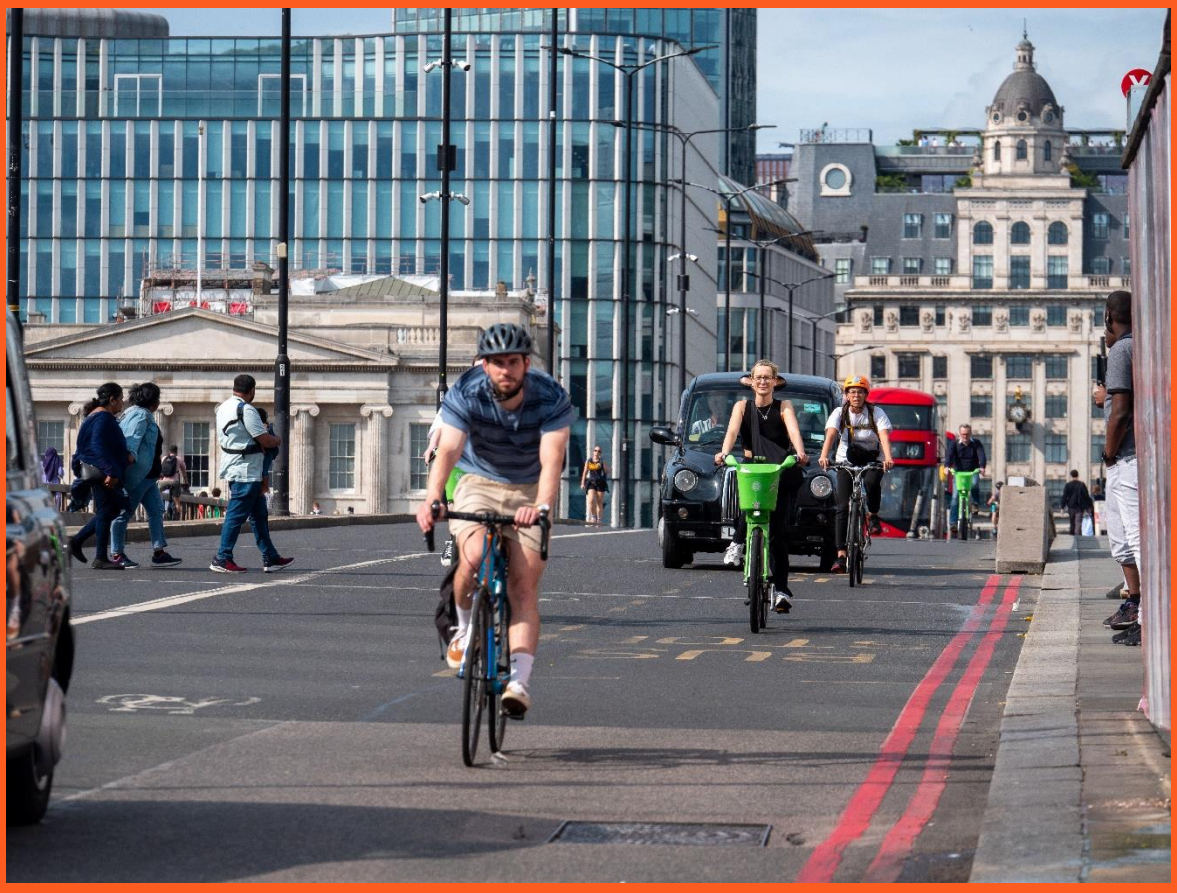
CyclingUK

Cycling UK's annual round-up statistics



Cycling Statistics

September 2025

Contact Cycling UK:

Cycling UK
Parklands
Railton Road
Guildford
Surrey
GU2 9JX

Tel.: 01483 238300

Email: campaigns@cyclinguk.org

www.cyclinguk.org

Contents

Cycling UK's Cycling Statistics

Introduction

Each year, Cycling UK rounds up the latest available statistics covering the topics that most often generate queries. We hope you find them useful and enjoy browsing through them.

Sources

The figures we use mainly come from official government sources, which we quote in brackets (for the key and further details, see 'What are our main sources?' at the end of this document).

Travel statistics are not necessarily published at the same time of year or at the same frequency, and there's inevitably a lag between when the data are collected and when the results are published. Obviously, annual reports covering one full year won't appear until the year afterwards.

2020, 2021 & 2022

Data collection and travel were both affected by the pandemic, especially during lockdown. This means that the results for 2020, 2021 and 2022 ought not to be compared to previous years due to small sample sizes. In 2022 there was a return to the standard methodology, but the impact of the pandemic continued to influence cycling levels for at least 12 months after the restrictions were lifted.

Comparing like-for-like

England, Wales, Scotland and Northern Ireland all produce data sets, but their approaches don't always match.

Surveys, for example, don't necessarily ask the same questions. Also, not every administration asks all its questions annually, questionnaires are sent out to potential respondents at different times and at different frequencies, some cover all ages, some just adults, and the results are published at different points in the calendar.

This means that we need to be careful when comparing figures, clear about what they cover and aware that certain data may not be collected by every government.

Q1. How much cycling is there compared to other transport, and is it increasing?

a. Proportion of traffic

Great Britain

- From 2015-19, cycling accounted for about 1.3% of mileage on non-motorway roads. During the COVID pandemic years it increased to 2.4% in 2020 before falling to 1.7% in 2021 and 1.5% in 2022. By 2023 and 2024, cycling had decreased to 1.4%, returning to pre-pandemic levels.
- Cars and taxis account for most of the rest: 78% (2015-19); 75% (2020-22); slowly increasing to 77% in 2023 and 2024. (Cars are responsible for the bulk of this).
- Vans (c17%), HGVs (c3%), buses & coaches (c1%) and motorcycles (c1%) make up the remainder.

This table breaks down cycle traffic as a proportion of all non-motorway traffic (cycles, cars, taxis, motorcycles, buses, coaches, vans & HGVs) by nation. (TRA 0103 & 0403):

Great Britain: cycling as a proportion of all non-motorway traffic, by nation (billion vehicle miles)				
	2015-19 annual average	2020-22 COVID period annual average	2023	2024
England	1.4%	2.0%	1.4%	1.4%
Wales	0.7%	1.2%	0.7%	0.7%
Scotland	0.8%	1.4%	1.0%	1.0%
Great Britain	**1.3%**	**1.9%**	**1.4%**	**1.3%**

The table below only includes mileage via private car, taxi, motorcycle and cycle (i.e. it excludes most public and commercial road transport). (TRA 0104 & 0403):

Great Britain: proportion of private, non-commercial mileage by mode (non-motorway)				
	2015-19 annual average	2020-22 COVID period annual average	2023	2024
Cars (& taxis*)	97.2%	96.3%	97%	97%
Motorcycles	1.2%	1.3%	1.3%	1.3%
Cycles	1.6%	2.4%	1.7%	1.6%

* The source combines cars and taxis, but car mileage is by far the largest component)

The following table gives the total mileage by cycles and all motor vehicles on all roads (inc. motorways), by nation. In 2020 (GB), cycle mileage went up by more than 50% compared to the annual average for 2015-19 and was 21% higher in 2021. Cycling rates continued to fall in 2022 and by 2023 were back to pre-pandemic levels and remained stable in 2024. Conversely, motor vehicle mileage which did fall considerably during the pandemic years had recovered by 2023 back to 330.8 billion miles, in line with the 2015-19 average raising slightly to 336.2 billion in 2024. (TRA 0103 & 0403):

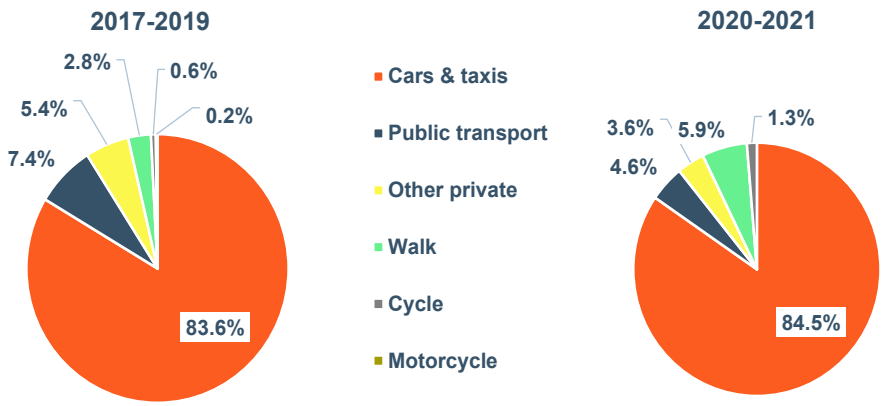
Great Britain: cycle and all motor traffic, all roads, billion vehicle miles								
	Cycle (all roads)				Motor (all roads, inc. motorways)			
	2015-19 annual average	2020-22 COVID period annual	2023	2024	2015-19 annual average	2020-22 COVID period annual	2023	2024
England	3.2	4.0	3.2	3.2	282.8	228.2	282.5	287.0
Wales	0.1	0.2	0.1	0.1	18.6	14.6	18.5	18.8
Scotland	0.2	0.3	0.3	0.2	29.3	23.2	29.8	30.4
Great Britain	**3.5**	**4.5**	**3.6**	**3.5**	**330.7**	**265.9**	**330.8**	**336.2**

Notes: these estimates include cycling on roads and cycle paths, but not offroad on towpaths or bridleways etc; figures for 2020 & 2021 are affected by the COVID-19 pandemic, so please be cautious about comparing them with other time periods – see Q1d for more on the pandemic's impact on travel.

Northern Ireland

- No comparable traffic figures for Northern Ireland are readily available, but judging by the number of miles respondents to the Travel Survey for Northern Ireland (TSNI) say they each travel a year by each mode, it looks as if cycling accounted for about 0.6% of distance travelled from 2017-19; 1.5% in 2020; and 1.2% in 2021. (TSNI, Table 1, Headline report)

Northern Ireland: estimated proportion of overall mileage by mode

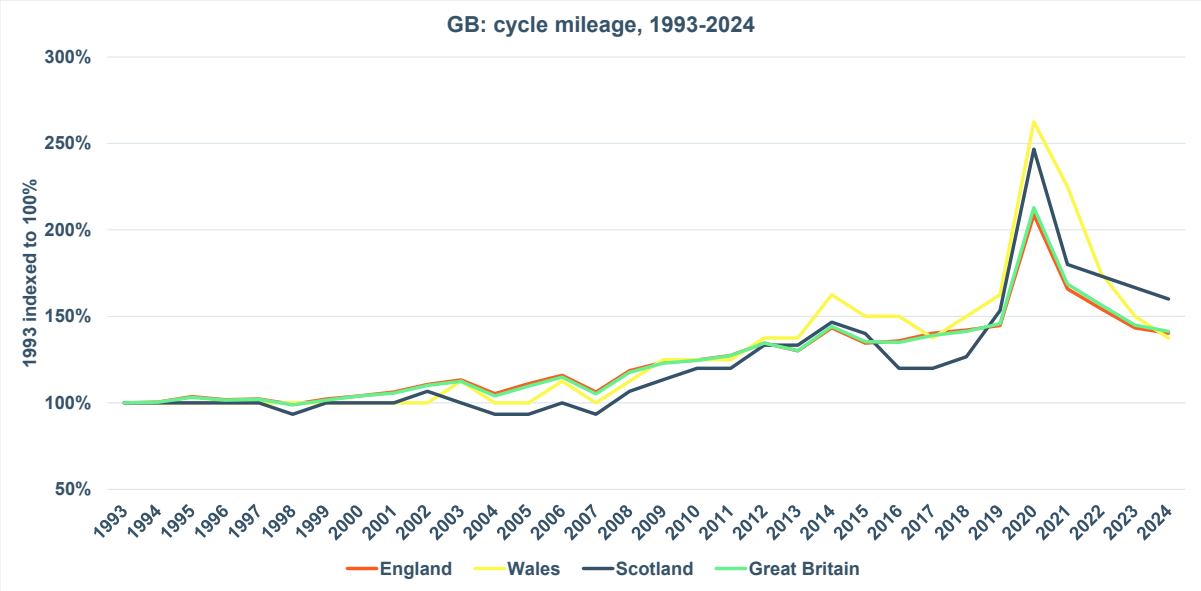


Notes: unlike the tables for GB above, which are based mostly on vehicle count data, these charts are based on people's self-reported personal travel habits, so included walking but not freight; in 2020 & 2021, the results for motorcycles were not available or the sample was too small; 2020 & 2021 results are not directly comparable to those from previous years.

b. Longer-term trends for cycle mileage

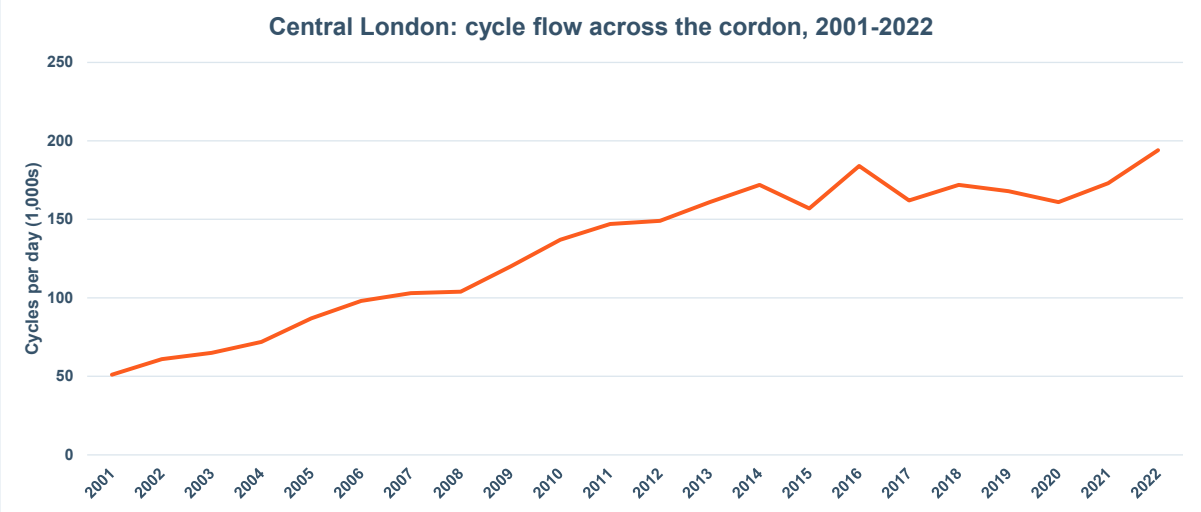
Great Britain

- Generally speaking, cycle mileage has been trending upwards since 1993, with lockdown in 2020 seeing a marked spike. (TRA 0403):



London

In London, cycle flows across the central cordon more than tripled between 2001 and 2020 (TfL Travel in London Report 2023 data tables, Fig 9). The growth coincides with higher levels of investment in dedicated cycling infrastructure (e.g. physically segregated cycle lanes and improved junctions).

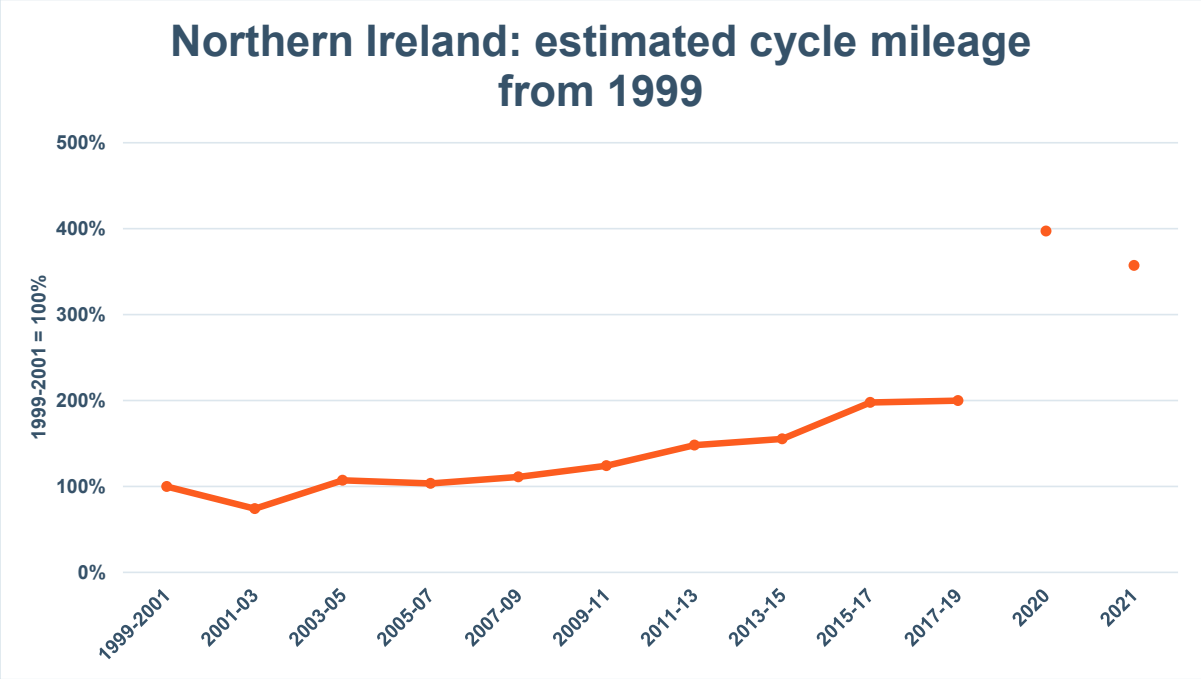


Cycle commuting in London is particularly strong, but the pandemic and lockdown inevitably led to a dramatic reduction. Nevertheless, Transport for London says in its travel report (15): "Cycling proved to be remarkably resilient during the pandemic, offering many advantages for local, contact-free travel."

The report also says:

> *"…. what is clear from the 2022 counts (undertaken in spring following the removal of most pandemic restrictions) is that the pandemic was associated with a net step increase in cycling, with 18 per cent more kilometres cycled on weekdays across London than in 2019 before the pandemic (equivalent to up to 27 per cent more in central London, 18 per cent in inner and 16 per cent in outer)."*

Northern Ireland

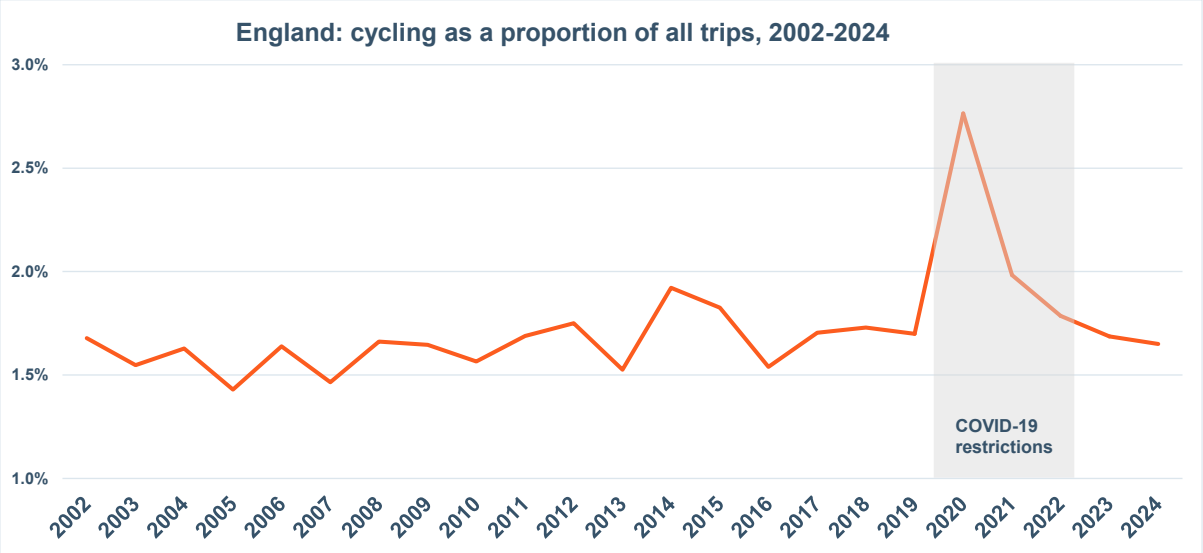


- Calculations based on population statistics and survey data on the average number of miles cycled per person per year from TSNI (see above) suggest that overall cycle mileage for 2017-19 was double that of 1999-2001 (up from about 32 million miles to around 64 million miles).
- Similar calculations suggest that people cycled 127 million miles altogether in 2020, and 114 million in 2021. Although these figures are considerably higher than they were in 1999, cycling only accounts for about 1%-1.5% of overall distance travelled by personal or public transport (see Q1a).
- It's important to note, however, that TSNI's methodology for 2020 & 2021 changed in response to the COVID-19 pandemic, meaning that the results are not directly comparable to those for previous years.

Note: The TSNI generally excludes travel off the public highway (e.g. on private land) but includes travel in public parks and on greenways.

c. Proportion of trips

England, 2002-2024



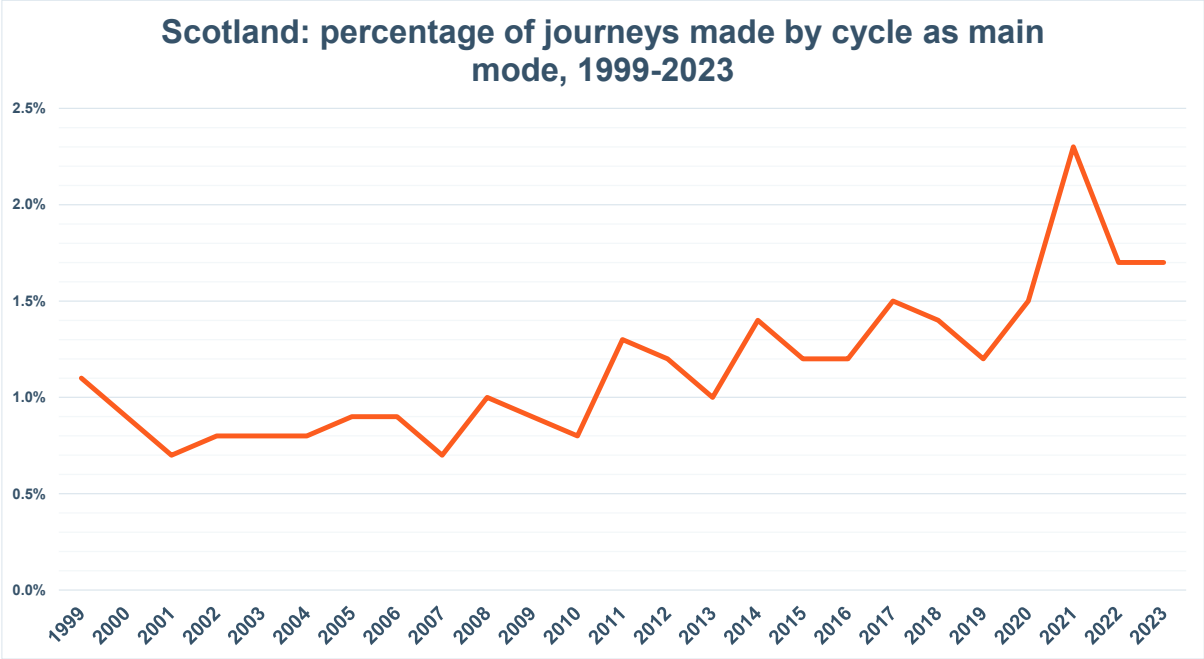
- In 2002, 1.7% of trips were cycled, a figure that hardly changed until 2020, when it rose to 2.8%. Since 2021, it started to decline, falling to 2% in 2021 and 1.8% in 2022. In 2023 and 2024, the proportion of cycling trips returned to pre-pandemic levels, standing at 1.7% and 1.6% respectively (NTS 0409a):

Please note DfT's disclaimer for 2020 & 2021:

"Due to changes in the methodology of data collection, changes in travel behaviour and a reduction of data collected during 2020, 2021 and 2022, as a result of the coronavirus (COVID-19) pandemic, care should be taken when interpreting this data and comparing to other years, due to the small sample sizes."

