

**Stirling**

# Walking and Cycling Index 2025



# Our vision for walking, wheeling and cycling



**Councillor Alasdair Tollemache**  
Convener of the Environment,  
Transport and Net Zero Committee

This report is a welcome affirmation of the Council's work over the past 2 years delivering on our vision for transport.

In recent years, we've seen the development of Stirling's Walk, Cycle Live programme, which is being seen locally and nationally as a transformational project enabling and encouraging active travel by providing high quality, accessible infrastructure.

We must look to build on this legacy as we develop our active travel network in Stirling.

It is encouraging to see the effects of the investment in infrastructure through Walk, Cycle Live Stirling and that residents are passionate for further investment in active and sustainable transport. With 48% of respondents wanting to cycle more and 26% wanting to drive less.

The inspiring case studies and survey responses, such as Stuart, who began walking to improve his physical health and soon

discovered the mental health benefits as well. Not only does this highlight the far-reaching impact of walking, wheeling, and cycling but it highlights again that active travel is good for people, good for the planet, and good for our wallets.

As the pressure continues on public finances, we remain determined to lead, enable and inspire people throughout Stirling to travel more actively and sustainably.

Looking forward, I am excited at the opportunities our Forthside Development, backed by Levelling Up funding and our City Region Deal Funded active travel links will bring for residents, businesses and visitors. The forthcoming City Centre South programme will connect the communities in the south of Stirling and newer communities in our South Stirling Gateway and Durieshill development with each other, as well as the city centre. This takes us another step closer to our vision of a fair and clean transport system for everyone in our communities, benefiting the people of Stirling, while also protecting the planet on which we all live.

---

---

## Contents

Headlines	4
Walking and wheeling	6
Cycling	8
Benefits of walking and wheeling	10
Benefits of cycling	12
Walking and wheeling solutions	14
Cycling solutions	16
Neighbourhood solutions	18
Developing the city	20
Looking forward	22



---

---

## The Walking and Cycling Index

The Walking and Cycling Index is the biggest assessment of walking, wheeling and cycling in the UK and Ireland. It is delivered by Walk Wheel Cycle Trust (formerly Sustrans) in collaboration with 22 regional and local partners. Each area reports on the progress made towards making walking, wheeling and cycling a more attractive, everyday way to travel.

The Walking and Cycling Index reports every two years. This is the fourth report from Stirling, produced in partnership with Stirling Council. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,029 residents aged 16 or above. The survey was conducted from March to June 2025. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2023 data where available.

Our thanks to the people of Stirling who took part in the survey and shared their stories with us.

More details on all reports and an interactive data tool to explore the data in more depth can be found at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)



---

---

## Defining wheeling

Some people who use 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

# Stirling

Population<sup>[i]</sup>

**47,612**

**40,818 adults**

**6,794 children**

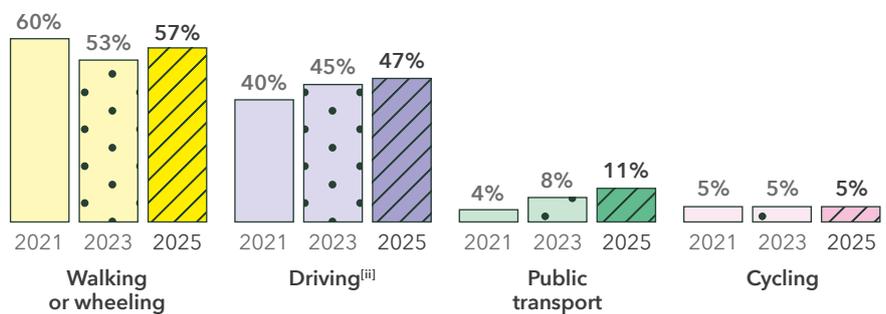


## Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Stirling residents. Since 2023 walking and wheeling appears to be increasing.

i. Despite changes to the 2025 Stirling Index boundary to reflect 2022 data zones, the same NRS Census 2022 population figures were used for both 2023 and 2025, as NRS had not released data on 2022 data zones at the time of modelling.

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



ii. Travelling as driver or passenger of car, van or motorcycle.

## Walking, wheeling and cycling participation is not equal

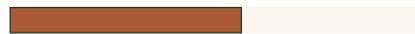
Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

**57%**

of residents walk or wheel at least five days a week

Proportion of residents who walk or wheel at least five days a week<sup>[iii]</sup>

56% of women



58% of men



**20%**

of residents cycle at least once a week

Proportion of residents who cycle at least once a week<sup>[iv]</sup>

14% of socio-economic group DE



21% of socio-economic group AB



## Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think it's safe to walk or wheel in their local area

74% of disabled people



81% of non-disabled people



Proportion of residents who think it's safe to cycle in their local area

61% of people aged 16-25



47% of people aged 66+



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

76% of socio-economic group DE



85% of socio-economic group AB



iii. See footnote on page 6.

iv. Socio-economic groups AB are managerial while groups DE are manual occupations, homemakers and people not in employment. See page 6 for full definitions.

## Everyone benefits when more people walk, wheel and cycle

Based on modelling of survey data, every year, walking, wheeling and cycling:

prevents  
**153**  
serious long-term  
health conditions

creates  
**£51.7 million**  
in economic benefit for  
individuals and the city

saves  
**2,800 tonnes**  
of greenhouse gas emissions

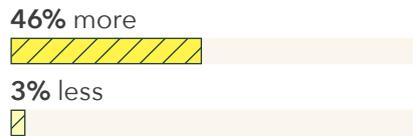
Walking, wheeling and cycling reduces congestion by taking up to 16,000 cars off the roads every day.

