

REPORT TO: CITY DEVELOPMENT COMMITTEE – 27 JUNE 2016

REPORT ON: DUNDEE CYCLING STRATEGY

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 195-2016

1 PURPOSE OF REPORT

1.1 This report seeks Committee approval of the Dundee Cycling Strategy.

2 RECOMMENDATION

2.1 It is recommended that the Committee adopts the Dundee Cycling Strategy and instructs officers to implement the actions contained within it.

3 FINANCIAL IMPLICATIONS

3.1 Adoption and implementation of the Dundee Cycling Strategy will give rise to additional costs. These will be contained within the City Development's overall capital and revenue budgets supplemented by external funding from the Scottish Government and other sources.

3.2 Specifically, the strategy recommends a reprofiling of the Council's revenue and capital expenditure to ensure that cycling and walking attracts a minimum 5% share of total roads and transportation expenditure.

4 BACKGROUND

4.1 The Scottish Government has indicated that all local authorities in Scotland should develop formal Active Travel Strategies that focus on cycling and walking. The development of the Cycling Strategy in Dundee has been supported by Sustrans - the national charity that promotes active and sustainable travel.

4.2 Following committee approval the draft cycling strategy was issued for public consultation on 28 October 2015 (Article 11 of the City Development Committee held on 26 October 2015, Report No 370-2015 refers). During the 6 week consultation period The Council received feedback from 21 individuals and 4 organisations. The feedback was largely positive, with the proposed commitment on funding being highlighted by a number of respondents as an encouraging step forward.

4.3 Feedback has been collated and is shown in Appendix 1 of this report. Based on the feedback, a number of minor changes were made to the draft cycling strategy and these are now included in the revised strategy that is shown in Appendix 2.

4.4 The Dundee Cycling Forum will be a sub-group of the pre-constituted Dundee Local Access Forum which is a statutory requirement of the Land Reform (Scotland) Act 2003.

4.5 A new permanent post of Cycling Development Officer will be created to help achieve many of the ambitious targets contained within the Cycling Strategy. This post will initially be part funded from external funding sources, including Cycling Scotland and the Scottish Government's Smarter Choices Smarter Places Fund.

5 POLICY IMPLICATIONS

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

- 5.2 Implementation of the Dundee Cycling Strategy will help achieve a number of the high level SOA outcomes, including Outcome 3 - our children will be safe, healthy, achieving, nurtured, active, respected, responsible and included, Outcome 4 - our people will have improved physical health and mental well-being and Outcome 10 - our people will live in a low carbon, sustainable city.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None.

Mike Galloway
Executive Director of City Development

Neil Gellatly
Head of Roads and Transportation

NHG/JB/KM

15 June 2016

Dundee City Council
Dundee House
Dundee

APPENDIX 1 - CONSULTATION

SUMMARY OF COMMENTS RECEIVED FROM PUBLIC CONSULTATION ON THE DUNDEE CYCLING STRATEGY UNDERTAKEN FROM 28 OCTOBER 2015 TO 11 DECEMBER 2015

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
Transform Scotland	General	Strategy described as "solid and well thought out, and largely not in need of further revision".	Positive comments noted.	None
	OCI7	Commend proposals to give greater priority to pedestrians and cyclists at signalised crossings.	Positive comments noted.	None
	ENC11	Welcome the development of an Active Travel Hub in Dundee.	Positive comments noted.	None
	RND1	Agree with the urgent need to tackle barriers and ensure communities are linked.	Comments noted.	None
	LG1 and LG2	Welcome proposals to increase dialogue and ask to be kept involved.	Comments noted.	Transform Scotland to be invited to join Cycling Working Group.
	OCI3	Would like to contribute to the development of sub-strategies – such as cycle counter strategy.	DCC happy to work with all partners to improve delivery of cycling policy.	None.
Sustrans	General	Suggest that policy should have been expanded to include greater emphasis on other active travel modes – such as walking.	Original work was conceived as a Cycling Strategy, which would have benefits for other active travel modes.	Walking Strategy will be developed by DCC in future.