Scotland, 1999-2023

- Between 1999 and 2019, the proportion of journeys made by cycle per year didn't rise above 1.5%, but the overall trend crept upwards. (Year-on-year fluctuations may seem marked in the graph below, but annual percentages only ranged between 0.7% and 1.5% during this time-span).

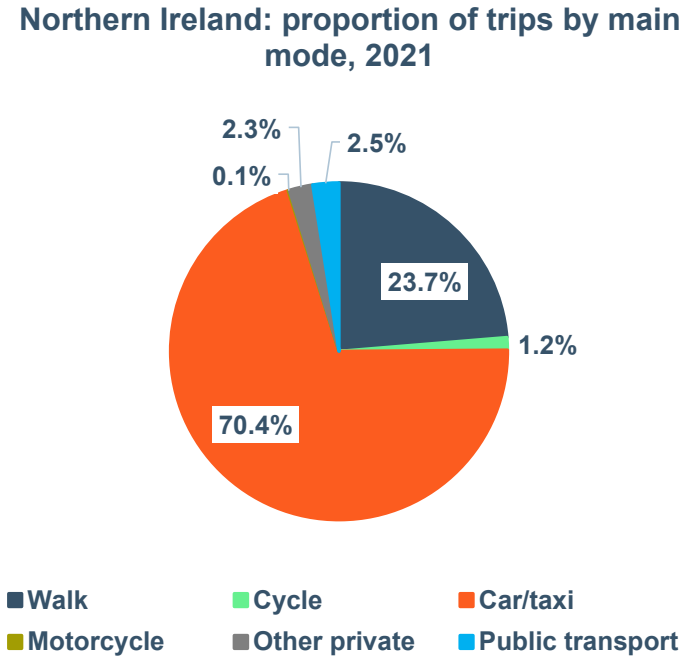


- In 2022, it seems that the number of journeys made by cycle started returning closer to pre-pandemic levels at 1.7%, a figure that remained the same in 2023.

(TATIS 2021, Travel Diary Table TD2)

Northern Ireland

- On average for 2017-19, about 0.8% of trips were cycled. This figure has barely changed, year-on-year.



- In 2021, cycling accounted for 1.2% of trips but, as mentioned, changes in the survey methodology means that this figure isn't comparable to those from earlier years.

(TSNI, Headline report 2021, Table 2)

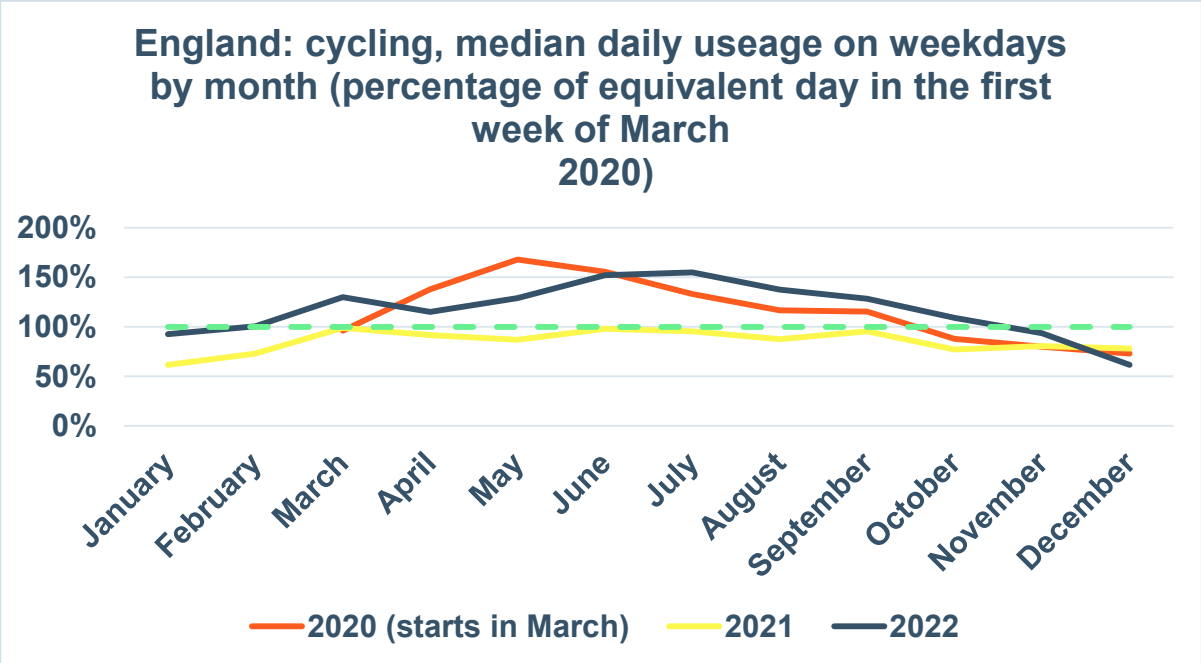
Notes: trip figures come from surveys of people's travel habits, so don't include driving commercial vehicles (e.g. HGVs etc.) but do include walking and travelling by public transport.

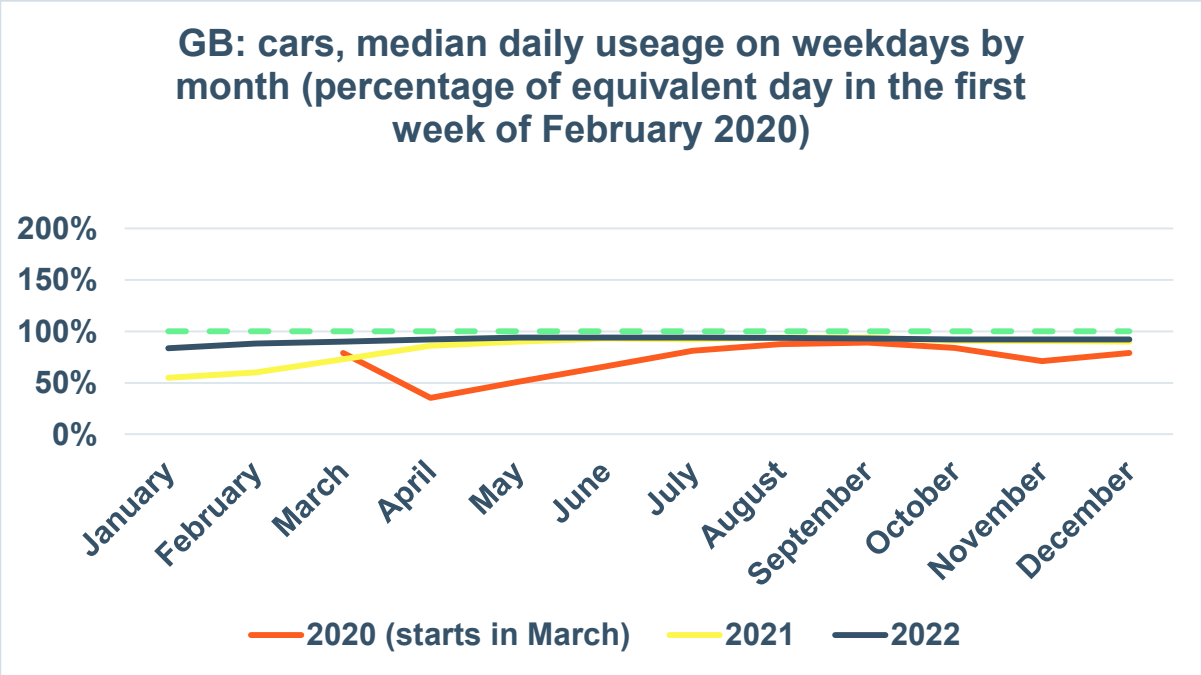
Wales

The figures for the proportion of trips made by cycle per person in England, Scotland and Northern Ireland are based on answers given to survey questions that are not asked in Wales at the moment.

d. GB/England: impact of coronavirus

At the start of the Covid-19 pandemic, the Department for Transport began to publish daily estimates for domestic transport usage each day, comparing them to baseline figures in an equivalent day or week before the pandemic struck.





These included data for motor traffic (public and private, GB) and cycling (England). According to these estimates, cycle usage shot up in 2020 compared to the baseline, tailing off as usual in the colder months. It dropped again in 2021, but 2022 saw a resurgence. Car use, in contrast, remained somewhat below the baseline figure.

Q2. How many people cycle and how often?

Please note: it is important not to compare the following figures nation against nation. This is because they come from the results of surveys with differently framed questions asked at different times of the year and about different periods of time. Also, the sample sizes vary (and may be small), and the definitions of 'cycling' aren't necessarily the same. Apart from the National Travel Survey (England, NTS), however, the respondents were all aged 16 or over.

Note also that figures are rounded, and some sources give 'cumulative' percentages, while others do not. Please see original sources for more information.

England

The two sources we use for data on cycling frequency differ:

-Active Lives Survey (ALS) – covers cycling in the last four weeks for 'travel' or 'leisure' (in this context, 'leisure' means cycling for health, recreation, training or competition, not to get from place to place), people aged 16 and over.

-National Travel Survey (NTS) – covers cycling over the last year or so for any purpose, "on the public highway (any public road, street or path available to the public by a public right of way)", ages 5 and over.

Active Lives Survey (ALS)

- The ALS suggests that, in most years, about 11%-12% of people aged 16 and over cycle **at least** once a week. If this is the case for the entire population of this age, it equates to just over five million people. The proportion dropped to 9% in 2021 and 2022, rising slightly to 10% in 2023.
- In most years, about 16%-17% of people aged 16 and over cycle **at least** once a month, equating to seven to eight million people. This dropped to 13% in 2021 and 2022 but increased to 15% in 2023.
- Relatively few people cycle on multiple days during the week. (CW0302).

England: proportion & estimated number of people aged 16 and over who do any cycling (for travel or leisure) by frequency												
	% people cycling						Estimated population who cycle (millions)					
How often in the past 4 weeks?	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
At least once per month	16%	16%	16%	13%	13%	15%	7.3	7.3	7.4	6.1	6.1	6.9
At least once per week	11%	11%	12%	9%	9%	10%	5.2	5.1	5.3	4.2	4.3	4.8
At least 3 times per week	6%	5%	5%	4%	4%	5%	2.5	2.4	2.4	1.8	2.0	2.1
At least 5 times per week	3%	3%	3%	2%	3%	3%	1.5	1.4	1.4	1.0	1.1	1.2

England: proportion & estimated number of people aged 16 and over who cycle for travel by frequency												
	% people cycling						Estimated population who cycle (millions)					
How often in the last 4 weeks?	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
At least once per month	8%	8%	7%	6%	7%	7%	3.5	3.4	3.1	3.0	3.4	3.4
At least once per week	6%	6%	5%	5%	6%	5%	2.8	2.7	2.3	2.1	2.6	2.5
At least 3 times per week	3%	3%	2%	2%	3%	3%	1.5	1.4	1.1	0.9	1.2	1.2
At least 5 times per week	2%	2%	1%	1%	1%	1%	0.9	0.9	0.6	0.5	0.7	0.7

England: proportion & estimated number of people aged 16 and over who cycle for leisure by frequency												
	% people cycling						Estimated population who cycle (millions)					
How often in the last 4 weeks?	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
At least once per month	13%	13%	13%	10%	9%	12%	5.9	5.9	6.1	4.6	4.3	5.6
At least once per week	8%	8%	9%	6%	5%	7%	3.5	3.4	3.9	2.8	2.5	3.2
At least 3 times per week	2%	2%	3%	2%	2%	2%	1.0	1.0	1.3	0.8	0.7	0.8
At least 5 times per week	1%	1%	1%	1%	1%	1%	0.5	0.5	0.6	0.4	0.3	0.4

National Travel Survey (NTS)

- NTS results for 2015-19 – which include children aged five and over – suggest that about 14%-15% (c.8 million people) cycle at least once a week. In 2020, a fifth (20%) said the same. Figures for 2021 and 2022

reverted to more 'normal' levels but dropped further in 2023 and 2024 to 12% and13% respectively which is less than pre-pandemic levels. *

- The NTS suggests that about 24% of people aged five and over cycled more than once or twice a month (about 13 million people), but during the COVID pandemic this increased to 27% (about 15 million people).* In 2023 and 2024, the percentage decreased to 20% and 22% respectively.

England: proportion & number of people aged five and over who cycle by frequency								
	% of people cycling (over 5s)				Estimated population who cycle (millions)			
How often over the last year or so?	2015-2019 average	2020-2022 average	2023	2024	2015-2019 average	2020-2022 average	2023	2024
3 or more times a week	7%	8%	7%	7%	3.7	4.5	3.9	3.8
Once or twice a week	7%	8%	5%	6%	3.7	4.5	2.9	3.2
Less than once a week, more than once or twice a month	4%	5%	3%	3%	2.2	2.6	1.9	1.9
Once or twice a month	6%	6%	5%	6%	3.0	3.3	2.9	3.2
Less than once a month, more than once or twice a year	6%	5%	5%	5%	3.0	2.8	2.8	2.8
Once or twice a year	4%	4%	5%	4%	2.2	2.3	2.5	2.4
Population of England, aged 5 & over (estimate)					52.2	53.7	54.6	54.9

(NTS 0313) *Please note the DfT's disclaimer for 2020 & 2021 (see Q1c above).

Wales

- Respondents aged 16+ in Wales are asked if they'd cycled in the last three months as a "means of transport", defined as cycling to get to a particular destination such as work, shops or to visit friends, but not cycling purely for pleasure or exercise.

Wales: estimated proportion of people (16+) who cycle as a means of transport by frequency						
	2016/17 to 2019/20		2021/22		2022/23	
How often in the last three months?	%	People (in thousands)	%	People (in thousands)	%	People (in thousands)
Every day	1.2%	31	0.9%	24	-	-
Several times a week	1.9%	48	1.7%	44	2.2%	56
Once or twice a week	2.3%	61	2.8%	74	2.8%	73
Once or twice a month	3.6%	92	3.7%	95	3.9%	100
Population of Wales, aged 16+ (estimate) = 2.6 million						

Note: there are no published results for 2020/21.

(NSW results viewer (full year), active travel topic).

Scotland

- When people aged 16 and over were asked by the 2023 Scottish Household Survey (SHS) how often they'd cycled in the previous seven days, 4.1% said they'd cycled for pleasure/to keep fit on 1-2 days, making it the most popular response. (If extrapolated to the population of this age, this equates to c188k people). In 2019, 3.3% said they'd cycled just for pleasure/to keep fit on 1-2 days.
- In 2023, the proportion of those cycling "as a means of transport" on 1-2 days was 2.3% (c106k people, if extrapolated). In 2019, the proportion was 1.8%.
- In 2021, 5.7% said they'd cycled just for pleasure/to keep fit on 1-2 days; 3.5% said they'd cycled for transport on 1-2 days. However, the 2021 data is not directly comparable with previous years due to changes to the SHS in response to coronavirus.

Note: The question about cycling frequency is asked every other year.

Scotland: estimated proportion of people (16+) who cycle for transport or pleasure by frequency, 2023				
	transport		keep fit	
How often in the previous 7 days?	%	People (in thousands)	%	People (in thousands)
6-7 days	0.9%	41	0.6%	28
3-5 days	2.6%	119	2.2%	101
1-2 days	2.3%	106	4.1%	188

(TATIS 2021, SHS Table 25a).

Northern Ireland

- Respondents (any age) to the Travel Survey in Northern Ireland are asked how often they've cycled in the last twelve months for leisure or for a purpose:

Northern Ireland: frequency of cycling in the last 12 months			
Frequency	2017-19	2020	2021
Every day*	2.9%	3.2%	2.6%
At least once a week	6.7%	9.7%	12%
At least once every 2-3 weeks	3.1%	3.2%	3.7%
At least once a month	3.4%	3.2%	3.7%
Once every 2-3 months	3.6%	2.7%	2.3%
Once every 6 months	2.4%	1.9%	2%
Once a year	1.4%	0.8%	1.1%
Varies according to time of year+	0.5%	2.1%	1.7%

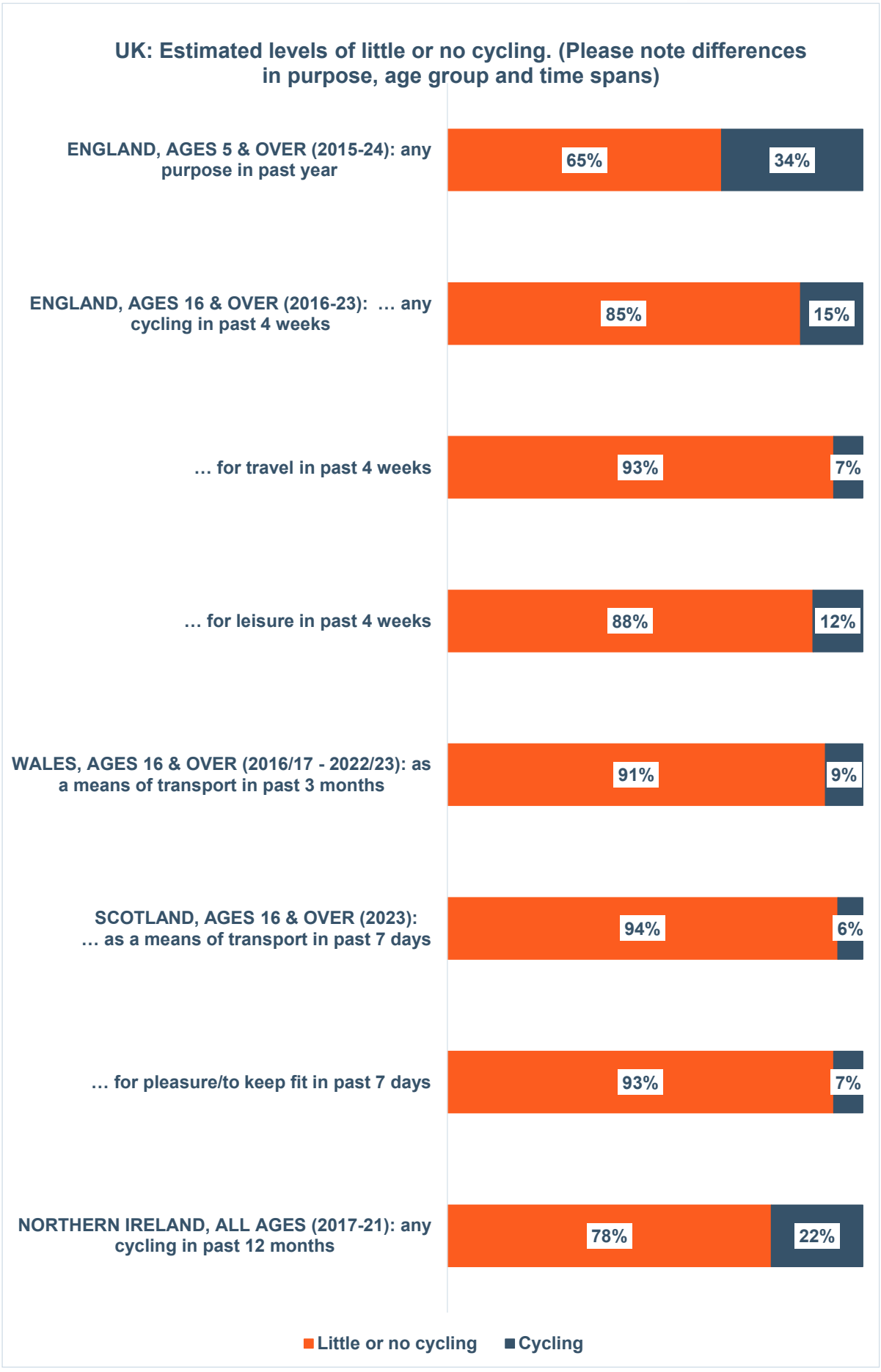
*Includes people who cycle every working/school day but not weekends, plus those who cycle every day

(TSNI, 2021 in-depth report, estimated from Figure 5.4).

Q3. How many people don't cycle much, if ever?

The following chart gives estimates of the proportion of people who very rarely, or never cycle.

Please note: The figures for each nation below are not like-for-like, so be aware of the differences. Also, the definition of 'not cycling', or not cycling very much, isn't quite the same for each nation. Obviously, the 'past' means something different in each survey, and depends on when respondents were surveyed. For the sources, please see Q2.


UK: Estimated levels of little or no cycling. (Please note differences in purpose, age group and time spans)
ENGLAND, AGES 5 & OVER (2015-24): any purpose in past year
65%
34%
ENGLAND, AGES 16 & OVER (2016-23): … any cycling in past 4 weeks
85%
15%
… for travel in past 4 weeks
93%
7%
… for leisure in past 4 weeks
88%
12%
WALES, AGES 16 & OVER (2016/17 - 2022/23): as a means of transport in past 3 months
91%
9%
SCOTLAND, AGES 16 & OVER (2023): … as a means of transport in past 7 days
94%
6%
… for pleasure/to keep fit in past 7 days
93%
7%
NORTHERN IRELAND, ALL AGES (2017-21): any cycling in past 12 months
78%
22%
Little or no cycling
Cycling

Q4. How many trips do people make, what's their mileage and how far do they go each time?

England

- On average a year from 2015-19, people made 960 trips by 'all modes' (i.e. car, cycle, public transport, foot etc.). This dropped to an average of 786 during the COVID-19 restrictions (-18%); however, it started increasing slowly again to 915 and 922 in 2023 and 2024 respectively.
- The average number of cycle trips increased in 2020-22 period per person compared to the annual average for 2015-19, up from 16 to 17 (+6%). They fell to 15, though, in 2023 and 2024 respectively.
- The average 'all modes' mileage per person per year from 2015-19 is estimated to be around 6,553 miles. This dropped to 4,679 in 2020-22 period (-40%) and increased again to 5,974 in 2023 (-12%) and 6,082 in 2024 (-10%) but it is still lower than 2015-19.
- Car/van drivers clocked up 3,248 miles each on average a year from 2015-19. Their average mileage fell in 2020-22 to 2,425 (-34%); though from 2023 the average mileage started to increase to 2,989 in 2023 (-9%), and 2,925 in 2024 (-11%).*
- The cycling mileage per person rose from 54 on average a year from 2015-19, to 69 in 2020-21 (+28%). It fell back to 55, though, in 2022 and even further to 46 in 2023.

(All the above figures come from NTS 0409, cover any age and including walking, cycling, driving or being driven, taxi, bus and rail).

*Personal mileage in cars isn't the same as the mileage of cars (i.e. their vehicles): 7,840 miles (2015-19 on average); 6,367 (2020-22 on average); 7,000 (2023); 7,100 (2024). (NTS 0901).

- The average length of a cycle trip rose from 3.3 miles in 2015-19, to 3.8 miles in 2020-22, dropping in 2023 to 3.0 and increasing slightly to 3.3 miles, in line with the 2015-19 average. In contrast, the average length of a car/van trip as a driver dropped from 8.4 miles to 7.8 in 2020-22 but increased to 8.2 in 2023 and 2024 respectively. (NTS 0303).

England: car, cycle & 'all modes' use, average per person												
	Car/van driver				Cycle				All modes			
	2015-19 av	2020-21 av	2023	2024	2015-19 av	2020-21 av	2023	2024	2015-19 av	2020-21 av	2023	2024
Average number of trips	387	211	363	357	16	17	15	15	960	786	915	922
Average mileage	3,248	2,425	2,989	2,925	54	64	46	51	6,553	4,679	5,974	6,082
Average trip length (miles)	8.4	7.8	8.2	8.2	3.3	3.8	3.0	3.3	6.8	5.9	6.5	6.6

The table above covers all NTS respondents, whether they cycle (or drive) or not. The NTS also specifically asks respondents who cycle about their cycling habits over the year. Not surprisingly, these people – defined as those who made at least one cycle trip in the week that they were asked to record their travel – make many more cycle trips and their mileage is much higher than the general average. (NTS 0314).

