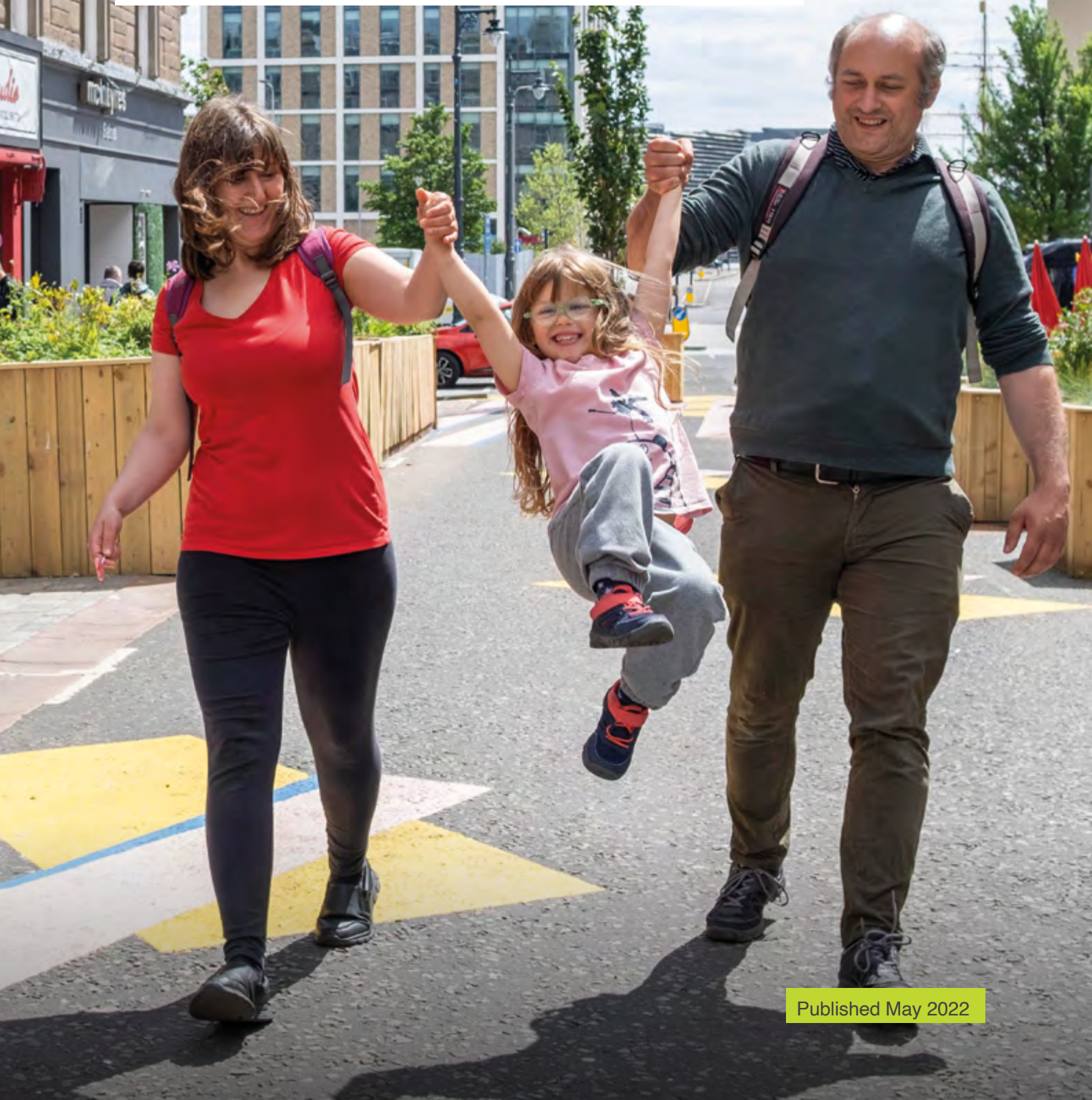


Dundee

Walking and Cycling Index 2021





Foreword

Our vision for walking, wheeling and cycling in Dundee



Dundee’s compact size makes it easy to travel around. Walking and cycling are the healthiest, least polluting, and most sustainable ways to travel and because they are inclusive and affordable, they are options that are readily available for everyday journeys.

Over half of the trips made in Dundee are under 2km – these lend themselves perfectly to walking and cycling. Of all Scotland’s council areas, Dundee has the highest number of short journeys and with nearly half of adult residents not driving, the case for investment in active travel becomes more compelling.ⁱ

One stand out was the contrast between people who think walking safety is good compared to those who think cycling safety is good. Combined with data demonstrating that people in lower socio-economic groups, women and people with disabilities are less likely to be cyclists, it presents a challenge. But it also creates an opportunity to understand what the barriers are to encouraging greater bike use.

Many people in Dundee currently travel actively, but to increase that we know there are barriers to overcome. We already have one of those in our sights with the creation of clear, well-defined routes for cyclists linking all areas of the city.

One way of tackling these challenges was the creation of a Councillor cycling champion role and my colleague Kevin Cordell has been in that role now for over four years.

“While as a councillor my role is to represent everyone in my ward, as a keen cyclist I was delighted to take on the additional responsibility of using my position to help cyclists have their voices heard at the highest levels.

