



Dundee

# Walking and Cycling Index 2023



# Foreword

Our vision for walking, wheeling and cycling in Dundee



I am delighted to introduce the 2023 Walking and Cycling Index report for Dundee. It shows considerable progress since the last report, with people feeling positive about

walking, wheeling and cycling across Dundee.

Dundee is ideally sized for getting around by active travel; most journeys are under 2km<sup>1</sup>, which is the perfect distance to walk, wheel or cycle. However, many people feel put off using active travel – especially cycling – because they do not feel safe to do so. This barrier is especially pronounced for women and disabled people, which presents us with a challenge.

We know that these groups are less likely to cycle on roads, and that we must address this by creating a network of safe, attractive and direct cycling routes. That's why we've delivered new segregated routes since the 2021 report – and have seen a corresponding increase in the proportion of people who think that cycling safety is good. Building on this, we are working to deliver a network of Active Freeways to connect all areas of Dundee.

In addition to high-quality cycle routes, these will include improvements for pedestrians such as wide pavements, frequent crossings and benches, to ensure they are pleasant and as inclusive as possible for all users. And whilst we've made progress, only 49% of people say that the level of safety for children walking or wheeling is good. That's why since the last report, we've implemented School Streets at 8 schools across Dundee, with plans for more. This makes it safer and easier for children to travel to school using active travel, improving safety and pollution levels around the school gates. We've also implemented almost 20 miles of 20mph zones since the last report, making streets safer for everyone.

However, we're aware that Dundee's active travel journey is far from over. The Walking and Cycling Index has helped greatly in making the case for progress, and we've now published our Sustainable Transport Delivery Plan, which sets out our ambitions to deliver for active travel over the next 10 years. Further reports will provide us with the insight required to achieve these goals and plan further into the future.

**Councillor Steven Rome, Convener of Fair Work, Economic Growth & Infrastructure**

## Contents

4 Report summary

6 Walking in Dundee

8 Cycling in Dundee

10 Benefits of walking

12 Benefits of cycling

14 Walking solutions

16 Cycling solutions

18 Neighbourhood solutions

20 Developing Dundee

22 Looking forward

## 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>ii</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 third report from Dundee produced in partnership with Dundee City Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,215 residents aged 16 or above in Dundee. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 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 reports can be found at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index). For more data, including 2019 figures where available, 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.

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

# Headlines

## Dundee

Population<sup>i</sup>

147,720

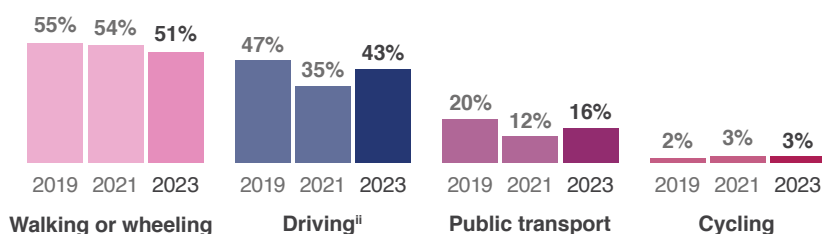
Survey area



### The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

#### 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 decreased since 2021.

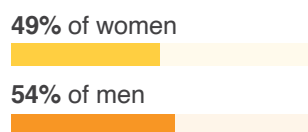
**51%**  
of residents walk or wheel at least five days a week  
54% in 2021

**10%**  
of residents cycle at least once a week  
13% in 2021

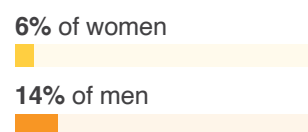
### Walking, wheeling and cycling participation is not equal

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>

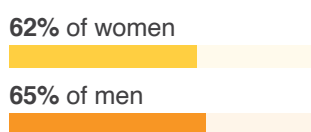


#### Proportion of residents who cycle at least once a week

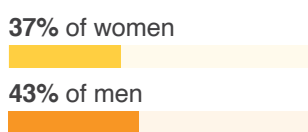


### Not all residents feel safe and welcome in their neighbourhood

#### 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



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. NRS mid-year 2021 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 day, walking, wheeling and cycling in Dundee take up to **32,000** cars off the road.<sup>iv</sup> Each year in Dundee these three modes combined:



**328**  
serious long-term health conditions



**£81.5 million**  
in economic benefit for individuals and Dundee



**4,800 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:

20% of residents want to drive less, yet 31% of residents often use a car because no other transport options are available

**Walk or wheel**



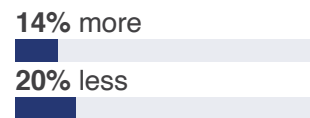
**Cycle**



**Take public transport**

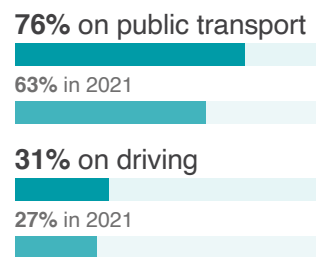
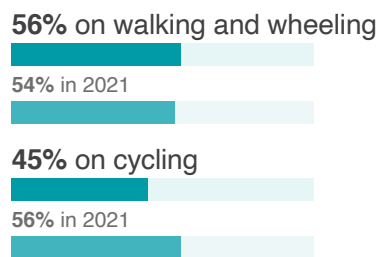


**Drive**



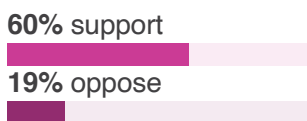
## Residents want more funding for walking, wheeling, cycling and public transport

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



## Increased funding would help support more liveable neighbourhoods

Among Dundee residents:



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



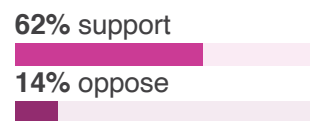
that increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area



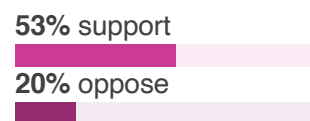
the creation of more 20-minute neighbourhoods<sup>v</sup>



banning vehicles parking on the pavement



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



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 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 decreased since 2021.

