



Dundee

Walking and Cycling Index 2025



Our vision for walking, wheeling and cycling



Councillor Siobhan Tolland

Depute Convener of City Growth and Infrastructure
Dundee City Council

I am delighted to introduce the Walking and Cycling Index report for Dundee.

This year's publication shows that there is a marked increase in people's perceptions of safety, which mirrors our work on 20mph zones, enforcing the pavement parking ban, and expanding our School Streets programme.

It shows that 49% of residents now think cycling safety in their area is good; up from 40% in 2023. Likewise, 71% of people think walking and wheeling safety in their local area is good; an increase from 64% in 2023.

These statistics are encouraging but they also highlight a significant difference between perceptions of safety for these modes of transport. This is mainly down to people feeling unsafe sharing the roads with vehicles, reinforced by the fact that more vulnerable groups cycle less.

For example, three times as many men compared to women cycle once a week or more. We see the same pattern for walking and wheeling, just less pronounced.

This difference reinforces our view that there is still work to be done. That's why we've started the process on major projects such as the Lochee and Arbroath Road Sustainable Transport Corridors. These will provide vastly improved provision for pedestrians, cyclists and bus users on routes connecting residents with local shops, services and the City Centre.

These corridors are just two of six planned, converging at the newly-opened Bell Street Hub. This will provide an active travel "gateway" from the north, with secure cycle storage, showers and lockers, plus a cycle shop, servicing and hire centre. New routes to take people comfortably into the heart of the City Centre and Waterfront are planned too.

We are keen to build on the momentum that we've developed, and I'm pleased to see meaningful progress year on year. The Walking and Cycling Index continues to be an excellent way of benchmarking our progress and I welcome the opportunity to share this report with you.

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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 fourth report from Dundee, produced in partnership with Dundee City 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 1,139 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 Dundee 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

Dundee

Population^[i]

149,880

125,683 adults

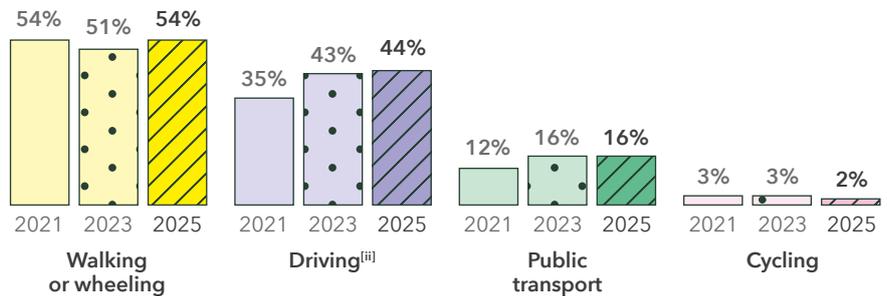
24,197 children



Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Dundee residents. Since 2023 walking and wheeling appears to be increasing.

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



i. NRS mid-year 2024 population estimates. This is the most recent available for Dundee.

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.

54%

of residents walk or wheel at least five days a week

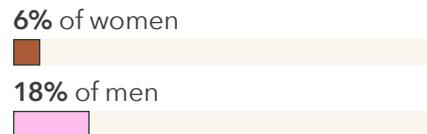
Proportion of residents who walk or wheel at least five days a week^[iii]



12%

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
393
serious long-term
health conditions

creates
£127.7 million
in economic benefit for
individuals and the city

saves
5,700 tonnes
of greenhouse gas emissions

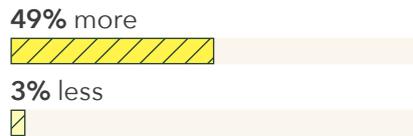
Walking, wheeling and cycling reduces congestion by taking up to 37,000 cars off the roads every day.

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

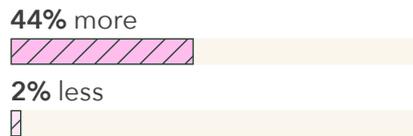
Percentage of residents who would like to use different types of transport more or less in the future:

22% of residents want to drive less. 38% of residents agree that they often use a car because no other transport options are available.

