



Scotland report

Walking and Cycling Index 2023



Foreword

Our vision for walking, wheeling and cycling



I am delighted to introduce the first aggregated Walking and Cycling Index for Scotland. For the first time we have collated data from the cities together to present a snapshot of national trends.

The way we travel in our cities is changing. The case for taking action to make walking, wheeling and cycling easier and more appealing has never been stronger, with evidence showing that active modes of travel are the top performers for health, for tackling climate change and for local economy.

The survey found that walking and wheeling are the top modes of travel in urban areas: people walk or wheel frequently more than any other form of transport. But there is huge potential for many more local journeys to be walked or cycled: 48% of residents in Scotland's cities want to walk or wheel more, and 46% want to cycle more.

Many of these journeys could be walked, wheeled or cycled if more of the money we spend on roads was channeled specifically into making active travel safer, more accessible and more desirable. In the survey, 57% of city dwellers said they want more investment in walking, compared with 30% in driving. Only 30% of residents think that their streets are not dominated by moving or parked motor vehicles.

Looking at what would help people walk or wheel more, 68% of people told us that fewer cars parked on the pavement would help, as would wider pavements for 71% of respondents. In terms of the kinds of support that would help people cycle more, 71% of those surveyed said that more traffic-free cycle paths would help, and 64% would find cycle paths physically separated from traffic helpful.

Everyone involved in shaping and managing the public realm has a role to play and those roles start with taking heed of what the silent majority is saying.

People across Scotland want to walk or cycle for their local journeys.

They want pavements to be generous, well-maintained and clear of parked cars; they want safe, accessible cycle paths and pedestrian crossings; and they want more investment in sustainable, healthy transport, including better integrated active travel links with public transport.

At Sustrans we are acting on this. We are doing this by working with governments, local authorities, civic institutions and major employers across Scotland, to move transport investment into active travel, to improve streets and to support people to switch their local journeys from driving to walking, wheeling or cycling.

**Karen McGregor, Director,
Sustrans Scotland**

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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

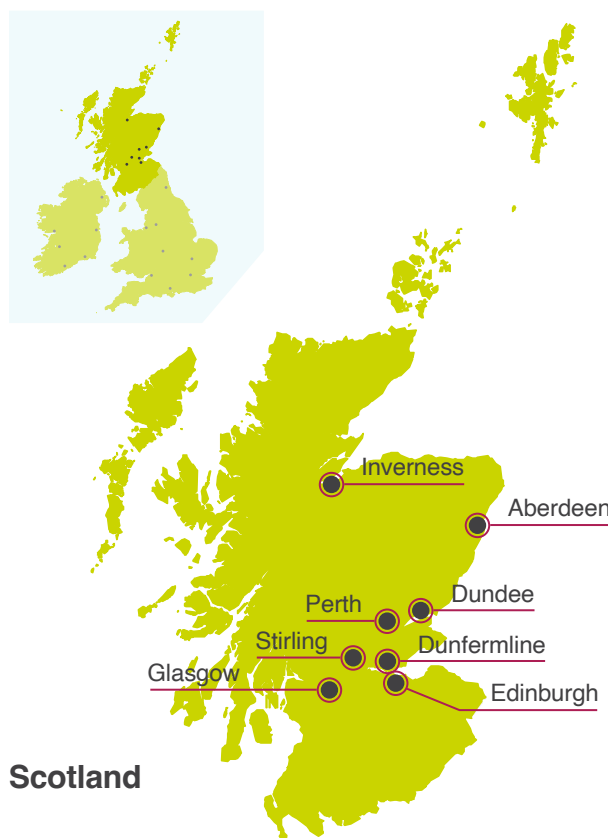
It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each cityⁱ reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the first report for Scotland, aggregating data from Scottish Walking and Cycling Index cities.

The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 9,688 residents aged 16 or above in eight Scottish Index cities. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Our thanks to the people of Scotland's cities who took part in the survey and shared their stories with us.

More details on all reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, see the [Index Data Tool](#).



Scotland

Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

Headlines

Scotland aggregated

Populationⁱ
1,760,184

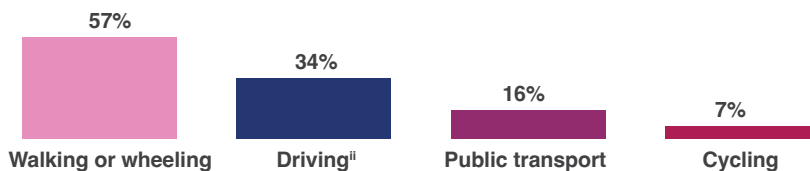
Total number of residents surveyed
9,688

Walking is the most common mode of travel

Walking and wheeling is by far the most popular mode of travel in Scotland's cities.

Walking and wheeling is vital for short journeys but also key to many longer trips to get to and from public transport.

Residents who travel by the following modes five or more days a week in Index cities



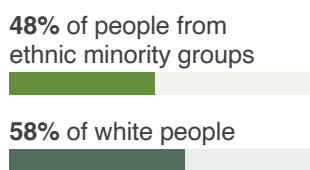
57%
of residents walk or wheel at least five days a week

18%
of residents cycle at least once a week

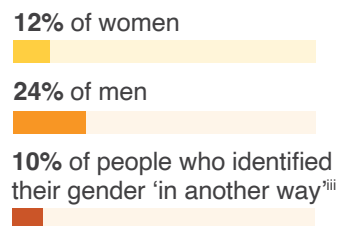
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

Proportion of residents who walk or wheel at least five days a week



Proportion of residents who cycle at least once a week

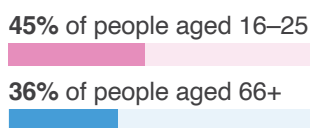


Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood



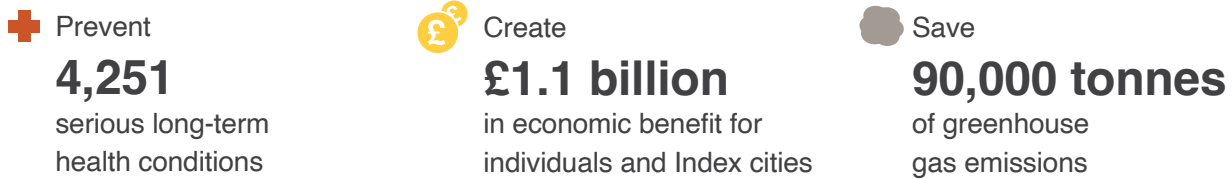
Socio-economic group is a classification based on occupation maintained by the Market Research Society. See definitions on page 6.

i. NRS mid-year 2021 population estimates. This is the most recent available for Scottish Index cities.

ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' is 0.9% of the total sample.

Everyone benefits when more people walk, wheel and cycle

Every day, walking, wheeling and cycling in Index cities take up to **440,000** cars off the road.^{iv} Each year in Index cities these three modes combined:

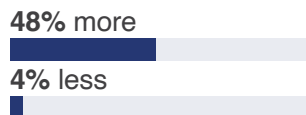


Residents want to walk, wheel and cycle more and drive less

Percentage of residents who would like to use different types of transport more or less in the future:

22% of residents want to drive less, yet 32% of residents often use a car because no other transport options are available

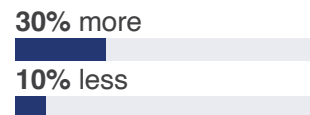
Walk or wheel



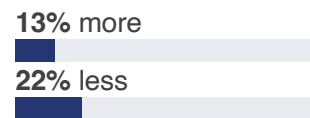
Cycle



Take public transport

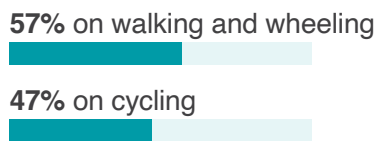


Drive



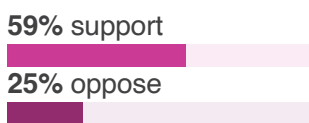
Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:



Increased funding would help support more liveable neighbourhoods

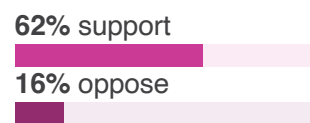
Among Index city residents:



more cycle paths along roads, physically separated from traffic and pedestrians



the creation of more 20-minute neighbourhoods^v



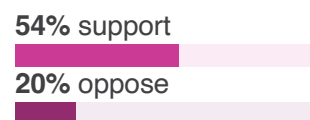
the creation of more low-traffic neighbourhoods^{vi}



that increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area



banning vehicles parking on the pavement



shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



Walking

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

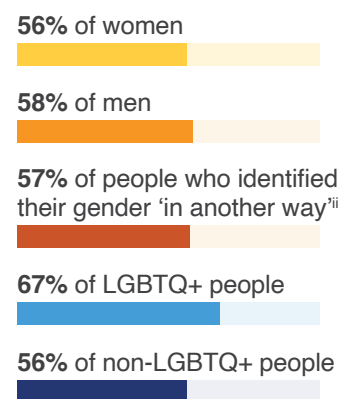
A brisk 10-minute walk every day provides many health benefits.ⁱ More needs to be done to encourage people in underrepresented groups to share in the benefits of walking and wheeling every day.

95%
of all residents walk or wheel

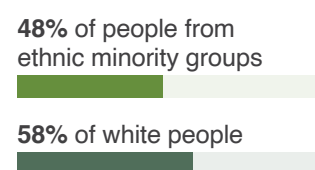
57%
of residents walk or wheel
at least five days a week

Proportion of residents who walk or wheel at least five days a week

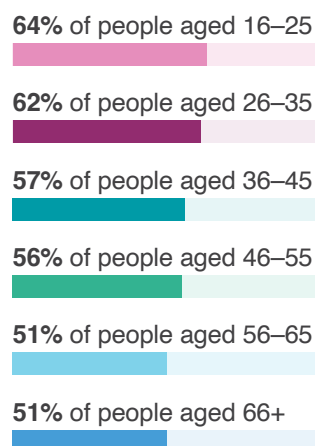
Gender and sexuality



Ethnicity



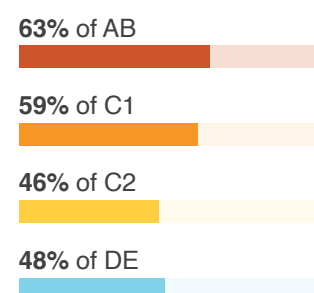
Age



Disability



Socio-economic groupⁱⁱⁱ



i. Walking for health, NHS, July 2019.

ii. The sample size for respondents who identified their gender 'in another way' is 0.9% of the total sample.

iii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

66%

of residents think the level of safety for walking or wheeling is good

48%

of residents think the level of safety for children walking or wheeling is good

73%

of residents think their local area overall is a good place to walk or wheel

Proportion of residents who think walking or wheeling safety in their local area is good

Gender and sexuality

64% of women



68% of men



45% of people who identified their gender 'in another way'



63% of LGBTQ+ people



67% of non-LGBTQ+ people



Ethnicity

71% of people from ethnic minority groups



65% of white people



Age

69% of people aged 16–25



63% of people aged 26–35



69% of people aged 36–45



66% of people aged 46–55



67% of people aged 56–65



62% of people aged 66+



Disability

59% of disabled people



69% of non-disabled people



Socio-economic group

68% of AB



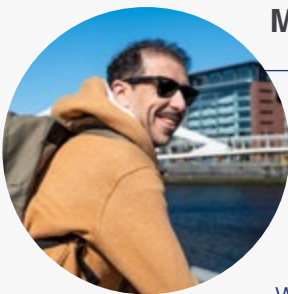
67% of C1



64% of C2



59% of DE



Mohammad, walk leader, Glasgow



Walking helps me relax and clear my head; it is therapeutic! I love walking in Glasgow so much, I became a walk leader with Community Info Source.

This charity helps refugees improve their wellbeing, increase social connections, and practice their English through walks.

It is a fantastic way to create a sense of belonging. Being part of this community helped me build my own network and meet so many new friends!