England: trips and mileage of cycle riders						
	2015-19 av	2020	2021	2022	2023	2024
Average number of trips	329	301	298	320	305	308
Average mileage	1,088	1,273	1,087	1,139	905	1,036

- Less commuting (see Q8) and higher levels of working from home may have contributed to the slight decline in trips in recent years.

Note: the sample size is relatively small, so DfT advises that these findings should be interpreted with caution. Also note DfT's disclaimer for 2020, 2021 and 2022 (quoted in Q1c above).

Scotland

- These are the median and mean trip distances in Scotland in 2023. (TATIS 2023, tables TD5 & TD5a):

Scotland: median & mean distance of trips by adults (miles), 2023			
	Driver car or van	Cycle	All modes
Median	6.7	3.3	4.0
Mean	15.8	6.1	12.7

Notes:

Distances are calculated using the road network distance.

Data for the average number of trips and annual mileage for different modes are not readily available.

Northern Ireland

These are the average number of trips, mileage and trip length in Northern Ireland. (TSNI, Headline report 2021, Tables 1 & 2):

Northern Ireland: car, cycle and 'all modes' use per person per year									
	Car driver			Cycle			All modes		
	2017-19	2020	2021	2017-19	2020	2021	2017-19	2020	2021
Average number of trips	453	406	199	7	16	10	906	826	838
Average mileage	3,641	2,845	2,939	34	67	60	6,130	4,550	4,940
Average trip length (miles)	8.0	7.0	7.2	4.8	4.1	6.2	6.8	5.5	5.9

Note: the survey methodology changed in 2020 & 2021 in response to the pandemic, so the results are not directly comparable with those from earlier years.

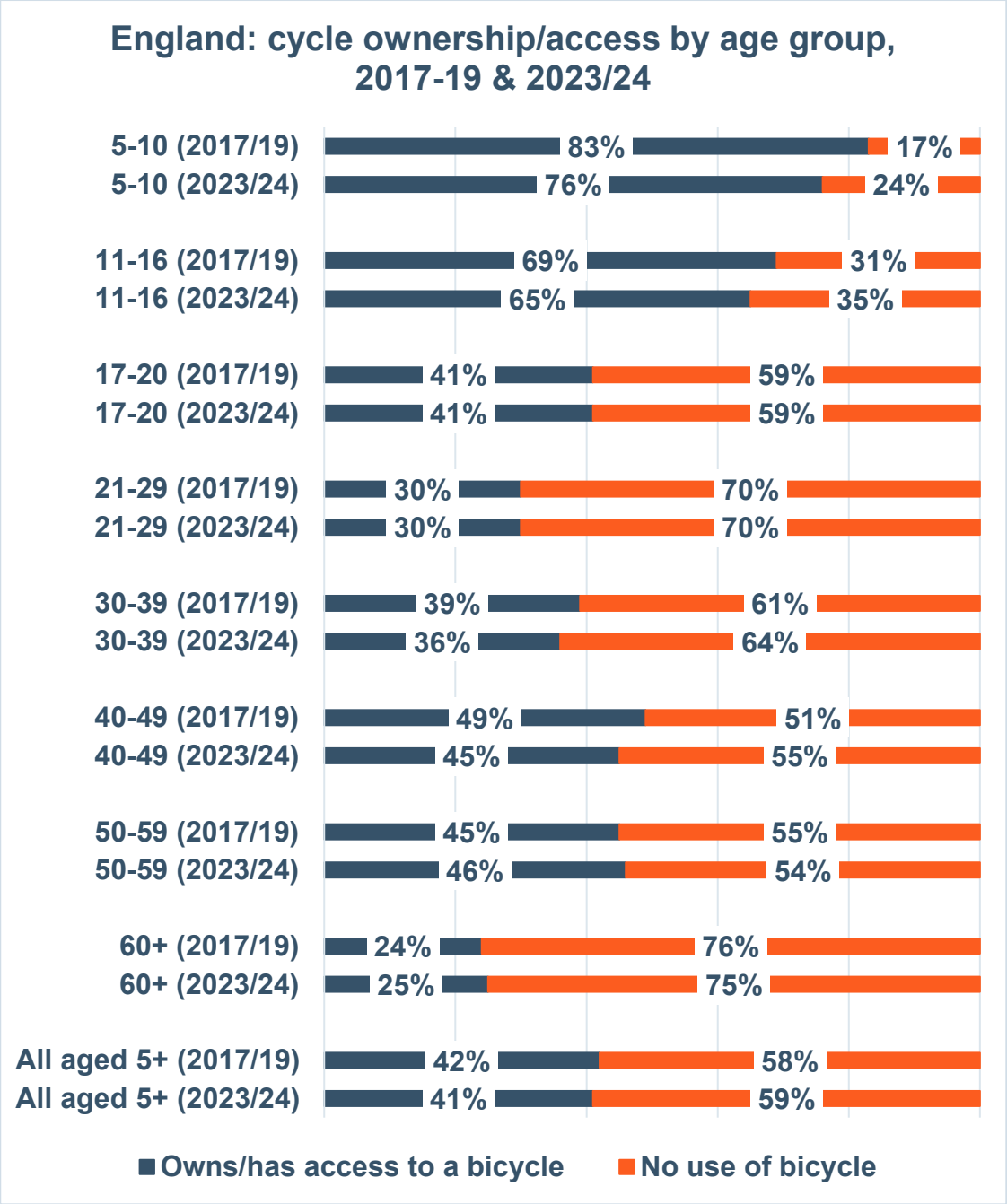
A note on Wales

Similar data for Wales are not readily available.

Q5. How many people own or have access to a cycle?

England

- Surveys from 2017-19 suggest that about 42% of people aged five or over owned or had access to a bicycle. This figure rose to 47% in 2021 at the height of the pandemic, but had fallen to 41% in 2023-24.
- Younger age groups, particularly 5-10 year-olds, are more likely to own or have access to a cycle than adults and specifically older people (60+ years old).
- For most age groups, ownership in 2023–24 appears to be lower or unchanged compared with 2017–19. The only exceptions are individuals aged 50-59 and over 60s, although the increase in both these groups is minimal.



(NTS 0608)

Please note the DfT's disclaimer for 2020 & 2021 (quoted in Q1c above).

Electric bikes

England: proportion of people (16+) owning or with regular use of an electric bicycle (e-bike), (Jan-Feb 2021)		
Own	Regular use	Don't own/have regular use
2.6%	*0.6%*	*96.8%*

- In early 2021, the National Travel Attitudes Survey found that, at the time, very few people owned or had access to an electric bike (e-bike). (NTAS 5c).

Please note in 2023, in the National Travel survey (NTS) e-bikes have been included within the mode of pedal cycle.

Wales

In 2013/14, when this question was last asked, the proportion of people who own or had access to a bike was:

- 57% among 16-24 year-olds
- 58% among 25-44 year-olds
- 54% among 45-64 year-olds
- 42% among 65-74 year-olds
- 29% among 75+ year-olds.

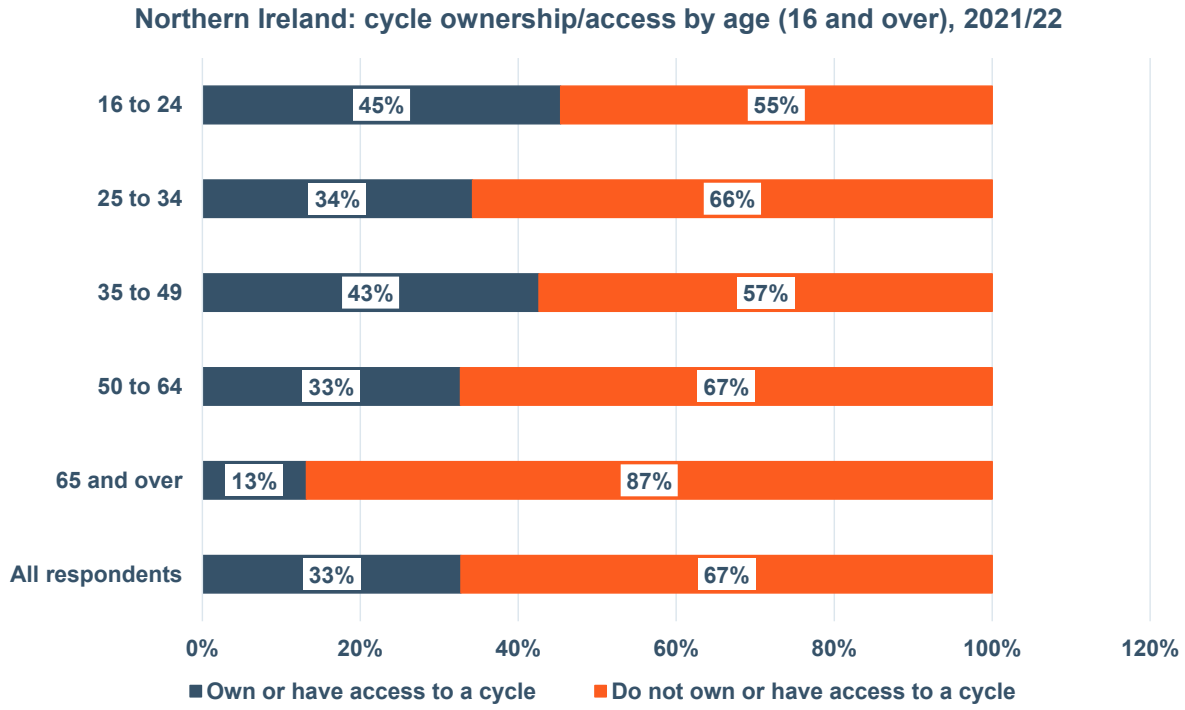
(NSW results viewer).

Scotland

- In 2023, 34.5% of households reported owning one or more bicycles for private use, down from 45.1% in 2021. (TATIS 2023,Scottish Household Survey, Table 18a).

Northern Ireland

- In 2021/22, a third of respondents (aged 16 and over) to the Continuous Household Survey said they owned or had access to a cycle.



(WCPTNI Worksheet 2.1)

Q6. Who cycles most by sex?

Males cycle more than females.

Please note: The National Travel survey, the Active Travel Walking and Cycling Wales survey and The National Survey for Wales report data by sex, whereas the Transport and Travel in Scotland survey and the Walking, Cycling and Public Transport in Northern Ireland survey report by gender using the terms 'female' and 'male'.

England

Trips

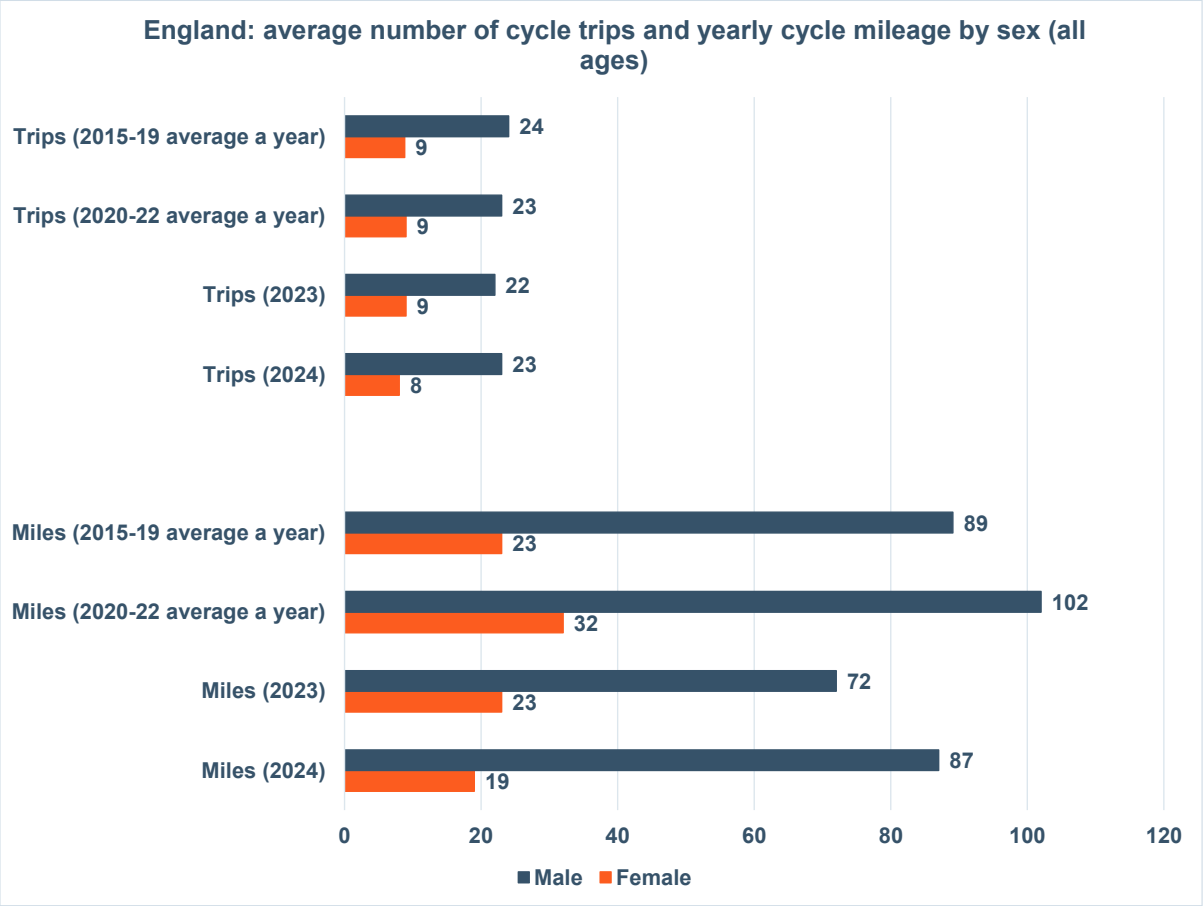
- On average a year from 2015-19, males of all ages made almost three times as many trips by cycle as females (24 trips to 9).
- During the COVID-19 pandemic, only in 2020, people cycled for more trips, but especially females whose trips increased by around 50% to 13 trips per year. Trips among males rose by less (+16%) to 28, meaning that they made just over twice the number of trips that females made, instead of the usual 3x as many. In 2021 and 2022, females made seven and eight trips on average respectively, fewer than in pre-pandemic years, while

males reverted to 'normal' (23-24 trips). This means that males made 3.6 x as many trips as females.

- In 2023, females made nine trips on average, while men's trips decreased to 22.
- In 2024, females made on average one fewer trip compared to the previous year, while the average for men rose from 22 trips in 2023 to 23 in 2024.
- In contrast, females are more likely than males to make trips as car passengers, use buses and taxis, or walk. Overall, they tend to make more trips by 'all modes' on average over the year.

Mileage

- Cycle mileage among males in 2015-19 was nearly four times as much as it was among females.
- This dropped to about two-and-a-half in 2020, with females more than doubling their typical average annual distance (50 miles instead of 23).
- The differential between males and females returned to just about normal in 2021 and 2022 when, once again, males rode 89 miles on average.
- In 2023, the cycle mileage of females remained the same as in previous years; however, men cycled around 17 miles less compared to 2015-19.
- In 2024, women cycled 4 miles less compared to 2023, while men cycled 15 miles more compared to the year before.



Please note: the chart above covers all age groups, from 0 to 70+ (for a breakdown by age, please refer to source, NTS 0601).

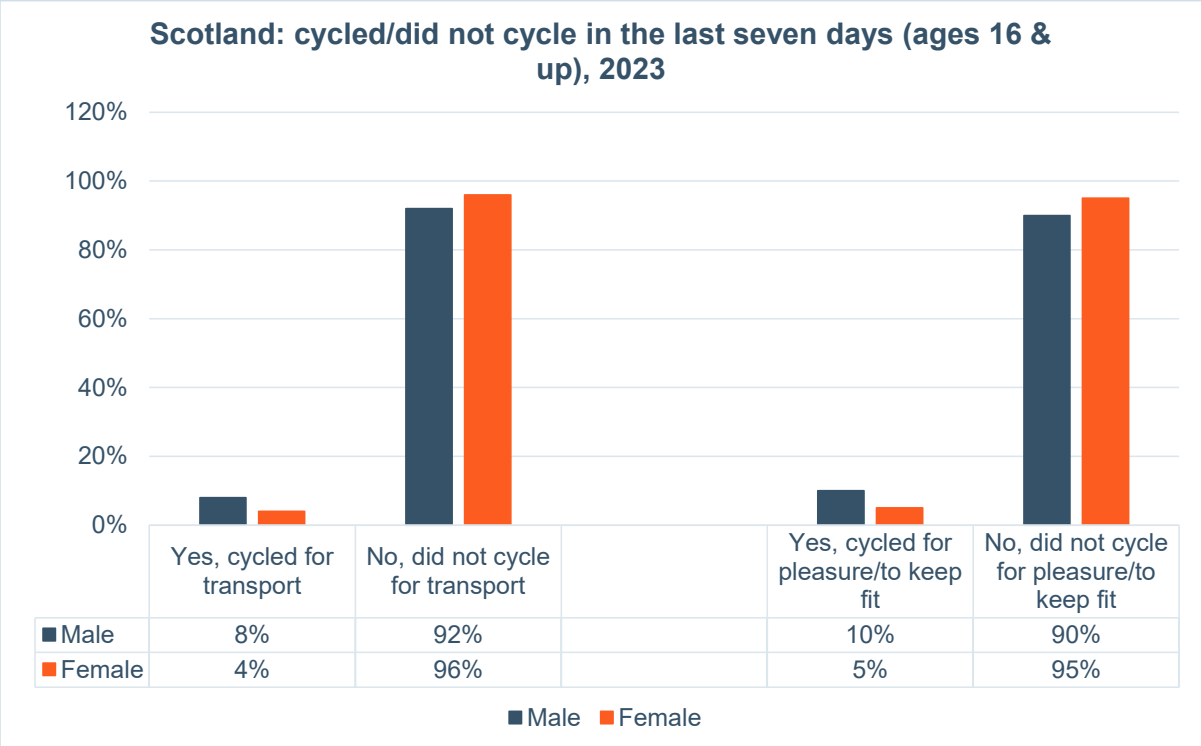
Wales

Wales: how often used a bike to get somewhere by sex, 2024-25		
	Male	Female
Every day or several times a week	*6%*	*2%*
Once or twice a week	*4%*	*3%*
Once or twice a month	*4%*	*2%*
Less often / never	*85%*	*93%*

- In Wales, both in 2021-22 and 2024-25, females cycle less often than males at all frequencies.
- In 2024–25, the percentage of males who cycled every day or several times a week rose to 6%, up from 4% in 2021–22, while the proportion of females remained unchanged at 2%.
- In 2022-23, the gender split was provided only for those who used a cycle as a means of transport at least once a month, with around 14% of males cycling compared to almost 6% of females (ATWCWales, 2022-23, Figure 3).

(NSW, data obtained by special request).

Scotland

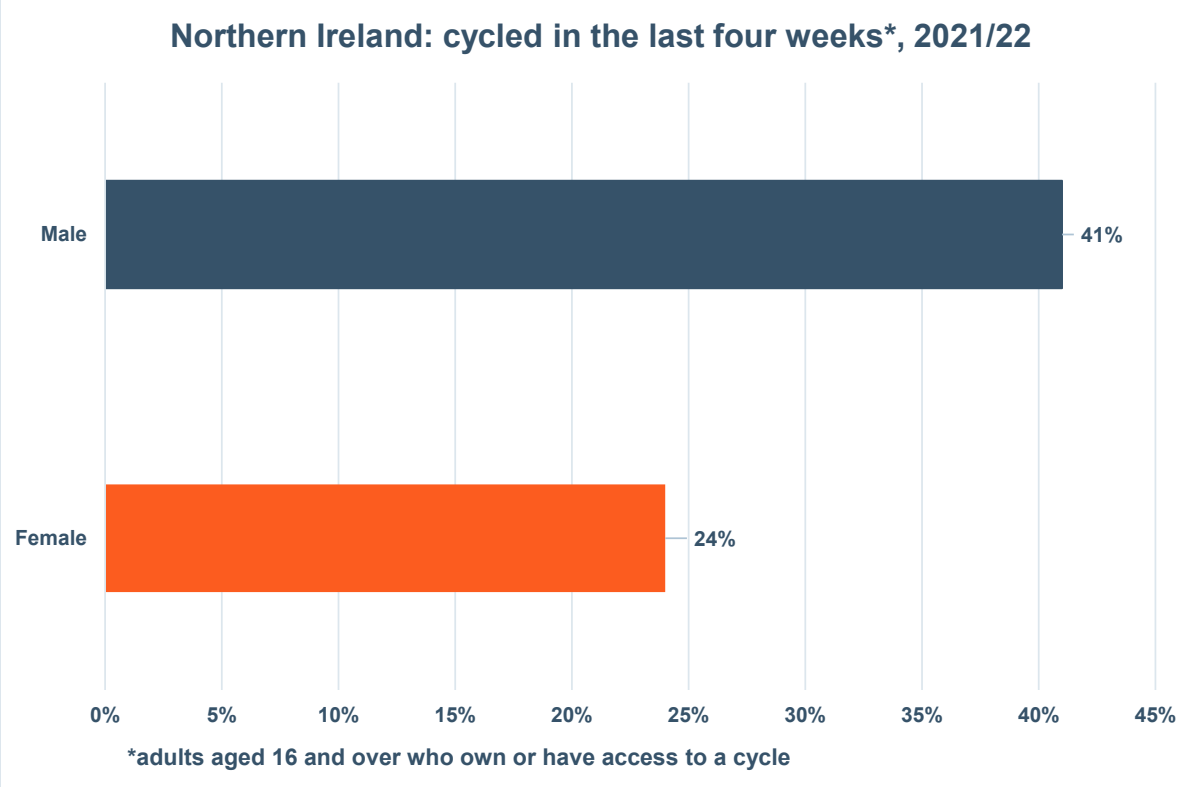


	Yes, cycled for transport	No, did not cycle for transport		Yes, cycled for pleasure/to keep fit	No, did not cycle for pleasure/to keep fit
Male	8%	92%		10%	90%
Female	4%	96%		5%	95%

- In 2023, males were about twice as likely as females to have cycled in the last seven days.

Notes: The National and Travel in Scotland survey reports gender instead of sex. The response options for gender changed in 2022 and there are 3 response categories: Male; Female; Prefer not to say. The question is not asked every year (TATIS 2021, SHS Table 25a).

Northern Ireland



- The Continuous Household Survey for 2021/2022, which asked respondents (aged 16 and over) who owned or had access to a cycle whether they'd cycled in the last four weeks, revealed a significant difference between responses for males and females. (WCPTNI Worksheet 2.2)

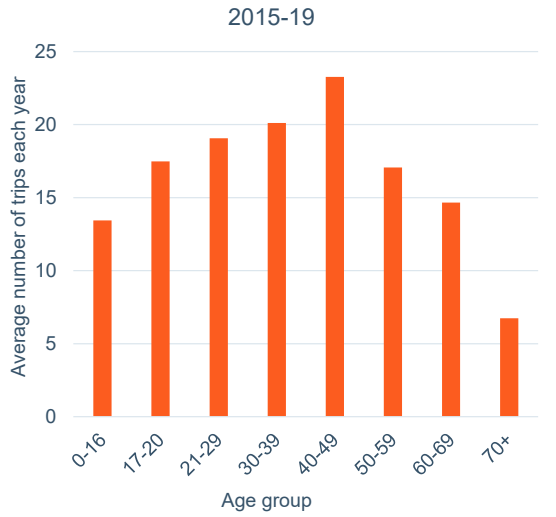
Note: the Walking, Cycling and Public Transport in Northern Ireland (WCPTNI) survey reports gender using the terms 'male' and 'female'.