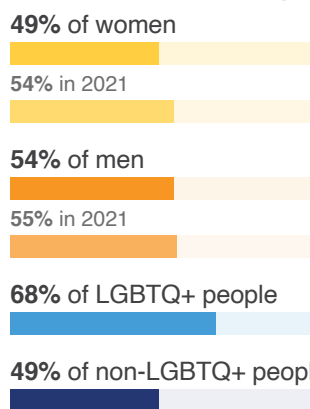
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**94%** of all residents walk or wheel 96% in 2021

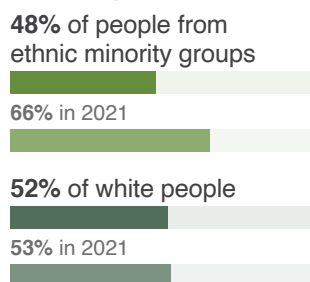
**51%** of residents walk or wheel at least five days a week 54% in 2021

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

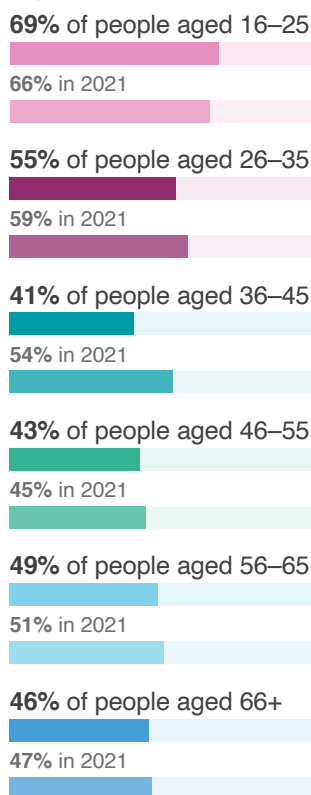
#### Gender<sup>i</sup> and sexuality



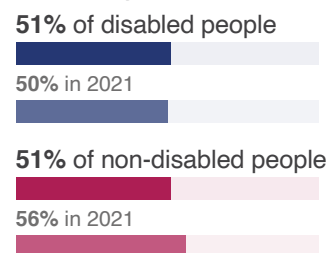
#### Ethnicity



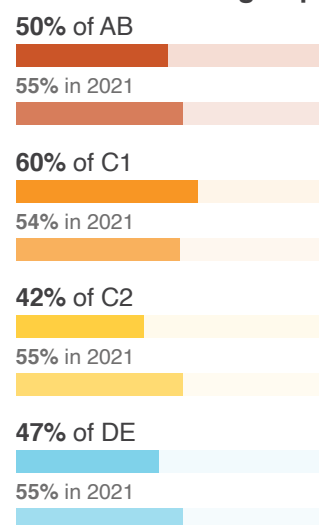
#### Age



#### Disability



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



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

**64%**

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

73% in 2021

**49%**

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

55% in 2021

**73%**

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

78% in 2021

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

#### Gender and sexuality

**62%** of women



70% in 2021



**65%** of men



78% in 2021



**67%** of LGBTQ+ people



**63%** of non-LGBTQ+ people



#### Ethnicity

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



82% in 2021



**63%** of white people



73% in 2021

#### Age

**67%** of people aged 16–25



68% in 2021



**65%** of people aged 26–35



75% in 2021



**67%** of people aged 36–45



77% in 2021



**61%** of people aged 46–55



76% in 2021



**63%** of people aged 56–65



76% in 2021



**62%** of people aged 66+



71% in 2021

#### Disability

**57%** of disabled people



69% in 2021



**67%** of non-disabled people



76% in 2021



#### Socio-economic group

**66%** of AB



75% in 2021



**68%** of C1



76% in 2021



**55%** of C2



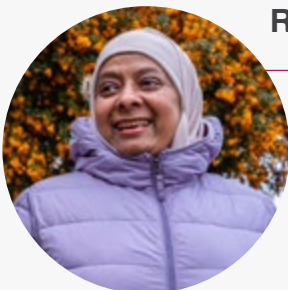
76% in 2021



**60%** of DE



64% in 2021



**Razia, keen walker**



I love to walk – it's my main mode of transport.

I walk my daughter to and from school every day, and I walk into the city centre to do my shopping.

I think my neighbourhood in the Hilltown is good for walking, but there could be more zebra crossings along the main roads and especially by my daughter's school. When there is no lollipop person, it's difficult to cross the road with children.



# Cycling in Dundee

Cycling participation, safety and satisfaction

## Cycling participation

Overall in Dundee the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **10%** 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> Encouragingly, perceptions of cycling safety have improved since 2021.

**28%**  
of all residents cycle

32%  
in 2021

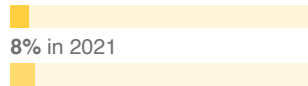
**10%**  
of all residents cycle at least once a week

13%  
in 2021

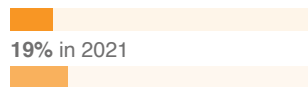
### Proportion of residents who cycle at least once a week

#### Gender and sexuality

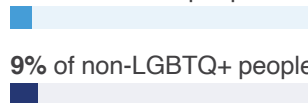
6% of women



14% of men



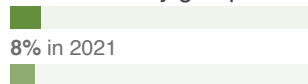
7% of LGBTQ+ people



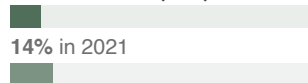
9% of non-LGBTQ+ people

#### Ethnicity

10% of people from ethnic minority groups

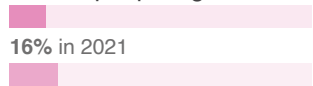


10% of white people

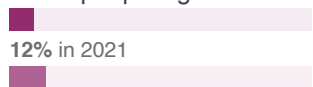


#### Age

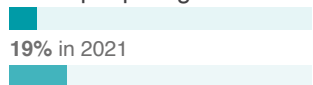
12% of people aged 16–25



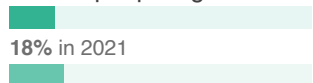
8% of people aged 26–35



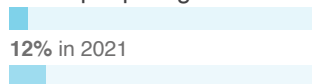
9% of people aged 36–45



15% of people aged 46–55



6% of people aged 56–65

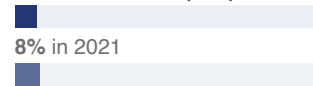


9% of people aged 66+



#### Disability

7% of disabled people



11% of non-disabled people

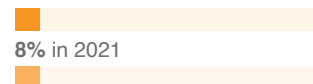


#### Socio-economic group

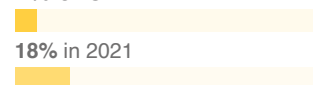
13% of AB



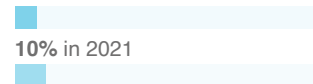
8% of C1



7% of C2



7% of DE



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



## Cycling safety and satisfaction

**40%**

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

38% in 2021

**34%**

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

28% in 2021

**45%**

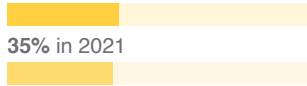
of all residents think their local area overall is a good place to cycle