Cycling

Cycling participation, safety and satisfaction

Cycling participation

Despite a much larger potential for cycling, only **18%** of people cycle regularly.ⁱ

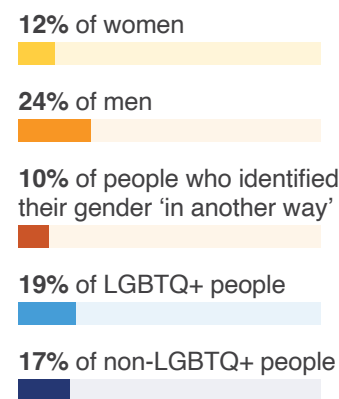
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ

39%
of all residents cycle

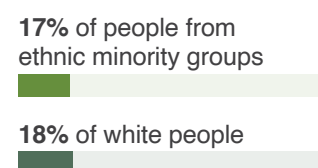
18%
of all residents cycle at least once a week

Proportion of residents who cycle at least once a week

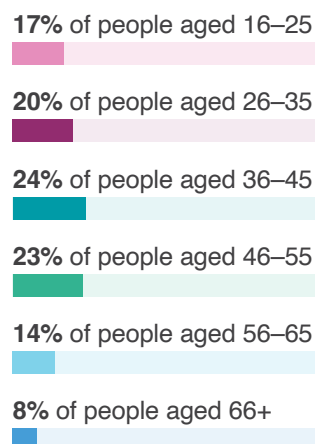
Gender and sexuality



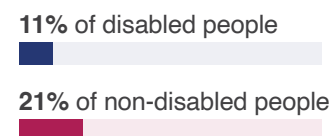
Ethnicity



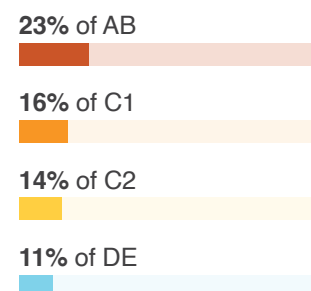
Age



Disability



Socio-economic group



Cycling safety and satisfaction

40%

of all residents think the level of safety for cycling in their local area is good

31%

of all residents think the level of safety for children cycling is good

45%

of all residents think their local area overall is a good place to cycle

Proportion of residents who think cycling safety in their local area is good

Gender and sexuality

37% of women



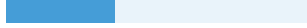
43% of men



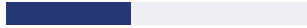
23% of people who identified their gender 'in another way'



36% of LGBTQ+ people



41% of non-LGBTQ+ people

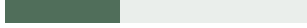


Ethnicity

55% of people from ethnic minority groups



38% of white people



Age

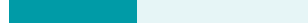
45% of people aged 16–25



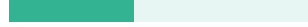
37% of people aged 26–35



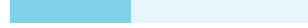
42% of people aged 36–45



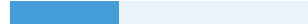
41% of people aged 46–55



40% of people aged 56–65

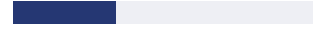


36% of people aged 66+



Disability

34% of disabled people



42% of non-disabled people

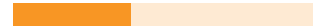


Socio-economic group

38% of AB



39% of C1



42% of C2



43% of DE



Esraa, new cyclist, Edinburgh



When I moved to Edinburgh for my PhD in 2020, I was struggling with isolation. My friend suggested learning how to cycle with SCOREScotland.

Despite the hour's bus ride, I went twice a week because I was so excited to learn. I quickly gained more confidence and started attending group rides almost every Saturday.

Now I love it because it's the only time I can relax and forget about my PhD. I just focus on pedalling and enjoy discovering new parts of Edinburgh. My bike feels like a friend.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Index cities produce important health, economic and environmental benefits for everyone.

Index city residents walk or wheel 86 times around the world every day

731.5 million

walking and wheeling trips were made in Index cities in the past year, which adds up to

781.7 million miles

= 2.1 million miles a day.

This equates to each resident spending

6 days

walking or wheeling continuously in the past year.

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
290,900,000

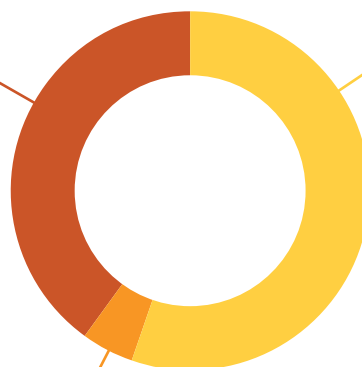
40%

Destination – adults only (like work, school, shopping):
405,800,000

55%

School – children only:
34,900,000

5%



Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

The amount saved for each mile walked or wheeled instead of driven ranges from **19p** in Dunfermline, to **72p** in Glasgowⁱⁱ

Over a year this adds up to

£109.2 million

from adults with a car in their household walking or wheeling to work, school and other destinations.

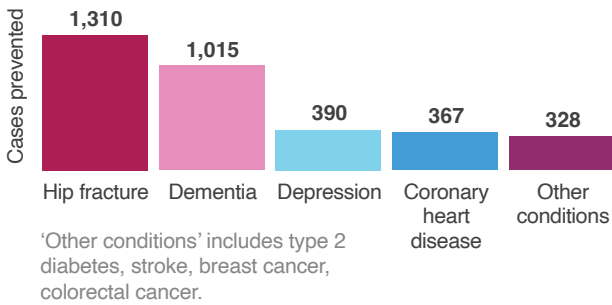
The total annual economic benefit from all trips walked and wheeled in Index cities is

£875.8 millionⁱⁱⁱ

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. The variation is due mainly to the variation in traffic speed between cities and the cost ascribed to congestion in urban areas of different sizes. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

Walking in Index cities prevents 3,409 serious long-term health conditions each year



Saving the NHS in Index cities **£42.6 million per year**

equivalent to the cost of **1 million GP appointments**

Based on applying data from Scottish Index cities to Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Index cities the physical activity benefits of walking

prevent 1,058 early deaths annually

which is valued at **£3.8 billion^{iv}**

Please note wheelchair or mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

140,000 kg of NO_x
and
20,000 kg of particulates (PM₁₀ and PM_{2.5})

54% of residents agree the air is clean in their local area



Walking and wheeling in Index cities helps mitigate our climate crisis

59,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

76,000 people taking flights from Edinburgh to New York



In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Walking and wheeling keeps Index cities moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Index cities moving for all road users.