“Locally recycled bikes and more accessible cycle routes are allowing more people the choice of everyday riding. I want to make sure that Dundee encourages and supports people to get out and use their bikes.”

The report highlights improvements alongside the Tay, the new Active Travel Hub, and the plans for the Broughty Ferry to Monifieth active travel route. Elsewhere, the city’s public bike hire scheme, new paths and improvements to existing routes are an important part of the work to facilitate active travel across the whole city. The successful pedestrianisation of Union Street, co-designed with residents and traders underlines our commitment to developing welcoming public realm.

The detailed opinions collected in this report gives the council and its partners the level of information needed, not just to meet the requirements of the present but to also plan investment and future services that will increase future active travel.

Councillor Mark Flynn, Dundee City Council

2 i. Walking & Cycling: the benefits for Dundee, Dundee City Council, 2021 (based on data from Scottish household survey 2018: annual report, Scottish Government, 2019).



Contents

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6 Walking in Dundee

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10 Benefits of walking

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18 Neighbourhood solutions

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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each cityⁱⁱ reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Dundee produced in partnership with Dundee City Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,282 residents aged 16 or above in Dundee. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

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

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

ii. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

Report summary

Dundee

Populationⁱ

149,320

Survey area

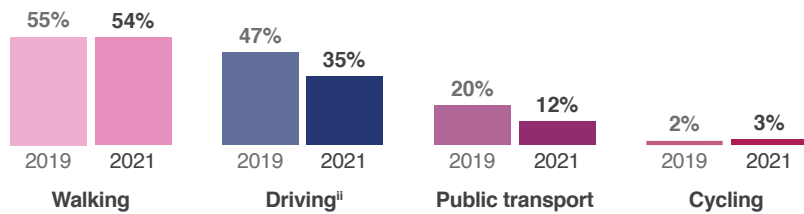


The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Covid-19 Analysis, Transport for Scotland, 2021

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



Participation in walking, wheeling and cycling on a regular basis has remained at similar levels compared to 2019.

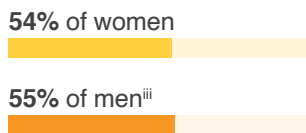
54% of residents walk at least five days a week
55% in 2019

13% of residents cycle at least once a week
11% in 2019

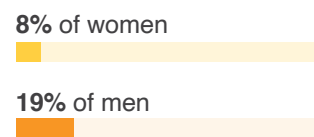
Walking, wheeling and cycling participation is not equal

Almost the same proportion of women walk as men, while more than double the proportion of men cycle compared to women.

Proportion of residents who walk at least five days a week

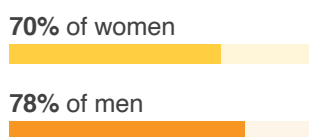


Proportion of residents who cycle at least once a week

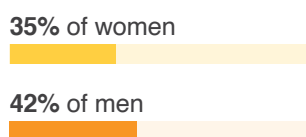


Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



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



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

ⁱ NOMIS mid-year 2019 population estimates. This is the most recent available for Dundee. ⁱⁱ Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. ⁱⁱⁱ The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Dundee:

+ Prevents

322

serious long-term health conditions



Creates

£84.7 million

in economic benefit for individuals and the region



Saves

5,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Dundee takes up to

33,000 cars off the road^{iv}

However,

25 million

journeys up to three miles are driven in Dundee each year

If **80%** of these journeys were walked or cycled it could save approximately

8,300 tonnes

of greenhouse gas emissions^v

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

54% on walking

58% in 2019

56% on cycling

59% in 2019

63% on public transport

66% in 2019

27% on driving

34% in 2019

This would help support more liveable neighbourhoods

Among Dundee residents:

65% support

14% oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

67% agree

14% disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

81% support

4% oppose

the creation of more 20-minute neighbourhoods^{vi}

79% agree

4% disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

70% support

9% oppose

the creation of more low-traffic neighbourhoods

53% agree

19% disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



Walking in Dundee

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Dundee the number of people walking and wheeling regularly (at least five days a week) has remained at similar levels compared to 2019.

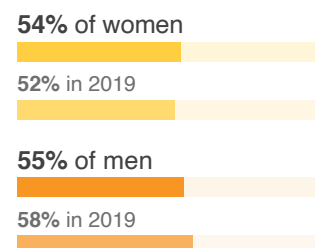
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

96% of all residents walk 96% in 2019

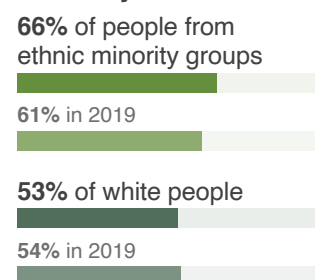
54% of residents walk at least five days a week 55% in 2019

