

Dunfermline

Walking and Cycling Index 2025



Our vision for walking, wheeling and cycling



James Calder

Councillor, Convener for the City of Dunfermline Area Committee

I am delighted to introduce the second edition of Dunfermline's Walking and Cycling Index. We are excited to see how the city has developed since 2023 and where this report takes us in the development of active travel.

Active travel benefits both our physical and mental health, it also helps to increase access to local facilities and plays a crucial role in how we respond to the climate crisis. Transportation is an important part of the transition to a more sustainable Fife and active travel is key within that.

Our new Active Travel Strategy for Fife outlines our plans for the next decade. We have set clear aims to increase the number of trips made in Fife by walking, wheeling and cycling. The strategy outlines 29 actions aimed at improving active travel infrastructure, empowering communities, promoting active travel and making walking, wheeling and cycling easy and accessible for everyone.

While the percentage of residents who walk or wheel at least five days a week and the percentage of residents who cycle at least once a week has remained similar to 2023, the perception of safety has improved with 77% of residents thinking it is safe to walk or wheel in their local area up from 71%. Improvements to infrastructure will expand the availability of safe and accessible active travel routes, and 83% of Dunfermline residents support improving and increasing local off-road walking, wheeling and cycling paths.

Working with the local community to support people to adopt new ways of moving around our city is vital. As of 2025, active travel journeys into Dunfermline city centre have been counted once a year in September for the last three years. This, combined with the growing data from these Index reports, will provide us with a useful baseline for monitoring the impact of the changes we make. This stands us in good stead on our journey to make Dunfermline a welcoming city for walking, wheeling and cycling.

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The Walking and Cycling Index

The Walking and Cycling Index is the biggest assessment of walking, wheeling and cycling in the UK and Ireland. It is delivered by Walk Wheel Cycle Trust (formerly Sustrans) in collaboration with 22 regional and local partners. Each area reports on the progress made towards making walking, wheeling and cycling a more attractive, everyday way to travel.

The Walking and Cycling Index reports every two years. This is the second report from Dunfermline, produced in partnership with Fife Council. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,160 residents aged 16 or above. The survey was conducted from March to June 2025. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2023 data where available.

Our thanks to the people of Dunfermline who took part in the survey and shared their stories with us.

More details on all reports and an interactive data tool to explore the data in more depth can be found at www.walkwheelcycletrust.org.uk/walking-cycling-index



Defining wheeling

Some people who use a wheelchair or a mobility scooter may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

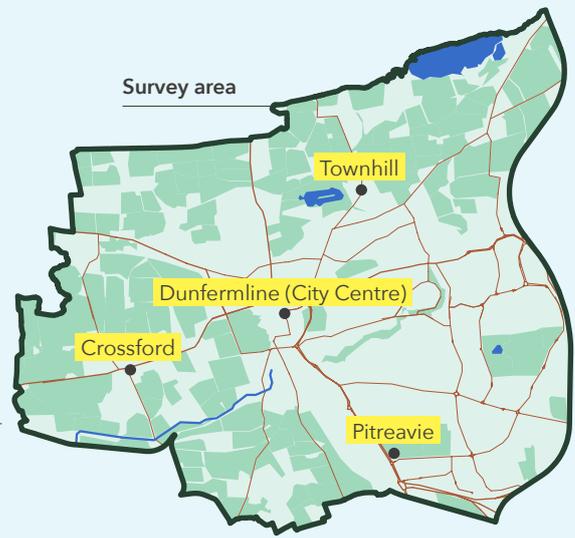
Headlines

Dunfermline

Population^[i]

60,636

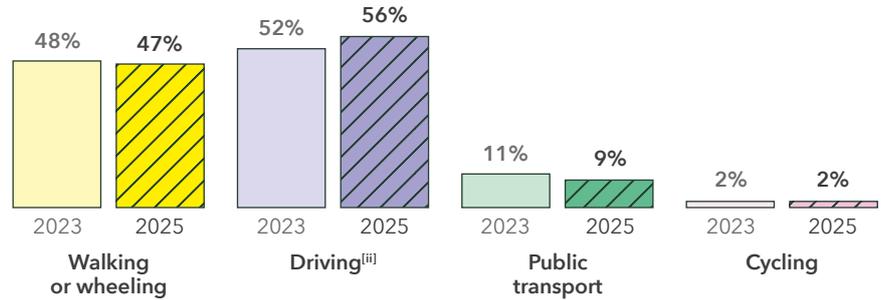
49,442 adults
11,194 children



Frequency of different modes of travel

Driving is the most common mode of travel among Dunfermline residents followed by walking and wheeling.

Residents who travel by the following modes five or more days a week in the city



i. NRS Census 2022. This is the most recent available for Dunfermline.

ii. Travelling as driver or passenger of car, van or motorcycle.

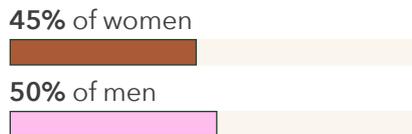
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

47%

of residents walk or wheel at least five days a week

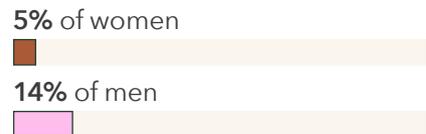
Proportion of residents who walk or wheel at least five days a week^[iii]



9%

of residents cycle at least once a week

Proportion of residents who cycle at least once a week



Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think it's safe to walk or wheel in their local area



Proportion of residents who think it's safe to cycle in their local area



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



iii. See footnote on page 6.

