

Scotland report

Children's Walking and Cycling Index 2024



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halfords





Foreword

A shared vision for walking, wheeling and cycling

We, the Scottish Youth Parliament's Transport, Environment and Rural Affairs (TERA) Committee are delighted to introduce Sustrans' first ever Children's Walking and Cycling Index for Scotland.



This is the first time Sustrans has sought to better understand the travel behaviours, attitudes and experiences of children, highlighting how children aged 6 to 15 in Scotland move around their local area, what they think about it, and their aspirations for the future. In line with Article 12 of the United Nations Convention on the Rights of the Child which states that young people have the right to be heard in all matters affecting them, giving children across Scotland a voice on these issues is crucial.

Getting more young people walking, wheeling and cycling for more of their everyday journeys can have a big impact on their lives. That is why one of SYP's current manifesto policies aims to make it easier, cheaper, and safer for young people to use active and sustainable travel options.

With climate change as the number one issue that young generations will face in our lifetime, zero-emission, sustainable and active travel simply must be an available and natural choice for everyone.

By meaningfully engaging with Scotland's young people on the transport issues that affect them most, we can ensure that the future of our country supports the future generations. We are therefore excited to introduce this report from Sustrans, and hope it sparks awareness and action on transport issues facing children and young people all across Scotland.

**The Scottish Youth Parliament's Transport,
Environment and Rural Affairs Committee**

Contents

4 Headlines

6 Walking, wheeling and scooting

8 Cycling

10 Walking and wheeling solutions

12 Cycling solutions

14 Children's views about transport

16 What do children want?

18 Primary school journeys

20 Secondary school journeys

22 Looking forward

The Children's Walking and Cycling Index Scotland

The Children's Walking and Cycling Index Scotland assesses walking, wheeling and cycling across the nation.ⁱ

The data in this report comes from an independent survey of 1,092 children aged 6 to 15, representative of Scotland's population. The survey was conducted at the end of August 2024 as part of YouGov's Children and Parents Omnibus Survey.

We hope, like the adult Walking and Cycling Index, to repeat this survey every two years to track progress made towards making walking, wheeling and cycling a more attractive, and everyday way for children to travel.

Our thanks to the children across Scotland who took part in the survey and shared their stories with us through the case studies found within this report.

More details on the Walking and Cycling Index can be found at www.sustrans.org.uk/walking-cycling-index



Sustrans works across Scotland to encourage more children and young people to get active for their everyday journeys.

Designing routes and places which give our young people safe, independent, and healthy choices for getting from A to B benefits everyone.

This report tells us we already have a captive audience – children want to travel actively. And in particular, they want to cycle more.

But they don't feel like they have enough say in the changes being made in their local area.

Sustrans hopes this report amplifies young voices and prompts more engagement with children on local transport issues – and we're urging decision makers to ensure young peoples' perspectives are at the heart of improving the places we live and the ways we get around.

Our thanks go to Transport Scotland for funding this report and to our sponsor Halfords.

Dr Lee Muir,
Head of Strategic Partnerships and Business Development, Sustrans Scotland

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

Headlines

Scotland

Scotland child populationⁱ
594,515

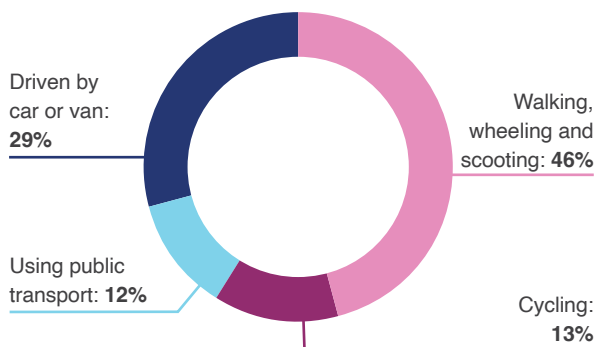
Total number of children surveyed
1,092

How do children get around?

Almost half of trips by children (46%) are made by walking, wheeling and scooting.

Cycling is also popular, with 13% of trips made by cycle.

Mode share for all trips made by children in the last week

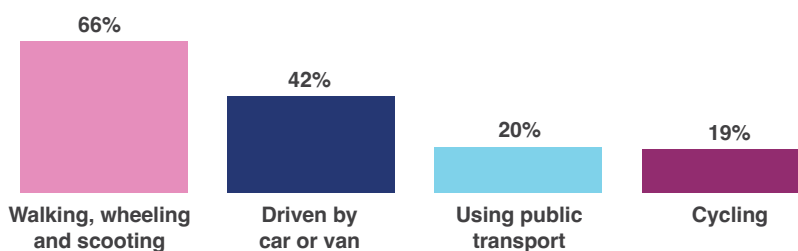


Most children walk, wheel or use a scooter everyday

Two-thirds (66%) of children walk, wheel or scoot five or more days a week.

At the same time 42% of children are driven five or more days a week, showing their dependency on adults for transport.

Children who travelled by the following modes five or more times in the last week

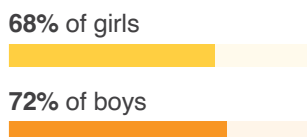


A gender gap exists in children's cycling

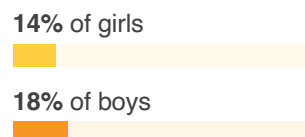
Proportion of children who cycled at least five times in the last week



Proportion of children who think their local area is a good place to cycle



Proportion of children who see themselves as someone who often cycles

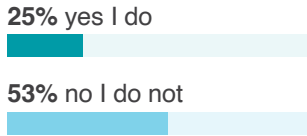


i. NRS 2023 mid-year population estimates. Ages 6–15 years old.

