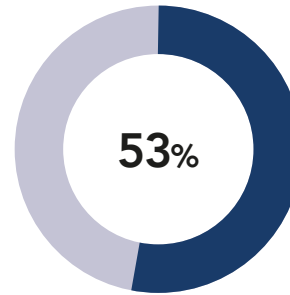
Trends and context



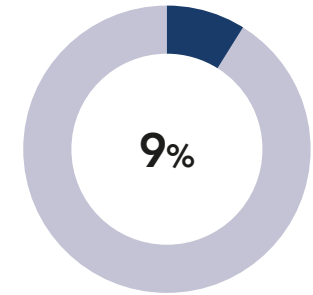
Proportion of journeys under 5km



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 (%)



3.8%

Range with 95% confidence intervals
0–10.3%

9

Cycling Friendly Employers employing

3,388
staff

Schools

Pupils cycling to primary school



5.4%

Average 2014–2019 (pre-pandemic)

5.8%

Pupils cycling to secondary school



3.0%

Average 2014–2019 (pre-pandemic)

1.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



69.1%

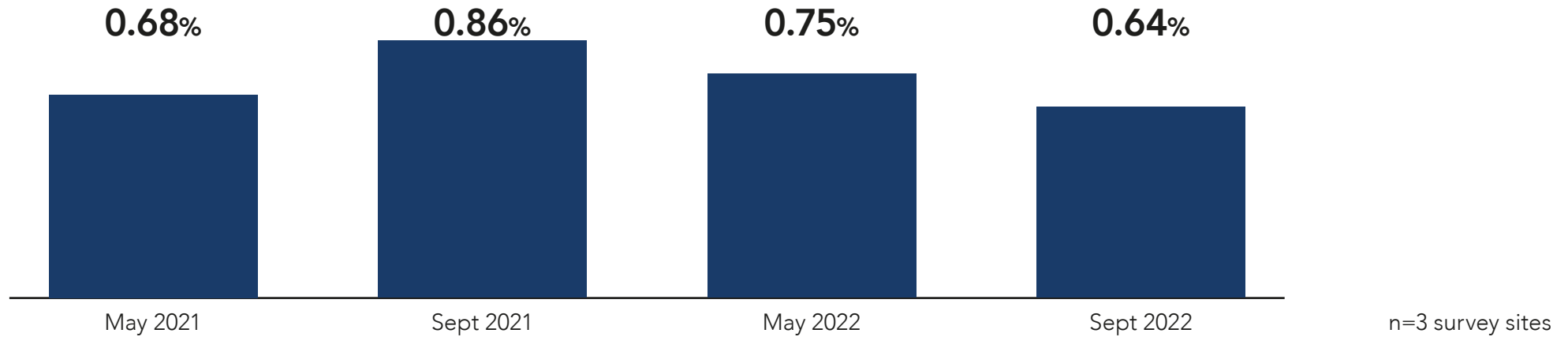
33

Cycling Friendly Schools covering

6,800
pupils

Dumfries & Galloway

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£527,340

Revenue

£94,619

Walking and Wheeling



Capital

No data supplied

Revenue

£29,926

Total transport budget



£9,250,000

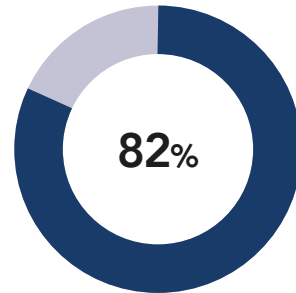
Capital figure accounts for cycling, walking and wheeling combined. Revenue expenditure is for cycling only.



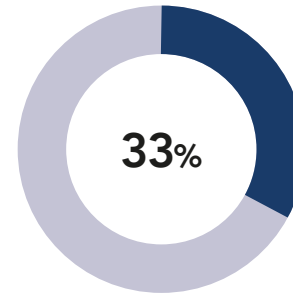
Dundee City

Trends and context

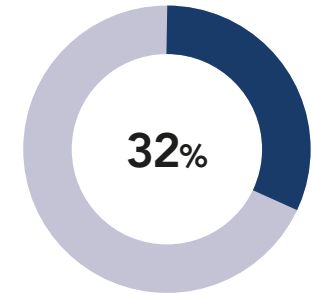
Proportion of journeys under 5km



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 (%)



6.3%

Range with 95% confidence intervals
0–12.8%

16

Cycling Friendly Employers employing

10,830
staff

Schools

Pupils cycling to primary school



3.1%

Average 2014–2019 (pre-pandemic)

4.2%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)

1.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

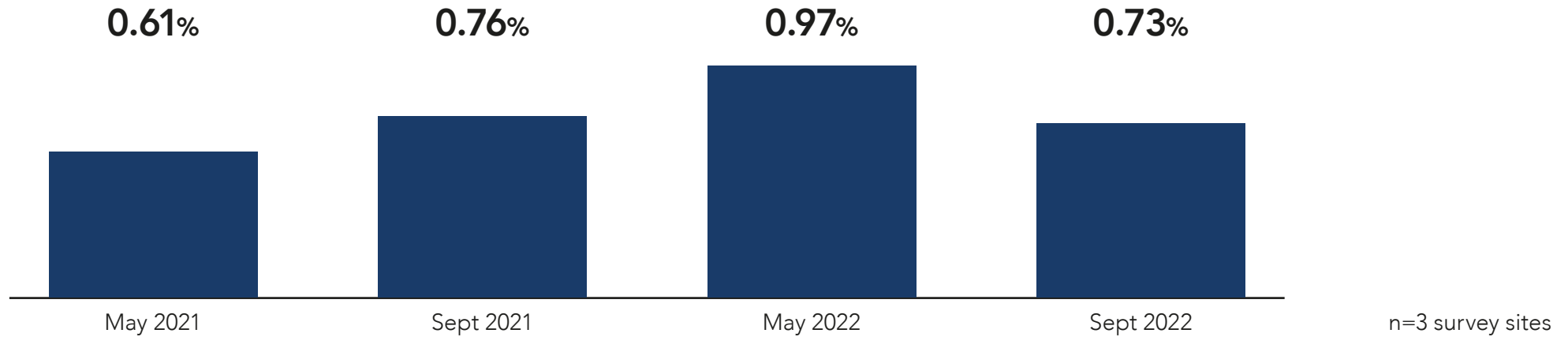
9

Cycling Friendly Schools covering

6,401
pupils

Dundee City

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£639,688

Revenue

£1,423,478

These figures do not account for all spend that may have indirectly benefited cycling such as path maintenance.

Walking and Wheeling



Capital

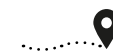
£514,742

Revenue

£1,337,390

This does not account for all spend that may have indirectly benefited walking/wheeling such as path maintenance.

Total transport budget



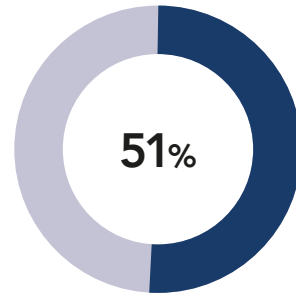
£10,051,000



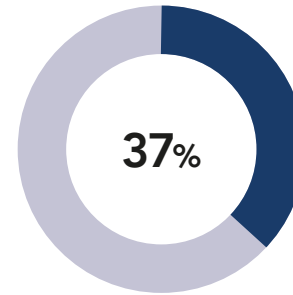
East Ayrshire

Trends and context

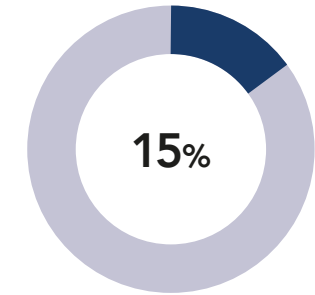
Proportion of journeys under 5km



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 (%)



1.1%

Range with 95% confidence intervals
0–4%

3

Cycling Friendly Employers employing

9,148
staff

Schools

Pupils cycling to primary school



5.7%

Average 2014–2019 (pre-pandemic)



5.0%

Pupils cycling to secondary school



0.0%

Average 2014–2019 (pre-pandemic)



0.3%

Pilot Bikeability Scotland training was undertaken in East Ayrshire in the academic year 2022/23.

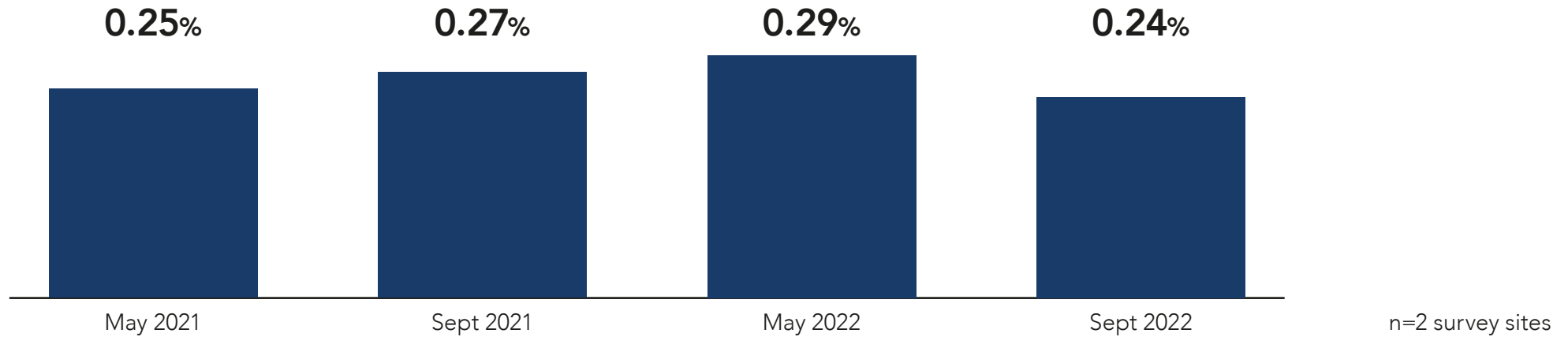
7

Cycling Friendly Schools covering

2,939
pupils

East Ayrshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital
£1,900,000

Revenue
£50,000

The figures listed are an estimate/
do not account for all spending

Walking and Wheeling

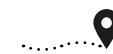


Capital
£1,300,000

Revenue
£200,000

The figures listed are an estimate/
do not account for all spending

Total transport budget



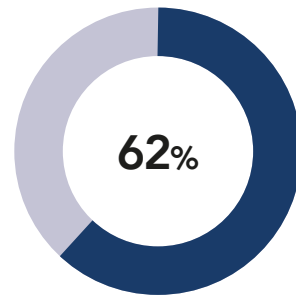
£7,366,450

East Dunbartonshire

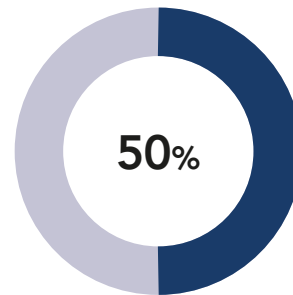
Trends and context



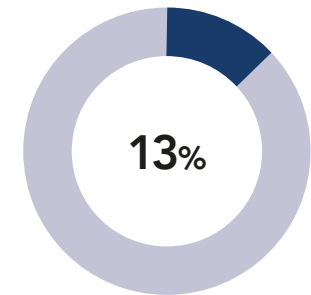
Proportion of journeys under 5km



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 (%)



7.6%

Range with 95% confidence intervals
0–15.6%

2

Cycling Friendly Employers employing

383
staff

Schools

Pupils cycling to primary school



3.2%

Average 2014–2019 (pre-pandemic)