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

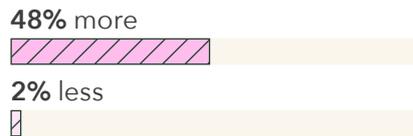
Percentage of residents who would like to use different types of transport more or less in the future:

26% of residents want to drive less. 41% of residents agree that they often use a car because no other transport options are available.

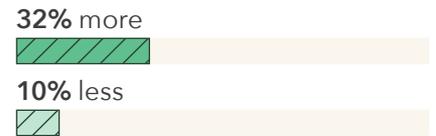
Walk or wheel



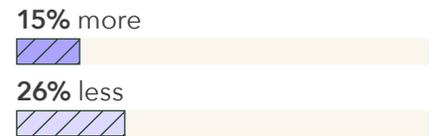
Cycle



Take public transport

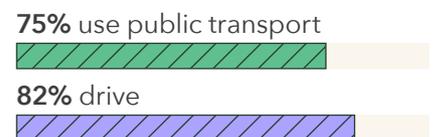
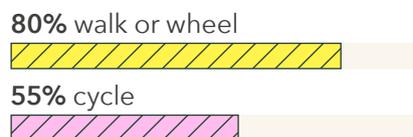


Drive



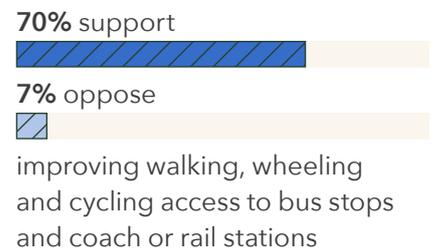
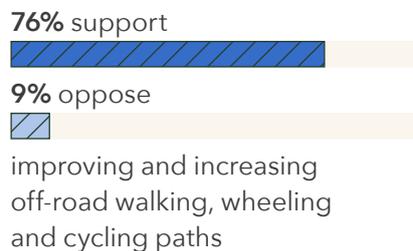
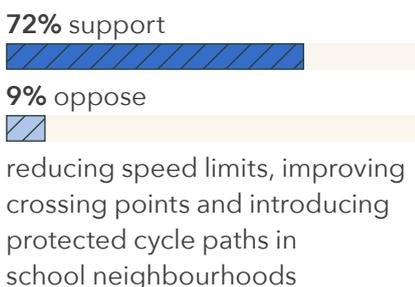
## Cycling is seen as less safe than other forms of transport

Percentage of residents who think it's safe in their local area to:



## Residents support more connected neighbourhoods

50% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 24% oppose such a shift.



v. Local places with services and amenities nearby your home are often known as 20-minute neighbourhoods.

## Walking and wheeling

# Participation, safety and satisfaction



### Walking and wheeling participation

Overall the number of Stirling residents walking and wheeling at least five days a week has increased since 2023.

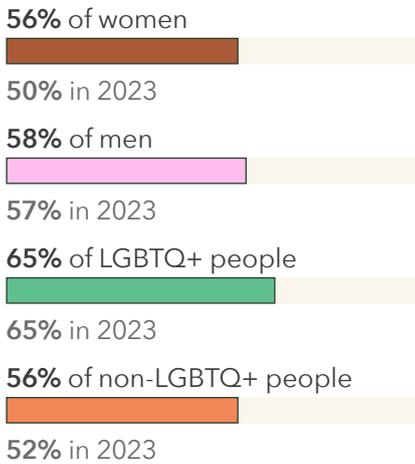
Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area and think it is a good place to walk or wheel.

**96%**  
of all residents  
walk or wheel  
94% in 2023

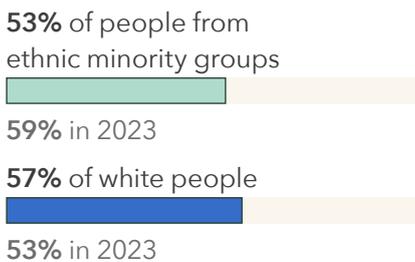
**57%**  
of all residents  
walk or wheel  
at least five  
days a week  
53% in 2023

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

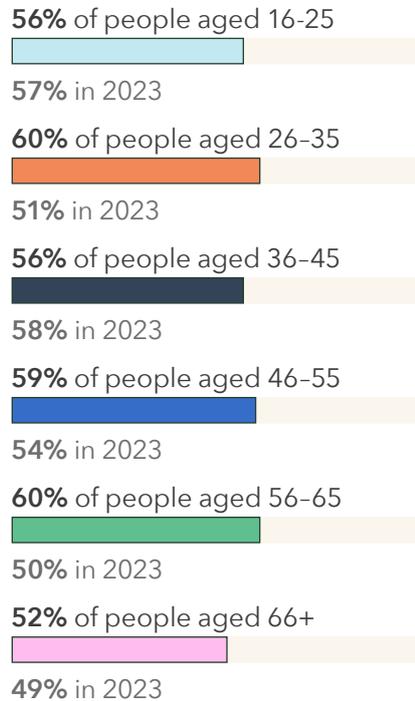
#### Gender and sexuality<sup>(i)</sup>



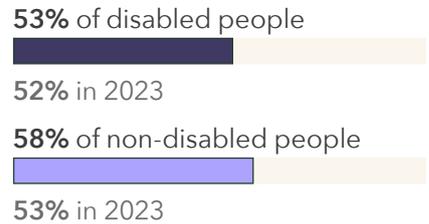
#### Ethnicity



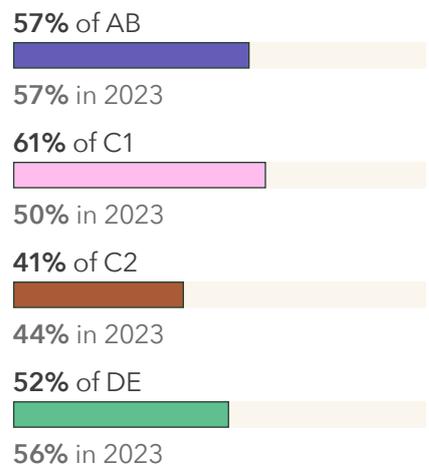
#### Age



#### Disability



#### Socio-economic group<sup>(iii)</sup>



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and is not shown.  
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.

