

Dundee Cycling Strategy

SEPTEMBER 2019

A Cycling Strategy for Dundee



DUNDEE IS CHANGING

We want to create the opportunities to bring about a shift in the city's travel habits.

With major transport projects including the realignment of thoroughfares along the Waterfront, the opening of the V&A, Slessor Gardens and the new rail station, 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 bike 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.

At a national level, cycling is being given greater priority by the Scottish Government. Walking, wheeling and cycling are at the top of the travel hierarchy in Scotland's developing National Transport Strategy. The Scottish Government doubled the budget available to support Active Travel in Scotland from FY2018/19 and appointed an Active Travel Commissioner in 2018. Dundee is increasingly ready to take advantage of this new support for cycling.

DUNDEE AND CYCLING

The long term trend for modal shift to cycling is positive, which shows that people want to cycle more and are responding to initiatives that encourage them to do so.

The Scottish Government recognises that more people cycling more often can improve public health and air quality, combat climate change and address 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 directly help achieve a number of the Dundee outcomes in the City Plan and contribute indirectly to many others. The Council will therefore seek to give due advantage to pedestrians and cyclists in its management of the transport network.

The long term trend for modal shift to cycling is positive, which shows that people want to cycle more and are responding to initiatives that encourage them to do so. 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.

Scottish Household Survey data shows that 44.8% of Dundee households do not have access to a car for private use, and 45.9% of the adult population do not have a driving licence. Yet despite the lowest levels of car ownership in Scotland, cycle ownership and use in Dundee is also low. Only 25.7% of households in Dundee have access to an adult bike and in 2017, only 1.1% of journeys in Dundee were made by bike.

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 around four out of every five 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.

This 2019 strategy document is a refresh of the original Dundee Cycling Strategy which was approved by the Council in June 2016. The original document stipulated that the strategy should be updated every three years.

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.

Only 25.7% of households in Dundee have access to an adult bike.

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.



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
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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
- address climate change

POLICY CONTEXT

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

- City Plan for Dundee 2017-2026
- Dundee Physical Activity Strategy
- Dundee Local Development Plan 2019
- Scotland's National Transport Strategy
- Green Network Strategy
- Outdoor Access 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
- Ride-On

Third sector partners

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

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.

The best way to encourage people to cycle is for them to see many other people cycling.

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.

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

- **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
- **LG2:** Dundee City Council will continue to facilitate and chair the meetings of the CyWG as well as attend and support the regular meetings of the Dundee Cycle Forum
- **LG3:** Dundee City Council will work to inform and educate key decision makers in the city of the costs and benefits of investing in cycling
- **LG4:** Dundee City Council, with help from Cycling Working Group members, will co-ordinate efforts to meet shared objectives and actively track and respond to opportunities to lever in funding or support for measures to encourage cycling
- **LG5:** 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
- **LG6:** 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
- **LG7:** Dundee City Council will, where appropriate, use its influence through procurement to promote cycle-friendly solutions or suppliers
- **LG8:** 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
- **LG9:** Dundee City Council will provide cyclist awareness training for all vocational drivers of its vehicles
- **LG10:** Dundee City Council will produce a biennial report (Bike Life) 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
- **LG11:** Dundee City Council will seek to build a wider coalition of support for cycling infrastructure projects that propose to reallocate roadspace to sustainable travel modes such as cycling and walking

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, radial routes 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.

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
- **RND3:** Investigate opportunities for third sector organisations to complement and add value to the agreed levels of winter maintenance being provided by the Roads Maintenance Partnership - with a key focus on the National Cycle Network and other principal routes
- **RND4:** Work with third sector partners to build community capacity to carry out local travel audits, to monitor problems with the cycle network, to improve low-level maintenance, and make better use of existing reporting mechanisms to fix bigger issues
- **RND5:** Create a library of shovel ready cycle infrastructure projects with high level costings, that can be implemented as and when funding is available
- **RND6:** Reinvigorate School Travel Plans at all Council schools, and support resulting identified priority actions
- **RND7:** Work with regional partners and neighbouring authorities to develop cross boundary travel
- **RND8:** Identify a network of active travel routes across the city centre and take action to ensure that these are suitable for cycling