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	General (continued)	Considers that the strategy should say more about how policies will enable cycling among groups with limited access to bikes.	Noted that this is a difficult area for intervention and more work could be done in this area.	Further sub-strategy on bike ownership and bike hire may be pursued.
	LG9	Strongly support the commitment to spend 5% of transport spend on active travel.	Positive comments noted.	None
	LG10	Emphasise the importance of ensuring corporate and departmental policies support cycling.	Agreed	None.
	RND1	Suggest that explicit mention of radial routes should be made within the section on network development.	Agreed	Text of RND1 amended to reference radial routes.
	RND5	Note the importance of identifying likely cost of future interventions to ensure funding case can be made to Scottish Government.	Agreed	Text of RND5 amended to reference need for high level costings.
	ENA1 and ENA2	Commend proposals to increase availability of on-road Bikeability Training and recommend that strategy includes targets for delivery.	Agreed	Quantity of Bikeability will be a formal measure in any bi-annual reports produced.
	Targets	Caution against using raw data on cyclist casualties and recommend this must be used in context of growing numbers of cyclists.	DCC seeks to achieve growth in cycling without any increase in number of cycling related accidents.	None.
Cycling Scotland	General	Praise the development of the strategy and commends the Council for its ambitious vision and long term funding commitments.	Positive comments noted.	None

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	General (continued)	Indicate that gathering of good quality data will provide an evidence base for future investment.	Agreed	None
	L2	Note increased availability of cycle training for school children but argue that the policy should commit all schools to delivering on-road cycle training.	LACD and Children & Families Services will be supported by the creation of a Bikeability Co-ordinator.	None
	RND1	Note that a high quality and extensive network of cycling infrastructure, coupled with behaviour change policies, should be the key priority of the cycling strategy.	Agreed	None
Tactran	General	Welcomes and supports the strategy and notes that its implementation will support the Regional Transport Strategy 2015-2036.	Positive comments noted.	None
		Notes that the strategy could have been a more comprehensive active travel strategy that included walking as well as cycling. Tactran recommends the development of a Walking Strategy in the near future.	Original work was conceived as a Cycling Strategy, which would have benefits for other active travel modes.	Walking Strategy will be developed by DCC in future.
		Advocate the use of Travel Audits within Dundee.	DCC is supportive of more travel audits and agrees to make an explicit mention of this within the policy.	RND4 has been amended to refer to "travel audits".
Comments Received from Members of the Public	RND3	Commends expansion of winter maintenance policies to include treatment of cycle paths.	Positive comments noted.	None

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	General	Notes that the map within the strategy document is insufficiently detailed – particularly around the city centre and Waterfront area. Notes that cycling has not been encouraged on the new road network.	Agreed that a more detailed map of the city centre - and active travel routes across it - is desirable. This will be developed and added to the cycling strategy during 2016/17.	New action RND8 added.
	OCI7	Criticises current timings at Toucan Crossings and notes that motorised traffic is given too much priority over cyclists and pedestrians	It is hoped that OCI7 will see a rebalancing of timing to favour cyclists and pedestrians.	None.
	LG3	Welcomes increased engagement and establishment of Forum.	Positive comments noted.	None.
	LG9	Considers financial commitment is weakly expressed.	Comments noted but DCC considers LG9 is explicit.	None.
	General	Expresses concern that on-road cycling, particularly at rush hour, places cyclists at risk and that the Council should not encourage cycling unless it has developed safe, off road routes where there is minimal conflict between cyclists and motorised traffic.	DCC disagrees that it should discourage on-road cycling but will work to make the road a safer place to be a cyclist while developing and expanding its network of off-road cycle paths.	None.
	LG9	Commends financial commitment and notes that Edinburgh Council proposes a 10% spend on active travel in future years.	Comments noted.	None.

