



Annual Cycling Monitoring Report 2015

1 Executive Summary

The Scottish Government's refreshed **Cycling Action Plan for Scotland 2013 (CAPS 2013)** established **Action 18** which is to: Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.

There is a huge range of data and information available that will contribute to greater understanding of cycling participation. This report contains a collection of key cycling statistics and trends that have been identified in CAPS 2013 and can be used to monitor progress and opportunities encouraging more cycling across Scotland.

The report looks at trends and statistics from both a national and local point of view. Statistics and data are included that give insight into levels of cycling, particularly to work or study, demographic information, general travel trends, road safety and delivery of projects directly linked to CAPS 2013.

Estimated levels of cycling

Cycling as a main mode of travel in Scotland was estimated at 1% in 2013 while the volume of cycling traffic was 329 million vehicle kilometres travelled, a 32% increase since 2003. [Figure 2.1] Looking more locally, cycling as a main mode of travel is highest in Clackmannanshire [3.5%], Edinburgh [2.5%] and Stirling [2.2%]. [Figure 3.1]

In addition at a national level, 11% of adults participated in cycling in the previous month – with the age group of 35-44 year olds the highest, with 19% participating in cycling in the previous month.

The proportion of households in Scotland that have access to one or more bicycles for private use is 34.7%, ranging from 51.2% in Moray to 23.1% in Glasgow. [Figure 3.9] The proportion of households in Scotland that have no access to a car for private use is 30.6%, ranging from 42.9% in Dundee to 15.2% in East Renfrewshire. [Figure 3.10]

62.2% of journeys in Scotland are under 5km. [Figure 2.10] ranging from 43.6% in Aberdeenshire to 79% in Dundee. [Figure 3.8]

Cycling to Work

The proportion of those cycling to work at least 'regularly' is 5.6% for Scotland as a whole. [Figure 3.2]. When looking at this more locally, the proportion of those cycling to work 'regularly' is over 5% in 11 of 32 local authorities, with the five highest in Edinburgh [12.2%], Moray [10.3%], Argyll & Bute [9.1%], Stirling [8.7%] and Clackmannanshire [8.4%]. [Figure 3.2]

The Census 2011 provides an even closer look at local cycling to work trends, with cycling to work highest in wards in Edinburgh [Meadows/Morningside 9.9%, Southside/Newington 9.3%, Fountainbridge/Craiglockhart 6.9%] and Inverness [Ness-side 6.2% and Central 5.9%]. [Figure 4.8]

The Census also highlights that 32% of journeys to work in Scotland are less than 5km, ranging from 61% in Dundee to 22% in East Renfrewshire. [Figures 4.2 & 4.6]

Cycling to School

In 2013, 5% of children indicated that they normally cycle to primary school, while 0.9% cycle to secondary school. [Figure 2.4] Locally, cycling to primary school is highest in Highland [10.7%], East Lothian [9.5%] and Stirling [9.2%] [Figure 3.3]

The 2011 Census highlights that 63% of journeys to school or study are less than 5km, ranging from 91% in Dundee to 54% in Eilean Siar. [Figures 4.5 & 4.7]

Training

In 2013, 37.2% of schools delivered on-road Bikeability Scotland Level 2 training and since 2010, there have been 2,917 people trained as Cycle Training Assistants and 1,033 trained as Cycle Trainers. [Figure 3.4]

Road Safety

The number of serious injuries has declined from 311 in 1994 to 148 in 2013 amongst adults and from 140 to 11 amongst children. Over the same time period, the number of fatalities has fluctuated between 5 and 13 amongst adults and 0 and 5 amongst children. [Figure 2.7]

The rate of pedal cycle casualties per million vehicle kilometres travelled in Scotland has generally fallen over the last decade with the rate at 2.68 casualties per million vehicle kilometres travelled in 2013 [compared to the 2009-2013 average of 2.75]. Similarly, KSI per million vehicle kilometres has also fallen, with the rate at 0.49 KSI per million vehicle kilometres travelled in 2013 [compared to the 2009-2013 average of 0.53]. [Figure 2.7]

Reasons for not cycling

The top five stated reasons why people did not cycle to work are: too far, weather, do not have a bike, too many cars on road, traffic travels too fast. [Figure 2.11]

2 National



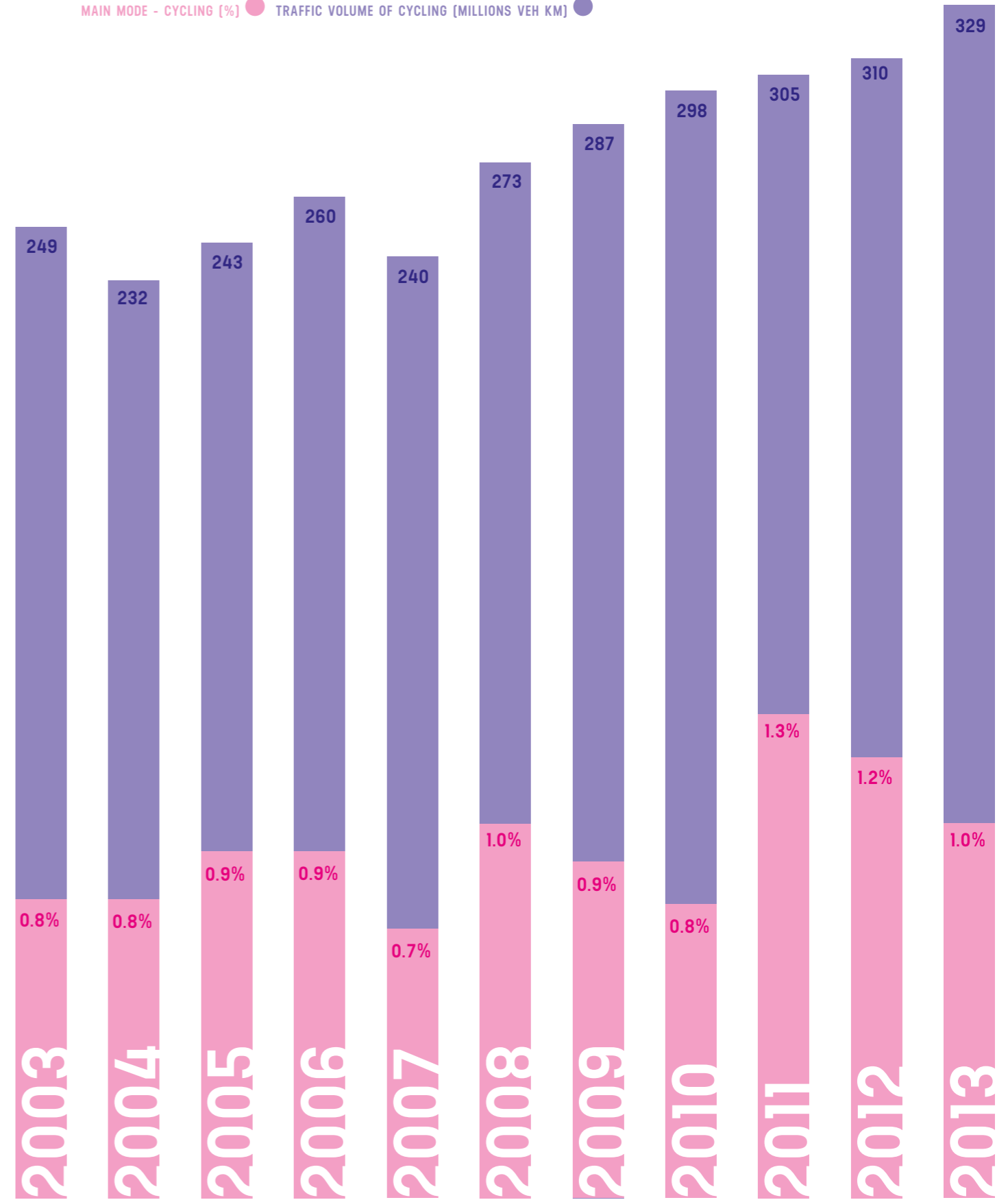
Headline Trends

2.1 CYCLING AS A MAIN MODE OF TRAVEL IN SCOTLAND

SOURCE: PERCENTAGE OF JOURNEYS MADE BY MAIN MODE OF TRAVEL - SCOTTISH HOUSEHOLD SURVEY TRAVEL DIARY 2013. [TABLE TD2] - TRANSPORT SCOTLAND

The graph below indicates the percentage of people who cycle as a main mode of travel alongside the traffic volume of cycling in millions of vehicle kilometres. Cycling as a percentage of total traffic volume was 0.59% in 2003 and cycling as a percentage of total traffic volume was 0.75% in 2013.

MAIN MODE - CYCLING [%] ● TRAFFIC VOLUME OF CYCLING [MILLIONS VEH KM] ●



Travel to work and School

2.2 BICYCLE AS USUAL MODE OF TRAVEL TO WORK

SOURCE: SCOTTISH HOUSEHOLD SURVEY TRANSPORT DATA 2013 (TABLE 7) - TRANSPORT SCOTLAND

This figure indicates how the cycling to work mode share has changed as a 'usual' mode over time nationally. The 2013 figure in Fig. 2.2 differs from Fig. 2.3 as the 2013 figure in Fig. 2.2 is based over a two year estimate.

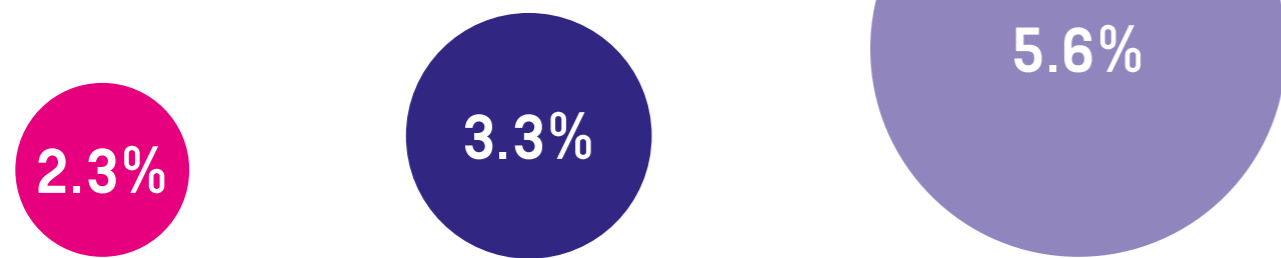


2.3 CYCLE USUALLY OR REGULARLY TO WORK

SOURCE: SCOTTISH HOUSEHOLD SURVEY 2013 WITH FURTHER INFORMATION FROM TRANSPORT SCOTLAND.

This figure indicates the percentage of adults 'usually' or 'regularly' cycling to work.

USUALLY (Red circle) REGULARLY (Dark Blue circle) OVERALL SCOTLAND USUALLY OR REGULARLY (Light Blue circle)

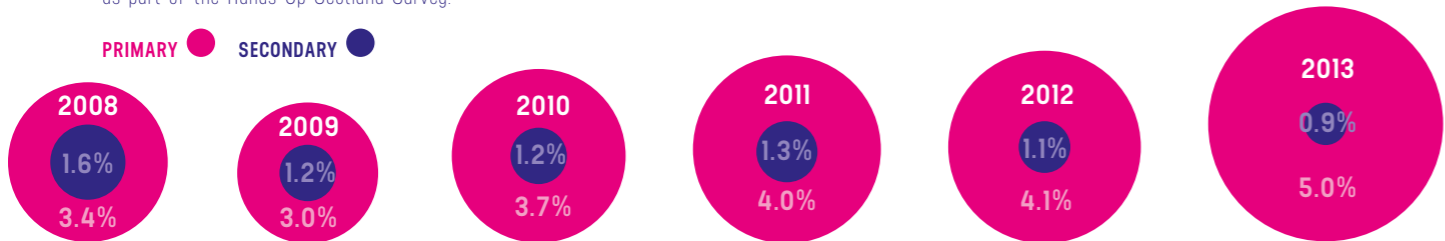


2.4 TRAVEL TO SCHOOL - HANDS UP SCOTLAND SURVEY

SOURCE: HANDS UP SCOTLAND SURVEY 2013 (TABLE 2.3) - SUSTRANS SCOTLAND

This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to School?" as part of the Hands Up Scotland Survey.