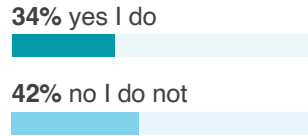
Children want the government to do more to meet their needs

What percentage of children think the government is doing enough to:

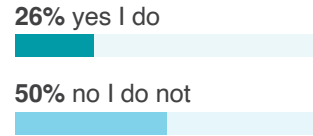
Give children a say in improving their neighbourhood and country



Help children to be healthy



Help children to play and socialise outdoors



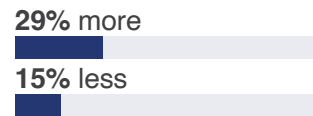
Children want to travel more, especially when it comes to cycling

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

Walk or wheel



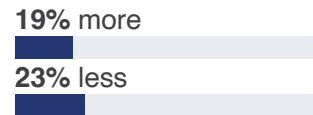
Take public transport



Cycle



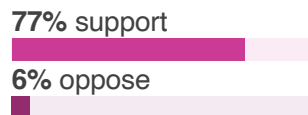
Be driven



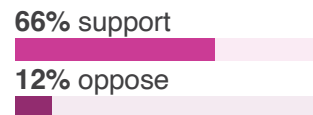
Children support practical steps to improve walking, wheeling and cycling



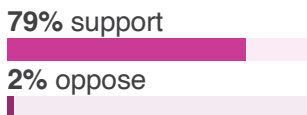
More traffic-free paths and quiet routes for walking and cycling



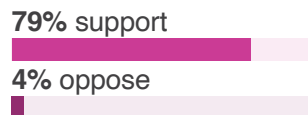
More cycle paths along roads separated from cars



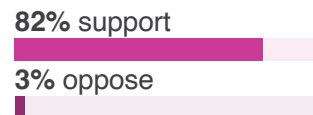
Closing streets outside schools to cars during school drop-off and pick-up



Making sure more things they need to get to are within walking distance



Stopping cars parking on the pavement



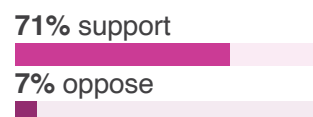
More road crossings



More public transport



Free travel for children on public transport



Reducing the speed of cars



Walking, wheeling and scooting

Participation, trips and purpose

Walking, wheeling and scooting participation

Walking, wheeling and scooting are vital for children’s travel needs and practised by most children almost daily.

These activities improve children’s physical and mental health, while allowing quality time together as a family and a chance for children to spend time with their friends outside of school.

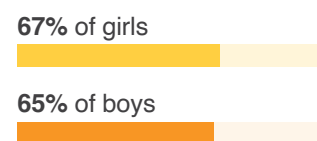
Walking levels are broadly the same for gender and ethnicity. However, differences occur, for example, between disabled and non-disabled children, those at primary and secondary school, as well as when comparing socio-economic groups.

88%
of all children walked, wheeled or used a scooter in the last week

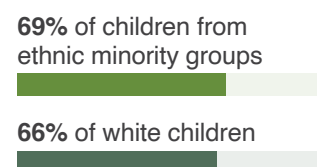
66%
of all children walked, wheeled or used a scooter at least five times in the last week

Proportion of children who walked, wheeled or used a scooter at least five times in the last week

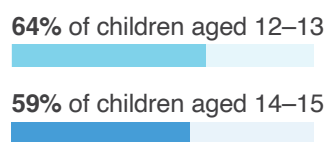
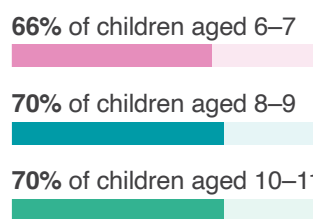
Gender



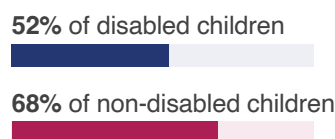
Ethnicity



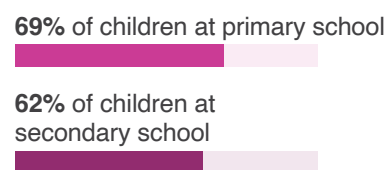
Age



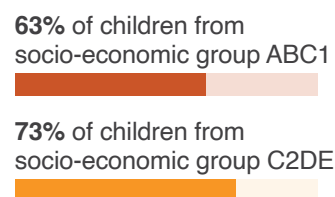
Disability



School levelⁱ



Socio-economic groupⁱⁱ



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

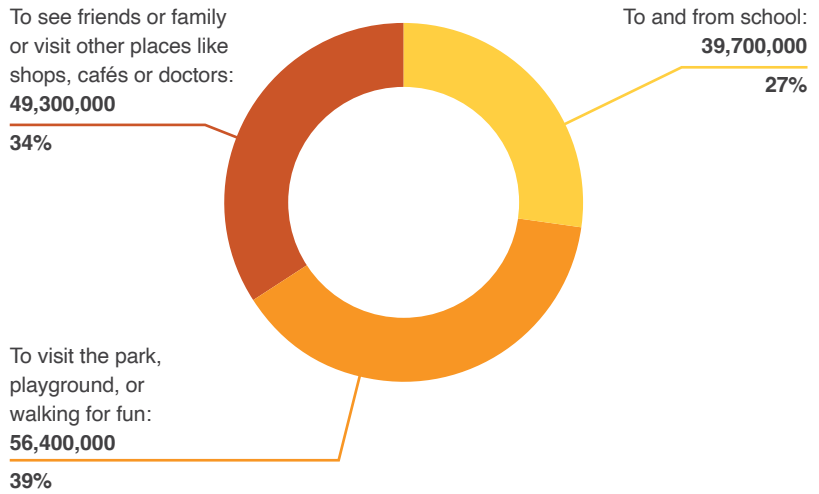
Child walking, wheeling and scooting trip frequency and purpose

145.4 million trips are walked, wheeled or scooted by children each year in Scotland.

Whilst most trips by children are made to visit the park, playground or for fun (39%), high numbers of trips are also taken for other purposeful journeys (34%) and to and from school (27%).

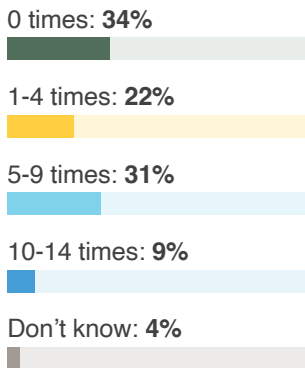
This shows the need to consider children's travel for all purposes.

