

ITEM No ...12...

REPORT TO: CITY DEVELOPMENT COMMITTEE – 9 SEPTEMBER 2019
REPORT ON: CYCLING STRATEGY – 2019 UPDATE
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 268-2019

1 PURPOSE OF REPORT

- 1.1 This report seeks Committee approval for the revised Dundee Cycling Strategy (attached as Appendix 1).

2 RECOMMENDATION

- 2.1 It is recommended that the Committee:
- a approves the updated Dundee Cycling Strategy 2019 and instructs officers to work towards delivering the actions contained within it; and
 - b approves the use of the ring fenced Transport Scotland funding for the purchase of approximately 60 e-bikes that will help support the introduction of the Ride-On public bike hire scheme in Dundee.

3 FINANCIAL IMPLICATIONS

- 3.1 Adoption and implementation of the actions contained within the Dundee Cycling Strategy requires to be contained within City Development's existing capital and revenue budgets, supplemented by external funding from the Scottish Government and other sources. An embedded Senior Project Officer employed by Sustrans has been working with Dundee City Council since October 2018. This is a three year agreement with the post funded by Transport Scotland and Air Quality funding.
- 3.2 The purchase of approximately 60 e-bikes worth £50k will be funded with money awarded to Dundee City Council by the Energy Saving Trust who administer the E-Bike Grant Fund on behalf of Transport Scotland. The grant has been made to Dundee City Council for this specific purpose of supporting the introduction of the Ride-On public e-bike hire scheme.

4 BACKGROUND

- 4.1 Dundee City Council approved the city's first Cycling Strategy in June 2016 (Article V of the City Development Committee held on 27 June 2016, Report 195-2016 refers). Within the original strategy document, there was an action to review and refresh the strategy every three years to ensure that progress was recorded and that the actions remained relevant. Last year, a progress report was delivered to the Council's City Development committee highlighting some of the successes to date (Article V of the City Development Committee held on 29 October 2018, Report 258-2018 refers).
- 4.2 A number of actions contained within the 2016 strategy have been delivered and have no or limited ongoing obligations to the Council. These actions have now been removed from the 2019 strategy. Where actions are ongoing, these remain in the strategy. Many actions require continuous support to deliver on-going improvement and it is therefore expected that they will feature in any refreshed and updated strategy. Some actions that are no longer considered appropriate have been removed. Changes to the actions are detailed in Appendix 2.

- 4.3 The Council has engaged with the Dundee Cycling Forum when conducting this review of the Dundee Cycling Strategy. Officers have also engaged with Sustrans who lead on ensuring all local authorities have up to date active travel strategies. TACTRAN, the Regional Transport Partnership has also been engaged in this review of the strategy. It is noted that during the preparation of the 2016 strategy, a wider group of stakeholders was engaged and their feedback and comments remain in the 2019 strategy.
- 4.4 The city's cycling and walking network has expanded and improved since 2016. Particular highlights include:
- Improvements at Caird Park including Toucan Crossings over the Kingsway;
 - Improved paths through the central waterfront and along Riverside Drive;
 - The opening of the new Docks Way between Dundee City Centre and Broughty Ferry; and
 - Secure cycle parking being created at Dundee Railway Station.

Dundee's bid to create segregated cycle lanes on Lochee Road, Princess Street and Victoria Road – the Northern Links project – was submitted to Sustrans in April 2019 but was not successful in securing the multi-year funding required to deliver the project.

