

**Glasgow**

# **Walking and Cycling Index 2025**



# Our vision for walking, wheeling and cycling



### Councillor Angus Millar

Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery

Glasgow is changing how we move. Over the past two years, the city has invested significantly in walking, wheeling, and cycling – backed by community support and a shared commitment to safer, more accessible streets.

The Index shows 26 million cycling trips took place in Glasgow in 2025. Thanks to major infrastructure improvements that have reshaped key routes, the Govan-Partick Bridge, Connecting Woodside, Connecting Battlefield, and the South City Way are linking homes to parks, hospitals, universities, cultural destinations and places of work – and giving more Glaswegians the option to travel actively.

New projects including Connecting Yorkhill and Kelvingrove will improve access across the West End, while the Avenues Programme continues to transform city centre streets and introduce a greener, more inclusive George Square.

Our range of strategic plans are guiding delivery of inclusive, sustainable transport under our overarching Glasgow Transport Strategy.

Our expanding City Network aims to place every resident of Glasgow within 800 metres of a dedicated cycleway, and public confidence is growing – evidenced by over one million crossings on the Govan-Partick Bridge in just over six months. A citywide 20 mph speed limit will also roll out in early 2026, improving safety for all.

And our progress is also reflected in cleaner air. Since the full rollout of the Low Emission Zone in 2023, nitrogen dioxide levels have dropped significantly, with Glasgow meeting all statutory air quality targets for the first time.

As we look ahead, Glasgow remains committed to a just transition to net zero, healthier communities, and a more inclusive city. The Walking and Cycling Index helps us measure progress, shape decisions, and celebrate the collective effort driving change.

This is an exciting time for Glasgow, as residents embrace the freedom and opportunity of connected, sustainable journeys.

Let's keep moving forward – together.

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## 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 Glasgow, produced in partnership with Glasgow City 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 1,181 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 Glasgow 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)



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## 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

# Glasgow

Population<sup>[i]</sup>  
**650,300**

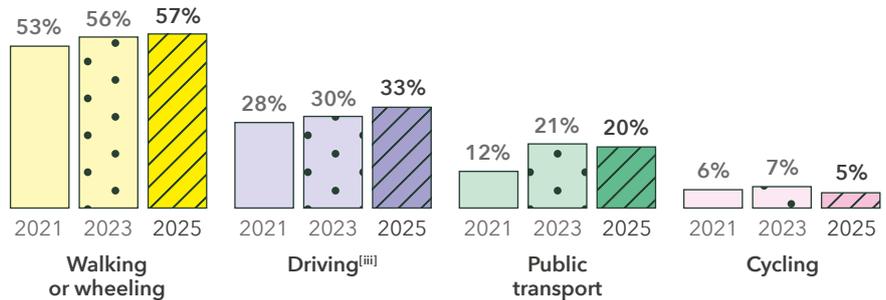
**551,455 adults**  
**98,845 children**



## Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Glasgow residents. Since 2021 walking and wheeling appears to be increasing.

Residents who travel by the following modes five or more days a week in the city<sup>[ii]</sup>



i. NRS mid-year 2024 population estimates. This is the most recent available for Glasgow.

ii. Please note this question is different to the Glasgow Transport Strategy.  
iii. 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>[iv]</sup>

39% of socio-economic group C2

65% of socio-economic group AB

**15%**

of residents cycle at least once a week

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

9% of women

20% of men

## 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

58% of disabled people

77% of non-disabled people

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

58% of people from ethnic minority groups

44% of white people

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

63% of LGBTQ+ people

73% of non-LGBTQ+ people

iv. Socio-economic groups AB are managerial while group C2 are skilled manual occupations.

See page 6 for full definitions.

v. See footnote on page 6.

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

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

prevents  
**1,443**  
serious long-term  
health conditions

creates  
**£565.1 million**  
in economic benefit for  
individuals and the city

saves  
**30,000 tonnes**  
of greenhouse gas emissions

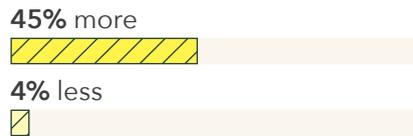
Walking, wheeling and cycling reduces congestion by taking up to 180,000 cars off the roads every day.

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

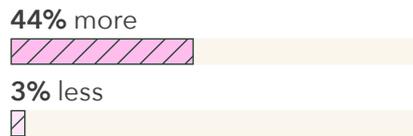
Percentage of residents who would like to use different types of transport more or less in the future:

22% of residents want to drive less. 36% of residents agree that they often use a car because no other transport options are available.