Annual child walking, wheeling and scooting trips by purpose

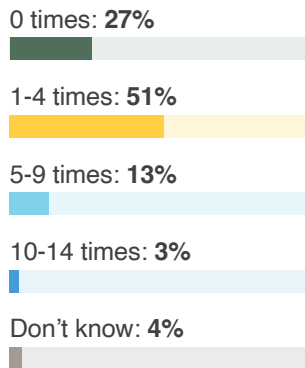


Children's frequency of walking, wheeling and scooting trips in the last week, by purpose

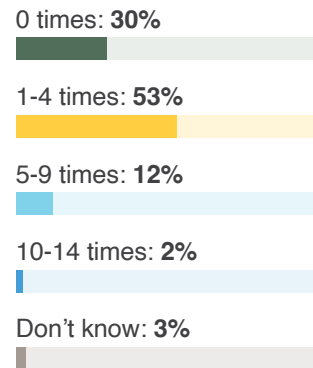
To and from school



To visit the park, playground or walking for fun



To see friends or family or visit other places like shops, cafés or doctors



Fatimah, 12 years old, Dundee



My primary school was very nearby so we used to walk there and back every day.

Once you start walking places, it becomes part of your life. Because I've been walking to primary school since P1, it stuck.

Now I'm at high school, it's a bit further away, but I still like to walk back from school with my friends. It's about half an hour's walk, so I get a good bit of exercise in. I feel that sense of accomplishment, and it makes me feel good.

I definitely feel safe walking in my local neighbourhood, but I don't really like walking in certain places like streets with noisy bars. Keeping aware of your surroundings is important.



Cycling

Participation, trips and purpose

Cycling participation

Positively, **43%** of children cycled in the last week, however big differences exist across different demographic groups in cycling behaviour.

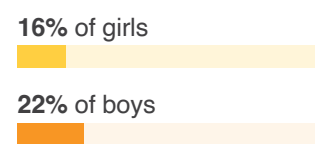
For example, only **16%** of girls cycle at least five times a week in comparison to **22%** of boys.

43%
of all children cycled in the last week

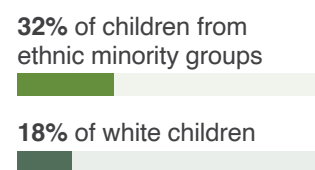
19%
of all children cycled at least five times in the last week

Proportion of children who cycled at least five times in the last week

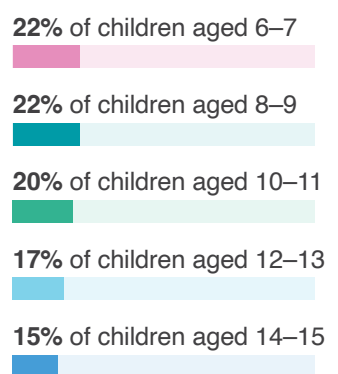
Gender



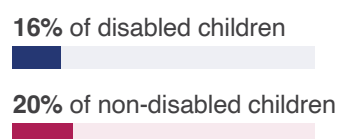
Ethnicity



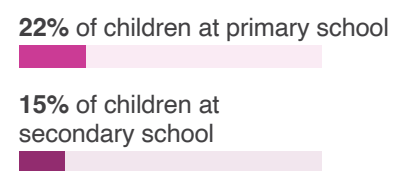
Age



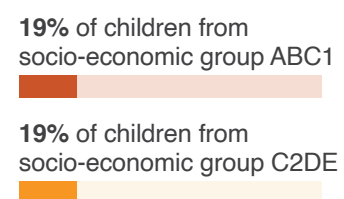
Disability



School level



Socio-economic group

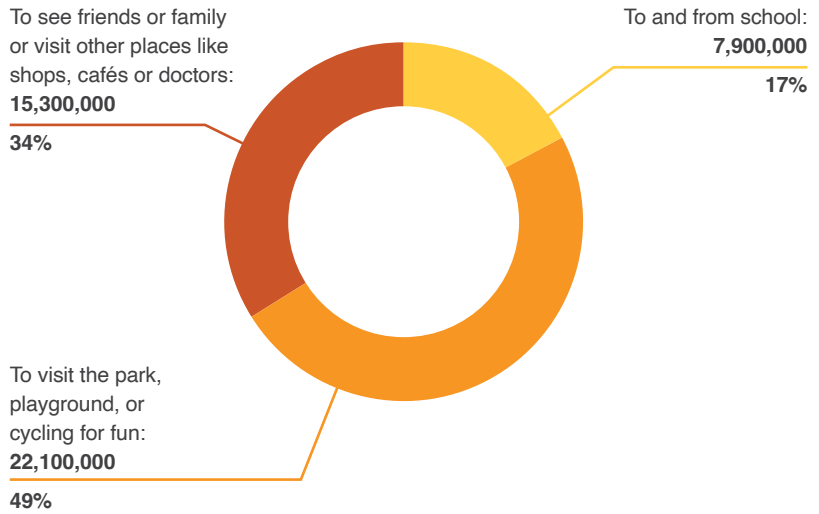


Child cycling trip frequency and purpose

45.4 million trips are cycled by children each year in Scotland.

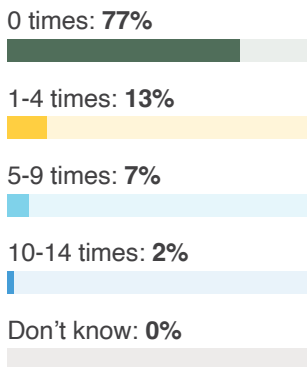
The most popular reason for cycling is to visit the park or purely for fun and recreation which makes up almost half of trips children cycle each year (49%). Cycling is often far easier for children in a green space away from roads and less attractive to both children and families for journeys that are shared with traffic.