4.6%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



1.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

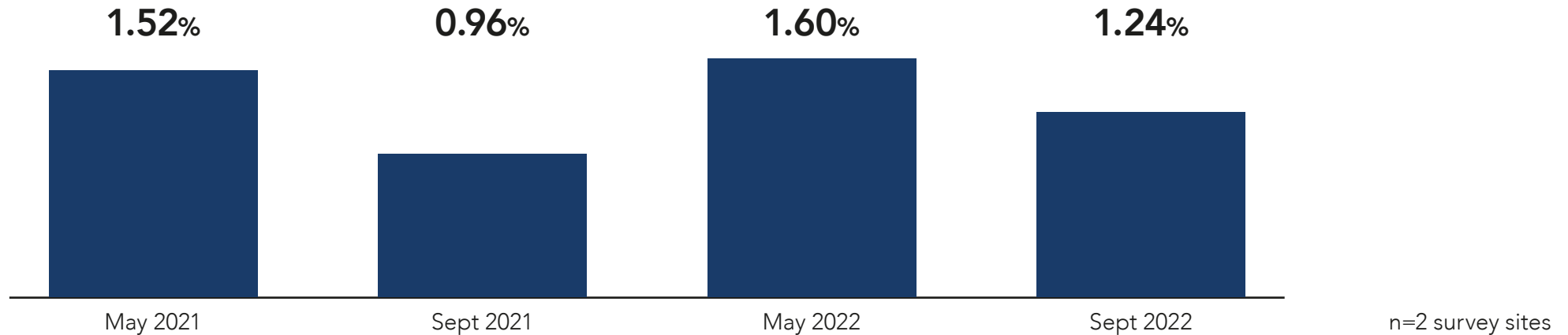
19

Cycling Friendly Schools covering

6,451
pupils

East Dunbartonshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£38,577

Revenue

£114,250

Walking and Wheeling



Capital

£429,361

Revenue

£43,446

Total transport budget



£9,031,697

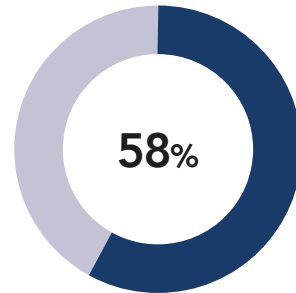
The figures provided for walking/wheeling spend also include improvements that benefit cycling.



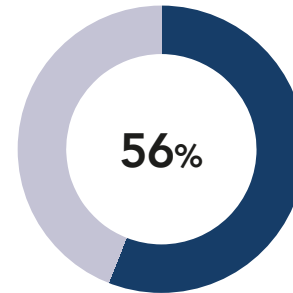
East Lothian

Trends and context

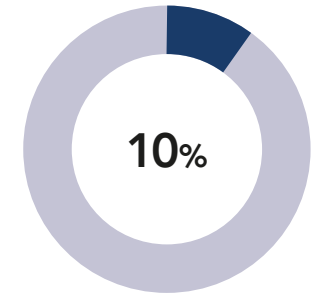
Proportion of journeys under 5km



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 (%)



11.3%

Range with 95% confidence intervals
3.3–19.3%

3

Cycling Friendly Employers employing

584
staff

Schools

Pupils cycling to primary school



12.3%

Average 2014–2019 (pre-pandemic)

11.7%

Pupils cycling to secondary school



8%

Average 2014–2019 (pre-pandemic)

3.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

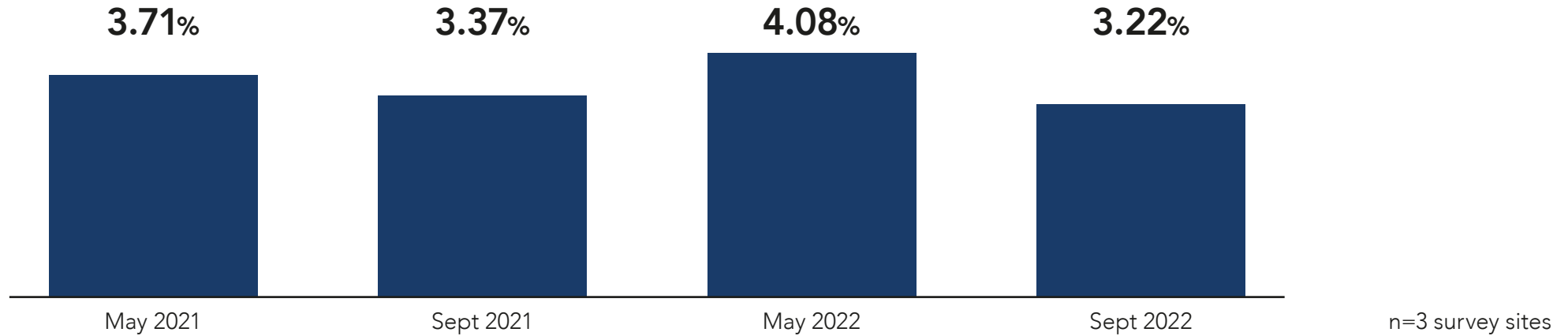
15

Cycling Friendly Schools covering

5,835
pupils

East Lothian

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£1,270,267

Revenue

£63,500

Figures listed include external grant funding

Walking and Wheeling



Capital

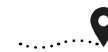
£1,140,457

Revenue

£24,000

Figures listed include external grant funding

Total transport budget



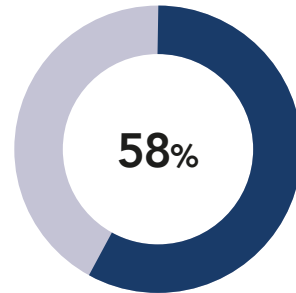
£7,903,000

East Renfrewshire

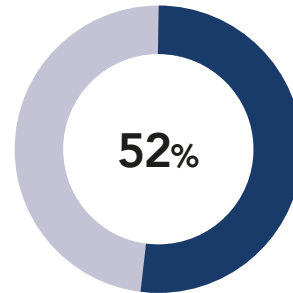
Trends and context



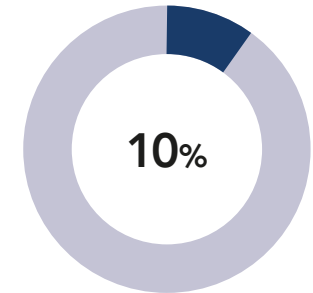
Proportion of journeys under 5km



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 (%)



14.4%

Range with 95% confidence intervals
3.9–24.9%

8

Cycling Friendly Employers employing

4,874
staff

Schools

Pupils cycling to primary school



3.9%

Average 2014–2019 (pre-pandemic)



4.0%

Pupils cycling to secondary school



0%

Average 2014–2019 (pre-pandemic)



0.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



83.3%

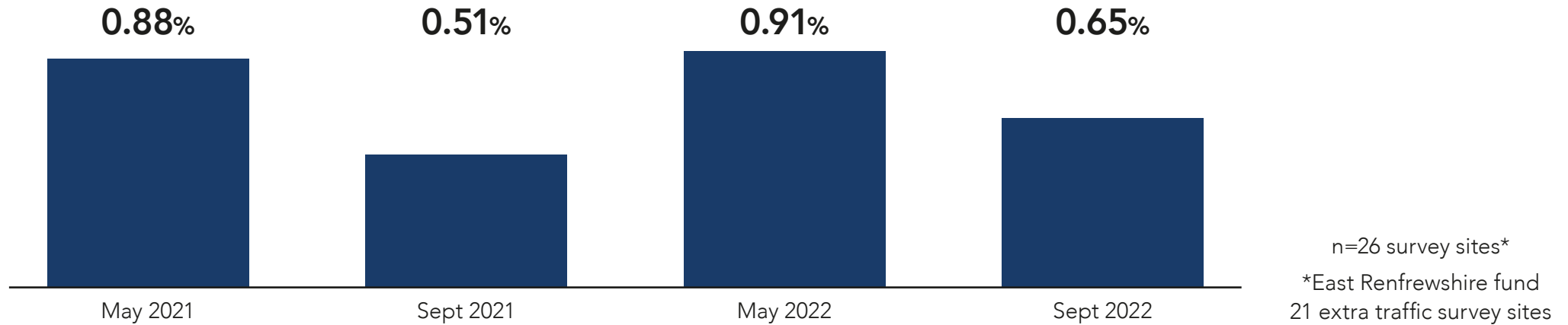
34

Cycling Friendly Schools covering

11,892
pupils

East Renfrewshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£151,124

Revenue

£500,952

Walking and Wheeling



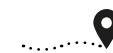
Capital

£500,952

Revenue

£456,072

Total transport budget



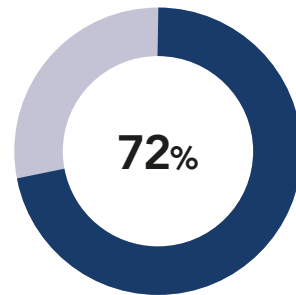
£9,800,000

Edinburgh, City of

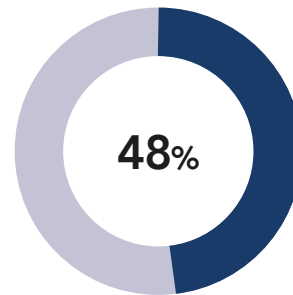
Trends and context



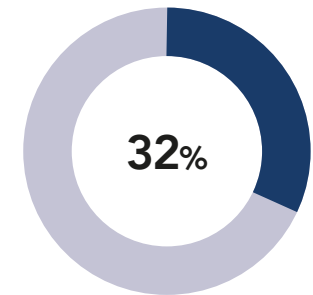
Proportion of journeys under 5km



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 (%)



19.1%

Range with 95% confidence intervals
12.9–25.3%

170

Cycling Friendly Employers employing

67,356
staff

Schools

Pupils cycling to primary school



6.4%

Average 2014–2019 (pre-pandemic)

6.9%

Pupils cycling to secondary school



3%

Average 2014–2019 (pre-pandemic)

2.1%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



41.1%

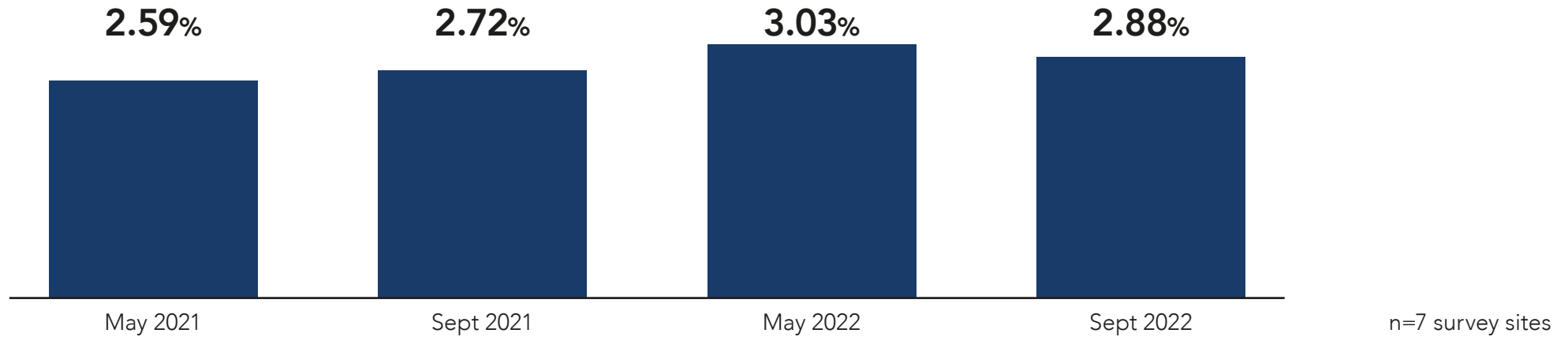
33

Cycling Friendly Schools covering

18,891
pupils

Edinburgh, City of

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



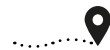
Capital

£14,817,816

Revenue

£518,000

Total transport budget



£180,231,000

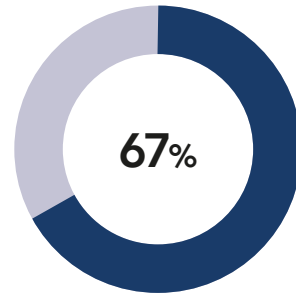
The above expenditure are combined figures for both modes (cycling and walking/wheeling)