39% in 2021

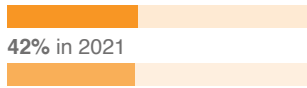
### Proportion of residents who think cycling safety in their local area is good

#### Gender and sexuality

**37%** of women



**43%** of men



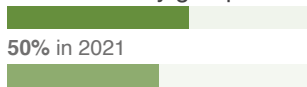
**48%** of LGBTQ+ people



**38%** of non-LGBTQ+ people

#### Ethnicity

**60%** of people from ethnic minority groups

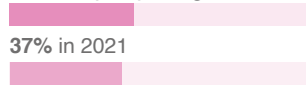


**38%** of white people

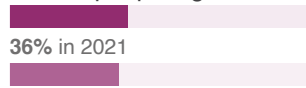


#### Age

**41%** of people aged 16–25



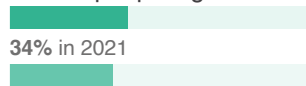
**39%** of people aged 26–35



**46%** of people aged 36–45



**39%** of people aged 46–55



**40%** of people aged 56–65

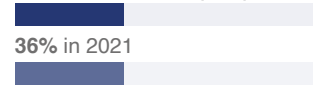


**36%** of people aged 66+

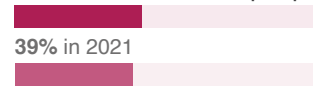


#### Disability

**36%** of disabled people

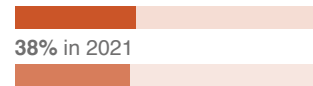


**42%** of non-disabled people

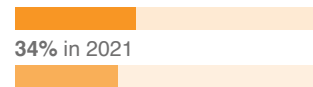


#### Socio-economic group

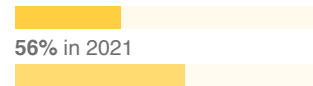
**40%** of AB



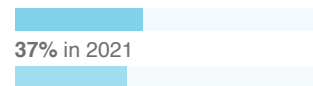
**40%** of C1



**35%** of C2



**42%** of DE



**Linda, local artist and trike enthusiast**



When I retired from nursing at 60, I gave up my car and bought a second-hand trike. It has been so liberating. I use my trike to travel in and out of town, and my wicker baskets carry my shopping and my art supplies.

I enjoy being outdoors and getting regular exercise, and I like the pace that cycling gives me.

I love being able to stop and chat to people. I always say to people I've got a bus pass and three wheels – it's a way of life!



# Benefits of walking

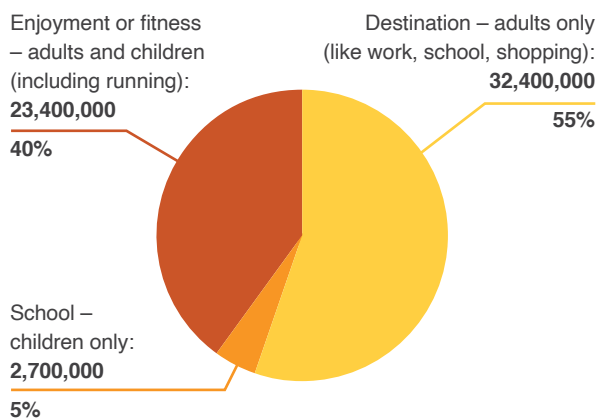
Why everyone gains when more people walk or wheel

## Dundee residents walk or wheel 130 times the length of Great Britain every day

There has been a reduction in trips for enjoyment or fitness since 2021.

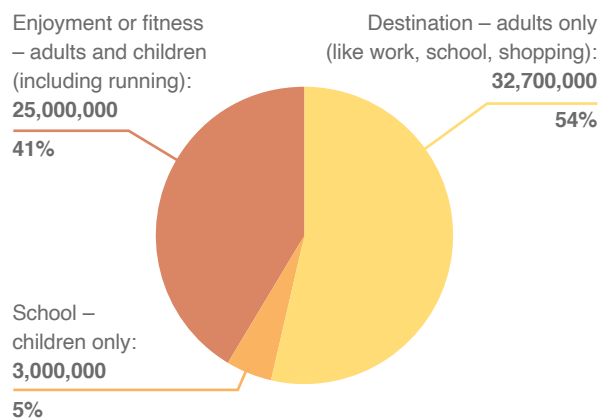
### Annual walking and wheeling trips by purpose<sup>i</sup>

2023:  
**58.5 million trips**



This adds up to  
**56.3 million miles**  
= 150,000 miles a day

2021:  
**60.6 million trips**



This adds up to  
**65.4 million miles**  
= 180,000 miles a day

## 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.

5p  
in 2021

**46p is saved<sup>ii</sup>**  
for each mile walked or wheeled  
instead of driven in Dundee.

Over a year this adds up to

**£6.3 million**

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

£730,000  
in 2021

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

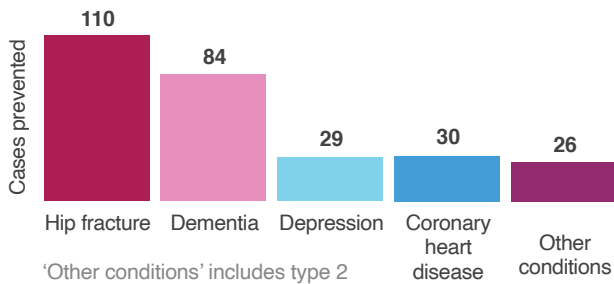
**£68.4 million<sup>iii</sup>**

£73.4  
million  
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. 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

283 in 2021 **Walking in Dundee prevents 280 serious long-term health conditions each year**