Annual child cycling trips by purpose

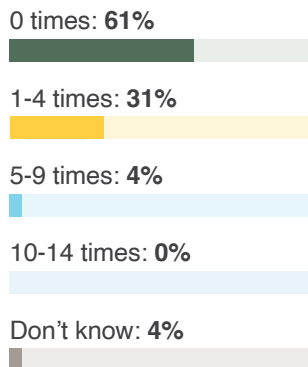


Children’s frequency of cycling trips in the last week, by purpose

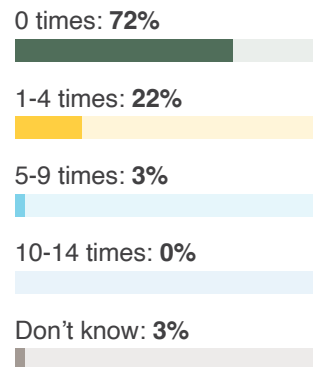
To and from school



To visit the park, playground or cycling for fun



To see friends or family or visit other places like shops, cafés or doctors



Mark, 13 years old, Perth



I often go cycling in the hills near where I live. My parents let me cycle there on my own, because it’s on quiet roads with little traffic.

I love cycling on my mountain bike because I can be in my own thoughts. It clears my head, and I have time to myself. It’s good exercise, and when you get up high into the hills, it’s a great view! It’s really worth it.

I’m not allowed to cycle by myself on busy roads. I sometimes cycle them with my dad, but it’s scary when cars are overtaking you.

I think if the faster roads had cycle lanes, it would be very good! I would feel safer than being in the middle of the road with cars.



Walking and wheeling solutions

What would help make walking and wheeling easier?

Walking and wheeling safety and satisfaction

Ideally, walking or wheeling should be the most attractive option for short journeys. The environment should be safe, comfortable and welcoming.

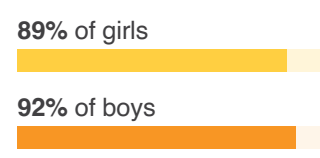
Positively, most children are satisfied with their local area as a good place to walk or wheel, and consider it safe to do so. However, not all groups feel as safe as others, for example disabled children are far less likely to feel safe (83%) than non-disabled children (92%).

89%
of children think their local area is a good place to walk or wheel

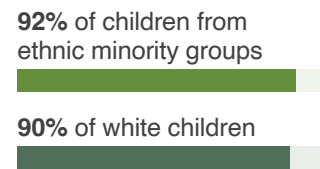
90%
of children think the level of safety for walking or wheeling in their local area is good

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

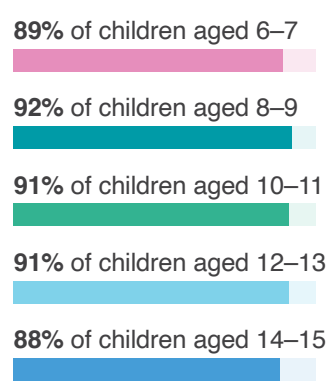
Gender



Ethnicity



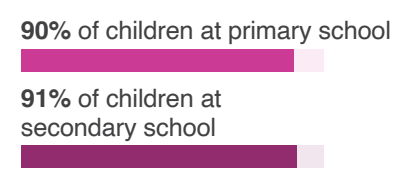
Age



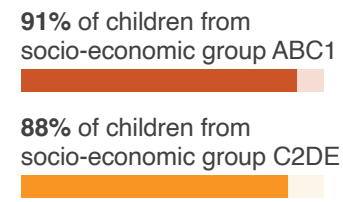
Disability



School level



Socio-economic group



There are many practical steps we can take to help children to walk or wheel more

To help children walk or wheel more we need to ensure many of the things children need are found near to where they live

72%

of children would find it useful if their school was closer to their home

80%

of children would find it useful if things like parks, shops and playgrounds were closer to their home

Children need pavements clear from obstructions and convenient crossing points to walk and wheel more

68%

of children would find it useful if there were fewer cars parked on the pavement

80%

of children would find it useful if there were more road crossings

We need to improve road safety to help children walk or wheel more

72%

of children would find it useful if there were slower speed limits for cars

70%

of children would find it useful if there were fewer cars on our streets

Parents, guardians and others with children in their household support the views of children to improve walking and wheelingⁱ

68%

of parents and guardians support a ban on cars parking on the pavement

64%

of parents and guardians support the creation of more low-traffic neighbourhoods



Eilidh, 16 years old, Dundee



I travel to a lot of places on my own in my powered wheelchair.

Outside the city centre I come across a lot of problems, even just on my journey to school. My brothers can walk to school in under 10 minutes, but that route isn't safe enough for me. The safest route would actually take me half an hour, but I don't do that because I get cold and it's annoyingly far!

I come across so many problems on a daily basis. I'm very determined, so I work around everything. But it's tiring and unfair.

If simple things like surfaces and dropped kerbs were improved, I would be a lot more independent.

i. Parents and guardian data is a subset of respondents (aged 16+ years) with children in the household taken from the 2023 Walking and Cycling Index Scotland aggregated data set. This may include other people, for example siblings or grandparents.



Cycling solutions

What would make cycling better?

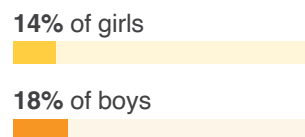
Most children already cycle or want to start

How do children see themselves when it comes to cycling?



More boys than girls see themselves as someone who cycles often

Proportion of children who see themselves as someone who cycles often, by gender



Cycling safety and satisfaction

70%

of children think their local area is a good place to cycle

70%

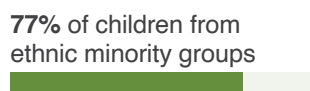
of children think cycling safety in their local area is good

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

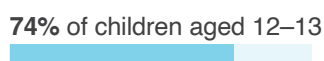
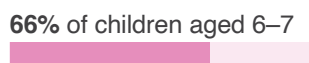
Gender



Ethnicity



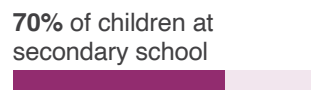
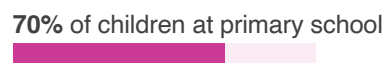
Age