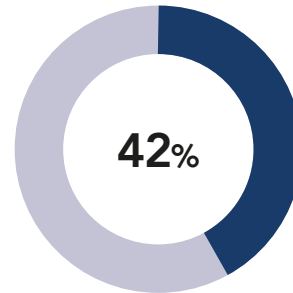
Eilean Siar

Trends and context

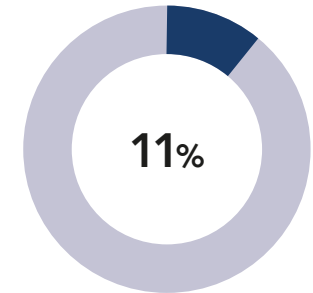
Proportion of journeys under 5km



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 (%)



4.8%

Range with 95% confidence intervals
0–9.8%

2

Cycling Friendly Employers employing

525
staff

Schools

Pupils cycling to primary school



2.8%

Average 2014–2019 (pre-pandemic)



4.9%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

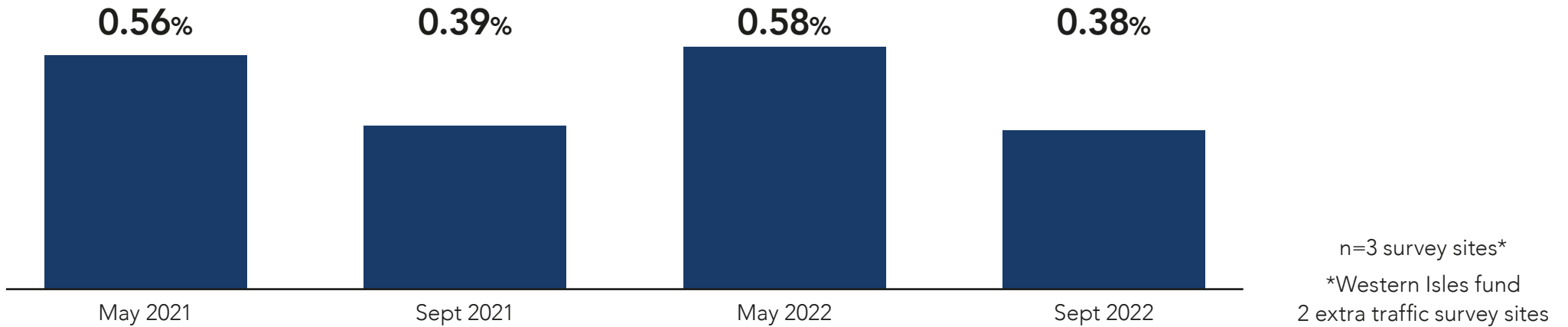
8

Cycling Friendly Schools covering

310
pupils

Eilean Siar

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£100,883

Revenue

No data supplied

Walking and Wheeling



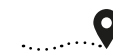
Capital

£109,026

Revenue

£39,951

Total transport budget



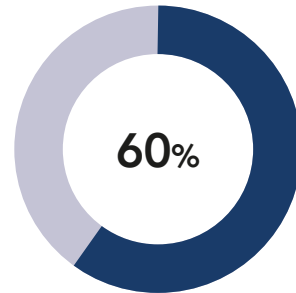
£2,381,224



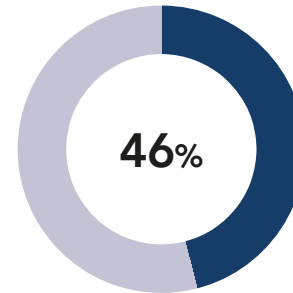
Falkirk

Trends and context

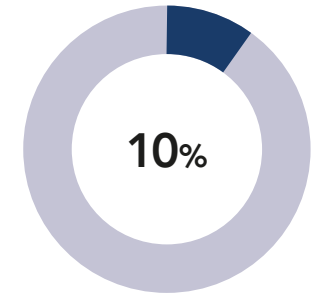
Proportion of journeys under 5km



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 (%)



6.6%

Range with 95% confidence intervals
0–14%

16

Cycling Friendly Employers employing

6,616
staff

Schools

Pupils cycling to primary school



3.8%

Average 2014–2019 (pre-pandemic)



4.6%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



20.8%

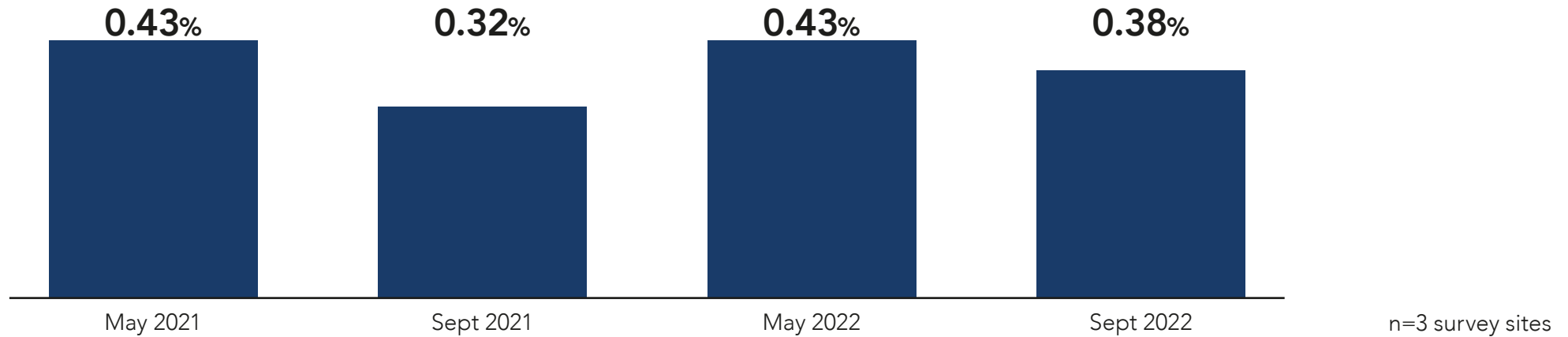
22

Cycling Friendly Schools covering

12,393
pupils

Falkirk

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



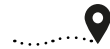
Capital

£1,385,534

Revenue

£205,000

Total transport budget



£8,942,253

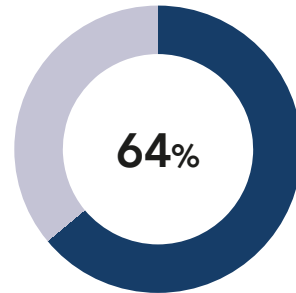
These figures represent expenditure for overall active travel



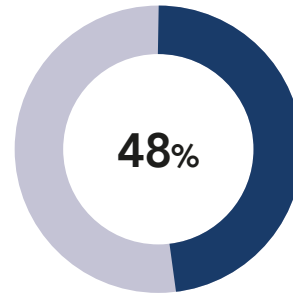
Fife

Trends and context

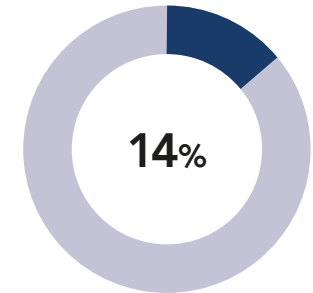
Proportion of journeys under 5km



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 (%)



4.3%

Range with 95% confidence intervals
0.4–8.2%

21

Cycling Friendly Employers employing

10,979
staff

Schools

Pupils cycling to primary school



3.3%

Average 2014–2019 (pre-pandemic)



4.1%

Pupils cycling to secondary school



1%

Average 2014–2019 (pre-pandemic)



0.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



34.6%

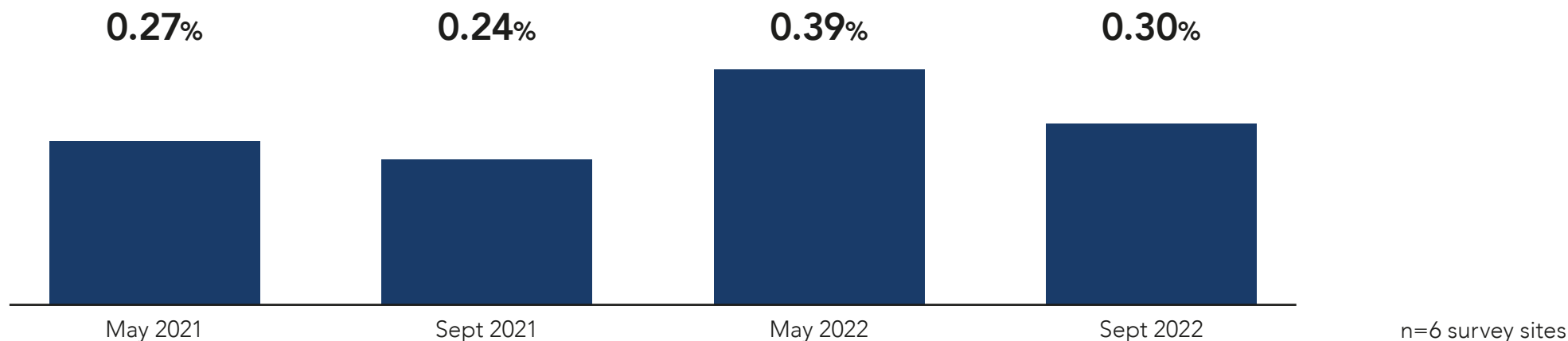
17

Cycling Friendly Schools covering

8,218
pupils

Fife

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£934,353

Revenue

£64,445

Capital (50% cycling/walking split of CWSR and Spaces for People expenditure) – Revenue SCSP. The figures listed are an estimate and do not account for all spending.

Walking and Wheeling



Capital

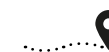
£934,353

Revenue

£22,872

Capital (50% cycling/walking split of CWSR and Spaces for People expenditure) – Revenue SCSP. The figures listed are an estimate and do not account for all spending.

Total transport budget



No data supplied

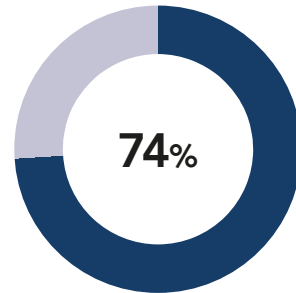
A breakdown of 'Transport only' expenditure is not available, but is contained within the £115.295m 'Enterprise & Environment' departmental expenditure.