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

Saving the NHS in Dundee

£1.9 million in 2021

**£3.4 million per year**

62,000 in 2021



equivalent to the cost of **84,000 GP appointments**

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

In Dundee the physical activity benefits of walking

**prevent 76 early deaths annually**

79 in 2021

which is valued at

**£277 million<sup>iv</sup>**

£261 million in 2021

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:

**9,700 kg of NO<sub>x</sub>** and

12,000 kg in 2021

**1,400 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>)

1,600 kg in 2021

**61% of residents agree the air is clean in their local area**

59% in 2021



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

3,900 tonnes in 2021

**3,700 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 in 2021

**27,000 people taking flights**

from Dundee 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 Dundee moving

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

31,000 in 2021

**30,000 return walking and wheeling trips**

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

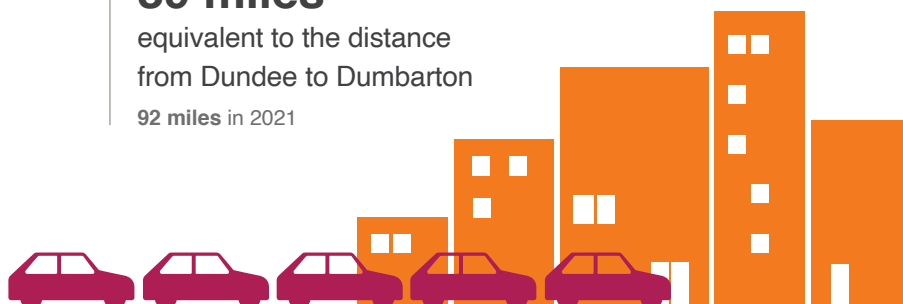
v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

**89 miles**

equivalent to the distance from Dundee to Dumbarton

92 miles in 2021



iv. 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

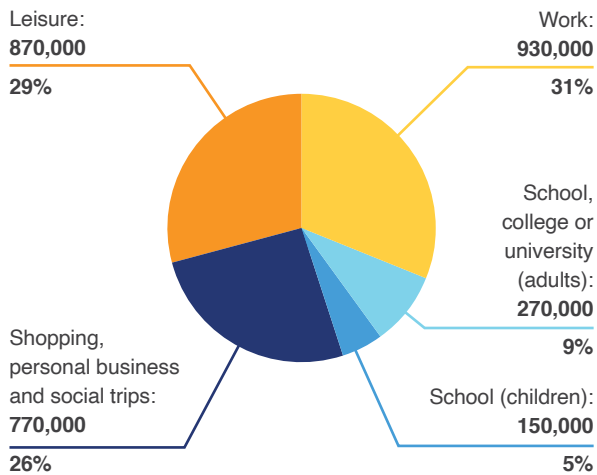
Why everyone gains when more people cycle

## Dundee residents cycle 30 times the length of Great Britain every day

There has been an increase in commuter trips since 2021 as more people return to the workplace. However, cycling levels decreased for shopping, personal business and social trips.

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

2023:  
**3 million trips**

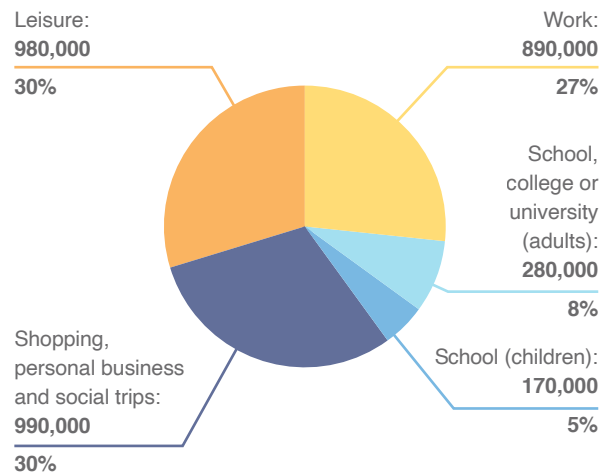


This adds up to

**13.1 million miles**

= 36,000 miles a day

2021:  
**3.3 million trips**



This adds up to

**14 million miles**

= 38,000 miles a day

## 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.

**£1.40 is saved**

for each mile cycled instead of driven in Dundee.

94p  
in 2021

Over a year this adds up to

**£5.5 million**

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

£3.8  
million  
in 2021

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

**£13 million<sup>ii</sup>**

£11.4  
million  
in 2021

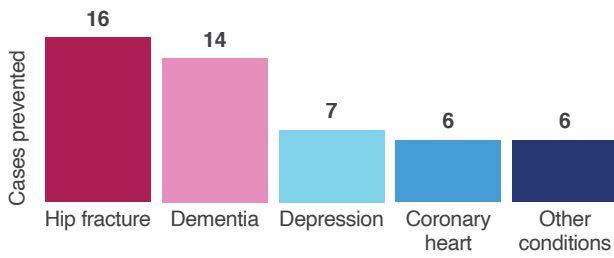
i. Leisure trips include adults and children (with and without adult accompaniment).

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

39 in 2021 **Cycling in Dundee prevents 49 serious long-term health conditions each year**



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

Saving the NHS in Dundee

£260,000 in 2021 **£620,000 per year**

8,700 in 2021 **equivalent to the cost of 15,000 GP appointments**

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

In Dundee the physical activity benefits of cycling

**prevent 6 early deaths annually**

6 in 2021

which is valued at

**£21.2 million<sup>iii</sup>**

£18.1 million in 2021

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

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

2,300 kg in 2021

**306 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>)

328 kg in 2021

**61%** of residents agree the air is clean in their local area

59% in 2021

## Cycling in Dundee helps mitigate our climate crisis

1,100 tonnes in 2021 **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



8,000 people in 2021 **7,700 people taking flights** from Dundee 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 Dundee moving

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

2,400 in 2021 **2,100 return cycling trips** are made daily in Dundee 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

**6 miles**

equivalent to the distance from Dundee to Monifieth

7 miles in 2021



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

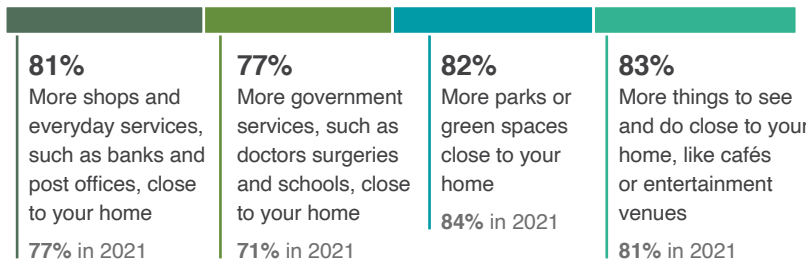
What would help make walking and wheeling easier?