Everyone benefits when more people walk, wheel and cycle

Based on modelling of survey data, every year, walking, wheeling and cycling:

prevents
150
serious long-term
health conditions

creates
£52 million
in economic benefit for
individuals and the city

saves
2,100 tonnes
of greenhouse gas emissions

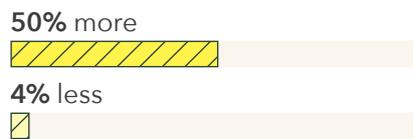
Walking, wheeling and cycling reduces congestion by taking up to 13,000 cars off the roads every day.

Residents want to walk, wheel and cycle more and drive less

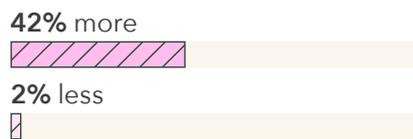
Percentage of residents who would like to use different types of transport more or less in the future:

25% of residents want to drive less. 44% of residents agree that they often use a car because no other transport options are available.

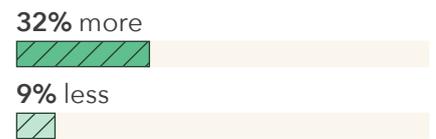
Walk or wheel



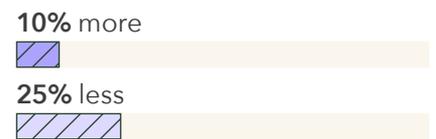
Cycle



Take public transport

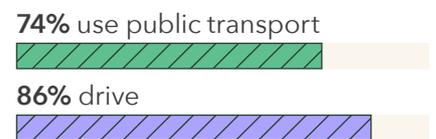
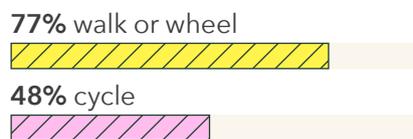


Drive



Cycling is seen as less safe than other forms of transport

Percentage of residents who think it's safe in their local area to:



Residents support more connected neighbourhoods

52% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 20% oppose such a shift.



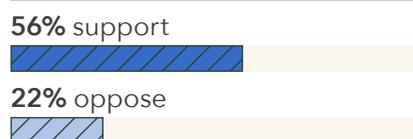
stopping vehicles parking on the pavement



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods



improving and increasing off-road walking, wheeling and cycling paths



closing residential streets outside schools to cars during drop-off and pick-up times



improving walking, wheeling and cycling access to bus stops and coach or rail stations



having shops, schools, green space and public transport within a short walk or wheel of their home^{iv}

iv. Local places with services and amenities nearby your home are often known as 20-minute neighbourhoods.

Walking and wheeling

Participation, safety and satisfaction



Walking and wheeling participation

Overall the number of Dunfermline residents walking and wheeling at least five days a week has stayed about the same since 2023.

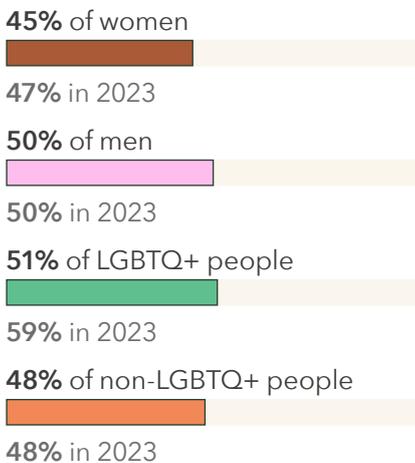
Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area and think it is a good place to walk or wheel.

94%
of all residents
walk or wheel
93% in 2023

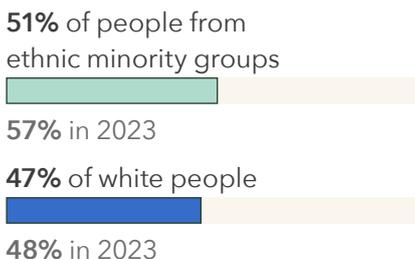
47%
of all residents
walk or wheel
at least five
days a week
48% in 2023

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

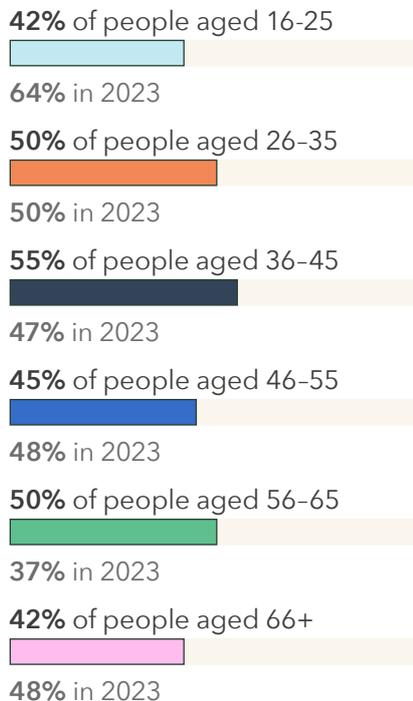
Gender and sexuality⁽ⁱ⁾



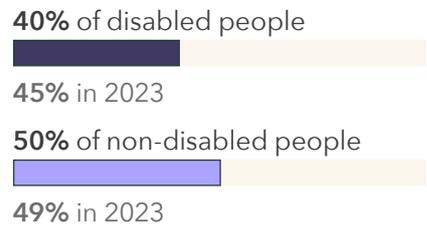
Ethnicity



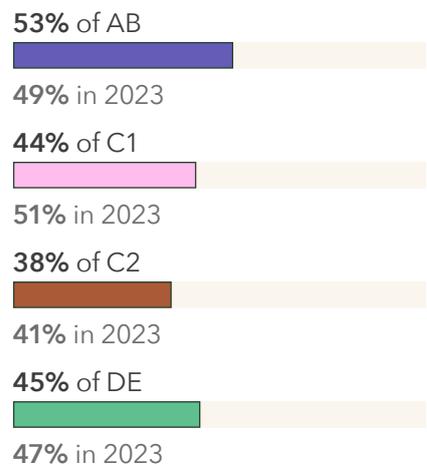
Age



Disability



Socio-economic group⁽ⁱⁱⁱ⁾



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and is not shown.
ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