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	LG10/RND5	Suggests that new cycling infrastructure should be incorporated when roads are resurfaced and planned roadworks should always consider options for improving routes for cyclists.	The practicality of this proposal will be discussed within the Roads and Transportation Division. Note that such an approach could lead to a disjointed network of cycle lanes.	None.
	LG11	Asks the Council to invest in fleet vehicles that are designed with cycling safety in mind.	Agreed.	LG13 amended.
	RND1	Suggests poor air quality should be a determinant for future investment in cycling infrastructure	Agreed.	None – note that Air Quality is mentioned in the strategy's opening statements.
	OCI	Suggests development of "Park and Cycle" sites at key entry points to the city.	Agreed.	New action OCI10 added.
	ENC3	Commends efforts to promote and celebrate cycling and seeks a calendar of cycling related events	Agreed but DCC role will be to support third parties wishing to organise such events.	ENC3 amended to show the DCC will provide support to third parties wishing to promote events.
	General	Commends establishment of Cycling Working Group and collaboration across Council and other agencies.	Positive comments noted.	None.
		Supports wider engagement with the public but questions how this will be achieved. Queries whether there is a role for Local Community Planning and Community Safety Partners.	Comments noted. DCC will look to engage all partners who can help deliver the actions within the wider strategy.	None.

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	Targets	Notes that targeting a percentage increase in cycling on low base line data, will not necessarily see a significant change in the number of people cycling.	Agree the use of data and the way it is reported must be done sensitively. Levels of cycling will be measured in both absolute and relative terms.	None – but future reports (page 12) will show changes in levels of cycling in a consistent and fair manner.
	ENA1	Commends efforts to increase the numbers of school children cycling but indicates that the task is too big for an Active Schools Officer or Bikeability Co-ordinator.	Comments noted. DCC will be working with Cycling Scotland and TACTRAN to try and provide additional support.	ENA1 has been amended to reflect creation of dedicated “cycling development officer” role.
	General	Suggests that precedence should be given to cycle paths over lightly used side roads.	DCC will assess options for prioritising cycle paths over side roads.	New action OCI11 added.
		Expresses doubts about the viability of shared spaces in areas with high footfall – eg Railway Station plaza and around V&A.	DCC will review functionality of shared space in future years.	None.
	LG9	Commends funding 5% commitments.	Positive comments noted.	None.
	ENA5	Commends driver training initiatives and suggests that HGV drivers require to be prioritised	Agreed.	ENA5 amended.
	RND3	Commends expansion of winter maintenance policies to include treatment of cycle paths.	Positive comments noted.	None.
	RND1	Highlights the Kingsway and Marketgait as key barriers for cyclists and supports mitigation measures aimed at increasing connectivity.	Agreed – although noted that Kingsway is a Trunk Road managed by Transport Scotland.	None – Transport Scotland are listed as a delivery partner.

