

Dunfermline

# Walking and Cycling Index 2023







# Foreword

Our vision for walking, wheeling and cycling in Dunfermline



I am delighted to introduce the first Walking and Cycling Index for Dunfermline. As a new city, we are excited to see where this report takes us in the development of active travel.

Embracing active travel not only benefits our physical and mental health, but it also plays a crucial role in how we respond to the climate crisis. Fife Council’s Climate Action Plan paves the way to a more sustainable Fife. Transport is an integral part of this transformation, and active travel is key within that.

Our new Local Transport Strategy for Fife outlines our plans for the next decade. We have set clear aims to increase the number of trips made in Fife by walking, wheeling and cycling, and to improve safety. We are looking forward to expanding on these plans in our new Active Travel Strategy and Action Plan for Fife, which will be published in 2024.

This report comes at a pivotal moment for Dunfermline, as we embark upon changes to make walking, wheeling and cycling easy and accessible for everyone. We now know that 48% of Dunfermline residents walk or wheel at least five days a week, and 9% of residents

cycle at least once a week. However, walking and cycling in Dunfermline is not always equal. For example, whilst 14% of men cycle at least once a week, only 4% of women do.

To address these gaps and increase the number of people in Dunfermline travelling actively, we need to make walking, wheeling and cycling the most sensible choice for everyday journeys. But we know that many people face barriers to being able to make this choice, such as safety, confidence and convenience. Improvements to infrastructure will expand the availability of safe and accessible active travel routes. Working with the local community to support people to adopt new ways of moving around our city will be equally important.

As of 2023, active travel journeys into Dunfermline city centre will be counted once a year in September. This, combined with data from our first Index report, will provide us with a useful baseline for monitoring the impact of the changes we make. Data from this year’s Index already shows that 75% of residents feel that Dunfermline is a good place to walk and wheel. This stands us in good stead on our journey to make Dunfermline a welcoming city for walking, wheeling and cycling.

**Councillor James Calder, Convener for the City of Dunfermline Area Committee**



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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city<sup>i</sup> reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the first report from Dunfermline produced in partnership with Fife Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,338 residents aged 16 or above in Dunfermline. The survey was conducted from March to June 2023. Social research organisation NatGen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

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

More details on all reports can be found at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index). For more data, see the [Index Data Tool](#).



### Defining wheeling

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

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

# Headlines

## Dunfermline

### Population<sup>i</sup>

60,599

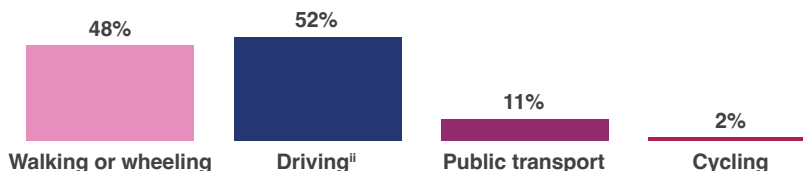
### Survey area



## How residents travel in Dunfermline

Almost half of Dunfermline's residents walk or wheel at least five days a week.

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



While around 1 in 10 Dunfermline residents cycle at least once a week, walking is by far the most popular active travel mode.

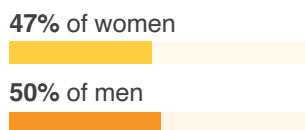
**48%** of residents walk or wheel at least five days a week

**9%** of residents cycle at least once a week

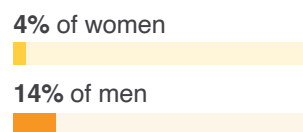
## Walking, wheeling and cycling participation is not equal

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

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



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



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

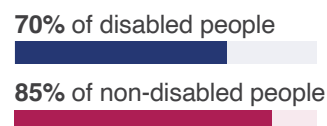
### Proportion of residents who think walking or wheeling safety is good



### Proportion of residents who think cycling safety is good



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



i. NRS mid-year 2021 population estimates. This is the most recent available for Dunfermline.

ii. Travelling as driver or passenger of car, van or 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 day, walking, wheeling and cycling in Dunfermline take up to **13,000** cars off the road.<sup>iv</sup> Each year in Dunfermline these three modes combined:



Prevent

**143**

serious long-term health conditions



Create

**£39.2 million**

in economic benefit for individuals and Dunfermline



Save

**1,900 tonnes**

of greenhouse gas emissions

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

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

26% of residents want to drive less, yet 42% of residents often use a car because no other transport options are available

Walk or wheel

53% more

2% less

Cycle

45% more

1% less

Take public transport

34% more

8% less

Drive

12% more

26% less

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

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

57% on walking and wheeling

43% on cycling

74% on public transport

35% on driving

## Increased funding would help support more liveable neighbourhoods

Among Dunfermline residents:

60% support

21% oppose

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

78% support

7% oppose

the creation of more 20-minute neighbourhoods<sup>v</sup>

65% support

14% oppose

the creation of more low-traffic neighbourhoods<sup>vi</sup>

66% agree

15% disagree

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

69% support

14% oppose

banning vehicles parking on the pavement

51% support

21% oppose

shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.  
v. See definition on page 14. vi. For definition see [Methodology document](#).