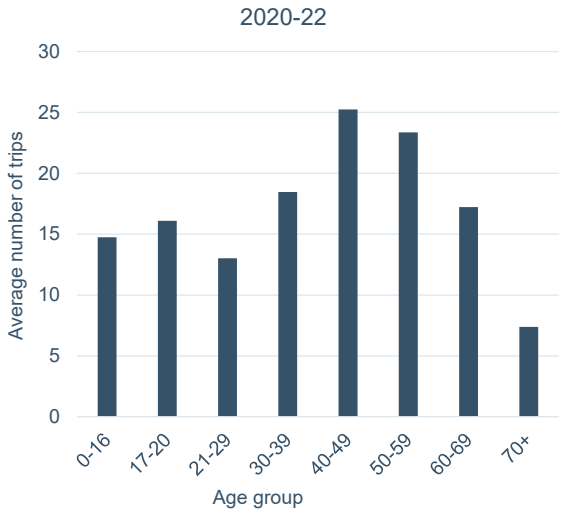
Q7. Which age group cycles most?

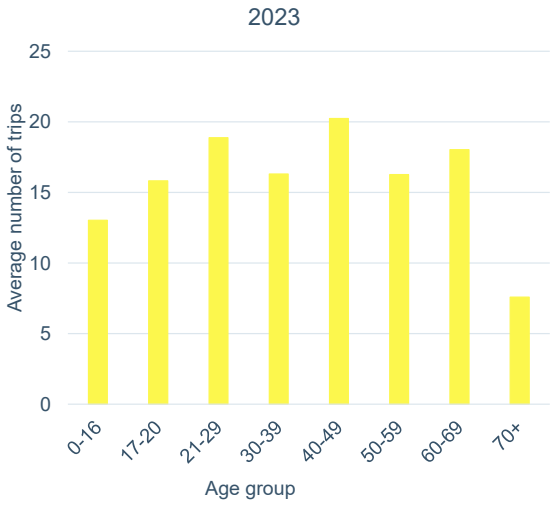
England

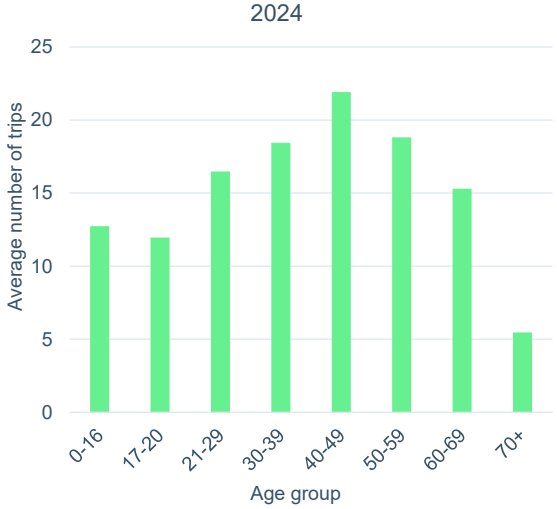
- Since 2015, people aged 40-49 make the most cycle trips (any purpose) during the year. People aged 70+ make the fewest trips. (NTS 0601a).

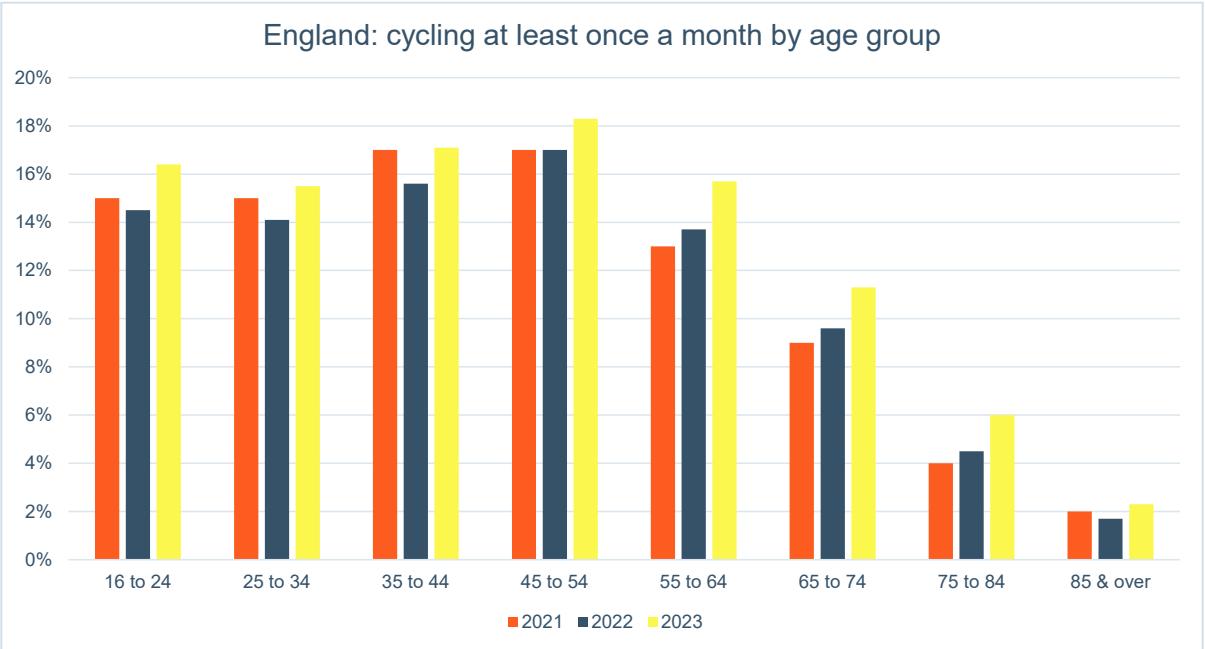
England: cycle trips per person per year by age


2015-19
Average number of trips each year
25
20
15
10
5
0
0-16
17-20
21-29
30-39
40-49
50-59
60-69
70+
Age group


2020-22
Average number of trips
30
25
20
15
10
5
0
0-16
17-20
21-29
30-39
40-49
50-59
60-69
70+
Age group


2023
Average number of trips
25
20
15
10
5
0
0-16
17-20
21-29
30-39
40-49
50-59
60-69
70+
Age group


2024
Average number of trips
25
20
15
10
5
0
0-16
17-20
21-29
30-39
40-49
50-59
60-69
70+
Age group


England: cycling at least once a month by age group
20%
18%
16%
14%
12%
10%
8%
6%
4%
2%
0%
16 to 24
25 to 34
35 to 44
45 to 54
55 to 64
65 to 74
75 to 84
85 & over
2021
2022
2023

- Sport England's Active Lives Survey also suggests that cycling is particularly popular among people in the middle age groups, tailing off in later life. (CW 0305).

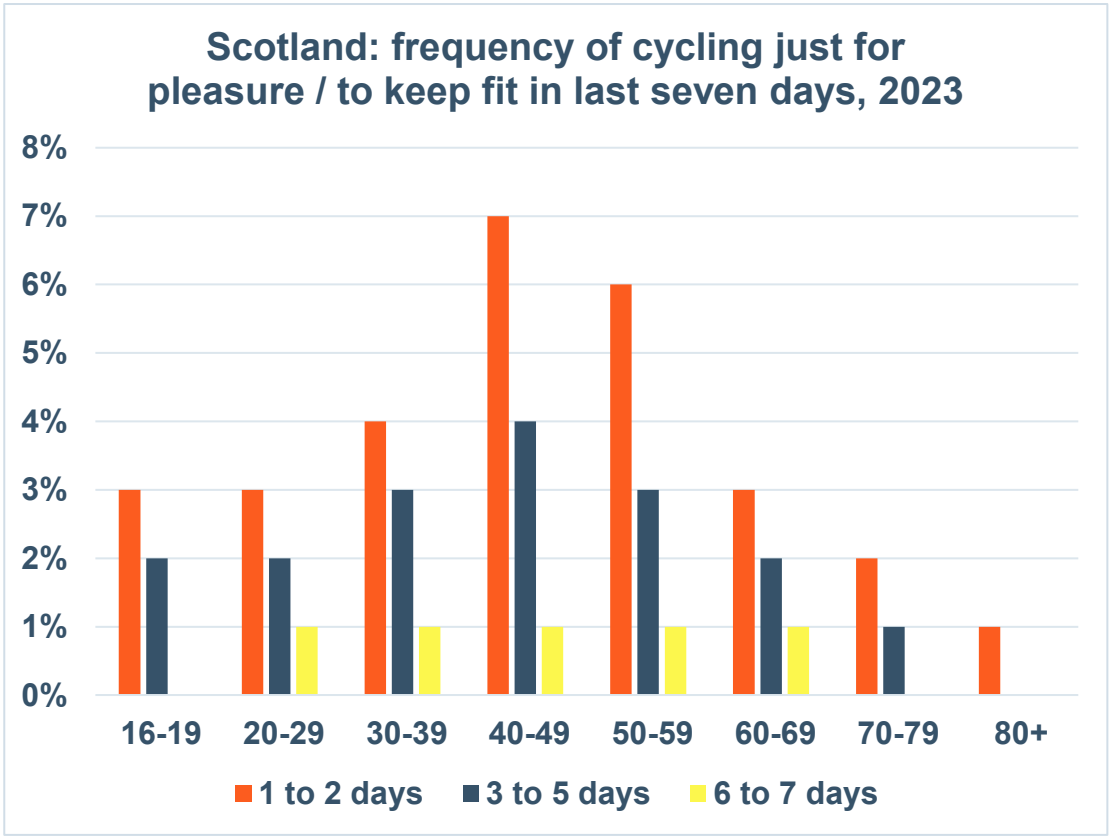
Note: The pandemic affected cycling and data collection in 2020 & 2021.

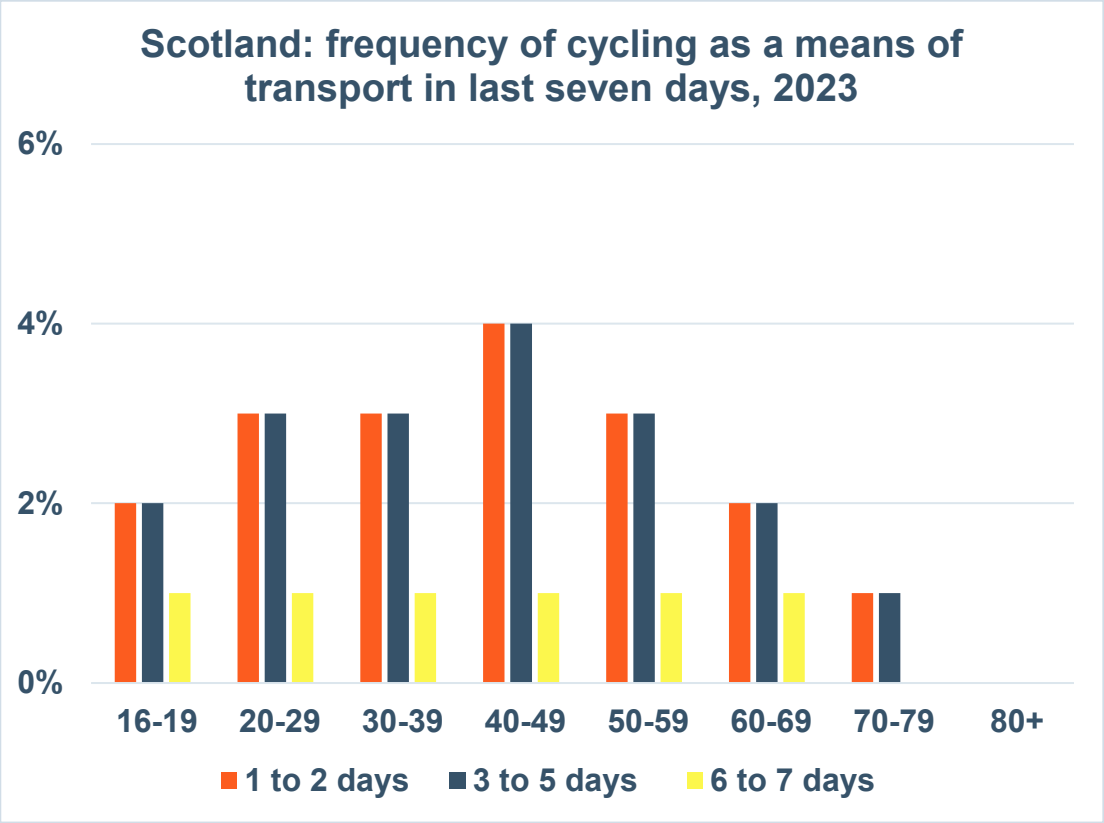
Wales

- In 2018/19, about 14% of 16-24 year-olds and 35-44 year-olds cycled at least once a month for transport, compared to 4% of older people (60+). The two other age groups (25-34 and 45-59) came in at just under to just over 10% respectively. (ATWCWales, release 2018-19, Chart 4).

For 2019/20, the smaller sample size for responses to the survey's questions around cycling means no comparisons should be made to previous years.

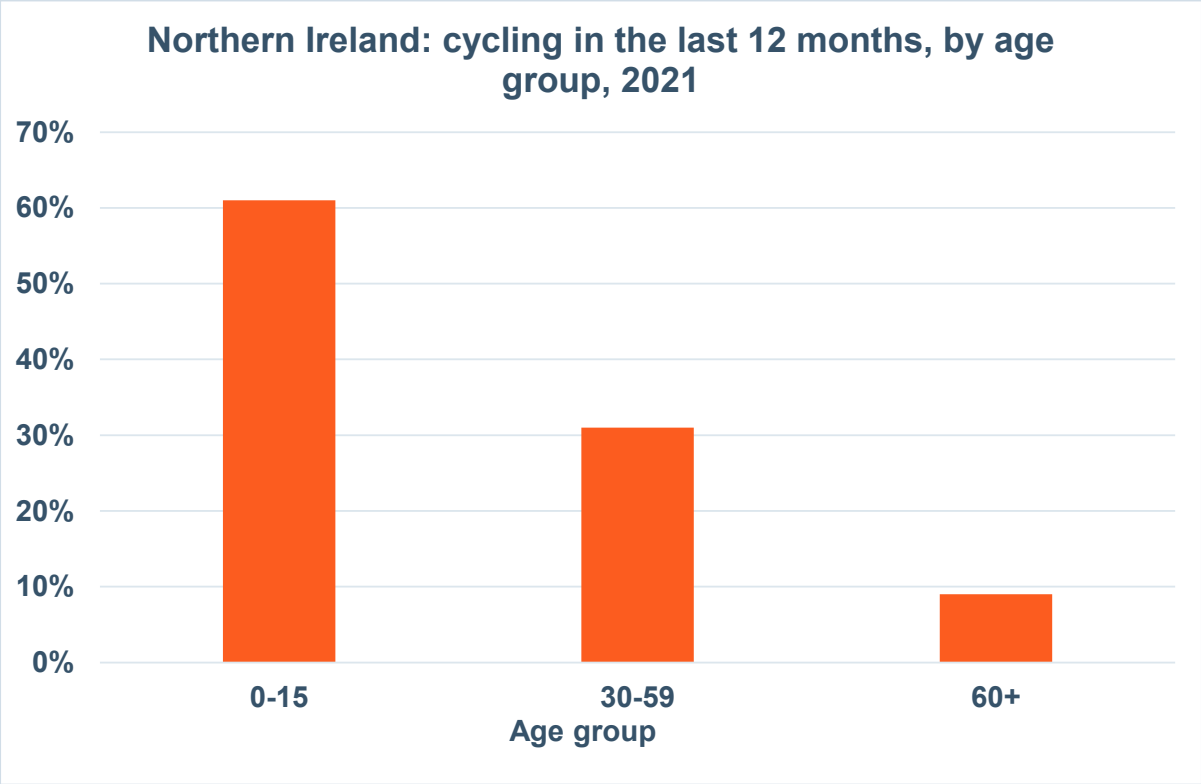
Scotland





- Data derived from surveying people about how often they cycle lead to different results each year, but they tend to suggest that older people (70+), are less likely than younger age groups to cycle at any frequency. (TATIS 2022, Table 25a).

Northern Ireland



- Young people under 16 are more likely to say they've cycled in the last 12 months than other age groups.

Not sufficient data for 16 – 29 age group.

(TSNI, 2021 in-depth report, Table 5.4).

Note: in 2021, the sample size was too small to produce robust analysis for the 16-19 age group.

Q8. What's the purpose of most cycle trips?

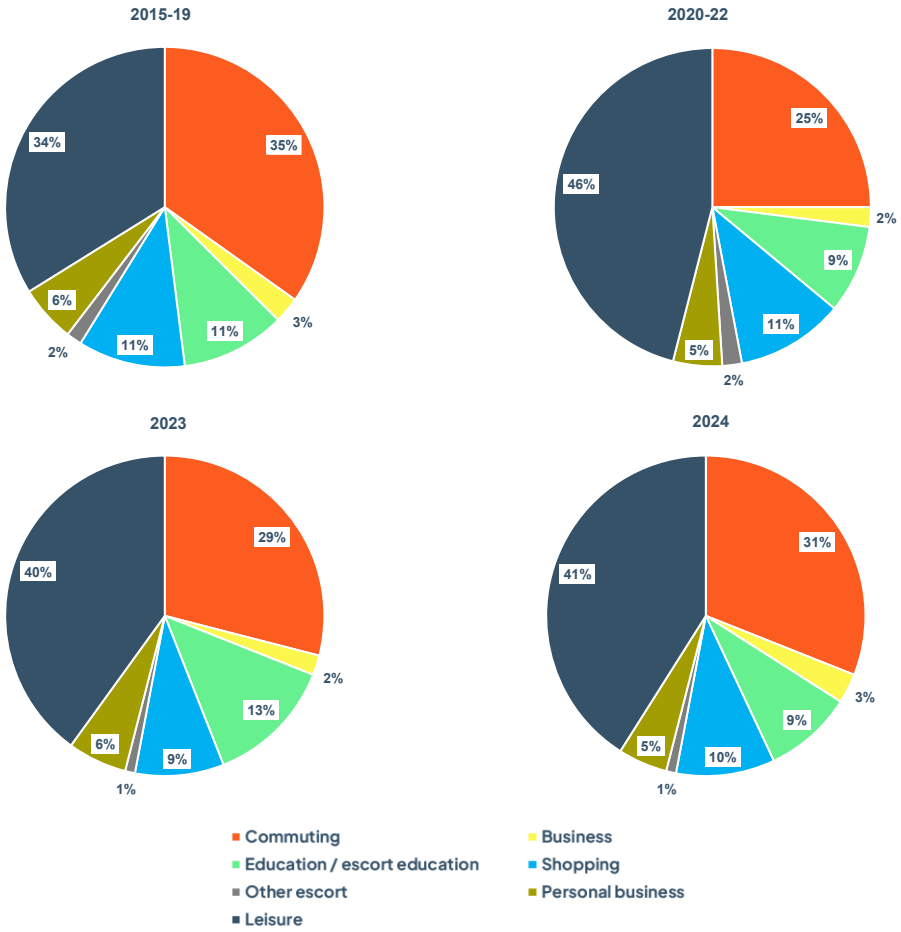
England

- Usually, commuting and leisure (which on the National Travel Survey includes destinations such as "Visit friends at home and elsewhere, entertainment, sport, holiday and day trip") are the most common purposes of cycle trips, at just over a third each.
- In 2020 and 2021, leisure surged to 51% and commuting fell to 23%, almost undoubtedly due to working from home rules and the population being encouraged to cycle for exercise. In 2022, cycling trips for leisure

destinations started to decrease, while trips for commuting increased slightly.

- In 2023, leisure destinations dropped to 40% but still higher than pre-pandemic years. On the other hand, cycle for commuting increased to 29% which is still lower that the 2015-2019 period, possibly due to remote or hybrid work being more popular after the pandemic.
- In 2024, cycling for leisure and commuting increased slightly to 41% and 31% respectively. However, the most notable change was cycling for education/escorting which dropped 4% compared to 2023 (NTS 0409):

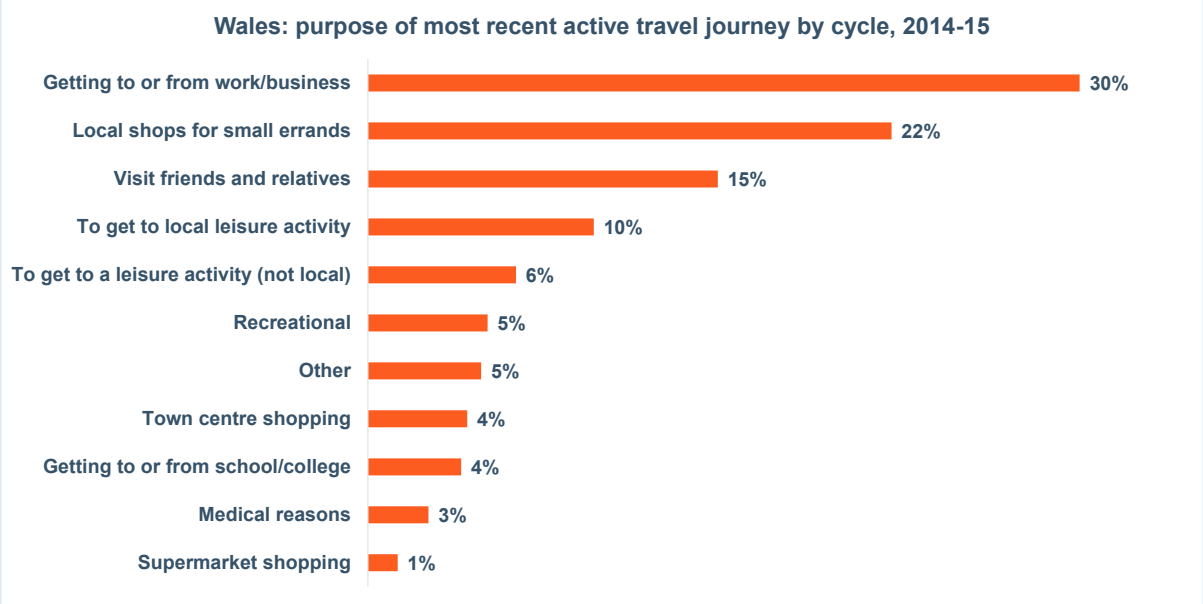
England: purpose of cycle trips



Note: The Active Lives Survey asks adults how often they've cycled for travel or for leisure (which refers to cycling "for the purpose of health, recreation, training or competition, not to get from place to place") – please see Q2 above for more on this.

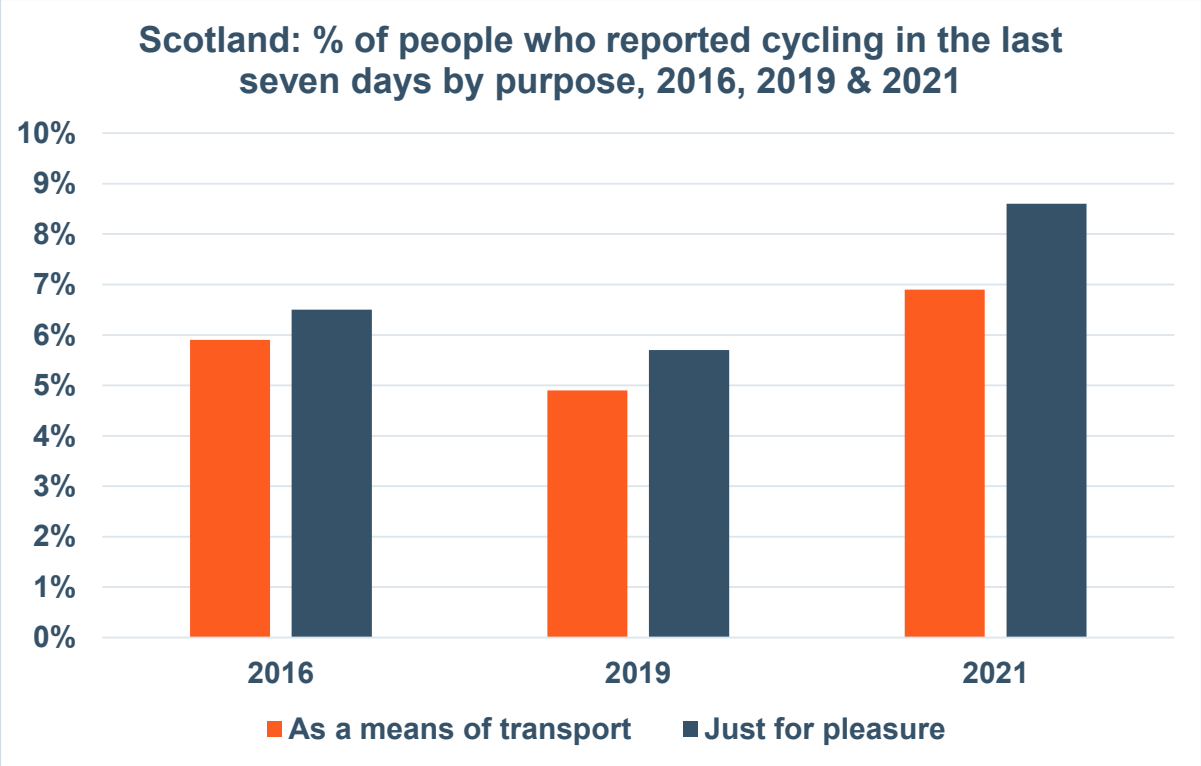
Wales

- In Wales (2014-15, the last time National Survey Wales respondents were asked this question), 'getting to or from work/business' (30%) was the most common purpose for their most recent active travel journey by bicycle.