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

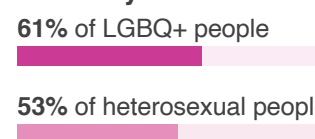
Genderⁱ



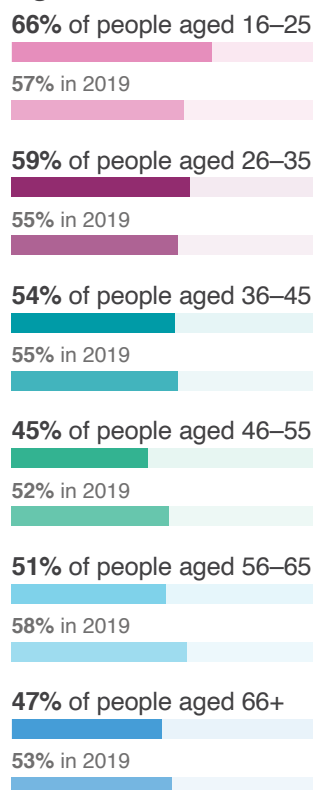
Ethnicity



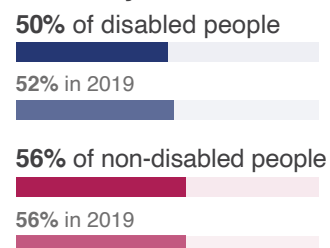
Sexuality



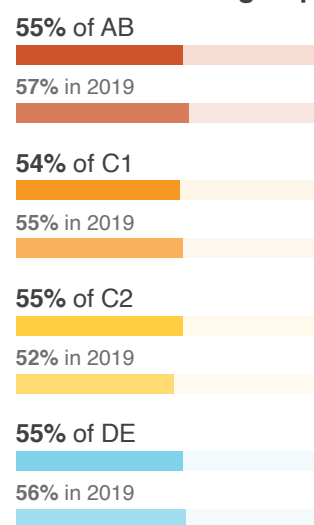
Age



Disability



Socio-economic groupⁱⁱ



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

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

Important differences exist in how safe people feel when walking and wheeling. Safety includes both road and personal safety.

73% of residents think the level of safety for walking is good

55% of residents think the level of safety for children walking is good

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

Gender

70% of women



78% of men



Ethnicity

82% of people from ethnic minority groups



73% of white people



Sexuality

63% of LGBTQ+ people



74% of heterosexual people



Age

68% of people aged 16–25



75% of people aged 26–35



77% of people aged 36–45



76% of people aged 46–55



76% of people aged 56–65



71% of people aged 66+



Disability

69% of disabled people



76% of non-disabled people



Socio-economic group

75% of AB



76% of C1



76% of C2



64% of DE



78%

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



Teresa, student



I'm a student studying at Dundee University and I live close to Perth Road. It's my favourite area to walk around as there are lots of nice shops and cafés. I mostly walk to get around the city as it doesn't look easy to cycle around Dundee.

The pavements along Perth Road could be wider to make it easier to get around. The narrow pavements make it difficult to pass by wheelchair users and buggies.

I work in a bar some evenings but I would never walk home alone as I think it's really unsafe at night. My boyfriend usually picks me up from work and we walk home together. Sometimes I get a taxi home to avoid walking on my own.



Cycling in Dundee

Cycling participation, safety and satisfaction

Cycling participation

Overall in Dundee the number of people cycling has increased since 2019. Despite a much larger potential, only **13%** of people cycle regularly.ⁱ

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

32%
of all residents cycle

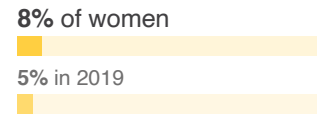
26% in 2019

13%
of all residents cycle at least once a week

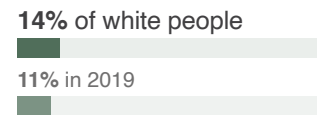
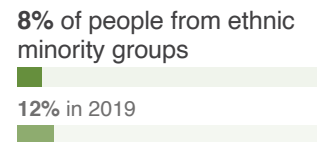
11% in 2019

Proportion of residents who cycle at least once a week

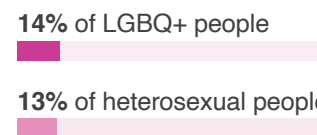
Gender



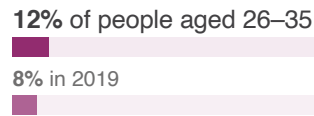
Ethnicity



Sexuality



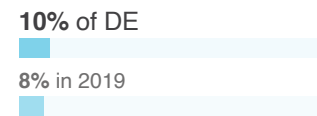
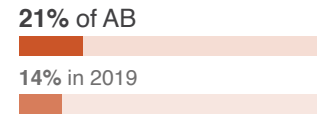
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Dundee report.

Cycling safety and satisfaction

38%

of all residents think the level of safety for cycling in their local area is good

31% in 2019

28%

of all residents think the level of safety for children cycling is good

20% in 2019

39%

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

39% in 2019

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

Gender

35% of women



31% in 2019



42% of men



32% in 2019



Ethnicity

50% of people from ethnic minority groups



34% in 2019



37% of white people



31% in 2019



Sexuality

21% of LGBTQ+ people



40% of heterosexual people



Age

37% of people aged 16–25



32% in 2019



36% of people aged 26–35



28% in 2019



46% of people aged 36–45



30% in 2019



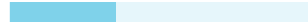
34% of people aged 46–55



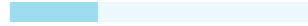
31% in 2019



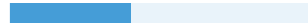
35% of people aged 56–65



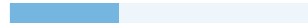
29% in 2019



40% of people aged 66+

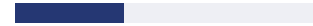


36% in 2019

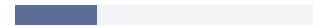


Disability

36% of disabled people



27% in 2019



39% of non-disabled people



33% in 2019



Socio-economic group

38% of AB



31% in 2019



34% of C1



29% in 2019



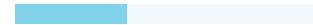
56% of C2



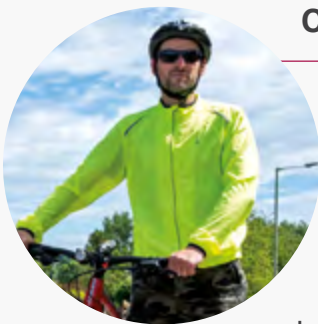
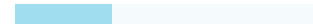
35% in 2019