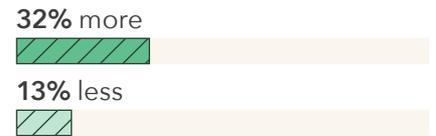
Walk or wheel



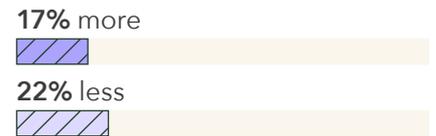
Cycle



Take public transport

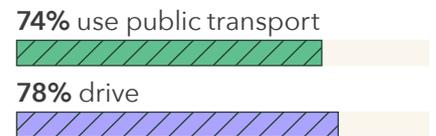
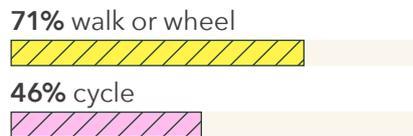


Drive



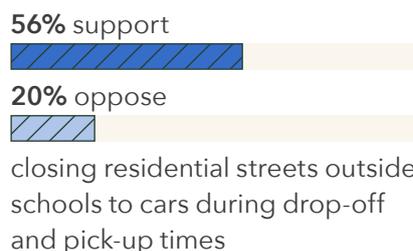
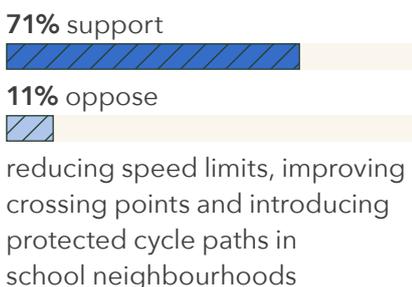
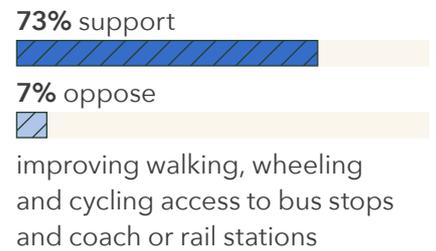
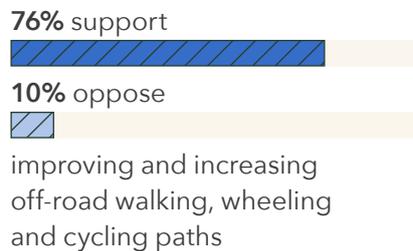
## Cycling is seen as less safe than other forms of transport

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



## Residents support more connected neighbourhoods

57% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 21% oppose such a shift.



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

## Walking and wheeling

# Participation, safety and satisfaction



Celebrating 850 years

### Walking and wheeling participation

Overall the number of Glasgow residents walking and wheeling at least five days a week has stayed about the same since 2023.

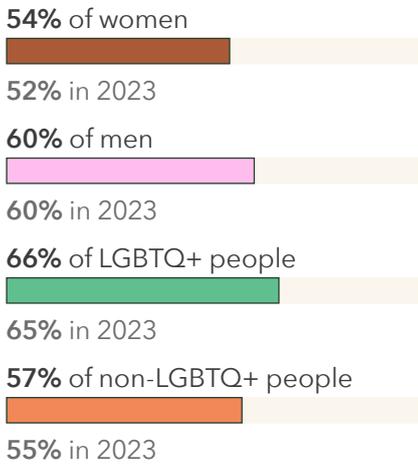
Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area and think it is a good place to walk or wheel.

**93%**  
of all residents walk or wheel  
94% in 2023

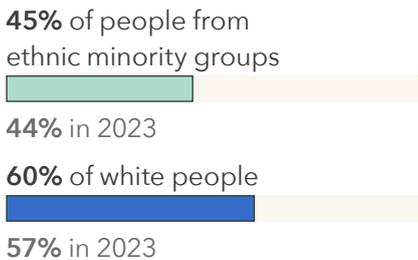
**57%**  
of all residents walk or wheel at least five days a week  
56% in 2023