- Just over a fifth of respondents said their purpose was going to the local shops for small errands (22%); while another fifth or so (21%) cited local or non-local leisure activities or recreation. (NSW, results viewer):

Scotland



- In Scotland, cycling 'just for pleasure' seems to be rather more popular than cycling as a means of transport.

Note: figures for 2021 are not directly comparable with previous years. The question is not asked every year. (TATIS 2021, SHS Table 3a).

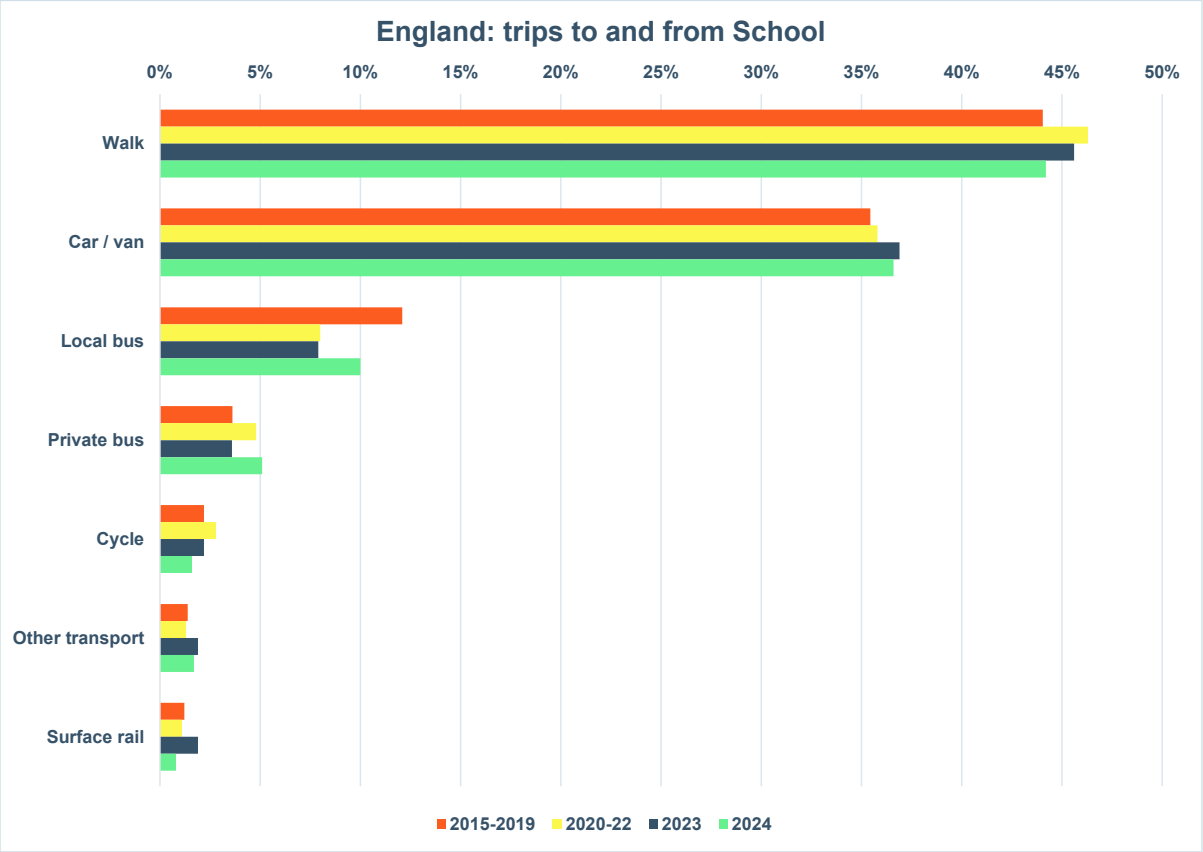
Northern Ireland

Data on the purpose of cycling journeys are not readily available.

Q9. What proportion of children cycle to & from school and how far do they travel?

England

- On average (2015-19), only about 2.2% of children aged 5-16 travelled to school by cycle. In 2020 -22, this figure was slightly higher at 2.8%. In 2023, it returned to pre-pandemic levels but dropped further to 1.6% in 2024.
- Walking is the most popular way of travelling to and from school – usually more than two-fifths of trips. This is followed by driving at around 35%-37% of trips.

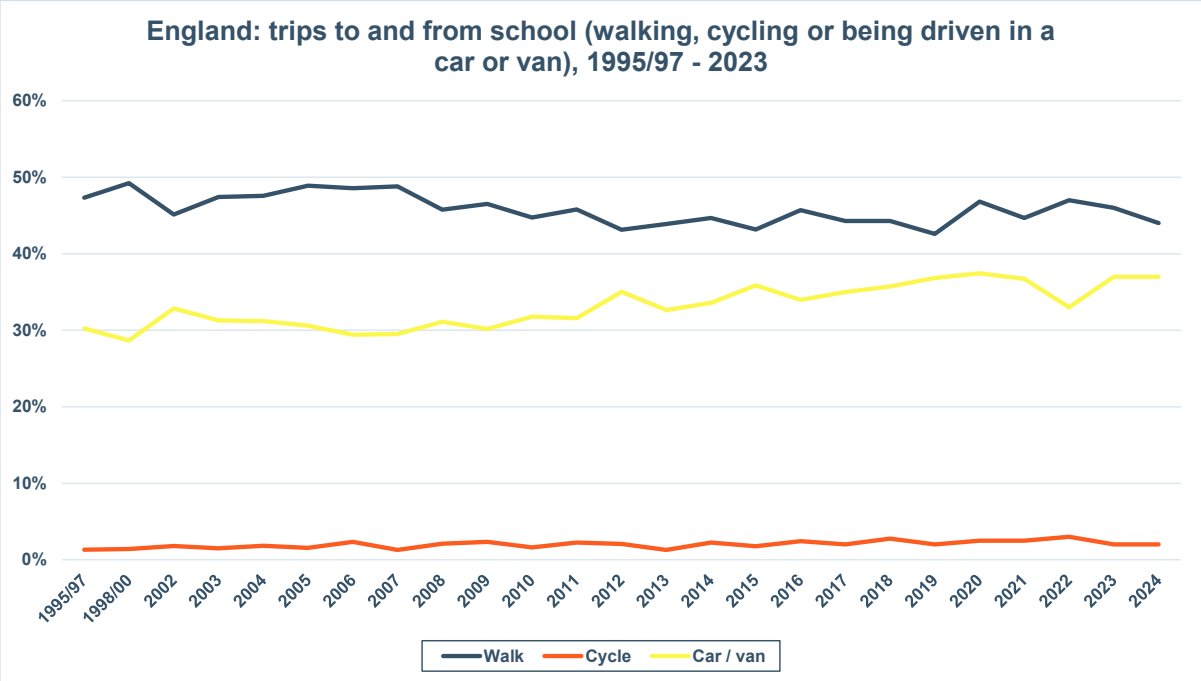


- For every year since 1995/97, 11-16 year-olds were more likely to cycle to school than 5-10 year-olds, but the gap was particularly pronounced in the 2020-2022 period at 4.7% compared to 1%. In 2023 and 2024, the gap closed again.

England: cycle trips to & from school by age group				
	2015-19	2020-22	2023	2024
5-10 years	*1.4%*	*1%*	1.6%	1.1%
11-16 years	*3.1%*	*4.7%*	2.9%	2.2%

As so few children cycle to school, year-on-year survey findings should be treated with some caution, but the proportion appears to have risen to over 2% more often in the last ten years (2013-24) than it did in the ten years before that (2002-12).

- Being driven shows a marked upward trend, rising from 30% in 1995/97 to 37% in 2024.



- The average distance travelled to school in England was about 2.4 miles from 2015-19, and very slightly less in 2020 & 2021 (2.2 miles). In 2023 and 2024, this increased again to 2.4 miles.

(All the figures above come from NTS 0613).

- Usually, travel for education contributes significantly to peak-time traffic (all modes of transport). Since 2015, travel for education has being responsible for about 28%-29% of trips between 8 and 9 am. Escorting others to education accounted for an additional 23%-26%. (NTS 0502).

Note: the pandemic affected data collection and travel in 2020 & 2021. Please note the DfT's disclaimer, quoted in Q1c.

Wales

- In both 2018/19 and 2021/22, the National Survey for Wales questioned parents about how their children travel to school on an "average (a typical)" day, but the results for cycle were omitted due to small sample sizes. 2014/15 was the last time a figure was estimated and published, and this was only for primary school children (1.7%).
- Results for the 2018/19 and 2021/22 surveys suggest that over half of primary pupils go by car; and about 45%+ walk.

- Results also suggest that around a third of secondary children are driven to school, and about the same walk.

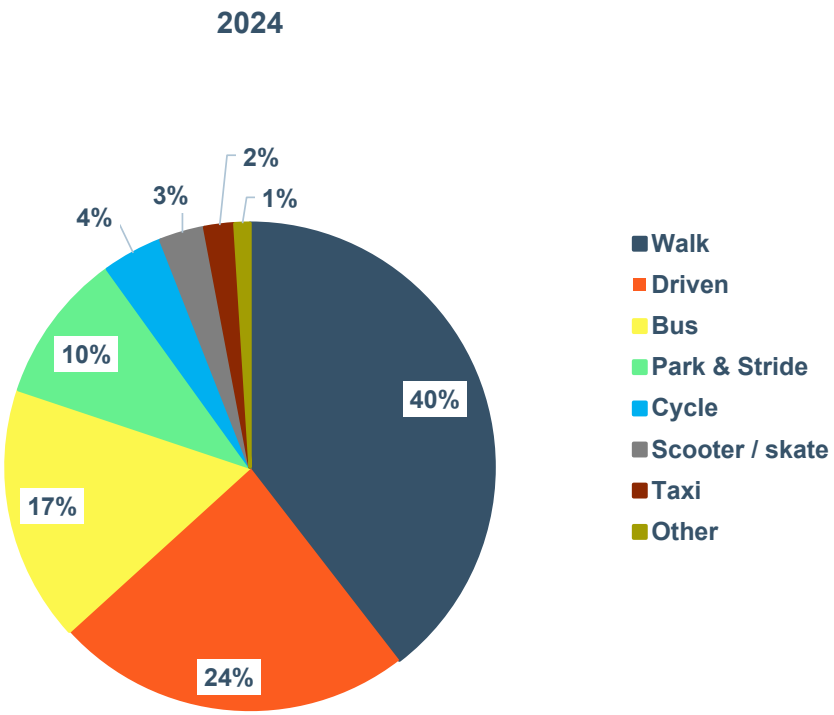
Note: The survey invited parents to tick more than one option.

(NSW, results viewer / ATWCWales 2021/22).

Scotland

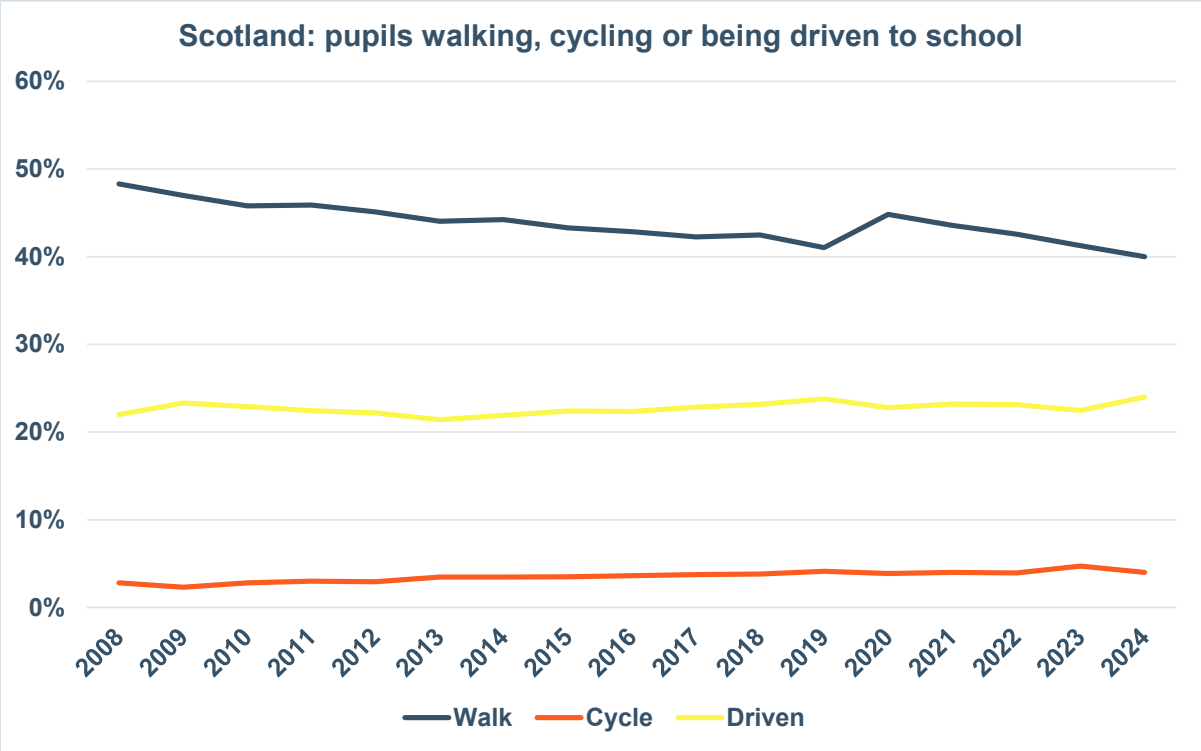
- Scotland's 'Hands Up' survey, carried out by Walk, Wheel Cycle Trust (Sustrans), suggests that about 4% of children say they normally cycle to school (all schools, excluding nurseries).
- Another 40% walk; 10% 'park & stride'; 3% scoot or skate; 24% are driven; 17% go by bus; and 2% take taxis.

Scotland: how pupils 'normally travel to school' ('Hands Up' survey)



All schools, excluding nurseries

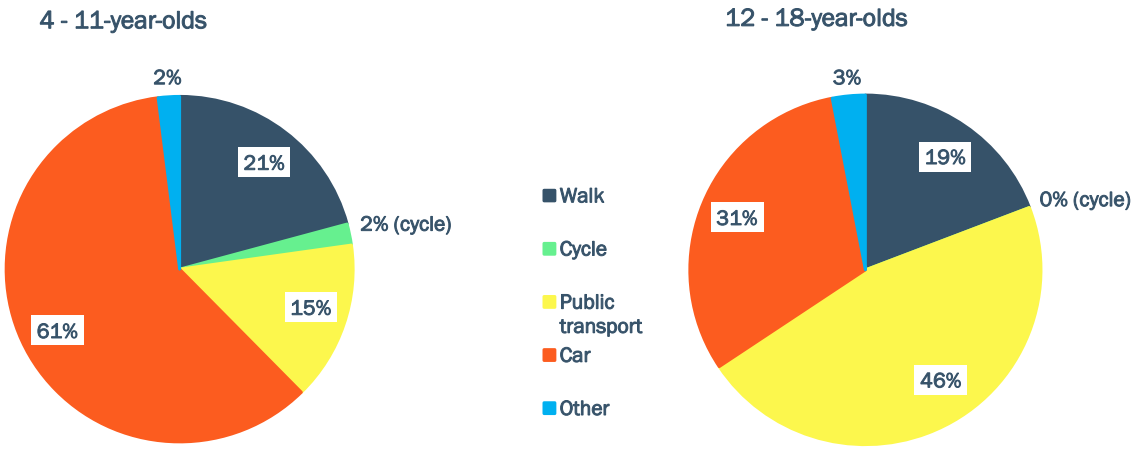
- Since 2008, when the 'Hands Up' survey began, the proportion of children walking shows a downward trend, although it picked up somewhat in 2020 and 2021 possible due to COVID-19.



- The Scottish Household Survey suggests a lower figure for cycling to school: about 1.9% for 2018 & 2019; 2.1%, for 2020; and back to 1.9% for 2021 (figures for the latter two years are not directly comparable with previous years because of Covid-related changes to the survey). In 2022, only 1% cycled to school; however, it has increased to 1.9% in 2023 (TATIS 2022, Table Sum1).

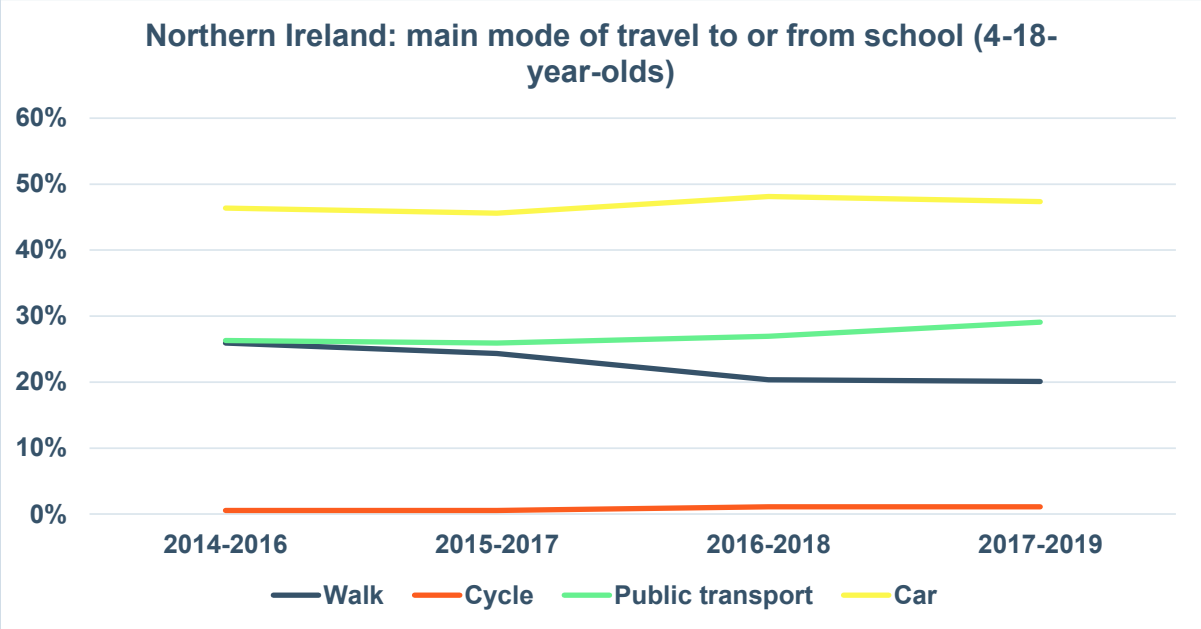
Northern Ireland

- In 2017-19, only about 2% of 4-11 year-olds cycled to school. Almost two-thirds went by car (61%), and about a fifth walked (21%).
- In 2017-19, the cycling figure for 12-18 year-olds seems to be so negligible that it's presented as 0%. Nearly half took public transport (46%), just under a third were driven (31%), and about a fifth walked (19%).



Northern Ireland: main mode of travel to or from school, 2017-19

- Broadly speaking, school-run patterns have changed little since 2014-16, although walking has dropped among younger children (from 34% to 21% in 2017-19), leading to an overall downturn for all ages (walking among older pupils rose slightly from 16% to 19% over the same period). (TSNI Headline report 2017-19, Table 5 – the sample size was too small for robust analysis in both 2020 & 2021)

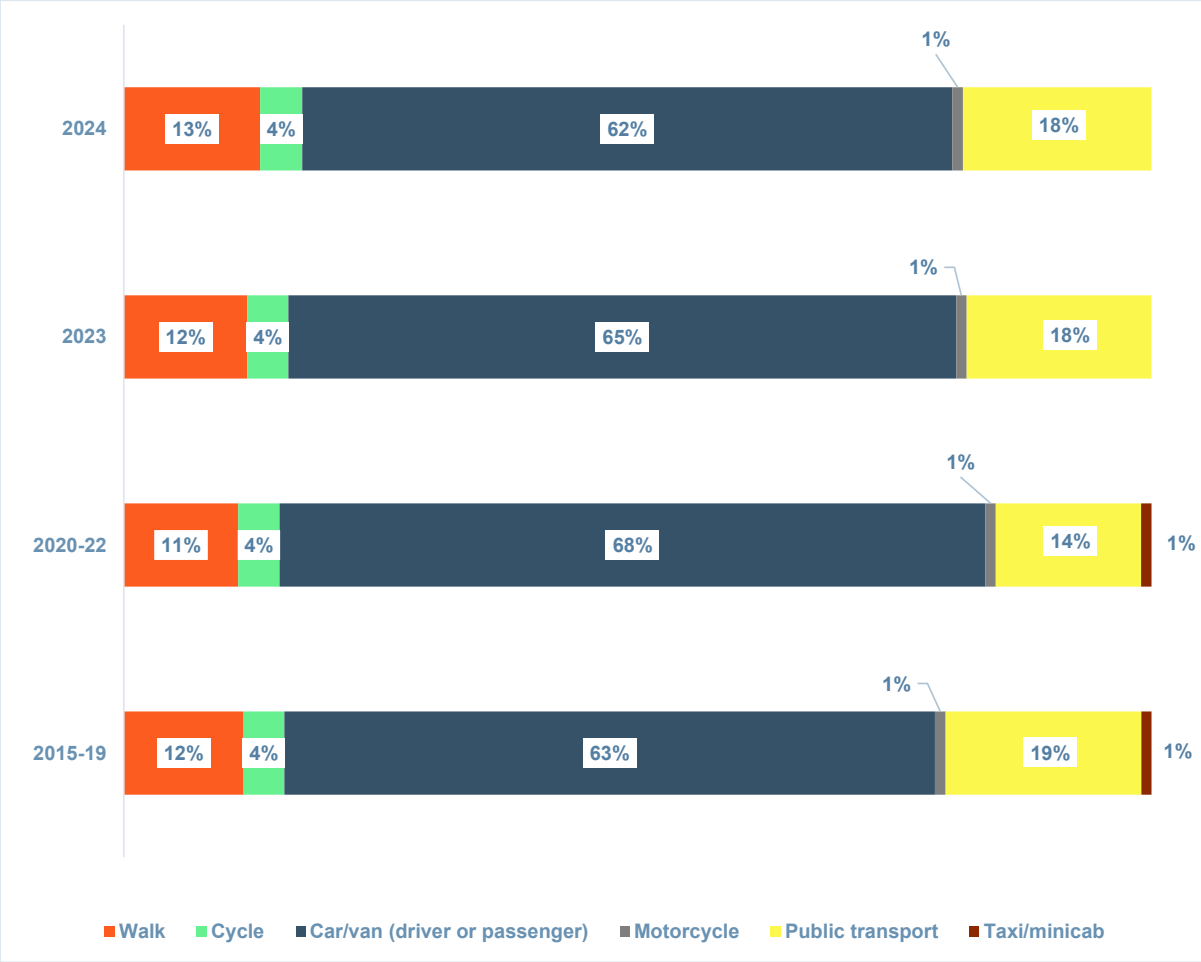


Q10. What about cycling to work?