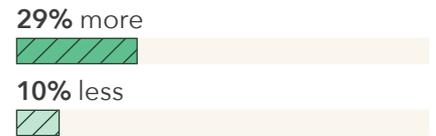
Walk or wheel



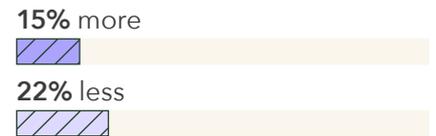
Cycle



Take public transport

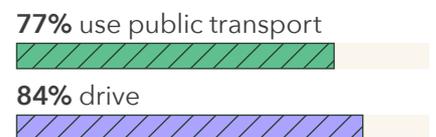
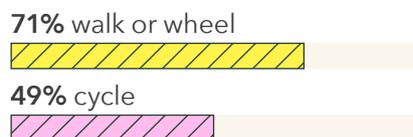


Drive



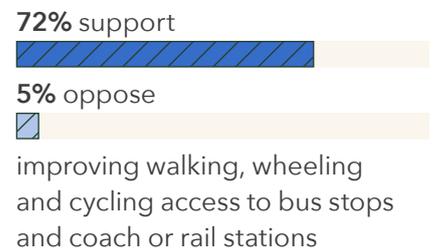
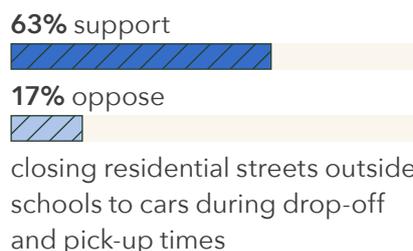
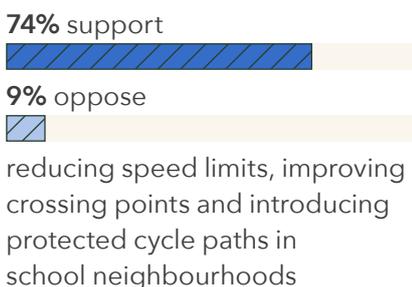
Cycling is seen as less safe than other forms of transport

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



Residents support more connected neighbourhoods

53% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 17% oppose such a shift.



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 Dundee residents walking and wheeling at least five days a week has increased since 2023.

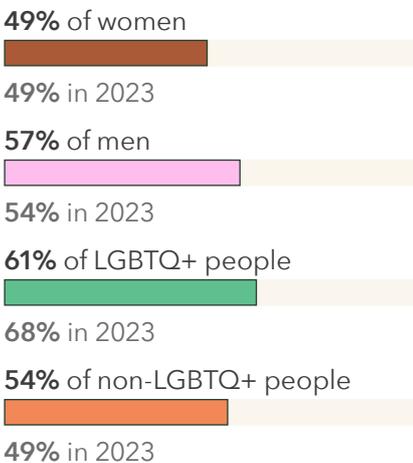
Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area and think it is a good place to walk or wheel.

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

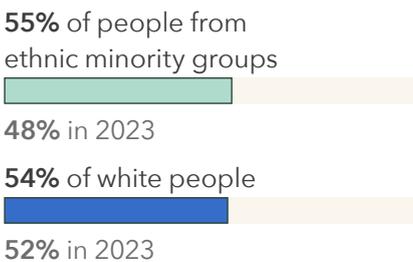
54%
of all residents walk or wheel at least five days a week
51% in 2023