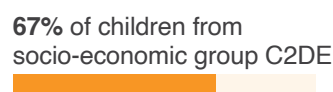
Disability



School level



Socio-economic group



Increasing access to cycles and cycle training

81%

of children have access to a cycle

Children's cycle ownership, by socio-economic group

84% of children from socio-economic group ABC1



75% of children from socio-economic group C2DE



66%

of children would find it useful to have a cycle to help them cycle more

Children who would find it useful to have a cycle to help them cycle more, by socio-economic group

64% of children from socio-economic group ABC1



69% of children from socio-economic group C2DE



69%

of children would find cycle training useful to help them cycle more

Children who would find cycle training useful to help them cycle more, by ethnicity

81% of children from ethnic minority groups



68% of white children



Improving the environment for cycling

Children need safe cycling infrastructure that protects them from cars to help them cycle more

79%

of children would find it useful to have more traffic-free cycle paths away from cars

75%

of children would find it useful to have cycle routes along quiet streets where there are fewer cars

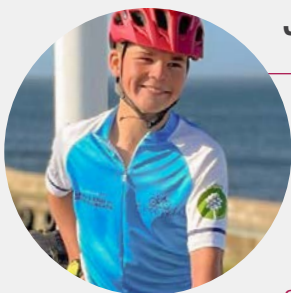
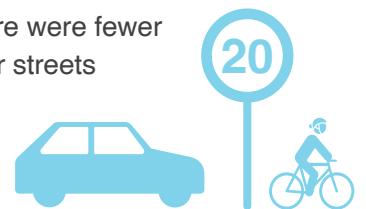
We need to reduce the dominance of cars to make cycling feel safer for children and help them cycle more

72%

of children would find it useful if there were slower speed limits for cars

74%

of children would find it useful if there were fewer cars on their streets



Jack, 15 years old, Edinburgh



I've been on a bike for as long as I can remember. My mum and dad taught me how to cycle when I was only 3! It has always brought me such joy just being on the bike, so much freedom.

I like cycling in Edinburgh. I feel safe enough as I am a confident cyclist, but it's true there's still too many drivers who pass too close when sharing the road.

I'd love to see more families cycling in Edinburgh, not just on cycle paths, but on roads, to show it's just another way of getting around. If more people do it, attitudes will change. Drivers will be more aware, and it will inspire others to start cycling!



Children's views about transport

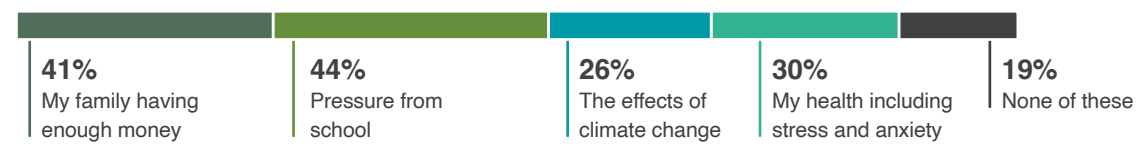
Who gets a good deal?

Children are worried and don't think the government shares their concerns

Transport has a direct link to accessing education and opportunity. It can improve both physical and mental health while having the potential to either positively or negatively impact the environment.

Many children worry about these things and we need to improve transport for children and their families to improve their lives.

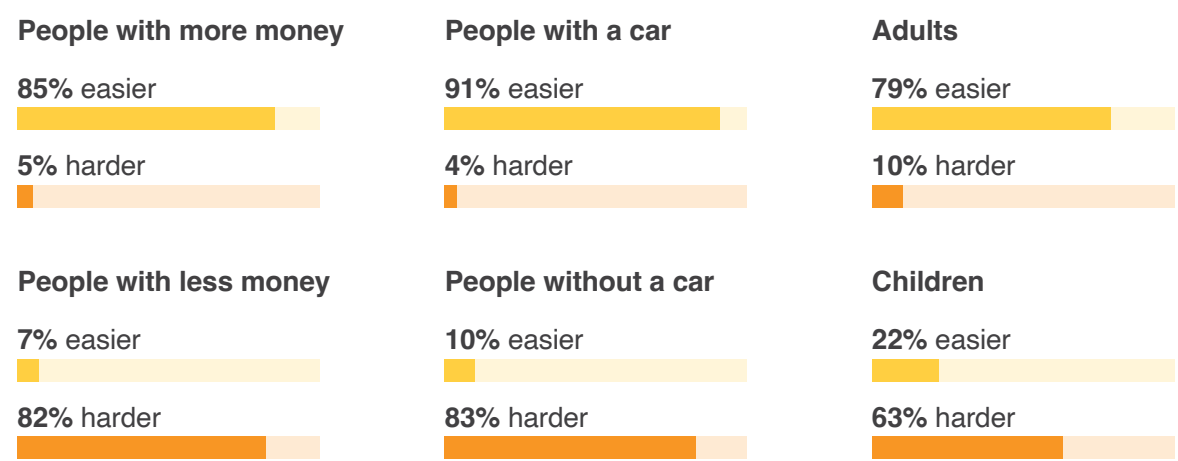
What percentage of children worry about issues that affect them, their family or the planet?



Children believe having a car and money makes it easier to get around

Most children agree that certain groups, including themselves, find it much harder to get around than others.

Who do children believe has an easier or harder time getting around?



Children living in households on a lower income are more likely to find it difficult to access the things they need to live well

Children living in households on a lower income are less likely to have access to a car or van, less likely to live in an area with everything they need, and less likely to be able to access local places. This reduces life opportunities and can be detrimental for health and wellbeing.

8%

of children live in households without access to a car or van

Children who live in households without access to a car or van, by socio-economic group

5% of children from socio-economic group ABC1

14% of children from socio-economic group C2DE

58%

of children agree their neighbourhood has everything they need

Children who agree their neighbourhood has everything they need, by socio-economic group

60% of children from socio-economic group ABC1

51% of children from socio-economic group C2DE

72%

of children agree they can easily get to places they need to visit

Children who agree they can easily get to places they need to visit, by socio-economic group

73% of children from socio-economic group ABC1

70% of children from socio-economic group C2DE

Both children and parents and guardians on a lower income are likely to think the air is less clean in their neighbourhood.

Households on a lower income are more likely to be in places with poorer air quality, often as a result of increased traffic levels.