## 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?



**61%**

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

61% in 2021

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

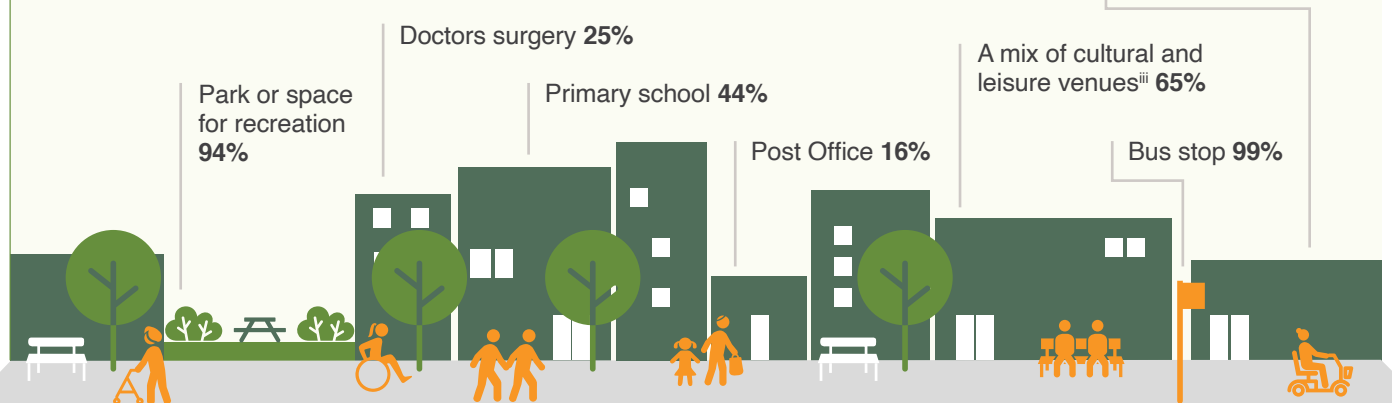
**60%**

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

57% in 2021

### 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).



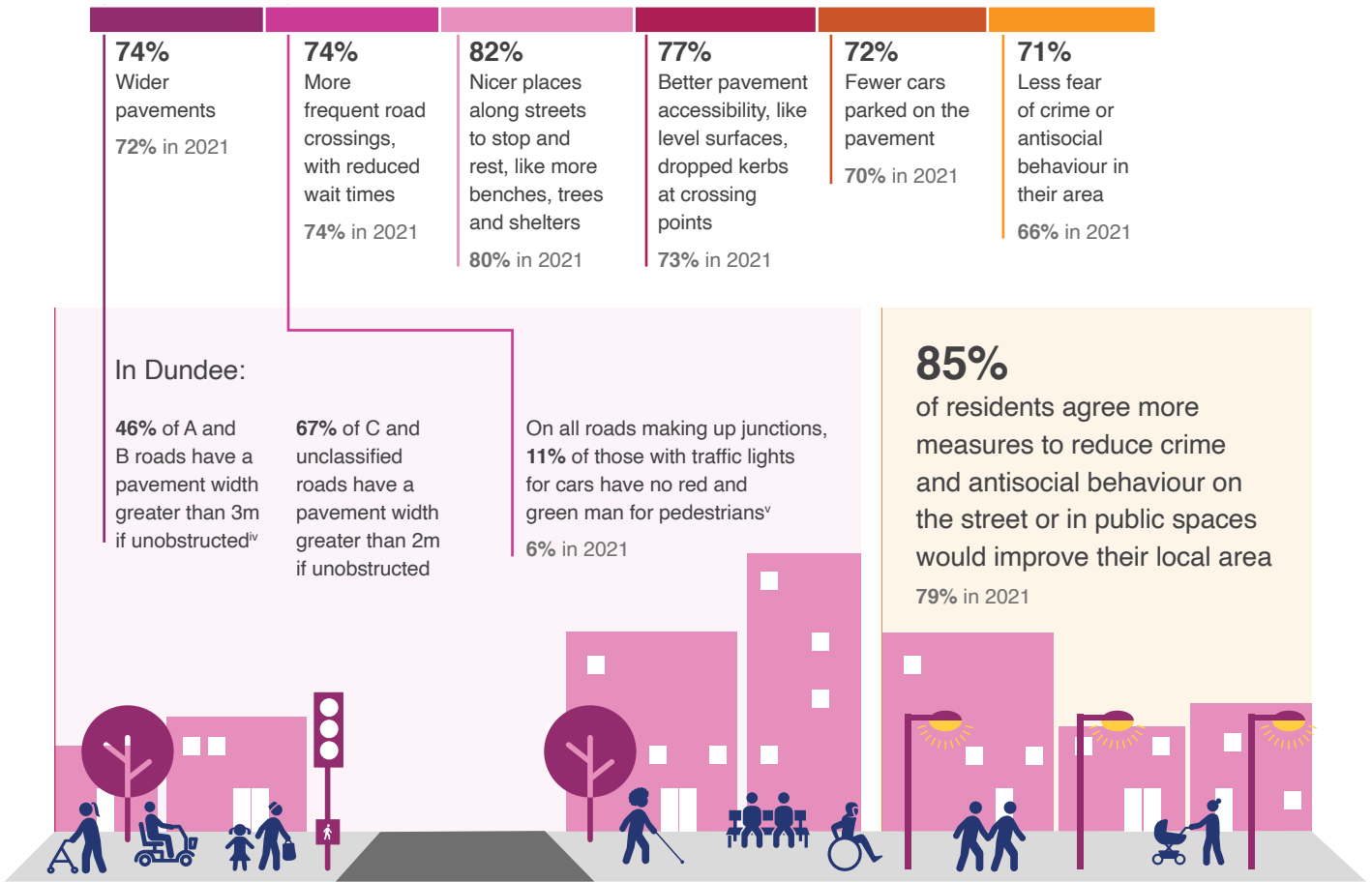
i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.  
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.  
 iii. A minimum of three distinct types of cultural and leisure venues, like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



### Frances, wheelchair user



I'm away out for a walk almost every day, using my electric wheelchair. I love getting outside for my mental health. I don't have a car, so everywhere I go, I wheel.