England

- Usually, around 4% of commuting trips among all employed people (full-time, part-time or self-employed) are cycled.
- The majority of commuting trips are driven.

England: commuter trips by main mode



- On average from 2015-19, employed/self-employed people made 285 commuting trips a year. In 2020-22, this figure dropped to 205, rising to 230 in 2022 and 2023 respectively. In 2024, the number of trips dropped to 219.

(NTS 0412). !Please note the DfT's disclaimer for 2020 & 2021 (see Q1c above).

England & Wales (Census 2021)

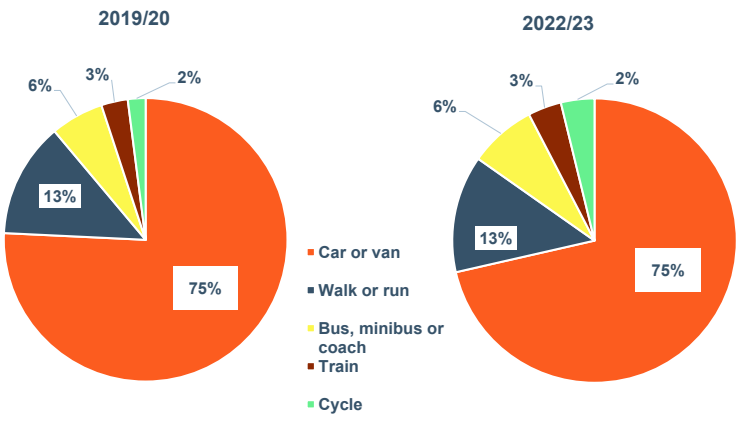
The Census, which the Office of National Statistics (ONS) conducts every ten years and surveys the entire population, publishes the (Travel to work England and Wales: Census 2021) statistical bulletin.

- In 2021, 2% of people said they used a bicycle. Ten years earlier, 2.8% said the same (2011 Census Analysis – Cycling to Work).

The 2021 Census, however, took place during the pandemic so, as the ONS says: "the national lockdown, associated guidance and furlough measures will have affected the travel to work topic." See Cycling UK's blog for more on the 2021 results.

Wales

- In 2019/20, around 2% of respondents to the National Survey Wales said they usually travelled to their workplace by cycle (figures/sample sizes for motorcycling and taxi were too small to publish). This was the first time the question had been asked since 2014/15, when 4% said they usually cycled to work. In both periods, three-quarters commuted by car or van. (NSW, results viewer, 'Active travel' & 'Transport' questions).



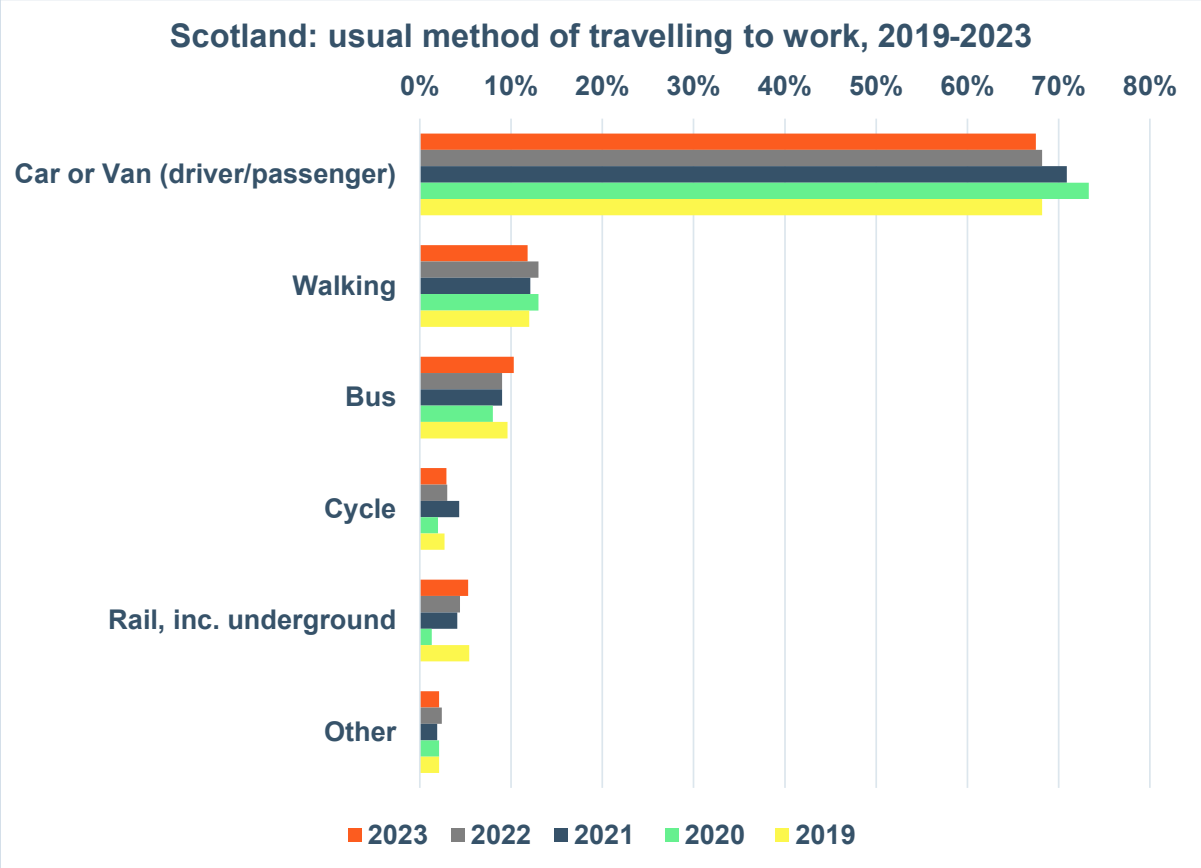
Wales: usual mode of transport to work

- In 2022/23, the percentage of people cycling to work increased to 4%; however, the number of people commuting by car remained the same.

Scotland

- In 2019, about 3% of employed adults said they usually cycled to work, as opposed to 68% who said they drove or were driven. (16% said they worked from home).

- In 2020, these figures were 2% and 73% respectively (52.5% worked from home).
- In 2021, 4% cycled, and 71% drove/were driven (40% worked from home).
- In 2022 & 2023, 3% cycled to work compared to 68% who drove.



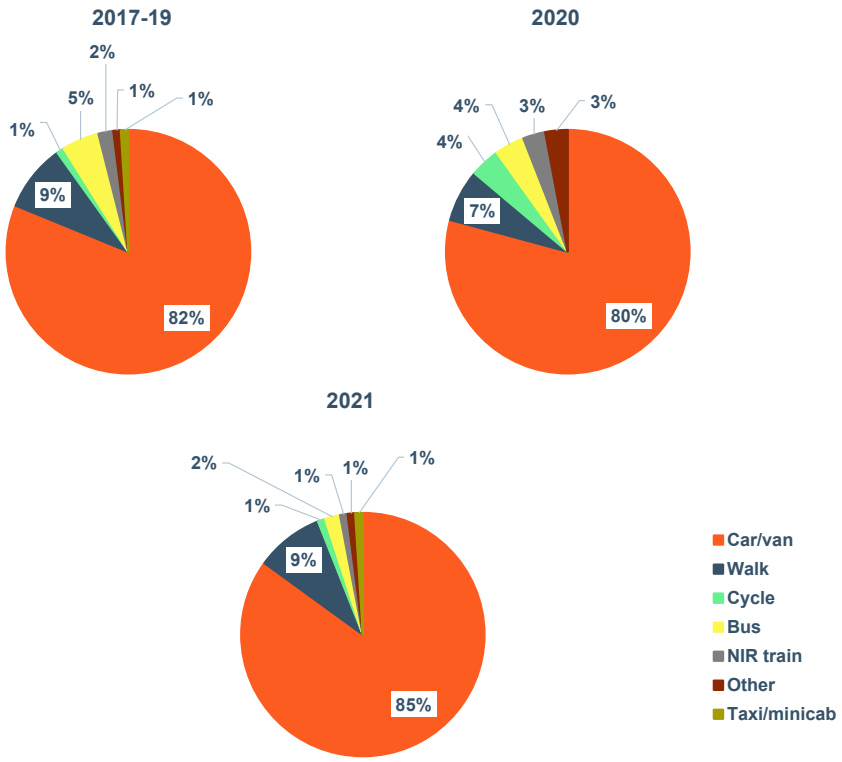
Note: Changes to the survey methodology mean that 2020, 2021 and 2022 are not comparable.

(TATIS 2021, Table Sum 1).

Northern Ireland

- Figures for 2017/19 suggest that 1% of workers cycle-commuted. In 2020, the proportion rose to 4% (but changes in the survey methodology means that the results are not comparable to earlier years). In 2021, the percentage of people who cycled to work dropped to 1%.
- About four-fifths of commuters drive.

Northern Ireland: method of travel to work



(TSNI, In-depth report 2020, Table 4.3).

Q11. Occupation, income, ethnicity and disability

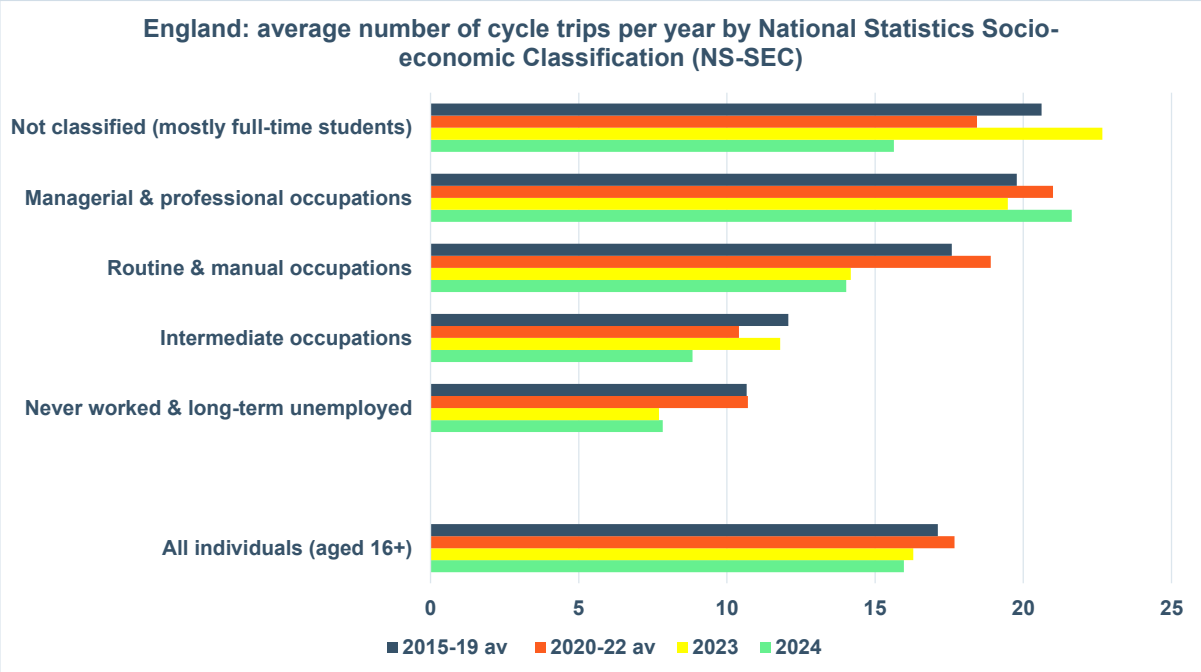
England

Occupation

- In 'normal' years (2015-19; 2023), people who fall into the 'not classified' category – mostly full-time students – are more likely to cycle than others, closely followed by those in 'managerial & professional occupations'. However, in 2024, it's those in 'managerial & professional occupations that cycled more.
- The picture is rather more mixed for 2020 & 2021, probably due to the pandemic's impact on travel and working habits. All groups cycled more in 2020 than usual. In 2021, people in the 'routine & manual' category outdid all other groups; however, in 2023 their cycle trips decreased.

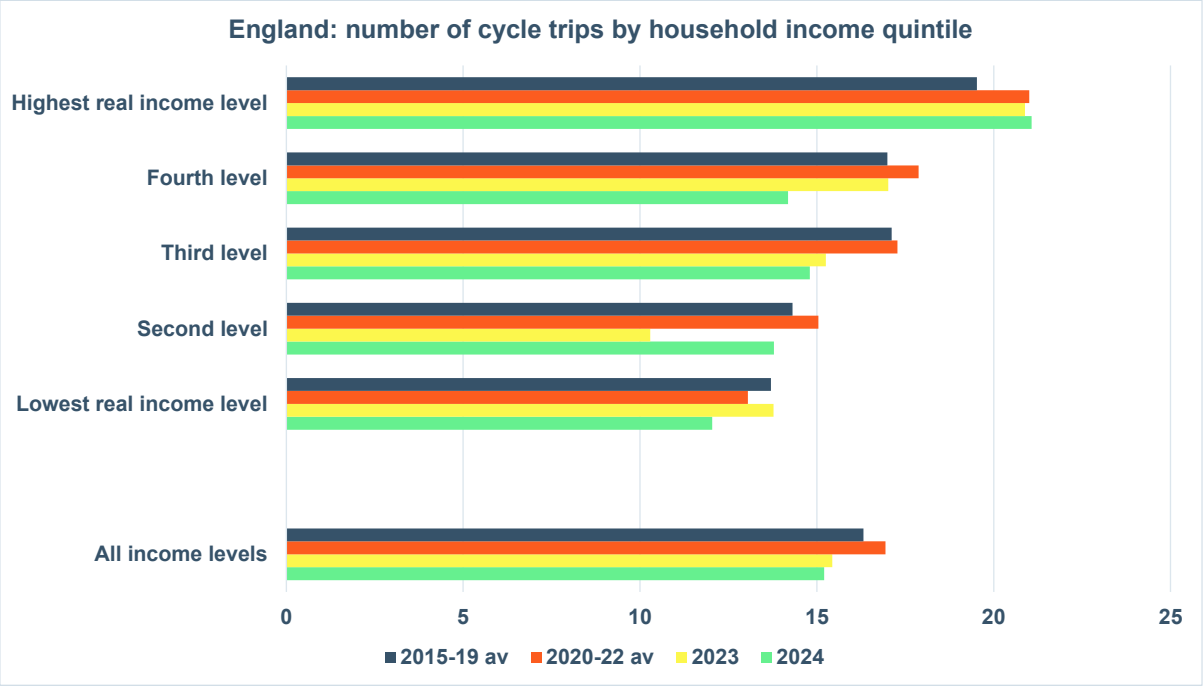
- People in ‘intermediate’ occupations, and those who have never worked or are unemployed long-term are least likely to cycle.

(NTS 0708).



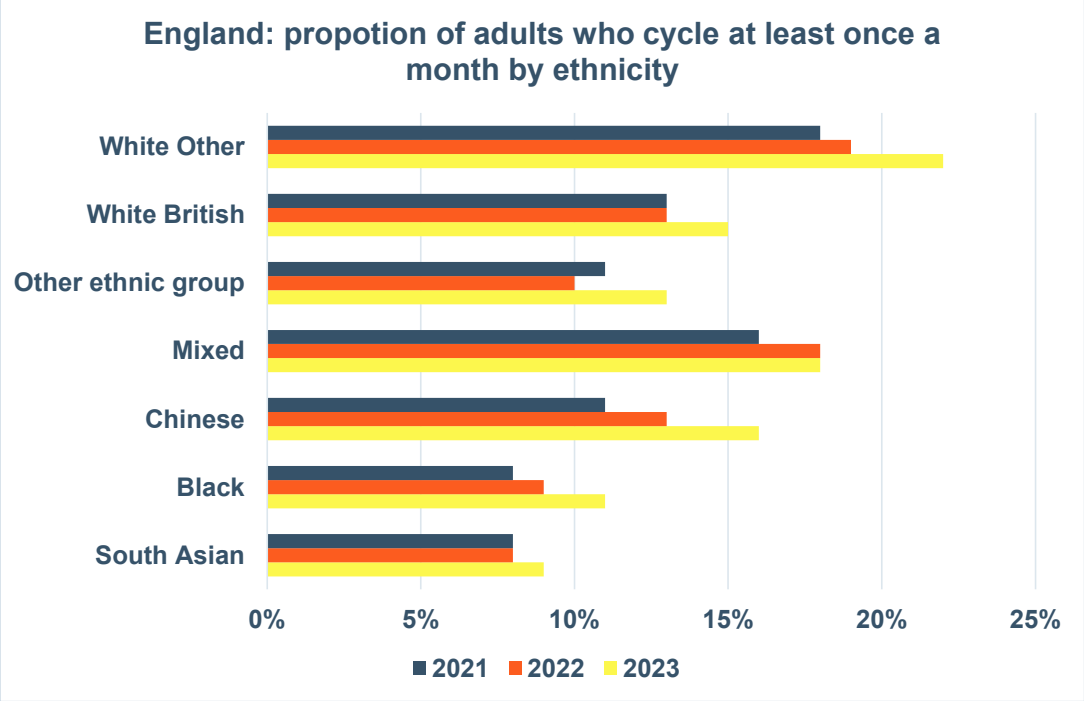
Income

- Generally speaking (excepting 2020), people at the ‘highest real income level’ tend to take more cycle trips per year than those in other income groups, while people at the ‘lowest real income level’ tend to make the least. (NTS 0705).



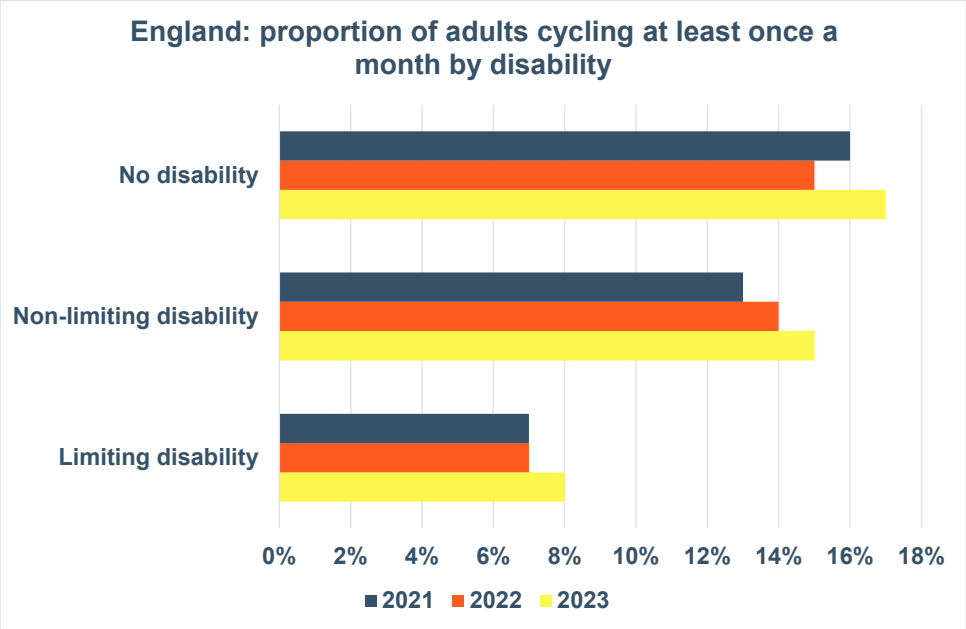
Please note the DfT's disclaimer for 2020, 2021 & 2022 data, quoted in Q1c above.

Ethnicity



- Generally speaking, adults (aged 16 and over) who describe themselves as 'White Other' are more likely to cycle once a month than other ethnic groups, while those who describe themselves as either 'Black' or 'South Asian' are least likely. (CW 0305).

Disability



- Adults with a limiting disability are less likely to cycle at least once a month than adults with either no disability or a non-limiting disability. (CW 0305).

Wales

The National Survey asks people aged 16 and over about long-term health conditions and disability (termed 'long-term illnesses'). The list is quite wide-ranging (including, for example, mobility problems, sensory deficits, diabetes, heart conditions, learning impairment etc.). People reporting such conditions cycle less often than those who don't.

Wales: how often used a bike to get somewhere, 2021-22		
Frequency of cycling	Has a limiting long-standing illness	
	Yes	No
Every day or several times a week	2%	3%
Once or twice a week	1%	3%
Once or twice a month	2%	4%
Less often / never	95%	89%

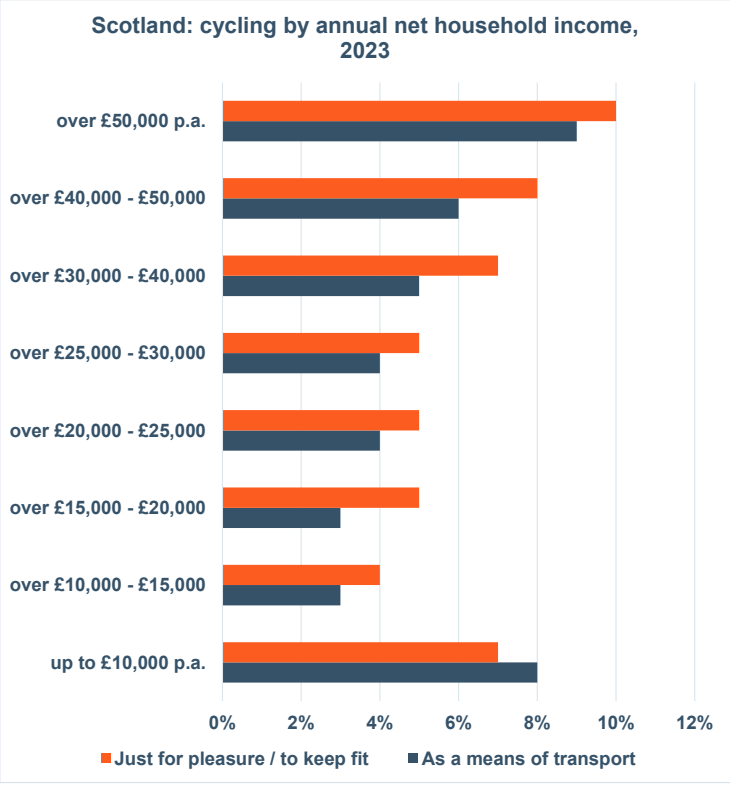
Source: NSW, data obtained by special request.

In 2022-23, the National Survey for Wales did not provide a breakdown by disability. However, the active travel walking and cycling statistics provide some insight into the relationship between cycling and long-term health conditions. Among those who used a bicycle for transportation and cycled at least once a month, 6% reported having a limiting long-standing condition compared to 14% without. (ATWCWales, 2022-23. Figure 4).

Please note that the 2022-23 active travel and walking statistics refer to only those who used their bicycle as a means of transport.

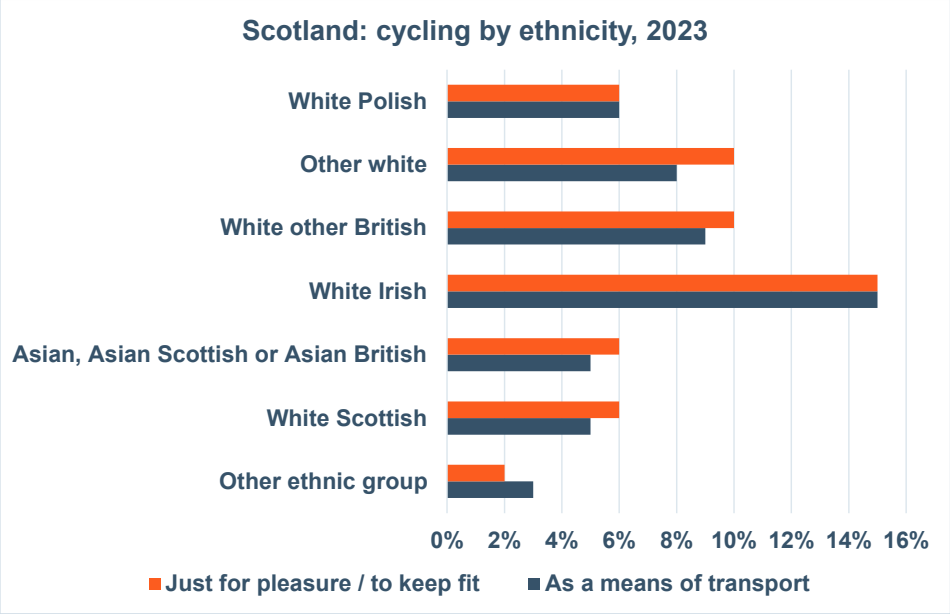
Scotland

Income



- In 2021 (as in 2019), people in households with higher net incomes were more likely to say they'd cycled in the last seven days that those with lower incomes. The same trend continues in 2023.