# Walking in Dunfermline

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

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.

A brisk 10-minute walk every day provides many health benefits.<sup>i</sup> More needs to be done to encourage people in underrepresented groups to share in the benefits of walking and wheeling every day.

**93%**

of all residents walk or wheel

**48%**

of residents walk or wheel at least five days a week

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

### Gender<sup>ii</sup> and sexuality

47% of women



50% of men



59% of LGBTQ+ people



48% of non-LGBTQ+ people



### Ethnicity

57% of people from ethnic minority groups



48% of white people



### Age

64% of people aged 16–25



50% of people aged 26–35



47% of people aged 36–45



48% of people aged 46–55



37% of people aged 56–65



48% of people aged 66+



### Disability

45% of disabled people



49% of non-disabled people



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

49% of AB



51% of C1



41% of C2



47% of DE



i. Walking for health, NHS, July 2019.

ii. 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.

iii. 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 residents think the level of safety for walking or wheeling is good

**56%**

of residents think the level of safety for children walking or wheeling is good

**75%**

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

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

#### Gender and sexuality

72% of women



70% of men



70% of LGBTQ+ people



71% of non-LGBTQ+ people



#### Ethnicity

84% of people from ethnic minority groups



71% of white people



#### Age

77% of people aged 16–25



72% of people aged 26–35



79% of people aged 36–45



70% of people aged 46–55



68% of people aged 56–65



65% of people aged 66+



#### Disability

61% of disabled people



75% of non-disabled people



#### Socio-economic group

73% of AB



74% of C1



71% of C2



60% of DE



**Gillian, active family**



Walking to school every morning really benefits me and my two wee boys. We've got a great route through Rex Park.

*They love running around and getting some exercise before class. Our walks are like mini adventures to them!*

I've noticed it also lifts their mood. We have conversations we wouldn't necessarily have if we were in the car. Driving would probably be faster, but it is also more stressful, especially when it comes to parking!



# Cycling in Dunfermline

Cycling participation, safety and satisfaction

## Cycling participation

Despite a much larger potential for cycling, only **9%** of people cycle regularly.<sup>i</sup>

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.<sup>ii</sup>

**30%**  
of all residents cycle

**9%**  
of all residents cycle at least once a week

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

#### Gender and sexuality

4% of women

14% of men

15% of LGBTQ+ people

8% of non-LGBTQ+ people

#### Ethnicity

20% of people from ethnic minority groups

9% of white people

#### Age

5% of people aged 16–25

6% of people aged 26–35

14% of people aged 36–45

14% of people aged 46–55

9% of people aged 56–65

8% of people aged 66+

#### Disability

5% of disabled people

11% of non-disabled people

#### Socio-economic group

13% of AB

7% of C1

14% of C2

4% of DE

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



## Cycling safety and satisfaction

**46%**

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

**40%**

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

**48%**

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

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

#### Gender and sexuality

43% of women



48% of men



48% of LGBTQ+ people



45% of non-LGBTQ+ people



#### Ethnicity

70% of people from ethnic minority groups



45% of white people



#### Age

63% of people aged 16–25



45% of people aged 26–35



52% of people aged 36–45



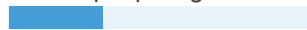
50% of people aged 46–55



44% of people aged 56–65

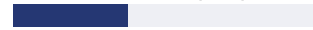


31% of people aged 66+



#### Disability

38% of disabled people



49% of non-disabled people



#### Socio-economic group

48% of AB



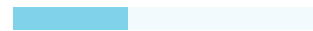
46% of C1



52% of C2



38% of DE



**Steve, new cyclist**



When the e-bike scheme was introduced at Fife College, I thought I could try cycling to work.

My commute is around 2 miles, and driving has always seemed the most convenient option. This was before I realised how beneficial the e-bike is!

My fuel bill has reduced significantly, it is almost as fast as driving, and I get some fresh air and exercise in the morning.

I wish there were more cycle lanes and secure cycle parking in Dunfermline. I believe it would help people switch from driving to cycling more easily.