77%

of all residents think it's safe to walk or wheel in their local area

71% in 2023

54%

of all residents think it's safe for children to walk or wheel in their local area

56% in 2023

78%

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

75% in 2023

Proportion of residents who think it's safe to walk or wheel in their local area

Gender and sexuality

76% of women



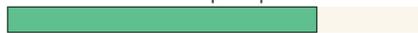
72% in 2023

78% of men



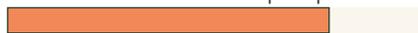
70% in 2023

75% of LGBTQ+ people



70% in 2023

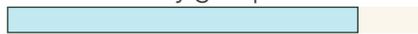
78% of non-LGBTQ+ people



71% in 2023

Ethnicity

85% of people from ethnic minority groups



84% in 2023

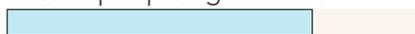
76% of white people



71% in 2023

Age

74% of people aged 16-25



77% in 2023

70% of people aged 26-35



72% in 2023

79% of people aged 36-45



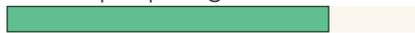
79% in 2023

80% of people aged 46-55



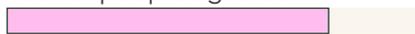
70% in 2023

78% of people aged 56-65



68% in 2023

78% of people aged 66+



65% in 2023

Disability

63% of disabled people



61% in 2023

82% of non-disabled people



75% in 2023

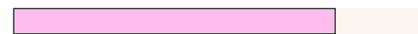
Socio-economic group

80% of AB



73% in 2023

78% of C1



74% in 2023

75% of C2



71% in 2023

64% of DE



60% in 2023



Fiona, group walk leader

I'm a keen walker. I walk for my physical and mental health. I try and get out every single day.

I'm a volunteer walk leader for Active Fife's 'Bums Off Seats' project. The group is mostly people from the local area.

We walk through the lovely Pittencrieff Park. It's a mixed ability group so we do a long walk which takes about 45 minutes and a shorter walk where we all meet at the end. Our role as walk leaders is to match the speed of the slowest and fastest people, so we have someone walking at the front and back of the group. It's very friendly.

Cycling

Participation, safety and satisfaction

Cycling participation

Currently, 9% of Dunfermline residents cycle at least once a week. This has stayed about the same since 2023.

Safety, including road safety and personal safety, is the single largest barrier to cycling.^[i]

The potential for cycling is huge, and unlocking it depends on providing safe, dedicated space for cycling.

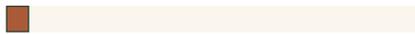
30%
of all residents cycle
30% in 2023

9%
of all residents cycle at least
once a week
9% in 2023

Proportion of residents who cycle at least once a week

Gender and sexuality

5% of women



4% in 2023

14% of men



14% in 2023

8% of LGBTQ+ people



15% in 2023

10% of non-LGBTQ+ people



8% in 2023

Ethnicity

20% of people from ethnic minority groups



20% in 2023

9% of white people



9% in 2023

Age

9% of people aged 16-25



5% in 2023

8% of people aged 26-35



6% in 2023

12% of people aged 36-45



14% in 2023

11% of people aged 46-55



14% in 2023

12% of people aged 56-65



9% in 2023

6% of people aged 66+



8% in 2023

Disability

6% of disabled people



5% in 2023

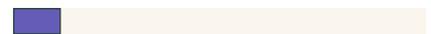
10% of non-disabled people



11% in 2023

Socio-economic group

11% of AB



13% in 2023

8% of C1



7% in 2023

13% of C2



14% in 2023

7% of DE



4% in 2023

i. See Bike Life 2019 UK report.

Cycling safety and satisfaction

48%

of all residents think it's safe to cycle in their local area

46% in 2023

38%

of all residents think it's safe for children to cycle in their local area

40% in 2023

49%

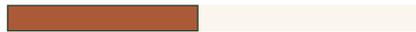
of all residents think their local area overall is a good place to cycle

48% in 2023

Proportion of residents who think it's safe to cycle in their local area

Gender and sexuality

46% of women



43% in 2023

51% of men



48% in 2023

51% of LGBTQ+ people



48% in 2023

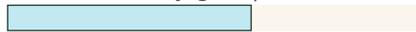
49% of non-LGBTQ+ people



45% in 2023

Ethnicity

59% of people from ethnic minority groups



70% in 2023

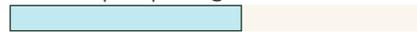
47% of white people



45% in 2023

Age

56% of people aged 16-25



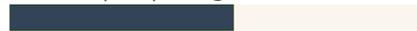
63% in 2023

43% of people aged 26-35



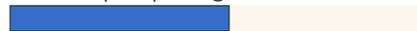
45% in 2023

54% of people aged 36-45



52% in 2023

53% of people aged 46-55



50% in 2023

46% of people aged 56-65



44% in 2023

39% of people aged 66+



31% in 2023

Disability

37% of disabled people



38% in 2023

52% of non-disabled people



49% in 2023

Socio-economic group

49% of AB



48% in 2023

46% of C1



46% in 2023

51% of C2



52% in 2023

45% of DE



38% in 2023



Amy, cycling enthusiast

I am a cycling enthusiast and advocate. I want to normalise cycling for leisure and daily travel. I cycle to meetings and there are several good routes with minimal traffic. The city centre is quiet and good for cycling. I can choose to take a direct route or scenic routes through Calais Muir Woods or Rex Park. Cycling to meetings helps me relax and it is a good way to fit movement into my day.