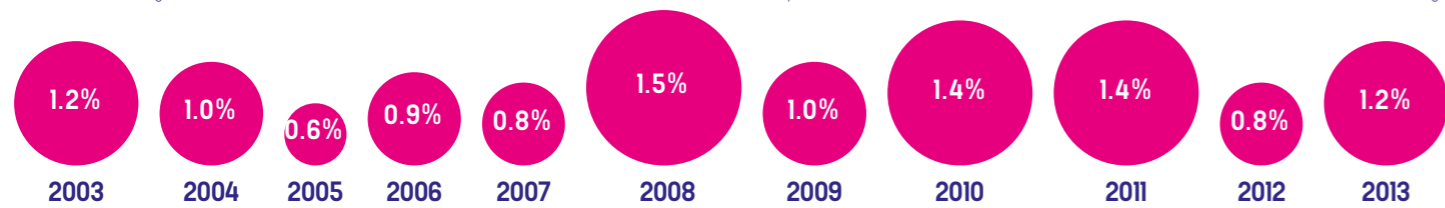
PRIMARY (Red circle) SECONDARY (Dark Blue circle)



2.5 TRAVEL TO SCHOOL - SCOTTISH TRANSPORT STATISTICS

SOURCE: SCOTTISH TRANSPORT STATISTICS 2014 EDITION (TABLE S3) - TRANSPORT SCOTLAND

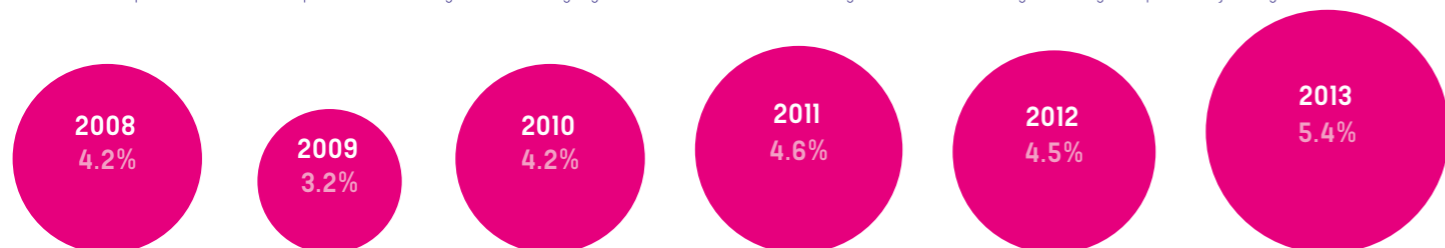
This figure shows the National travel to school rate from the 2014 Scottish Transport Statistics release. This data is taken from the Scottish Household Survey.



2.6 TRAVEL TO PRIMARY SCHOOL (P5 - P7)

SOURCE: HANDS UP SCOTLAND SURVEY (TABLE 2.4) - SUSTRANS SCOTLAND

This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to School?" as part of the Hands Up Scotland Survey. P5-P7 is highlighted as it is considered the age where children begin making independent journeys.



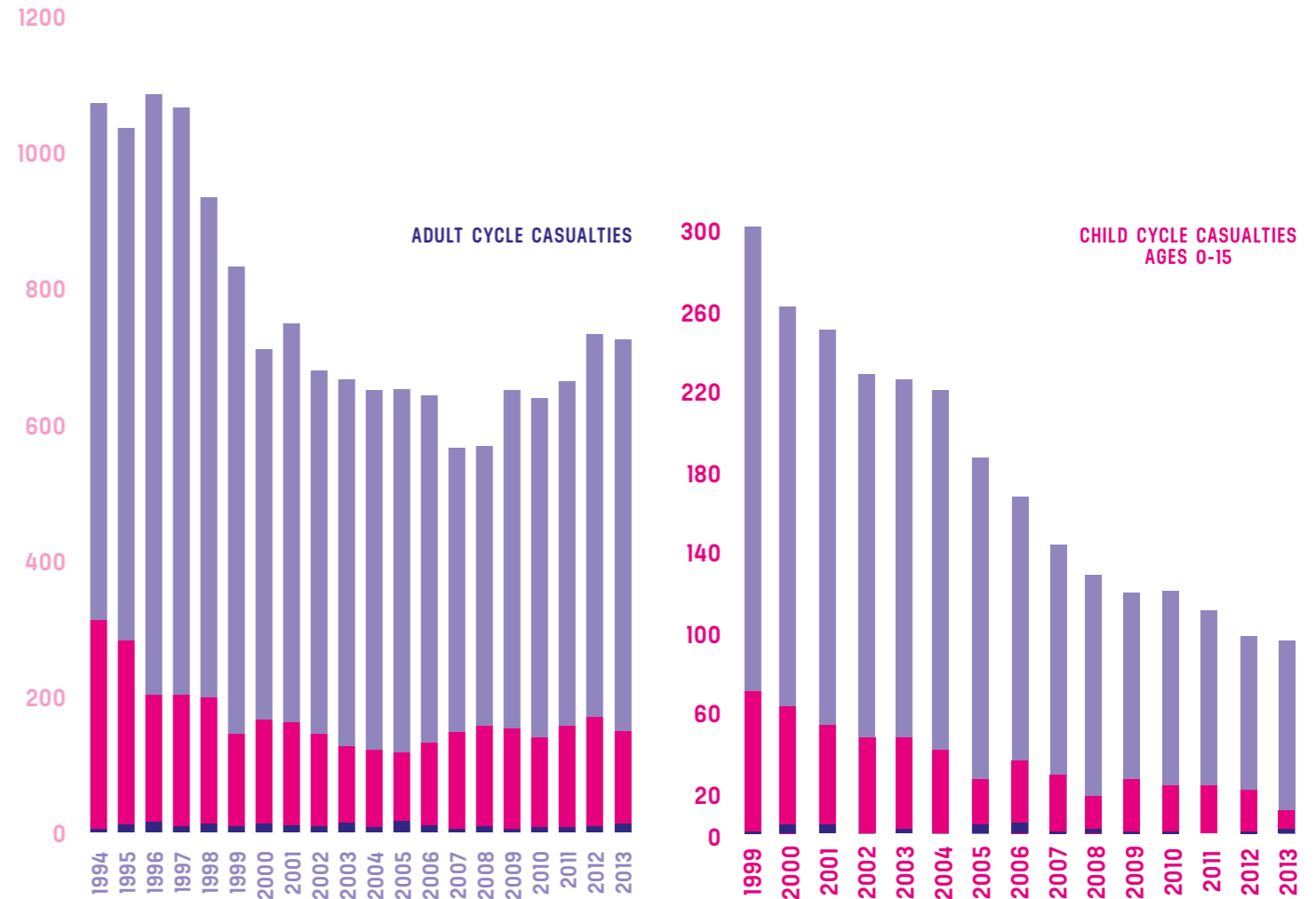
Road Safety

2.7 KSIs AND SLIGHT CASUALTIES

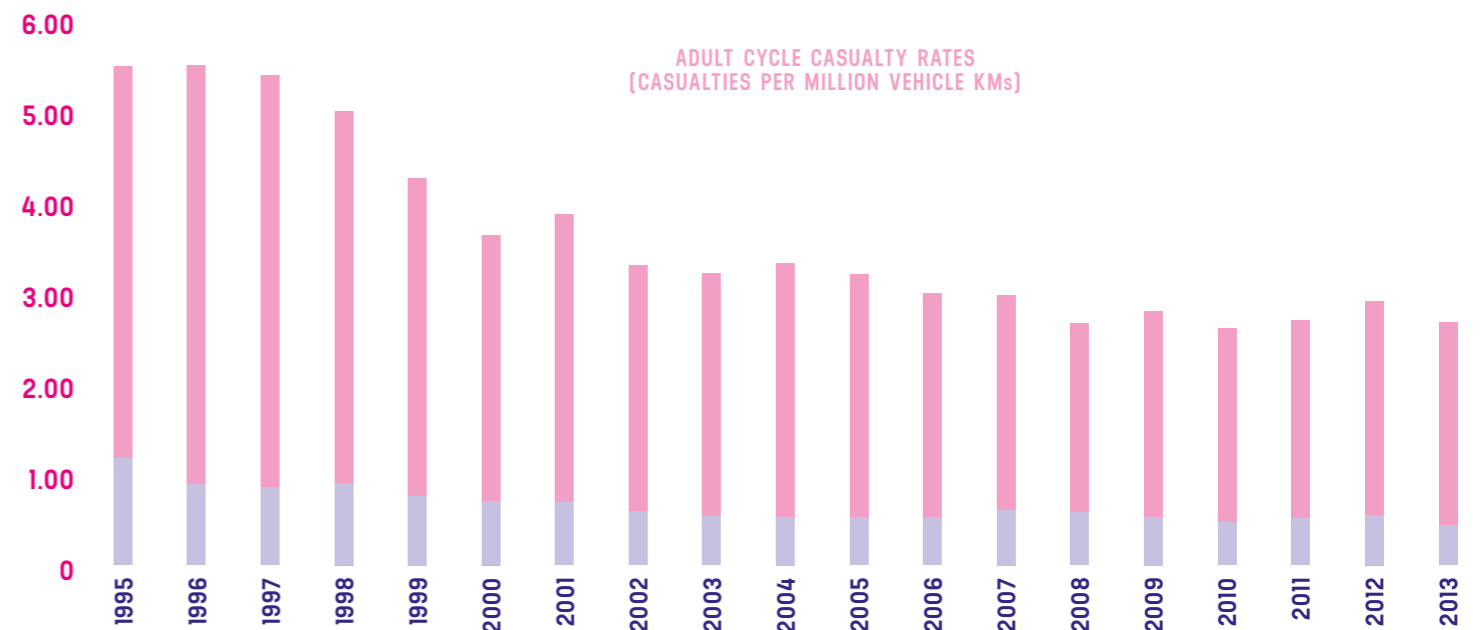
SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2013 (TABLE 23) - TRANSPORT SCOTLAND

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

SERIOUSLY INJURED (Red circle) KILLED (Dark Blue circle) SLIGHT CASUALTIES (Light Blue circle)



KSIs RATES (Light Blue circle) OVERALL CASUALTY RATES (Red circle)



2.8 BICYCLES INVOLVED IN REPORTED INJURY ACCIDENTS

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND 2013 (TABLE 14) - TRANSPORT SCOTLAND

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

REPORTED INJURY CRASHES BY MANOEUVRE 2009-2013 AVERAGE

Reversing	2	0.3%
Parked	2	0.3%
Slowing or stopping	16	2.1%
Moving off	23	3.0%
U turn	-	0.0%
Turning/waiting turn left	19	2.5%
Turning/waiting turn right	47	6.2%
Changing lane	9	1.2%
Overtaking	37	4.8%
Going round bend	26	3.4%
Waiting/going ahead	582	76.2%
TOTAL	764	

**BUILT-UP
LESS THAN
40MPH**

REPORTED INJURY CRASHES BY JUNCTION TYPE 2009-2013 AVERAGE

26.3%	201	Over 20m from junction
13.2%	101	Roundabout
1.8%	14	Mini roundabout
34.7%	265	T/Y or staggered junction
0.9%	7	Slip road
10.7%	82	Crossroads
2.5%	19	Multiple junction
2.0%	15	Private drive
7.9%	60	Other junction
	764	TOTAL

**NON
BUILT-UP
40 MPH
AND HIGHER**

Reversing	-	0.0%
Parked	1	1.0%
Slowing or stopping	1	1.0%
Moving off	2	1.9%
U turn	-	0.0%
Turning/waiting turn left	1	1.0%
Turning/waiting turn right	6	5.8%
Changing lane	1	1.0%
Overtaking	1	1.0%
Going round bend	14	13.5%
Waiting/going ahead	76	73.1%
TOTAL	104	

66.3%	69	Over 20m from junction
11.5%	12	Roundabout
0.0%	-	Mini roundabout
11.5%	12	T/Y or staggered junction
1.0%	1	Slip road
1.9%	2	Crossroads
1.0%	1	Multiple junction
2.9%	3	Private drive
2.9%	3	Other junction
	104	TOTAL

TOTAL

Reversing	2	0.2%
Parked	3	0.3%
Slowing or stopping	17	2.0%
Moving off	25	2.9%
U turn	-	0.0%
Turning/waiting turn left	20	2.3%
Turning/waiting turn right	53	6.1%
Changing lane	10	1.2%
Overtaking	38	4.4%
Going round bend	40	4.6%
Waiting/going ahead	659	75.9%
TOTAL	868	

31.1%	270	Over 20m from junction
13.0%	113	Roundabout
1.6%	14	Mini roundabout
31.9%	277	T/Y or staggered junction
0.9%	8	Slip road
9.7%	84	Crossroads
2.3%	20	Multiple junction
2.2%	19	Private drive
7.3%	63	Other junction
	868	TOTAL

2.9 PROPORTION OF ALL VEHICLES INVOLVED IN ACCIDENTS INVOLVING A PEDAL CYCLE FOR EACH VEHICLE TYPE

SOURCE: REPORTED ROAD CASUALTIES SCOTLAND - TRANSPORT SCOTLAND

These figures only focus on accidents that involved a pedal cycle. The figures below show the proportion of all accidents involving a pedal cycle where each vehicle type was also involved. This is also broken down by severity of injuries in accidents that involved a pedal cycle. In addition, for reference, the proportion of overall traffic volume for each vehicle type is included below.