# Benefits of walking

Why everyone gains when more people walk or wheel

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

## Dunfermline residents walk or wheel 56 times the length of Great Britain every day

**21.6 million**

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

**24.4 million miles**

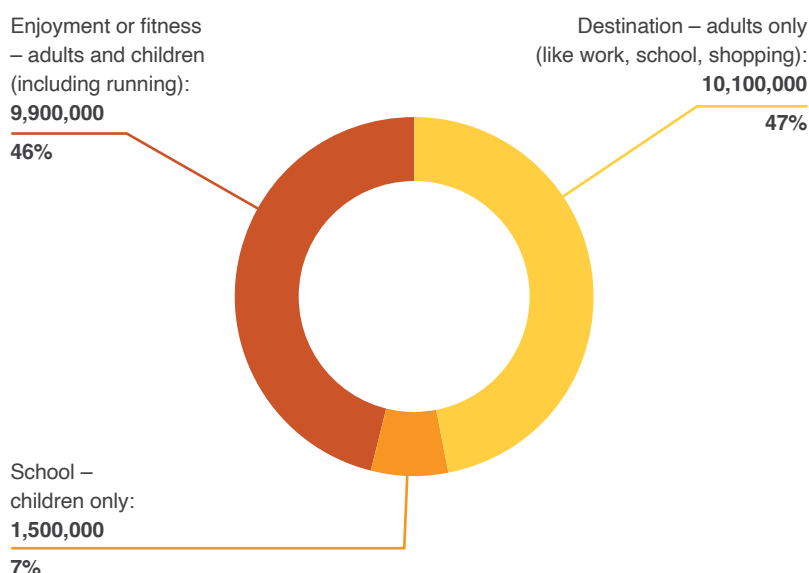
= 67,000 miles a day.

This equates to each resident spending

**5 days**

walking or wheeling continuously in the past year.

### Annual walking and wheeling trips by purpose<sup>i</sup>



## Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**19p is saved**

for each mile walked or wheeled instead of driven in Dunfermline.

Over a year this adds up to

**£1 million**

from adults with a car in their household walking or wheeling to work, school and other destinations.

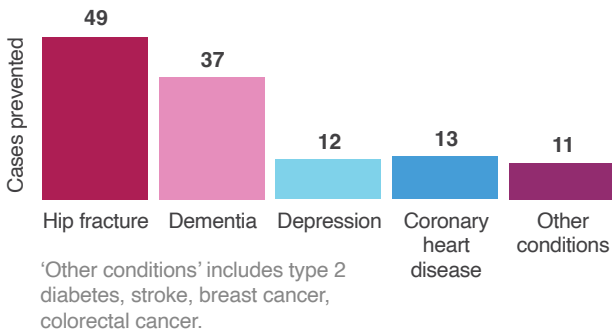
The total annual economic benefit from all trips walked and wheeled in Dunfermline is

**£34.5 million<sup>ii</sup>**

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Walking and wheeling unlocks health benefits for everyone

### Walking in Dunfermline prevents 122 serious long-term health conditions each year



### Saving the NHS in Dunfermline £1.5 million per year

equivalent to the cost of  
**36,000 GP appointments**

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

### In Dunfermline the physical activity benefits of walking prevent 32 early deaths annually

which is valued at  
**£118 million<sup>iii</sup>**

Please note wheelchair or 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:

**3,900 kg of NO<sub>x</sub>**  
and  
**541 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**65%** of residents agree the air is clean in their local area



## Walking and wheeling in Dunfermline helps mitigate our climate crisis

**1,500 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



**11,000 people**  
taking flights  
from Edinburgh to London

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

## Walking and wheeling keeps Dunfermline moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iv</sup> This helps to keep Dunfermline moving for all road users.

**12,000 return walking and wheeling trips** are made daily in Dunfermline by people that could have used a car.

<sup>iv</sup> Litman, 2023. 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

**36 miles**  
equivalent to the distance from Dunfermline to Edinburgh and back.



<sup>iii</sup> 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

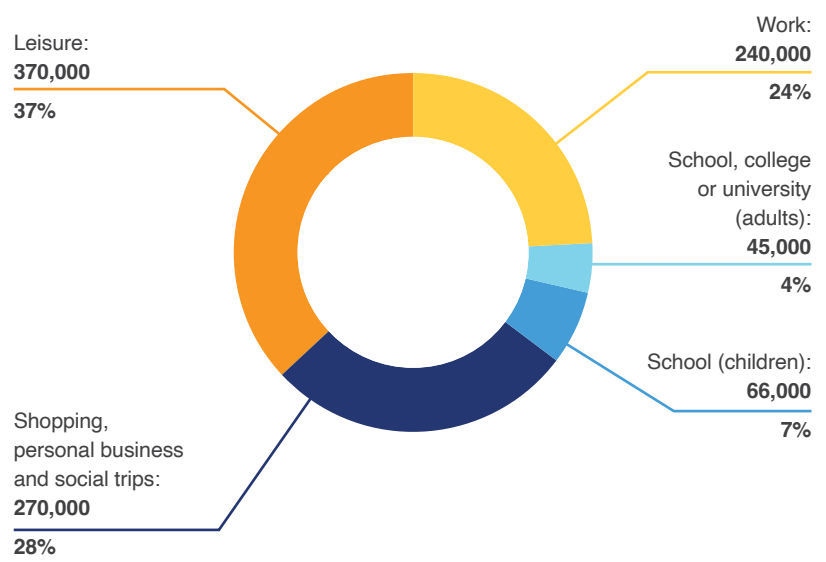
Why everyone gains when more people cycle