Being able to take myself where I want to go gives me such independence and freedom.

I feel quite secure going out during the day, but I'm aware I'm vulnerable at night and car drivers can't always see me. My biggest hindrance is the lack of dropped kerbs. I often end up going on the road because the pavements cause me such difficulty. It would be great to see more places like McManus Galleries and Union Street that are accessible for people on wheels.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. v. 2023 data includes signalised junctions on trunk roads.



# Cycling solutions

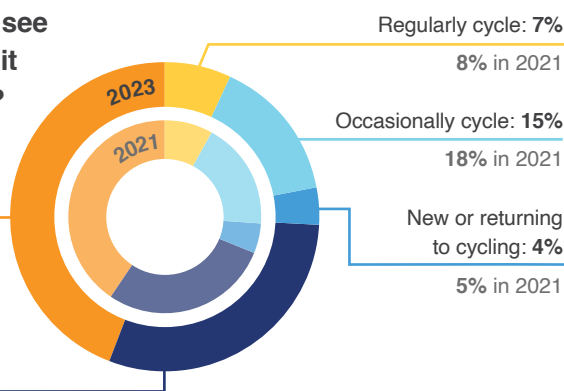
What would make cycling better?

## Many Dundee residents want to cycle

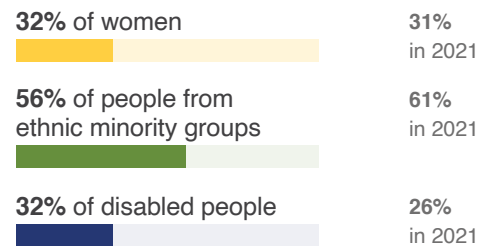
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **44%**  
40% in 2021

Do not cycle but would like to: **30%**  
28% in 2021



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?

**71%**  
More traffic-free cycle paths away from roads, like through parks or along waterways  
68% in 2021

**65%**  
More cycle paths along roads that are physically separated from traffic and pedestrians  
66% in 2021

**66%**  
More signposted local cycle routes along quieter streets  
66% in 2021

**61%**  
Better links with public transport, like secure cycle parking at train stations  
60% in 2021

There are **140** cycle parking spaces across the **2** railway stations and **10** cycle parking spaces at the **1** bus station in Dundee  
130 in 2021  
0 in 2021

Dundee has:<sup>i</sup>

**33 miles**  
of traffic-free cycle paths away from the road  
25 miles in 2021

**2 miles**  
of cycle paths physically separated from traffic and pedestrians  
0 miles in 2021

**21%**  
of households within 125m of these routes  
11% in 2021

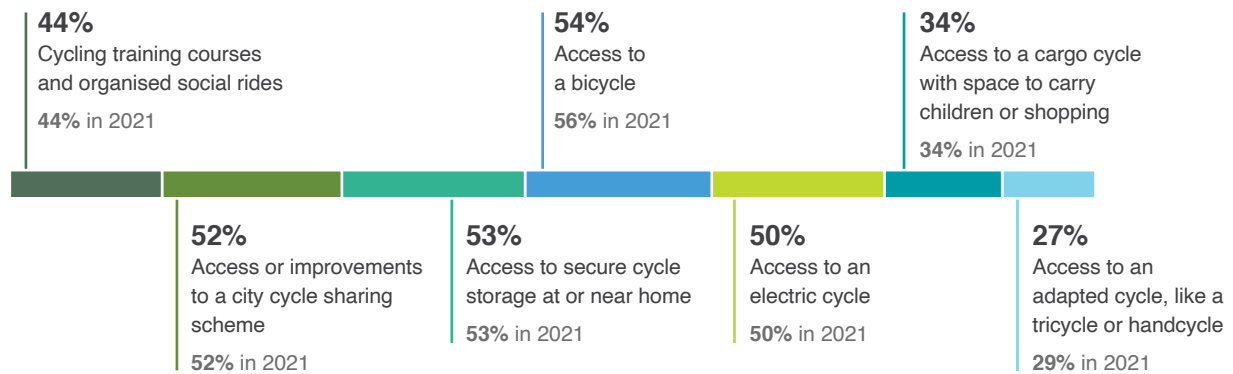
**60%**  
of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
65% in 2021



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 **29** people who cycle in Dundee.

48 in 2021



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

42% of residents 42% in 2021

34% of socio-economic group DE 30% in 2021

51% of socio-economic group AB 57% in 2021

#### Reported cycle thefts

There were **187** reported cycle thefts in Dundee in 2022/23.

183 in 2021/2022

For every **279** people who own an adult cycle in Dundee, there was **1** reported cycle theft in the past year.

**52%**

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

**34%**

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



#### Christopher, e-bike advocate

I moved back to Dundee 7 years ago, and with walking impractical, I started commuting by car. I love driving, but the short commute felt so wasteful and inefficient.

Getting an e-bike was completely transformational for me. I never would have pictured myself a cyclist, but since getting an e-bike I've clocked up more than 7,000 miles around the city.

The one thing I always tell people about e-bikes is that they're so much fun! Everyone who tries an e-bike gets off grinning at the end, and in a much better state of mind.

I want more people to discover the freedom, directness, and joy of cycling. But Dundee currently has little in the way of protected cycling infrastructure. For many people, this is a big psychological or practical barrier.



ii. Credit to the Association of Cycle Traders (ACT) for their assistance with cycle shop locations and services offered.