75%

of children agree the air is clean in their neighbourhood

Children who agree the air is clean in their neighbourhood, by socio-economic group

76% of children from socio-economic group ABC1

71% of children from socio-economic group C2DE

59%

of parents and guardians agree the air is clean in their neighbourhood

Parents and guardians who agree the air is clean in their neighbourhood, by socio-economic group

63% of parents and guardians from socio-economic group AB

46% of parents and guardians from socio-economic group DE





What do children want?

Giving children a voice to improve transport

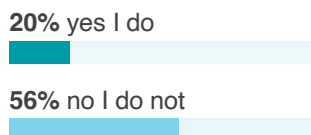
Children do not think the government does enough to meet their needs

Most children think the government needs to do more to meet their own and their family's needs. This should start with giving children a greater say in how their local neighbourhood, city or country should be improved.

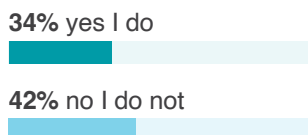
53% of children do not think the government is doing enough to give them a say in improving their neighbourhood and country (compared to **25%** who do)

What percentage of children think the government is doing enough to:

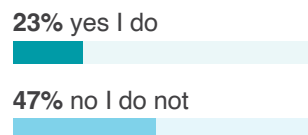
Ensure families have enough money to live well



Help children to be healthy

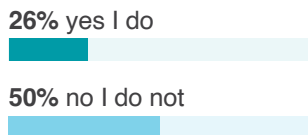


Tackle climate change

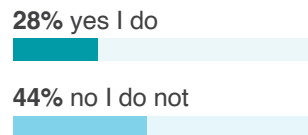


In the UK fewer children play out on their streets than ever before.ⁱ

Help children to play and socialise outdoors

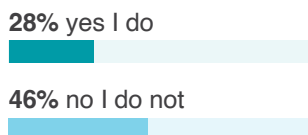


Help children access nature

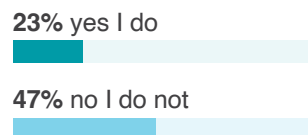


People should have the choice to travel sustainably. Without this, children's transport choices are curtailed as they cannot drive.

Help people reduce car use by providing other transport choices



Help people without a car access the things they need to live well

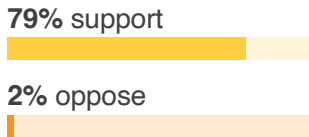


Children support practical steps to improve transport

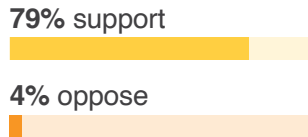
Children support actions to make it easier, safer and more accessible to walk, wheel and cycle. Children also want to see more services and affordable public transport where they live.

What percentage of children support or oppose these measures?

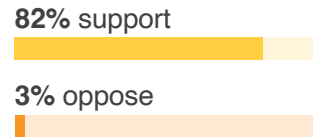
Making sure more things they need to get to are within walking distance



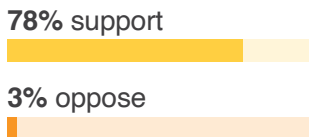
Stopping cars parking on the pavement



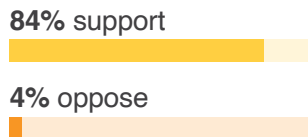
More road crossings



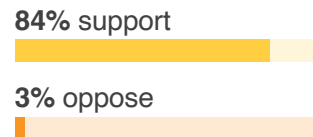
Reducing the prices of cycles



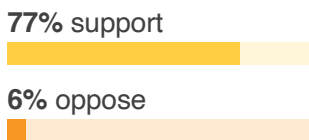
Giving all children cycle training



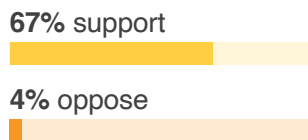
More traffic-free paths and quiet routes for walking and cycling



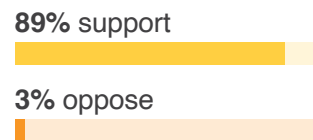
Creating more cycle paths along roads separated from cars



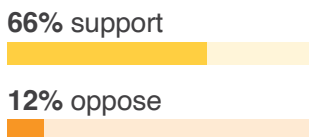
More public transport



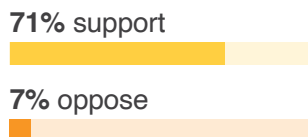
Free travel for children on public transport



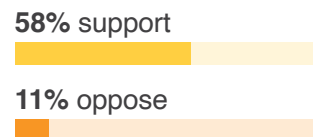
Closing streets outside schools to cars during school drop-off and pick-up



Reducing the speed of cars



People driving less





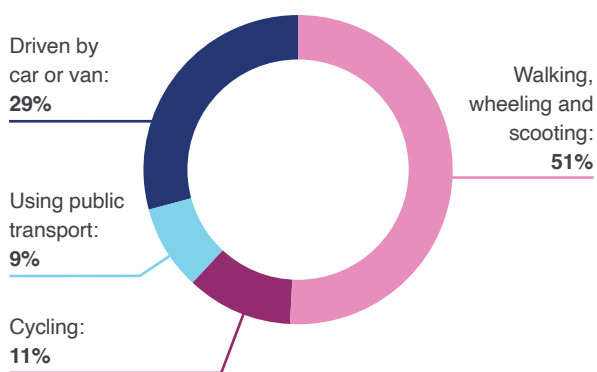
Primary school journeys

How are children getting to school?

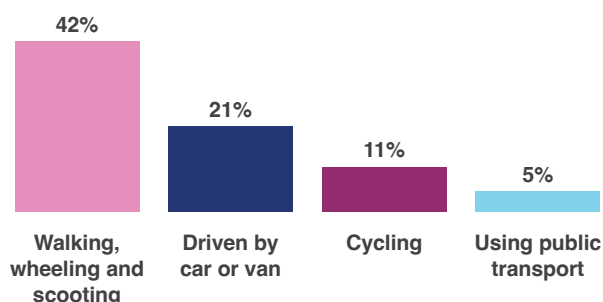
Walking and wheeling are the most common modes of travel

Most journeys to and from primary school are walked, wheeled or scooted. Many children are driven to school because they live further afield, or are dropped off by parents or guardians on their way to work or other places.