## Dunfermline residents cycle 11 times the length of Great Britain every day

**990,000**  
cycling trips were made in Dunfermline in the past year

This adds up to  
**4.8 million miles**  
= 13,000 miles a day

### Annual cycling trips by purpose in Dunfermline<sup>i</sup>



## Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**£1.13 is saved**  
for each mile cycled instead of driven in Dunfermline.

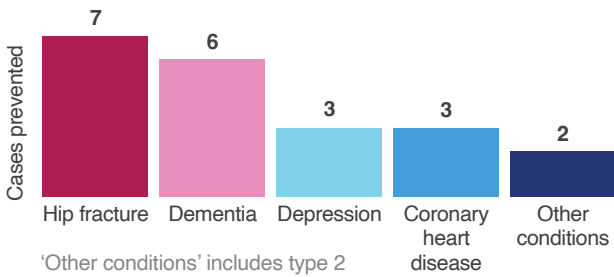
Over a year this adds up to  
**£1.6 million**  
from adults with a car in their household cycling to work, school and other destinations.

The total annual economic benefit from all trips cycled in Dunfermline is  
**£4.7 million<sup>ii</sup>**

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.  
ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.


## Cycling unlocks health benefits for everyone

### Cycling in Dunfermline prevents 21 serious long-term health conditions each year



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

Saving the NHS in Dunfermline  
**£260,000 per year**

 equivalent to the cost of  
**6,200 GP appointments**

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

In Dunfermline the physical activity benefits of cycling  
**prevent 2 early deaths annually**

which is valued at  
**£7.6 million<sup>iii</sup>**

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

**718 kg of NO<sub>x</sub>**  
and  
**108 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**65%** of residents agree the air is clean in their local area



## Cycling in Dunfermline helps mitigate our climate crisis

**384 tonnes**

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



**3,000 people**  
**taking flights**

from Edinburgh to London

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

## Cycling keeps Dunfermline moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iv</sup> This helps to keep Dunfermline moving for all road users.

**715 return cycling trips**

are made daily in Dunfermline by people that could have used a car.

iv. Litman, 2023. 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

**2 miles**

equivalent to the distance from Dunfermline to Crossford.



iii. 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

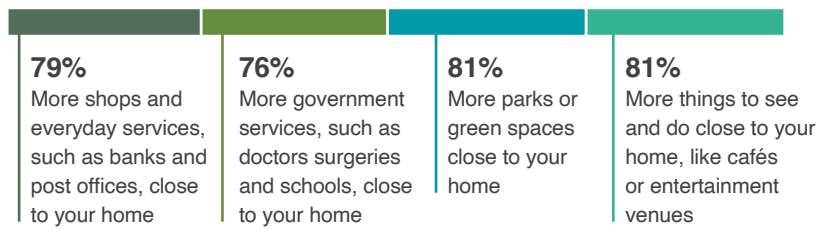
What would help make walking and wheeling easier?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.<sup>i</sup>

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



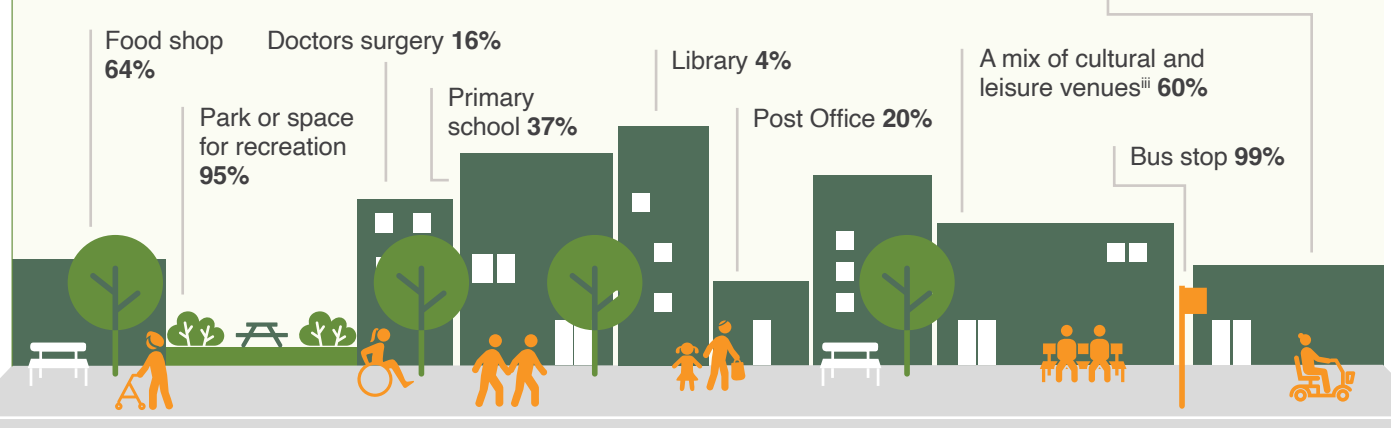
**58%** of Dunfermline households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.<sup>ii</sup>