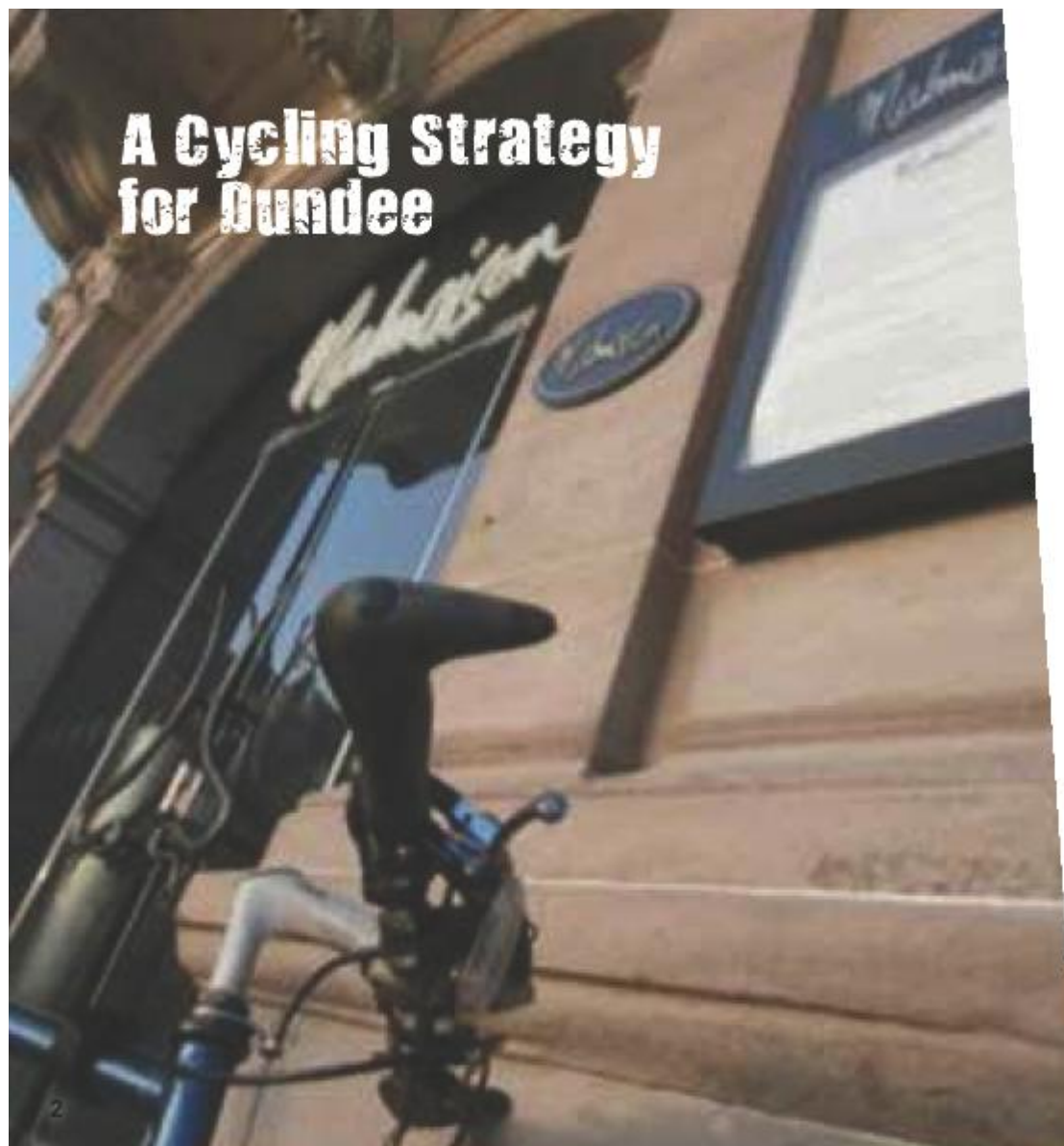
Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	LG4	Considers engagement of cycling community is critical when roads are being designed. Laments lack of public involvement in design of cycle routes through Waterfront.	Agree that community engagement is important.	LG4 amended.
	General	Notes that there should be a more detailed map of cycle routes around the city centre and Waterfront area.	Agreed that a more detailed map of the city centre and active travel routes across it is desirable. This will be developed and added to the cycling strategy during 2016/17.	New action RND8 added.
	General	Supports the strategy and notes that encouraging behaviour change (less car use, more cycling) will make the city a safer place to cycle. Notes the potential for older cyclists to use electric bikes.	Positive comments noted.	None.
	RND1	Notes that reducing speed limits is the most effective action that can be taken to achieve safer streets for cycling.	DCC currently consulting widely on 20mph speed limits.	None.
	OCI7	Considers more can be done to improve the lot of cyclists at signalised junctions. Notes that cyclists are exposed to weather and must regain momentum for hill starts.	Agreed.	None.
	General	Proposes that comparison should be made with European cities where cycling is supported.	Comments noted.	None.
		Suggests that precedence should be given to cycle paths over lightly used side roads.	DCC will assess options for prioritising cycle paths over side roads.	New action OCI11 added.

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
		Suggests a number of radical actions that will promote cycling – including raising expenditure and redesigning roads in favour of cyclists.	Comments noted with an open mind to future improvements.	None.
	RND1	Only the availability of more off-road cycle paths will encourage take up of cycling among children.	Comments noted – note that Bikeability Level 2 training includes on-road training.	None.
	General	Expresses concern about quality of NCN1 in the Forth Ports area and the behaviour of some drivers.	Comments noted.	None.
		Expresses concern about the potential for conflict between cyclists and pedestrian visitors to the V&A.	Comments noted. This will be reviewed in future years.	None.
	General	Notes low levels of bike ownership and suggest that addressing this issue should be a key priority.	Agreed.	None.
		Notes that the Cycling Strategy should link to recently approved Dundee Green Network Strategy.	Agreed.	Green Network Strategy added to list of related policies on page 5.
	Information	Suggests that greater clarity and guidance is needed to reduce road and path user conflict.	Agreed.	New action I5 added.
	RND2	Seeks removal of intrusive and inappropriate vegetation from areas adjacent to designated cycle paths.	Agreed – Hawthorn bushes on NCN77 are due to be removed during 2016.	None.
	ENC7	Commends the strategy and states employers, including DCC, should do more to promote cycling as a mode of travel – both for commuting and business.	Agreed.	None.