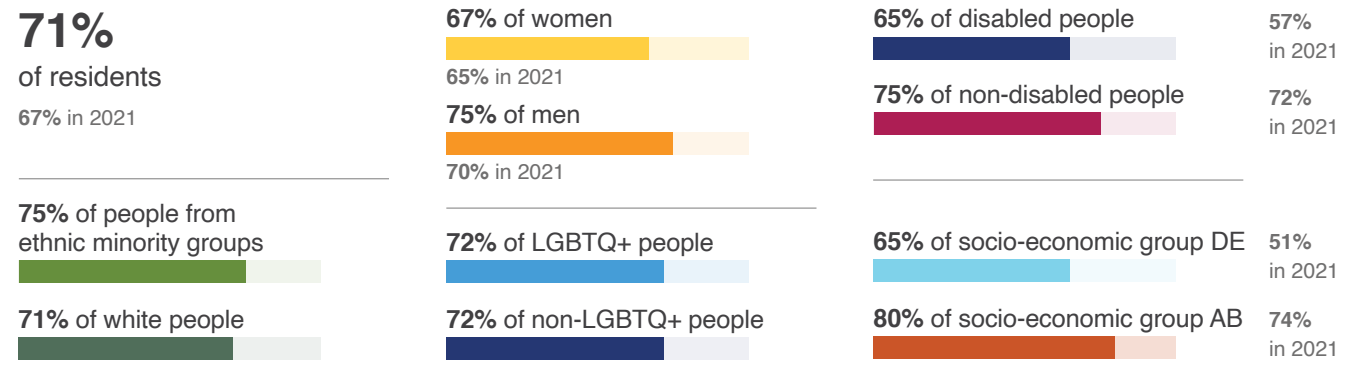


# Neighbourhood solutions

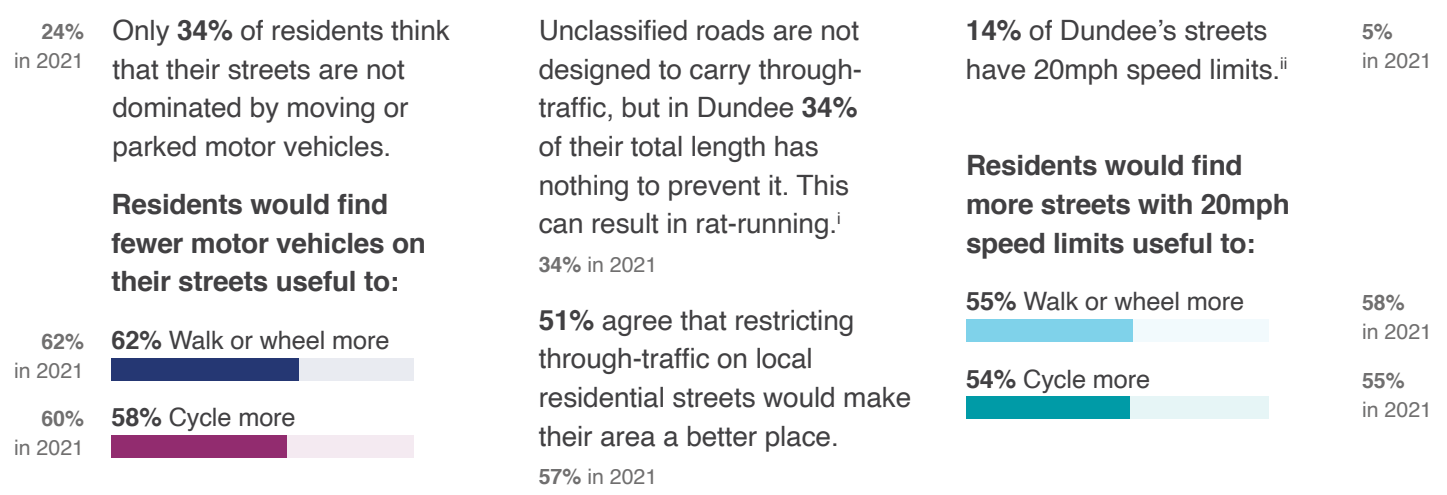
What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

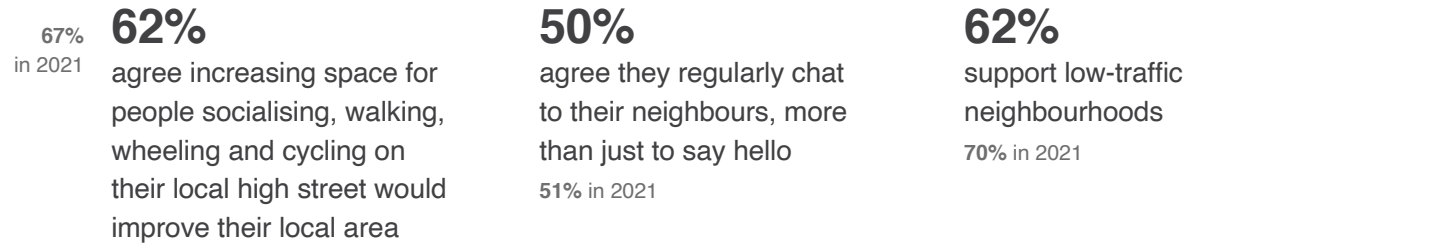
Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

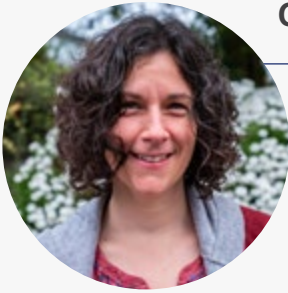


## The dominance of motor vehicles can discourage walking, wheeling and cycling



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





**Claire, car-free family**

After always having owned a car, I gave mine up a few years ago. I made this choice mainly for environmental reasons, but I also felt the need to reconnect with my neighbourhood and community. Equally important, I wanted to set an example for my young daughter and show her that it's possible to travel actively.

Now we use public transport, we walk, and we cycle – it has become our new normal. My daughter finds taking the bus and cycling very exciting, and every trip is an adventure.

We only cycle together on traffic-free routes, as I don't feel safe enough to take a toddler on roads surrounded by cars. I wish it were less convenient for cars to get around town; I'm sure more people would cycle and take the bus!

**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.

10 years old in 2021

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

56% of residents agree there is space for children to socialise and play



71% of households are within 400m of a children's playground



Among Dundee residents:

56% agree



53% agreed in 2021

19% disagree



19% disagreed in 2021

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

These are known as 'School Streets'.

**10 schools**

in Dundee have School Streets schemes<sup>iv</sup>

2 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023. Certain school streets schemes cover more than one school. 2021 figure is correct as of 31 May 2021.