**50%** agree they can easily get to many places they need to visit without having to drive.

### Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).



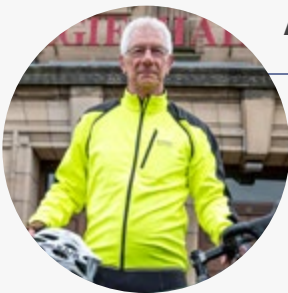
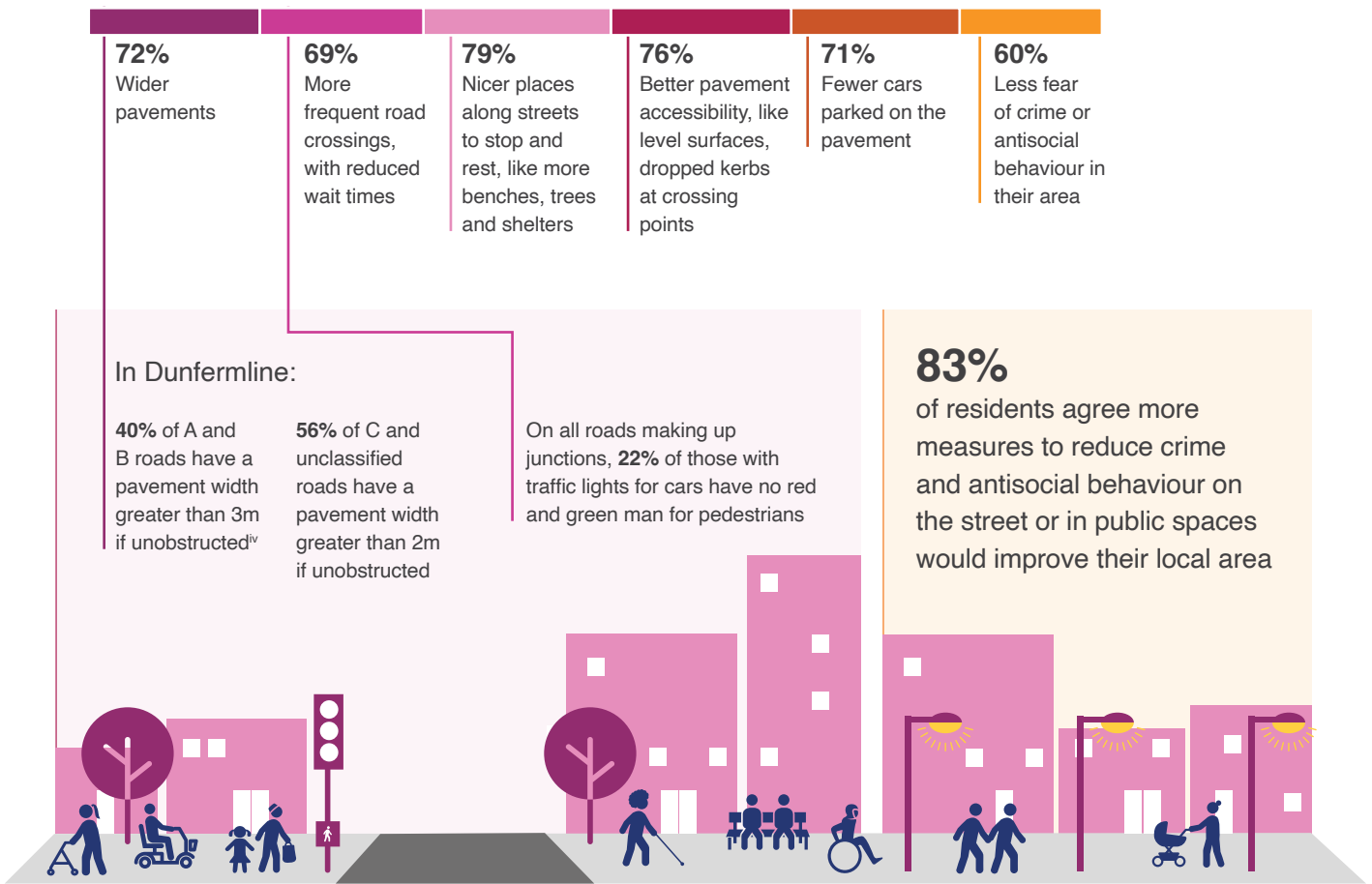
i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.  
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.  
 iii. A minimum of three distinct types of cultural and leisure venues, like 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 or wheel in.

