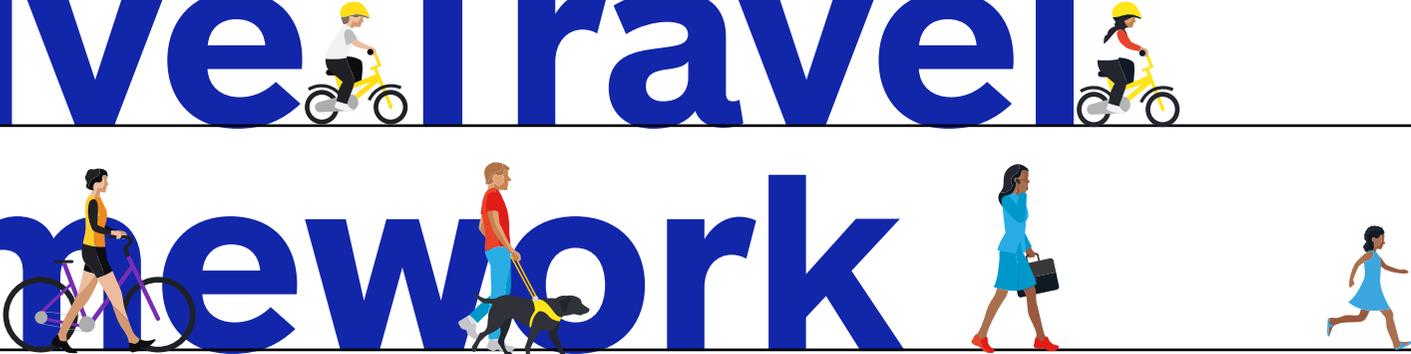


Active Travel Framework



Key policy approaches to improving the uptake of walking and cycling in Scotland for travel.



National Performance Framework Outcomes:

We value, enjoy, protect and enhance our environment	We live in communities that are inclusive, empowered, resilient and safe	We are healthy and active	We tackle poverty by sharing opportunities, wealth and power more equally	We are creative and our vibrant and diverse cultures are expressed and enjoyed widely	We grow up loved, safe and respected so that we realise our full potential	We have a globally competitive, entrepreneurial, inclusive and sustainable economy
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Active Travel Strategic Objectives:

Cut carbon emissions and other pollution	Delivering liveable, more pleasant communities	Better health and safer travel for all	Reducing inequalities - jobs, services, leisure	Supporting delivery of sustainable economic growth
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Active Travel Vision:

2030 Vision for Active Travel:
Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys

Active Travel Outcomes:

Increase the number of people choosing walking, cycling and wheeling in Scotland	High quality walking, cycling and wheeling infrastructure is available to all	Walking, cycling and wheeling is safer for all	Walking, cycling and wheeling is available to all	Delivery of walking, cycling and wheeling is promoted and supported by a range of partners
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Walking, Cycling and Wheeling Outcome Indicators

<p>Increase the number of people choosing walking, cycling and wheeling in Scotland</p>	<p>1. Proportion of short everyday journeys by walking and cycling</p>	<p>Walking, cycling and wheeling is safer for all</p>	<p>8. Casualties by mode of transport and distance travelled (number and proportion)</p>
	<p>2. Attitudes towards/propensity to walking, cycling and wheeling</p>		<p>9. Perceptions of safety of walking, wheeling and cycling</p>
	<p>3. Proportion of journeys to school by walking, cycling and wheeling</p>	<p>Delivery of walking, cycling and wheeling is promoted and supported by a range of partners</p>	<p>10. Level of inclusion of active travel in local development plans</p>
	<p>4. Frequency of walking and cycling for pleasure/exercise</p>		<p>11. Level of public sector spend on walking, cycling and wheeling</p>
<p>High quality walking, wheeling and cycling infrastructure is available to everyone</p>	<p>5. Km of traffic-free walking and cycling facilities</p>		<p>12. Perception of community involvement in walking, cycling and wheeling initiatives</p>
	<p>6. Distance to traffic-free cycling infrastructure</p>		<p>13. Proportion of primary schools delivering on-road cycle training</p>
	<p>7. Quality of walking and cycling infrastructure</p>	<p>Walking, cycling and wheeling is available to all</p>	<p>14. Household access to a bike (with focus on regional and socio-economic variation)</p>
			<p>15. Proportion of people identifying barriers to walking, cycling and wheeling</p>