There are lots of places to cycle in Dunfermline but they don't all link up. Improved route signing would also make the journey easier but overall, I find it easy to cycle to and in Dunfermline.

Benefits of walking and wheeling

Why everyone gains when more people walk or wheel

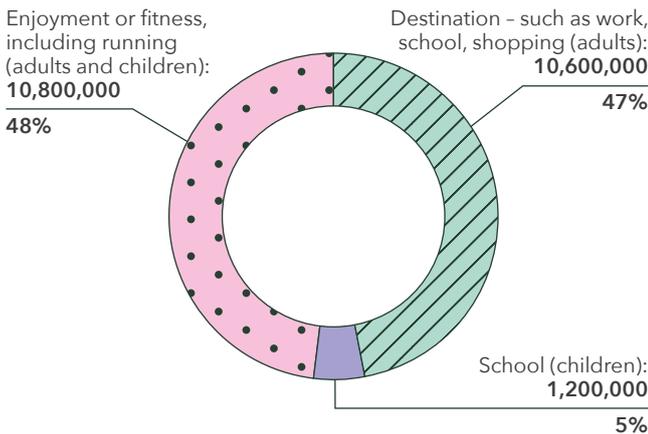


Together, Dunfermline residents walk or wheel 60 times the length of Great Britain every day

Walking and wheeling improves health and air quality, saves the NHS money, and reduces congestion.

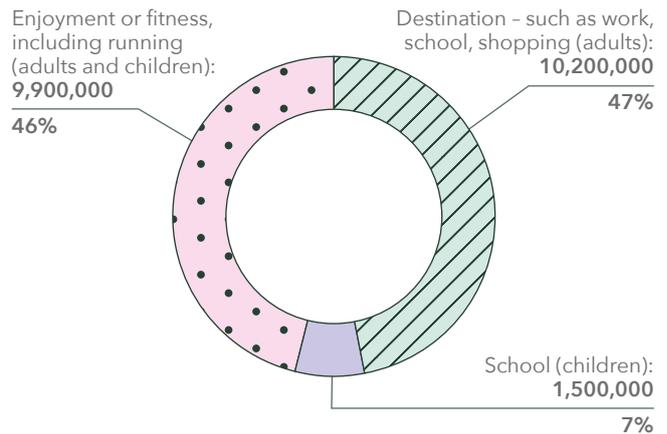
Annual walking and wheeling trips by purpose

22.5 million trips in 2025 which add up to **26.1 million miles**



Average walking or wheeling trip distance: 1.2 miles

21.6 million trips in 2023 which add up to **24.4 million miles**



Average walking or wheeling trip distance: 1.1 miles

Walking and wheeling benefits residents and society

We model the costs and benefits of walking and wheeling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

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

£45.4 million

£34.6 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for enjoyment or fitness) our model compares the costs and benefits of walking and wheeling to those of driving.

For these journeys **57p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£3.2 million** in economic benefit for residents and society from **5.6 million miles** walked or wheeled by those that could have used a car.



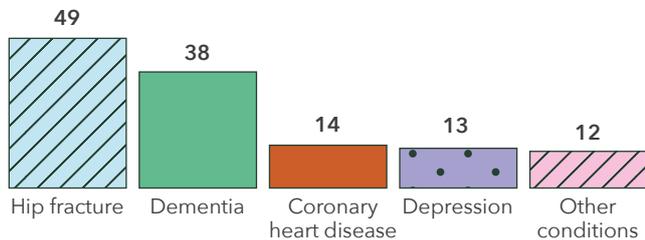
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 126 serious long-term health conditions each year.

123 in 2023

Cases prevented



This saves the NHS

£1.6 million per year

£1.5 million in 2023

Equivalent to the cost of

35,000

GP appointments

36,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from walking

prevent 34 early deaths annually

32 in 2023

which is valued at

£138 million

£118 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking. Wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling instead of driving improves air quality, saving:

3,800 kg of NO_x

(Nitric oxide and nitrogen dioxide)

3,900 kg in 2023

and

328 kg of particulates

(PM₁₀, which includes PM_{2.5}) annually.

318 kg in 2023

65% of residents agree the air is clean in their local area



65% in 2023

Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

1,500 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

1,500 tonnes in 2023

This is equivalent to the carbon footprint of

10,000 people taking flights

from Edinburgh to London.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

Walking and wheeling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.^[i] This helps to keep the city moving for all road users.

12,000 return trips

are walked and wheeled daily by residents who could have used a car.

12,000 in 2023

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

37 miles

equivalent to the distance from Dunfermline to St Andrews.

36 miles in 2023

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

Benefits of cycling

Why everyone gains when more people cycle

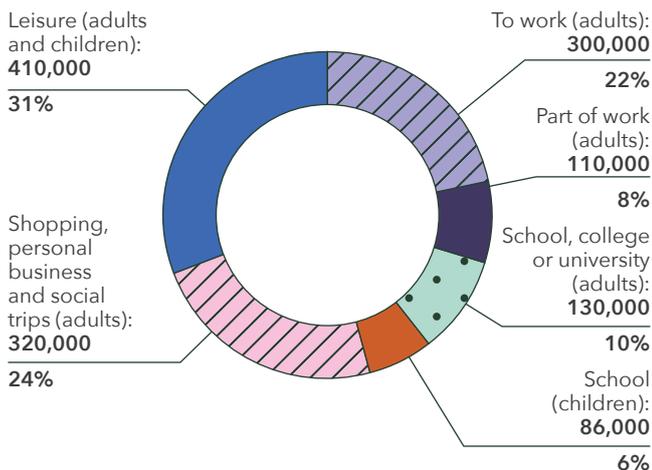


Together, Dunfermline residents cycle 14 times the length of Great Britain every day

Cycling can be convenient for many local trips, especially in cities and towns. It gives people transport choice and access to education, jobs and community.