37% of DE



32% in 2019



Colin Morris, cycle commuter



Nine years ago, I took advantage of the Cycle to Work Scheme. Since then, I have been commuting by bike every day. It is amazing how quickly I can get around the city on two wheels.

Dundee is a really compact city and that means everywhere is easy to get to by bike. From where I live I can be out in the countryside in 5-10 minutes.

It has made me healthier and more active. I am now encouraging friends and family to get a bike and try Dundee's cycling network.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Dundee produce important health, economic and environmental benefits for everyone.

Dundee residents walk or wheel 7 times around the world every day

60.6 million

walking and wheeling trips were made in Dundee in the past year, which adds up to

65.4 million miles

= 180,000 miles a day.

This equates to each resident spending

6 days

walking or wheeling continuously in the past year

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
25,000,000

41%

Destination – adults only (eg work, school, shopping):
32,700,000

54%

School – children only:
3,000,000

5%



Walking and wheeling benefit residents and the local economy in the region

In Dundee, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£73.4 million

Of this total,

£730,000

is from people with a car choosing to walk or wheel for transport in the past year.

5p

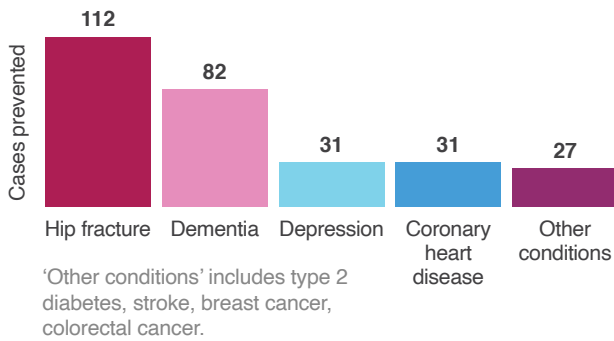
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Walking and wheeling unlock health benefits for everyone

Walking in Dundee prevents 283 serious long-term health conditions each year



Saving the NHS in Dundee £1.9 million per year

equivalent to the cost of
62,000 GP appointments

Based on applying Dundee data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Dundee the physical activity benefits of walking prevent 79 early deaths annually

which is valued at
£261 millionⁱⁱ

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

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

12,000 kg of NO_x
and
1,600 kg of particulates
(PM₁₀ and PM_{2.5})

59% of residents agree the air is clean in their local area



Walking and wheeling in Dundee help mitigate our climate crisis

3,900 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

28,000 people taking flights from Dundee to London



Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Walking and wheeling keep Dundee moving

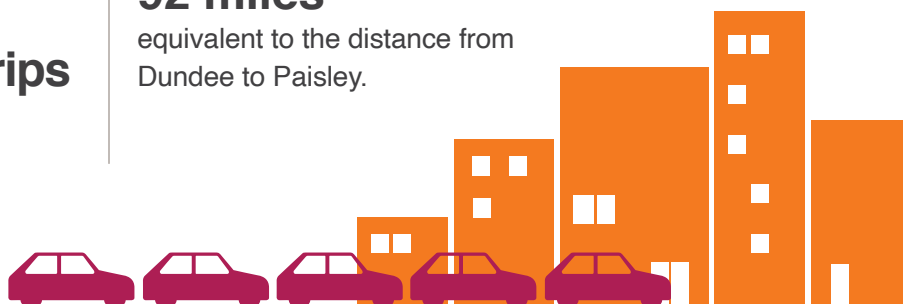
Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Dundee moving for all road users.

31,000 return walking trips are made daily in Dundee by people that could have used a car.

ⁱⁱⁱ Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

92 miles equivalent to the distance from Dundee to Paisley.



ⁱⁱ 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.



Benefits of cycling

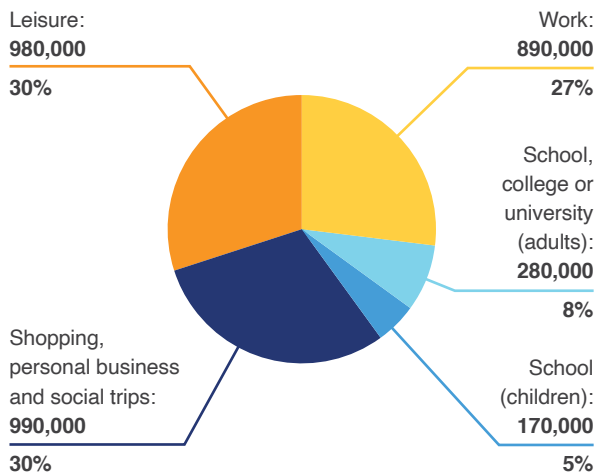
Why everyone gains when more people cycle

Dundee residents cycle 1.5 times around the world every day

In Dundee, cycling levels have increased for leisure journeys since 2019. Other types of cycle trips have remained about the same or decreased.