370,000 return walking and wheeling trips are made daily in Index cities by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

1,100 miles equivalent to the distance from Aberdeen to Geneva, Switzerland.



iv. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



Benefits of cycling

Why everyone gains when more people cycle

Index city residents cycle 29 times around the world every day

77.6 million

cycling trips were made in Index cities in the past year

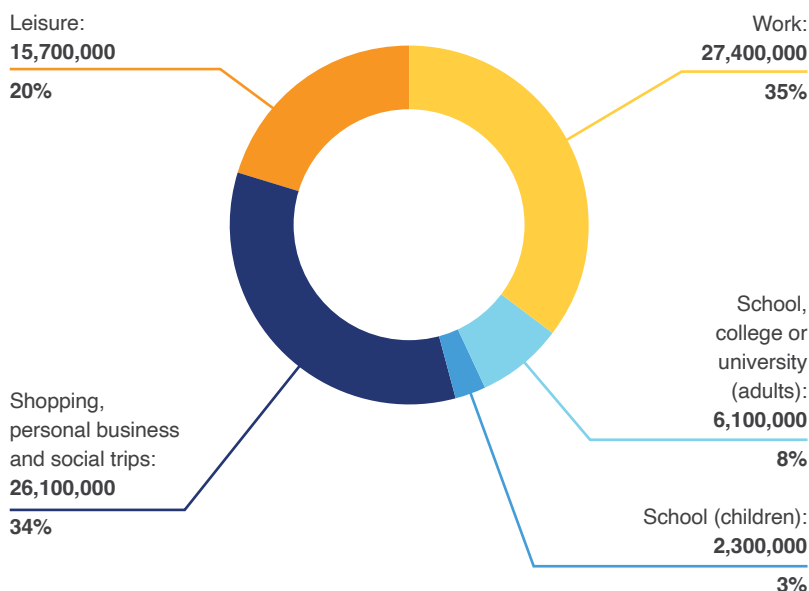
This adds up to

261.9 million miles

= 720,000 miles a day

i. Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

Annual cycling trips by purpose in Index citiesⁱ



Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

The amount saved for each mile cycled instead of driven ranges from **£1.13** in Dunfermline, to **£1.66** in Glasgowⁱⁱ

Over a year this adds up to

£166.2 million

from adults with a car in their household cycling to work, school and other destinations.

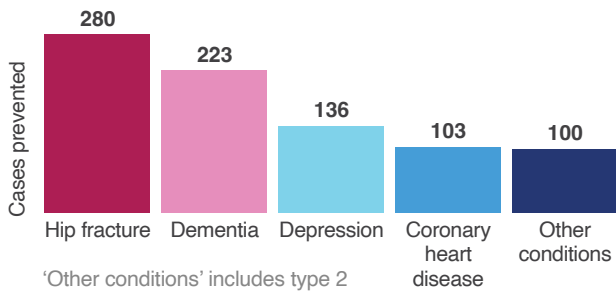
The total annual economic benefit from all trips cycled in Index cities is

£260.7 millionⁱⁱⁱ

ii. The variation is due mainly to the variation in traffic speed between cities and the cost ascribed to congestion in urban areas of different sizes. iii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

Cycling in Index cities prevents 841 serious long-term health conditions each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Index cities
£11 million per year

equivalent to the cost of
270,000 GP appointments

Based on applying data from Scottish Index cities to Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Index cities the physical activity benefits of cycling

prevent 116 early deaths annually

which is valued at
£419.9 million^{iv}

People cycling more instead of driving improves air quality, saving annually:

59,000 kg of NO_x
and
8,800 kg of particulates
(PM₁₀ and PM_{2.5})

54% of residents agree the air is clean in their local area



Cycling in Index cities helps mitigate our climate crisis

31,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



41,000 people taking flights from Edinburgh to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Cycling keeps Index cities moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Index cities moving for all road users.

61,000 return cycling trips are made daily in Index cities by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

181 miles equivalent to the distance from Aberdeen to Ayr.



iv. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



Walking solutions

What would help make walking and wheeling easier?

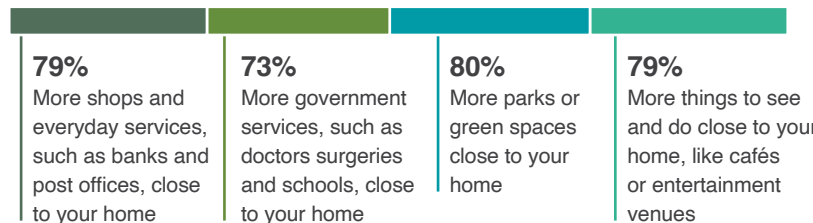
Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



69%

of Index city households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

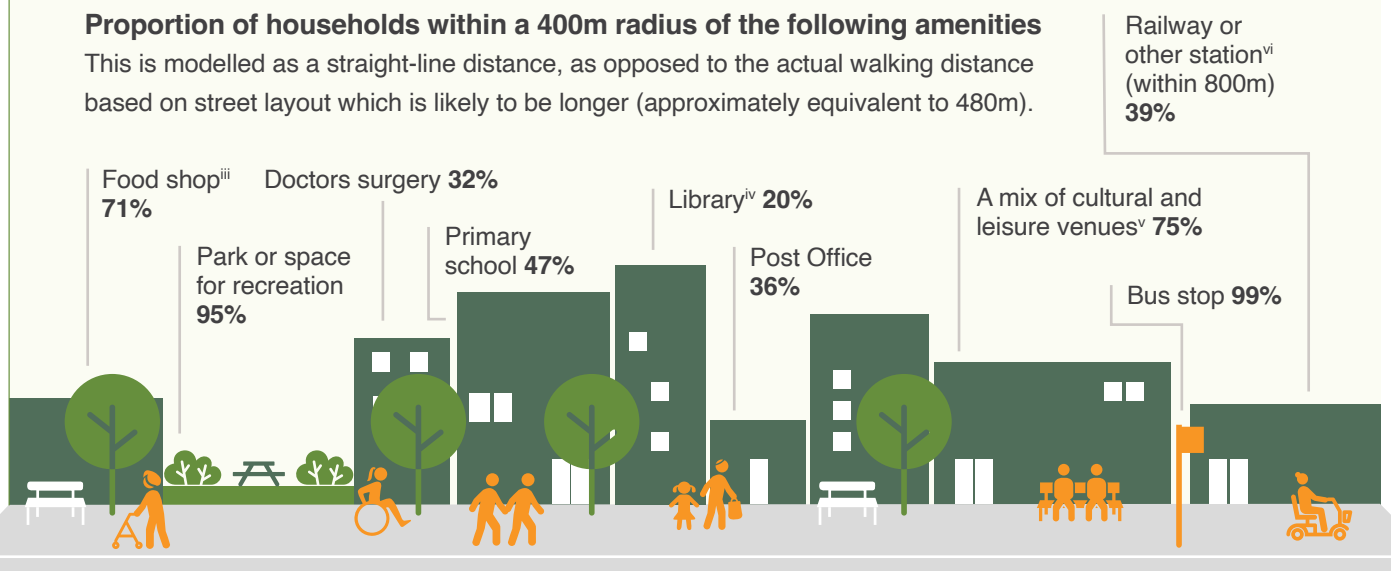
These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