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

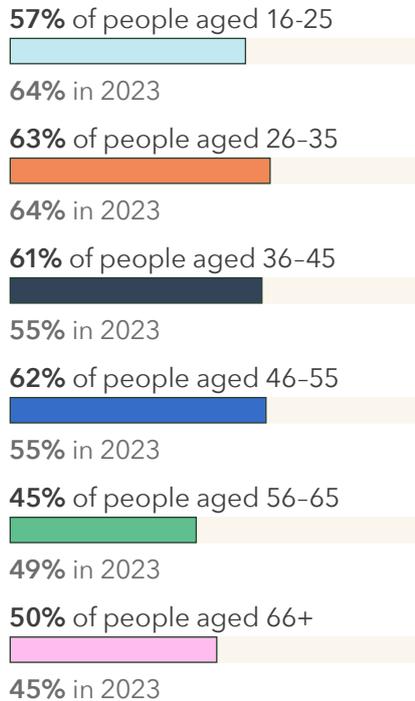
#### Gender and sexuality<sup>(i)</sup>



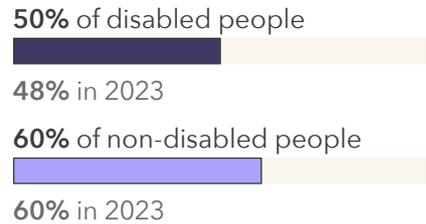
#### Ethnicity



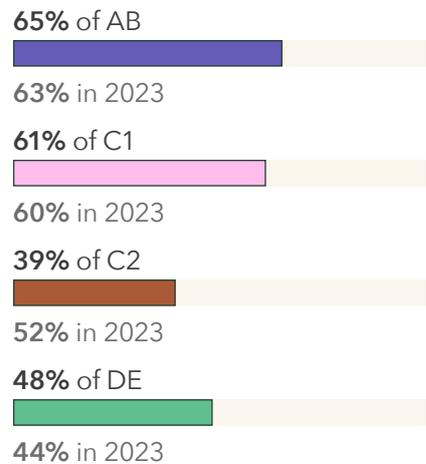
#### Age



#### 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

# 71%

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

62% in 2023

# 49%

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

43% in 2023

# 75%

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

68% in 2023

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

#### Gender and sexuality

68% of women



60% in 2023

76% of men



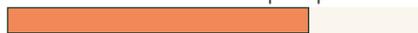
65% in 2023

66% of LGBTQ+ people



58% in 2023

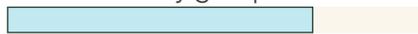
73% of non-LGBTQ+ people



63% in 2023

#### Ethnicity

74% of people from ethnic minority groups



67% in 2023

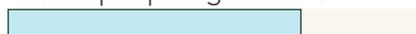
71% of white people



61% in 2023

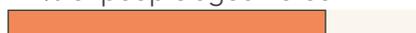
#### Age

71% of people aged 16-25



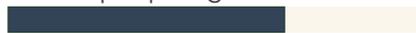
62% in 2023

77% of people aged 26-35



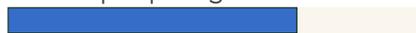
60% in 2023

67% of people aged 36-45



64% in 2023

70% of people aged 46-55



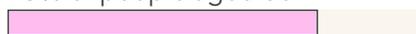
64% in 2023

65% of people aged 56-65



64% in 2023

75% of people aged 66+



57% in 2023

#### Disability

58% of disabled people



56% in 2023

77% of non-disabled people



65% in 2023

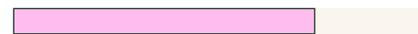
#### Socio-economic group

74% of AB



66% in 2023

73% of C1



62% in 2023

66% of C2

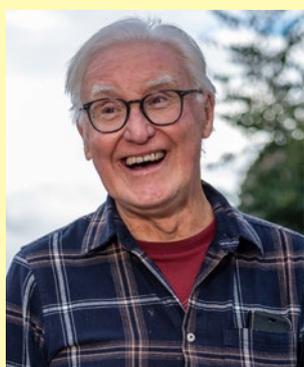


63% in 2023

68% of DE



57% in 2023



### Alasdair, Walk leader

I decided many years ago that I would not buy a car. Glasgow is a fairly compact city and most things are within a 15 minute walk.

Years ago, people shopped locally and walked to their work. I always feel better after walking.

I lead fortnightly walks, with Paths For All, to various parts of the city. We often have around 20 participants. They enjoy the walk for exercise and socialising.

In the past five years the council has made significant changes to promoting more walking. The Avenues Project is an example of making space to benefit pedestrians.

## Cycling

# Participation, safety and satisfaction



### Cycling participation

Currently, 15% of Glasgow residents cycle at least once a week. This has remained 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.

**33%**  
of all residents cycle  
37% in 2023

**15%**  
of all residents cycle at least once a week  
17% in 2023

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

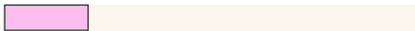
#### Gender and sexuality

9% of women



11% in 2023

20% of men



24% in 2023

20% of LGBTQ+ people



15% in 2023

15% of non-LGBTQ+ people



17% in 2023

#### Ethnicity

10% of people from ethnic minority groups



23% in 2023

15% of white people



16% in 2023

#### Age

7% of people aged 16-25



17% in 2023

20% of people aged 26-35



17% in 2023

19% of people aged 36-45



23% in 2023

18% of people aged 46-55



24% in 2023

12% of people aged 56-65



12% in 2023

7% of people aged 66+



8% in 2023

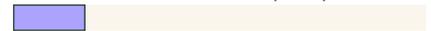
#### Disability

7% of disabled people



9% in 2023

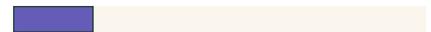
17% of non-disabled people



21% in 2023

#### Socio-economic group

19% of AB



25% in 2023

13% of C1



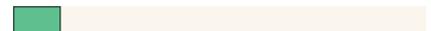
15% in 2023

12% of C2



13% in 2023

11% of DE



11% in 2023

i. See Bike Life 2019 UK report.