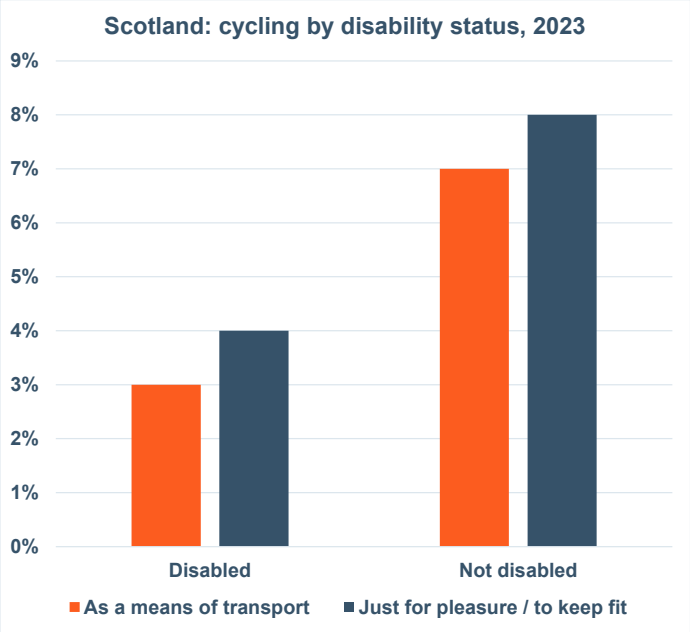
Ethnicity



Please note that possible due to a small sample size the Black, African, Caribbean or Black British ethnic group is not reported separately and is inluded within the 'Other ethnic group' category.

- In 2021, those who identified themselves as 'White Polish' were most likely to say they'd cycled in the last seven days than those in other ethnic groups. (In 2019, 'Other white' were most likely to say this).
- In 2023, those identified as White Irish were more likely to have cycled in the last seven days both for transport and leisure.

Disability



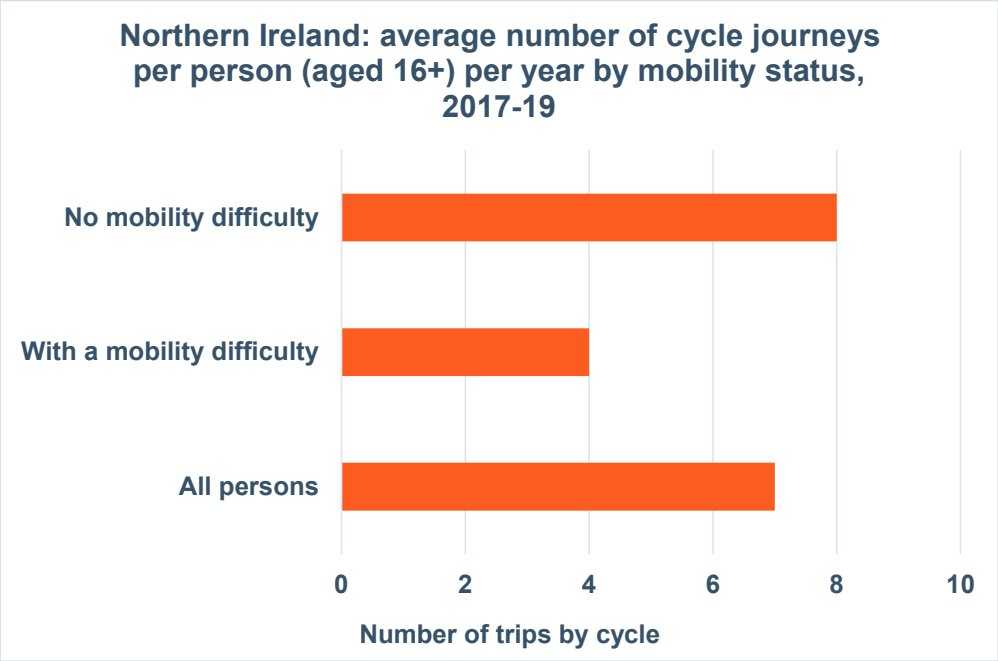
- In 2023 (as in 2021), people who said they were 'not disabled' were far more likely to say they'd cycled in the last seven days than those who said they were disabled.

Note: All the charts for Scotland in this section are based on TATIS 2021, Table 25a.

Northern Ireland

Note: published demographic data related to cycling is limited in Northern Ireland.

- In 2017/2018, of the people who said that they have use of a bicycle (CNI 2b), the "economically active" were as likely to cycle as those "economically inactive" (27%). (CNI 2b).



- According to Northern Ireland Transport Statistics, Table T3.6, in 2017-19 adults with no mobility difficulty made twice as many cycle trips a year than people with a mobility difficulty (i.e. those who say have difficulties travelling on foot, by bus/coach, by train or any combination of these).

Q12. How many cyclists drive? And how many drivers cycle?

According to the answer to a question Cycling UK asked the Department for Transport (England), almost everyone who cycles at some point during the year not only holds a driving licence but also uses it.

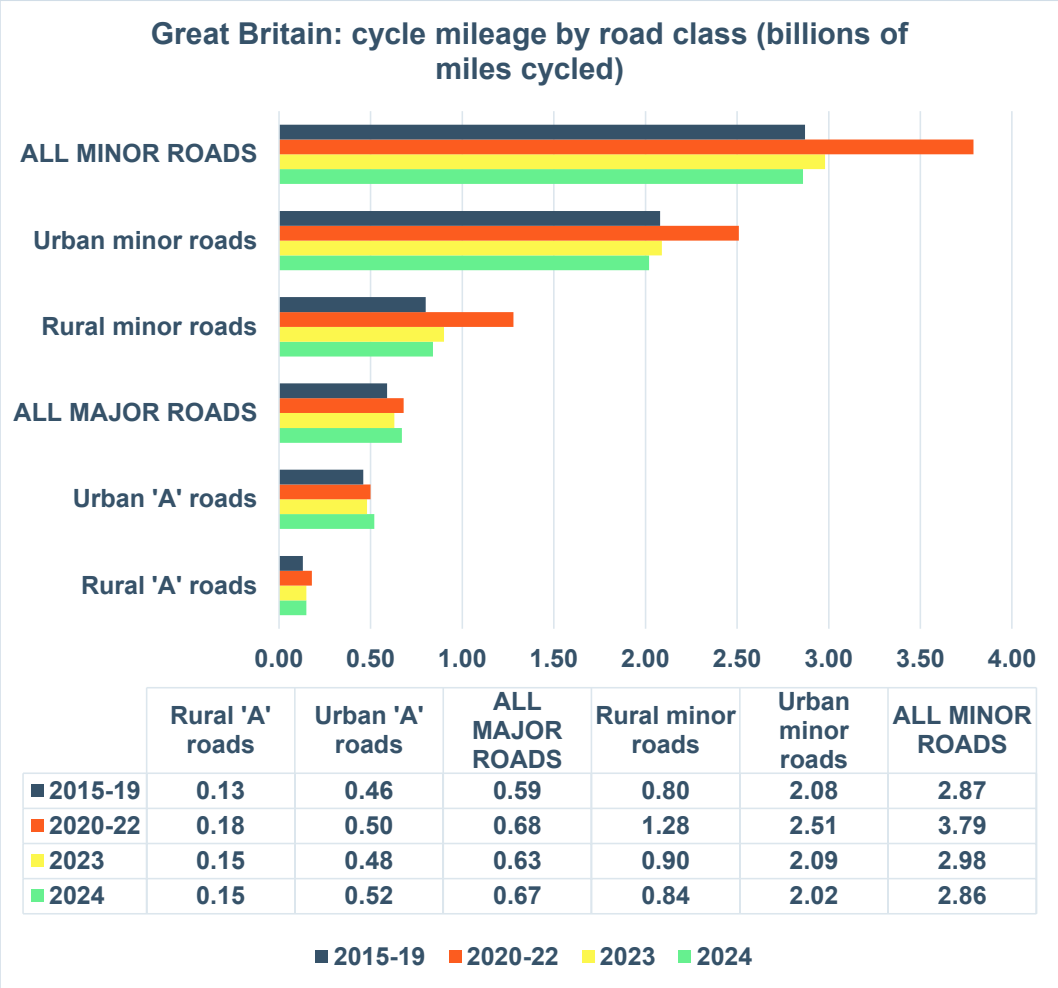
In 2024:

- 100% of people who cycle and hold a driving licence also drive
- 84% of people aged 18 years+ who cycle hold a driving licence
- 84% of people aged 18 years+ who cycle also drive
- 28% of people who hold a driving licence also cycle

Note: this data comes originally from the National Travel Survey (NTS), which covers households in England only. 'People who cycle' include all those who reported that they cycled more often than "less than once a year".

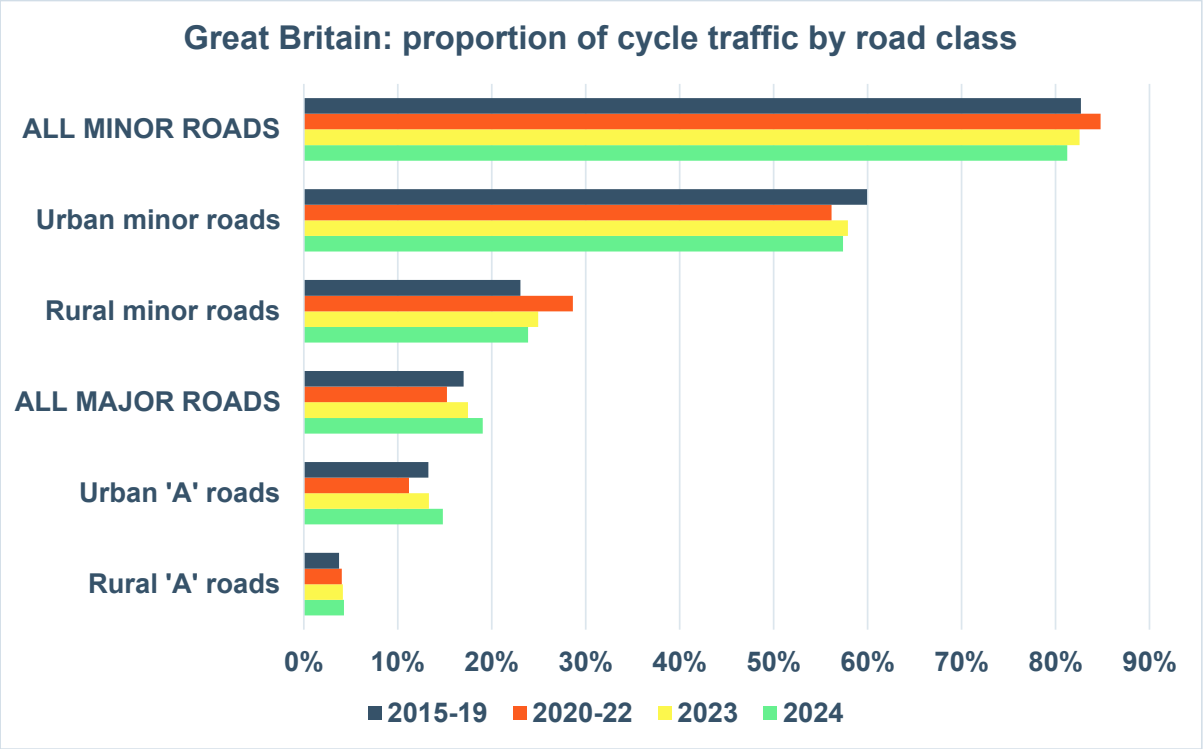
Q13. What kinds of roads are people most likely to cycle on?

- Over four-fifths of road cycling takes place on minor roads, mostly minor urban roads.



	Rural 'A' roads	Urban 'A' roads	ALL MAJOR ROADS	Rural minor roads	Urban minor roads	ALL MINOR ROADS
2015-19	0.13	0.46	0.59	0.80	2.08	2.87
2020-22	0.18	0.50	0.68	1.28	2.51	3.79
2023	0.15	0.48	0.63	0.90	2.09	2.98
2024	0.15	0.52	0.67	0.84	2.02	2.86

(TRA 0402 – covers roads only, not off-road on bridleways or byways etc.).



Note: The DfT has revised estimates since 2000 following a minor road review. This explains the slight difference between the above figures and those published from 2022 onwards.

Note: Comparable figures for Northern Ireland are not readily available.

Q14. Which local areas see the most cycling?

Note: each of the tables in this section uses a different measurement. Also, figures for individual authorities fluctuate quite a bit from year to year (this could be, for example, because of small sample sizes in some areas and/or few people cycling – i.e. adding a handful of extra cyclists one year to the handful of cyclists found cycling the year before would double the percentage).

This means that the following data aren't a perfect reflection of cycle use, or progress on it, in any given area, but they do provide some indication. Topography, the density of settlements, population, demographics and urban/rural split are factors to consider too, when comparing authorities.

England

- In 2023, more people cycled at least once a week in Cambridge (nearly 48%) than in any other local authority area. Cambridge has topped the list

every year from 2016, when these data were first published. Oxford always does very well too.

- The average for England was 10.1%; up from 9.1% in 2021.
- The table below shows the top twenty-five authorities in 2023.

England: proportion of adults cycling at least once a week, top 25 local authorities, 2023					
1	Cambridge	47.8%	14	Tower Hamlets	21.0%
2	Isles of Scilly*	36.5%	15	Southwark	20.8%
3	Oxford	35.1%	16	Inner London	20.4%
4	Hackney	29.0%	17	Cheltenham	20.3%
5	Hammersmith & Fulham	28.1%	18	Haringey	20.2%
6	South Cambridgeshire	27.5%	19	Elmbridge	19.3%
7	Islington	25.7%	20	Norwich	18.6%
8	Kensington & Chelsea	24.5%	21	Oxfordshire	18.1%
9	Lambeth	23.8%	22	Bristol, City of	18.1%
10	York	23.4%	23	Camden	17.5%
11	Cambridgeshire	23.2%	24	Bournemouth, Christchurch and Poole	17.4%
12	Richmond upon Thames	21.3%	25	Kingston upon Thames	16.9%
13	Wandsworth	21.2%			
ENGLAND (average)					10.1%
*Sample sizes for Isles of Scilly are very small, so interpret these results with caution					

(CW 0302)

Note: There are many authorities who reach over 14%. Check the DfT's walking and cycling statistics for a full list. The list also breaks cycling down into leisure and travel (the table above gives figures for 'any cycling'), and other frequencies.

Wales

According to the statistical bulletin on walking and cycling in Wales for 2018/2019:

"Due to the small numbers of people who cycle as a means of transport, it is not possible to produce reliable statistics for frequency of cycling at the local authority level. We can however look at those who used a bicycle as a means of transport in the previous three months more frequently than once a month,

though sample sizes are still low so these estimates should be interpreted with caution."

With that in mind:

- 16% of respondents in Cardiff said they had cycled more often than once a month in 2018/19, putting it at the top of the chart. The city came second to Flintshire in 2017/18, both scoring around 17%.
- Ceredigion and Swansea appeared in the top five in each of these surveys, although Flintshire came 7th in 2018/19 at about 12%.

(ATWCWales: releases April 2017 to March 2018, and April 2018 to March 2019, Chart 9)

Note: no figures for subsequent years are available.

Scotland

- Historically, Edinburgh and Highland usually top the charts for the proportion of people cycling regularly to work. However, Argyll & Bute have jumped up from 27th (2.3%) in 2018-19 to 2nd (18.8%) in 2020-21 in the rankings, pushing Highland into third place.
- In 2021-22 Argyll and Bute reached first (17.7%), followed by City of Edinburgh (15.9%) and Highland (11.3%).

Scotland: proportion of people cycling regularly to work, 2021/2022					
1	Argyll & Bute	17.7%	17	Renfrewshire	4.6%
2	Edinburgh, City of	15.9%	18	Shetland Islands	4.5%
3	Highland	11.3%	19	Angus	4.4%
4	East Dunbartonshire	10.7%	20	Na h-Eileanan Siar	3.3%
5	Glasgow City	10.5%	21	Clackmannanshire	2.8%
6	Moray	9.2%	22	Fife	2.5%
7	Stirling	8.9%	23	Inverclyde	2.4%
8	South Ayshire	8.8%	24	Perth & Kinross	2.2%
9	East Renfrewshire	8.1%	25	West Lothian	2.1%
10	Aberdeen City	7.7%	26	Dumfries & Galloway	1.8%
11	Orkney Islands	6.7%	27	North Lanarkshire	1.8%
12	East Lothian	6.5%	28	East Ayrshire	1.3%
13	West Dunbartonshire	6.2%	29	South Lanarkshire	1.1%
14	Dundee City	5.4%	30	Aberdeenshire	1.1%
15	Midlothian	5.1%	31	Scottish Borders	0.9%
16	Falkirk	4.7%	32	North Ayrshire	0.3%

(CSCD)

Northern Ireland

- In 2017-19, Belfast saw a higher proportion of journeys by cycle than anywhere else (2%). (TSNI in-depth report, table 3.5):

Nothern Ireland: journeys per person per year by cycle, 2017-19	
Belfast	2%
Antrim and Newtownabbey	1%
Lisburn and Castlereagh	1%
Mid and East Antrim	1%
Mid Ulster	1%
Newry, Mourne and Down	1%
Armagh City, Banbridge and Craigavon	0%
Causeway Coast and Glens	0%
Derry City and Strabane	0%
Fermanagh and Omagh	0%
Ards and North Down	0%
All Northern Ireland	**1%**

Note: the sample size was too small to be broken down by Local Government District in 2020 and 2021.

Q15. How do UK levels of cycling compare to those in other European countries?

Not well.

European countries: cycling modal share			
Country	Cycling modal share	Country	Cycling modal share
The Netherlands	27%	Italy	5%
Hungary	22%	Poland	5%
Sweden	17%	Estonia	5%
Denmark	16%	France	4%
Finland	13%	Luxembourg	4%
Germany	12%	Bulgaria	3%
Belgium	10%	Latvia	2%
Slovakia	8%	UK	2%
Austria	7%	Spain	1%
Ireland	7%	Greece	1%
Lithuania	7%	Republic of Cyprus	1%
Czech Republic	6%	Malta	1%
Slovenia	6%	Portugal	1%
Romania	6%	Croatia	n/a

According to data on 'cycling modal share', collected by the European Cyclists' Federation (ECF), the UK comes towards the bottom of the list of 28 countries in Europe.

Source: https://ecf.com/cycling-data

Note: individual countries do not necessarily collect the same kind of data or report on them in the same way. The above table, which covers recent (or fairly recent) years – but not always the same ones – is therefore indicative of the share that cycling enjoys (or does not enjoy), compared to other ways of travelling. It's fair to say, though, that the Netherlands always rises to the top, and the UK is never anywhere near it.

The ECF has also published a report, The State of national cycling strategies in Europe (2021). This covers 47 European countries, including the UK, England, Wales, Scotland and Northern Ireland.

Proportion of people using a privately owned bike or scooter (including electric ones) as their mode of transport on a typical day, 2019			
The Netherlands	41%	Estonia	4%
Sweden	21%	Italy	4%
Germany	15%	Romania	4%
Hungary	14%	Slovenia	4%
Finland	13%	France	3%
Belgium	12%	Bulgaria	2%
Denmark	12%	Greece	2%
Latvia	8%	Spain	2%
Austria	8%	Luxembourg	2%
Poland	7%	Malta	2%
Czechia	6%	UK	2%
Croatia	6%	Ireland	1%
Slovakia	6%	Republic of Cyprus	0%
Lithuania	5%	Portugal	0%

- A survey of 27,565 people across Europe, which asked about their main mode of transport on a typical day in 2019, puts The Netherlands top again by a long way, and the UK even further down the chart. The top seven countries are the same as in the chart above from the ECF.

Note: this survey lumped privately owned bikes/e-bikes in with scooters/e-scooters.

Source: Mobility and Transport, Special Eurobarometer 495, European Commission (July 2020).

The Netherlands

Looking at The Netherlands in particular, in 2019:

- 4.8 billion trips were made by bicycle, covering 17.6 billion km. This equates to 3km of cycling per day per person

- More than one-quarter (28%) of all trips were primarily by bicycle
- 8% of the total distance travelled was cycled
- Trips for leisure purposes accounted for one-third of the total distance cycled, followed by bicycle trips for shopping purposes and home-work commutes
- More than half (52%) of all education-related trips were cycled
- Working people used cycles for approximately 27% of their home-work commutes This percentage is higher for those who travelled relatively short distances: 55% of those residing within 5 km of their workplaces commute to work by bicycle.

For more facts on levels of cycling in the Netherlands, see Cycling facts: new insights, from KiM Netherlands Institute for Transport Policy Analysis, Nov 2020.

Q16. How safe is cycling?

Of course, every road crash victim is a victim too many. Cycling is safer than many people think it is, though.

The Department for Transport data shows 82 cyclists died on the roads in 2024, a 6% reduction from 2023 and a 27% reduction over 10 years. When looking at rate-based data (per billion miles cycled) the results show a lower (3%) reduction, but long-term trends are heading, very slowly but consistently, in the right direction.

In 2024, one pedestrian was killed in collision with a bicycle compared to 397 killed by people driving motor vehicles. Speed is the main factor in all deaths on the road (59%).

To put that in perspective, in 2024, over a distance equivalent to 1,000 times round the earth at its widest point:

- Less than one cyclist was killed (0.58)
- 27 were seriously injured
- 75 were slightly injured

In 2023, over a distance equivalent to 1,000 times round the earth at its widest point:

- Less than one cyclist was killed (0.60)
- 27 were seriously injured

- 76 were slightly injured

During the COVID-19 pandemic period the figures of those killed or injured decreased:

- The figures for 2020, when motor traffic dropped significantly (see Q1d) and cycling levels rose, are: 0.66 (killed); 20 (seriously injured); 56 (slightly injured).
- The figures for 2021 are: 0.66 (killed); 26 (seriously injured); 71 (slightly injured).
- The figures for 2022 are: 0.58 (killed); 26 (seriously injured); 74 (slightly injured).

Prior to the pandemic, in 'normal years' 2015-2019:

- Fewer than one cyclist was killed (0.72)
- 31 were seriously injured
- 97 were slightly injured.

Source: calculated from RAS 2024, RAS 0201 (adjusted figures) & TRA 0401.

Notes:

These figures are derived from police records and cover public roads, so don't include people who are hurt in incidents that are not reported to the police, or those that happen off-road. See also note on under-reporting below.

The DfT has revised pedal cycle traffic figures for the last few years, hence the slight difference between the above results and those published previously.

On Britain's public roads:

- There are around 9 to 10 million cycle trips for every cyclist fatality.
- For every 1,000 hours of cycling, there were: 0.045 injuries (all severities combined) reported to the police from 2015-19; 0.025 in 2020; 0.039 in 2021 and 0.038 in 2022. In 2023, there were 0.040 injuries for every 1,000 hours of cycling. About three-quarters of these injuries were slight.

(Source: calculated from RAS 0201 & NTS 0303. NTS trips figures, which cover England only, are used here as a proxy for GB).

Also, the health benefits of cycling outweigh the injury risks by between 13:1 and 415:1, according to various studies (and depending on the benefits/disbenefits considered).

Despite this, many people are put off cycling because they think it's unduly risky:

- Around two-thirds of the population aged 16+ agree/strongly agree that it is too dangerous to cycle on the roads (National Travel Attitudes Survey, 0101a).