## Walking and wheeling safety and satisfaction

**80%**

of all residents think it's safe to walk or wheel in their local area

70% in 2023

**58%**

of all residents think it's safe for children to walk or wheel in their local area

56% in 2023

**80%**

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

78% in 2023

### Proportion of residents who think it's safe to walk or wheel in their local area

#### Gender and sexuality

**79%** of women



70% in 2023

**80%** of men



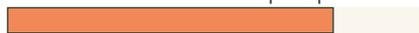
71% in 2023

**89%** of LGBTQ+ people



66% in 2023

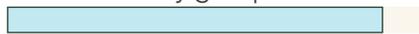
**79%** of non-LGBTQ+ people



72% in 2023

#### Ethnicity

**91%** of people from ethnic minority groups



73% in 2023

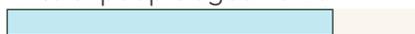
**79%** of white people



70% in 2023

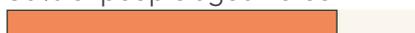
#### Age

**79%** of people aged 16-25



73% in 2023

**80%** of people aged 26-35



79% in 2023

**77%** of people aged 36-45



73% in 2023

**85%** of people aged 46-55



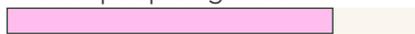
68% in 2023

**77%** of people aged 56-65



67% in 2023

**79%** of people aged 66+



62% in 2023

#### Disability

**74%** of disabled people



64% in 2023

**81%** of non-disabled people



73% in 2023

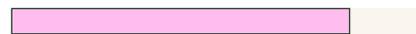
#### Socio-economic group

**81%** of AB



75% in 2023

**82%** of C1



67% in 2023

**67%** of C2



64% in 2023

**74%** of DE



67% in 2023



### Stuart, mental health advocate

I had gained weight over many years due to poor mental health. The pandemic was the catalyst for me to do something about it. Exercise was the only social activity allowed during lockdown, so every day, me and a friend would walk the 3 miles from my village to Stirling. We'd go past all my old haunts, go for a coffee, then walk back. I lost 4 stone and reclaimed some of my old self back.

I still walk but now it's for my mental health. It's important for me to have purpose and routine. Every morning I get up early and I do a different walk each day: around the city centre, down by the Raploch, in King's Park or along the Riverside. I say good morning to every single person.

Walking has transformed my attitude towards things. I enjoy the mornings and I feel really grateful to be able to do that in Stirling.

## Cycling

# Participation, safety and satisfaction

### Cycling participation

Currently, 20% of Stirling residents cycle at least once a week. This has stayed about the same since 2023.

Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>[i]</sup>

The potential for cycling is huge, and unlocking it depends on providing safe, dedicated space for cycling.

**44%**  
of all residents cycle  
43% in 2023

**20%**  
of all residents cycle at least once a week  
19% in 2023

### Proportion of residents who cycle at least once a week

#### Gender and sexuality

12% of women



14% in 2023

29% of men



24% in 2023

22% of LGBTQ+ people



14% in 2023

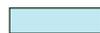
19% of non-LGBTQ+ people



19% in 2023

#### Ethnicity

22% of people from ethnic minority groups



31% in 2023

20% of white people



18% in 2023

#### Age

22% of people aged 16-25



22% in 2023

23% of people aged 26-35



24% in 2023

24% of people aged 36-45



17% in 2023

25% of people aged 46-55



24% in 2023

15% of people aged 56-65



16% in 2023

13% of people aged 66+



9% in 2023

#### Disability

14% of disabled people



10% in 2023

22% of non-disabled people



22% in 2023

#### Socio-economic group

21% of AB



21% in 2023

20% of C1



17% in 2023

27% of C2



19% in 2023

14% of DE



15% in 2023

i. See Bike Life 2019 UK report.

## Cycling safety and satisfaction

**55%**

of all residents think it's safe to cycle in their local area

49% in 2023

**42%**

of all residents think it's safe for children to cycle in their local area

41% in 2023

**63%**

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

53% in 2023

### Proportion of residents who think it's safe to cycle in their local area

#### Gender and sexuality

**51%** of women



49% in 2023

**59%** of men



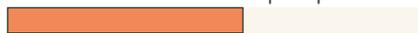
50% in 2023

**51%** of LGBTQ+ people



48% in 2023

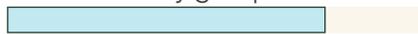
**57%** of non-LGBTQ+ people



51% in 2023

#### Ethnicity

**77%** of people from ethnic minority groups



70% in 2023

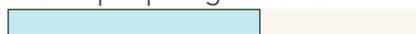
**52%** of white people



48% in 2023

#### Age

**61%** of people aged 16-25



54% in 2023

**54%** of people aged 26-35



57% in 2023

**50%** of people aged 36-45



49% in 2023

**60%** of people aged 46-55



50% in 2023

**54%** of people aged 56-65



44% in 2023

**47%** of people aged 66+



42% in 2023

#### Disability

**46%** of disabled people



42% in 2023

**57%** of non-disabled people



52% in 2023

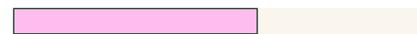
#### Socio-economic group

**55%** of AB



50% in 2023

**59%** of C1



49% in 2023

**51%** of C2



48% in 2023

**42%** of DE



49% in 2023



### Eloise, Recycle-a-bike

We have the workshop which repairs and recycles bikes and we sell them in the shop. We also offer bike maintenance classes.