Annual cycling trips by purpose in Dundeeⁱ

2021:
3.3 million trips

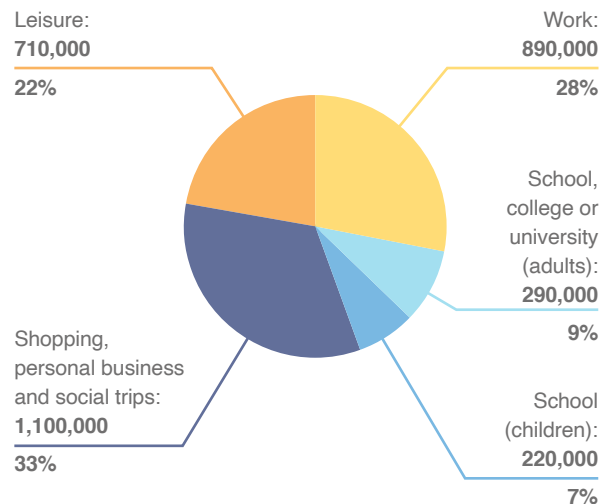


This adds up to

14 million miles

= 38,000 miles a day

2019:
3.2 million trips



This adds up to

11.7 million miles

= 32,000 miles a day

Cycling benefits residents and the local economy in the region

In Dundee, the net annual economic benefit for individuals and society from all cycling trips is

£11.4 million

£8.6 million in 2019

Of this total,

£3.8 million

£4.7 million in 2019

is from people with a car choosing to cycle for transport in the past year.

94p

net benefit from each mile cycled instead of driven

£1.04 in 2019



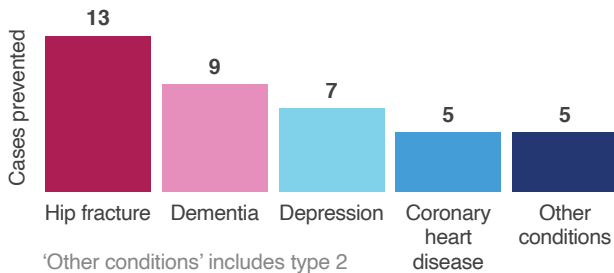
These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

ⁱ Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

Cycling unlocks health benefits for everyone

Cycling in Dundee prevents 39 serious long-term health conditions each year

40 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Dundee

£260,000 in 2019

£260,000 per year

8,500 in 2019

equivalent to the cost of **8,700 GP appointments**

Based on applying Dundee data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Dundee the physical activity benefits of cycling

prevent 6 early deaths annually

5 in 2019

which is valued at

£18.1 millionⁱⁱ

£14.2 million in 2019

People cycling more instead of driving improves air quality, saving annually:

2,300 kg of NO_x and

2,700 kg in 2019

328 kg of particulates (PM₁₀ and PM_{2.5})

367 kg in 2019

59% of residents agree the air is clean in their local area



Cycling in Dundee helps mitigate our climate crisis

1,300 tonnes in 2019

1,100 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



8,800 people in 2019

8,000 people taking flights from Dundee to London

Emissions saved has decreased despite more trips being cycled because the increase in cycling is due to leisure trips, which do not displace car journeys.

Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Cycling keeps Dundee moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Dundee moving for all road users.

2,200 in 2019

2,400 return cycling trips are made daily in Dundee by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

7 miles

equivalent to the distance from Dundee city centre to Longforgan.

6 miles in 2019



ii. 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.



Walking solutions

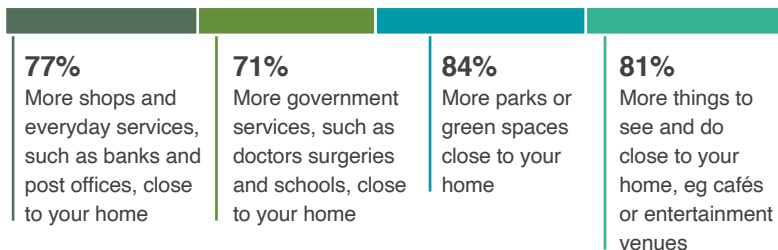
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