Evidence to Inform Active Travel Strategic Objectives

Alongside the indicators that will measure progress towards the active travel outcomes, additional evidence will be gathered that will inform progress against the active travel strategic objectives. Specifically, the focus will be on evidencing impact on:



Cutting carbon emissions and other pollution

This will include continuing to gather and analyse evidence on the positive impact of increased modal share of walking, cycling and wheeling on emissions and air quality



Better health and safer travel to all

This will include continuing to gather and analyse the evidence on the positive impact that walking, cycling and wheeling has on health and wellbeing

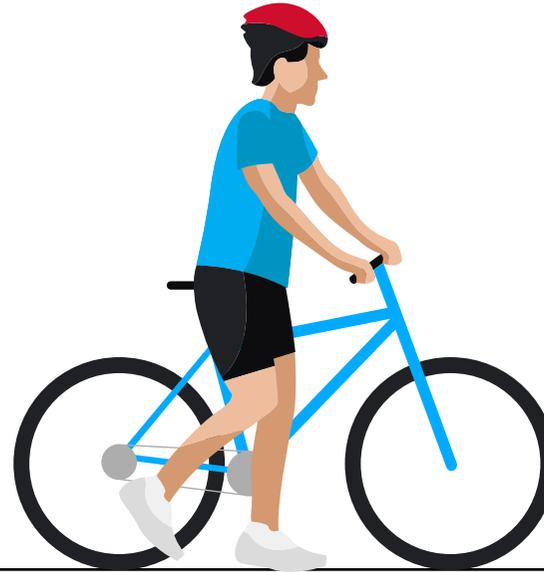


Supporting Delivery of Sustainable Economic Growth

This will include developing the evidence base which shows the contribution walking, cycling and wheeling can make to the Scottish economy



Active Travel Framework Overview



Brings together the key policy approaches to improving the uptake of walking and cycling in Scotland

The Active Travel Framework brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. It has been produced collaboratively by Transport Scotland and key delivery partners¹, with input from Regional Transport Partnerships (RTPs) and local authorities.

Drawing on the long-term shared vision and strategic objectives for active travel developed and set out in partnership in 2014, at its heart is an ambition that by 2030, Scotland's communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys.

The framework model identifies five high level outcomes that will contribute to realising the long-term vision and achieving the strategic objectives for active travel policy at both a national and local level.

It then identifies key indicators we will use going forward to monitor progress and improve. Policy approaches and actions within these outcomes will vary across the country and take into account local factors and resources. They will also cover a broad spectrum of activity, ranging from local awareness raising projects to major transport infrastructure developments.

The framework incorporates the aims of the National Walking Strategy and the Cycling Action Plan and their related indicators and contributes to the Scottish Government's overall strategic purpose and National Outcomes that feature as part of the National Performance Framework. The framework is also informed by a range of other outcome frameworks, including Active Scotland; the Climate Change Plan; Fairer Scotland Action Plan; Road Safety Framework; and National Planning Framework. Brief details of these can be found in Annex A.

¹ Cycling Scotland; Cycling UK; Sustrans; Paths for All; the Energy Saving Trust; Living Streets; Forth Environment Link, RTPs.



2030 Vision

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journey.



Delivering places that are happier, more inclusive and equal and more prosperous

The rationale behind this vision is that it helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. The intention is that travelling by foot or cycle is a realistic option for all local journeys as individuals.

It also aims to ensure people are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.

