

Dundee Cycling Strategy

JUNE 2015



A Cycling Strategy for Dundee

DUNDEE IS CHANGING

Dundee is a city undergoing change, more so than at any other time in recent history.

With major transport projects including the realignment of thoroughfares along the Waterfront, the creation of a new rail station and public spaces in the city centre, Dundee is becoming a place where people can once again travel to the places they want to go to in an active and sustainable way.

Increasing the number of people choosing to travel around the city by cycle is an important factor in improving the city's health and economic prospects. By developing a network of cycle routes, putting in place infrastructure improvements and delivering a programme of supporting initiatives, we want to create the opportunities to bring about a shift in the city's travel habits.

DUNDEE AND CYCLING

Getting more people cycling more often is one of the best value outputs that transport policy can achieve.

The Scottish Government recognises that more people cycling more often can improve public health, air quality and a range of other outcomes.

The Council is following the Government's lead and recognises the role of walking and cycling to make a significant impact on the success of the city and the lives of its citizens. In Dundee, promoting cycling can help achieve all the Strategic Priorities of the Single Outcome Agreement. The Council will therefore seek to give due advantage to pedestrians and cyclists in its management of the transport network.

Cycling is the fastest growing mode of travel in Scotland, which shows that people want to cycle more and are responding to initiatives that encourage them to do so. Recent evidence from the Dundee Travel Active programme shows that communities from across Dundee welcome initiatives that promote active travel, and respond to them by walking and cycling more.

41% of Dundee households do not have access to a car for private use, and 51% of the adult population do not have a driving licence. Yet despite the comparatively low levels of

car ownership, cycle ownership and use in Dundee is also low. Only 24% of households in Dundee have access to an adult bike and only 1% of journeys in Dundee are made by bike – that's a third less than the Scottish average on both scores.

The climate and the topography of the city means that cycling will always be a challenge for some journeys, and the streetscape and urban traffic discourages cycling in some locations. Yet the city's compact nature means that many journeys are of a distance which is very cycleable. Dundee has more short trips than anywhere else in Scotland with 79% of trips made being under 5km in length.

The Council recognises that not everyone can cycle, and cycling is not appropriate for every journey, but it is also believes that cycling has the potential to be a very inclusive mode of travel and can provide travel opportunities for many more people if it is supported through a strategic approach.

In its 2013 National Assessment of Local Authority Cycling Policy, Cycling Scotland rated Dundee with 2½ stars out of 5 for its overall performance in cycling. A particular weakness in action on policy delivery on infrastructure, skills and marketing was noted, and this strategy seeks to address these issues.

The 2013 Cycling Action Plan for Scotland (CAPS) Action 2 recommends that every local authority in Scotland develop an Active Travel or Cycling Strategy by 2015. This document is Dundee's response to that call.

This strategy sets out how Dundee City Council will deliver its duties, powers and policies to enable and encourage more people to cycle more often. However, the Council recognises that action by many partners will help secure this outcome, and the strategy also sets out how it will try to co-ordinate the efforts of all partners.

1% of journeys in Dundee are by bike - nearly a third less than the Scottish average and half the levels achieved in Edinburgh

DUNDEE AND WALKING

Dundee City Council believes that the interests of pedestrians, will be served and enhanced through policies that place a greater emphasis on active travel. The Council recognises that many of the actions to be taken forward to encourage cycling in Dundee will also make the city a more attractive place to walk, therefore providing further benefits for active travel and social inclusion.



1.3% of Dundonians cycled to work in 2011 - compared to 1.4% of all Scots and 4% of Edinburgh commuter

THE STRATEGY IN SUMMARY

More people to cycle more often

Dundee City Council and its partners will seek to invest in measures to:

- Create a strategic cycle network, improve the attractiveness of other streets to cycle and install associated cycle friendly infrastructure
- Improve information on cycle routes and cycling opportunities
- Enable more people to cycle
- Encourage more people to cycle, and
- Create a strong leadership and governance structure

In order to

Overcome the main avoidable barriers to cycling in the city, which are that:

- Road safety risks are perceived to be high
- Cycle parking is not always available
- Many people do not have access to bikes or training to ride confidently
- Many people do not know that cycle routes are available for many journeys
- Social norms lead many people to choose alternative modes

In order to
encourage more people to cycle more often

in order to

- Provide a more socially-inclusive transport system
- Improve public health
- Reduce air pollution
- Reduce traffic congestion
- Improve the economic vitality of the city centre and other neighbourhood centres
- Promote Dundee as a place to visit and stay

POLICY CONTEXT

Encouraging more people to cycle more often helps achieve the aims of a wide range of existing policies, most notably including

- Dundee's Single Outcome Agreement
- The Sport and Physical Activity Strategy for Dundee (currently in development)
- Dundee Local Development Plan 2014
- Scotland's National Transport Strategy
- Tactran's Regional Transport Strategy and associated Health & Transport Action Plan
- The Cycling Action Plan for Scotland, and
- The Scottish Government's Long-Term Vision for Active Travel in Scotland

PARTNERSHIP

Dundee City Council recognises that effective promotion of cycling requires a partnership approach between many Council departments and between public, private and third sector agencies.