Contributor/ Organisation	Action Number	Comment Received	Dundee City Council Response	Action/Proposed Modification to Strategy
	General	Identifies poor air quality and potholes as major deterrents to cycling – especially during the winter months.	Comments noted.	None.
	General	Notes that promoted and well designed cycling infrastructure will play the greatest role in increasing the number of cyclists and that events and driver training can only be complementary measures to support this primary objective.	Comments noted.	None.
	OCI7	Advocates greater provision and priority for cyclists and pedestrians at signalised junctions	Comments noted.	None.
	Route Network	Notes that a cycling/walking route skirting the south side of Dundee Airport would be hugely welcome, linking Riverside Nature Park and Tay Rail Bridge.	Comments noted.	None.
	General	Welcomes strategy and supports efforts to improve availability of cycle parking and develop routes in the west of the city.	Positive comments noted.	None.
	General	Concern that improving the track surface for cyclists may disadvantage horse riders within the city.	Comments noted.	None.
	General	Welcomes strategy and supports development of cycle routes – particularly those that provide links to the city's Waterfront.	Positive comments noted.	None.
	General	Identifies a number of barriers within the city and notes areas where there appears to have been a lack of joined-up thinking by planners.	Comments noted.	None.

APPENDIX 2 – DUNDEE CYCLING STRATEGY





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.

2011 Census data shows that 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 25% of households in Dundee have access to an adult bike and in 2013, only 1% of journeys in Dundee were 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 80% 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 commuters

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
- Green Network Strategy
- Outdoor Access Strategy
- 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.

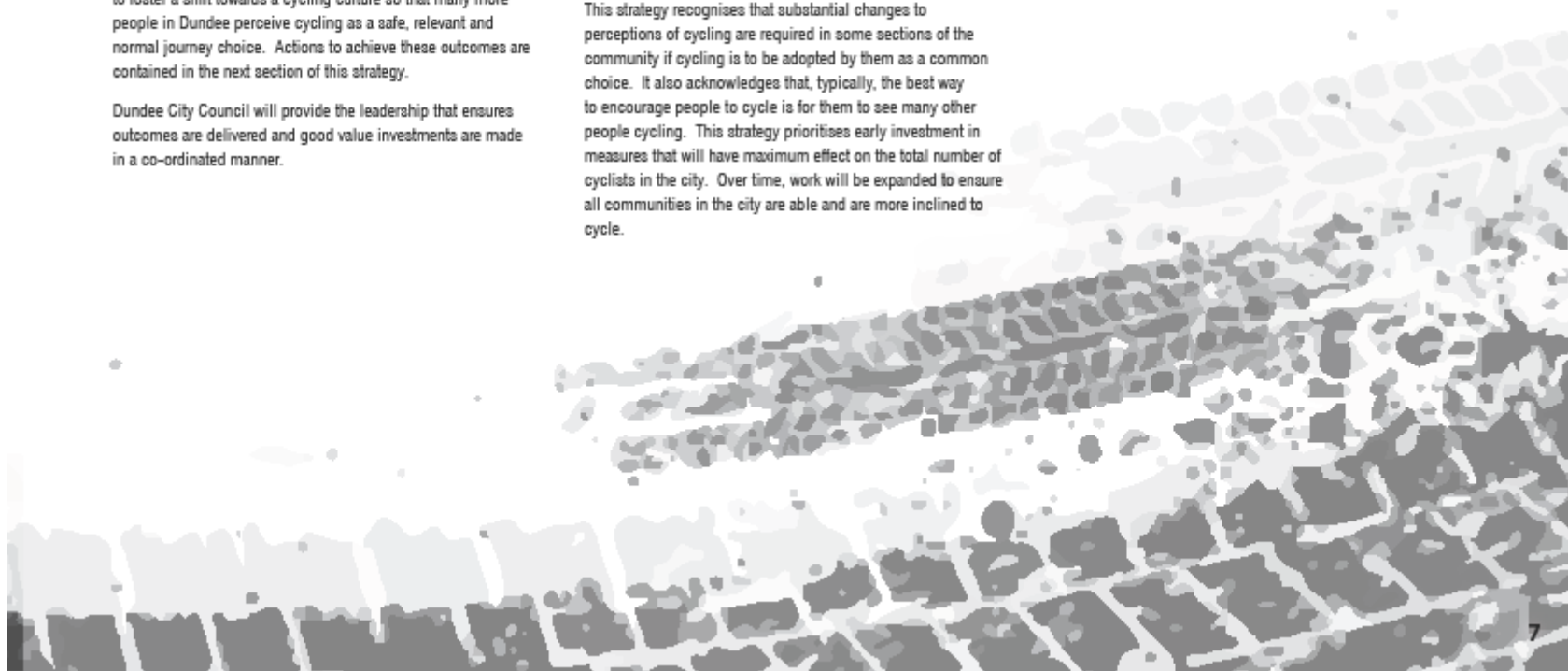
Dundee City Council will provide the leadership that ensures outcomes are delivered and good value investments are made in a co-ordinated manner.