ALL SEVERITIES

THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE

[Accidents that resulted in an injury of any severity.]

	2004/08 AVERAGE	2009/13 AVERAGE	2013
Motorcycle	0.7%	0.8%	0.6%
Car or Taxi	85.8%	85.3%	86.6%
Bus/Coach/Minibus	3.6%	3.1%	2.2%
Light Goods Veh	5.0%	5.8%	7.3%
Heavy Goods Veh	2.5%	2.0%	1.3%
Other Vehicle	2.5%	3.0%	2.2%

KSIs

THE PROPORTION OF ALL PEDAL CYCLE ACCIDENTS INVOLVING EACH SPECIFIC VEHICLE TYPE

[Accidents that resulted in a KSI]

	2004/08 AVERAGE	2009/13 AVERAGE	2013
Motorcycle	1.3%	1.1%	1.3%
Car or Taxi	81.4%	82.5%	84.0%
Bus/Coach/Minibus	3.7%	3.5%	3.2%
Light Goods Veh	5.7%	5.1%	5.1%
Heavy Goods Veh	5.1%	4.8%	3.8%
Other Vehicle	2.8%	3.1%	2.6%

PROPORTION OF OVERALL TRAFFIC VOLUME FOR EACH VEHICLE TYPE

THE PROPORTION OF OVERALL TRAFFIC VOLUME ATTRIBUTED TO EACH VEHICLE TYPE

	2004/08 AVERAGE	2009/13 AVERAGE	2013
Motorcycle	0.7%	0.7%	0.7%
Car or Taxi	78.0%	77.5%	77.7%
Bus/Coach/Minibus	1.4%	1.4%	1.4%
Light Goods Veh	13.1%	14.1%	14.5%
Heavy Goods Veh	6.2%	5.7%	5.7%
Other Vehicle	*	*	*

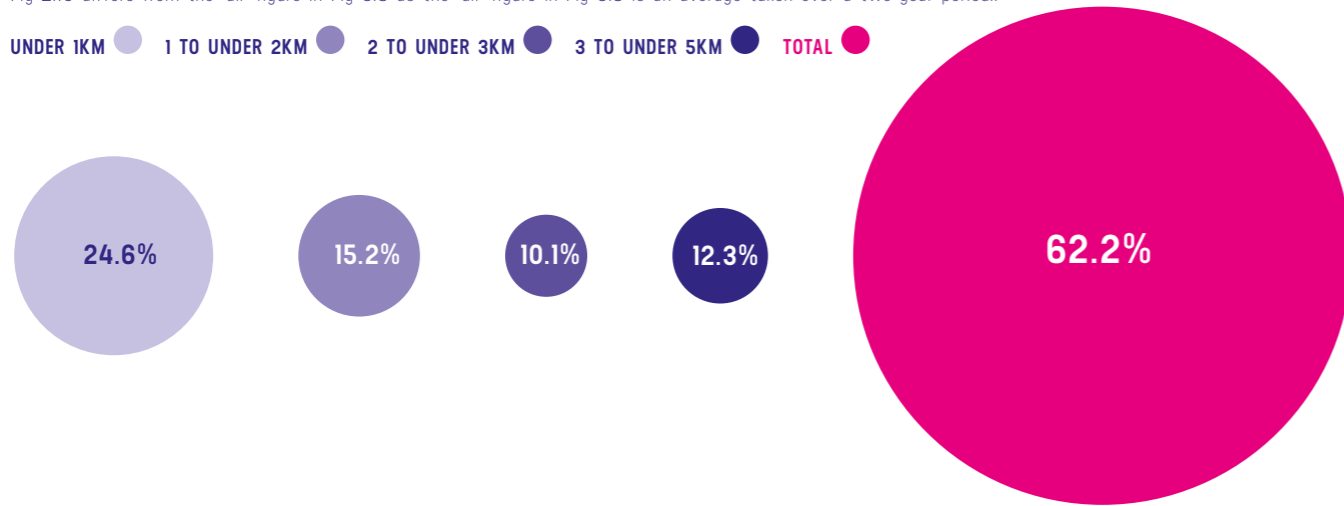
Cycling in context

2.10 DISTANCE TRAVELLED – JOURNEYS UNDER 5KM

SOURCE: TRANSPORT AND TRAVEL IN SCOTLAND 2013 TRAVEL DIARY (TABLE TD4A) - TRANSPORT SCOTLAND

Taking into consideration that the average cycling journey is 4.4km in length [TATIS 2013] five km represents a key distance for focus on potential modal shift to active travel. In addition to 50% of all car journeys being under 5km [TATIS 2013] this figure shows that 62% of journeys are under 5km. The 'all' figure in Fig 2.10 differs from the 'all' figure in Fig 3.8 as the 'all' figure in Fig 3.8 is an average taken over a two year period.

UNDER 1KM 1 TO UNDER 2KM 2 TO UNDER 3KM 3 TO UNDER 5KM TOTAL



2.11 REASONS FOR NOT CYCLING TO WORK [%AVERAGE FOR 2009-13]

SOURCE: SCOTTISH HOUSEHOLD SURVEY TRANSPORT DATA 2013 (TABLE 26) - TRANSPORT SCOTLAND

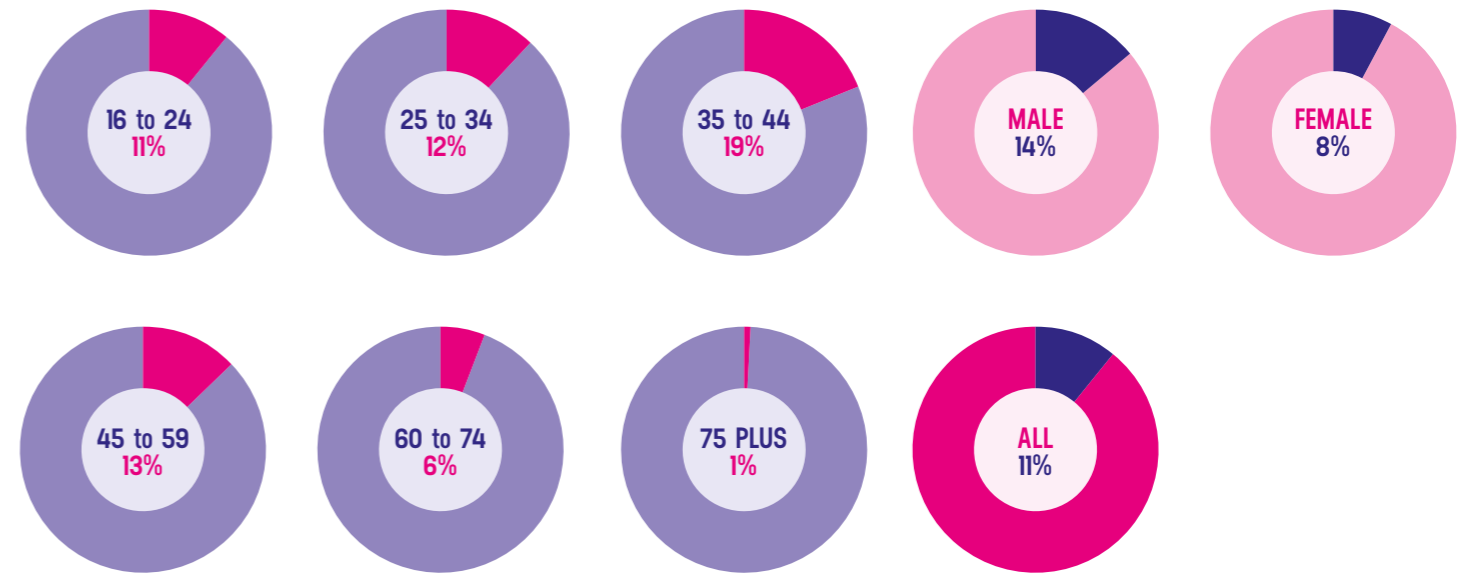
This figure indicates the reported reasons why people in Scotland do not cycle to work.



2.12 ADULT CYCLE PARTICIPATION IN THE LAST 4 WEEKS

SOURCE: SCOTLAND'S PEOPLE: ANNUAL REPORT 2013 (TABLE 13.12) - THE SCOTTISH GOVERNMENT

The figure below indicates the percentage of people who participated in at least 30 minutes of cycling within the 4 weeks prior to the question being asked.

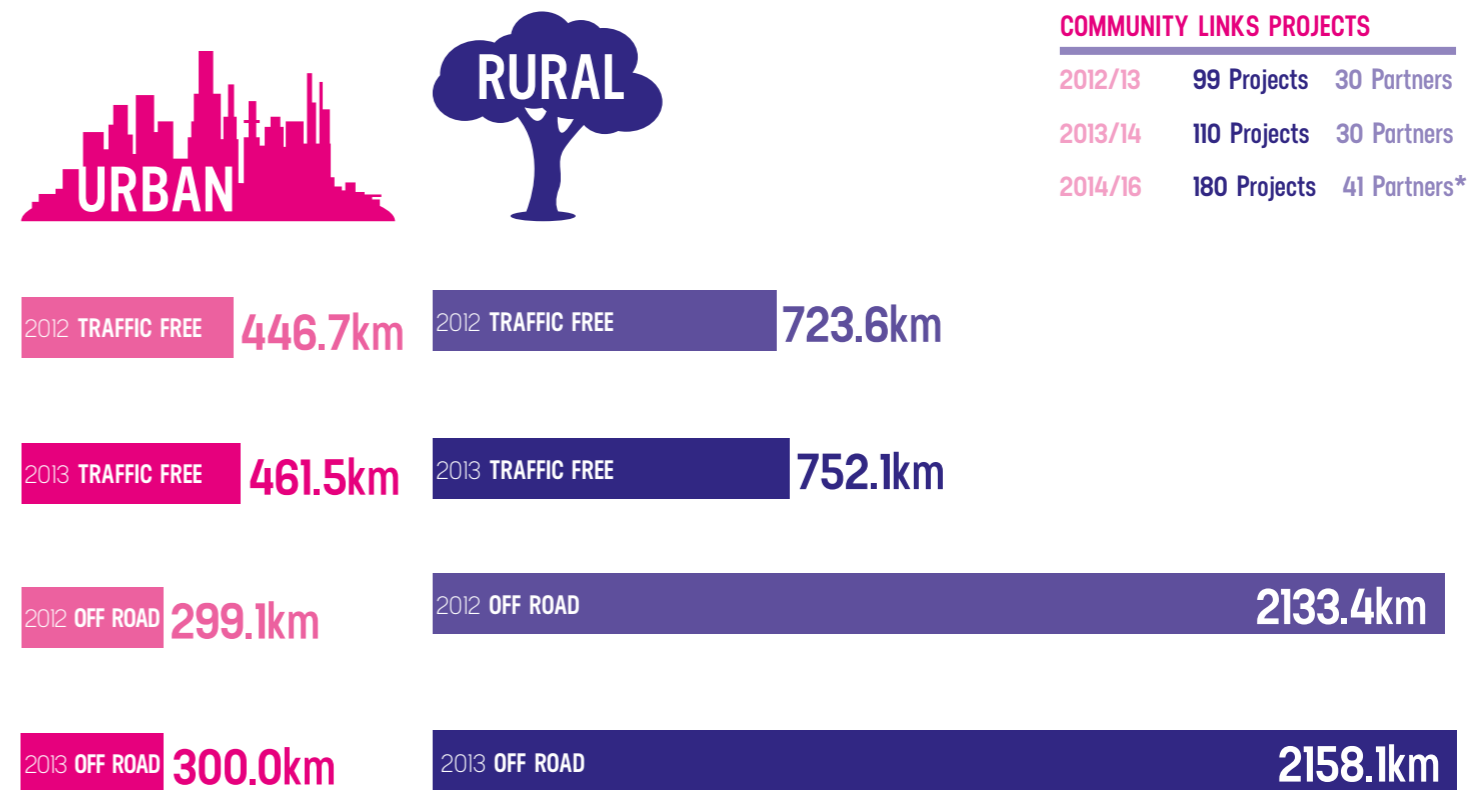


2.14 LENGTH OF NATIONAL CYCLE NETWORK AND COMMUNITY LINKS PROJECTS

SOURCES: NCN - SUSTRANS SCOTLAND: WALKING AND CYCLING OUTCOMES SEPTEMBER 2014 (TABLE 3-1)

COMMUNITY LINKS: SUSTRANS SCOTLAND

This figure shows the change in the length of the National Cycle Network in Scotland as well as previous and planned Community Links projects from 2012 to 2016. *Tranche 1.