Its partners in the development and delivery of this strategy include:

Public sector partners

- Neighbouring local authorities
- Tactran
- University of Dundee
- Abertay University
- NHS Tayside
- Dundee and Angus College
- Transport Scotland
- Visit Scotland
- Leisure and Culture Dundee
- Police Scotland

Private sector partners

- Bike shops and other providers of commercial cycling-related services
- Abellio ScotRail
- Major employers that encourage cycling
- Bus operators

Third sector partners

- Local cycle advocates, clubs and interest groups
- Sustrans
- Cycling Scotland
- CTC
- Transform Scotland
- Living Streets
- Paths for All

A Cycling City

OBJECTIVES AND TARGETS

Dundee City Council and its partners will enable and encourage more people to cycle more often primarily in order to:

- Provide a more socially-inclusive transport system;
- Improve public health;
- Reduce the adverse impacts of transport in Dundee on its communities; and
- Promote Dundee as place to visit and stay.

Dundee City Council and its partners will aim:

- To increase the number of journeys made by bike annually in Dundee by 200% by 2026 in comparison with the 2016 baseline, with an interim target of 100% by 2021;
- To increase the number of Dundee residents cycling monthly or more often by 100% by 2026 in comparison with the 2016 baseline, with an interim target of 50% by 2021;
- For the number of cyclist casualties in road crashes in Dundee, as reported by Police Scotland data, to be no higher in any year than the 2010-14 average; and
- To increase the number of children who cycle to school by 100% by 2021 in comparison with the 2014 baseline data.

STRATEGIC PRIORITIES

Priority Investments

In any location, good quality infrastructure is a keystone to creating a cycling network. A safe, comfortable cycling environment is essential to encourage people for whom safety concerns are a barrier to take up cycling.

A city's cycle infrastructure is made up of the road network, complemented by off-road paths and cycle parking.

Dundee already has some good cycle routes, particularly its Green Circular and Waterfront. But other routes are not as good as potential users would like them to be, they do not link to all parts of the city and at some locations cyclists find themselves in conflict with other users of roads and paths. Over time these routes (on or off-road) will be improved to become a network of strategic links enabling people to cycle safely to places they want to go to all over Dundee.

Yet whilst an effective network, appropriate to users' aspirations, is essential, more must be done to encourage more people to cycle more often. People must be able to access bikes that are appropriate to their needs and to access training that will allow them to cycle confidently. They must be aware of the cycle network, and know where they can travel on it.

Cyclists need safe storage for their bikes, at home and at their journeys' ends. Moreover, they must feel that cycling is doable, relevant to both their needs and their lifestyle aspirations.

This strategy therefore seeks not only to improve cycle infrastructure, but to improve access to bikes and training, and to foster a shift towards a cycling culture so that many more people in Dundee perceive cycling as a safe, relevant and normal journey choice. Actions to achieve these outcomes are contained in the next section of this strategy.

Dundee City Council will provide the leadership that ensures outcomes are delivered and good value investments are made in a co-ordinated manner.

Priority Groups

This strategy is primarily focused on increasing uptake of cycling for functional travel. Increased uptake of cycling for leisure or for sport is welcomed by Dundee City Council and its partners, for its own sake and also because it can help encourage cycling for these functional reasons.

This strategy recognises that substantial changes to perceptions of cycling are required in some sections of the community if cycling is to be adopted by them as a common choice. It also acknowledges that, typically, the best way to encourage people to cycle is for them to see many other people cycling. This strategy prioritises early investment in measures that will have maximum effect on the total number of cyclists in the city. Over time, work will be expanded to ensure all communities in the city are able and are more inclined to cycle.

41% of Dundee households do not have access to a car, 51% of the adult population do not have a driving licence

Achieving a Cycling City

The actions that will be undertaken to meet the objectives of this strategy are listed in this section.