Glasgow City

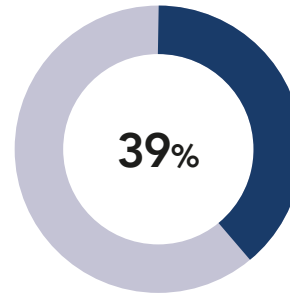
Trends and context



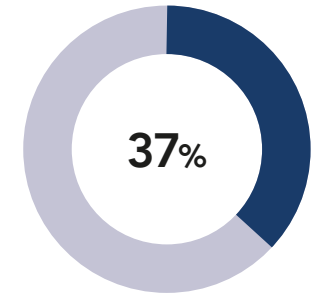
Proportion of journeys under 5km



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 (%)



11.3%

Range with 95% confidence intervals
7.3–15.3%

213

Cycling Friendly Employers employing

83,840
staff

Schools

Pupils cycling to primary school



4.2%

Average 2014–2019 (pre-pandemic)



4.0%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



22.0%

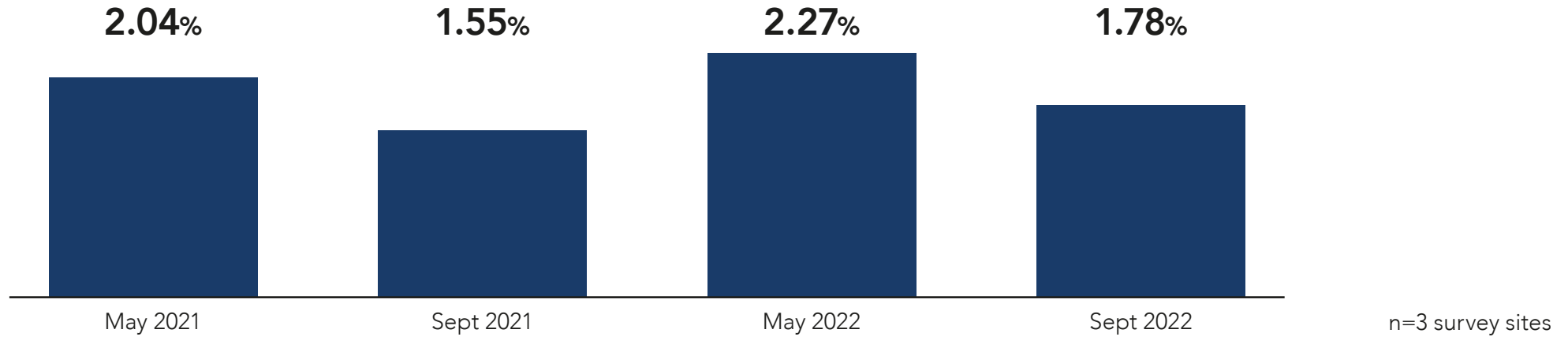
27

Cycling Friendly Schools covering

9,162
pupils

Glasgow City

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



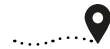
Capital

£4,517,444

Revenue

£1,053,437

Total transport budget



No data supplied

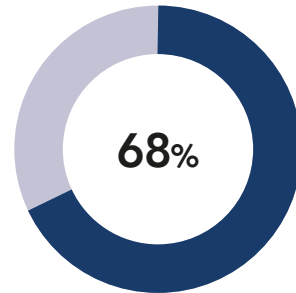
The capital figure includes funding from CWSR; Places for Everyone; School Cycle and Scooter Parking Grant; and Spaces for People. It also includes active travel projects being delivered by Glasgow City Council. The revenue figure accounts for projects funded by Smarter Choices, Smarter Places and staff resource. This figure does not include spend on general maintenance.



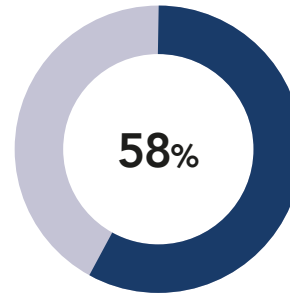
Highland

Trends and context

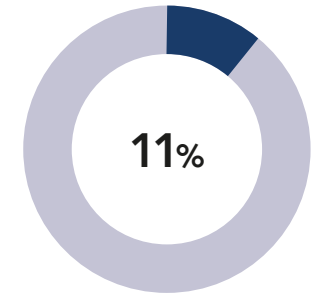
Proportion of journeys under 5km



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 (%)



17.3%

Range with 95% confidence intervals
9–25.6%

30

Cycling Friendly Employers employing

4,830
staff

Schools

Pupils cycling to primary school



9.5%

Average 2014–2019 (pre-pandemic)

9.4%

Pupils cycling to secondary school



7.0%

Average 2014–2019 (pre-pandemic)

4.8%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



32.1%

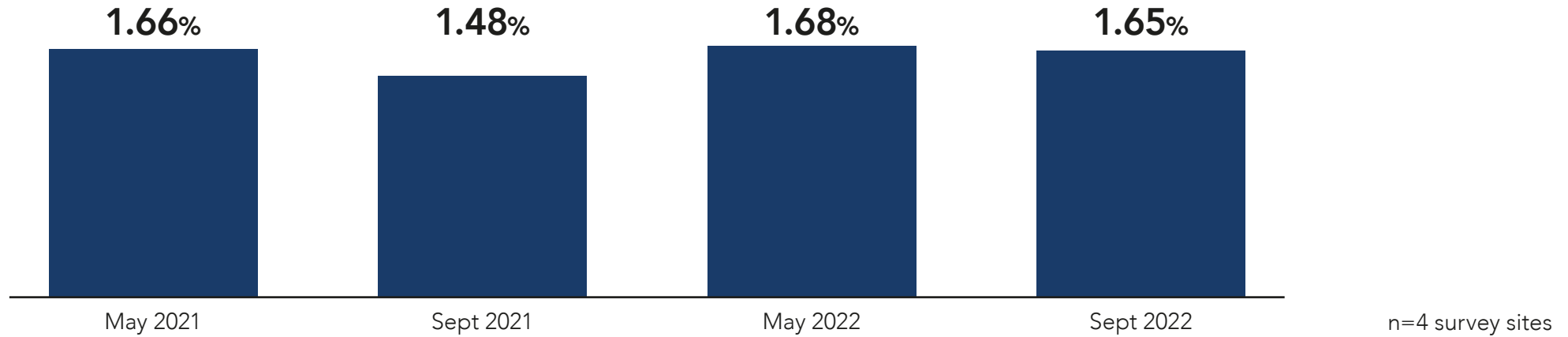
17

Cycling Friendly Schools covering

6,457
pupils

Highland

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



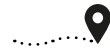
Capital

No data supplied

Revenue

No data supplied

Total transport budget



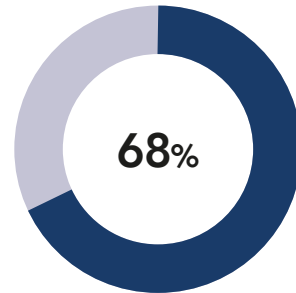
No data supplied



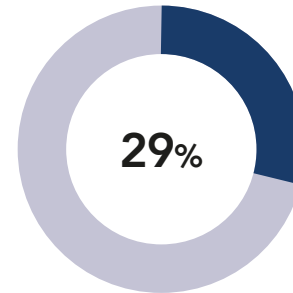
Inverclyde

Trends and context

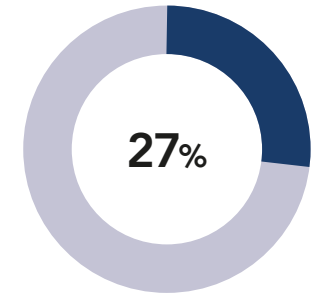
Proportion of journeys under 5km



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 (%)



6.7%

Range with 95% confidence intervals
0–14.3%

1

Cycling Friendly Employers employing

3,500
staff

Schools

Pupils cycling to primary school



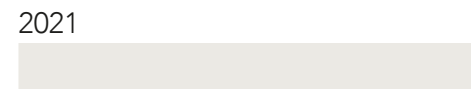
0.6%

Average 2014–2019 (pre-pandemic)



1.1%

Pupils cycling to secondary school



Response rate too low

Average 2014–2019 (pre-pandemic)



Response rate too low

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



10.0%

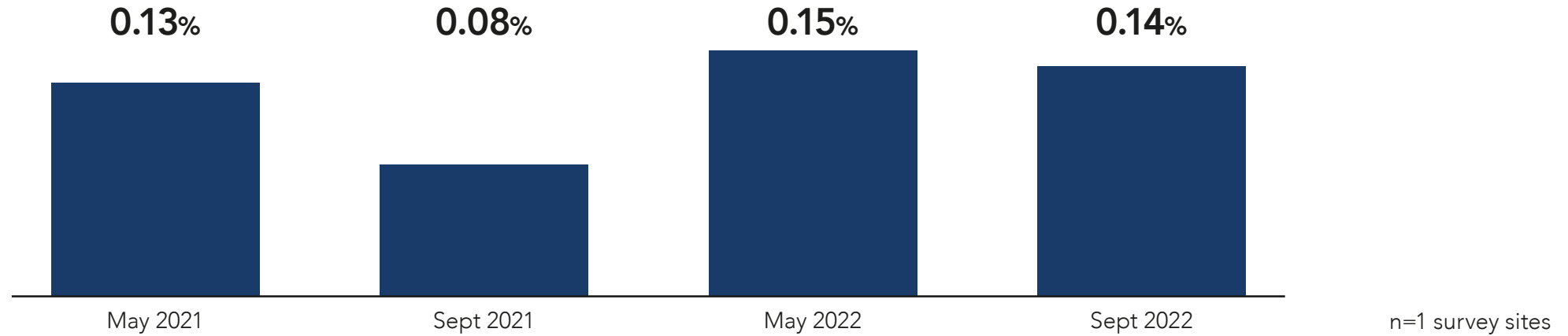
9

Cycling Friendly Schools covering

2,513
pupils

Inverclyde

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£410,975

Revenue

£35,000

Walking and Wheeling



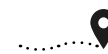
Capital

£407,402

Revenue

£35,000

Total transport budget



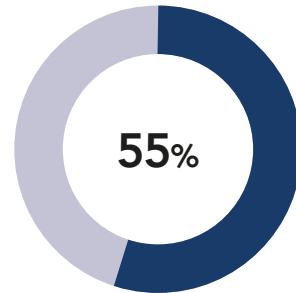
£8,491,000

Midlothian

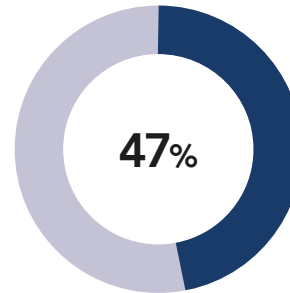
Trends and context



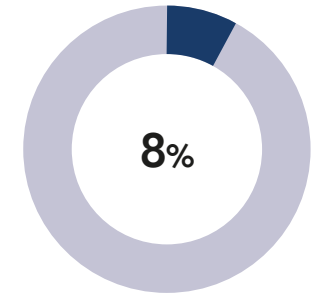
Proportion of journeys under 5km



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 (%)



4.0%

Range with 95% confidence intervals
0–8.8%

7

Cycling Friendly Employers employing

2,709
staff

Schools

Pupils cycling to primary school



8.5%

Average 2014–2019 (pre-pandemic)

8.1%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)

0.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



66.7%

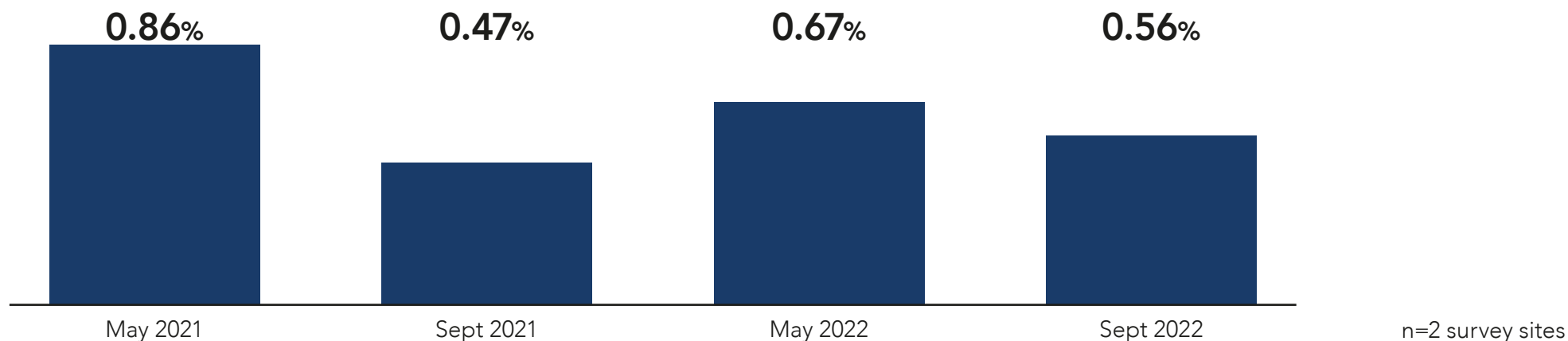
24

Cycling Friendly Schools covering

9,405
pupils

Midlothian

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£254,552

Revenue

£30,668

Walking & wheeling



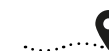
Capital

£209,590

Revenue

£33,833

Total transport budget



£4,118,538

Revenue figure includes estimates. Estimated figures for shared pathway maintenance have been split 50/50 between cycling and walking/ wheeling revenue.