OTHER CYCLE INFRASTRUCTURE

- **OC11:** Dundee City Council will work with Ride-On Scotland to deliver a public e-bike hire scheme in locations across Dundee that will offer residents and visitors an affordable, attractive and sustainable option for travel around the city
- **OC12:** Dundee City Council will install cycle counters on key routes, to generate and map more accurate data on route usage
- **OC13:** Dundee City Council will, wherever feasible, provide adequate safe cycle parking at all its facilities, including offices, schools and libraries, and require such parking at all new developments
- **OC14:** 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
- **OC15:** Dundee City Council will work with partners to seek to provide adequate cycle parking at all major trip attractors (health facilities, shopping centres, workplaces, etc) in the city, and more modest facilities at other relevant locations
- **OC16:** Dundee City Council will review the phasing of its traffic signals to reduce wait times for cyclists (and pedestrians) at toucan crossings
- **OC17:** Dundee City Council will review its guidance on cycle parking and strengthen the requirements placed on developers to provide cycle storage in new developments
- **OC18:** Dundee City Council will review its network of one way streets to assess the suitability for introducing contraflow lanes for cyclists
- **OC19:** Dundee City Council will assess the feasibility of 'park and cycle' at key entry points to the city and work with other transport providers to build multi-modal travel opportunities
- **OC110:** Dundee City Council will assess the feasibility of prioritising cycle paths and footways over access to sideroads

INFORMATION

- **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
- **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
- **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
- **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)



ENABLING CYCLING

- **ENA1:** In co-operation with Cycling Scotland and Leisure & Culture Dundee, Dundee City Council will make Bikeability training available to all P5-P7 pupils
- **ENA2:** Dundee City Council will fund a team of active travel officers who will work intensively with schools across the city to provide cycle training and cycling support activities to foster positive cycling experiences
- **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
- **ENA4:** Dundee City Council will work with third sector and/or private sector partners to expand provision for and promote bike recycling schemes
- **ENA5:** Dundee City Council will support initiatives and campaigns that raise vehicle drivers' awareness of cyclists
- **ENA6:** Dundee City Council will work towards the introduction of School Streets initiatives across Dundee

ENCOURAGING CYCLING

- **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 and 'Get on the Go' brands
- **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
- **ENC3:** Dundee City Council will support partners to deliver a regular programme of events, talks and films, including roadshows and annual mass-participation rides, which raise the profile of cycling in Dundee and encourage its uptake
- **ENC4:** 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
- **ENC5:** 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
- **ENC6:** 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
- **ENC7:** Dundee City Council will achieve Cycle Friendly Schools status for all its schools
- **ENC8:** 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
- **ENC9:** Dundee City Council will build an Active Travel Hub at Waterfront Place and seek partners to develop the hub as a focal point for the support of cycling activity within the city. The active travel hub building will provide opportunities to provide a range of cycling services and activities including bike hire, bikes sales and bike maintenance workshops

Measuring & Monitoring

In order to measure the effectiveness of this strategy, Dundee City Council, in partnership with Sustrans, will lead the development and publication of a biennial cycling report for the city. This report will form part of the Bike Life Programme to which Dundee has already signed-up. The first Report is due in early 2020.

This report will:

- summarise progress towards achieving the actions outlined in this strategy; successes, failures and lessons learned
- provide an overview of the work being undertaken in the city to promote cycling
- highlight successes 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
- collect and present attitudinal data on cycling in Dundee
- collect and present data on the number of Dundee residents that are cycling regularly

DCC will also seek to:

- collate and present data on the number of cycle trips made at key points on the cycle route network
- 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

Bee a Champion, Manchester

Urban Movement, 2018

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 2019

Dundee City Council 2019

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







Existing Strategic Network - 2019



Aspirational Network