We give away about 200 bikes a year to school pupils, new Scots and young carers. We provide cycle training in primary schools across Stirling, Falkirk and Clackmannanshire. We want to increase the number of children cycling into adulthood safely in our communities.

30 people volunteer in the workshop across 4 days a week. Our volunteer program equips them with skills in bike building, repairs and maintenance. We also have a training and employability programme.

I think the Walk Cycle Live network has really boosted things and is well used.

## Benefits of walking and wheeling

# Why everyone gains when more people walk or wheel

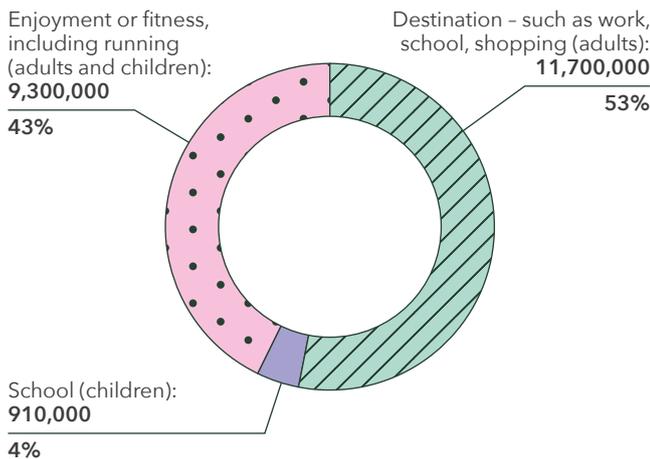


## Together, Stirling residents walk or wheel 3 times around the world every day

Walking and wheeling improves health and air quality, saves the NHS money, and reduces congestion.

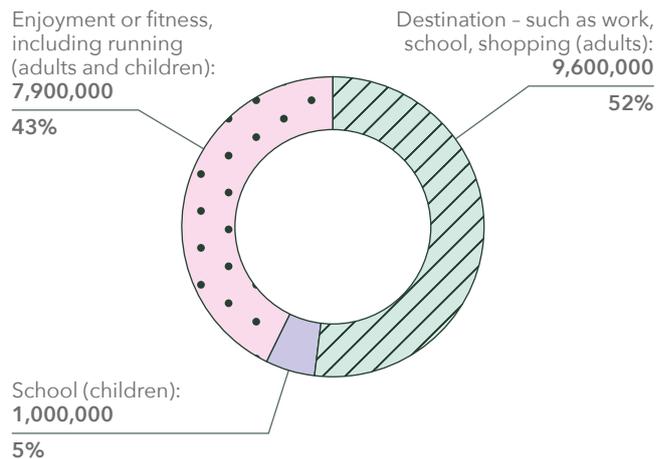
### Annual walking and wheeling trips by purpose

**21.9 million trips in 2025** which add up to **24.3 million miles**



Average walking or wheeling trip distance: 1.1 miles

**18.5 million trips in 2023** which add up to **20.5 million miles**



Average walking or wheeling trip distance: 1.1 miles

## Walking and wheeling benefits residents and society

We model the costs and benefits of walking and wheeling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

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

**£40.5 million**

£28.1 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for enjoyment or fitness) our model compares the costs and benefits of walking and wheeling to those of driving.

For these journeys **63p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£3.7 million** in economic benefit for residents and society from **5.9 million miles** walked or wheeled by those that could have used a car.



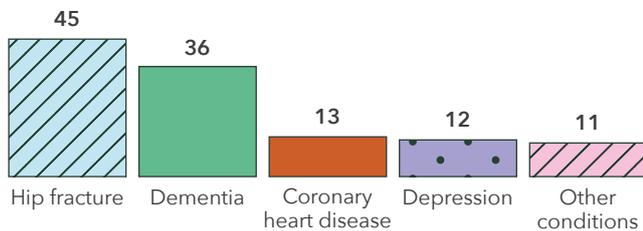
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 116 serious long-term health conditions each year.

92 in 2023

### Cases prevented



This saves the NHS

**£1.4 million per year**

£1.1 million in 2023

Equivalent to the cost of

**32,000**

**GP appointments**

28,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from walking

**prevent 32 early deaths annually**

28 in 2023

which is valued at

**£131 million**

£102 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking. Wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

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

**4,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

3,400 kg in 2023

and

**345 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

280 kg in 2023

70% of residents agree the air is clean in their local area



68% in 2023

## Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

**1,600 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

1,300 tonnes in 2023

This is equivalent to the carbon footprint of

**1,500 people taking flights**

from Edinburgh to New York.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

## Walking and wheeling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**13,000 return trips**

are walked and wheeled daily by residents who could have used a car.

11,000 in 2023

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

**39 miles**

equivalent to the distance from Stirling to Abernethy.