Mode share for all primary school trips in the last week



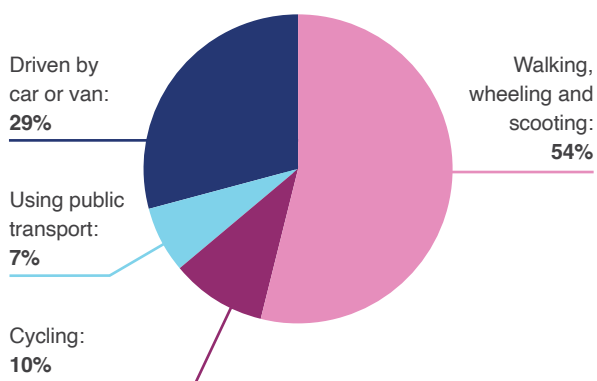
Children who travelled to primary school by the following modes five or more times in the last week



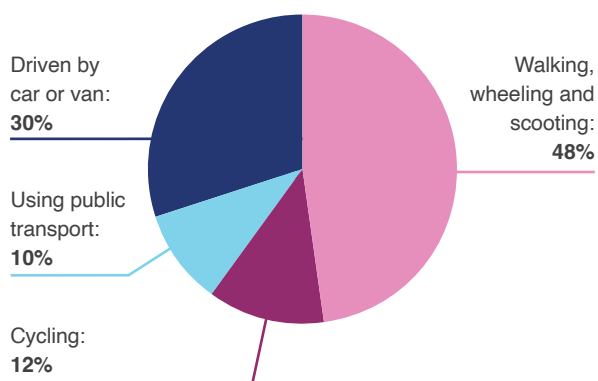
Mode share for all primary school trips in the last week, by gender

Primary school children have similar patterns of mode share, however girls appear to walk, wheel or scoot more frequently than boys for school journeys.

Girls



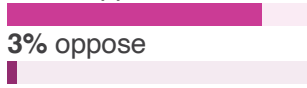
Boys



Children at primary level support actions to improve transport

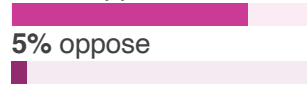
Children at primary school level support actions to improve walking, wheeling and cycling as well as public transport.

84% support



More traffic-free paths and quiet routes for walking and cycling

78% support



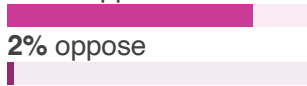
Creating more cycle paths along roads separated from cars

67% support



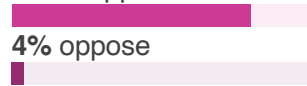
Closing streets outside schools to cars during school drop-off and pick-up

81% support



Making sure more things they need to get to are within walking distance

79% support



Stopping cars parking on the pavement

83% support



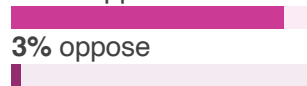
More road crossings

64% support



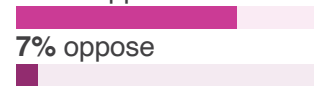
More public transport

90% support



Free travel for children on public transport

73% support



Reducing the speed of cars



Ethan, 6 years old, Orkney



I got a new bike for Christmas - my first one without stabilisers! It was a bit hard at the beginning, but it didn't take me that long to practice.

I like cycling because it's good exercise and it's fun. It's like sitting and walking at the same time, but faster, like a car. I go so fast, I don't even know how fast I'm going! Bikes are more fun than the car. On bikes we don't have seatbelts, because we're the engines of it.

We normally cycle to school and cycle back home. But only when it's a sunny day.

I'm definitely gonna need a bigger bike as I get bigger. When I'm a grown up and I cycle, I'll be a master at it!



Secondary school journeys

How are children getting to school?

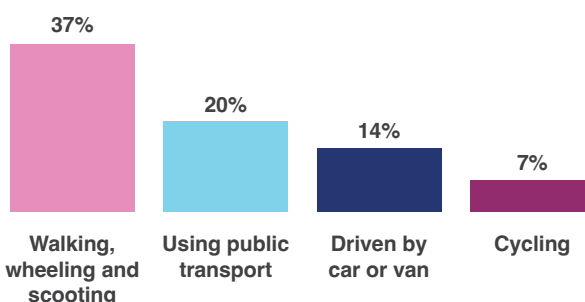
Walking and wheeling are the most common modes of travel

In comparison to primary, secondary schools are often further away from where children live. Public transport is increasingly used as children become more independent.

Mode share for all secondary school trips in the last week



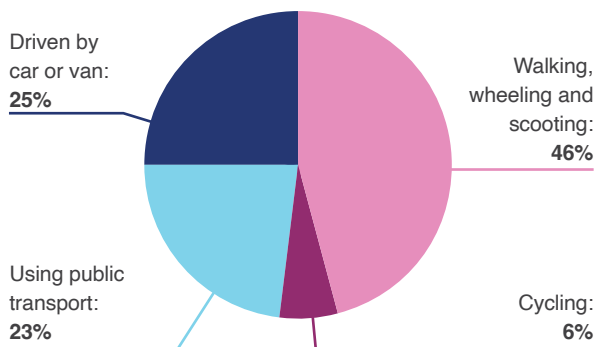
Children who travelled to secondary school by the following modes five or more times in the last week



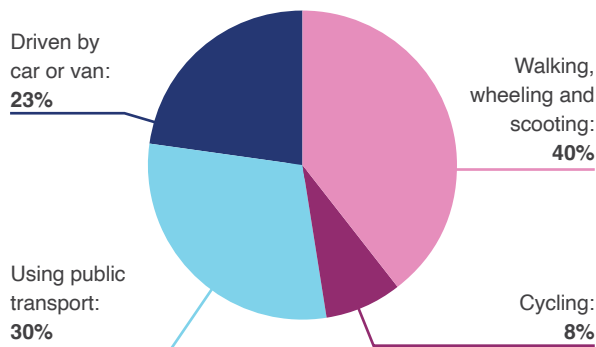
Mode share for all secondary school trips in the last week, by gender

Girls continue to walk, wheel or scoot more than boys, while boys use public transport more.