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



61%

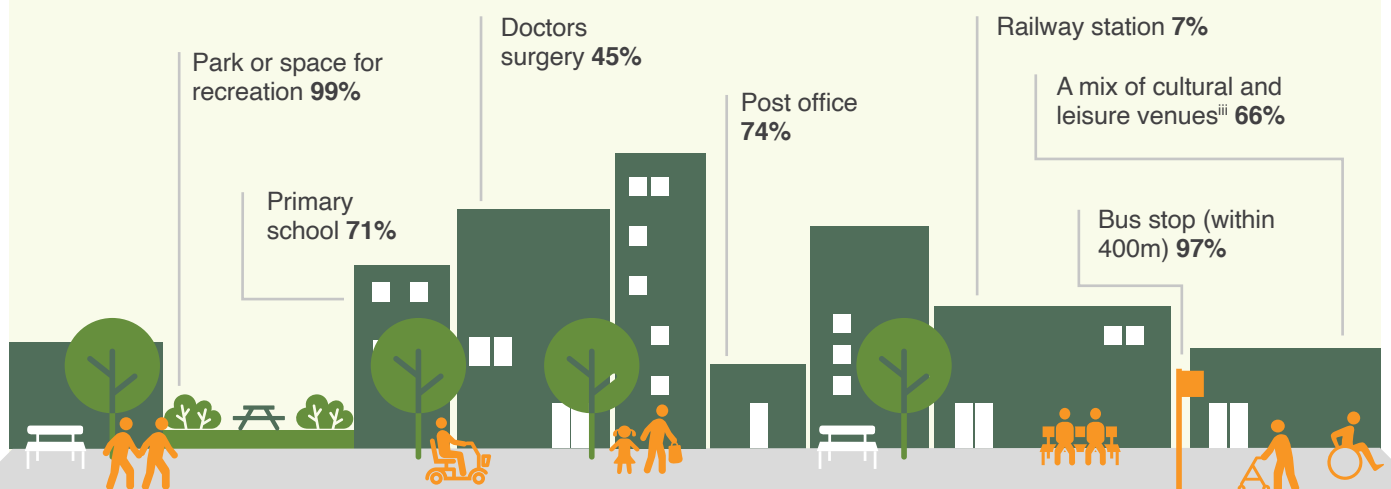
of Dundee households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

57%

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

Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

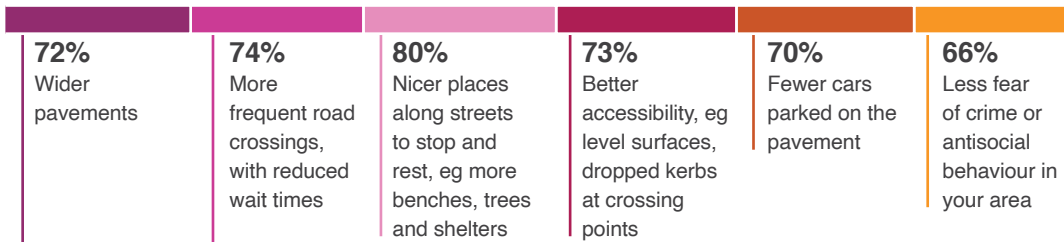
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

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

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



In Dundee:

46% of A and B roads have a pavement width greater than 3m^{iv}

66% of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, **6%** of those with traffic lights for cars have no red and green man for pedestrians

79%

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



Claire, local resident and mum



My husband drives our car to work every day so I mainly walk with my two children to get around. Walking around Perth Road can be difficult with two young children. My two-year-old has managed to run onto the road before so I don't think it's very safe to walk along.

The footpath is very narrow so there isn't enough space between us and the road, especially when I walk along with a buggy. It feels too close to the traffic. Because of that, to head to the city centre, I prefer making a detour and walk along the river. The paths are broader and I feel safer being away from cars.

I think one of the solutions to improve walking on Perth Road would be to widen the pavement and reduce car speed and traffic. Ideally, the road could even be pedestrianised.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



Cycling solutions

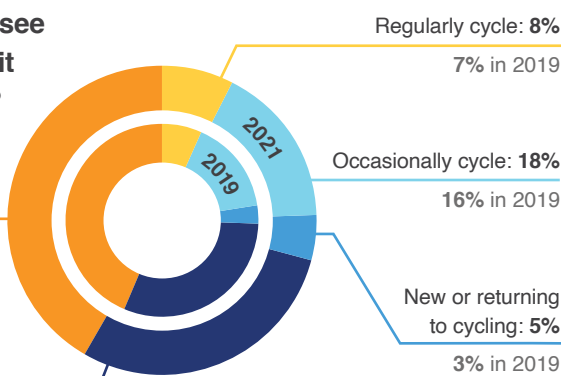
What would make cycling better?

Many Dundee residents want to cycle

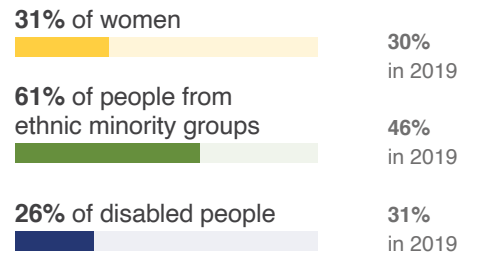
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **40%**
44% in 2019

Do not cycle but would like to: **28%**
31% in 2019



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



Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?

68%
More traffic-free cycle routes away from roads, eg through parks or along waterways
81% in 2019

66%
More cycle tracks along roads that are physically separated from traffic and pedestrians
79% in 2019

66%
More signposted local cycle routes along quieter streets
75% in 2019

60%
Better links with public transport (eg secure cycle parking at train stations)
65% in 2019

There are **130** cycle parking spaces across **2** railway stations and **0** cycle parking spaces at **1** bus station in Dundee

130 in 2019

Dundee has:
25 miles of traffic-free cycle routes away from the road
28 miles in 2019ⁱⁱ

0.1 miles of cycle tracks physically separated from traffic and pedestriansⁱⁱⁱ
0.1 miles in 2019