31 miles in 2023

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

## Benefits of cycling

# Why everyone gains when more people cycle

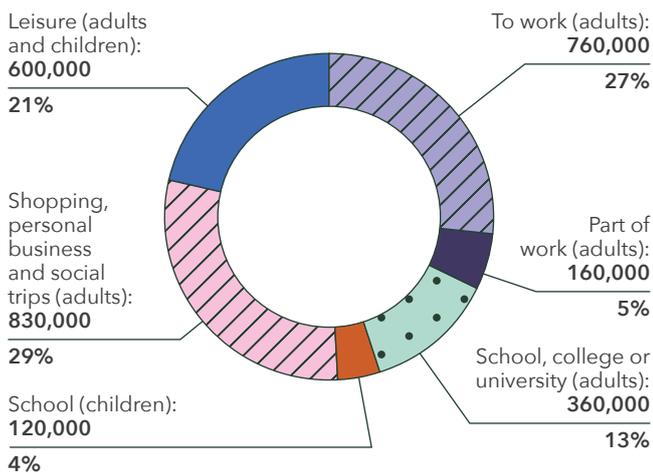


## Together, Stirling residents cycle once around the world every day

Cycling can be convenient for many local trips, especially in cities and towns. It gives people transport choice and access to education, jobs and community.

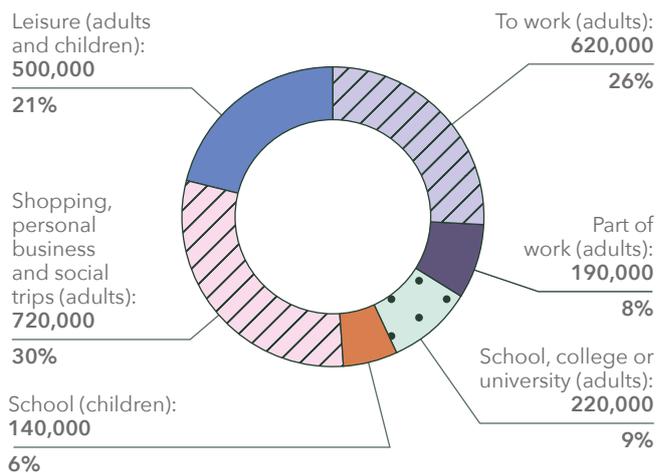
### Annual cycling trips by purpose

**2.8 million trips in 2025** which add up to **10.1 million miles**



Average cycling trip distance: 3.6 miles

**2.4 million trips in 2023** which add up to **9.3 million miles**



Average cycling trip distance: 3.9 miles

## Cycling benefits residents and society

We model the costs and benefits of cycling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

The total annual economic benefit from all trips cycled in Stirling is

**11.3 million**

£8.5 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for leisure) our model compares the costs and benefits of cycling to those of driving.

For these journeys **£1.34** is saved for each mile cycled instead of driven. Over a year this adds up to **£5.9 million** in economic benefit for residents and society from **4.4 million miles** cycled by those that could have used a car.



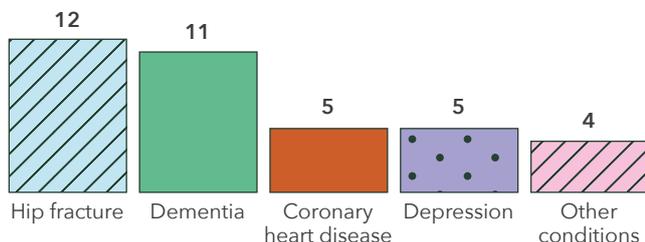
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Cycling unlocks health benefits for everyone

Cycling in the city prevents 37 serious long-term health conditions each year.

31 in 2023

### Cases prevented



Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

This saves the NHS

**£470,000 per year**

£400,000 in 2023

Equivalent to the cost of

**10,000**

**GP appointments**

9,800 in 2023

The physical activity benefits from cycling

**prevent 4 early deaths annually**

4 in 2023

which is valued at

**£17.6 million**

£15 million in 2023

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

People cycling instead of driving improves air quality, saving:

**2,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

1,800 kg in 2023

and

**207 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

167 kg in 2023

70% of residents agree the air is clean in their local area



68% in 2023

## Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

**1,200 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

972 tonnes in 2023

This is equivalent to the carbon footprint of

**1,100 people taking flights**

from Edinburgh to New York.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

## Cycling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**2,500 return trips**

are cycled daily by residents who could have used a car.

1,900 in 2023

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

**7 miles**

equivalent to the distance from Stirling to Alloa.

6 miles in 2023

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

## Walking and wheeling solutions

# What would help make walking and wheeling easier?



### New homes and existing communities should have services and amenities within walking and wheeling distance

Putting walking and wheeling at the heart of new and existing communities gives people greater transport choice, while reducing car dependency.

**54%**

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

53% in 2023

**55%**

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries

49% in 2023

New developments and existing communities can support walking and wheeling by ensuring many of the things people need are found near to where people live.

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

**81%**

more shops and everyday services, such as banks and post offices, close to their home

76% in 2023

**74%**

more government services, such as doctors surgeries and schools, close to their home

75% in 2023

**81%**

more parks or green spaces close to their home

78% in 2023

**82%**

more things to see and do close to their home, like cafés or entertainment venues

75% in 2023

### Residents want walking and wheeling to better align with buses

While walking and wheeling should be the most attractive option for short journeys, it should also be integrated with public transport for longer trips.

Walking and bus use is the most common form of multi-modal journey across the UK. If we are to increase walking and wheeling and bus trips, residents told us they need practical improvements to better integrate these modes of transport.



What percentage of residents would find these changes useful to help them take journeys that include walking or wheeling and the bus more often?