Girls



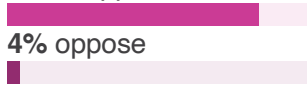
Boys



Children at secondary level support actions to improve transport

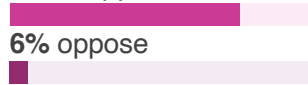
Children at secondary school level support actions to improve walking, wheeling and cycling as well as public transport.

83% support



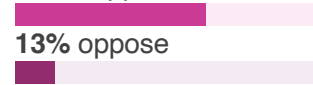
More traffic-free paths and quiet routes for walking and cycling

76% support



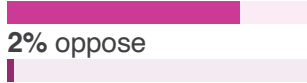
Creating more cycle paths along roads separated from cars

63% support



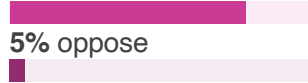
Closing streets outside schools to cars during school drop-off and pick-up

77% support



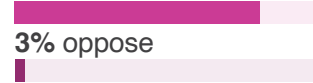
Making sure more things they need to get to are within walking distance

78% support



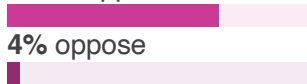
Stopping cars parking on the pavement

81% support



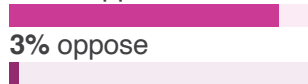
More road crossings

70% support



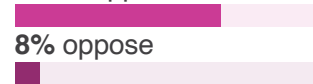
More public transport

89% support



Free travel for children on public transport

68% support



Reducing the speed of cars



Hazel, 12 years old, Dumfries and Galloway



I live in quite a rural area. Apart from some of the country lanes, it's hard to ride my bike because the larger roads don't feel safe. I cycle on the forestry tracks as they're nice.

I cycle with my mum, my dad, my little sister and our dog. We sometimes cycle to school, and we cycle to a farm to buy eggs. We also cycle when we go swimming in the river, or to the library in the town.

My dad taught me to cycle. I remember when I was learning to cycle, and a seagull stole my sausage roll!

I don't feel safe on my bike in the town centre, or riding to town. The cars go too fast and there's nowhere else to ride because you're not supposed to go on the pavement.

My dream town would have better places to ride bikes and walk, with more trees and less cars as well.



Looking forward

What children need to become more active

Designing safer infrastructure for everyone

For more children to walk, wheel, scoot and cycle for their everyday journeys, we need safe and widely available infrastructure. Reducing speed limits, installing segregated cycle lanes, and improving road crossings are all changes that will benefit children and adults alike.

Many of our towns and cities are already introducing School Streets schemes to create a safer environment around schools, leading to more active journeys and reduced air pollution.

Involving children in design processes can also help create public spaces that everyone can enjoy, such as Kirkwall's Papdale East Park in Orkney – a redeveloped community space with a new road crossing to the nearby school, ensuring trips are safe and accessible.

Breaking down financial barriers to cycling

Alongside safety, cost is a significant barrier to cycling. This report shows a near 10% gap in children's cycle ownership between the higher and lower socio-economic groups.

Aiming to tackle this, The Bike Station's Wee Bike Library in Edinburgh and Perth allows families to borrow children's bikes for free and exchange them for the next size up when needed. Bikes suit children aged 2 to 16, and families can borrow lights, a lock and a helmet, and obtain free repairs.

More schemes like this will enable more children to get around actively and independently – and at a low cost to families. Cycling is cheaper than running a car. Investing in the support that families need to access cycling, helps alleviate transport poverty.



In tandem with improving infrastructure and access to bikes, education is an important tool to provide the behavioural support children need to form healthy, zero-carbon travel habits that they can continue into adulthood.

Supporting children to form healthy, climate-positive travel habits

Active children are healthier children. Choosing to walk, wheel and cycle is also a way for children to take climate action, helping combat eco-anxiety.

In tandem with improving infrastructure and access to bikes, education is an important tool to provide the behavioural support children need to form healthy, zero-carbon travel habits that they can continue into adulthood.

Sustrans' IBike programme has been running for 15 years, providing cycle skills to pupils across Scotland as part of a whole-school approach encouraging more active travel. Research published by Sustrans in 2024 found that pupils attending schools with programmes like IBike are walking, wheeling, scooting and cycling more than the national averages.

Aligning with the Scottish Curriculum for Excellence as a way of supporting Learning for Sustainability, active travel can provide schools with links to key themes of outdoor learning, sustainable development and global citizenship.

Changing hearts and minds to achieve net zero

As well as supporting children to take up active travel, there is an urgency for parents and guardians to rethink their everyday travel habits.

Domestic transport remains the largest source of greenhouse gas emissions in Scotland. To meet our climate commitment of net zero by 2045, our reliance on the car for short everyday journeys needs to change quickly.

For families who have available options to walk, cycle or take public transport, choosing these over the car, even if occasionally, makes a positive impact by saving emissions.

By making these changes, parents and guardians can encourage their children to think differently and make sustainable travel their instinctive first choice, as they grow up.

Addressing rural challenges

Creating a shift in everyday travel behaviours is even more challenging in rural communities, where many people need a car to access essential services. However, it is still both possible and important to provide safe rural links for people to walk, wheel and cycle.

Opened in June 2023, a new 6km off-road shared-use path between the town of Peebles and the village of Eddleston in the Borders now provides a convenient and accessible route for local people of all ages to walk, wheel and cycle between the settlements – connecting communities and services.

This report shows children in Scotland support more schemes like this – 84% said they would like more traffic-free paths and quiet routes for walking and cycling. Prioritising this going forward will help all children in Scotland, no matter where they live, to lead active lives.

Notes on methodology:

The online behaviour and attitudinal survey was conducted from 22 August–1 September 2024 by international online research group YouGov.

The survey is representative of all children aged 6–15 years old in Scotland, not just those who walk, wheel or cycle.

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

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number.

More information is available at www.sustrans.org.uk/walking-cycling-index

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

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

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

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