11% of households are within 125m of these routes
12% in 2019

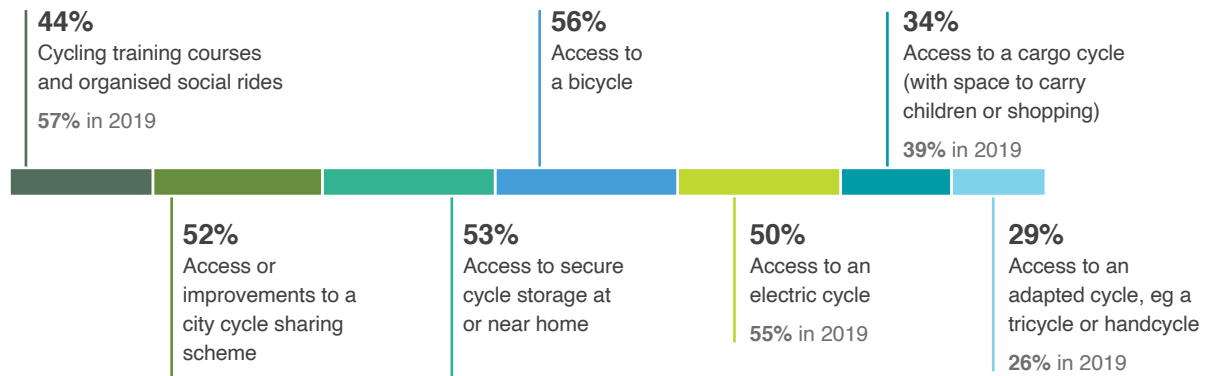
65% of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
72% in 2019



i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.
ii. The true length is unchanged. The difference is because our GIS mapping accuracy has improved.
iii. This does not include 'pop-up' cycle tracks installed during the pandemic.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Dundee cycle share scheme^{iv}

103

shared cycles

15

cycle share stations

17,175

annual trips

Reported cycle thefts

There were **95** reported cycle thefts in Dundee in 2020/21.

97 in 2019/20

For every **557** people who own an adult cycle in Dundee, there was **1** reported cycle theft in the past year.

Cycle access

42%

of residents have access to an adult pedal cycle

42% in 2019

26%

of households are within 800m of a cycle shop^v



There is a public cycle parking space for every **48** people who cycle in Dundee.



47 in 2019



Valentine Oudney, e-trike user



I've been a cyclist from a young age and always loved cycling. I had a bad accident last May which resulted in broken bones in my hip and clavicle. The solution to help me get back on the road was to use an e-trike. I named her Molly and she has revitalised my cycling life.

You can't measure the benefits of being able to get out on the trikes. I try to get out twice a week.

As Molly is electric, I just zoom up the hills! It is so good for my mental health and has the added bonus of allowing me to see people out and about.

The improvements being made to the paths in the network are really helpful but we need to make it easier to get to the city centre by cycle. It is too scary to get into town and across the city on the trike because there aren't enough safe routes. I think more effort should be made to join the network up so people can get around more easily.

iv. Ride-On cycle hire data. Data covers a 7 month period from November 2020 - June 2021.
v. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

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

67% of residents



65% of women



70% of people from ethnic minority groups



70% of men



67% of white people



57% of disabled people



50% of LGBTQ+ people



51% of socio-economic group DE



72% of non-disabled people



70% of heterosexual people



74% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 24% of residents think that their streets are not dominated by moving or parked motor vehicles.

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

62% Walk more



60% Cycle more



59% in 2019

Unclassified roads are not designed to carry through-traffic, but in Dundee 34% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

57% agree that restricting through-traffic on local residential streets would make their area a better place.

57% in 2019

5% of Dundee's streets have 20mph speed limits.ⁱⁱ

3% in 2019

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

58% Walk more



55% Cycle more



59% in 2019

Residents want local streets to be better spaces for people to spend time in

77% in 2019

67% agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

51% agree they regularly chat to their neighbours, more than just to say hello

70% support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org.

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.



Kuljit, cycle commuter



I live in Broughty Ferry and cycle daily along the Riverside cycling path to get to work in the city centre. The route is flat and traffic-free, which makes it particularly attractive.

I love cycling to work as it is my only exercise, it gets me out in the fresh air and clears my head. However, I am aware that not everyone has a bike and nearby cycling routes like me. Cycling needs to become more accessible and inclusive.

I would love to see better cycling infrastructure and connectivity in other neighbourhoods of Dundee to promote active travel within every community.

Temporary interventions like the pedestrianised Esplanade allowed plenty of children including my own kids to cycle for the first time. It is a shame that it wasn't made permanent as it was a great resource to teach kids to cycle on the road in a safe and traffic-free environment.

Dundee is great to cycle in, but there is a scope for improvement, for a more inclusive cycling city.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

10 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

53% of residents agree there is space for children to socialise and play



89% of households are within 800m of a children's playground



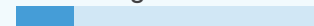
Among Dundee residents:

53% agree



62% agree in 2019

19% disagree



20% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

3 permanent School Streets schemes exist in Dundee^{iv}



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.
iv. Figure given is correct as of 31 December 2021.



Developing Dundee

Recent walking, wheeling, cycling and neighbourhood changes

Dundee City Council has been busy since the last Bike Life report, working to improve active travel infrastructure in the city to enable more people to walk, wheel and cycle more often. Alongside our partners, we have delivered on a number of exciting projects which are helping residents and visitors to the city to choose active modes of travel.