Strategic Objectives

The Active Travel Vision is accompanied by a number of strategic objectives that promote healthier, fairer, and more environmentally friendly choices while creating more pleasant, economically viable, safer and sustainable places. These objectives could equally be framed as outcomes that will be delivered as a result of achieving the vision of more people choosing walking and cycling for shorter everyday journeys.

Better health and safer travel

Environments in which walking and cycling are easy choices will be safer for everyone, promote healthy living choices, treat and prevent disease and reduce health inequalities. Walking, cycling and wheeling has a positive effect on people's health and wellbeing.



Reduced inequalities

Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes.

Cut carbon emissions

More people choosing to walk and cycle will reduce pollution and emissions from motorised travel and so help tackle climate change and improve air quality. This will also bring related health benefits.

Deliver more pleasant communities

Places that are pleasant and practical for walking and cycling, with better pedestrian and cyclist safety will improve people's lives in many ways, including feeling connected to the community. Communities where people value and use the active travel network, comprising streets, roads and path networks.

Support sustainable economic growth

Places that are designed for walking and cycling are generally more attractive. Scotland's communities will benefit from this, becoming more desirable places to live, work and enjoy so helping attract investment and economic activity. Walking, cycling and wheeling will deliver benefits to the economy.

Active Travel Outcomes



Building on the Active Travel Vision and Strategic objectives, Transport Scotland and delivery partners have developed five high level outcomes

Building on the Active Travel Vision and Strategic objectives, Transport Scotland and delivery partners have developed five high level outcomes. These outcomes are long-term and are designed to drive the delivery of the active travel vision and in turn the strategic objectives. There is tacit acknowledgement that in order to realise the 2030 vision, these outcomes must be delivered collectively.

Increase the number of people choosing walking, cycling and wheeling in Scotland

At the heart of walking and cycling policy is a desire to encourage and enable more people to travel through active modes. Increasing the number of people who choose to walk and cycle will ultimately improve our health and well and contribute to reducing emissions. To achieve this we will need to drive behaviour change, both by changing attitudes towards walking and cycling, so that we all recognise these modes as everyday safe,

healthy and environmentally friendly choices, and by providing the means for that choice to be made.

High quality walking, cycling and wheeling infrastructure is available to all

Providing, improving and maintaining an infrastructure for walking and cycling will ensure that those who choose to walk or cycle can do so, and do so more often. The expectations of what that infrastructure will be will vary regionally and locally, from fully integrated hubs in urban centres to tailored facilities in other communities and settlements. Infrastructure is an integral element of 'placemaking', ensuring the design of places where people live, work and rest encourages sustainable travel. Allied with raising awareness of the benefits of walking and cycling, the design of high quality places and availability of high quality walking and cycling infrastructure can accelerate the desired shift in travel behaviour for shorter journeys.



Walking, cycling and wheeling is safer for all

Pedestrians and cyclists are considered vulnerable road users and it is widely acknowledged that safety concerns present a significant barrier to uptake and levels of walking and cycling, whether due to perceived safety of local neighbourhood or perceived safety on the roads. Enhancing and improving the safety of walking and cycling is therefore imperative to change these attitudes and increase the levels of walking and cycling.



Delivery of walking, cycling and wheeling is promoted and supported by a broad range of partners

Key to achieving the 2030 vision for walking and cycling is an acknowledgment that there needs to be a broad range of support across the public, private and third sectors. A huge amount of activity has already been undertaken and this must continue through coordinated action from health, education, community safety and environmental sectors, as well as business etc. to foster a culture that enables and encourages walking and cycling.