COMMUNITY LINKS PROJECTS

Year	Projects	Partners
2012/13	99	30
2013/14	110	30
2014/16	180	41

3 Local

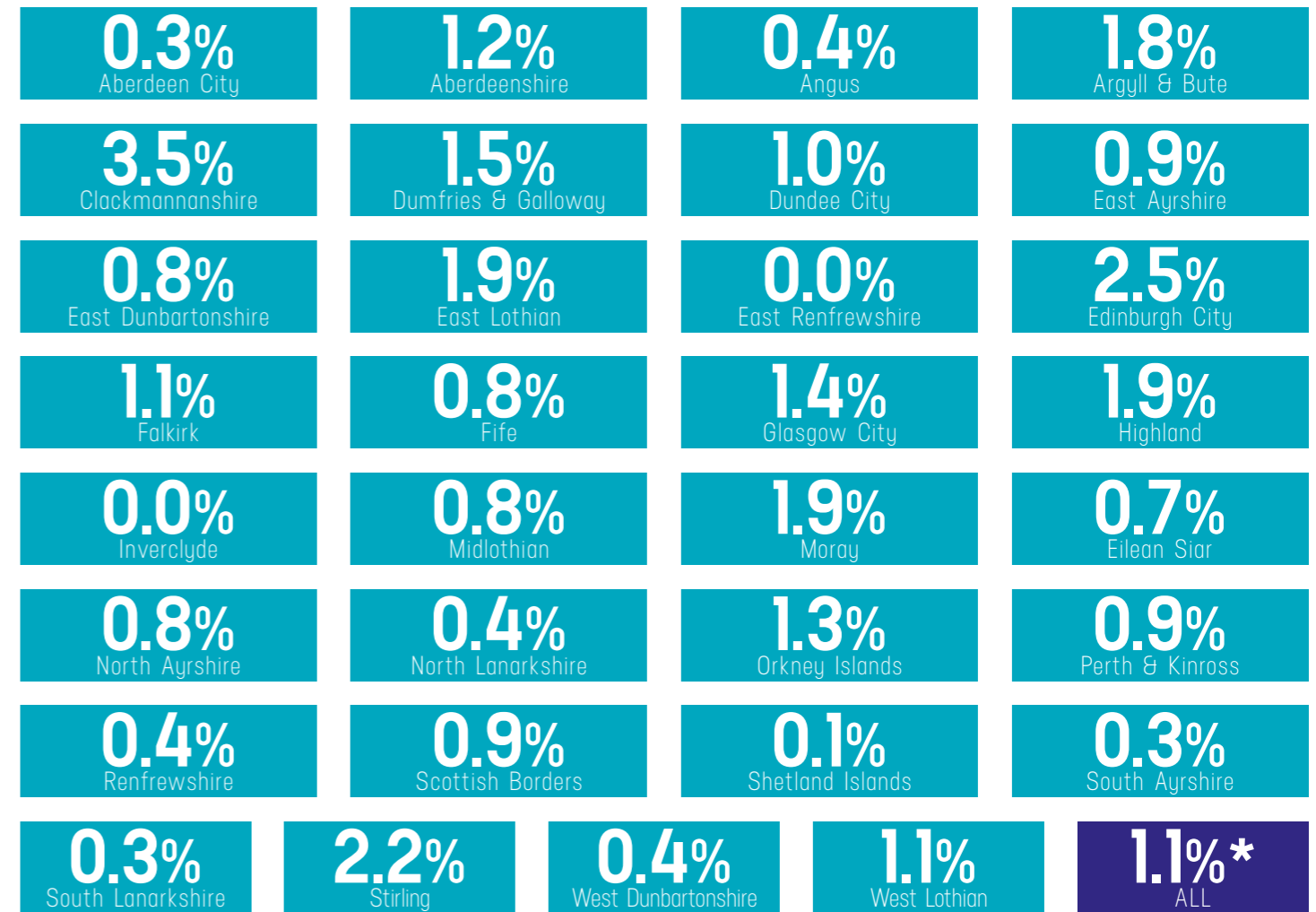


Headline Trends

3.1 CYCLING AS A MAIN MODE OF TRAVEL

SOURCE: SCOTTISH HOUSEHOLD SURVEY: LOCAL AREA ANALYSIS (TABLE 16) - TRANSPORT SCOTLAND

The below chart indicates the levels of cycling as a main mode of travel in each Local Authority. The Scottish Household Survey Travel Diary asks respondents how they travelled the previous day. A 0% result implies that no respondent travelled by bike the previous day. *The 'all' figure of 1.1% in Fig. 3.1 differs from the National main mode figure of 1% in Fig 2.1 as the 1.1% figure in Fig 3.1 is an average taken over a two year period.



REGIONAL TRANSPORT PARTNERSHIP AREA



URBAN RURAL CLASSIFICATION



Travel to work and School

3.2 CYCLE TO WORK USUALLY OR REGULARLY

SOURCE: SCOTTISH HOUSEHOLD SURVEY 2013 WITH FURTHER INFORMATION FROM TRANSPORT SCOTLAND.
 This figure indicates the percentage of adults 'usually' or 'regularly' cycling to work broken down by Local Authority, RTP and Urban/Rural Classification. The 'Scotland as a whole' figure is an average based over 2 years.



3.3 CHILDREN CYCLING TO PRIMARY SCHOOL

SOURCE: HANDS UP SCOTLAND SURVEY 2013 (TABLE 3.3) - SUSTRANS SCOTLAND
 This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to School?" as part of the Hands Up Scotland Survey. Broken down by Local Authority.

LOCAL AUTHORITY	2008-2010 Average	2011-2013 Average	2013
Aberdeen City	2.1%	3.3%	3.3%
Aberdeenshire	3.9%	5.0%	5.6%
Angus	2.4%	3.3%	3.2%
Argyll & Bute	2.8%	3.7%	4.5%
Clackmannanshire	2.4%	4.6%	4.2%
Dumfries & Galloway	3.5%	5.1%	6.0%
Dumfries & Galloway	0.7%	2.0%	3.1%
East Ayrshire	2.2%	4.0%	5.2%
East Ayrshire	3.5%	3.7%	2.9%
East Lothian	8.9%	9.5%	9.5%
East Lothian	2.1%	3.3%	4.4%
East Lothian	5.4%	5.8%	6.3%
Fife	2.5%	3.7%	4.8%
Fife	2.0%	2.9%	3.5%
Highland	9.9%	9.9%	10.7%
Inverclyde	0.9%	1.2%	1.1%
Midlothian	5.0%	6.5%	7.2%
Moray	6.9%	6.8%	6.4%
Eilean Siar	6.6%	4.7%	4.4%
North Ayrshire	3.6%	5.0%	7.3%
North Lanarkshire	2.2%	3.3%	4.2%
Orkney Islands	4.7%	4.1%	5.3%
Perth & Kinross	3.8%	6.0%	6.1%
Perth & Kinross	1.9%	2.7%	3.6%
Scottish Borders	2.9%	4.2%	5.4%
Shetland Islands	4.9%	4.6%	5.3%
South Ayrshire	4.7%	5.4%	7.6%
South Lanarkshire	1.8%	2.5%	3.3%
Stirling	5.3%	8.4%	9.2%
West Dunbartonshire	0.9%	1.8%	2.0%
West Lothian	4.4%	4.8%	4.8%

3.4 BIKEABILITY SCOTLAND *Delivery rate of participating Local Authorities

SOURCE: DATA PROVIDED BY LOCAL AUTHORITIES

Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need both to cycle safely on the roads, and to encourage them to carry on cycling into adulthood.

	Percentage of primary schools delivering Level 2 training 2010-11	Percentage of primary schools delivering Level 2 training 2011-12	Percentage of primary schools delivering Level 2 training 2012-13	Percentage of primary schools delivering Level 2 training 2013-14
TOTALS	31.5%	31.7%	35.2%	37.2%

LOCAL AUTHORITY	Percentage of primary schools delivering L2 on-road training 2012-13	Percentage of primary schools delivering L2 on-road training 2013-14
Aberdeen City	31.3%	57.4%
Aberdeenshire	76.0%	90.7%
Angus	73.6%	56.6%
Argyll & Bute	Does not participate	Does not participate
Clackmannanshire	36.8%	36.8%
Dumfries & Galloway	46.6%	30.4%
Dundee	2.9%	22.9%
East Ayrshire	Does not participate	Does not participate
East Dunbartonshire	5.4%	24.3%
East Lothian	11.4%	25.7%
East Renfrewshire	69.6%	100.0%
Edinburgh City	51.7%	71.6%
Falkirk	10.0%	8.0%
Fife	15.6%	16.3%
Glasgow	15.0%	27.5%
Highland	15.9%	29.0%
Inverclyde	35.0%	10.0%
Midlothian	63.3%	86.7%
Moray	57.8%	46.7%
Eilean Siar	0.0%	0.0%
North Ayrshire	Does not participate	Does not participate
North Lanarkshire	4.9%	0.0%
Orkney	65.0%	95.0%
Perth & Kinross	39.7%	37.0%
Renfrewshire	22.4%	28.6%
Scottish Borders	42.9%	7.9%
Shetland	45.2%	90.3%
South Ayrshire	73.2%	75.6%
South Lanarkshire	16.8%	28.0%
Stirling	5.0%	42.5%
West Dunbartonshire	8.8%	20.6%
West Lothian	15.2%	15.2%

2,917 Cycle Training Assistants trained since 2010

1,033 Cycle Trainers trained since 2010

3.5 TRAVEL TO SCHOOL (P5-P7) *Figures for East Lothian and Renfrewshire show whole school data

SOURCE: HANDS UP SCOTLAND SURVEY 2013 (TABLE 3.4) - SUSTRANS SCOTLAND

This figure shows the percentage of children who answered "bicycle" when asked the question "How do you normally travel to School?" as part of the Hands Up Scotland Survey. Broken down by Local Authority. P5-P7 is highlighted as it is considered the age where children begin making independent journeys.

LOCAL AUTHORITY	2008-10 Average	2011-13 Average	2013
Aberdeen City	2.4%	3.7%	3.0%
Aberdeenshire	6.1%	6.1%	6.1%
Angus	4.0%	4.4%	3.0%
Argyll & Bute	3.6%	5.7%	6.7%
Clackmannanshire	2.5%	4.9%	5.0%
Dumfries & Galloway	4.9%	6.6%	6.8%
Dundee City	0.6%	2.2%	3.6%
East Ayrshire	3.1%	5.1%	6.3%
East Dunbartonshire	4.2%	4.0%	2.8%
East Lothian*	8.9%	9.5%	9.5%
East Renfrewshire	2.4%	3.3%	4.8%
Edinburgh City	6.0%	5.3%	5.6%
Falkirk	3.9%	4.6%	4.9%
Fife	3.2%	4.2%	5.1%
Glasgow City	2.1%	2.7%	3.7%
Highland	12.4%	12.4%	14.0%
Inverclyde	2.0%	2.3%	1.5%
Midlothian	5.3%	6.0%	5.6%
Moray	9.6%	10.2%	8.8%
Eilean Siar	17.7%	9.6%	8.4%
North Ayrshire	4.8%	5.7%	7.5%
North Lanarkshire	2.5%	4.0%	4.9%
Orkney Islands	7.1%	6.6%	11.1%
Perth & Kinross	5.0%	7.4%	6.0%
Renfrewshire	1.9%	2.7%	3.6%
Scottish Borders	3.2%	4.8%	6.3%
Shetland Islands	4.2%	4.8%	5.1%
South Ayrshire	4.5%	6.8%	8.9%
South Lanarkshire	2.5%	2.7%	3.3%
Stirling	5.3%	9.3%	9.3%
West Dunbartonshire	0.8%	2.2%	2.1%
West Lothian	4.5%	5.9%	5.5%

3.6 PERCEPTION OF SAFETY FOR CHILDREN TO WALK OR CYCLE TO PLAY AREAS ON THEIR OWN

SOURCE: SCOTLAND'S PEOPLE: RESULTS FROM THE 2012 SCOTTISH HOUSEHOLD SURVEY (TABLE 7.4) - THE SCOTTISH GOVERNMENT

This table shows the percentage of people who felt it was safe for children to walk or cycle to different places in different types of settlements. This question was only asked if there was a child aged 6 to 12 in the household.