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

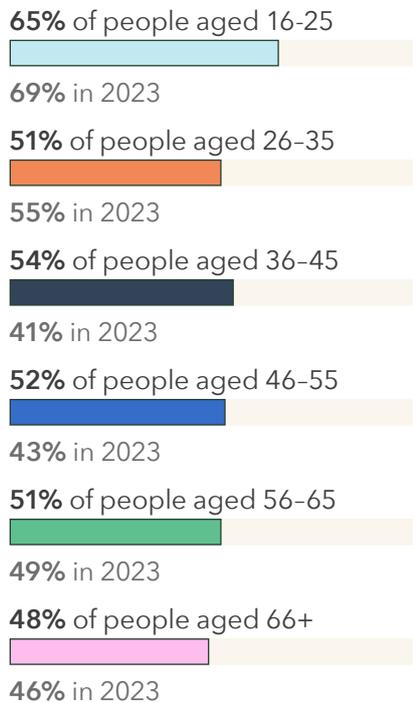
Gender and sexuality⁽ⁱ⁾



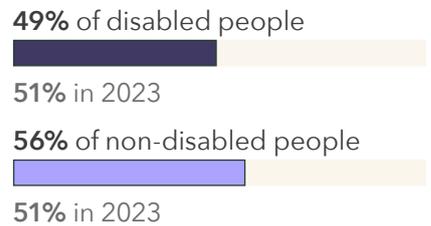
Ethnicity



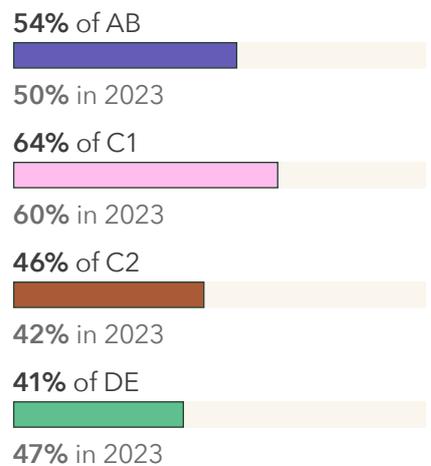
Age



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

71%

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

64% in 2023

50%

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

49% in 2023

74%

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

73% in 2023

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

Gender and sexuality

70% of women



62% in 2023

73% of men



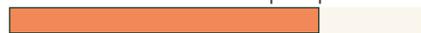
65% in 2023

55% of LGBTQ+ people



67% in 2023

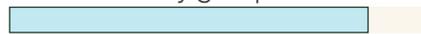
75% of non-LGBTQ+ people



63% in 2023

Ethnicity

87% of people from ethnic minority groups



77% in 2023

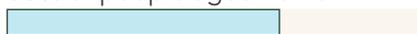
70% of white people



63% in 2023

Age

66% of people aged 16-25



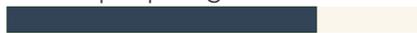
67% in 2023

68% of people aged 26-35



65% in 2023

75% of people aged 36-45



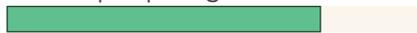
67% in 2023

73% of people aged 46-55



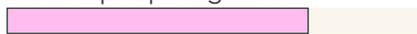
61% in 2023

76% of people aged 56-65



63% in 2023

73% of people aged 66+



62% in 2023

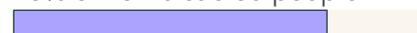
Disability

62% of disabled people



57% in 2023

76% of non-disabled people



67% in 2023

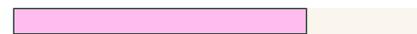
Socio-economic group

78% of AB



66% in 2023

71% of C1



68% in 2023

70% of C2



55% in 2023

62% of DE



60% in 2023



Ron

After a cancer operation in 2014 I joined the Monday "Paths for All" walking group in Dundee. We meet in a church café, walk down to the River Tay and follow the magnificent Waterfront for 3 to 4 miles.

The exercise itself has been great for my physical recovery and interaction with friends in the group has been a terrific mental and emotional support.

The Monday activity is a fantastic start to the week and it's difficult to envisage life without it.

Cycling

Participation, safety and satisfaction



Cycling participation

Currently, 12% of Dundee 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.