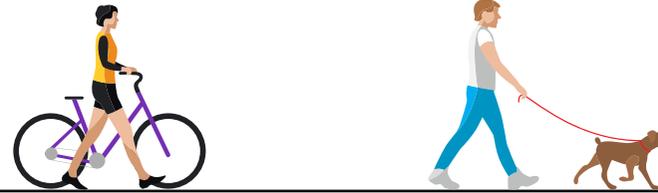


Walking, cycling and wheeling is available to all

Key to the framework is the premise that the benefits of walking and cycling can be enjoyed by all. This poses challenges on a range of different levels for walking and cycling policy. While acknowledging that geographic and regional factors will influence the availability of walking and cycling, a key focus of the framework will be to ensure that walking and cycling are viable choices for all. As well as infrastructure, this means making bikes and other non-motorised mobility accessible to all, providing facilities at workplaces and in communities (such as bike storage, changing) and continuing to drive education and behaviour change programmes through literature, training and opportunities to try walking and cycling.

Analysis highlights that gender, age, health status and socio-economic circumstance influence levels of walking and cycling. In addition, those with mobility issues also face additional barriers to walking and cycling. Therefore, activity needs to be focused around all of these issues to improve availability.

Annex A



1. The [National Walking Strategy](#), published in 2014, has as its vision: “A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.” It is underpinned by three strategic objectives.

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing.
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone.
- Enable easy, convenient and safe independent mobility for everyone.

2. The first [Cycling Action Plan for Scotland \(CAPS\)](#) was published in 2010 and then refreshed in 2013 and 2017. The vision set by CAPS is for “10% of everyday journeys to be made by bike, by 2020”.

3. The [Active Scotland Outcomes Framework](#) describes Scotland’s ambitions for sport and physical activity. Its vision is of a Scotland where more people are more active, more often, and it is framed around 6 key outcomes.

- We encourage and enable the inactive to be more active.
- We encourage and enable the active to stay active throughout life.
- We develop physical confidence and competence from the earliest age.
- We improve our active infrastructure – people and places.
- We support wellbeing and resilience in communities through physical activity and sport.
- We improve opportunities to participate, progress and achieve in sport.

4. [The Climate Change Plan](#)

The Climate Change Plan sets out the Scottish Government’s proposals and policies for meeting its climate change targets. It sets out how Scotland can deliver its target of 66% emissions reductions, relative to the baseline, for the period 2018–2032.

The Plan is comprised of three parts, with Part One of most relevance to walking and cycling as it sets out the context for the Scottish Government’s climate change proposals and policies. It shows the emissions reductions pathway to 2032 and the crucial roles that will be played by local authorities and the wider public sector (and the planning system), communities and individuals; and describes the wider impacts of climate change policies along with the changes in behaviour required to reach decarbonisation goals.

5. The Scottish Government’s [National Performance Framework \(NPF\)](#) sets out a range of national level outcomes which will contribute to its overall vision and purpose. Many of these are relevant to travel and the walking and cycling agenda. As such, the work undertaken through the Active Travel Framework is expected to feed into the following National Outcomes.

- We live in communities that are inclusive, empowered, resilient and safe.
- We value, enjoy, protect and enhance our environment.
- We are healthy and active.

Annex A continued



6. The [Fairer Scotland Action Plan](#) is the Scottish Government's first response to the Fairer Scotland conversation and a range of wider sources. It outlines 50 actions to help tackle poverty, reduce inequality and build a fairer and more inclusive Scotland. It focuses on five key ambitions for 2030.

- A fairer Scotland for all
- Ending child poverty
- A strong start for all young people
- Fairer working lives
- A thriving third age

The [Fairer Scotland Duty](#), which came into effect in April 2018, places a legal responsibility on particular public bodies in Scotland to actively consider ('pay due regard' to) how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.

7. The [Road Safety Framework](#) sets out the current framework for improving road safety in Scotland until 2020. It describes the road safety vision for Scotland, aims and commitments, and the Scottish targets for reductions in road deaths and serious injuries by 2020.

The framework sets out a number of targets, as well as commitment, priorities and issues to address. Vulnerable road users are a focus for the framework and will continue to be so when the framework is refreshed to focus beyond 2020.