**74%**

more information to help them plan and take a journey (such as apps, maps, signage or public transport staff)

**65%**

more direct walking and wheeling routes from housing estates to bus stops

**66%**

accessible walking and wheeling routes to and from bus stops

**67%**

improved safety while walking or wheeling to and from the bus stop

**71%**

improved walking and wheeling crossing facilities near bus stops

**80%**

improved bus stops (such as accessible, well lit and maintained, cover from rain, display of service information)

## Residents want better streets

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

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

**66%**  
wider pavements  
69% in 2023

**69%**  
more frequent road crossings, with reduced wait times  
68% in 2023

**79%**  
nicer places along streets to stop and rest, like more benches, trees and shelters  
74% in 2023

**74%**  
better pavement accessibility, like level surfaces and dropped kerbs at crossing points  
74% in 2023

**69%**  
fewer cars parked on the pavement  
68% in 2023

**64%**  
less fear of crime or antisocial behaviour in their area  
60% in 2023

### In the city, for each road making up a junction with traffic lights

66% have a pedestrian crossing



34% don't have a pedestrian crossing



For example, a T-junction has three roads making up the junction, and a crossroads has four.



### Leanne, Resident and business owner

I have both a bookshop here and I've lived on this street for 12 years. The street really needed something done to it. It's a much nicer street to live on than it used to be. There's more buzz about the street. Upper Craigs is quite unique because it's a side street with a lot of businesses. I was quite emotionally invested in the improvements getting done because it had been neglected.

Since the cycle lane was installed it gets used and has reduced the traffic coming down this street. It used to be a cul-de-sac and now it's just

one way traffic which stops a lot of cars and lorries coming down here to turn but because they've now got speed bumps they can't. The traffic has reduced drastically. So it's a much nicer street to live on and have a business on. I'm able to put chairs outside for customers.

It looks nice but we need more street lighting and plants and hanging baskets.

## Cycling solutions

# What would make cycling better?

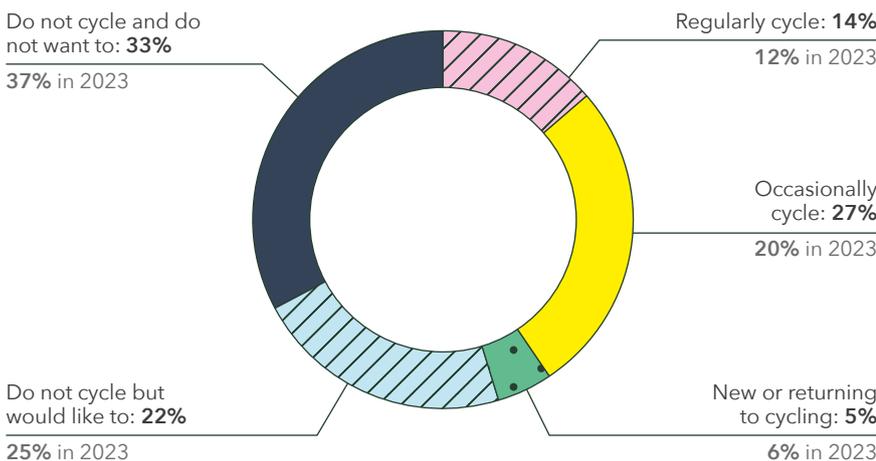


### Many residents want to cycle

There is considerable appetite to start cycling from residents who don't already.

To meet this demand we must address safety, ensuring people have dedicated space for cycling, as well as supporting access to a cycle, training, cycle parking, and better integration of cycling with public transport.

#### How do residents see themselves when it comes to cycling?



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

25% of women



28% of people from ethnic minority groups



28% of disabled people



### Residents want more support to cycle

#### What percentage of residents think that these kinds of support would help them start cycling or to cycle more?

**51%**  
access to a bicycle  
50% in 2023

**44%**  
access to an electric cycle  
44% in 2023

**35%**  
access to a cargo cycle with space to carry children or shopping  
33% in 2023

**23%**  
access to an adapted cycle, like a tricycle or handcycle  
21% in 2023

**46%**  
access or improvements to a city cycle hiring scheme  
42% in 2023

**57%**  
access to secure cycle parking at or near home  
52% in 2023

**39%**  
cycling training courses and organised social rides  
37% in 2023

#### Proportions of residents with access to an adult cycle

65% of all residents



42% of socio-economic group DE



74% of socio-economic group AB



## Residents want improved cycling infrastructure

People want networks of dedicated and safe cycle paths, cycle parking and better integration with public transport.

### In the city there are:

# 35% of households

are within 125 metres of either traffic-free cycle paths away from the road, cycle paths physically separated from traffic and pedestrians, or signposted routes along quieter streets

31% in 2023

## 13 miles

of traffic-free cycle paths away from the road

12 miles in 2023

## 3 miles

of cycle paths physically separated from traffic and pedestrians

2 miles in 2023

## 1 miles

of signposted routes along quieter streets

0 miles in 2023

## 250

cycle parking spaces across 3 railway and bus stations

242 spaces across 3 stations in 2023

### What percentage of residents would be helped to start cycling or to cycle more by better facilities?

## 69%

more traffic-free cycle paths away from roads, like through parks or along waterways

69% in 2023

## 61%

more cycle paths along roads that are physically separated from traffic and pedestrians

61% in 2023

## 65%

more signposted local cycle routes along quieter streets

63% in 2023

## 68%

better links with public transport, like secure cycle parking at train stations, bus stops/stations

63% in 2023

### Among residents:

## 76%

support improving and increasing local off-road walking, wheeling and cycling paths

## 51%

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

52% in 2023

## 70%

support improving walking, wheeling and cycling access to bus stops and coach or rail stations



## Rob and Jemma, Forth Environment Link

We run the largest e-bike library in Scotland, with 150 bikes available including cargos, trailers and children's seats. Loan fees are on a sliding scale. People least able to afford a loan are provided with transport for free where possible. We keep active travel affordable for all.