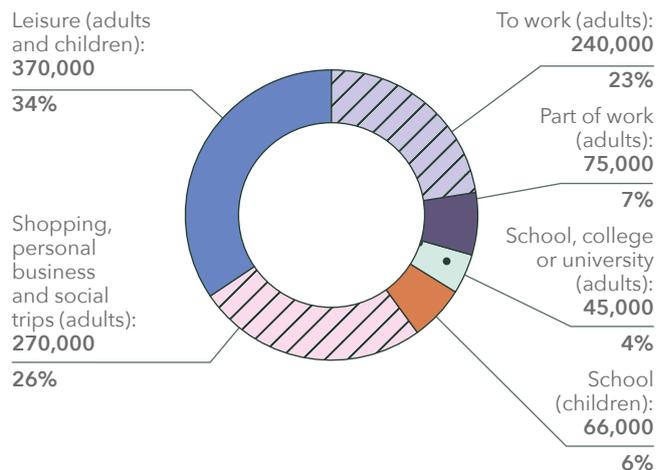
Annual cycling trips by purpose

1.4 million trips in 2025 which add up to **6.2 million miles**



Average cycling trip distance: 4.6 miles

1.1 million trips in 2023 which add up to **5 million miles**



Average cycling trip distance: 4.7 miles

Cycling benefits residents and society

We model the costs and benefits of cycling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

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

£6.6 million

£5 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for leisure) our model compares the costs and benefits of cycling to those of driving.

For these journeys **£1.28** is saved for each mile cycled instead of driven. Over a year this adds up to **£2.9 million** in economic benefit for residents and society from **2.3 million miles** cycled by those that could have used a car.



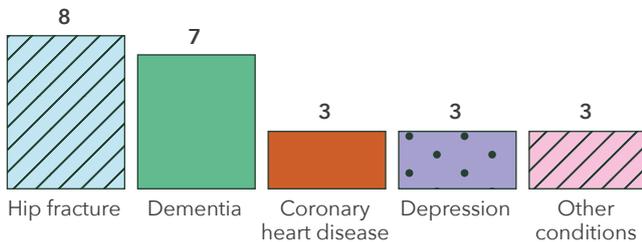
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

Cycling unlocks health benefits for everyone

Cycling in the city prevents 24 serious long-term health conditions each year.

22 in 2023

Cases prevented



This saves the NHS

£300,000 per year

£270,000 in 2023

Equivalent to the cost of

6,700

GP appointments

6,700 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from cycling

prevent 3 early deaths annually

2 in 2023

which is valued at

£10.7 million

£8 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

People cycling instead of driving improves air quality, saving:

996 kg of NO_x

(Nitric oxide and nitrogen dioxide)

826 kg in 2023

and

105 kg of particulates

(PM₁₀, which includes PM_{2.5}) annually.

76 kg in 2023

65% of residents agree the air is clean in their local area



65% in 2023

Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

617 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

442 tonnes in 2023

This is equivalent to the carbon footprint of

4,100 people taking flights

from Edinburgh to London.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

Cycling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.^[i] This helps to keep the city moving for all road users.

974 return trips

are cycled daily by residents who could have used a car.

813 in 2023

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

3 miles

equivalent to the distance from Dunfermline to Kingseat.

2 miles in 2023

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

Walking and wheeling solutions

What would help make walking and wheeling easier?



New homes and existing communities should have services and amenities within walking and wheeling distance

Putting walking and wheeling at the heart of new and existing communities gives people greater transport choice, while reducing car dependency.

50%

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

50% in 2023

63%

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries

58% in 2023

New developments and existing communities can support walking and wheeling by ensuring many of the things people need are found near to where people live.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

80%

more shops and everyday services, such as banks and post offices, close to their home

79% in 2023

79%

more government services, such as doctors surgeries and schools, close to their home

76% in 2023

83%

more parks or green spaces close to their home

81% in 2023

83%

more things to see and do close to their home, like cafés or entertainment venues

81% in 2023

Residents want walking and wheeling to better align with buses

While walking and wheeling should be the most attractive option for short journeys, it should also be integrated with public transport for longer trips.

Walking and bus use is the most common form of multi-modal journey across the UK. If we are to increase walking and wheeling and bus trips, residents told us they need practical improvements to better integrate these modes of transport.



What percentage of residents would find these changes useful to help them take journeys that include walking or wheeling and the bus more often?

75%

more information to help them plan and take a journey (such as apps, maps, signage or public transport staff)

71%

more direct walking and wheeling routes from housing estates to bus stops

69%

accessible walking and wheeling routes to and from bus stops

70%

improved safety while walking or wheeling to and from the bus stop

71%

improved walking and wheeling crossing facilities near bus stops

83%

improved bus stops (such as accessible, well lit and maintained, cover from rain, display of service information)

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

What percentage of residents think that these changes would help them walk or wheel more?

71%

wider pavements
72% in 2023

70%

more frequent road crossings, with reduced wait times
69% in 2023

79%

nicer places along streets to stop and rest, like more benches, trees and shelters
79% in 2023

71%

better pavement accessibility, like level surfaces and dropped kerbs at crossing points
76% in 2023

65%

fewer cars parked on the pavement
71% in 2023

67%

less fear of crime or antisocial behaviour in their area
60% in 2023

In the city, for each road making up a junction with traffic lights

76% have a pedestrian crossing



24% don't have a pedestrian crossing



For example, a T-junction has three roads making up the junction, and a crossroads has four.