8. The [National Planning Framework](#) (NPF) sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole.

The Key Planning outcomes for Scotland are:

- a successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places;
- a low carbon place – reducing our carbon emissions and adapting to climate change;
- a natural resilient place – helping to protect and enhance our natural cultural assets and facilitating their sustainable use; and
- a connected place – supporting better transport and digital connectivity.

9. The [National Transport Strategy \(NTS\) 2](#) sets out as its vision of having a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for visitors, communities and businesses.

The NTS sets out four priority themes and associated outcomes. These are:

Reduces Inequalities

- We will provide fair access to services we need
- Will be easy to use for all
- Will be affordable to use for all

Takes Climate Action

- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices

Helps Our Economy Prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves Our Health and Wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Annex B

Measurement Framework



Progress nationally towards the 2030 vision and high level outcomes within the Active Travel Framework will be captured primarily by a series of key indicators. Building on indicators in the Walking Strategy and CAPs, these draft indicators have been agreed with walking and cycling delivery partners.

The measures will demonstrate progress at a national level towards the overall vision and the resulting delivery of strategic objectives. They will highlight areas for greater improvement by looking at the frequency of walking and cycling across using a range of measures, and will look at indicators relevant to each high level outcome.

Draft indicators will be published alongside the Framework on the Scottish Government website and updated when data becomes available². These relate to specific outcomes though some may be appropriate indicators across a number of the outcomes. The indicators will be finalised in due course and may be subject to change depending on data availability.

Outcome:

Increase the number of people who choose walking and cycling in Scotland

Indicators:

1. Proportion of short everyday journeys by walking and cycling
2. Attitudes towards/propensity to walking and cycling
3. Proportion of journeys to school by walking, cycling and wheeling
4. Frequency of walking and cycling for pleasure/exercise

Outcome:

High quality walking, wheeling and cycling infrastructure is available to everyone

Indicators:

1. Km of traffic-free walking and cycling facilities
2. Distance to traffic-free cycling infrastructure
3. Quality of walking and cycling infrastructure

Outcome:

Walking and cycling is safer for everyone

Indicators:

1. Casualties by mode of transport and distance travelled (number and proportion)
2. Perceptions of safety of walking and cycling

Outcome:

Delivery of walking, cycling and wheeling is supported by a range of partners

Indicators:

1. Level of inclusion of active travel in Local Development Plans
2. Level of public sector spend on walking, cycling and wheeling
3. Perception of community involvement in walking, cycling and wheeling initiatives
4. Proportion of primary schools delivering on-road cycle training

Outcome:

Walking, cycling and wheeling is available to all

Indicators:

1. Household access to a bike (with focus on regional and socio-economic variation)
2. Proportion of people identifying barriers to walking and cycling

A fuller description of these measures is available in Annex C.

² Usually annually for most data

Annex B continued



It is acknowledged that there will be a range of measures at a local and regional level which will provide more nuanced data on walking and cycling activity across the country. These will also be monitored by delivery partners, Local authorities, RTPs and Transport Scotland. Qualitative data in the form of cases studies will also be relevant for informing progress towards the outcomes contained within the Active Travel Framework.

In addition to monitoring indicators that will measure progress towards the active travel outcomes, additional evidence, both quantitative and qualitative, will be gathered that will inform progress against the active travel Strategic Objectives. Specifically, the focus will be on evidencing impact on:

Cutting carbon emissions and other pollution

This will include gathering evidence on the impact of increased modal share of walking, cycling and wheeling on emissions and air quality.

Better health and safer travel to all

This will include gathering evidence on the impact that walking, cycling and wheeling has on health and wellbeing.

Supporting Delivery of Sustainable Economic Growth

This will include gathering evidence on the contribution walking, cycling and wheeling makes to the Scottish economy.

Annex C

National Indicators



1. Proportion of short journeys by walking and cycling 2 miles or less for walking; 5 miles of less for cycling)

Rationale:

A key focus of active travel policy is to encourage and enable people to walk and cycle more often and for everyday journeys. Therefore, having an indicator that measures this specifically is essential for monitoring progress against this aim. The distances of two miles for walking and five miles for cycling are derived from Travel Diary data collected by the Scottish Household Survey.