The total figure for capital does not account for all spending. The total figure for revenue accounts for Smarter Choices Smarter Places project expenditure and off-road pathway maintenance including vegetation removal but does not account for any footway maintenance, dropped kerbs or other related expenditure.

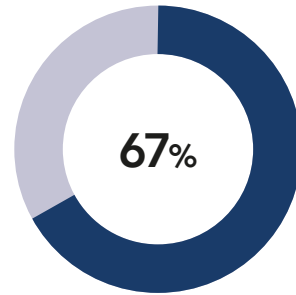
This figure does not account for the entire transport budget.



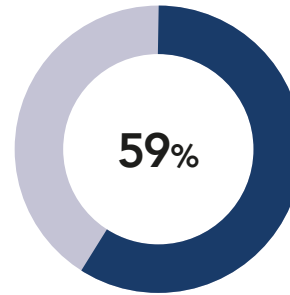
Moray

Trends and context

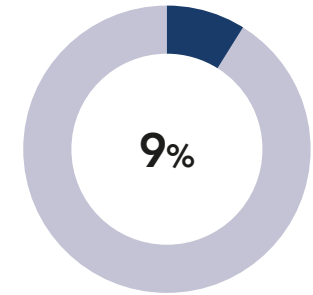
Proportion of journeys under 5km



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 (%)



2.8%

Range with 95% confidence intervals
0-7%

6

Cycling Friendly Employers employing

1,879
staff

Schools

Pupils cycling to primary school



6.9%

Average 2014-2019 (pre-pandemic)

6.2%

Pupils cycling to secondary school



5.0%

Average 2014-2019 (pre-pandemic)

3.2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



93.2%

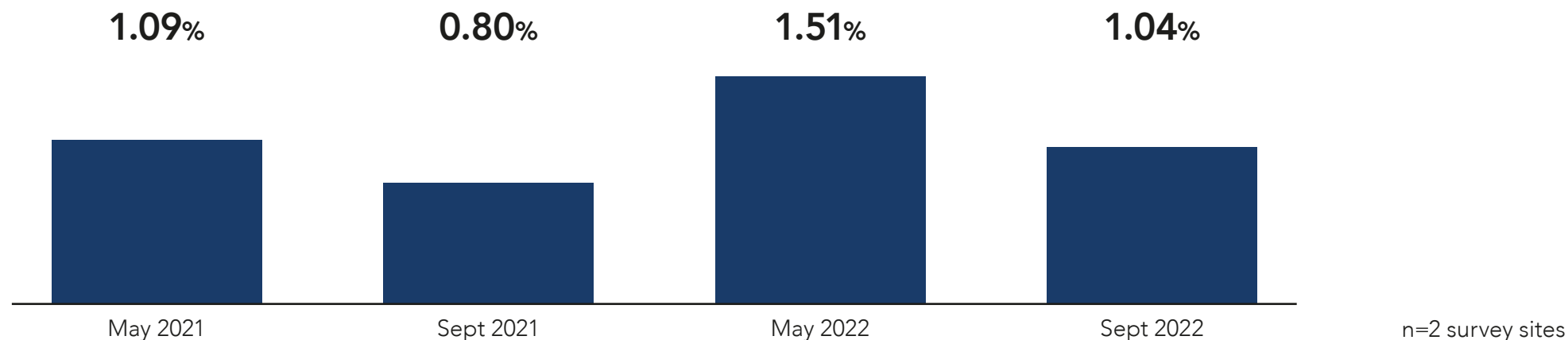
11

Cycling Friendly Schools covering

3,623
pupils

Moray

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£339,371

Revenue

£63,895

The figures provided include external grant funding but do not account for Moray's total expenditure for 2021/2022

Walking and Wheeling



Capital

£264,793

Revenue

£48,000

The figures provided are an estimate and do not account for all spending.

Total transport budget



£16,784,554

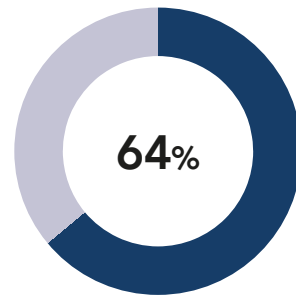
The total transport budget figure provided is solely revenue.

North Ayrshire

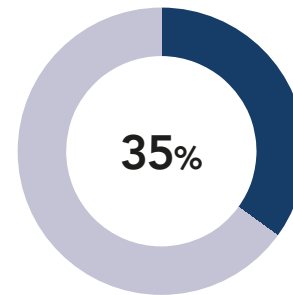
Trends and context



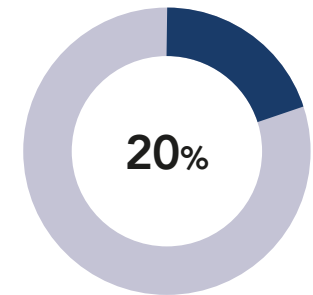
Proportion of journeys under 5km



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 (%)



0.6%

Range with 95% confidence intervals
0–3%

9

Cycling Friendly Employers employing

4,115
staff

Schools

Pupils cycling to primary school



6.3%

Average 2014–2019 (pre-pandemic)



5.4%

Pupils cycling to secondary school



Response rate too low

Average 2014–2019 (pre-pandemic)



0.8%

During the 2022/23 academic year, North Ayrshire Council delivered its own cycle training programme.

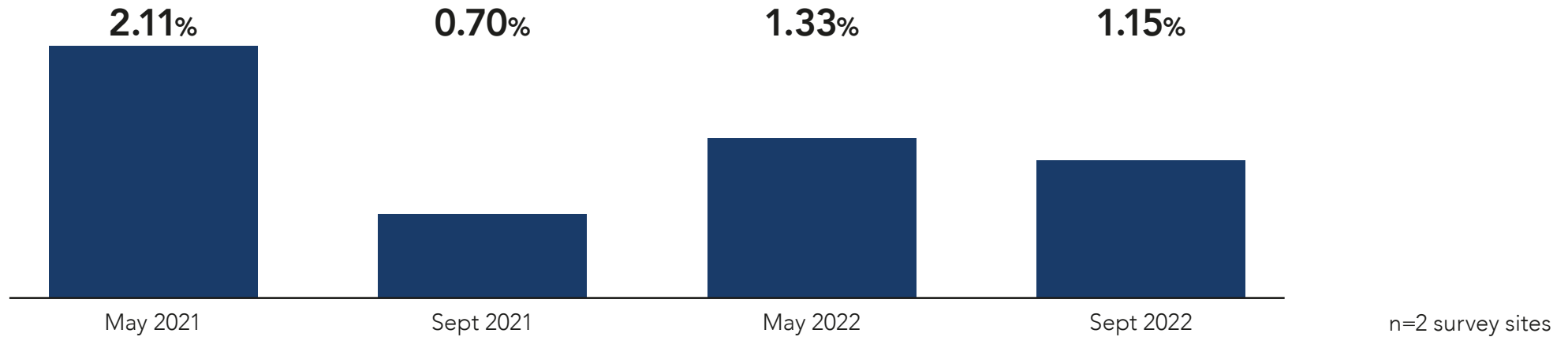
10

Cycling Friendly Schools covering

2,674
pupils

North Ayrshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling

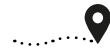


Capital
£1,008,512

Revenue
£124,000

This expenditure includes both walking and cycling.
This does not include wider spend on general path
maintenance or road safety initiatives

Total transport budget



No data supplied

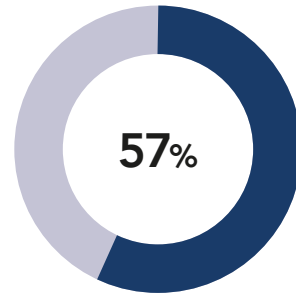
The total transport budget was not supplied



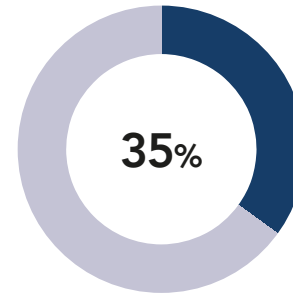
North Lanarkshire

Trends and context

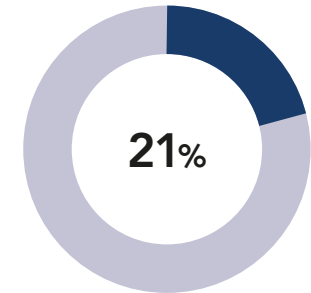
Proportion of journeys under 5km



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 (%)



2.1%

Range with 95% confidence intervals
0-4.8%

10

Cycling Friendly Employers employing

7,190
staff

Schools

Pupils cycling to primary school



4.2%

Average 2014-2019 (pre-pandemic)



4.0%

Pupils cycling to secondary school



0%

Average 2014-2019 (pre-pandemic)



0.2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



81.5%

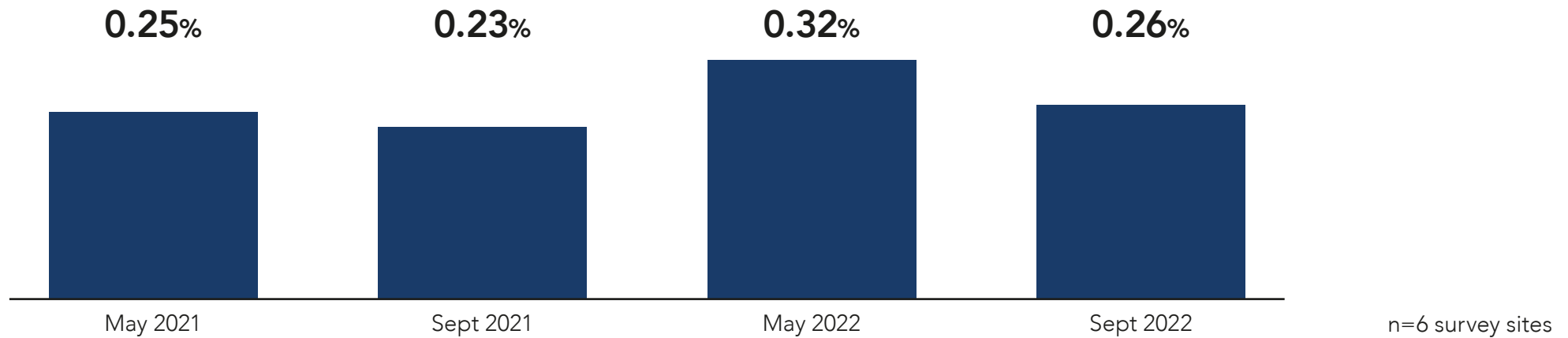
12

Cycling Friendly Schools covering

5,502
pupils

North Lanarkshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£1,980,792

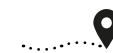
Walking and Wheeling



Capital

£1,972,356

Total transport budget



No data supplied

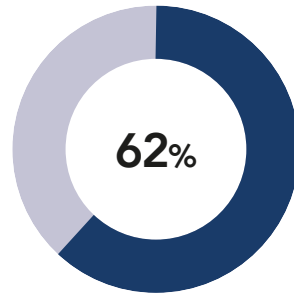
The majority of active travel projects developed in 2021/22 benefited both cycling and walking/wheeling. The capital figure supplied for cycling includes spend on cycling facilities and 50% of the overall active travel spend.