Shirley, active explorer

Dunfermline is a very walking friendly city. I hardly use the car in town at all. I'm out walking several times a day and cycle into town. We've always enjoyed walking, especially around the parks, and over time, we've reduced our car use, even choosing to live with just one vehicle.

During lockdown, walking dogs, running, and cycling became central to our routine. I started running through a "Couch to 5K" program and quickly fell in love with Dunfermline's green spaces and paths, especially enjoying

running on paths instead of pavement. I mapped my runs and cycles around the many amazing paths and discovered just how well-connected the town really is. I'm excited about the new cycle paths being developed. I believe that as more people see others walking and cycling, they'll be more likely to give it a try themselves!

Cycling solutions

What would make cycling better?

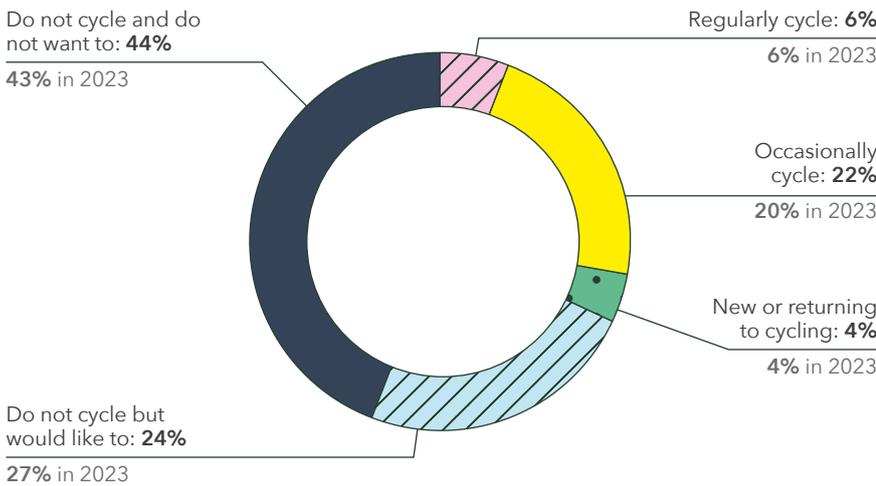


Many residents want to cycle

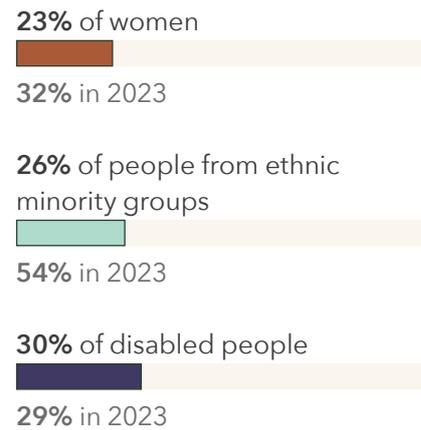
There is considerable appetite to start cycling from residents who don't already.

To meet this demand we must address safety, ensuring people have dedicated space for cycling, as well as supporting access to a cycle, training, cycle parking, and better integration of cycling with public transport.

How do residents see themselves when it comes to cycling?



What proportion of residents said they 'do not cycle but would like to'



Residents want more support to cycle

What percentage of residents think that these kinds of support would help them start cycling or to cycle more?

49%
access to a bicycle
50% in 2023

46%
access to an electric cycle
46% in 2023

32%
access to a cargo cycle with space to carry children or shopping
29% in 2023

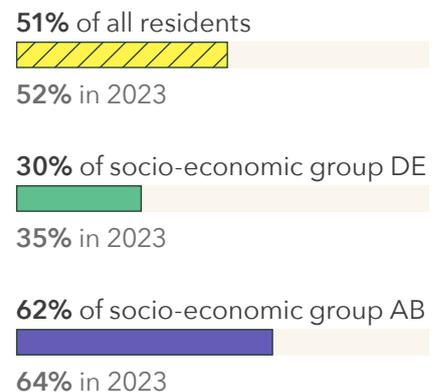
24%
access to an adapted cycle, like a tricycle or handcycle
18% in 2023

45%
access or improvements to a city cycle hiring scheme
41% in 2023

50%
access to secure cycle parking at or near home
44% in 2023

38%
cycling training courses and organised social rides
35% in 2023

Proportions of residents with access to an adult cycle



Residents want improved cycling infrastructure

People want networks of dedicated and safe cycle paths, cycle parking and better integration with public transport.

In the city there are:

What percentage of residents would be helped to start cycling or to cycle more by better facilities?

Among residents:

16% of households

are within 125 metres of either traffic-free cycle paths away from the road, or cycle paths physically separated from traffic and pedestrians

15% in 2023

11 miles

of traffic-free cycle paths away from the road

11 miles in 2023

0 miles

of cycle paths physically separated from traffic and pedestrians

0 miles in 2023

130

cycle parking spaces across 4 railway and bus stations

126 spaces across 4 stations in 2023

67%

more traffic-free cycle paths away from roads, like through parks or along waterways

67% in 2023

64%

more cycle paths along roads that are physically separated from traffic and pedestrians

62% in 2023

62%

more signposted local cycle routes along quieter streets

61% in 2023

63%

better links with public transport, like secure cycle parking at train stations, bus stops/stations

60% in 2023

83%

support improving and increasing local off-road walking, wheeling and cycling paths

57%

support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic

60% in 2023

72%

support improving walking, wheeling and cycling access to bus stops and coach or rail stations



James, bike shop owner

I have been riding bikes for 30 years and fixing them for 20 years.