## Cycling safety and satisfaction

**46%**

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

39% in 2023

**32%**

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

29% in 2023

**47%**

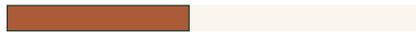
of all residents think their local area overall is a good place to cycle

43% in 2023

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

#### Gender and sexuality

**44%** of women



36% in 2023

**49%** of men



43% in 2023

**35%** of LGBTQ+ people



38% in 2023

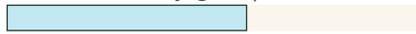
**49%** of non-LGBTQ+ people



40% in 2023

#### Ethnicity

**58%** of people from ethnic minority groups



54% in 2023

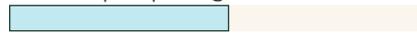
**44%** of white people



37% in 2023

#### Age

**53%** of people aged 16-25



40% in 2023

**44%** of people aged 26-35



36% in 2023

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



43% in 2023

**48%** of people aged 46-55



38% in 2023

**47%** of people aged 56-65



43% in 2023

**40%** of people aged 66+



34% in 2023

#### Disability

**40%** of disabled people



34% in 2023

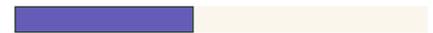
**48%** of non-disabled people



41% in 2023

#### Socio-economic group

**43%** of AB



36% in 2023

**48%** of C1



37% in 2023

**43%** of C2



44% in 2023

**49%** of DE



43% in 2023



### Andrew, Commuter

I've worked at Oxfam Music on Byres Road for over 20 years.

I cycle to work every day unless I have a flat tyre. I use the new cycle path on the way home because it is smooth but I use the side streets on the way to work to avoid potholes on Dumbarton Road where I would join the path.

We no longer have access to a loading bay but it hasn't stopped people donating. Drivers might not like it because there's less parking but the street is more pleasant to walk down now.

## Benefits of walking and wheeling

# Why everyone gains when more people walk or wheel

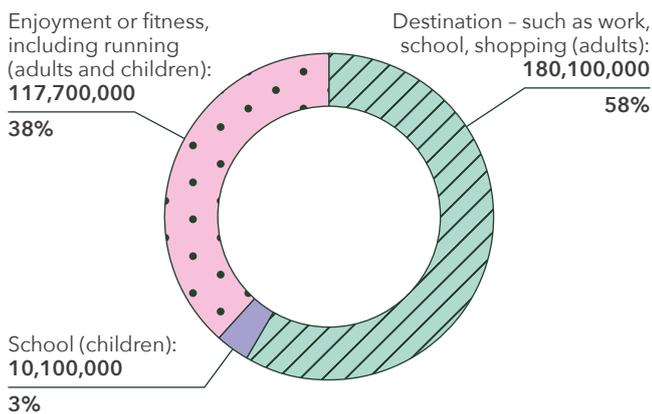


### Together, Glasgow residents walk or wheel 32 times around the world every day

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

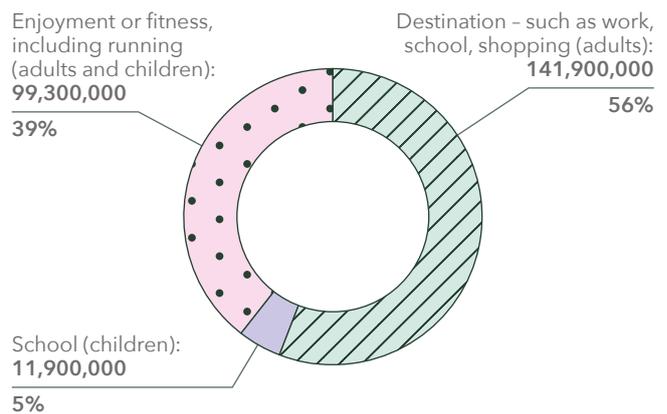
Annual walking and wheeling trips by purpose (based on residents survey data, representative of Glasgow)

**307.9 million trips in 2025** which add up to **294.1 million miles**



Average walking or wheeling trip distance: 1 mile

**253 million trips in 2023** which add up to **269.7 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 Glasgow is

**£458.4 million**

£350 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 **£1.13** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£84.2 million** in economic benefit for residents and society from **74.2 million miles** walked or wheeled by those that could have used a car.



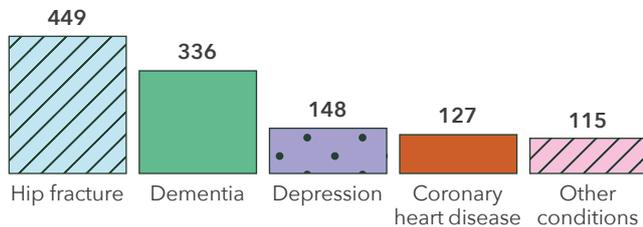
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 1,174 serious long-term health conditions each year.

1,102 in 2023

### Cases prevented



This saves the NHS

**£14.9 million per year**

£13.9 million in 2023

Equivalent to the cost of

**330,000**

**GP appointments**

340,000 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 387 early deaths annually**

368 in 2023

which is valued at

**£1.59 billion**

£1.34 billion 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:

**50,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

37,000 kg in 2023

and

**4,300 kg of particulates**

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

3,100 kg in 2023

45% of residents agree the air is clean in their local area



42% in 2023

## Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

**20,000 tonnes**

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

14,000 tonnes in 2023

This is equivalent to the carbon footprint of

**19,000 people**

**taking flights**

from Glasgow 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.