61%

agree they can easily get to many places they need to visit without having to drive.

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

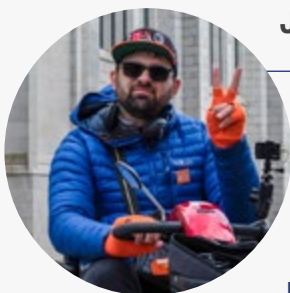
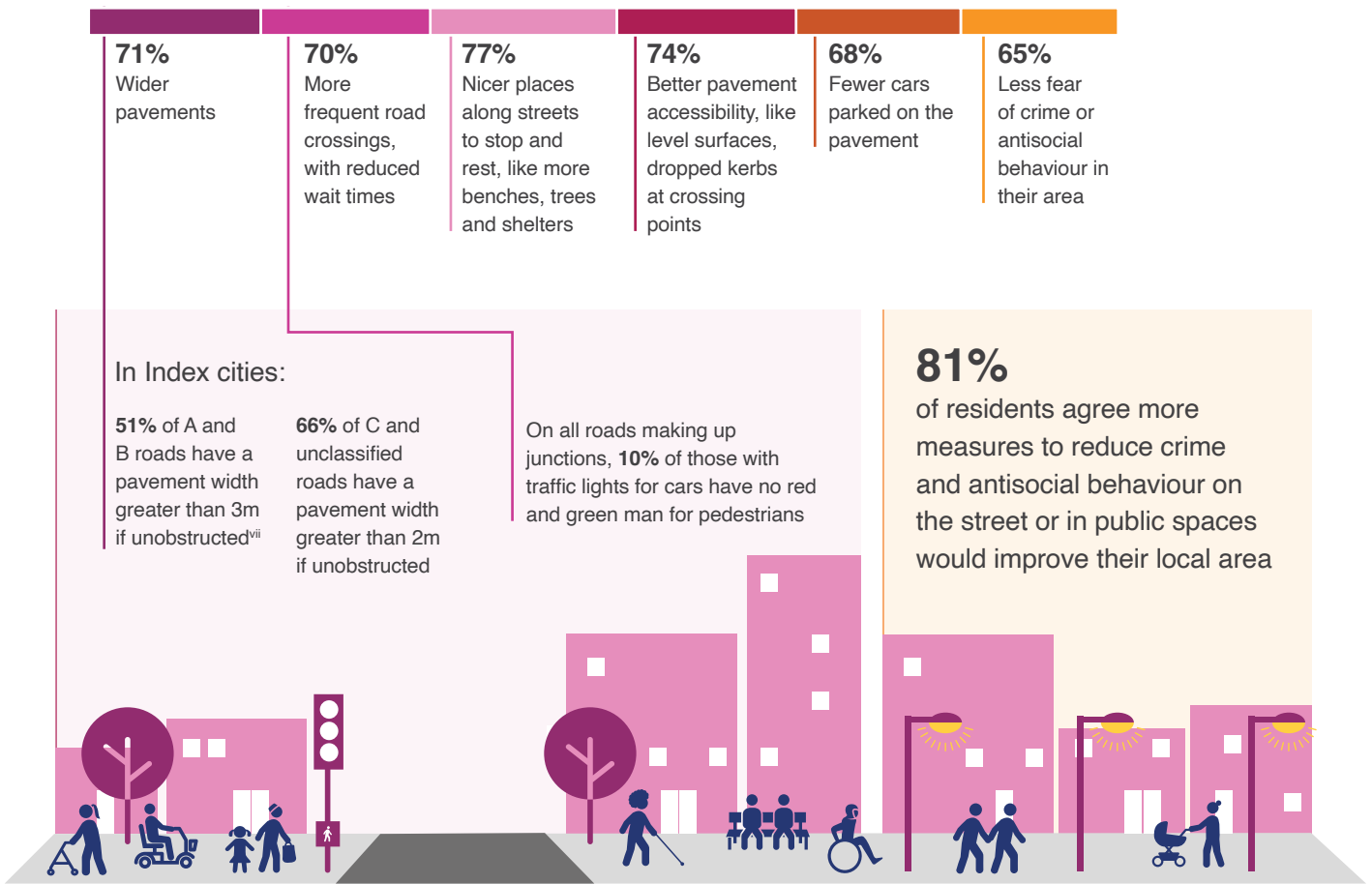


ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning. iii. Excludes Dundee. iv. Excludes Aberdeen, Dundee and Stirling. v. A minimum of three distinct types of cultural and leisure venues, like cafés, pubs, bingo halls, cinemas, museums. vi. Includes subway stations in Glasgow and tram stops in Edinburgh.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

What percentage of residents think that these changes would help them walk or wheel more?



Jev, city explorer, Aberdeen



I have difficulty walking, so I use the car or a mobility scooter to get around. It took some time for me to accept being a younger person using a mobility scooter. But my passion for exploring my city helped me overcome this.