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 Jun 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. From Jun 2016
- **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 Jun 2016
- **LG4:** Dundee City Council will establish and monitor a dedicated email address cycling@dundee.gov.uk to further encourage cycling dialogue between residents and the Council. This will help channel feedback to the Council officers on issues such as road design. From Jun 2016

- **LG5:** Dundee City Council will appoint a Councillor Cycling Champion to advocate, inspire and lead work that encourages cycling. By end 2016
- **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 Jun 2016
- **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 2016
- **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 Jun 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 and seek to ensure HGVs have safety features that protect cyclists. 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, 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. 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 Jun 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 2016
- **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. From Apr 2017
- **RND5:** Create a library of shovel ready cycle infrastructure projects with high level costings, that can be implemented as and when funding is available. From Apr 2016
- **RND6:** Reinvalidate School Travel Plans at all Council schools, and support resulting identified priority actions. By Aug 2016
- **RND7:** Work with regional partners and neighbouring authorities to develop cross boundary travel. From Jun 2016
- **RND8:** Identify a network of active travel routes across the city centre and take action to ensure that these are suitable for cycling. By Jul 2017



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 Dec 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 Jun 2016
- **OC13:** Dundee City Council will install cycle counters on key routes, to generate and map more accurate data on route usage. From Jun 2016

Longer-term actions

- **OC14:** Dundee City Council will, wherever feasible, provide adequate 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 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 2017
- **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
- **OC110:** Dundee City Council will assess the feasibility of 'park and cycle' facilities at key entry points to the city. By Mar 2018.
- **OC111:** Dundee City Council will assess the feasibility of prioritising cycle paths and footways over access to sideroads. 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 Jun 2016
- **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 Jun 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 Jun 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 Jun 2016
- **I5:** Dundee City Council will produce guidance that seeks to clarify the 'rules of the road' and reduce conflict between different road and path users. By Mar 2017.

ENABLING CYCLING

Short-term actions

- **ENA1:** In co-operation with Cycling Scotland, Sustrans and the Active Schools Team (LACD), Dundee City Council will make bikeability training available to all P5-P7 pupils, initially by creating a Cycling Development Officer role. By Mar 2017
- **ENA2:** Dundee City Council will fund a Sustrans I-Bike officer to work with Dundee school pupils. From Jun 2016

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 Oct 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. HGV drivers will be a priority group. 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 Jun 2016
- **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 Jun 2016
- **ENC3:** Dundee City Council will, with partners, support 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. 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 2018.
- **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 2017
- **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 Jun 2016

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 2017
- **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 Jun 2017
- **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









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