PLACE	Large Urban Areas		Other Urban Areas		"Accessible" small towns		"Remote" small towns		"Accessible" rural areas		"Remote" rural areas		Scotland	
	2010	2012	2010	2012	2010	2012	2010	2012	2010	2012	2010	2012	2010	2012
	STREET/ROAD	37%	50%	49%	59%	53%	62%	46%	55%	47%	63%	47%	58%	44%
Playground	58%	54%	67%	69%	72%	68%	74%	*	73%	81%	79%	77%	66%	67%
Park	51%	44%	63%	59%	70%	71%	71%	*	71%	76%	78%	79%	60%	59%
Football/Games Pitch	58%	52%	61%	52%	66%	64%	75%	*	68%	73%	76%	79%	63%	60%
Field/Open space	55%	58%	61%	57%	65%	61%	76%	*	71%	76%	77%	81%	63%	64%
School Playground	64%	58%	67%	59%	70%	67%	75%	*	71%	82%	76%	74%	68%	65%
Natural environment/wooded area	40%	34%	41%	32%	47%	39%	59%	*	60%	61%	72%	67%	49%	44%

Cycling in context

3.7 LOCAL AUTHORITIES WITH A CYCLE STRATEGY

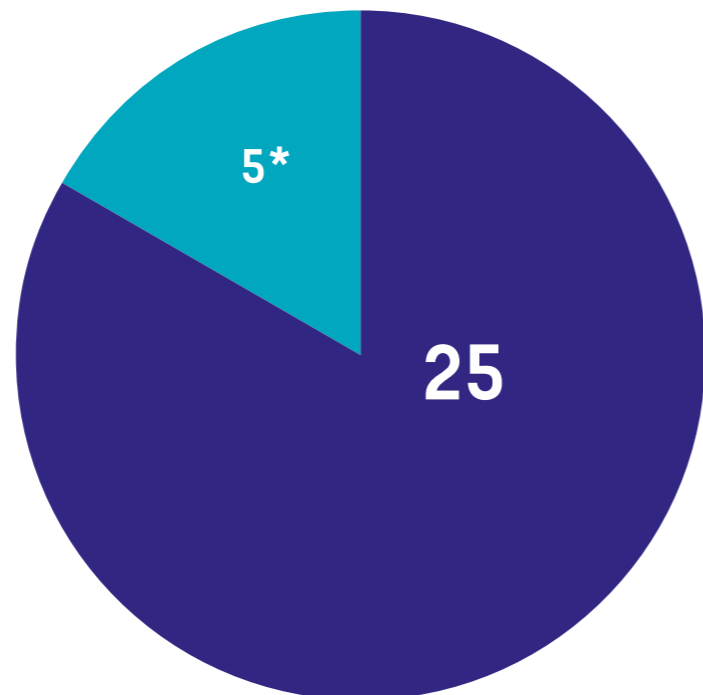
SOURCE: Sustrans Scotland

This shows the number of Scottish Local Authorities with Cycling Strategies in place, under review and under development as of 3rd March 2015.

*4 of the 5 existing strategies are being refreshed or updated in 2015.

NEW STRATEGIES UNDER DEVELOPMENT ●

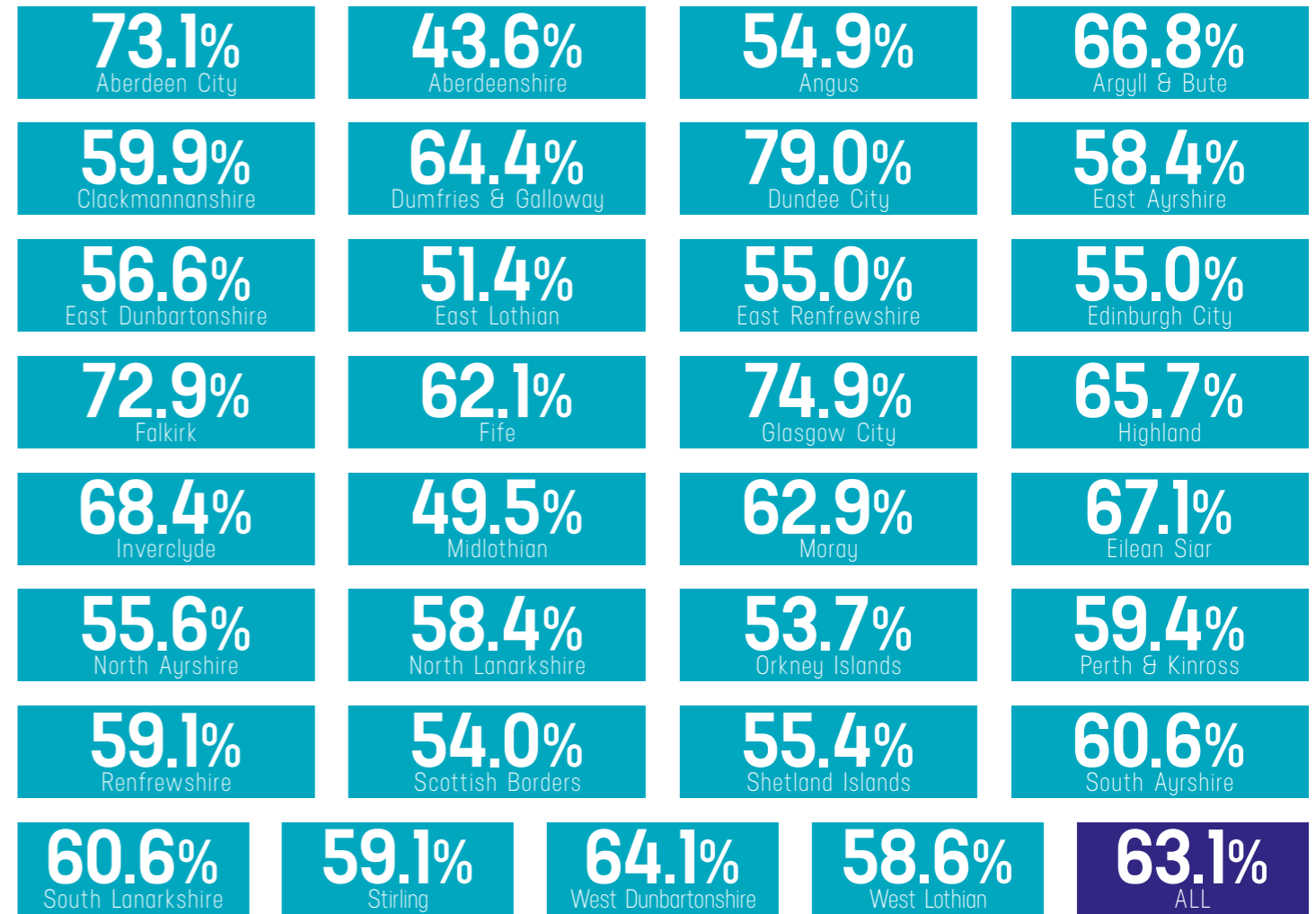
EXISTING STRATEGIES ●



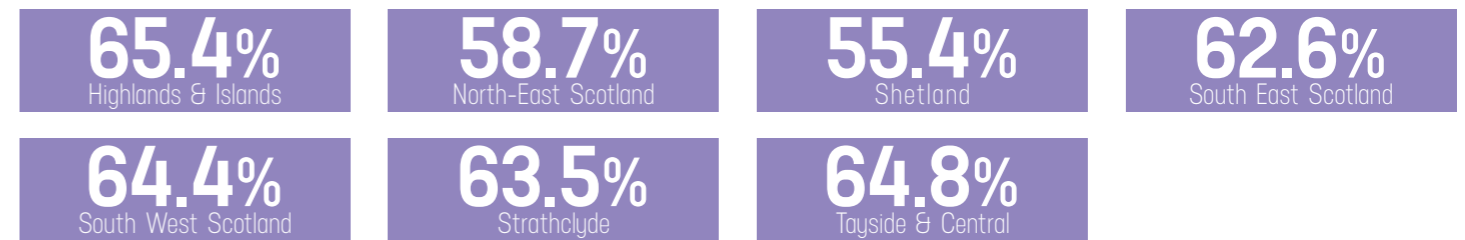
3.8 DISTANCE TRAVELLED - PROPORTION OF JOURNEYS UNDER 5KM

SOURCE: SCOTTISH HOUSEHOLD SURVEY: LOCAL AREA ANALYSIS 2012/2013 (TABLE 19) - TRANSPORT SCOTLAND

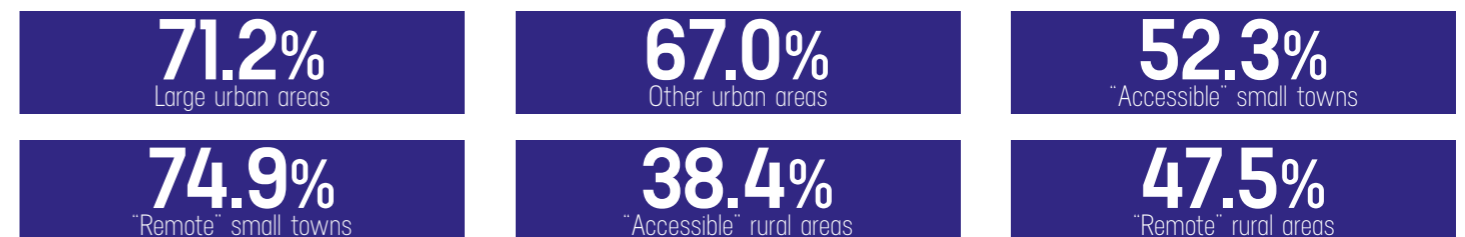
Taking into consideration that the average cycling journey is 4.4km in length [TATIS 2013] five km represents a key distance for focus on potential modal shift to active travel. This figure shows the percentage of all journeys under 5km broken down by Local Authority, RTP and Urban/Rural Classification. The 'all' figure in Fig 3.8 differs from the 'all' figure in Fig 2.10 as the 'all' figure in Fig 3.8 is an average taken over a two year period. In addition, it's important to note that 50% of all car journeys are under 5km [TATIS 2013]