I love travelling around Aberdeen, taking photographs and exploring the street art. My favourite places are the art gallery, the beach, and Fittie. Once I even went 8 miles out of Aberdeen using the Deeside Way path!

Aberdeen is fairly accessible for mobility scooters and wheelchairs. However, some pavements are too bumpy or don't have dropped kerbs, and unless you're feeling a bit experimental, I wouldn't recommend that!

For me, the mobility scooter simulates walking. It allows me to see all the life around me, and it means a lot!

vii. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

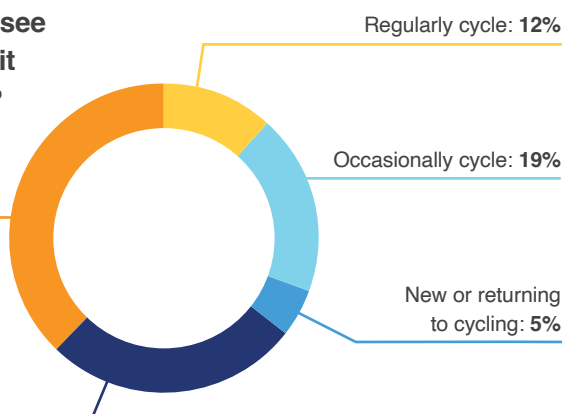
What would make cycling better?

Many Index city residents want to cycle

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **38%**

Do not cycle but would like to: **27%**



What proportion of residents said they 'do not cycle but would like to'?

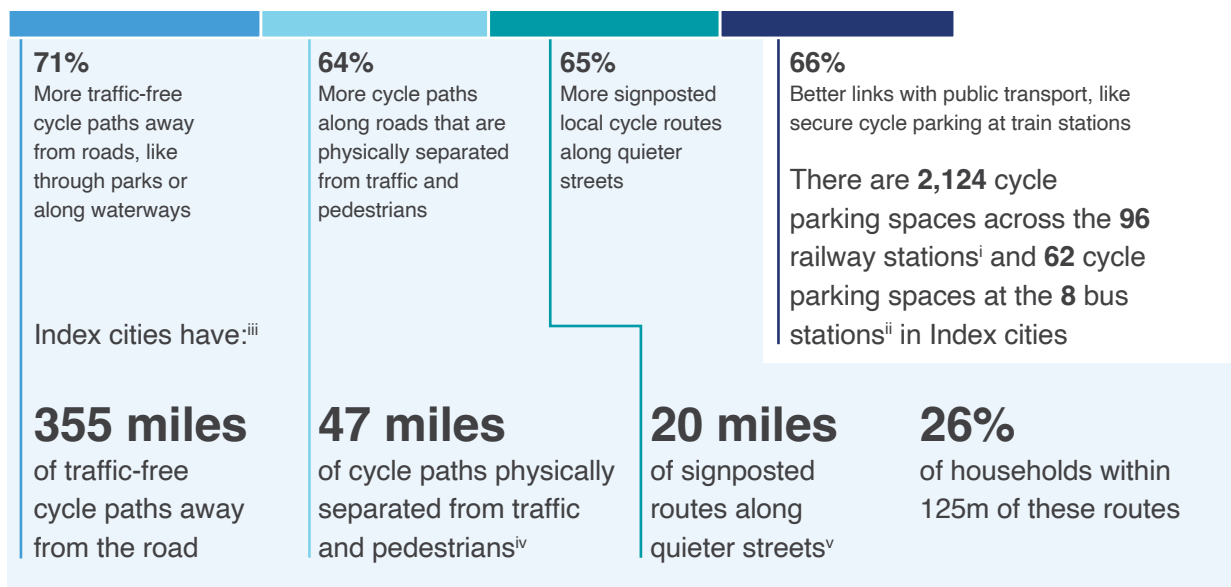
28% of women

44% of people from ethnic minority groups

30% of disabled people

Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?



59%

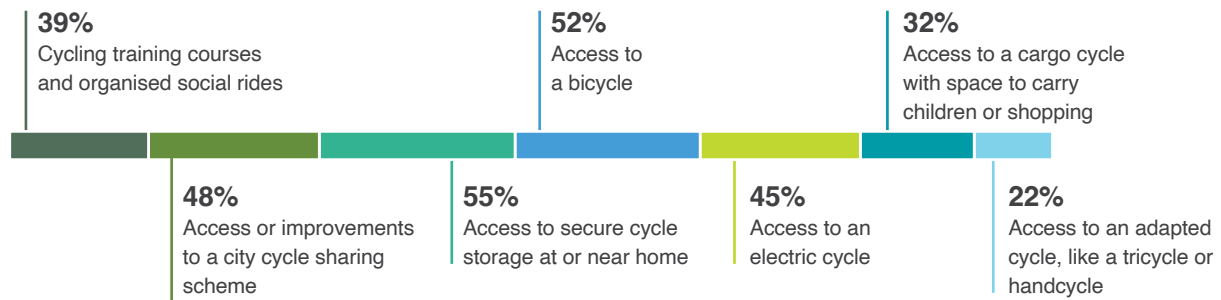
of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic

i. Includes cycle parking outside subway stations in Glasgow.
 ii. For bus stations that do not share their cycle parking with rail and /or 'other' stations. Bus station cycle parking provided for Dundee, Dunfermline, Edinburgh, Glasgow and Stirling only. There is currently no cycle parking at bus stations in Aberdeen.

iii. To ensure comparability, these figures are correct as of 31 May 2023 for all aggregated city reports. iv. Dunfermline currently has no segregated cycle routes. v. Excludes Aberdeen, Dundee, Dunfermline and Inverness as data was not provided. Perth currently has no signed cycle routes on low-trafficked and low speed roads.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Cycle hire schemes in 4 Index cities^{vi}

1,524
hire cycles

182
cycle hire stations

544,251
annual trips

Reported cycle thefts

There were **3,096** reported cycle thefts in Index cities in 2022/23.
3,422 in 2021/22

For every **239** people who own an adult cycle in Index cities, there was **1** reported cycle theft in the past year.