LEADERSHIP AND GOVERNANCE

Short-term actions

- **LG1:** Dundee City Council will take responsibility for leading the delivery of this strategy and updating it at least every three years, or more often as required. From Jan 2016
- **LG2:** Dundee City Council will establish and offer to chair a Cycling Working Group (CyWG), comprising invited representatives of relevant DCC service areas, public, and third sector organisations with an interest in promoting cycling, in order to co-ordinate investment and effort to meet shared objectives. By end 2015
- **LG3:** Dundee City Council will establish a Cycling Forum, linked to existing Outdoor Access Forums, meeting at least annually, in order to develop and facilitate better communications on cycling issues between the Council (and, by extension, other CyWG members) and residents of the city. From Jan 2016
- **LG4:** Dundee City Council will establish and monitor a dedicated email address cycling@dundeecity.gov.uk to further encourage cycling dialogue between residents and the Council. From Mar 2015

- **LG5:** Dundee City Council will appoint a Councillor Cycling Champion to advocate, inspire and lead work that encourages cycling. By end 2015
- **LG6:** Dundee City Council will work to inform and educate key decision makers in the city of the costs and benefits of investing in cycling. From Apr 2015
- **LG7:** Dundee City Council, with help from CyWG members, will actively track and respond to opportunities to lever in funding or support for measures to encourage cycling. From Apr 2015
- **LG8:** Dundee City Council will offer to proactively co-ordinate initiatives by various partners to maximise the value they provide, as well as monitor the effectiveness of inter-departmental co-operation to promote cycling. From Apr 2016
- **LG9:** Dundee City Council will seek to spend at least 5% of its own transport budget (i.e. excluding third party funding dedicated to cycling) on measures to encourage cycling and walking. This will apply to both capital and revenue spend. Annually from 2017/18

Longer-term actions

- **LG10:** Dundee City Council will achieve integration of this strategy with other initiatives by reviewing relevant policy and practice across all its departments (including transport, planning, outdoor access, education and social care) to identify synergies with the promotion of cycling, or where they may discourage uptake of cycling. By Mar 2017. It will then seek amendments to those policies or practice where appropriate. By Mar 2018
- **LG11:** Dundee City Council will, where appropriate, use its influence through procurement to promote cycle-friendly solutions or suppliers. From Mar 2017
- **LG12:** Dundee City Council will make bikes, suitable for a variety of appropriate users and uses, and associated equipment available to its staff for work journeys where these offer a practical travel option from all its main sites, and review its business travel policies to favour cycling over less sustainable modes. From Apr 2017
- **LG13:** Dundee City Council will provide cyclist awareness training for all drivers of its vehicles. From Apr 2018
- **LG14:** Dundee City Council will produce a biennial report on cycling in the city. This will publicise successes, highlight failures and lessons learned, and use qualitative and quantitative data to measure whether more people are cycling more often. From 2016

ROUTE NETWORK DEVELOPMENT

RND1: Dundee City Council will lead development of the cycle route network in the city in order to:

- Create a planned network of strategic high-quality continuous cycle paths and lanes on the routes identified on the Network map on page 14-15, segregated from general motor traffic where possible, that will appeal to a broad range of potential cyclists and create attractive routes connecting all of Dundee's communities and main creators of travel demand, and linked to regional and national cycle networks
- Create safe, desirable links across or around what are currently recognised as major barriers to active and sustainable travel (notably including routes across the city centre, The Kingsway, Kingsway West and North Marketgait)
- Resurface, widen and upgrade the Green Circular to ensure it remains a core element of the city's route network linking outlying communities and central areas
- Seek to ensure all new developments, including those of the Central Waterfront, are effectively linked to the strategic network.

The Council will co-ordinate any route development work with regional partners and neighbouring authorities as appropriate. Specific priorities for improvements to the route network are shown on the Network map on page 14-15. This shows medium term and long term aspirations for route development, to be implemented by 2020 and 2025 respectively.

Short-term actions

In addition to leading development of the network, Dundee City Council will:

- **RND2:** Ensure that all principal routes of the cycle network are well maintained, well lit and kept reasonably free from litter and intrusive vegetation. From Apr 2016
- **RND3:** Ensure that all principal cycle routes are identified within the Council's winter maintenance plan, and are then subject to winter maintenance. From Sep 2015
- **RND4:** Work with third sector partners to build community capacity to monitor problems with the cycle network, to improve low-level maintenance, and make better use of existing reporting mechanisms to fix bigger issues. From Apr 2016
- **RND5:** Create a library of shovel ready cycle infrastructure projects that can be implemented as and when funding is available. From Apr 2016
- **RND6:** Reinvigorate School Travel Plans at all Council schools, and support resulting identified priority actions. By Mar 2016
- **RND7:** Work with regional partners and neighbouring authorities to develop cross boundary travel. From Sep 2015