REGIONAL TRANSPORT PARTNERSHIP AREA



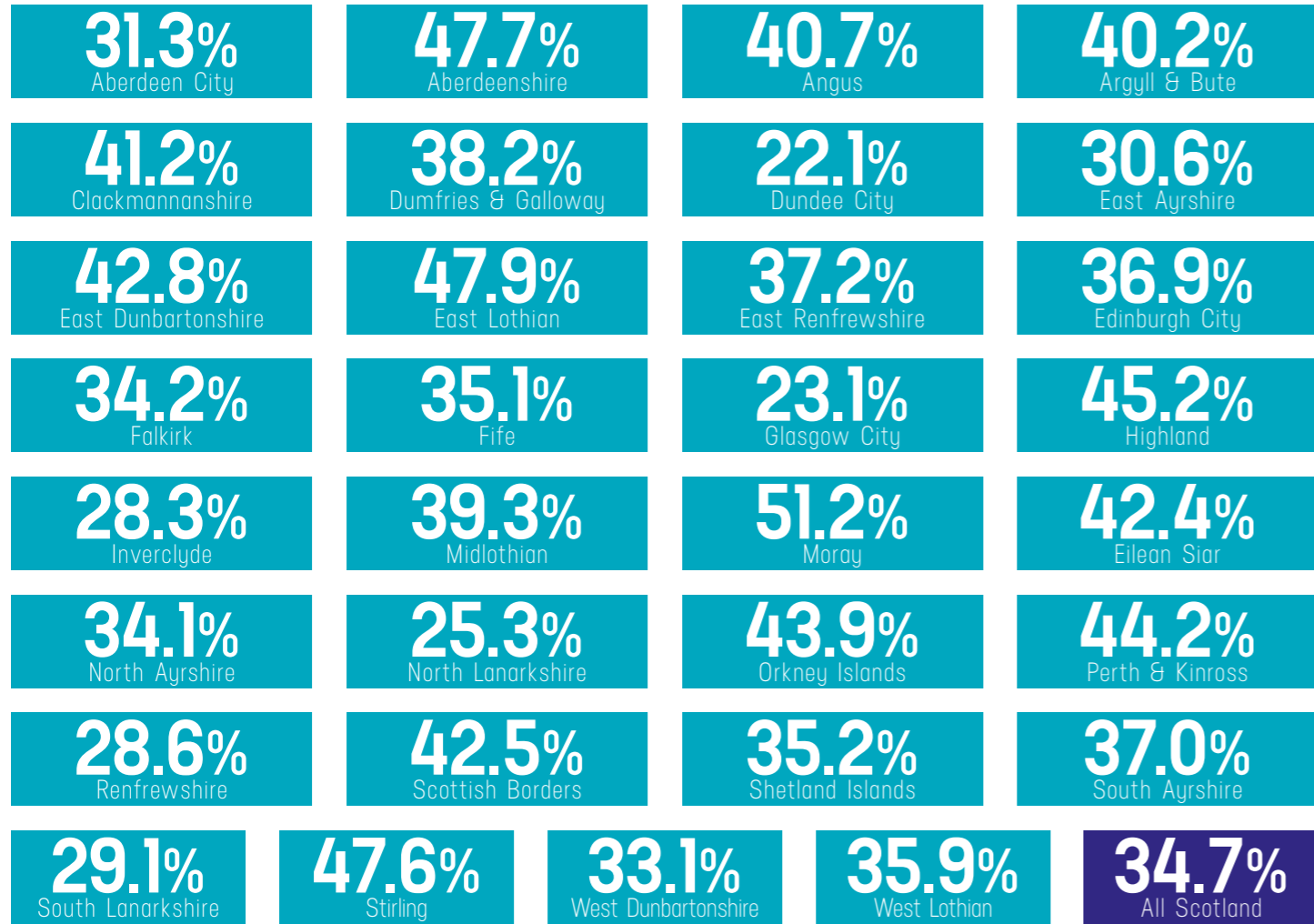
URBAN RURAL CLASSIFICATION



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

SOURCE: SCOTTISH HOUSEHOLD SURVEY: LOCAL AREA ANALYSIS 2012/2013 (TABLE 8) - TRANSPORT SCOTLAND

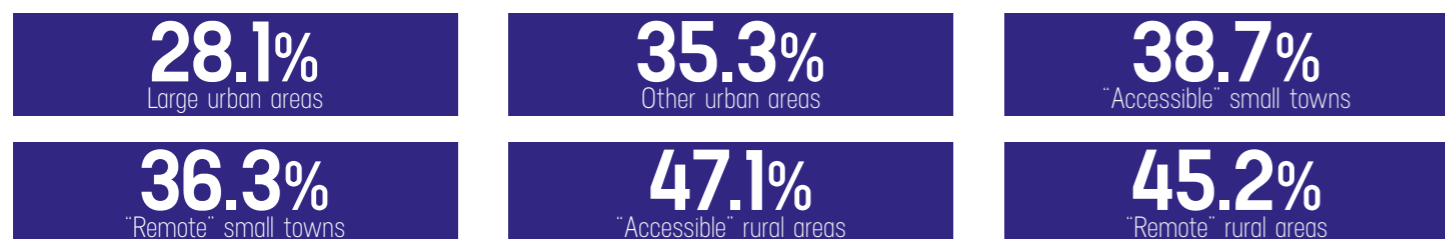
The table below indicates the percentage of households that have access to one or more bikes for private use. Broken down by Local Authority, RTP and Urban/Rural Classification.



REGIONAL TRANSPORT PARTNERSHIP AREA



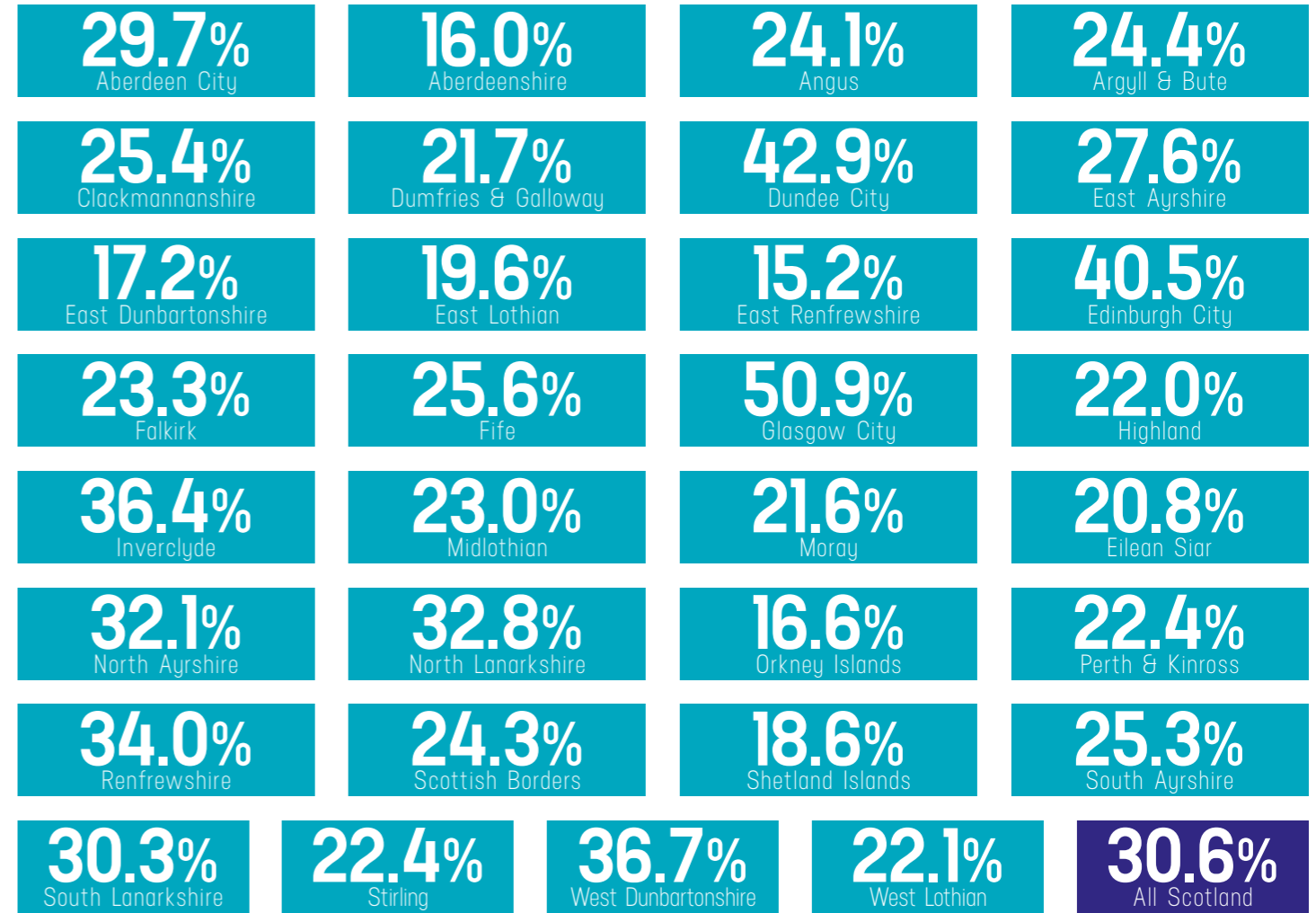
URBAN RURAL CLASSIFICATION



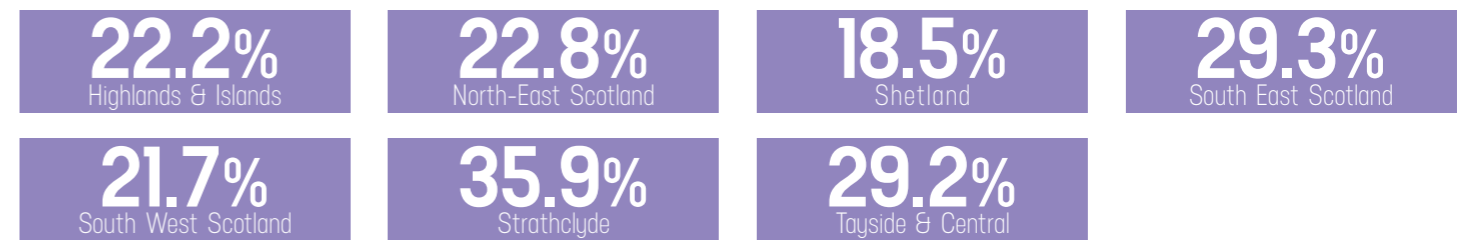
3.10 PERCENTAGE OF HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

SOURCE: SCOTTISH HOUSEHOLD SURVEY: LOCAL AREA ANALYSIS 2012/2013 (TABLE 4) - TRANSPORT SCOTLAND

The table below indicates the percentage of households without access to a car for private use. Broken down by Local Authority, RTP and Urban/Rural Classification.



REGIONAL TRANSPORT PARTNERSHIP AREA



URBAN RURAL CLASSIFICATION



3.11 CYCLE FRIENDLY EMPLOYER CAPS ACTION 16

SOURCE: CYCLING SCOTLAND

Cycle Friendly Employer is a nationally recognised award for Scottish organisations committed to increasing levels of cycling. Figures are correct as of 25th February 2015.



3.12 CYCLE FRIENDLY AND SUSTAINABLE COMMUNITY FUNDING CAPS ACTION 12

SOURCE: CYCLING SCOTLAND

The purpose of the Cycle Friendly and Sustainable Communities Fund (CFSCF) is to support groups to encourage cycling in their community and to deliver a sustainable cycling project.



6,893
VISITORS TO THE HUB

1,799
GENERAL CYCLING/STIRLING
ADVICE ENQUIRES

1,420
ROUTE PLANNING ENQUIRES

1,065
ENQUIRIES ABOUT
HUB EVENTS

566
BIKE HIRE ENQUIRES

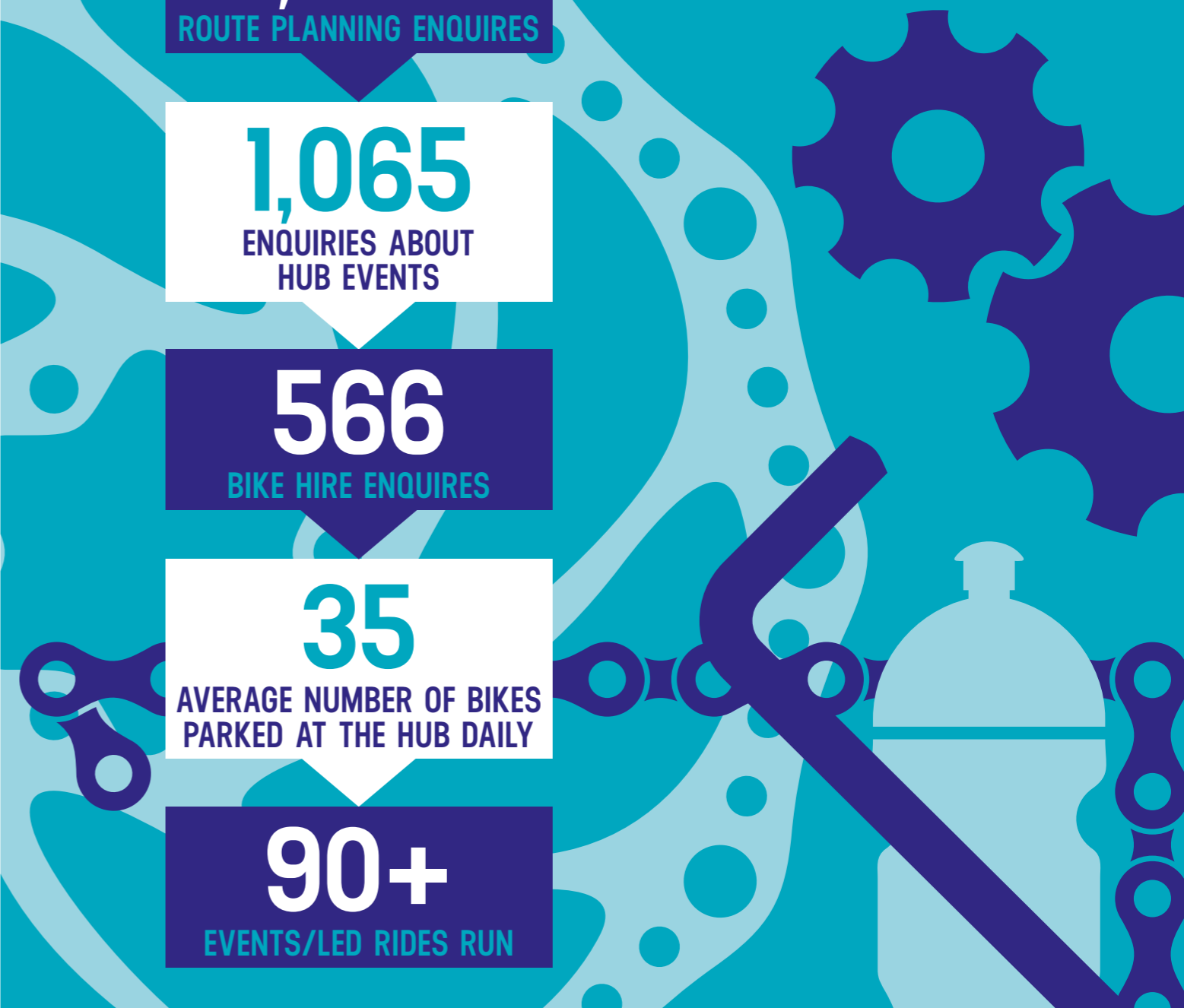
35
AVERAGE NUMBER OF BIKES
PARKED AT THE HUB DAILY

90+
EVENTS/LED RIDES RUN

CAPS ACTION 7

Stirling Bike Hub

All statistics are taken since the hub opened in May 2013 and are correct as of 15th December 2014



The following section analyses the results from the 2011 Scottish Census. As the census only takes place every ten years, it is not a source of data that will allow year on year comparisons. Although the data could now be considered historical, it provides a good benchmark due to the thoroughness and sample size of the results.