Proportions of residents with access to an adult cycle

50% of residents

34% of socio-economic group DE

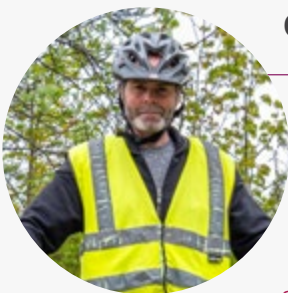
61% of socio-economic group AB

57% of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

41% of households are within 800m of a cycle shop^{vii}

vi. Data for July 2022-June 2023 for all cities except Aberdeen where data is from November 2022-June 2023. Excludes Dundee, Dunfermline, Edinburgh and Perth as there are currently no permanent cycle hire schemes in operation.

There is a public cycle parking space for every **49** people who cycle in Index cities.



Oz, e-bike commuter, Dunfermline



I can't drive so I have always commuted by public transport. I'm a carer and when the pandemic started, I couldn't take the bus anymore as the person I cared for was vulnerable.

I had to find a solution for my 17-mile commute, and cycling appeared like a viable alternative. I found a route with shared paths, cycle lanes, and quiet roads. I started out with a regular bike, but quickly invested in an e-bike to help with Dunfermline's steep hills!

What was a temporary solution quickly became my new routine. Cycling takes the same time as the bus, and I feel more in control of my schedule. I feel healthier, and cycling helps me clear my mind after long shifts.

I don't know what I would have done during Covid without my e-bike!

vii. Credit to the Association of Cycle Traders (ACT) for their assistance with cycle shop locations and services offered.

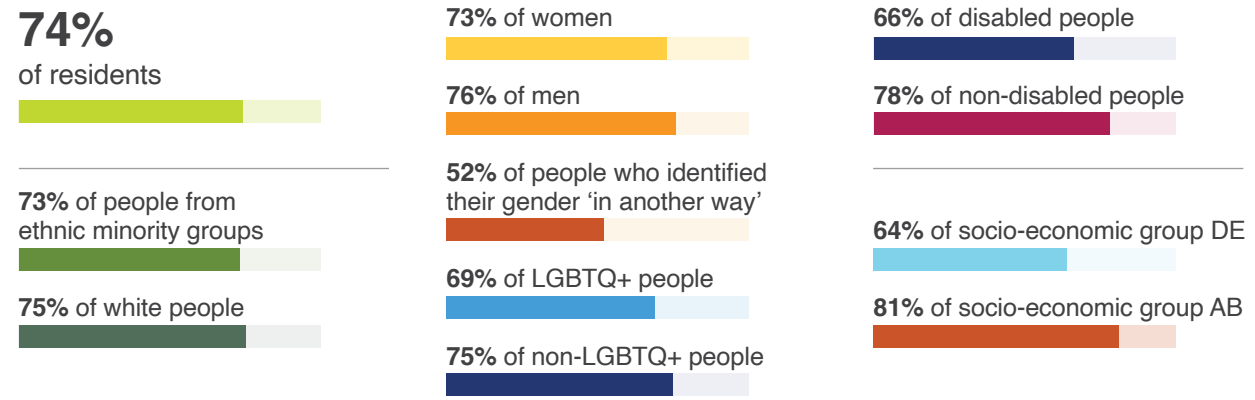


Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

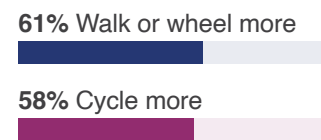
Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only **30%** of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

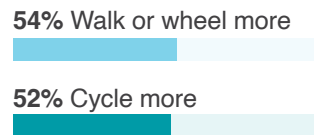


Unclassified roads are not designed to carry through-traffic, but in Index cities **23%** of their total length has nothing to prevent it. This can result in rat-running.ⁱ

52% agree that restricting through-traffic on local residential streets would make their area a better place.

39% of Index city streets have 20mph speed limits.ⁱⁱ

Residents would find more streets with 20mph speed limits useful to:



Residents want local streets to be better spaces for people to spend time in

62% agree increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area

51% agree they regularly chat to their neighbours, more than just to say hello

62% support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org. Unclassified roads are all public roads that are neither motorways, A, B nor C roads. ii. Total road length excludes motorways. To ensure comparability, figure given is correct as of 26 April 2023 for all aggregated cities.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

10 years old

average age when people living with children would let them walk, wheel or cycle independently in their neighbourhood.

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

53% of residents agree there is space for children to socialise and play



70% of households are within 400m of a children's playground



Among Index city residents:

49% agree



24% disagree



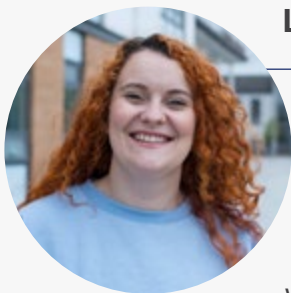
closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These are known as 'School Streets'.

60 schools

in Index cities have School Streets schemes^{iv}

iv. To ensure comparability figure given is correct as of 31 May 2023. There are currently no permanent School Streets schemes in Aberdeen, Dunfermline, Inverness and Stirling. Excludes trial schemes in Edinburgh, Glasgow and Perth as these are not permanent.



Lesley, buggy walk leader, Stirling



A lot of the mums who join our buggy walks are new to the area. The walks help them learn about their surroundings and discover hidden green spaces.

They also get you out and socialising. Afterwards we all go for some cake and a blether. It's so nice to see the kids playing together, and to see mums develop new friendships with each other.

Stirling is generally ok to navigate with a buggy, as the pavements are quite wide and there's a good path network. Sometimes though the dropped kerbs aren't in the best places. There are also a few nice paths I'd love to use, but they have barriers that make them inaccessible to people with a buggy.

iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.



Developing Index cities

Recent walking, wheeling, cycling and neighbourhood changes

Making changes to prioritise walking, wheeling and cycling unlocks benefits for everyone.

Reduced air and noise pollution makes our neighbourhoods more pleasant to live, work and play in. More space for pedestrians and cyclists also makes our streets safer. At the same time, improvements for walking, wheeling and cycling help increase access to nature and greenspace. Crucially, all of these benefits are even more pronounced for people from disadvantaged groups.