- 4.5 With external funding available to the Council, a new schools engagement project has been established via a service level agreement with Leisure & Culture Dundee. The new Active Travel team is based at the Ancrum Centre and will complement the excellent work already being delivered by the city's Bikeability co-ordinator by offering a range of cycling activities to school pupils.
- 4.6 Dundee City Council is working with Ride-On Scotland to deliver a major public bike hire scheme for the city. The scheme is expected to launch in autumn 2019. The initiative, which has emerged from the MILL project of developing and piloting innovative mobility technology in Dundee, will see circa 350 e-bikes provided at 40 docking stations in the city in the next 12 months. Dundee City Council has secured £50k from the Energy Saving Trust's E-Bike Grant Fund to purchase e-bikes that will support the implementation of the scheme. The e-bikes will be leased to Ride-On in exchange for discounted offers that can be used to extend the membership of the scheme to identified groups, including residents living in areas where there are low levels of bike ownership. The e-bikes require to be fully compatible with the new scheme and will be supplied by Ride-On.
- 4.7 Baseline data for cycling is required to measure success. The 2016 Cycling Strategy set a number of targets over a five and ten year period. The Council seeks to double the number of journeys made by bike over five years and double the number of people reporting that they cycle at least monthly. The Council also seeks to double the number of pupils travelling to school by bike by 2021. Progress is being made in all these areas with the highlight being a large increase in the number of pupils arriving at school by bike (4.3% mode share in 2018 compared to 2.5% mode share in 2016). The annual cycling monitoring report published by Cycling Scotland in 2018 showed Dundee being one of the top five local authorities for commuter cycling with 7.5% of those surveyed saying that they usually or regularly travel to work by bike.

5 POLICY IMPLICATIONS

- 5.1 This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

- 5.2 Implementation of the actions contained in the Strategy can help to achieve a number of objectives included in the City Plan, such as, improving physical, mental health children and adults, reduce obesity, improve road safety as well as improving transport connections to communities.

6 CONSULTATIONS

- 6.1 The Council Management Team were consulted in the preparation of this report. The Dundee Cycle Forum, Sustrans and TACTRAN were also invited to comment during the review of the Strategy.

7 BACKGROUND PAPERS

- 7.1 None.

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30 August 2019

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
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
- 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
- Abernay 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
- **OC10:** 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









Dundee **CHANGING**
City Council
www.dundee.gov.uk FOR THE **FUTURE**

26/08/19

APPENDIX 2 – CYCLING STRATEGY UPDATE

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

The Cycling Working Group (CyWG) met a number of times during the preparation of the 2016 Cycling Strategy. The CyWG has now been reconvened and members are meeting and corresponding regularly. A sub-group, with a focus on the delivery of infrastructure projects has also been established.

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.

The Dundee Cycle Forum was established following the 2016 Strategy and now operates independently of Dundee City Council. The forum meets every two months and provides an effective link between members of the cycling community and council officers and elected members. www.dundeecycling.co.uk welcomes new members.

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. This will help channel feedback to the Council officers on issues such as road design.

The e-mail address has been active since 2016 and is monitored daily by officers in the Sustainable Transport Team.

LG5: Dundee City Council will appoint a Councillor Cycling Champion to advocate, inspire and lead work that encourages cycling.

Councillor Kevin Cordell has been appointed Cycling Spokesperson for Dundee City Council.

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.

The Council is fully committed to increasing its global spend on active travel and will spend in excess of 5% of its transport budget on active travel in future years. It is expected that an increasing share of capital and revenue funding will be committed to active travel modes. The Scottish Government's developing National Transport Strategy (NTS2) and the future availability of Transport Scotland grants, coupled with the Council's own policies around public health, air quality and climate change will result in a greater focus on sustainable transport modes.

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.

The new rail station is located across the road from National Cycle Network Route 77 with a toucan crossings providing a safe route across to the station plaza. The secure cycle shelter at Dundee Railway station was opened in November 2018 and provides secure parking for 120 cycles.

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

Dundee specific rules of the road would be unenforceable and difficult to disseminate to residents and visitors to the city. The Department for Transport is currently undertaking a review of the Highway

Code which should provide greater protections for vulnerable road users and this, coupled with other national guidance on cycling, is deemed sufficient.

ENA24: Dundee City Council will fund a Sustrans I-Bike officer to work with Dundee School pupils.

This action was delivered and an I-Bike officer was in post until 2018. A review of this service concluded that greater value could be achieved by delivering a similar project through a service level agreement with Leisure & Culture Dundee.

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.

It was agreed that home to school transport was best delivered through the continued provision of free bus travel, ensuring year round access to school.