4. Census 2011 Benchmarking



4.1 METHOD OF TRAVEL TO WORK

SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND

All people aged 16 to 74 in employment the week before the census (excluding full-time students). Total cycling number below does not include those who work mainly at or from home. ¹ Includes taxi or minicab, motorcycle, scooter or moped and other methods of travel not elsewhere specified.

	Bicycle	Work mainly at or from home	Train or underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	Passenger in a car or van	On foot	All other methods of travel to work ¹	
TOTAL	1.4%	10.8%	4.0%	10.0%	56.0%	5.8%	9.9%	2.1%	
All people aged 16 to 74 in employment	16 to 24	0.9%	8.2%	5.0%	17.1%	39.9%	12.1%	14.8%	1.9%
	25 to 34	1.7%	7.9%	5.7%	12.0%	52.8%	6.2%	11.7%	1.9%
	35 to 49	1.7%	10.4%	4.0%	8.0%	60.9%	4.4%	8.5%	2.1%
	50 to 64	1.0%	13.0%	2.6%	8.8%	58.2%	5.2%	8.9%	2.1%
	65 to 74	0.6%	26.9%	1.4%	8.7%	47.5%	4.4%	8.6%	1.8%
MALES AGED 16 TO 74 IN EMPLOYMENT	2.1%	11.0%	4.2%	7.7%	58.7%	5.5%	7.8%	3.1%	
FEMALES AGED 16 TO 74 IN EMPLOYMENT	0.6%	10.6%	3.8%	12.6%	53.0%	6.1%	12.2%	0.9%	

TOTAL CYCLING 1.58%

4.2 DISTANCE TO PLACE OF WORK

SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND

All people aged 16 to 74 in employment the week before the census (excluding full-time students)

The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.

² Includes no fixed place of work, working on an offshore installation and working outside the UK.

	Work mainly at or from home	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km	60km and over	Other ²	
TOTAL	10.8%	13.1%	19.2%	17.1%	15.1%	6.5%	2.9%	2.2%	2.0%	10.9%	
All people aged 16 to 74 in employment	16 to 24	8.2%	16.2%	22.0%	17.7%	13.9%	5.4%	2.3%	1.7%	2.4%	10.3%
	25 to 34	7.9%	13.0%	21.3%	17.6%	15.5%	6.7%	3.1%	2.4%	2.0%	10.5%
	35 to 49	10.4%	12.1%	18.4%	17.3%	16.0%	7.0%	3.3%	2.5%	2.0%	11.1%
	50 to 64	13.0%	13.5%	18.2%	16.7%	14.7%	6.1%	2.7%	2.0%	1.9%	11.2%
	65 to 74	26.9%	13.3%	15.1%	12.9%	10.5%	4.4%	1.9%	1.4%	1.5%	12.1%
MALES AGED 16 TO 74 IN EMPLOYMENT	11.0%	10.0%	16.6%	15.7%	14.8%	6.8%	3.4%	2.7%	2.7%	16.3%	
FEMALES AGED 16 TO 74 IN EMPLOYMENT	10.6%	16.5%	22.2%	18.7%	15.5%	6.0%	2.5%	1.7%	1.2%	5.2%	

DISTANCES TO WORK LESS THAN 5km 32.35%

4.3 METHOD OF TRAVEL TO STUDY

SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND

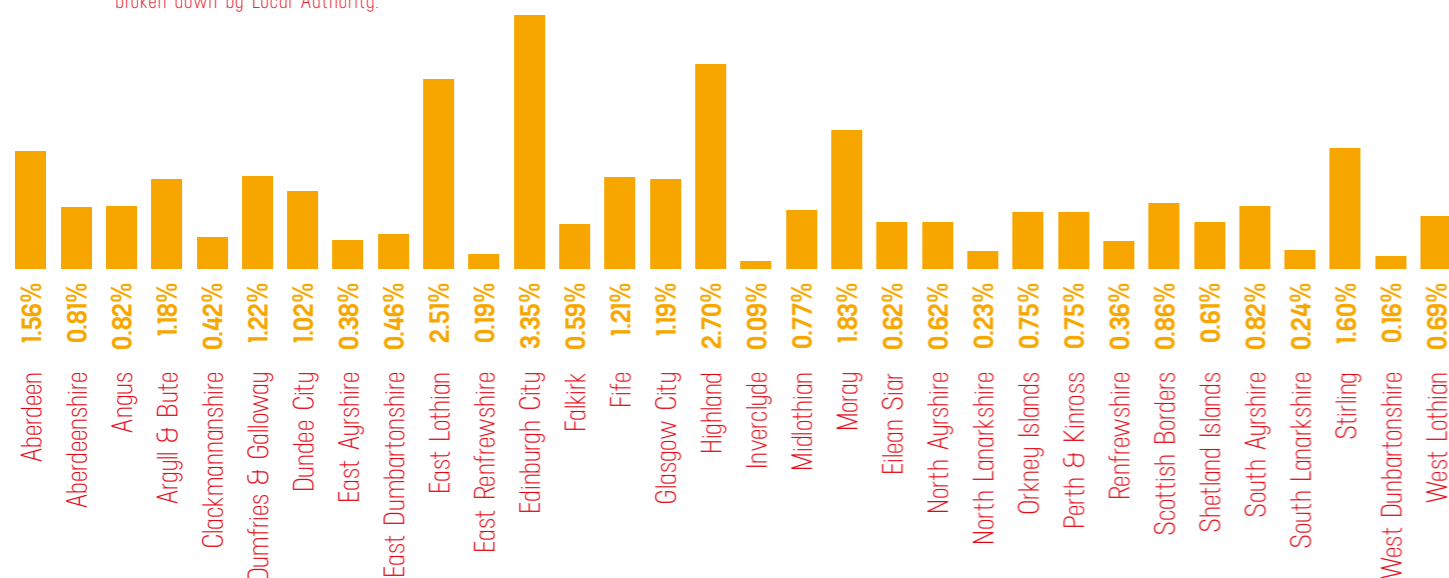
This figure shows the percentage of those in each age group who travel to study by bicycle. All people aged 4 and over studying the week before the census. Includes full-time students whether or not working, and other students who are not working. Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided



4.4 METHOD OF TRAVEL TO STUDY BY LOCAL AUTHORITY

SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND

All people aged 4 and over studying the week before the census. This graph indicates the percentage of people who travel to study by bicycle, broken down by Local Authority.



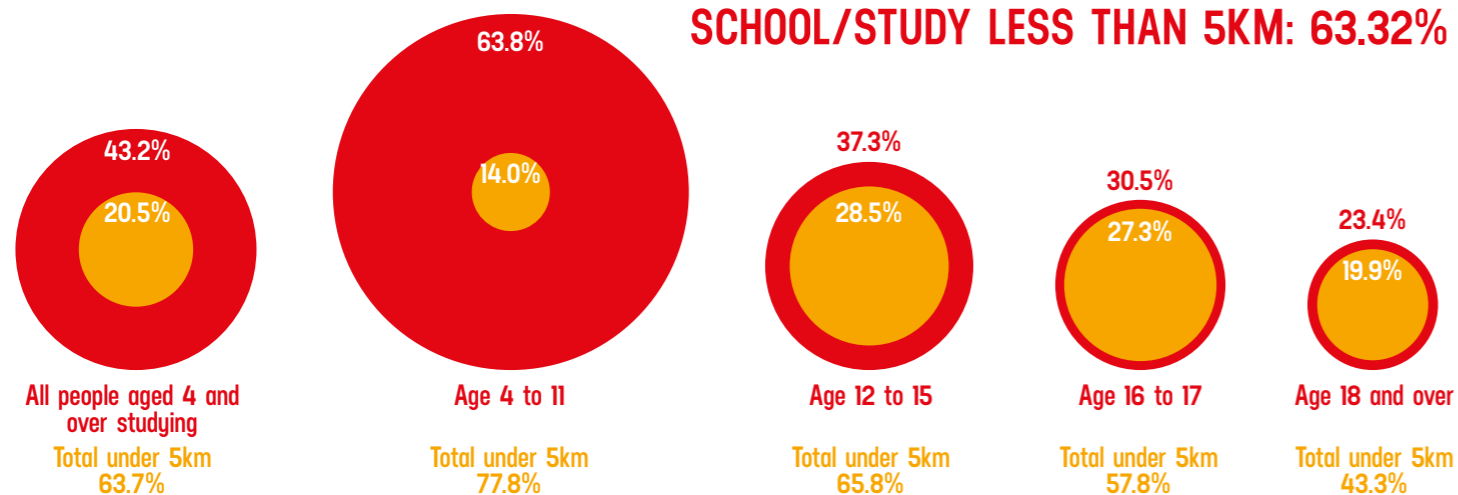
4.5 DISTANCE TO PLACE OF STUDY

SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND

All people aged 4 and over studying the week before the census. The distance travelled is a calculation of the straight line between the postcode of residence and the postcode of place of study. Includes full-time students whether or not working, and other students who are not working. Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided. Includes no fixed place of study and studying outside the UK.

LESS THAN 2KM ● 2KM TO LESS THAN 5KM ●

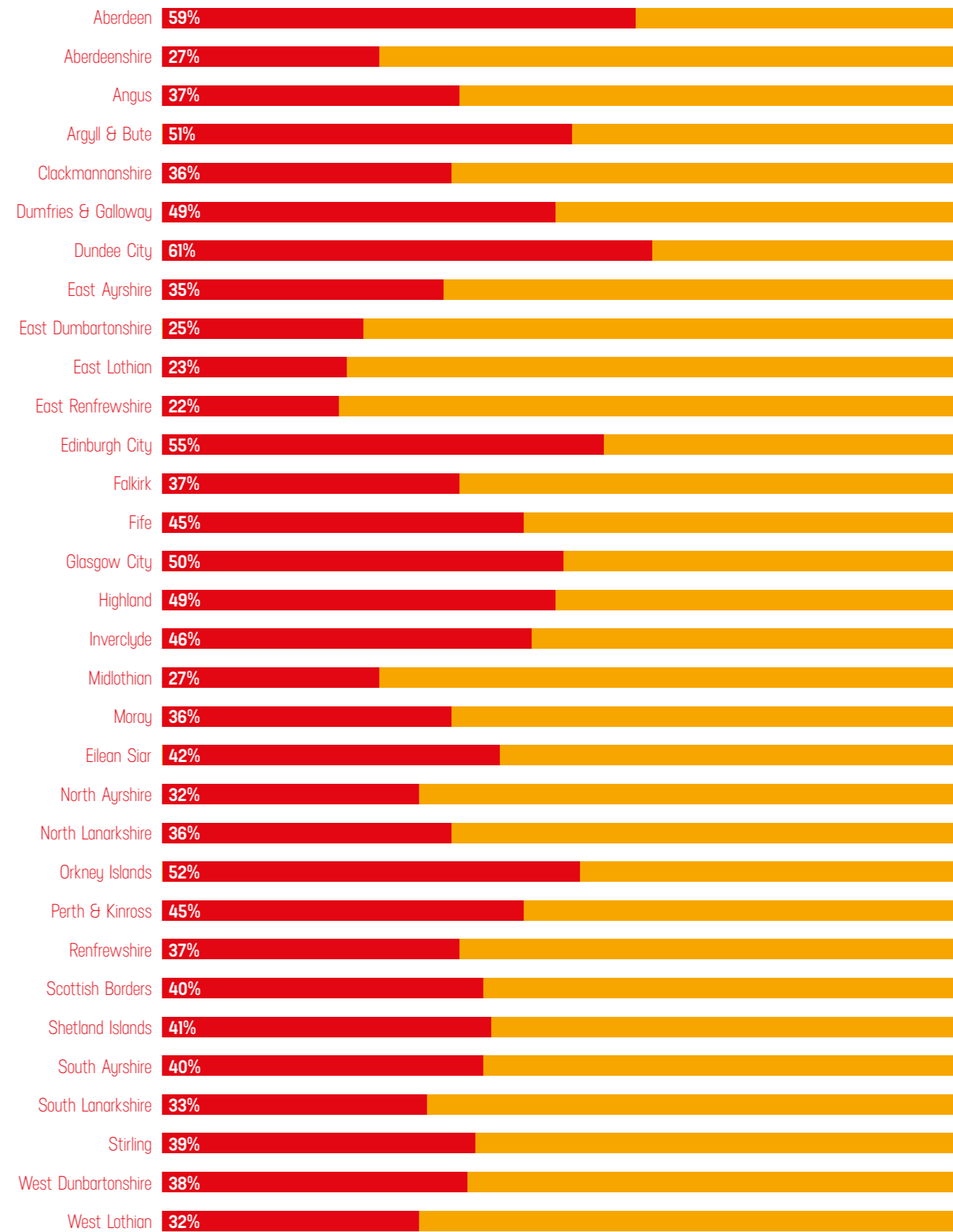
OVERALL PERCENTAGE OF JOURNEYS TO SCHOOL/STUDY LESS THAN 5KM: 63.32%



4.6 WORK JOURNEYS - PROPORTION OF JOURNEYS LESS THAN 5km

All people aged 16 to 74 in employment the week before the census [excluding full-time students].