Data Source:

The Scottish Household Survey collects data on mode of travel to work and distance travelled and publishes it as part of reporting on the National Performance Framework Indicator on Active Travel.

Disaggregation:

Of interest will be how this indicator varies by age, gender, level of income, urban/rural location, and mobility status.

2. Attitudes towards/propensity to walking, cycling and other active modes

Rationale:

Establishing walking and cycling as the main mode of travel for shorter everyday journeys requires a shift in attitudes and culture, leading to a change in how people choose to travel and mutual respect and understanding between people using different modes. Positive attitudes alone do not result in action but changing perceptions and motivating people to view walking and cycling as an everyday safe, healthy and environmentally friendly choice, are necessary to drive behaviour change.

Data Source:

TBC

Disaggregation:

Of interest will be how this indicator varies by age, gender, level of income, urban/rural location, and mobility status.

3. Proportion of journeys to school by walking, cycling and other active modes

Rationale:

Encouraging children to walk, cycle, scoot, park and stride, etc. to school is important, both in terms of improving child health and wellbeing, and also in promoting and embedding active modes of travel at an early age. This indicator will measure how children are travelling to primary, secondary and special education schools and the prevalence of modes used.

Data Source:

Both the Scottish Household Survey and Hands Up survey captures this information and reports on trends annually.

Disaggregation:

Of interest will be the extent of the difference in mode share between primary and secondary school/age, as use of active modes tends to reduce in adolescence. Gender, geographic and socio-economic factors also influence this indicator.



Annex C continued

4. Frequency of walking and cycling for pleasure/exercise

Rationale:

While the ambition of active travel policy is to encourage more people to walk and cycle for everyday journeys, walking and cycling for pleasure or exercise has significant impacts on physical and mental wellbeing, social inclusion, and the economy so important to capture data on those who walk and cycle for this reason.

Data Source:

The Scottish Household Survey records data on frequency of walking and cycling for pleasure/exercise.

Disaggregation:

As with everyday walking and cycling, of interest will be how this indicator varies by age, gender, level of income, urban/rural location, and mobility status.

5. Km of traffic free walking and cycling facilities

Rationale:

Having appropriate infrastructure in place to enable safe access to walking and cycling is a crucial element of the overall approach to increasing use of active modes. Having an understanding of the volume of traffic-free walking and cycling facilitates and routes is therefore useful to capture.

Data Source:

Community Links collect this data routinely.

Disaggregation:

Of interest will be the geographic spread of where this infrastructure is and cross reference with rates of walking and cycling.

6. Distance to Traffic-Free Cycling Infrastructure

Rationale:

As above, having local access to appropriate infrastructure to enable safe access to walking and cycling is a crucial element of the overall approach to increasing use of active modes. Having an understanding of where these facilities are located and their proximity to different populations and areas will be useful.

Data Source:

Cycling Scotland's Cycling Potential Tool.

Disaggregation:

Of interest will be the variation in distance to traffic-free infrastructure, particularly for rural communities.

Annex C continued



7. Quality of walking and cycling infrastructure

Rationale:

As with the indicators above, having appropriate infrastructure in place to enable safe access to walking and cycling is a crucial element of the overall approach to increasing use of active modes. Having an understanding of the quality of that infrastructure is also therefore useful to capture.

Data Source:

TBC. There are a number of potential sources for this data.

Disaggregation:

Of interest will be the types of infrastructure and the appraisal of their quality relative to geographic location and cross reference with rates of walking and cycling in and around those areas/routes.

8. Casualties by mode of transport and distance travelled (number and proportion)

Rationale:

In a similar vein to the above, important to balance the perceived road safety risk for walkers and cyclists by looking at actual rates of casualty by these modes.

Data Source:

Data on casualty by mode, distance travelled and severity are routinely collected and published in Transport Scotland's Road Safety Statistics report.

