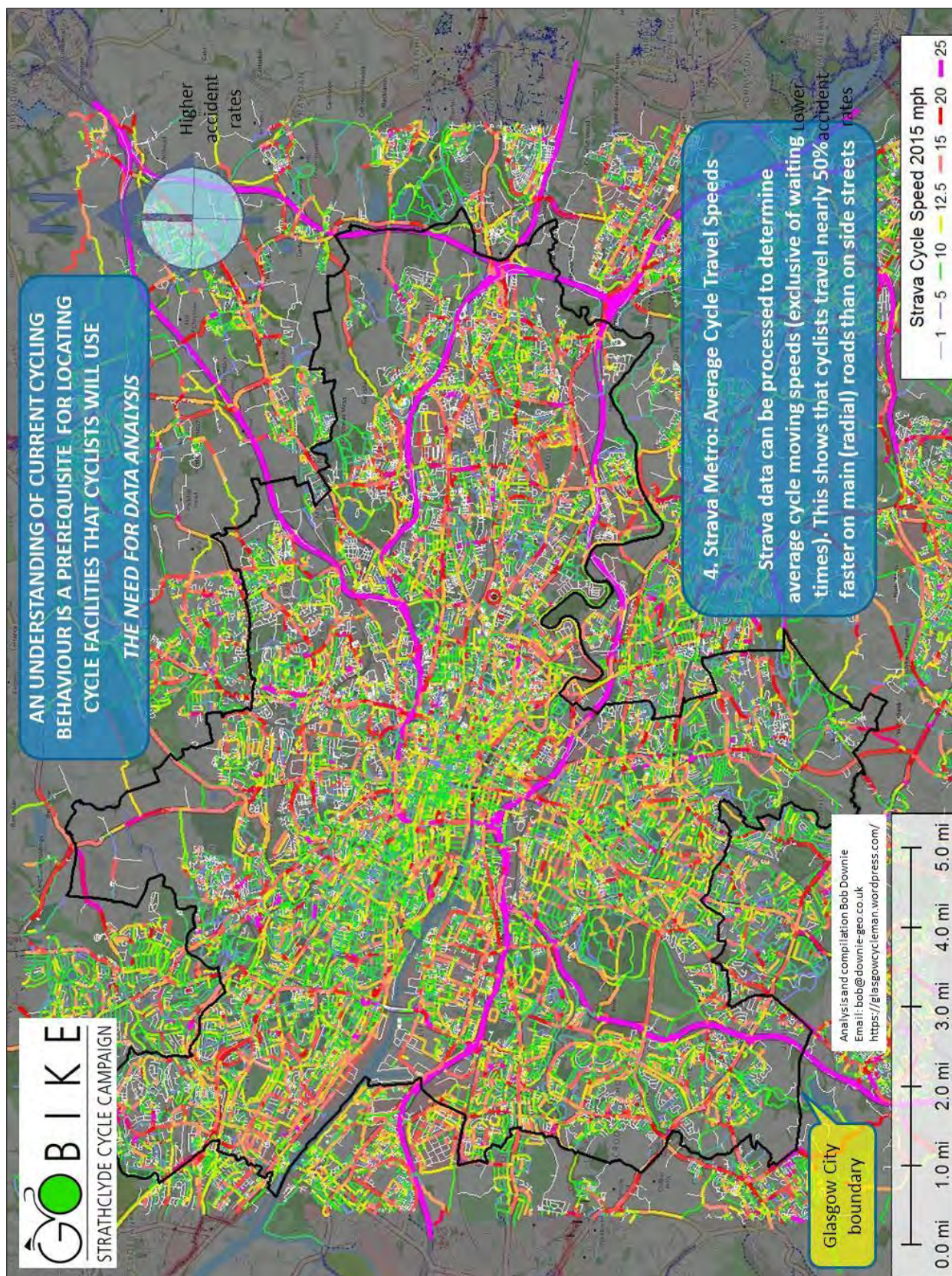
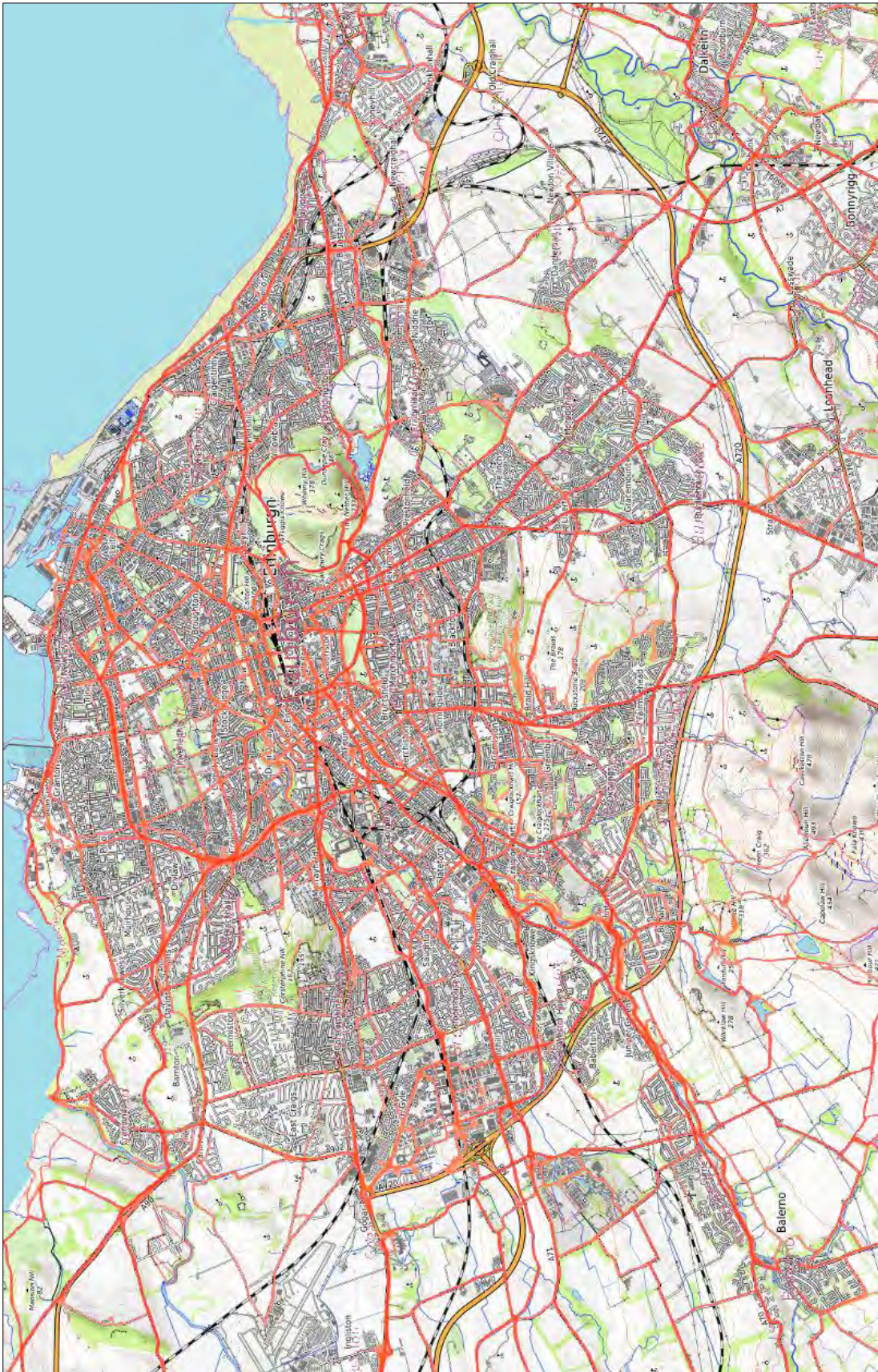


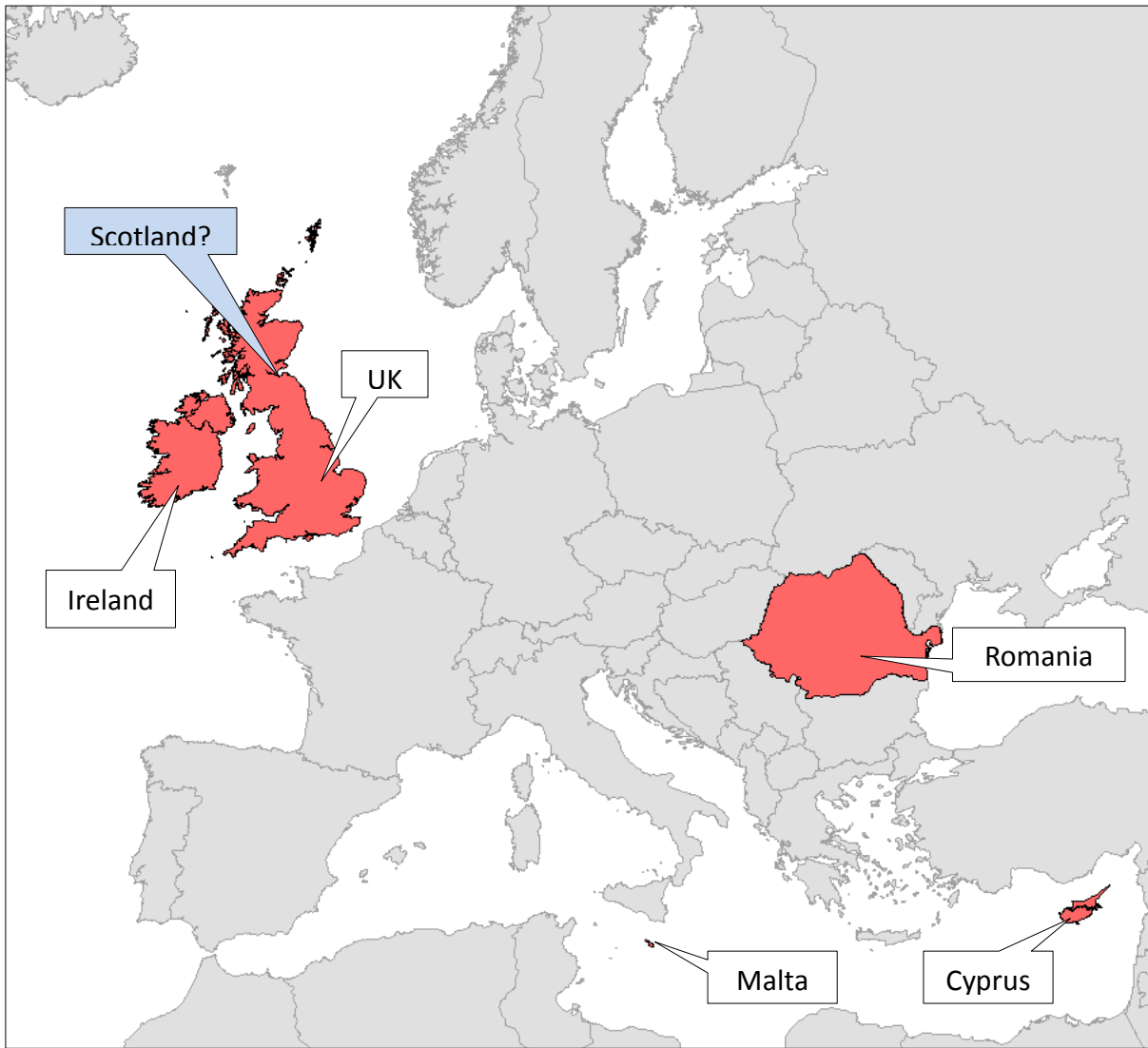
Glasgow: Cycle accident distribution 1999-2013 (STATS19 accident data) showing concentration of cycle accidents along the radial desire lines. Starred accident hotspots associated with roundabouts



Glasgow: Cycle riding speeds (calculated from Strava data www.strava.com), showing that cycle speeds are nearly 50% faster on the main radial (routes). This observation emphasises the undesirability of trying to put cycle facilities on slower back roads. Cyclists will normally default to faster routes: space allocation on main roads should thus be a priority.



Edinburgh: Radial Cycle Desire lines (red) largely following main roads revealed by Strava data (www.strava.com). These data show continuous cycle transit from the suburbs into the city centre. (*width of line proportional to usage*)



Presumed Liability: Only the five EU countries shown above do not operate some form of strict liability regime for vulnerable road users. Why not Scotland?