I thought Dunfermline was missing a nice, accessible place to get any kind of bike fixed.

It was important to me that the shop be located with access to traffic free paths and close to the West Fife way.

I think signage and connectivity between Dalgety Bay and Dunfermline could be improved. I wish junctions had zebra crossings to give pedestrians and cyclists right of way when crossing the road.

Neighbourhood solutions

Thriving places, centring children

Neighbourhoods should prioritise the needs and wellbeing of the people who live there and visit. They should be planned to support community, foster social connection, and be places where everyone feels welcome.

Designing neighbourhoods with children in mind means they work better for everyone.

Improving the journey to school

Schools are at the centre of many neighbourhoods and should be part of any plan to make neighbourhoods better.

This means working with schools to encourage walking, wheeling and cycling, but also improving the neighbourhood around schools to reduce traffic and improve pavements, crossing points and cycle provision.

56% support



22% oppose



closing residential streets outside schools to cars during drop-off and pick-up times

74% support



11% oppose



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

These are known as 'School Streets'.

0 schools

in the city have School Streets schemes

0 schools in 2023



Giving children the independence to roam, play and develop

Neighbourhoods should be places for children to thrive. Well-designed neighbourhoods can give children freedom to move around, play and socialise, helping children's independence, social skills, and autonomy.

Average age when parents and carers would let children travel independently in their neighbourhood

10 years old
to walk or wheel

10 years old
to cycle

12 years old
to use public transport

55%

agree there is space for children to socialise and play

62% in 2023

Fewer children play out on their streets than ever before. Just 27% of children said they regularly play outside their homes, compared to 71% of those born between 1946 and 1964.

Save the Children, Summer of Play campaign survey, 2022.



Residents support child-safe neighbourhoods

Adults support child-safe neighbourhoods, including traffic-reduction targets and measures to reduce through traffic and traffic speed, but this must be done fairly.

35%

of residents think that their streets are not dominated by moving or parked motor vehicles
34% in 2023

55%

support setting traffic-reduction targets and taking action to achieve these
57% in 2023

61%

support low-traffic neighbourhoods
65% in 2023

17%

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.^[i]
17% in 2023

Residents would find fewer motor vehicles on their streets useful to:

59% walk or wheel more



51% cycle more



57%

support reducing speed limits on local roads in built-up areas to 20 mph speed limits

67%

of the city's streets have 20 mph speed limits (excluding motorways)
67% in 2023

Residents would find more streets with 20 mph speed limits useful to:

49% walk or wheel more



46% cycle more



Everyone should feel welcome in their neighbourhood

Improvements to neighbourhoods must also recognise the needs of adults, for example women, disabled people and people from ethnic minority groups.

59%

agree they regularly chat to their neighbours, more than just to say hello
59% in 2023

52%

feel able to participate in making their neighbourhood a better place to live
47% in 2023

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

80%

of all residents



81% in 2023

81% of women



80% in 2023

79% of men



82% in 2023

75% of LGBTQ+ people



80% in 2023

80% of non-LGBTQ+ people



81% in 2023

78% of people from ethnic minority groups



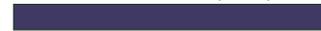
87% in 2023

80% of white people



81% in 2023

75% of disabled people



70% in 2023

81% of non-disabled people



85% in 2023

67% of socio-economic group DE



67% in 2023

84% of socio-economic group AB



87% in 2023

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org. Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

Improving walking, wheeling and cycling



As Dunfermline continues its active travel work we are excited to build upon our ambition and see comparative data from the first Walking and Cycling Index which can inform future projects.

Pedestrian and cycle counts

Research into walking, wheeling and cycling in Dunfermline began in 2023. Fife council gathered data using pedestrian and cycle counters placed in a cordon around the city centre. These counts were carried out again in 2024 and 2025.

Walking, wheeling and cycling increased by 10% across all locations between 2023 and 2024 however the increase the following year was 1%. This shows trends favouring pedestrian and cycle access to the city centre and the council will continue to collect this data.

From 2023 to 2024, cycling increased by 69% and walking increased by 10%. The following year cycling increased by 13% and pedestrians decreased by 1%. The counts were completed over one weekday and one day at the weekend.

Cycling Innovation Alliance

Dunfermline's Cycling Innovation Alliance are a group of representatives from local cycling groups, the college, schools and the council which promotes cycling in the city through a variety of initiatives. The group created a Cycling Around Dunfermline online guide which is available on the Welcome to Fife website. The guide includes 16 routes of varying lengths all starting and ending in Dunfermline, specifying the most suitable bicycle for each route, (gravel, road or hybrid). The guide also includes an 11km Nature Orbital connecting multiple communities around the city allowing families to safely enjoy many of the parks and waterways.

The Alliance allows groups in the city to meet and share updates on their work. This includes Cycling without Age in Pittencrieff Park, Fife Council Active Communities team, Fife Council Sustainable Traffic and Travel team, Cycling UK led rides, cycling clubs and young rider clubs. This enables different groups to work together to make their projects even more impactful and to pool resources.



Dunfermline Learning Campus

The new Dunfermline Learning Campus opened in 2024 bringing together two high schools, Fife College and a community use space into one new campus. As part of the design and build of the campus, new active travel paths were built to allow staff, pupils and visitors to make sustainable choices for traveling. The campus has been designed with sustainability in mind, and the aim is for anyone visiting the campus to walk, wheel, cycle or take public transport to minimise their impact on the environment.

The new paths connect the campus in all directions to the local area and beyond and the campus promotes traveling actively where possible with no drop off locations and more parking for bikes than cars.