**160,000 return trips**

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

120,000 in 2023

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

**488 miles**

equivalent to the distance from Glasgow to Glenfinnan and back, twice.

344 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

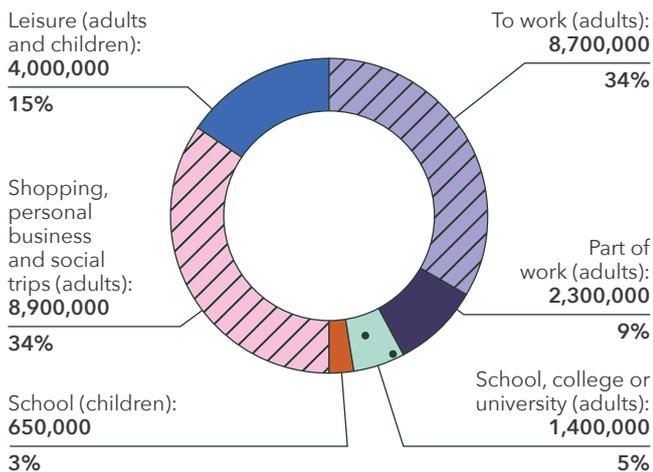


## Together, Glasgow residents cycle 10 times around the world every day

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.

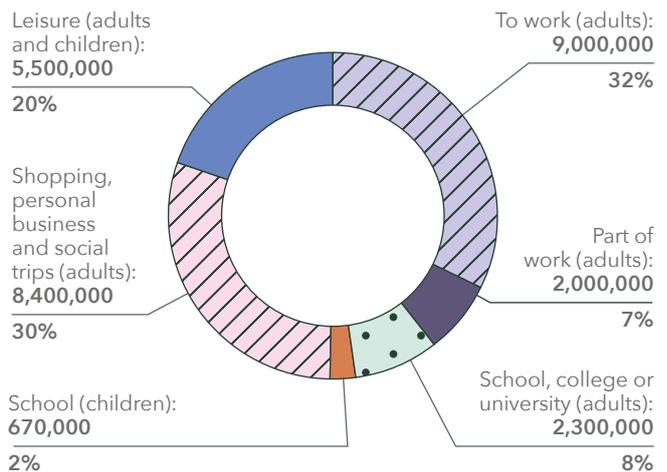
### Annual cycling trips by purpose (based on residents survey data, representative of Glasgow)

**26 million trips in 2025** which add up to **87.3 million miles**



Average cycling trip distance: 3.4 miles

**27.9 million trips in 2023** which add up to **101.8 million miles**



Average cycling trip distance: 3.6 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 Glasgow is

**£106.7 million**

£101.7 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 **£1.84** is saved for each mile cycled instead of driven. Over a year this adds up to **£68.6 million** in economic benefit for residents and society from **37.3 million miles** cycled by those that could have used a car.



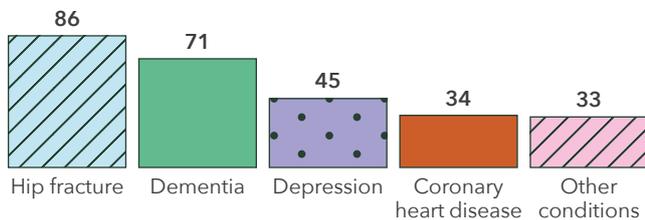
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Cycling unlocks health benefits for everyone

Cycling in the city prevents 268 serious long-term health conditions each year.

281 in 2023

### Cases prevented



This saves the NHS

**£3.5 million per year**

£3.8 million in 2023

Equivalent to the cost of

**79,000**

**GP appointments**

92,000 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 cycling

**prevent 38 early deaths annually**

45 in 2023

which is valued at

**£155 million**

£164 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:

**17,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

19,000 kg in 2023

and

**1,700 kg of particulates**

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

1,700 kg in 2023

45% of residents agree the air is clean in their local area



42% in 2023

## Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

**10,000 tonnes**

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

10,000 tonnes in 2023

This is equivalent to the carbon footprint of

**9,600 people**

**taking flights**

from Glasgow 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.

**21,000 return trips**

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

20,000 in 2023

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

**63 miles**

equivalent to the distance from Glasgow to Tyndrum.

59 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.

**60%**

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

63% in 2023

**58%**

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

58% 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?

**80%**

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

80% in 2023

**75%**

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

74% in 2023

**85%**

more parks or green spaces close to their home

82% in 2023

**82%**

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

80% 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?

**75%**

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

**66%**

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

**68%**

accessible walking and wheeling routes to and from bus stops

**71%**

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

**73%**

improved walking and wheeling crossing facilities near bus stops

**84%**

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?