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



**Alastair, active travel advocate**



When I moved to Crossford, I was pleasantly surprised to discover two great cycle paths nearby. I love being in the fresh air and exploring the country lanes and backroads. However, it is difficult to explore Dunfermline and east of the town. The footpath between my village and Dunfermline is narrow and the road is busy and dangerous, even for an experienced cyclist like me. Walking there also feels unsafe.

I think the lack of safe routes between villages in the west of Fife and Dunfermline prevents people from cycling or walking into town.

Hopefully this will soon be solved as an exciting plan to close this gap is underway. Once completed, it will encourage many more people to walk or cycle to and from the city.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



# Cycling solutions

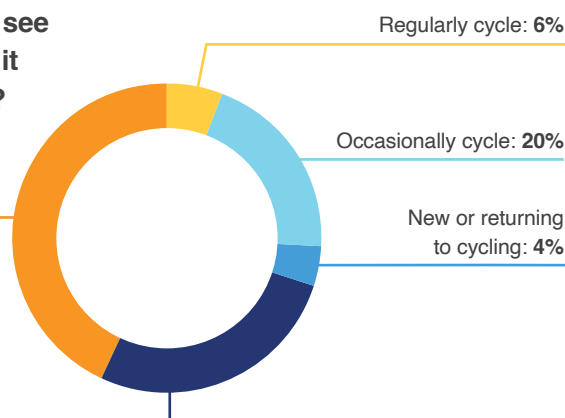
What would make cycling better?

## Many Dunfermline residents want to cycle

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **43%**

Do not cycle but would like to: **27%**



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

**32%** of women

**54%** of people from ethnic minority groups

**29%** of disabled people

## Residents want improved cycling infrastructure

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

**67%**

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

Dunfermline has:<sup>i</sup>

**11 miles**

of traffic-free cycle paths away from the road

**62%**

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

**0 miles**

of cycle paths physically separated from traffic and pedestrians

**61%**

More signposted local cycle routes along quieter streets

**60%**

Better links with public transport, like secure cycle parking at train stations

There are **116** cycle parking spaces across all **3** railway stations and **10** cycle parking spaces at the **1** bus station in Dunfermline

**15%**

of households within 125m of these routes

**60%**

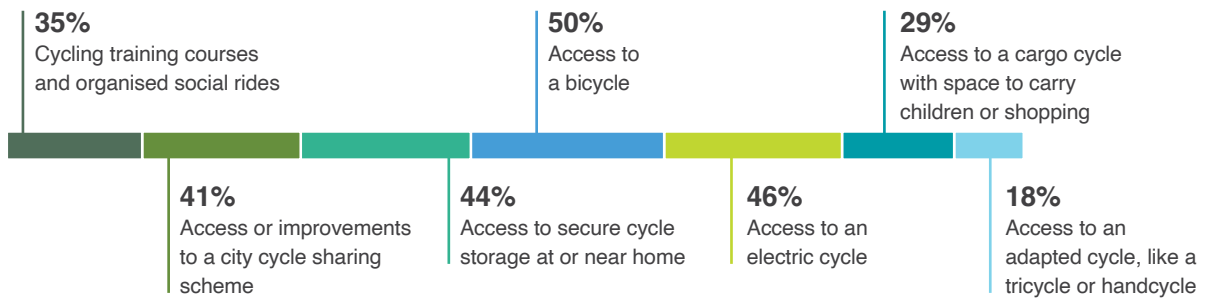
of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic



i. To ensure comparability, these figures are correct as of 31 May 2023 for all city reports.

## Residents want more support to cycle

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



#### Public cycle parking

There is a public cycle parking space for every **106** people who cycle in Dunfermline.



#### Reported cycle thefts

There were **15** reported cycle thefts in Dunfermline in 2022/23.

27 in 2021/2022

For every **1,704** people who own an adult cycle in Dunfermline, there was **1** reported cycle theft in the past year.