Brucefield tenants and residents association

Last year we got a path upgraded and new links installed through the field next to our estate.

We got funding from Paths For All and the council's recovery fund. The money also funded drainage improvements which was needed because there was always flooding in the park which made it difficult to access.

Previously you had to go around the park to access the schemes.

A new entrance into the park was created as part of the development. This joins up with the shared use path that takes you into town.

It has connected the community to the school at the other side of the field. Before it was just a dirt path - it's important to provide safe routes to schools.

It enables elderly people to access the bus stop as well. And because there is now a proper path the lighting throughout the park has been improved so it feels safer.

Looking forward

Better places and streets for everyone

The inaugural Fife Active Travel Strategy in conjunction with the second Dunfermline Walking and Cycling Index show the momentum gathering around Scotland's newest city and the future of it's residents.

Dunfermline Orbital

The Cycling Innovation Alliance have devised the Dunfermline Nature Orbital route which can be completed on foot, on wheels or on a cycle. The route starts and finishes in Pittencrieff Park and connects many communities in Dunfermline. It is also one of the routes in the aspirational map attached to the new Active Travel Strategy and Action Plan for Fife. The route is almost complete. The next step is upgrading the surface of the link between Townhill Loch and Wellwood.

City Centre Development Framework

Dunfermline's City Centre Development Framework was approved by City of Dunfermline Area Committee in 2025. The framework sets out a vision for the future of the city centre and includes active travel interventions to make it easier for people to walk, wheel and cycle. The proposals will be used to develop routes in and around the city where they are needed and will be most beneficial to people working in and visiting the city. The framework promotes a city which is vibrant, attractive and accessible to all.

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

52% on walking and wheeling



40% on cycling



55% on buses



61% on trains



26% on trams



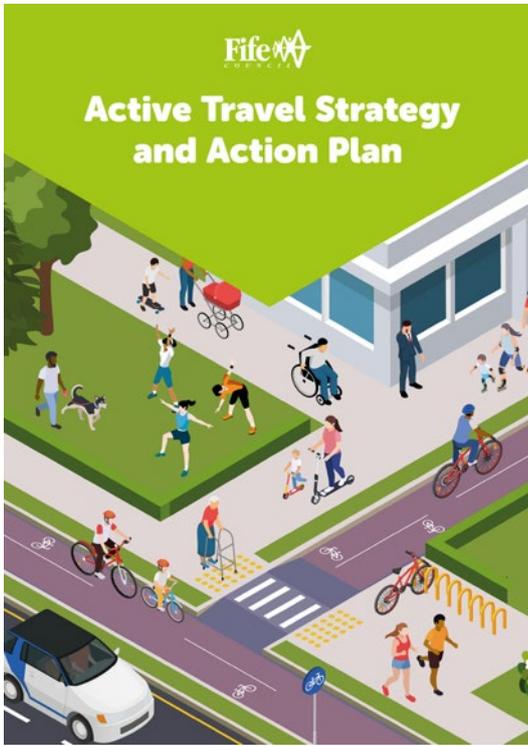
34% on other forms of public transport such as community transport, metro or subway, local ferry



39% on driving



The route starts and finishes in Pittencrieff Park and connects many communities in Dunfermline.



Active Travel Strategy and Action Plan

A new Active Travel Strategy and Action Plan for 2025-2035 was approved by Fife Council's Cabinet Committee in September 2025. The first of its kind in Fife, this strategy sets out a long-term vision for active travel across the entire region including an aspirational network plan that enables people to walk, wheel and cycle more easily and safely within and between communities. The Active Travel Strategy is a result of the Local Transport Strategy which outlines the vision for Transport delivery across Fife.

The long-term vision for improving active travel opportunities across the region includes infrastructure improvements and behaviour change measures. This included actions within schools, workplaces and communities to improve the availability and accessibility of active travel.

Increased rates of walking, wheeling and cycling can improve:

- Social inclusion
- Health and wellbeing
- Transport's impact on our environment
- Economic growth

This will be achieved through the following actions

- Providing high quality and well maintain routes for walking, wheeling and cycling within and between communities.
- Improving integration of active travel with other modes
- Encouraging more people to walk, wheel and cycle
- Enabling more people to walk, wheel and cycle

While the Active Travel Strategy covers all of Fife, it is important for active travel development in Dunfermline as it sets the guidelines for development of infrastructure and behaviour change. The aspirational network identifies opportunities for Dunfermline which tie into the City Centre Development Framework and would improve the accessibility of the city.



Notes on methodology

The attitudinal survey was conducted from March to June 2025 (and 2023) by independent social research organisation NatCen.

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

All other data are sourced from our regional and local partners, national data sets or modelled and calculated by Walk Wheel Cycle Trust. All locally-sourced data are correct as of 28 May 2025.

Trip estimates use a model developed by Walk Wheel Cycle Trust. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Trip estimates now include cycling trips as part of work for both 2025 and 2023. Previously published 2023 model estimates have been recalculated to include these and allow for direct comparison, and to use population data from the 2022 Census, instead of 2021 mid-year estimates as a more reliable source. This has also impacted walking trip estimates from 2023.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information on data sources and calculations, including strengths and limitations of the survey and model methodology, are available at www.walkwheelcycletrust.org.uk/walking-cycling-index

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

Because people powered movement changes everything. Our health. Our wellbeing. Our world.

www.walkwheelcycletrust.org.uk

Funding and support

Walking and Cycling Index Dunfermline has been funded and supported by Transport Scotland. The project is co-ordinated by Walk Wheel Cycle Trust and has been supported by Fife Council.

Walk Wheel Cycle Trust is a registered charity in the UK number 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland).

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