**71%**

wider pavements  
74% in 2023

**74%**

more frequent road crossings, with reduced wait times  
74% in 2023

**82%**

nicer places along streets to stop and rest, like more benches, trees and shelters  
80% in 2023

**76%**

better pavement accessibility, like level surfaces and dropped kerbs at crossing points  
76% in 2023

**68%**

fewer cars parked on the pavement  
68% in 2023

**70%**

less fear of crime or antisocial behaviour in their area  
69% in 2023

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

98% have a pedestrian crossing



2% don't have a pedestrian crossing



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



### Michael, Southsider

Buses are my main mode of transport although this is not always simple as a wheelchair user.

The worst for me is people parking their cars at bus stops, meaning I can't get on or off. I often have to find another solution or plan an alternative route when I have an important appointment, just in case. It is tiring and stressful.

The other problem I face is that there's only one space on the bus for wheelchairs and prams.

If there's someone already using this spot I can't get on. Having two spaces available would be so helpful.

## Cycling solutions

# What would make cycling better?

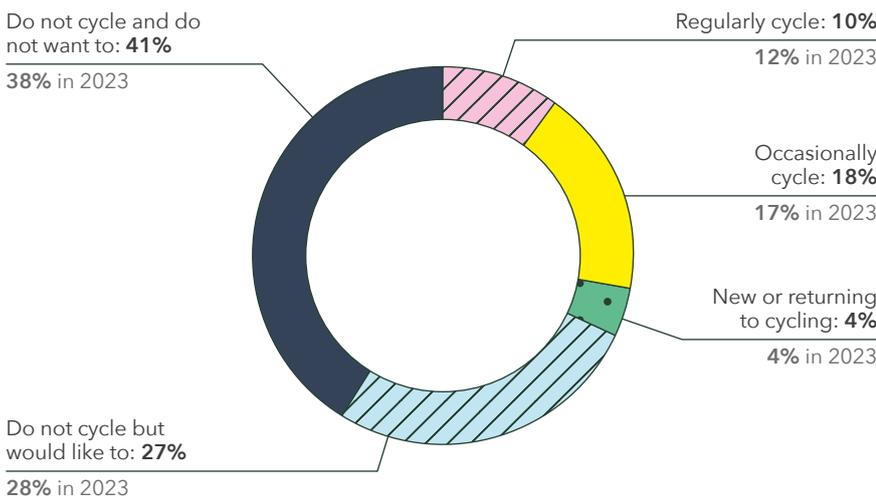


### Many residents want to cycle

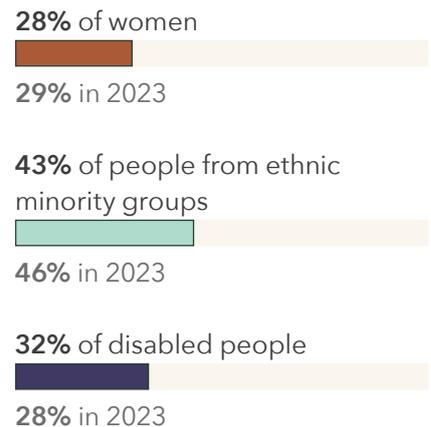
There is considerable appetite to start cycling from residents who don't already.

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?

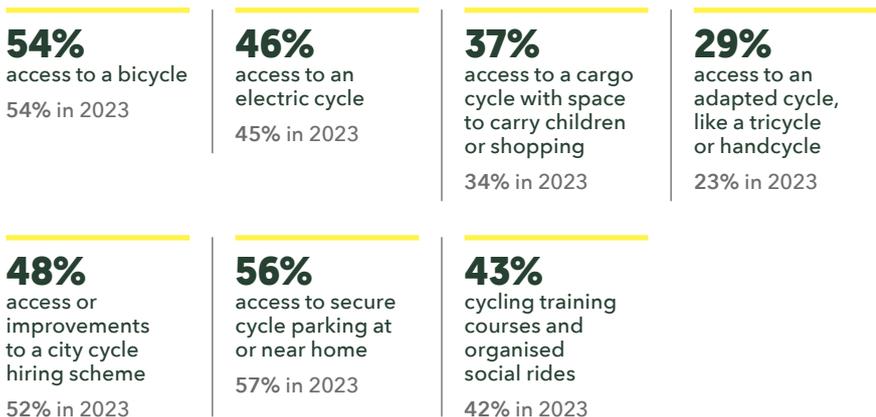


#### What proportion of residents said they 'do not cycle but would like to'

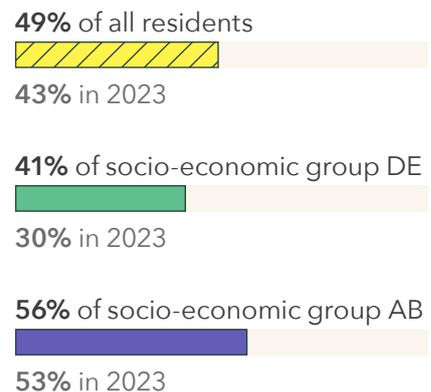


### Residents want more support to cycle

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



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



## 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:

# 33% 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<sup>i</sup>

## 122 miles

of traffic-free cycle paths away from the road  
114 miles in 2023

## 36 miles

of cycle paths physically separated from traffic and pedestrians  
36 miles in 2023