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

52% of residents

35% of socio-economic group DE

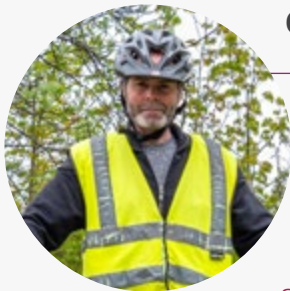
64% of socio-economic group AB

**52%**

of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

**22%**

of households are within 800m of a cycle shop<sup>ii</sup>



#### Oz, e-bike commuter



I can't drive so I have always commuted by public transport. I'm a carer and when the pandemic started, I couldn't take the bus anymore as the person I cared for was vulnerable.

I had to find a solution for my 17-mile commute, and cycling appeared like a viable alternative. I found a route with shared paths, cycle lanes, and quiet roads. I started out with a regular bike, but quickly invested in an e-bike to help with Dunfermline's steep hills!

What was a temporary solution quickly became my new routine. Cycling takes the same time as the bus, and I feel more in control of my schedule. I feel healthier, and cycling helps me clear my mind after long shifts.

I don't know what I would have done during Covid without my e-bike!

ii. Credit to the Association of Cycle Traders (ACT) 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

**81%**

of residents



80% of women



82% of men



70% of disabled people



85% of non-disabled people



87% of people from ethnic minority groups



81% of white people



80% of LGBTQ+ people



81% of non-LGBTQ+ people



67% of socio-economic group DE



87% of socio-economic group AB



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

Only **34%** 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:

61% Walk or wheel more



52% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Dunfermline **17%** of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

**54%** agree that restricting through-traffic on local residential streets would make their area a better place.

**67%** of Dunfermline's streets have 20mph speed limits.<sup>ii</sup>

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

50% Walk or wheel more



47% Cycle more



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

**66%**

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

**59%**

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

**65%**

support low-traffic neighbourhoods



## Cycling Without Age volunteers



For the past five years, Cycling Without Age volunteers have been leading social bike rides in Pittencrieff Park for elderly people.

Our electric trikes enable anyone to enjoy a jaunt around the park, get some fresh air, and interact with other visitors – things our participants unfortunately can't do by themselves anymore.

Their feedback is extremely positive. Participants say they feel relaxed afterwards and love chatting with other people in the park.

As volunteers, it's so rewarding to have a positive impact on participants' lives. Volunteering also provides an opportunity to cycle in a safe, traffic-free environment. Sessions usually last up to three hours and are always followed by a coffee together in the café afterwards!

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. 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, wheel or cycle independently in their neighbourhood.

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.<sup>iii</sup>

62% of residents agree there is space for children to socialise and play



79% of households are within 400m of a children's playground



Among Dunfermline residents:

53% agree



25% disagree



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



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.



# Developing Dunfermline

Recent walking, wheeling, cycling and neighbourhood changes

Dunfermline is at the beginning of its active travel journey, and we are excited to see where it leads us. Over the last few years there have been some improvements made to active travel in Dunfermline, with more projects to come.

## Aberdour Road

The first route improvement is Aberdour Road, a corridor linking new housing developments in the east of Dunfermline to the west of Dunfermline and the city centre. This project includes upgrading the current provision between Masterton Road and Hospital Hill, providing a vital link across the city.

The first section between Masterton Road and Blacklaw Road has been upgraded to a shared use path running parallel to the road, separated from traffic. The final section between Blacklaw Road and Hospital Hill is currently in the planning stages and expected to be completed later this year. Several design options are being considered and feedback from consultation with the local community is being taken on board to inform the plans. The new design options include ideas for street scaping, aiming to make the local area a more attractive and enjoyable place to walk, wheel and cycle.

## Bikeability

Bikeability is the national cycle training programme for children and young people in schools. In Scotland this is facilitated by Cycling Scotland. Bikeability has three levels which help the children and young people progress, from cycling in traffic-free training areas to gaining confidence cycling on the road alongside traffic.

Level 1 is delivered in a traffic-free environment, aimed at P5 pupils. They learn how to prepare themselves and their bike, and work on observation, control and decision-making skills.

Level 2 is delivered on quiet roads with junctions and some traffic. This is normally delivered to P6 pupils on completion



In Dunfermline, six schools delivered Bikeability in the school year 2021/22 and five schools delivered Bikeability in 2022/23. Over these two years, 682 pupils completed Level 1 and 339 completed Level 2.





of Level 1. They learn the correct road positions for different situations, gain an understanding of road layout and priorities, and further build on the core skills learned in Level 1.

Level 3 is delivered on busier roads with more complex junctions. Pupils range from P7 to S2. They expand on the skills learned in Level 2, gaining a better understanding of how to deal with traffic and complex junctions, and improving upon their decision-making skills.

Bikeability in Fife is run by Fife Council who train teachers within our schools to deliver the programme to their pupils. In Dunfermline, six schools delivered Bikeability in the school year 2021/22 and five schools delivered Bikeability in 2022/23. Over these two years, 682 pupils completed Level 1 and 339 completed Level 2.