Cycling UK believes that, unfortunately, the behaviour and attitudes of some road users, speed, the sheer volume of motor traffic and substandard road layout all conspire to make cycling feel and look more dangerous than it actually is.

It is equally important to stress that, compared to those in charge of motor vehicles, cycle users cause negligible harm to other road users. See, for example, What kills most on the roads, a report from the Parliamentary Advisory Council for Transport Safety (PACTS), 2021.

Risk per billion miles: is it going up or down?

We think it's important not to measure the risk of cycling by the number of cyclist casualties alone ('absolute numbers').

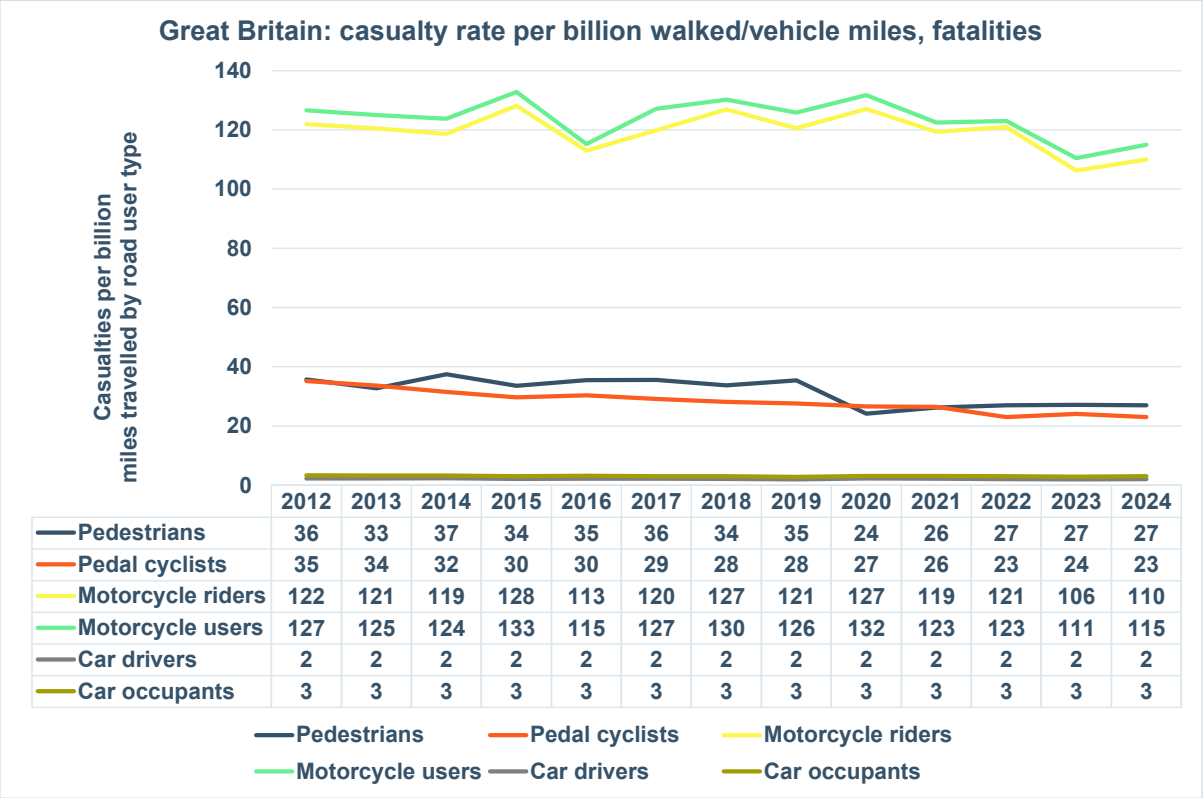
This is because a rise in the number of cyclist casualties may not mean that cycling is becoming riskier, but that more people are out on their bikes. Similarly, a drop in cycling could explain a drop in casualties.

To find out whether the risk of cycling is going up, staying the same or going down, therefore, we need to look at casualty numbers in terms of cycling levels (the rate).

For example, if we find that cycle mileage or the number of trips by bike are rising more steeply than casualties, it suggests that cycling /cycling conditions have grown safer because that works out at fewer casualties per mile or trip.

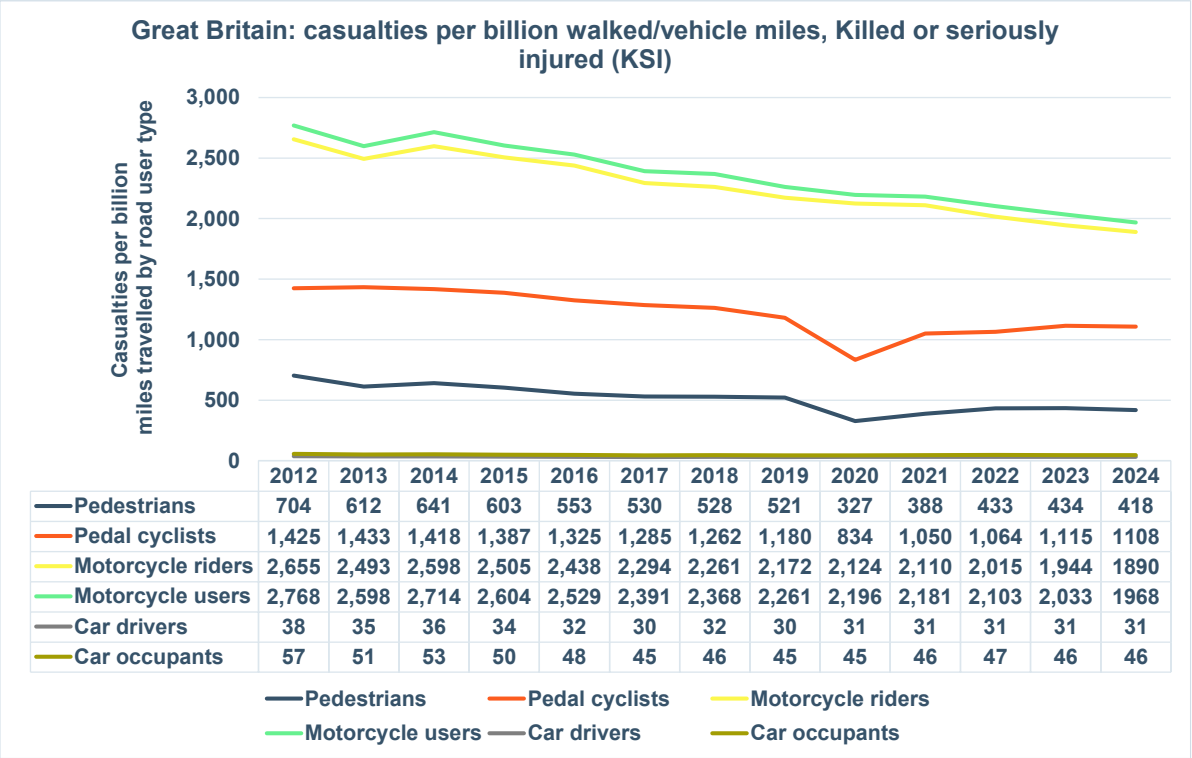
Looking at rates, therefore:

- Calculations based on traffic counts from 2012 to 2024 suggest that the risk of being killed whilst cycling per billion miles cycled has been trending downwards, as has the risk of being seriously or slightly injured.

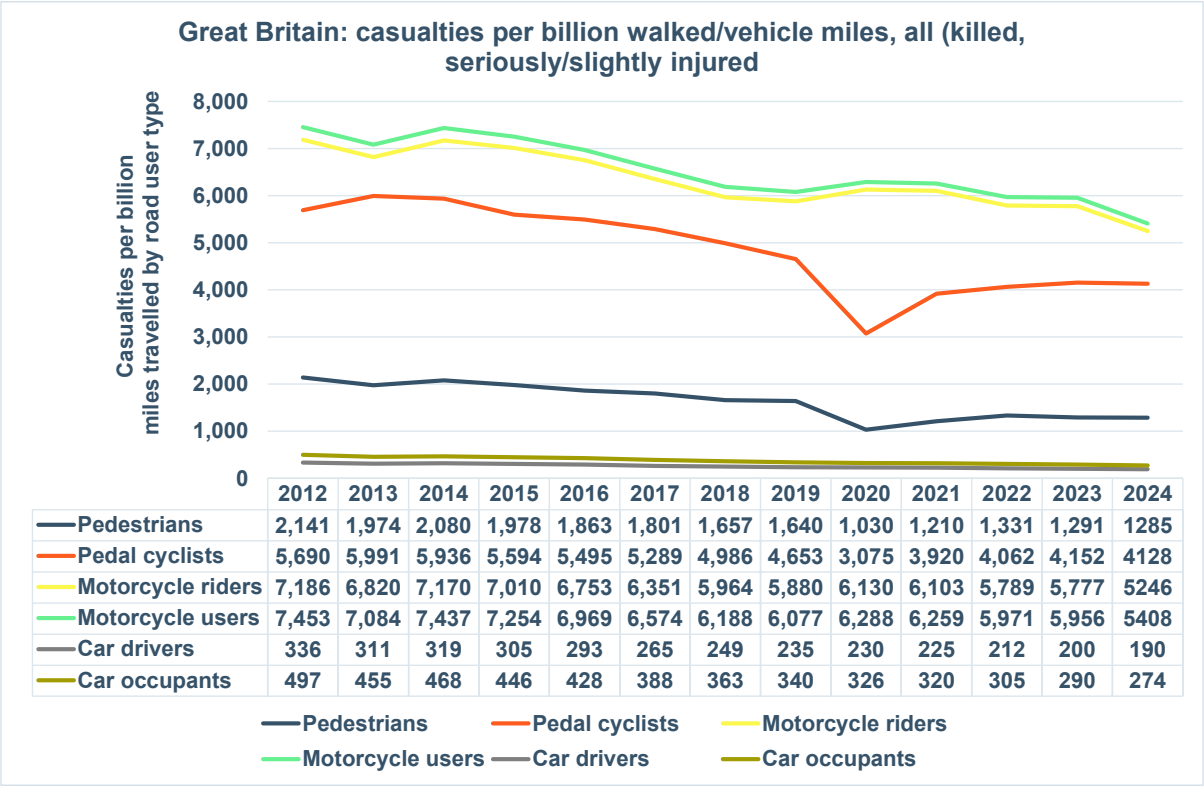


	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	36	33	37	34	35	36	34	35	24	26	27	27	27
Pedal cyclists	35	34	32	30	30	29	28	28	27	26	23	24	23
Motorcycle riders	122	121	119	128	113	120	127	121	127	119	121	106	110
Motorcycle users	127	125	124	133	115	127	130	126	132	123	123	111	115
Car drivers	2	2	2	2	2	2	2	2	2	2	2	2	2
Car occupants	3	3	3	3	3	3	3	3	3	3	3	3	3

- Compared to the rate for pedestrians, cyclists are slightly less likely to be killed, but more likely to be seriously or slightly injured. The casualty rate for car drivers is considerably lower than both, while for fatalities and serious injuries, motorcycle riders are at far higher risk.



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	704	612	641	603	553	530	528	521	327	388	433	434	418
Pedal cyclists	1,425	1,433	1,418	1,387	1,325	1,285	1,262	1,180	834	1,050	1,064	1,115	1108
Motorcycle riders	2,655	2,493	2,598	2,505	2,438	2,294	2,261	2,172	2,124	2,110	2,015	1,944	1890
Motorcycle users	2,768	2,598	2,714	2,604	2,529	2,391	2,368	2,261	2,196	2,181	2,103	2,033	1968
Car drivers	38	35	36	34	32	30	32	30	31	31	31	31	31
Car occupants	57	51	53	50	48	45	46	45	45	46	47	46	46



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	2,141	1,974	2,080	1,978	1,863	1,801	1,657	1,640	1,030	1,210	1,331	1,291	1285
Pedal cyclists	5,690	5,991	5,936	5,594	5,495	5,289	4,986	4,653	3,075	3,920	4,062	4,152	4128
Motorcycle riders	7,186	6,820	7,170	7,010	6,753	6,351	5,964	5,880	6,130	6,103	5,789	5,777	5246
Motorcycle users	7,453	7,084	7,437	7,254	6,969	6,574	6,188	6,077	6,288	6,259	5,971	5,956	5408
Car drivers	336	311	319	305	293	265	249	235	230	225	212	200	190
Car occupants	497	455	468	446	428	388	363	340	326	320	305	290	274

Source for the charts above: RAS 0201

This table shows the number of cyclist casualties in each nation. (RAS 0402):

Cyclist casualties by nation (numbers)												
	England						Wales					
	2015-2019 average	2020	2021	2022	2023	2024	2015-2019 average	2020	2021	2022	2023	2024
Killed	90	124	94	82	73	76	4	6	7	7	7	3
KSI*	4,006	4,012	4,047	3,829	3,734	3,664	149	128	128	113	117	78
All casualties	16,867	15,322	15,583	14,898	14,289	13,938	445	372	363	316	306	218
	Scotland						Northern Ireland					
	2015-2019 average	2020	2021	2022	2023	2024	2015-2019 average	2020	2021	2022	2023	2024
Killed	6	11	10	2	7	3	2	4	0	1	2	1
KSI*	270	255	205	181	165	161	52	49	64	74	75	64
All casualties	703	600	512	479	404	393	301	256	282	304	266	217

* Figures for England, Wales & Scotland are adjusted to account for changes in police reporting; Northern Ireland's figures are unadjusted.

Please note that the figures above originate from police reports (STATS19).

Under-reporting

While most, if not all, road fatalities are reported to the police, a proportion of non-fatal casualties are not, even if someone goes to hospital for treatment

and/or a compensation claim ensues. According to the Reported road casualties, Great Brittain annual report that this is, in fact, a 'considerable' proportion.

Academic analysis of National Travel Survey (NTS, England) data on self-reported road traffic injuries suggests that, in particular, a large number of injuries to cyclists are not reported to the police but that these are probably minor (e.g. cuts and bruises not requiring medical attention) (Supplementing official statistics: self-reported road injuries in the National Travel Survey).

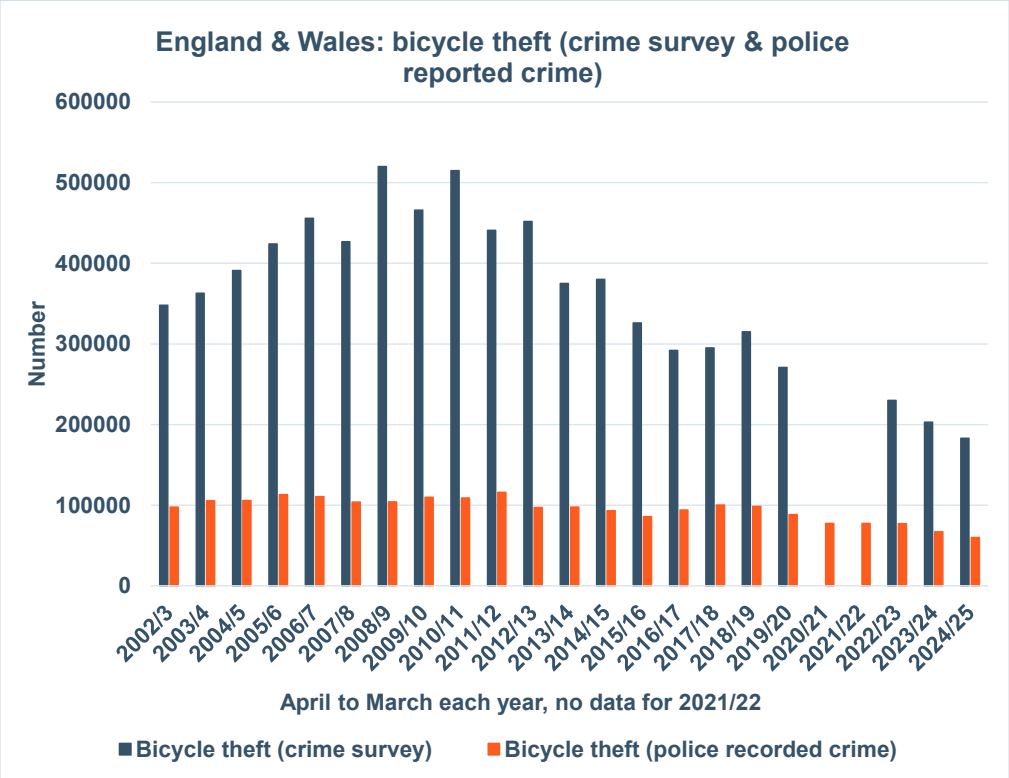
That said, the DfT (Other sources of information on road casualties guidance) has also compared STATS19 data to alternative sources, such as the NTS, Hospital Episode Statistics (HES), Compensation Recovery Unit data and Motor Insurance Claims Statistics, and concludes that STATS19 capture trends robustly, despite quantitative differences between them and the other sources considered.

Q17. How many cycles are stolen in the UK?

Bike security is a serious concern for people who already cycle, and for anyone who's thinking of taking it up.

England & Wales

- Broadly speaking, it looks as if incidents of bicycle thefts have been trending down over the last 10-15 years.
- Figures suggested that there were around 203,000 incidents of bicycle theft from April 2022 to the end of March 2023 (adults aged 16 and over/households).
- Clearly, by no means all of these incidents reported to the police, who recorded roughly 66,960 bicycle theft offences for the same period.
- In 2024-25, the number of police recorded bicycle theft dropped to 59,890.



Source: Crime in England and Wales, tables A1a and A4. (Please note that both of these sources use the term 'bicycle').

Scotland

- Best estimates suggest that about 19,000 bicycle theft crimes were committed in 2019-20, affecting approximately 0.7% of households. (Note: this comes from the Scottish Crime and Justice Survey, not police records).
- In 2021-22, there were fewer bicycle thefts (12,000) probably due to pandemic, affecting 0.5% of households.
- In 2023-24, the bicycle thefts increased to 13,000, affecting 0.5% of households.

Source: Scottish Crime and Justice Survey: main findings. (Tables A1.1 & A1.5).

Northern Ireland

- Best estimates for 2019-20 suggest that around 0.6% of households and 1.6% of bicycle owners (adults) fell victim to bicycle theft; and there were around 5,000 incidents of the crime.
- In 2021-22, the police recorded 700 bicycle thefts (731 in the year before).
- In 2022-23, police recorded bicycle thefts were increased to 762.
- In 2023-24, around 0.5% of households and 1.2% of bicycle owners fell victim to bicycle theft (app. 1,232 incidents). For the same period, there were 639 police recorded bicycle thefts.
- In 2024-25, the police recorded bicycle thefts were 592.

Sources: The Northern Ireland Safe Community Survey (Experience of crime tables 2 & 7) & Police Recorded Crime Statistics (Annual trends Table 2.2).

Q18. What are our main sources?

Key

- ACMRScot = Annual Cycling Monitoring Report (Scotland)
- ATWCWales = Active Travel Walking and Cycling (Wales)
- CNI = Cycling in Northern Ireland
- CSCD = Cycling Scotland Cycle Open Data
- CW = Walking and cycling statistics (England)
- NSW = National Survey for Wales
- NTAS = National Travel Attitudes Survey (England)
- NTS = National Travel Survey (England)
- RAS = Reported Road Casualties Great Britain
- TATIS = Transport and Travel in Scotland
- TRA = Road Traffic Statistics (GB)
- TSNI = Travel Survey for Northern Ireland
- WCPTNI = Walking, Cycling and Public Transport in Northern Ireland

More about our main sources

Please bear in mind that the pandemic caused problems for data gathering for 2020, 2021 & 2022 (see introduction above, and refer to the source itself for more detail).

a. Great Britain

Road Traffic Statistics, Department for Transport (TRA)

These are estimates of the vehicle miles travelled each year in Great Britain by vehicle type, road category and region. They are compiled using data from around 8,000 roadside 12-hour manual counts, continuous data from automatic traffic counters, and data on road lengths.

Reported Road Casualties Great Britain, Department for Transport (RAS)

These are annual road casualty statistics released twice each year (the main results usually appear in June, followed later in September by much more detailed data and analyses). They are mostly based on forms (STATS19) filled in by the police when collisions are reported to them, and provide figures for personal injury road accidents, vehicles and casualties involved. Although most tables relate to GB, some offer figures relating specifically to England, Wales, Scotland and (very occasionally) to Northern Ireland.

The devolved nations also publish casualty figures separately:

- Wales
- Scotland
- Northern Ireland

Note on underreporting: not all incidents are reported to the police, so some do not make their way into official statistics.

b. England

National Travel Survey (NTS) & National Travel Attitudes Survey (NTAS), Department for Transport

The NTS is a household survey that monitors long-term trends in personal travel. It collects data via interviews and a seven-day travel diary, recording how, why,

when and where people of all ages travel as well as factors affecting travel. It's part of a continuous survey that began in 1988, following ad hoc surveys from the 1960s.

Until 2013, it covered the whole of Britain, but England alone thereafter.

In 2021, 4,429 households participated fully (a smaller sample than normal because of the pandemic). For each table, the DfT gives the sample size on which its results are based.

From 2019, the DfT has been conducting a National Travel Attitudes Survey (NTAS). This is based on questions asked of NTS respondents who consent to being contacted for further studies. Multiple survey waves are conducted each year.

The NTAS has replaced the questions formerly included in the British Social Attitudes Survey.

Walking and Cycling Statistics, Department for Transport (CW)

These statistics are derived from the NTS (see above) and the Active Lives Survey (ALS).

The ALS is much bigger than the NTS, with around 175,000 adults (aged 16+) taking part. The first ALS was conducted between November 2015 and November 2016.

The relatively large sample size for the ALS makes it a particularly useful source of data on cycling and walking frequencies at local authority level (for most local authorities, the target number of completed questionnaires is 500).

The finer differences between the NTS and ALS are set out here. For example, the definitions of 'cycling' are not quite the same.

c. Wales

National Survey for Wales, Welsh Government (NSW)

The NSW is a large-scale monthly/quarterly survey involving around 1,000 respondents a month (12,000 a year). It asks people across Wales about several aspects of their lives, including their travel habits (but it does not ask respondents to keep a travel diary, unlike the NTS). Results are published throughout the year, rather than annually.

Wales has committed to introducing a more detailed national travel survey in future.

Active Travel Walking and Cycling Wales, Welsh Government (ATWCWales)

This is a statistical bulletin that presents and analyses the responses to the active travel questions asked in the NSW (see above). Annual reports vary in detail.

d. Scotland

Transport and Travel in Scotland, Scottish Government (TATIS)

This bulletin provides the results of the transport and travel questions asked in the Scottish Household Survey (SHS) and uses data from a range of sources for context.

The SHS is a continuous survey, conducted annually since 1999. It includes a travel diary that asks people to recount details of all the journeys they made the previous day.

TATIS also presents the responses to questions asked in the general social survey.

Usually, about 10,000 households are surveyed.

Annual cycling Monitoring Report Scotland, Cycling Scotland (ACMRScot)

This is an annual publication that reports on the national indicators used to monitor progress towards the goals set by the Cycling Action Plan for Scotland (CAPS). It uses several sources, including TATIS, SHS (see above) and road casualty figures. It offers detailed reports on local areas.

Cycling Scotland Cycle Open Data (CSCD)

Maintained and managed by Cycling Scotland, this is an open data portal for active travel across Scotland. It includes a map, and data on local trends, workplace cycling, schools and budgets.

e. Northern Ireland

Travel Survey Northern Ireland, Department for Infrastructure (DfI), (TSNI)

TSNI, which started in 1999, collects information on how and why people travel via a seven-day travel diary and a computer interview.

The NSNI currently surveys about 160 addresses each month, with the total number of 'useable households' for 2020 being 415.

Everyone in a household (including children) are eligible, and the results are published annually in three reports: in-depth, headline and technical.

Usually, the results from three years are combined, but estimates for 2020 & 2021 are reported as a single years as they are not directly comparable to those from previous years.

Walking, Cycling and Public Transport (WCPTNI) / Cycling in Northern Ireland (CNI)

These two sources are based on questions asked in Northern Ireland's Continuous Household Survey.

WCPTNI covers public attitudes.