We also give free long-term loans to NHS staff and patients. We've seen wonderful results with the rheumatology department, with patients reducing or forgoing medication entirely thanks to the benefits of cycling. E-bikes give them the freedom of movement again.

Our ultimate aim is to get everybody onto a bike!

## Neighbourhood solutions

# Thriving places, centring children

Neighbourhoods should prioritise the needs and wellbeing of the people who live there and visit. They should be planned to support community, foster social connection, and be places where everyone feels welcome.

Designing neighbourhoods with children in mind means they work better for everyone.

### Improving the journey to school

Schools are at the centre of many neighbourhoods and should be part of any plan to make neighbourhoods better.

This means working with schools to encourage walking, wheeling and cycling, but also improving the neighbourhood around schools to reduce traffic and improve pavements, crossing points and cycle provision.

53% support



23% oppose



closing residential streets outside schools to cars during drop-off and pick-up times

72% support



9% oppose



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

These are known as 'School Streets'.

## 0 schools

in the city have School Streets schemes

0 schools in 2023



### Giving children the independence to roam, play and develop

Neighbourhoods should be places for children to thrive. Well-designed neighbourhoods can give children freedom to move around, play and socialise, helping children's independence, social skills, and autonomy.

Average age when parents and carers would let children travel independently in their neighbourhood

**10 years old**  
to walk or wheel

**11 years old**  
to cycle

**12 years old**  
to use public transport

## 56%

agree there is space for children to socialise and play

58% in 2023

Fewer children play out on their streets than ever before. Just 27% of children said they regularly play outside their homes, compared to 71% of those born between 1946 and 1964.

Save the Children, Summer of Play campaign survey, 2022.



## Residents support child-safe neighbourhoods

Adults support child-safe neighbourhoods, including traffic-reduction targets and measures to reduce through traffic and traffic speed, but this must be done fairly.

**36%**

of residents think that their streets are not dominated by moving or parked motor vehicles  
35% in 2023

**56%**

support setting traffic-reduction targets and taking action to achieve these  
55% in 2023

**61%**

support low-traffic neighbourhoods  
59% in 2023

**16%**

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.<sup>[i]</sup>  
17% in 2023

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

57% walk or wheel more



53% cycle more



**56%**

support reducing speed limits on local roads in built-up areas to 20 mph speed limits

**44%**

of the city's streets have 20 mph speed limits (excluding motorways)  
44% in 2023

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

49% walk or wheel more



46% cycle more



## Everyone should feel welcome in their neighbourhood

Improvements to neighbourhoods must also recognise the needs of adults, for example women, disabled people and people from ethnic minority groups.

**55%**

agree they regularly chat to their neighbours, more than just to say hello  
52% in 2023

**52%**

feel able to participate in making their neighbourhood a better place to live  
46% in 2023

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

**82%**

of all residents



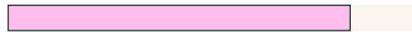
78% in 2023

81% of women



76% in 2023

83% of men



79% in 2023

84% of LGBTQ+ people



71% in 2023

83% of non-LGBTQ+ people



80% in 2023

82% of people from ethnic minority groups



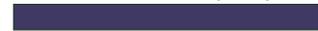
82% in 2023

82% of white people



77% in 2023

74% of disabled people



70% in 2023

84% of non-disabled people



81% in 2023

76% of socio-economic group DE



72% in 2023

85% of socio-economic group AB



85% in 2023

i. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org). Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

## Improving walking, wheeling and cycling



It is encouraging to see the continued increase in participation and appetite for walking, wheeling and cycling in Stirling since the 2023 Index.

In this report, 57% of residents walk or wheel at least five days a week, compared to 53% in 2023. Moreover, 26% of respondents want to drive less and 46% want to walk or wheel more. This reflects the great work done delivering the Walk, Cycle Live infrastructure, access to cycles and cycle skills training programmes over the past 2 years.

Our work to create safer, more liveable neighbourhoods by increasing the number of 20 mph roads in Stirling has resulted in a reduced average traffic speed. As a result, the number of residents who feel welcome and comfortable walking, wheeling or spending time in their neighbourhood has increased to 82%.



**... we continue to transform the transport system in Stirling by delivering high quality active travel infrastructure.**



Now 35% of households are within 125m of an active travel route, increased from 31%. This is set to increase in the coming years, as we continue to transform the transport system in Stirling by delivering high, quality active travel infrastructure. Currently, our active travel infrastructure programme contains over 30km of active travel routes in development or construction.



---

---

## Forthside development

Construction is now well underway in the Forthside Development with the active travel connections being some of the first infrastructure on the ground. This pioneering new development, funded directly through the UK Government's Levelling Up Fund, features a network of active travel routes. With its proximity to Stirling centre, train and bus stations, the site provides a unique opportunity for a more sustainable, active commercial and residential development. Construction of the active travel connections is now complete. Our efforts have pivoted towards coordinating Tactran's People and Place Behaviour Change projects to support businesses and residents to travel more actively by providing cycle skills, access to e/cargo/bikes and promotional campaigns.



---

---

## Sustainable Mobility Strategy

Transport is the single biggest source of carbon emissions in Stirling. Unlike other sectors, total emissions from transport have remained relatively unchanged over the last decade. Action is needed to minimise the number of journeys powered by fossil fuels. Stirling Council's Sustainable Mobility Strategy (SMS) provides a pathway for shifting journeys away from fossil fuels. This SMS also links with our Local Development Plan, which sets out the sites and scale of future development. Our recent consultation on the SMS and Travel Demand Survey had over 1000 responses. Now adopted by the Council, the SMS will enable us to develop a blueprint for active travel infrastructure development, design and delivery in both urban and rural settings alongside a programme for behaviour change.