### **Pedestrian Crossings**

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As part of Fife Council's response to the Covid-19 pandemic, all pedestrian crossings in Dunfermline were changed to contactless crossings. This was done using SmartCross crossing units and was funded by Spaces for People and Fife Council funds.



### **Local Groups**

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Cycling Without Age operate from the Cycle Hub in Pittencrieff Park. They have two trishaws and run sessions on Tuesdays, Wednesdays and Thursdays from 10:30 -12:00, and on Sundays from 13:00 -15:00. Anyone is welcome to come along during these times for a cycle around the park.

The Cycle Hub is also a base for the Sustrans rangers who volunteer in Dunfermline, carrying out small maintenance checks along local routes. The Cycle Hub is located in The Steadings buildings which recently received funding to be turned into a centre for health and wellbeing.

There are several other cycling groups operating in Dunfermline, as well as some walking and running groups, with a park run happening every Saturday. Fife Council's Bums Off Seats initiative runs throughout Fife. They provide free weekly local health walks suitable for most people, from various locations around Dunfermline.



# Looking forward

Better streets and places for everyone

## Active Travel Strategy and Action Plan

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A Fife-wide Active Travel Strategy and Action Plan is being produced with the aim of promoting walking, wheeling and cycling. This will include plans to improve active travel infrastructure in Dunfermline and across Fife, as well as plans to support behaviour change.

## Dunfermline Cycling Action Plan

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In addition to the Active Travel Strategy, a local group in Dunfermline is in the process of creating a Cycling Action Plan for the city, aiming to make Dunfermline an easy place to cycle to, from and around. The plan seeks to make Dunfermline accessible to all cyclists and will also consider Dunfermline as a visitor destination for leisure cyclists wishing to explore Fife. The first meeting focused on imagining cycling in Dunfermline in 2033, where the group identified initial short-term projects. These will inform thinking around larger priority projects aligned with the Scottish Government Cycling Action Plan 2023.

## Carnegies Way

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Carnegies Way is a shared use path that will connect the village of Crossford to the west side of Dunfermline. Funded by Places for Everyone, this project is currently in the early stages of assessing initial feasibility and narrowing down options to a point where designs can be drawn up. The project has been engaging with community members in Crossford, Cairneyhill and Dunfermline. Once completed, this new route will create a link between Dunfermline and the western villages, allowing people to travel actively into the city.



The Carnegies Way project has been engaging with community members in Crossford, Cairneyhill and Dunfermline. Once completed, this new route will create a link between Dunfermline and the western villages, allowing people to travel actively into the city.



## William Street

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Close to Carnegies Way is William Street, where a shared use path is being planned to connect the West Fife Way to Pittencrieff Park. The West Fife Way is long distance off-road path which runs from Dunfermline to Clackmannanshire. The new link on William Street will make it easier for people in Dunfermline to access the West Fife Way, and will improve connectivity within Dunfermline itself, linking the beloved Pittencrieff Park to the city centre.

## Cycle Counters

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Alongside infrastructure improvements, data is being gathered on the number of people who walk, wheel or cycle into Dunfermline city centre. Using automatic counters placed in a cordon around the city centre that covers 12 routes, this count will be repeated yearly to allow for analysis over time of the number of people travelling actively to and from the city centre.

The first count was completed in September 2023 over one weekday and one weekend day. Over the two days a total of 158 cyclists and 29,983 pedestrians crossed the cordon into or out of Dunfermline city centre. Initial counts show that the majority (46%) of these trips came from the north of Dunfermline, with 10,432 pedestrians or cyclists entering or leaving at Pilmuir Street.



**Shauna, sustainable travel advocate**



When we were looking to buy our first family home, we wanted to be within walking distance of all amenities. I didn't want to be stuck driving for a pint of milk and owning two cars. That's why we settled in Dunfermline: the city is compact, beautiful, and historic – and from where we live, the city centre is only a 7-minute walk.

If I don't walk, I cycle! I love the flexibility cycling gives me. I don't have to worry about parking – which can be challenging in the city centre – and it keeps me active.

The shared cycle paths are good, although they could be better maintained, especially during winter. There are also beautiful traffic-free paths in the city, such as the NCN 764.

I am the only cyclist in the family, but my husband is a keen walker, and my son takes public transport. As a family, it was important for us to avoid getting into the habit of driving when other modes of transport were available. Even when I go to work in Edinburgh, I don't drive. Taking the bus is more affordable, and when I want to take my bike with me, I take the train!



## Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatGen.

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

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 travelled 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/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index)

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

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

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Dunfermline has been funded by Transport Scotland. The project is co-ordinated by Sustrans and has been supported by Fife Council.