# Developing Dundee

Recent walking, wheeling, cycling and neighbourhood changes

Since the 2021 report, Dundee has made progress in several areas to make walking, wheeling and cycling more accessible to as many people as possible. Exciting projects are being implemented city-wide, to ensure that people from all areas of the city can unlock the benefits of active travel and improved public realm.

## **Broughty Ferry to Monifieth Active Travel Scheme**

Dundee City Council, in partnership with Angus Council and Sustrans, are now putting the finishing touches on the Broughty Ferry to Monifieth Active Travel route. This has delivered a fully cohesive, off-road active travel route for the length of the waterfront in Broughty Ferry. Alongside significantly improved public realm, wider footways, biodiversity measures, large-scale artworks, and a much-needed wider bridge over the Dighty Burn, the project has delivered a mile of fully segregated cycle path – a first for Dundee. This route sets the standard for active travel delivery in Dundee and demonstrates what future projects of this type can achieve.

## **Stobswell Pocket Places**

Continuing on from the Spaces for People temporary pocket parks on Craigie Street and Eliza Street, Dundee City Council has worked with Sustrans, Scottish Water and the Stobswell Forum to make these changes permanent, including planting, seating, lighting and cycle parking. There are also environmental improvements at Langlands Street, a rain garden at Arthurstone Terrace, new artworks, and improved crossings over side streets. These improvements run the length of Albert Street, making it a more pleasant place for active travel, a place to socialise and linger, and a more vibrant and sustainable district centre.



Exciting projects are being implemented city-wide, to ensure that people from all areas of the city can unlock the benefits of active travel and improved public realm.





## Secure Residential Cycle Storage

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In the Walking and Cycling Index 2021, 53% of people in Dundee said secure cycle storage at home would help them cycle more. This is especially pronounced for people in flatted accommodation with little or no room to store a cycle, or who may not be able to carry one up the stairs. Since then, Dundee City Council has partnered with Cyclehoop to deliver a trial of 40 of their “Bikehangar” units, each capable of storing 6 cycles securely on-street. As cost was also recognised as a barrier to cycle ownership, funding was secured from Cycling Scotland to subsidise renting a space in the units down from £72 a year to £11.

Units are located throughout Dundee, with the aim of benefitting people all over the city and with a focus on more deprived areas. Other considerations are: housing type; demand; proximity to existing and planned cycle infrastructure; and 20mph zones. The units have proven extremely popular, with several of them now at full capacity and requiring a waiting list for a space. This project is a perfect example of using Index data to benefit residents.



## City-Wide Cycle Parking

---

The Walking and Cycling Index 2021 highlighted that there was only one public cycle parking space for every 48 people who cycle in Dundee. Further investigation into this revealed that there were several gaps in public cycle parking provision; district centres, community facilities and the bus station were all found lacking. Dundee City Council therefore initiated a rolling programme to install city-wide public cycle parking. There is now one public cycle parking space for every 29 people who cycle in Dundee, with this number growing all the time.



# Looking forward

Better streets and places for everyone

Dundee City Council is clear in its ambition to create a sustainable city which works for everyone, where active travel is the natural first choice for short journeys. The recently published Sustainable Transport Delivery Plan clearly lays out the future of active travel in Dundee over the next 10 years. This includes several exciting projects which will transform the way people travel around the city, many of which are soon to begin construction.

## Active Freeways

Key to enabling people to cycle is a high-quality cycling network that connects people with work, leisure and retail opportunities for everyday journeys. The Active Freeways project will provide the “hub and spokes” of Dundee’s primary cycling network, with long distance routes radiating out from the city centre to all areas of the city. These will be segregated cycle routes with significant improvement for pedestrians alongside public realm improvements, biodiversity and flood prevention measures. Consultation has been completed to identify the routes and concept designs, with further work to take place on detailed design work.

## Union Street

Since being pedestrianised in 2020 as part of Spaces for People, Dundee City Council with partners UNESCO City of Design and Sustrans, have undertaken extensive co-design of Union Street with residents and businesses to ensure that the street is inclusive and vibrant; a destination within Dundee where people want to socialise, relax, and visit some excellent local businesses. It’s down to this co-design approach that the pedestrianisation has been so successful, with the street having no vacant units. Final designs are due to be unveiled soon.



Active Freeways will be segregated cycle routes with significant improvement for pedestrians alongside public realm improvements, biodiversity and flood prevention measures.

## East End Campus Active Travel Links

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The new community campus in the East End of Dundee will house over 1,800 pupils including an additional support needs unit, plus community facilities. The Green Circular – a 26-mile cycle, walking, and wheeling route that circumnavigates Dundee – stretches east and west into the catchment area. Active travel links beyond this are limited, however. Dundee City Council is therefore working to ensure that there are high-quality active travel links throughout the catchment area, so that as many pupils, staff and community members as possible can travel to the campus by walking, wheeling and cycling.

## Magdalen Green Bridge

---

The footbridge over the railway line at Magdalen Green is a key link for people between the West End Lanes area and the waterfront. However, the bridge is in a poor state of repair, with steep steps making it inaccessible for many people including wheelchair users and cyclists. In addition, the future electrification of the railway line would mean this bridge would need to be removed. Dundee City Council have therefore undertaken consultation with the local community and key stakeholders to design a new, accessible bridge alongside biodiversity enhancements to ensure the community retains this vital active travel link.



**Glynis, co-founder of Kidical Mass Dundee**



I grew up in Oregon, where cycling is part of the culture. Since then, I've lived all over the world and cycling has been my way of building community in a new place. When I moved to Dundee, it was difficult to find this.

I was looking for something non-competitive, family-focused and all about enjoyment. I eventually found my way to my first Kidical Mass family bike ride, and I knew I wanted to help make sure it kept going.

I've now organised four rides around Lochee Park. At the first ride we had 40 people show up, from families with cargo bikes, to retirees, to students. Lots of them were new to the community like me. And the best part was that people kept coming back! We've even had non-profits and small businesses reaching out to help us.

In the future we want to organise 'bike buses' to help kids cycle to school. But the roads aren't very safe, and we are struggling to find routes. And even with hi-vis vests and flags, car drivers are often impatient and angry towards us. I'd love to see a culture change in Dundee to be more accepting and supportive of cycling.



## Notes on methodology:

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

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

2021 survey data was collected from June to August 2021, 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 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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