OTHER CYCLE INFRASTRUCTURE

Short-term actions

- **OC11:** Dundee City Council will work with Abellio ScotRail to ensure Dundee's new rail station is easily accessible for people using bikes as part of their journey and has highly visible secure parking available there. From 2017
- **OC12:** Dundee City Council will work with Abellio ScotRail to develop and promote use of a Bike and Go cycle hire scheme at Dundee station and investigate the opportunity to use this to support the creation of a broad-ranging Bike Hub facility. From 2016
- **OC13:** Dundee City Council will install cycle counters on key routes, to generate and map more accurate data on route usage. From Apr 2016

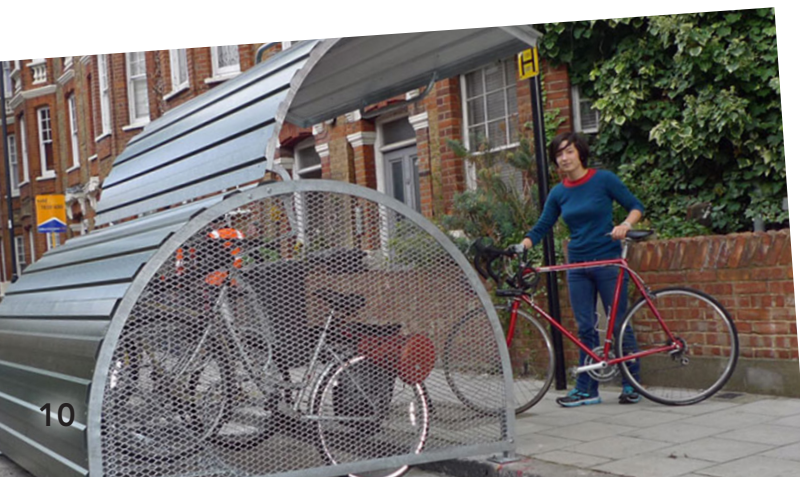
Longer-term actions

- **OC14:** Dundee City Council will, wherever feasible, provide adequate covered and safe cycle parking at all its facilities, including offices, schools and libraries, and require such parking at all new developments. By Mar 2018
- **OC15:** Dundee City Council will pilot the provision of secure bike parking units for residents of tenement blocks and other residential locations where cycle storage is otherwise unavailable or limited. From Apr 2017
- **OC16:** Dundee City Council will work with partners to seek to provide adequate covered cycle parking at all major trip attractors (health facilities, shopping centres, workplaces, etc) in the city, and more modest facilities at other relevant locations. From Apr 2017
- **OC17:** Dundee City Council will review the phasing of its traffic signals to reduce wait times for cyclists (and pedestrians) at toucan crossings. From Apr 2016
- **OC18:** Dundee City Council will review its guidance on cycle parking and strengthen the requirements placed on developers to provide cycle storage in new developments. By Mar 2017
- **OC19:** Dundee City Council will review its network of one way streets to assess the suitability for introducing contraflow lanes for cyclists. By Mar 2017

INFORMATION

Short-term actions

- **I1:** Dundee City Council will maintain an up to date map of cycle routes around the city, and ensure this map is readily available in printed and on-line forms. From Apr 2015
- **I2:** Dundee City Council will work with community groups to check that the cycle network is accurately represented on other on-line media (cyclestreets.net, Google maps, etc) and lobby for updates where required. From Apr 2016
- **I3:** Dundee City Council will ensure that the cycle network is readily identifiable to potential users and that routes on it, as well as directions to/from major trip attractors, are coherently and comprehensively signed. From Apr 2016
- **I4:** Dundee City Council will maintain and disseminate appropriate printed and on-line resources which encourage use of the network (suggestions for leisure rides, historic trails, etc). From Apr 2016



ENABLING CYCLING

Short-term actions

- **ENA1:** In cooperation with the Active Schools team Dundee City Council will make Bikeability training available to all P5 – P7 pupils, initially by identifying a post of Active Schools Co-coordinator responsible for ensuring the delivery of Bikeability. From Apr 2016
- **ENA2:** Dundee City Council will fund a Sustrans I-Bike officer to work with Dundee school pupils. From July 2015

Longer-term actions

- **ENA3:** Dundee City Council will work with the University of Dundee, third sector and/or private sector partners to expand provision of and promote cycle training (including safe on-road riding and bike maintenance) for older children and adults and to provide more led rides. From Apr 2016
- **ENA4:** Dundee City Council will work with third sector and/or private sector partners to expand provision for and promote bike recycling schemes. From Apr 2017
- **ENA5:** Dundee City Council will support initiatives and campaigns that raise vehicle drivers' awareness of cyclists. From Apr 2017