Disaggregation:

Of interest will be who is more prone to be involved in accidents, by what mode, and where.

9. Perceptions of Safety of Walking and Cycling

Rationale:

Perception of safety for both walking and cycling can act as a barrier to participation, regardless of the statistical data which shows actual rates of accidents/incidents. Capturing attitudinal data on how safe walking and cycling are as transport modes will help understanding in developing and delivering behaviour change programmes.

Data Source:

Data on the reasons as to why people don't walk and cycle more than they currently do is collected by the Scottish Household Survey. Data specifically on walking alone in neighbourhood at night is also collected by the same survey.

Disaggregation:

Of interest will be where there are differences in perceptions, notably by demographic and deprivation markers.

Annex C continued**10. Level of inclusion of active travel in Local Development Plans****Rationale:**

This indicator will provide a measure of whether walking and cycling features as a consideration at a local authority level and gives some sense to the extent to which active travel is a priority.

Data Source:

Scottish Government Planning Colleagues.

Disaggregation:

By Local Authority Level.

11. Level of public sector spend on walking and cycling**Rationale:**

There is recognition that a broad range of support is required to deliver active travel policy and key to this is the work that is undertaken at a local authority level. Capturing spend data at a local authority level on walking and cycling is suggested as a proxy measure to monitor levels of support at this level.

Data Source:

Places for Everyone and other key Transport Scotland funding.

Disaggregation:

Levels of spend will vary across the country but will be of interest to look at where relative spend on active travel and get a sense on where this is making a difference in terms of walking and cycling behaviour.

12. Perception of Community Involvement in Walking and Cycling Initiatives**Rationale:**

In order for active travel infrastructure to be fully used and for behaviour change projects to be successful, there needs to be a sense of community ownership of local projects. It is vital that communities are in favour of walking and cycling initiatives and therefore important to capture the level of involvement of community organisations. It is also key to collect data on what communities think of proposals for infrastructure projects in their areas and what they think of them once completed.

Data Source:

Community involvement data for Places for Everyone and Street Design programmes.

Disaggregation:

Of interest will be how this varies by type of community (urban/rural) and socio-economic characteristics e.g. Scottish Index of Multiple Deprivation as a proxy.

Annex C continued**13. Primary Schools delivering level 2 standard cycle training****Rationale:**

Road safety for vulnerable road user is a key focus of road safety policy. Linked to this is cycle proficiency and teaching children how to ride a bike safely at a relatively early stage. This indicator will provide a measure of the coverage of cycle training in primary school.

Data Source:

Cycling Scotland collects this data routinely.

Disaggregation:

Buy local authority area, urban/rural classification and Scottish Index of Multiple Deprivation, If possible.

14. Household access to a bike**Rationale:**

There are obvious costs attached to using cycling as a mode of transport, either through ownership or rental, as well as bike security, maintenance and storage. Access to a bike is patterned by level of income and deprivation level and this indicator will provide analysis of bike accessibility with a focus on income and deprivation as a factor.

Data Source:

The Scottish Household Survey collects and publishes data on household access to bike by level of household income and Scottish Index of Multiple deprivation.

Disaggregation:

Income bandings and level of deprivation will be the key focus but analysis also covers urban/rural classification and household type.

15. Proportion of people citing road safety reasons/driver behaviour as a barrier to cycling**Rationale:**

Perception of safety is a key driver of whether people choose to cycle and impacts on whether they allow their children to cycle, if parents. It is a routinely cited barrier as to why people do not cycle more often and therefore important to try to affect and report on.

Data Source:

The Scottish Household Survey collects data on the reasons as to why people do not cycle more often which includes a number of road safety issues. This data is published annually in Transport and Travel in Scotland.

Disaggregation:

Of interest will be whether there is variance with regards to gender, age, urban/rural classification and Scottish Index of Multiple Deprivation.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

Transport Scotland
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
0141 272 7100
info@transport.gov.scot
www.transportsotland.gov.uk

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