## 27 miles

of signposted routes along quieter streets<sup>i</sup>

## 882

cycle parking spaces across 74 railway, bus and subway stations  
866 spaces across 74 stations in 2023

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

## 67%

more traffic-free cycle paths away from roads, like through parks or along waterways  
68% in 2023

## 61%

more cycle paths along roads that are physically separated from traffic and pedestrians  
62% in 2023

## 61%

more signposted local cycle routes along quieter streets  
65% in 2023

## 68%

better links with public transport, like secure cycle parking at train stations, bus stops/stations  
69% in 2023

### Among residents:

## 76%

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

## 54%

support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
58% in 2023

## 73%

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

i. Glasgow City Council followed the Cycling by Design 2021 guidance for Mixed Traffic Streets, which does not entirely match the Index definition for this category.



## James, Magic Cycle Club founder

We started Magic Cycle Club because we'd seen groups in other cities and were inspired by the way it was not about the cycling itself. It was a way of hanging out and forming community around bikes.

Also engaging with the city we live in and being comfortable exploring. For some people, it's easier to do that with others.

We meet same time, same place every week and the destination is a surprise.

I tend to make the routes so I go right at the front of the group.

The core philosophy is anybody, any bike. We really want it to be something that anyone, at any experience level, can join and feel safe.

# 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.

56% support



20% oppose



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

71% support



11% oppose



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

These are known as 'School Streets'.

**48 schools**

in the city have School Streets schemes

37 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

**12 years old**  
to walk  
or wheel

**12 years old**  
to cycle

**13 years old**  
to use public  
transport

**45%**

agree there is space for children to socialise and play

49% 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.

**29%**

of residents think that their streets are not dominated by moving or parked motor vehicles  
27% in 2023

**60%**

support setting traffic-reduction targets and taking action to achieve these  
63% in 2023

**66%**

support low-traffic neighbourhoods  
66% in 2023

**25%**

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>  
27% in 2023

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

63% walk or wheel more



57% cycle more



**61%**

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

**16%**

of the city's streets have 20 mph speed limits (excluding motorways)  
15% in 2023

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

57% walk or wheel more



54% 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.

**50%**

agree they regularly chat to their neighbours, more than just to say hello  
50% in 2023

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

**72%**

of all residents



71% in 2023

72% of women



69% in 2023

72% of men



74% in 2023

63% of LGBTQ+ people



62% in 2023

73% of non-LGBTQ+ people



73% in 2023

72% of people from ethnic minority groups



66% in 2023

72% of white people



71% in 2023

65% of disabled people



62% in 2023

75% of non-disabled people



75% in 2023

68% of socio-economic group DE



61% in 2023

77% of socio-economic group AB



76% 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

Since the publication of the 2023 Index, Glasgow has continued to make significant progress in supporting healthy, sustainable journeys across the city.

At the heart of this is our City Network – an ambitious plan to deliver 270km of active travel routes. This strategic framework is ensuring that more neighbourhoods are becoming connected through safe, segregated infrastructure, upgraded footways, and revitalised public spaces.

A major milestone was reached in 2024 with the completion of the South City Way, including its final city centre section. Traffic surveys that autumn recorded a 15% cycling modal share on Victoria Road, setting a new benchmark for urban cycling in Scotland.

In 2025, the first phase of Connecting Battlefield was completed, linking the South City Way to the New Victoria Hospital. Meanwhile, Connecting Woodside, one of Glasgow’s pioneering active travel projects, is entering its final phase. The Charing Cross junction was redesigned at the end of 2024, making it safer and more accessible for active travel, while the construction of cycle lanes on St George’s Road will be complete in early 2026.

At the River Clyde, improvements to the George V Bridge area introduced cycle-friendly junctions and improvements for pedestrians. Nearby, several City Deal-backed Avenues projects were completed, offering widened pavements, segregated cycle lanes, smart technology and new trees and raingardens. Construction also began on three Avenues Plus schemes funded by Transport Scotland to improve active travel connectivity in neighbourhoods on the fringes of the city centre.

**More neighbourhoods are becoming connected through safe, segregated infrastructure, upgraded footways, and revitalised public spaces.**

2025 also saw the completion of the North-East Active Travel Routes project, integrating new cycleways, upgrading footways, and improving bus infrastructure.

To support behaviour change, Glasgow also launched the highly visible “That Cycle to School Feeling” campaign in 2025, encouraging pupils to embrace active travel.



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## **The Govan-Partick Bridge: Reconnecting Glasgow**

The newest addition to Glasgow’s growing network of active travel bridges, the Govan-Partick Bridge, re-establishes a historic link between communities north and south of the River Clyde – one lost for centuries. Since opening in 2024, the bridge has quickly become a vital connector in the city’s active travel infrastructure.