Orkney Islands

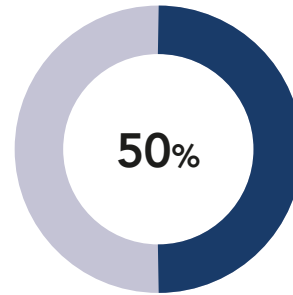
Trends and context



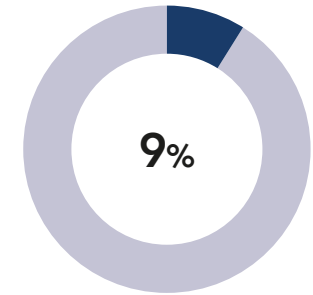
Proportion of journeys under 5km



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 (%)

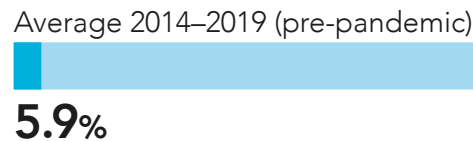


Range with 95% confidence intervals
0.7–11.5%

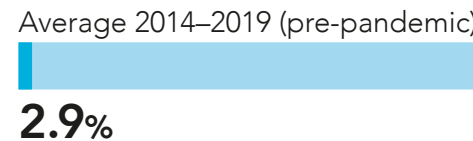
1
Cycling Friendly Employers
employing
5
staff

Schools

Pupils cycling to primary school



Pupils cycling to secondary school



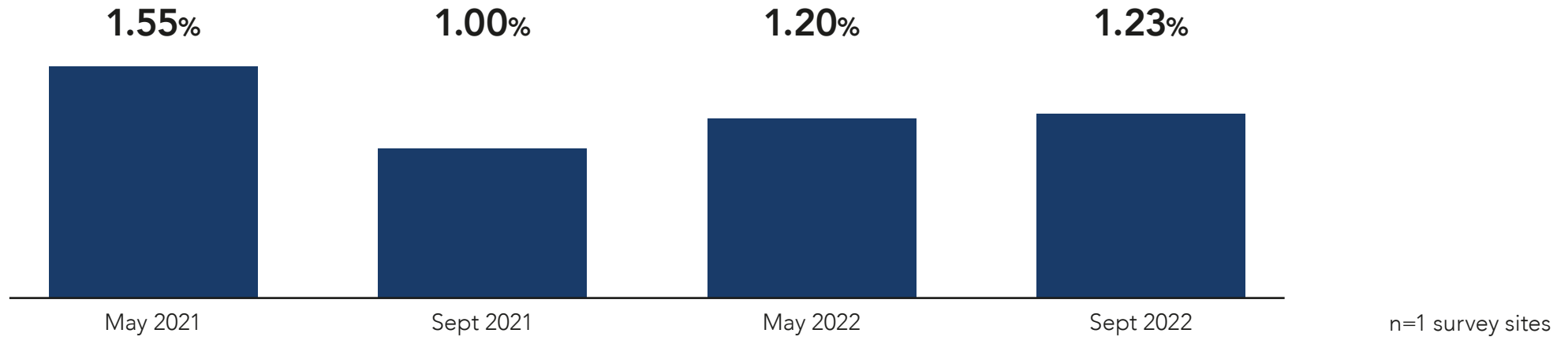
Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



4
Cycling Friendly Schools
covering
1,129
pupils

Orkney Islands

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



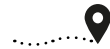
Capital

£292,329

Revenue

£39,509

Total transport budget



£3,555,000

The capital figure accounts for overall active travel expenditure whilst the revenue expenditure accounts for cycling. An increase in capital spend since 20/21 is associated with the development and delivery of large scale active travel and public realm improvement projects.

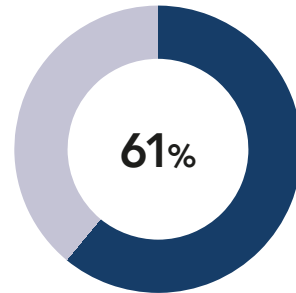
Includes airfields and inter-islands service, public bus contract.



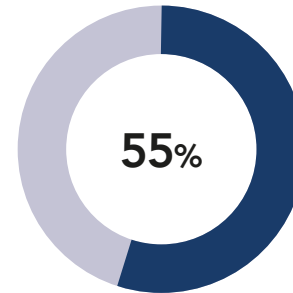
Perth & Kinross

Trends and context

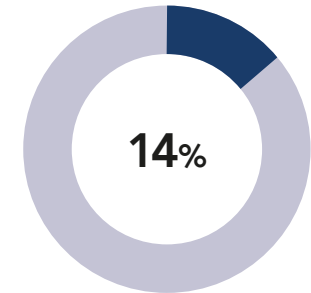
Proportion of journeys under 5km



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 (%)



4.2%

Range with 95% confidence intervals
0–9.4%

17

Cycling Friendly Employers employing

5,478
staff

Schools

Pupils cycling to primary school



5.8%

Average 2014–2019 (pre-pandemic)

6.6%

Pupils cycling to secondary school



1%

Average 2014–2019 (pre-pandemic)

0.9%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



90.0%

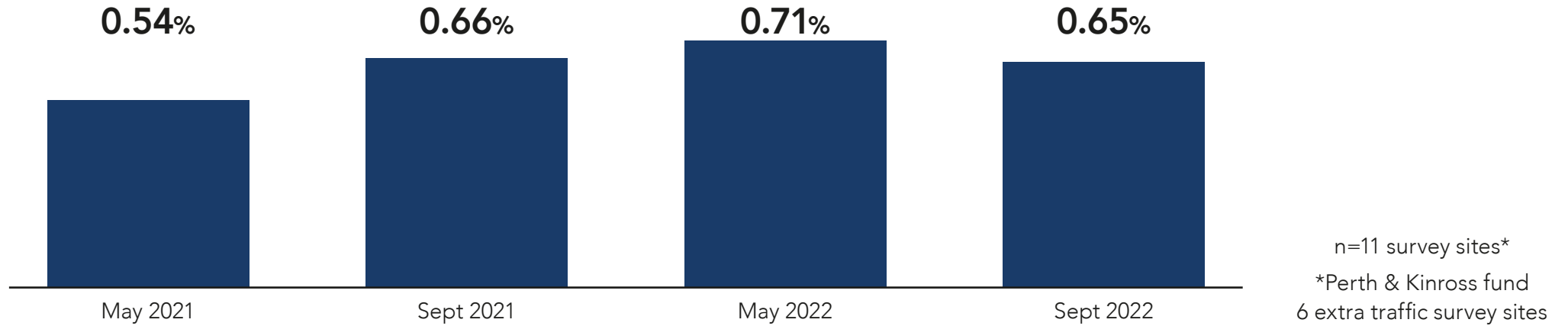
30

Cycling Friendly Schools covering

6,446
pupils

Perth & Kinross

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£268,650

Revenue

£14,000

The figures listed are estimated

Walking and Wheeling



Capital

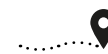
£328,350

Revenue

£10,000

The figures are estimated

Total transport budget



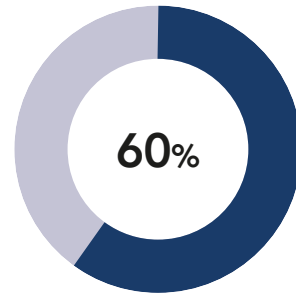
£21,881,892

Renfrewshire

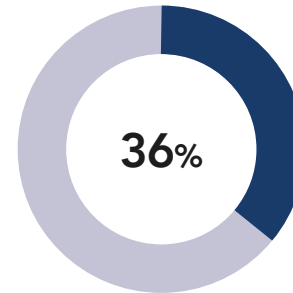
Trends and context



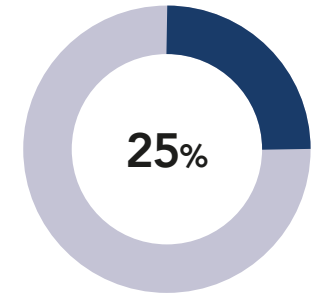
Proportion of journeys under 5km



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 (%)



10.1%

Range with 95% confidence intervals
1.9–18.3%

15

Cycling Friendly Employers employing

7,081 staff

Schools

Pupils cycling to primary school



5.2%

Average 2014–2019 (pre-pandemic)



3.6%

Pupils cycling to secondary school



0.0%

Average 2014–2019 (pre-pandemic)



0.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



84.0%

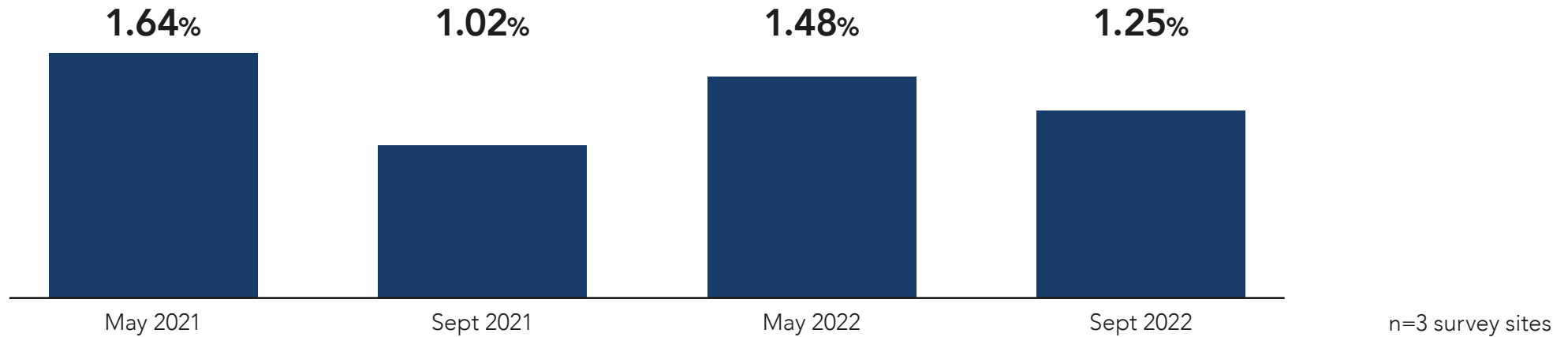
18

Cycling Friendly Schools covering

7,615 pupils

Renfrewshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£371,950

Revenue

£681,817

Walking and Wheeling



Capital

£737,784

Revenue

£51,420

Total transport budget



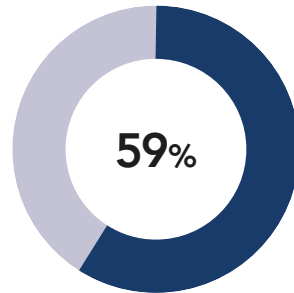
£13,900,000

Scottish Borders

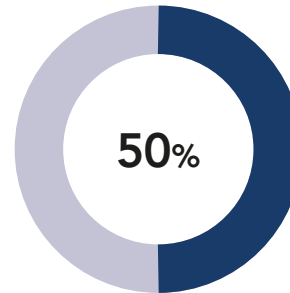
Trends and context



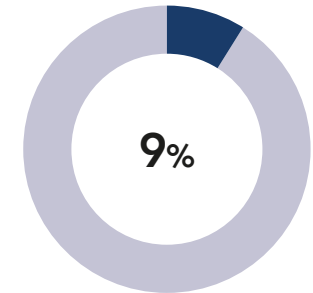
Proportion of journeys under 5km



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 (%)



0.6%

Range with 95% confidence intervals
0–2.8%

2

Cycling Friendly Employers employing

2,500
staff

Schools

Pupils cycling to primary school



4.1%

Average 2014–2019 (pre-pandemic)

5.0%

Pupils cycling to secondary school



0.0%

Average 2014–2019 (pre-pandemic)