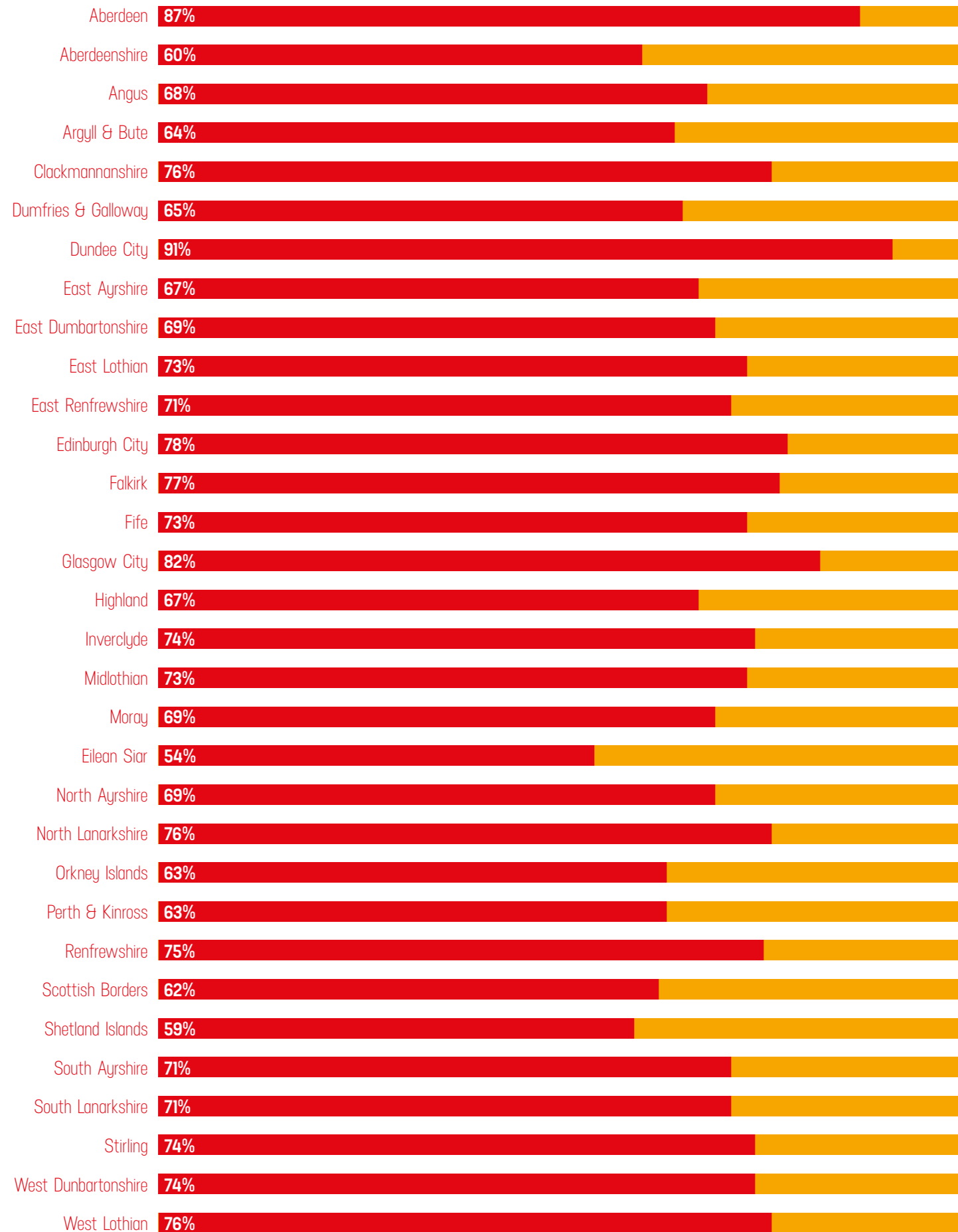
SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND



4.7 STUDY JOURNEYS - PROPORTION OF JOURNEYS LESS THAN 5km

All people aged 4 and over studying the week before the census.

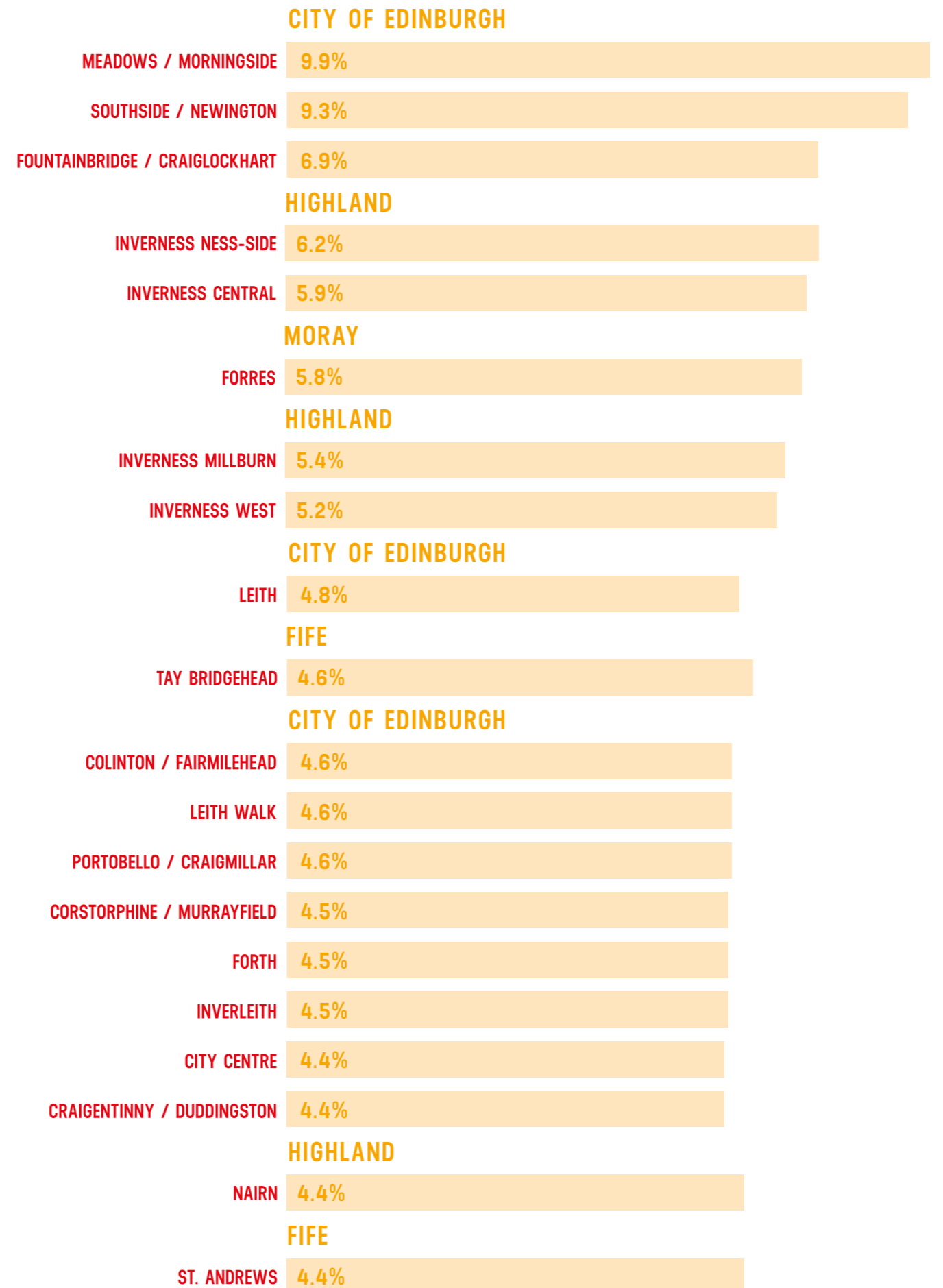
SOURCE: SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND



4.8 METHOD OF TRAVEL TO WORK - TOP 20 CYCLING WARDS

SCOTLAND'S CENSUS 2011 - NATIONAL RECORDS OF SCOTLAND (WITH ADDITIONAL CONTRIBUTIONS FROM MATT DAVIS, SUSTRANS SCOTLAND.)

This chart indicates the 20 wards in Scotland with the highest levels of cycling to work. All people aged 16 to 74 in employment the week before the census (excluding full-time students).



5 Key areas for focus and development

Monitoring receives specific emphasis in the refreshed Cycling Action Plan for Scotland 2013. In addition, Cycling Scotland's National Assessment of Local Authority Cycling Policy underscores the key part that monitoring and evaluation plays in progressing cycling.

This section takes Key Areas for Focus and Development from each of these sources to give insight into some of the actions that can be taken by any stakeholder working to progress cycling in Scotland – whether it be local authorities, regional transport partnerships, delivery partners, community groups or campaigners.

MON15.1 Ensure Cycling is Specifically Included in Key Indicators

The specific relevance of this depends on your organisation; however, this should link to the Cycling Action Plan for Scotland vision of 10% of journeys by bike by 2020, as well as any other relevant national indicators such as sustainable travel to work, physical activity levels, access to the outdoors, congestion levels and carbon emissions.

MON15.2 Establishing Cycling Indicators

Establish a set of 'key' cycling-related indicators as a baseline to understand short and long-term trends and impacts of interventions and policies. These could cover cycling levels (overall, to school and to work), safety (e.g., KSI and casualty rates), training (e.g., Bikeability Scotland delivery) and perceptions of cycling (e.g., through surveys of the public.) Indicators should not just be for infrastructure improvements, but also behaviour change programmes and projects so that progress and impact can be tracked.

MON15.3 Co-ordinating Cycling Data

Co-ordinate data and information on cycling from a range of sources – from automatic/manual counters and surveys to keep track of cycling specific spend/budget.

MON15.4 Understanding Perceptions of Cycling

It is important to monitor barriers to cycling as well as reasons people choose to cycle. There are a range of reasons people will or will not cycle, and to better deliver improvements to cycling, these should both be taken into account. Consultation and gathering viewpoints (from people who do cycle as well as those who do not) will give a better idea as to interventions that may make the biggest impact.

MON15.5 Utilising Automatic Cycling Counters

Establish a network of automatic cycle counters, particularly looking at key routes and corridors so that changes can be monitored over time. Establishing a network of counters is not simply about installation, though, and consideration must first be made on what is being monitored (e.g., just people cycling – or all modes, etc.) In addition, type, data retrieval maintenance and installation must all be considered. Action 19 in CAPS 2013 notes development of guidance relating to automatic cycle counters, and Cycling Scotland is working with partners to progress this in 2015.

MON15.6 Monitoring and Evaluation of Cycling

Ensure that monitoring and evaluation of cycling are key elements of any infrastructure and behaviour change projects as well as in relation to new development.

   cyclingscotland.org

Cycling Scotland

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