## Looking forward

# Better places and streets for everyone



Paramount to enabling and encouraging active travel in Stirling is growing our network of accessible, high quality active travel routes. The demand for this is clear from the report.

51% support building more cycle paths physically separated from traffic and pedestrians and 74% think accessibility improvements on pavements would help them walk or wheel more. Our roadmap for achieving this will be our Active Travel Action Plan, which stems from the SMS.

Now the Council's SMS is adopted, work to develop the supporting Action Plans is underway. The Active Travel Action Plan details how the Council will deliver the goals, outcomes, and vision set out in the SMS. The actions detailed in the Action Plan focus on providing strategic active travel infrastructure in both the urban and rural settings; creating safe and pleasant neighbourhoods and; driving behaviour change. Through the delivery of these actions we should be able to make walking, wheeling and cycling easy, safe and attractive travel options. Maximising sustainable choices for all.

Outlined in our SMS, was the need to integrate active travel with public transport. Not just to enable modal shift from car travel to more sustainable modes in Stirling but in rural settings, where journeys tend to be longer. The key to unlocking this is through more direct, accessible infrastructure to bus stops, bike parking at bike stops and enabling bike transport on buses and trains. Similar to the Stirling Train Station Gateway Project completed in 2023.

Alongside the infrastructure there must be an aligned programme of behaviour change to drive and challenge opinions, preconceptions and a culture of change. This targeted programme must be agile and adapt to suit each person, group or businesses unique barrier to sustainable and active travel as a mode of transport. Its success relies on its agility and a coordinated approach to planning and delivery with Stirling Council, the regional transport body (Tactran) and the 3rd sector organisations responsible for delivery.

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

46% on walking and wheeling



32% on cycling



65% on buses



62% on trains



28% on trams



36% on other forms of public transport such as community transport, metro or subway, local ferry



29% on driving



**... there must be an aligned programme of behaviour change to drive and challenge opinions ...**

---

---

## City Region Deal

As well as delivering our Levelling Up funded active travel infrastructure, we are also committed to delivering our City Region Deal projects: Dunblane to Causewayhead active travel route, and from Blairlogie to the University of Stirling. The Dunblane to Causewayhead route will connect communities in Dunblane, Bridge of Allan and the University of Stirling with the Walk, Cycle, Live Stirling infrastructure in Causewayhead. The Blairlogie to University route will connect with infrastructure being delivered by Clackmannanshire, creating a safe connection all the way from Fishcross to the University.

Alongside these 2 routes in the north east of Stirling the Council is committed to delivering the re-alignment of NCN76 at the Manor Powis roundabout - in partnership with the National Cycle Network team. Once complete, this high quality network of routes in the area will encourage an active travel culture for tourists, students and residents. From Stirling city centre to Dunblane and all the way to Alloa and Fishcross in Clackmannanshire.

---

---

## City Centre South Active Travel

Our latest programme of active travel infrastructure projects: City Centre South, will connect communities in the south of Stirling city with each other and the City Centre. These 4 active travel routes will enable people to walk, wheel or cycle to school, work and for recreation on high quality, safe infrastructure. This network will connect into the existing Walk, Cycle, Live Stirling active travel network and proposed infrastructure along Kerse Road into the Forthside Development.

Through this network of routes we will increase the number of households in Stirling who are within 125m of high quality, safe infrastructure. Delivering what the people of Stirling tell us they want: to walk and wheel, cycle and take public transport more.



---

### Stewart, outdoors explorer

**I love the outdoors and the closeness to my environment and nature and its sounds.**

Cycling makes me feel energised, in touch with nature and refreshed.

I mostly cycle alone but enjoy cycling in groups with family and friends.

I have a circuit I do which takes me 40 minutes daily that takes in Cornton railway crossing path, Bridge of Allan, the university, Wallace Monument, Causewayhead and the Riverside. It's great for me because there is a path linking next to my house.

Improving cycling is a challenge in such a historic place like Stirling but a reduction in traffic and more dedicated cycle ways and paths would help.

---

---

## Notes on methodology

The attitudinal survey was conducted from March to June 2025 (and 2023) by independent social research organisation NatCen. The survey is representative of all Stirling residents, not just those who walk, wheel or cycle.

All other data are sourced from our regional and local partners, national data sets or modelled and calculated by Walk Wheel Cycle Trust. All locally-sourced data are correct as of 28 May 2025.

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

Trip estimates now include cycling trips as part of work for both 2025 and 2023. Previously published 2023 model estimates have been recalculated to include these and allow for direct comparison, and to use population data from the 2022 Census, instead of 2021 mid-year estimates as a more reliable source. This has also impacted walking trip estimates from 2023.

In 2025 the boundary for Stirling changed. This was a result of changes made to data zones following the 2022 Census meaning that 2023 and 2025 data do not cover exactly the same area.

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

More information on data sources and calculations, including strengths and limitations of the survey and model methodology, are available at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

Because people powered movement changes everything. Our health. Our wellbeing. Our world.

[www.walkwheelcycletrust.org.uk](http://www.walkwheelcycletrust.org.uk)

---

---

## Funding and support

Walking and Cycling Index Stirling has been funded and supported by Transport Scotland. The project is co-ordinated by Walk Wheel Cycle Trust and has been supported by Stirling Council.

Walk Wheel Cycle Trust is a registered charity in the UK number 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland).

© Walk Wheel Cycle Trust March 2026

© Photos: Brian Sweeney, except page 2 headshot: Stirling Council; page 21: Stirling Council