0.4%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

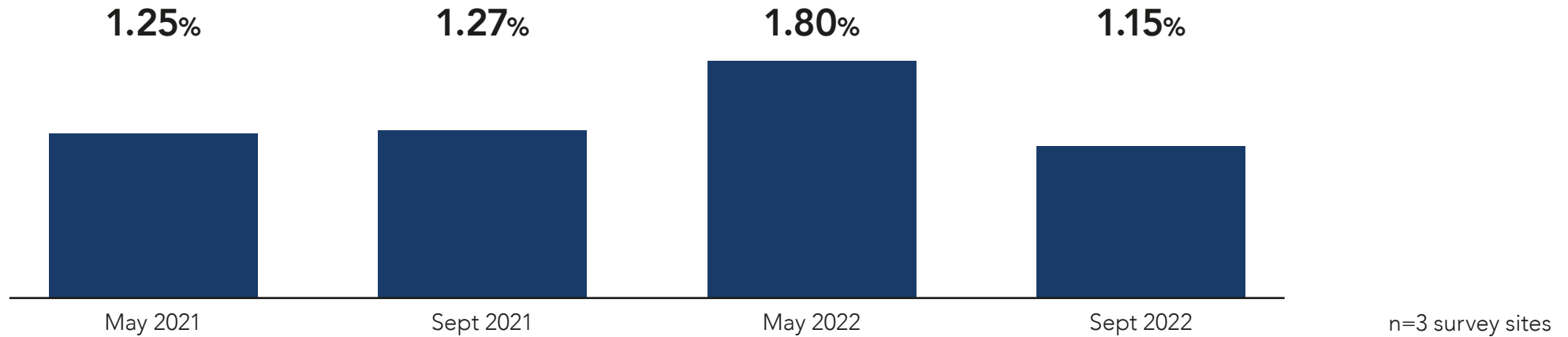
14

Cycling Friendly Schools covering

6,961
pupils

Scottish Borders

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



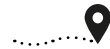
Capital

£971,000

Revenue

£20,000

Total transport budget



No data supplied

The provided figures are for active travel projects with external grant funding from CWSR, SCSP and Spaces for People.

Total transport budget not supplied

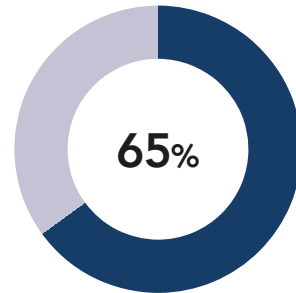


Shetland Islands

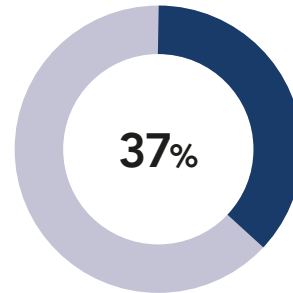


Trends and context

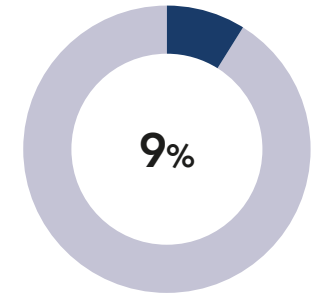
Proportion of journeys under 5km



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 (%)



5.2%

Range with 95% confidence intervals
0.5–9.9%

3

Cycling Friendly Employers employing

217
staff

Schools

Pupils cycling to primary school



6.1%

Average 2014–2019 (pre-pandemic)



4.8%

Pupils cycling to secondary school



3.0%

Average 2014–2019 (pre-pandemic)



1.0%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



100%

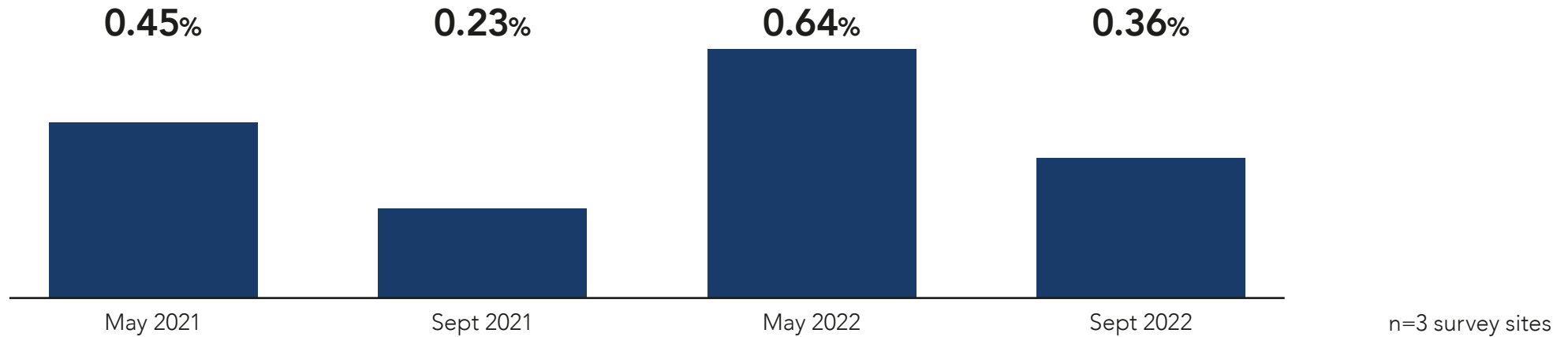
9

Cycling Friendly Schools covering

1,091
pupils

Shetland Islands

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£38,831

Revenue

£41,416

Walking and Wheeling



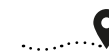
Capital

£71,663

Revenue

£66,500

Total transport budget



£3,866,942

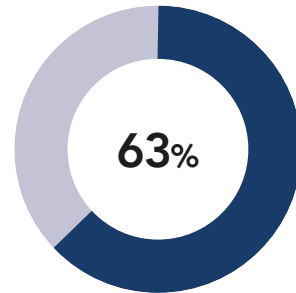
This budget is made up of a Scottish Government grant and funds from Shetland Islands Council provided to ZetTrans RTP. It covers the cost of providing public bus, inter-island ferry and inter-island air services, and general operating costs (staff/overheads).

South Ayrshire

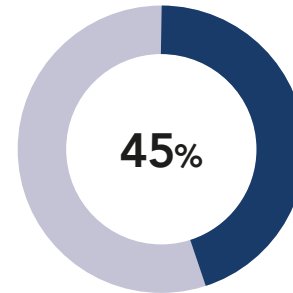
Trends and context



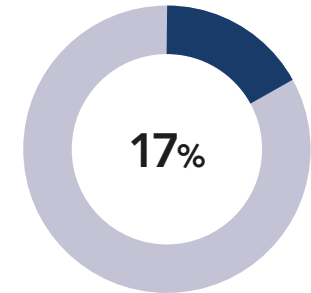
Proportion of journeys under 5km



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 (%)



6.8%

Range with 95% confidence intervals
0–14.1%

8

Cycling Friendly Employers employing

5,667
staff

Schools

Pupils cycling to primary school



5.2%

Average 2014–2019 (pre-pandemic)



5.7%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



58.5%

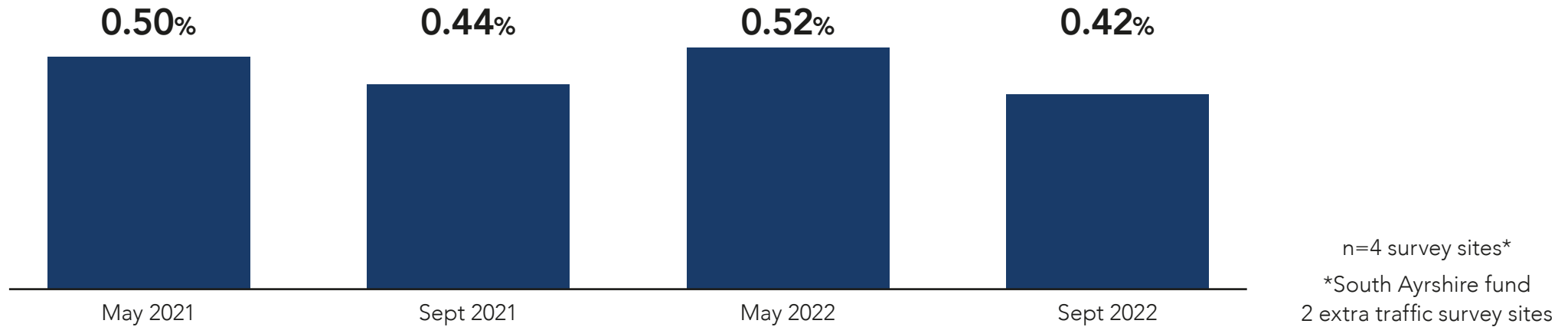
19

Cycling Friendly Schools covering

6,544
pupils

South Ayrshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022

Cycling, walking and wheeling



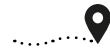
Capital

£1,074,276

Revenue

£158,150

Total transport budget



£1,611,633

The figures represents expenditure on overall active travel

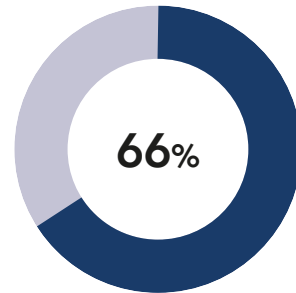
This figure does not account for the total transport budget but is the total received in external grant awards from various funding bodies (CWSR, SPT, Sustrans and SCSP).

South Lanarkshire

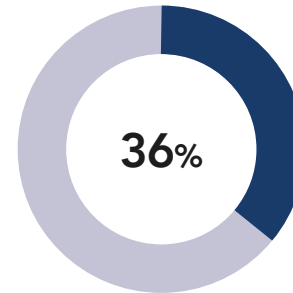
Trends and context



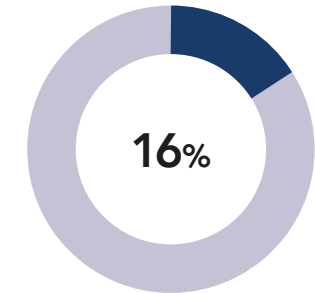
Proportion of journeys under 5km



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 (%)



0.3%

Range with 95% confidence intervals
0–1.3%

13

Cycling Friendly Employers employing

7,307
staff

Schools

Pupils cycling to primary school



4.3%

Average 2014–2019 (pre-pandemic)



3.9%

Pupils cycling to secondary school



0.0%

Average 2014–2019 (pre-pandemic)



0.2%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



40.0%

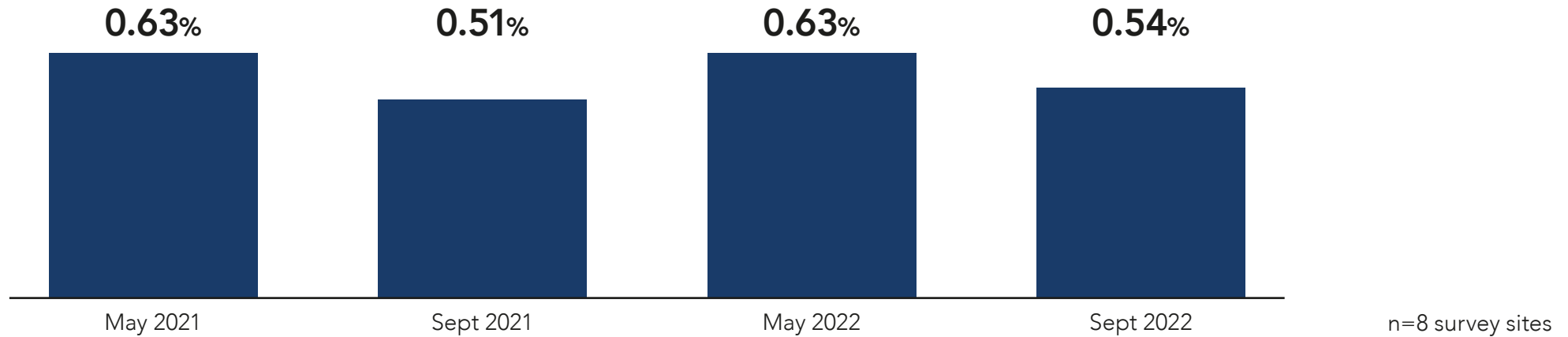
25

Cycling Friendly Schools covering

8,836
pupils

South Lanarkshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£1,391,412

Revenue

£9,160

The cycling expenditure could also be considered as walking and wheeling expenditure as it involves some improvements that will be of benefit to pedestrians and wheelers. It should also be noted that the Capital Expenditure includes funding from Sustrans Spaces for People which was available for 1 year only during the Covid Pandemic

Walking and Wheeling



Capital

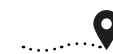
£2,872,954

Revenue

£66,500

The walking and wheeling expenditure could also be considered as cycling expenditure as it involves some improvements that will be of benefit to cyclists. It should also be noted that the Capital Expenditure includes funding from Sustrans Spaces for People which was available for 1 year only during the Covid Pandemic.