We also know that walking, wheeling and cycling benefit the local economy, and reduce the burden on our NHS. And for those who do need to drive, travelling actively and using public transport frees up road space and reduces congestion.

In short, more people switching their car for an active journey is good news for our health, our environment and our economy – all whilst helping tackle social inequalities.

We have seen great progress in recent years, as our cities have started to take decisive action. Local authorities across Scotland are more ambitious than ever and already the improvements made across our cities are noticeable.

Comparing back to 2021, this year's Walking and Cycling Index reports show increases in many of our cities in 20mph streets, segregated cycling infrastructure, school street schemes and public cycle parking.

It is clear that we have travelled far since the first Scottish Walking and Cycling Index was published for Edinburgh in 2015, then known as Bike Life.

Scotland is currently leading the way on active travel in the UK. Record government funding in 2023 shows aspiration and commitment to making walking, wheeling and cycling easier for everyone to choose.

Our national commitment to achieving net zero carbon emissions in Scotland by 2045 is a journey signposted by ambitious transport targets. Key among them is reducing car kilometres by 20% by 2030.

The challenge remains to follow through on this commitment.

To reduce our dependency on cars, we must give people sustainable transport options that are attractive, affordable and convenient. We must make active travel an easy choice for everyone.

Examples of some of the many developments delivered over the past two years, including new landmark cycle routes connecting communities in our city centres, are clear positive indications that we are moving in the right direction. Now it's time to up the ante.

Inverness

Linking Ness Walk and Bught Park, the ongoing Riverside scheme is enhancing a vital corridor for active travel.

Dundee

In partnership with Cyclehoop, 40 Bikehangar units were delivered across the city to improve residential cycle parking.

Aberdeen

The e-bike hire scheme now has around 8,000 users and over 30,000 journeys have been undertaken since its 2022 launch.

Perth

There are now over 30 miles of street with a 20mph speed limit, which is 18% of all streets in Perth.

Stirling

Work began on Walk, Cycle, Live Stirling: two segregated transport corridors totalling 6.5km in length.

Glasgow

The 1.5 mile South City Way connects Southside communities to the city centre.

Dunfermline

Over the last two years, 682 school pupils have completed Bikeability Level 1 and 339 have completed Level 2.

Edinburgh

An important cycle link was completed connecting Roseburn via the city centre to Leith.



Claire, car-free family, Dundee



After always having owned a car, I gave mine up a few years ago. I made this choice mainly for environmental reasons, but I also felt the need to reconnect with my neighbourhood and community. Equally important, I wanted to set an example for my young daughter and show her that it's possible to travel actively.

Now we use public transport, we walk, and we cycle – it has become our new normal. My daughter finds taking the bus and cycling very exciting, and every trip is an adventure.

We only cycle together on traffic-free routes, as I don't feel safe enough to take a toddler on roads surrounded by cars. I wish it were less convenient for cars to get around town; I'm sure more people would cycle and take the bus!



Looking forward

Better streets and places for everyone

At Sustrans we want to help create liveable cities and towns for everyone. Walking, wheeling and cycling should be safe, easy and accessible for most urban journeys.

Scotland's cities are increasingly signing up to this vision.

They know that places designed for people are places in which we want to live, play, spend time and do business. Cars still have a role, but walking, wheeling, cycling and public transport are more attractive, accessible and inclusive for everyone.

Scotland's local authorities are working hard to provide real transport choice through more walking and cycling schemes in our cities. Encouragingly, 61% of people surveyed agree they can easily reach many places they need to without driving.

But there is still work to do.

The Index shows that only 12% of women in our cities cycle at least once a week, compared to double that of men.

While 45% of city residents aged 16-25 think cycling safety is good, this figure drops to 36% for people aged 66 and over.

Only 66% of disabled residents feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood, compared with 78% of non-disabled people.

And although 57% of people in Scotland's cities walk or wheel at least five days a week, this falls to 48% of people from ethnic minority groups.

This data highlights persistent gaps in transport equality, and the real-life experiences of those we spoke to in each city serve as further evidence of this.

Only by having access to this data can those involved in shaping the future of transport in Scotland create places which are designed around people's needs, equitably.



Only by having access to walking, wheeling and cycling data can those involved in shaping the future of transport in Scotland create places which are designed around people's needs, equitably.



Emily, Inverness Bicycle Mayor

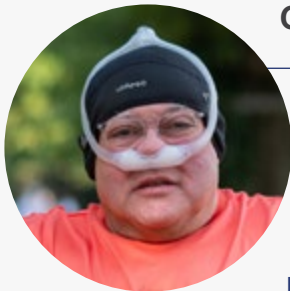


As Scotland's first Bicycle Mayor, I want to be a strong voice for cycling in Inverness, and to create positive representation of cycling as being for everyone.

There is good willingness at local level, but the reality of getting new schemes put in requires a lot of public support. I'm here to help coordinate this support and make it more visible, by improving communication between the council and the local cycling community.

If implemented, the emerging Highland Council Active Travel Strategy would be transformational for Inverness. With better infrastructure, the journey from beginner to everyday cyclist would be so much easier. Small changes like cycle parking, parklets, and play streets can also have big impacts.

Hopefully we can grow a network of Bicycle Mayors across Scotland. With a strong combined voice, we could really get things done.



Gerry, adapted cycle user, Perth



A few years ago, I became paralysed from my waist down, and I was in a wheelchair. Staying active was challenging. Luckily, my carer mentioned Live Active and their adapted cycles. Trying it out was a life-changing decision.

I started with a handcycle. It was fantastic to exercise independently again. Once I regained some use of my spinal cord, I began to train my legs cycling a 2-seat trike with a care assistant. This weekly exercise helped tremendously with the recovery of some of my leg power. I am now able to use an e-trike by myself!

Adapted cycles are expensive, and I could not have used one without this project. We need to advertise these initiatives broadly – it can really transform lives!

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatGen.

The survey is representative of all Index city residents, not just those who walk, wheel or cycle.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Scotland has been funded by Transport Scotland. The project is co-ordinated by Sustrans and has been supported by participating councils.