In just over a year, the bridge has recorded more than 1.4 million walking and cycling crossings, a clear testament to its popularity and impact.

As one of the longest walking and cycling bridges in Europe, it has proven its value not only as a transport link but as a catalyst for opportunity – enhancing access to jobs, education and cultural attractions across both banks of the Clyde.



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## **Connecting Battlefield – Phase 1 completion**

This major active travel initiative has significantly improved safety and accessibility along Queen’s Drive and Langside Road for people walking, wheeling, and cycling. Phase 1 of the project delivered a protected cycle route that now sees around 900 users per day, connecting seamlessly into the city’s flagship South City Way for a fast, direct route to the city centre.

New traffic signals prioritise pedestrians and wheelers, while widened, resurfaced footways and step-free crossings have enhanced accessibility. Upgraded street lighting has also improved visibility and safety throughout the area. Local greenspaces have been revitalised with low-level planting, and the historic railings and lanterns of Queen’s Park have been carefully restored – blending heritage with modern infrastructure to create a more welcoming and inclusive environment.

## Looking forward

# Better places and streets for everyone



Glasgow continues to roll out active travel schemes that support national ambitions to shape communities around people – making walking, wheeling and cycling the most popular choice for shorter, everyday journeys.

### Transforming the city centre

The city centre is undergoing its most significant upgrade in over 50 years, with major public realm improvements at eight key locations, including a full redesign of George Square. Delivered through the City Deal-funded Avenues Programme and Avenues Plus (Transport Scotland supported), these works are introducing protected cycle lanes, wider pavements, and safer, better-connected streets for walking, wheeling and cycling.

### Expanding Routes and Neighbourhoods

In the West End, the second phase of construction on Byres Road is underway, continuing the rollout of protected cycle paths and step-free crossings. Once complete in 2027, the route will stretch from Great Western Road to Partick Cross, linking into the City Network, the National Cycle Network along the Clyde, and across the Govan-Partick Bridge.

Across the city, our portfolio of 'Connecting' schemes is reshaping local streets to prioritise people over vehicles. These projects improve active travel connectivity, reduce traffic speeds and volumes, and enhance public realm. Highlights include Connecting Yorkhill and Kelvingrove, now progressing through four phases, and Connecting Battlefield, which has entered Phase 2, integrating with the Battlefield Rest junction and new housing schemes.

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

58% on walking and wheeling



41% on cycling



66% on buses



62% on trains



39% on trams



51% on other forms of public transport such as community transport, metro or subway, local ferry



35% on driving



**The city centre is undergoing its most significant upgrade in over 50 years**

Work is also advancing on other major infrastructure supporting the City Network, including Flourishing Molendinar in the northeast, Phase 5 of the East City Way, and the Dumbreck Road Active Travel Link on the south side.

### Supporting Change Through Behaviour

To encourage greater use of Glasgow's expanding active travel infrastructure, we continue to invest in behaviour change initiatives. This includes funding community partners to deliver cycling training and education, and a rolling five-year programme to create up to 3,000 new secure on-street cycle storage spaces across the city.

Glasgow's popular cycle hire scheme also transitioned to new operator Voi in 2025 who have introduced a fully electric fleet and a hybrid docking basis enabling users to park within designated on-street zones rather than fixed docking stations. The addition of an on-street walk-in hub will offer a face-to-face hire option alongside the digital app, improving accessibility for all.

### Safer Streets for All

The speed limit on most Glasgow streets is set to be reduced to 20 mph following an in-depth analysis of the city's road network. This supports the Scottish Government's National Strategy for 20 mph which will see the rollout of this safer speed limit in built up areas across Scotland.

The new 20 mph speed limits will be introduced through the city in phases from early 2026. Lowering the speed limit from 30 mph to 20 mph brings many benefits including reducing the severity and number of road collisions.

Alongside, Glasgow will continue the phased implementation of the national ban on parking on pavements, at dropped kerbs, crossing places and double parking. Implementation of these policies together will create safer spaces for all road users, encourage healthier travel choices for short everyday journeys, and improve our communities by slowing vehicles in the places we live and visit.



### Tony and Theresa, Easterhouse Phoenix Parkinson's Cycling Club members

**My husband, Tony, has had Parkinson's for 22 years. For most of that time, he wasn't encouraged to be active, leading to a lack of exercise and social connection.**

A year ago, we discovered the Easterhouse Phoenix Parkinson's Cycling Club, designed specifically for people with Parkinson's.

Tony was unsure he could participate due to his poor balance and mobility but decided to try anyway.

To his surprise, he was able to cycle right away, first with

support and now independently, thanks to adapted cycles and the help of volunteers.

He's now cycling on his own around Drumpellier park!

I can't emphasize enough how life-changing this cycling club has been for us.

We look forward to every session, and Tony's fitness, independence, and mental wellbeing have improved. It has also helped us form new friendships. I'm deeply grateful for this invaluable initiative.

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## 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 Glasgow 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.

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)

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## Funding and support

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

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