Total transport budget



£48,365,105

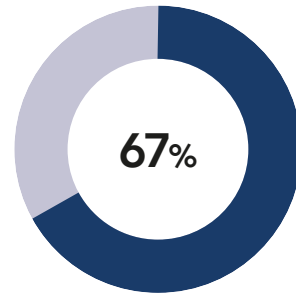
The walking and wheeling expenditure could also be considered as cycling expenditure as it involves some improvements that will be of benefit to cyclists. It should also be noted that the Capital Expenditure includes funding from Sustrans Spaces for People which was available for 1 year only during the Covid Pandemic.



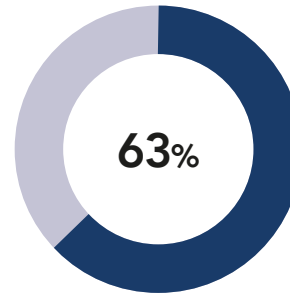
Stirling

Trends and context

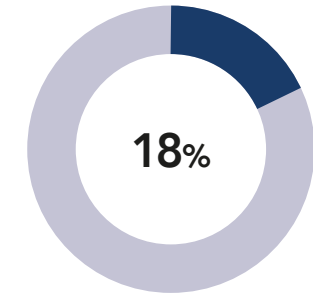
Proportion of journeys under 5km



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 (%)



8.7%

Range with 95% confidence intervals
0.7–16.7%

23

Cycling Friendly Employers employing

8,291
staff

Schools

Pupils cycling to primary school



7.5%

Average 2014–2019 (pre-pandemic)



7.8%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



2.0%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



86.8%

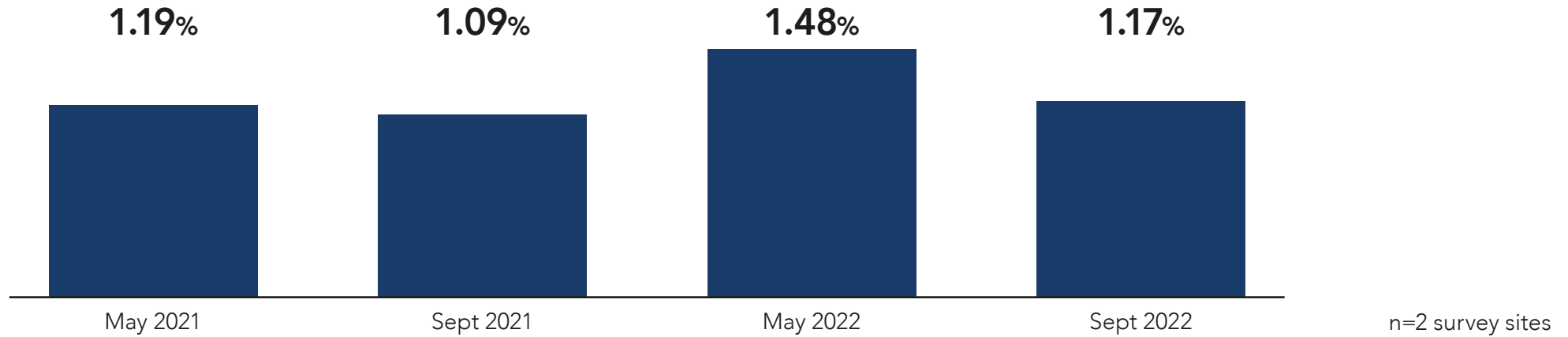
22

Cycling Friendly Schools covering

7,276
pupils

Stirling

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



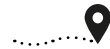
Capital

No data supplied

Revenue

No data supplied

Total transport budget



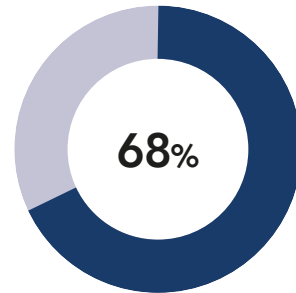
No data supplied

West Dunbartonshire

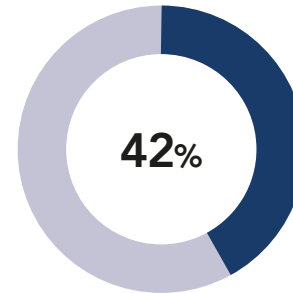
Trends and context



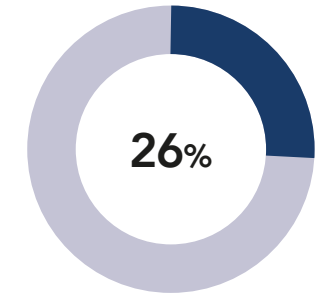
Proportion of journeys under 5km



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 (%)



10.2%

Range with 95% confidence intervals
2.3–18.1%

13

Cycling Friendly Employers employing

4,287
staff

Schools

Pupils cycling to primary school



3.5%

Average 2014–2019 (pre-pandemic)



2.2%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.6%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



31.3%

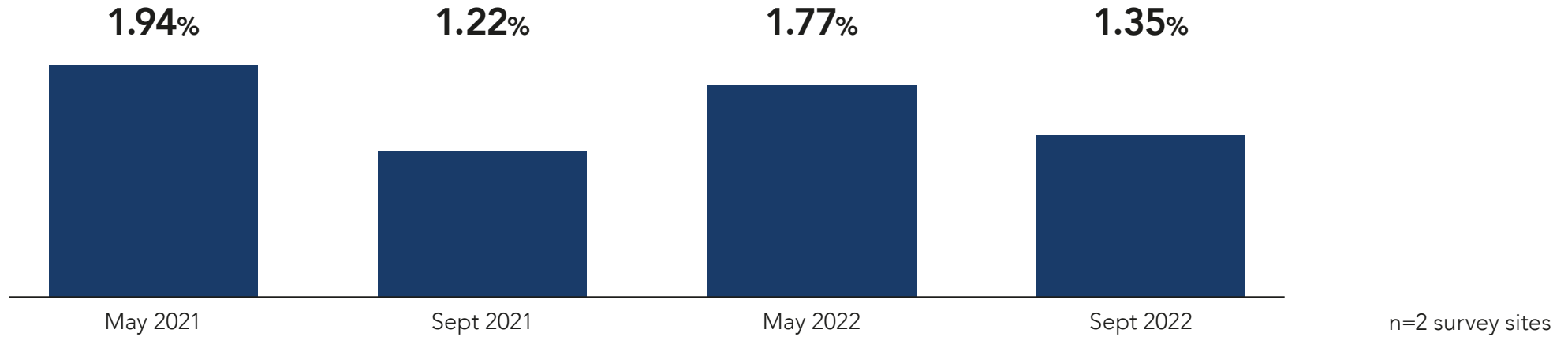
7

Cycling Friendly Schools covering

1,574
pupils

West Dunbartonshire

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling, walking and wheeling



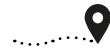
Capital

£304,169

Revenue

No data supplied

Total transport budget



£9,000,000

This figure represents capital expenditure on overall active travel

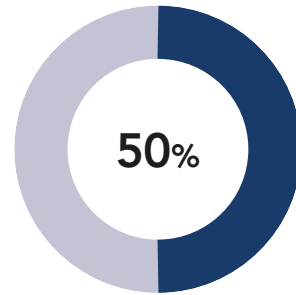
This figure is an estimate

West Lothian

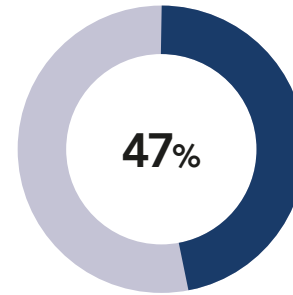
Trends and context



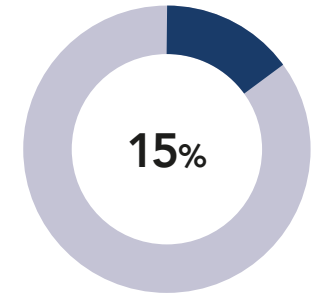
Proportion of journeys under 5km



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 (%)



1.3%

Range with 95% confidence intervals
0–4.5%

5

Cycling Friendly Employers employing

725
staff

Schools

Pupils cycling to primary school



5.2%

Average 2014–2019 (pre-pandemic)



5.9%

Pupils cycling to secondary school



1.0%

Average 2014–2019 (pre-pandemic)



0.7%

Percentage of primary schools delivering Level 2 Bikeability Scotland training 2022/23



29.9%

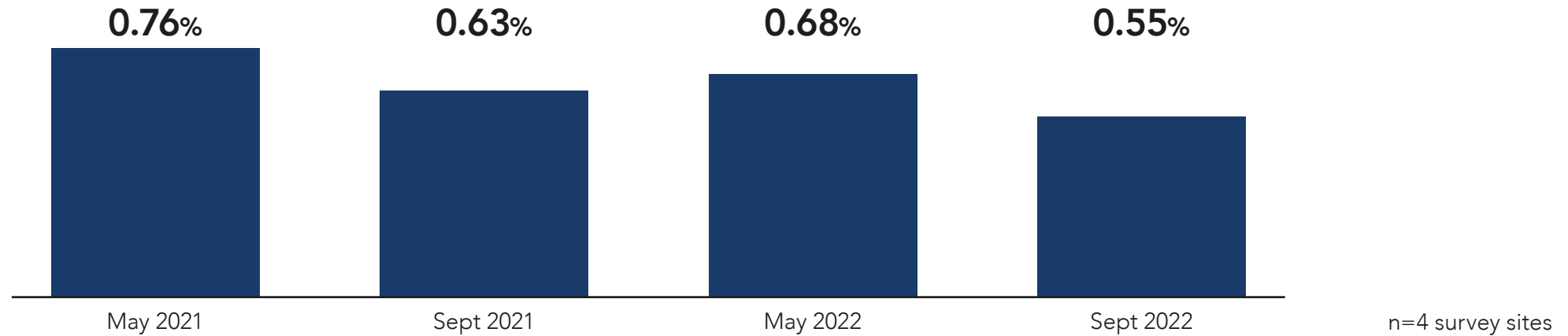
10

Cycling Friendly Schools covering

4,238
pupils

West Lothian

Cycling mode share – traffic surveys



Active travel expenditure 2021/2022 Method of financial calculations will vary by council.

Cycling



Capital

£1,158,530

Revenue

£224,473

The capital expenditure allows for design and site supervision costs as well as construction cost. Also, all schemes were shared paths and therefore supported walking and wheeling.

Walking and Wheeling



Capital

£359,303

Revenue

No data supplied

The capital expenditure for walking and wheeling includes for provision of improved pedestrian crossing facilities.

Total transport budget



£11,876,000

The transport budget was £11,876,000, however the total expenditure for 2021/22 was £8,676,000.

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