ENCOURAGING CYCLING

Short-term actions

- **ENC1:** Dundee City Council will continue to invest in campaigns to promote the benefits of cycling and encourage its uptake as part of a co-ordinated package of promotion of active and sustainable travel using the established Dundee Travel Active brand. From Apr 2015
- **ENC2:** Where new cycling infrastructure is put in place, Dundee City Council together with its partners will inform potential users of the new opportunities it provides. From Apr 2015
- **ENC3:** Dundee City Council will, with partners, develop and implement a regular programme of events, including roadshows and annual mass-participation rides, which raise the profile of cycling in Dundee and encourage its uptake. These will include: The annual Dundee Cyclathon, an annual celebration of cycling in the City Square and it is hoped Dundee will host its own version of Pedal for Scotland by 2017.
- **ENC4:** Dundee City Council will develop its school transport policy to offer entitled pupils the option of cycling vouchers as an alternative to the provision of free bus travel throughout the school year. From Aug 2016
- **ENC5:** Dundee City Council and partners will encourage leisure and sport cycling by supporting activities at Caird Park Velodrome and along the city's Mountain Bike Trails. From Apr 2015

Longer-term actions

- **ENC6:** Dundee City Council will support, including through seed funding if appropriate, the start-up or expansion of third sector or private organisations that wish to undertake measures which would encourage uptake of cycling and can prove they can do so efficiently and effectively. From Apr 2016
- **ENC7:** Dundee City Council will achieve Cycle Friendly Employer status, and advocate that other employers in the city do the same and join cycle to work schemes. By Mar 2017
- **ENC8:** Dundee City Council will achieve Cycle Friendly Schools status for all its schools. By Jun 2020
- **ENC9:** Dundee City Council will provide cyclist awareness training for all commercial vehicles drivers that it employs, and offer to organise such training for staff of other employers in the city, including the licensed taxi trade. From Apr 2017
- **ENC10:** Dundee City Council will work to promote Dundee as a good location or starting point for leisure cycling, capitalising on the city's position on NCN route 1 and the North Sea Cycle Route. Future promotional initiatives will take cognisance of the potential cycle-related leisure and tourism markets. From Apr 2016
- **ENC11:** Dundee City Council will work with partners to establish a Sustainable and Active Travel Hub within the Waterfront area that will become a focal point for the support of cycling activity within the city. From Apr 2017

Measuring & Monitoring

In order to measure the effectiveness of this strategy, Dundee City Council, on behalf of the CyWG, will lead the development and publication of a biennial cycling report for the city.

This report will:

- summarise progress towards the achievement of each of the actions outlined in this strategy; successes, failures and lessons learned
- provide an overview of the work being undertaken by all organisations involved in promoting cycling
- highlight successes or failures in related policies and programmes which have an influence on cycling uptake
- collate and present data on the number of cycle trips made at key points on the cycle route network (using data from automated counters, supplemented by additional data collection programmes where necessary to gain a comprehensive understanding)
- collect and present data on the number of Dundee residents that are cycling regularly
- collate data from other relevant datasets, including the number of cyclist casualties, travel to school data and travel plan data.



Appendix

RELEVANT DESIGN GUIDES

UK Cycling Design Guidance

Cycling By Design 2010 (Rev. June 2011)

Transport Scotland, June 2011

London Cycling Design Standards

Transport for London, 2014

Shared Use Routes for Pedestrians and Cyclists (LTN 1/12)

Department for Transport, September 2012

Cycle Infrastructure Design, (LTN 2/08)

Department for Transport, October 2008

Active Travel Design Guidance

Designing Streets - A Policy Statement for Scotland

Scottish Government, March 2010

UK Manual for Streets 2

Department for Transport, September 2010

Dundee - Streets Ahead

Dundee City Council 2005

Dundee Local Development Plan 2014

Dundee City Council 2014

Third Sector Guidance Publications

Making Space for Cycling, A guide for new developments and street renewals

Cyclenation, 2014

Space for cycling, A guide for local decision makers

CTC, (National Cycling Charity) 2014

Handbook for cycle-friendly design

Sustrans, 2014

International Cycle Design Guidelines

Design manual for bicycle traffic

Netherlands Information and Technology Centre for Transport and Infrastructure, (CROW), 2007





Network map



- Signed cycle route on road
- - - - Signed cycle route off road
- - - - Traffic free path
- Green circular cycle route
- Long term aspirations
- Medium term aspirations
- Committed projects or projects in place
- - - - DCC Approximate boundary
- - - - Dundee Green Network Area

Arrows are indicative of links that need to be put in place in future years.



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