Embark E-Bike Scheme powered by Ride-On

In late November 2020, a public e-bike hire scheme was launched in Dundee to give people the chance to rent an e-bike for commuter journeys and leisure trips and make use of the growing network of cycle routes around the city. This has so far been well received by the people of Dundee and work continues to expand the number of docking stations so that more Dundee residents have the option of using the e-bikes to make their daily journeys.

Barrier Removal

Over many years, and for good reasons at the time of installation, Dundee City Council had erected physical barriers at many locations along its path network. Some of these barriers, designed to deter vehicles and enhance road safety, had the unintended consequence of restricting access to users, particularly those who use wheelchairs, trikes and adapted bikes. To address this issue, Dundee City Council has worked to remove these restrictive barriers and replace them with bollards or barriers with greater space between them. This will have a big impact on making walking, wheeling and cycling more inclusive and allow full and fair access to our neighbourhoods and green spaces.



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Dundee Cycle Hub

In September 2021, the Dundee Cycle Hub opened its doors to the public. Located in Waterfront Place adjacent to the V&A, this purpose-built active travel hub is a one-stop shop for all active travel needs. From skills workshops to bike maintenance, led rides and walks, as well as maps and route planning information, the Dundee Cycle Hub has a friendly team to help you find the answer.

Daily Mile

Following the lifting of restrictions and the return of pupils to schools our Active Schools team renewed their ambition to encourage schools to sign up and commit to a Daily Mile for staff and pupils. Over the last year, we have seen an increase in schools signing up from 46% to 82% (17 to 29 schools) across Dundee. Many of these schools have used resources from The Daily Mile foundation, or taken inspiration to develop their own activities to encourage and motivate pupils to run, jog, walk or move a mile a day. The Daily Mile has helped schools to deliver against their school improvement plans and, more importantly, has had a positive impact on the health and wellbeing of young people and teachers within their school. We continue to work closely with sportscotland to ensure that the Daily Mile is part of the wider physical activity agenda, complements existing PE and sport classes and is integrated within broader education strategies and plans.



Spaces for People

Dundee City Council responded to the challenges posed by the Covid-19 pandemic and secured £2 million from the Sustrans Spaces for People programme to improve infrastructure with temporary interventions to allow people to physically distance while making their daily journeys. Dundee City Council delivered 20mph zones in Broughty Ferry, Douglas, Fintry and the area around the Perth Road to create a safer environment for walking and cycling. In the city centre and Stobswell, streets were transformed by removing traffic and using design principles to enliven the street, making them better for people, residents and traders.



Looking forward

Better streets and places for everyone

Broughty Ferry to Monifieth active travel

Dundee City Council in partnership with Angus Council and Sustrans are continuing to develop the Broughty Ferry to Monifieth Active Travel Project which will link the two communities with high-quality active travel links. Once complete, the city will have its first fully-segregated cycle lane, improved beach access near the castle and a replacement bridge over the Dighty Burn.

Work has already been completed at Douglas Terrace with lighting installed to make the route feel safer throughout the winter months. There is also an improved connection from Seven Arches to Balmossie Street.

Embark Bikes powered by Ride-On

Dundee City Council, Ride-On and partners are working hard to increase the number of docking stations available on the streets. As more docking stations are installed, more e-bikes will be available and so more of the city will be accessible by e-bike for everyday journeys. A new pricing structure for 2022 will make hires more affordable.

Low Emission Zone

Dundee City Council is continuing work to implement a Low Emission Zone in the city with the aim of protecting public health by improving air quality due to reduced emissions from motor vehicles. This will help to create an environment that will encourage people to make sustainable travel choices as well as take greater enjoyment from their city centre with cleaner air, reduced noise pollution and safer streets for people to move around and socialise in.



Our Low Emission Zone will help to create an environment that will encourage people to make sustainable travel choices as well as take greater enjoyment from their city centre with cleaner air, reduced noise pollution and safer streets for people to move around and socialise in.

20mph zones

Following the success of the temporary 20mph zones which were rolled-out as part of Spaces for People, Dundee City Council is looking to expand this to other parts of the city so that more residents of Dundee can enjoy the benefits associated with slower traffic and safer streets.

School Streets

A School Streets Exclusion Zone was introduced around Fintry Primary School in September 2021. Dundee City Council will now work with partners to establish more School Street zones around the city in 2022.

City Centre Cycle Parking

Dundee City Council is investing in increased cycle parking within the city centre to encourage more people to cycle to the centre for shopping or work. The new parking will be a mixture of covered and uncovered shelters and stands and will provide a safer and more secure space for people to lock their bikes.



Jana Smuharova, Parent



As a mother, I am looking forward to a city where my children can get around easily and safely. When I am walking with my three-year-old along by the river it doesn't feel comfortable as I'm worried about cyclists whizzing past.

I think it'd be better if pedestrians and cyclists both had their own space. It would also be great if there were more dropped kerbs and longer crossing times at pedestrian lights to make it easier to get around with a buggy.

I would consider cycling around the city with my children if it were made easier. I know Dundee has an e-bike sharing scheme, but in my opinion, there is not much information about it, and it could be promoted a bit more.

I'd think about using the e-bikes if they had a child seat and if there were bikes for children so that my twelve-year-old could cycle too. It'd be great if families had the option to cycle using the city e-bikes.

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Dundee residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

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

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 and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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