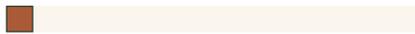
28%
of all residents cycle
28% in 2023

12%
of all residents cycle at least once a week
10% in 2023

Proportion of residents who cycle at least once a week

Gender and sexuality

6% of women



6% in 2023

18% of men



14% in 2023

10% of LGBTQ+ people



7% in 2023

11% of non-LGBTQ+ people



9% in 2023

Ethnicity

9% of people from ethnic minority groups



10% in 2023

12% of white people



10% in 2023

Age

11% of people aged 16-25



12% in 2023

10% of people aged 26-35



8% in 2023

12% of people aged 36-45



9% in 2023

15% of people aged 46-55



15% in 2023

16% of people aged 56-65



6% in 2023

8% of people aged 66+



9% in 2023

Disability

8% of disabled people



7% in 2023

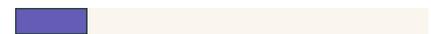
13% of non-disabled people



11% in 2023

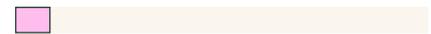
Socio-economic group

17% of AB



13% in 2023

8% of C1



8% in 2023

15% of C2



7% in 2023

9% of DE



7% in 2023

i. See Bike Life 2019 Dundee report.

Cycling safety and satisfaction

49%

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

40% in 2023

36%

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

34% in 2023

45%

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

45% in 2023

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

Gender and sexuality

47% of women



37% in 2023

52% of men



43% in 2023

25% of LGBTQ+ people



48% in 2023

52% of non-LGBTQ+ people



38% in 2023

Ethnicity

73% of people from ethnic minority groups



60% in 2023

46% of white people



38% in 2023

Age

44% of people aged 16-25



41% in 2023

46% of people aged 26-35



39% in 2023

48% of people aged 36-45



46% in 2023

50% of people aged 46-55



39% in 2023

53% of people aged 56-65



40% in 2023

52% of people aged 66+



36% in 2023

Disability

37% of disabled people



36% in 2023

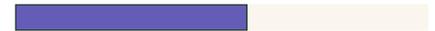
54% of non-disabled people



42% in 2023

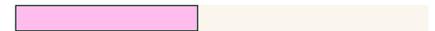
Socio-economic group

56% of AB



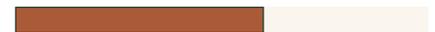
40% in 2023

44% of C1



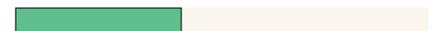
40% in 2023

60% of C2



35% in 2023

40% of DE



42% in 2023



Claire, cycling family

I am really lucky. We've got an amazing cycle route right on our doorstep that goes almost all the way to my office. It's fast, safe, and a convenient way to travel. It makes for a more peaceful start to my day rather than driving. It would be great if this could be city-wide and everyone had access to infrastructure like this.

These paths have been great for my kids too. It gives them the space to ride freely and play on their bikes in a safe environment. I truly believe having these routes helps them grow confident on their bikes. My youngest is almost 3 and is already cycling without stabilisers! I feel like these paths are really setting my kids up for choosing active travel in the future. It also replaced a lot of the car trips we used to take. We now often cycle to the waterfront in Dundee, and it's turned into a fun outing rather than what was previously a car journey.

Benefits of walking and wheeling

Why everyone gains when more people walk or wheel

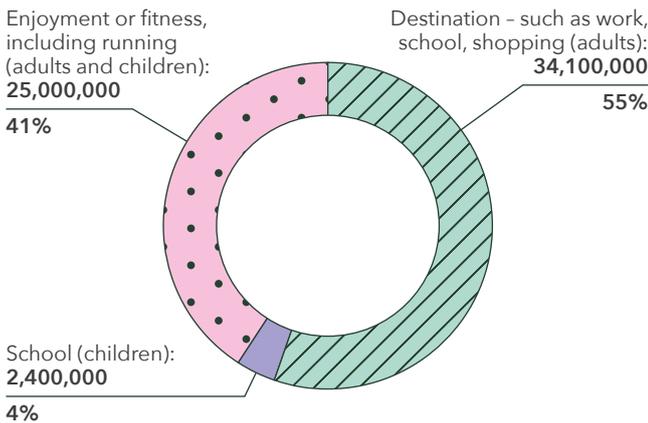


Together, Dundee residents walk or wheel 7 times around the world every day

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

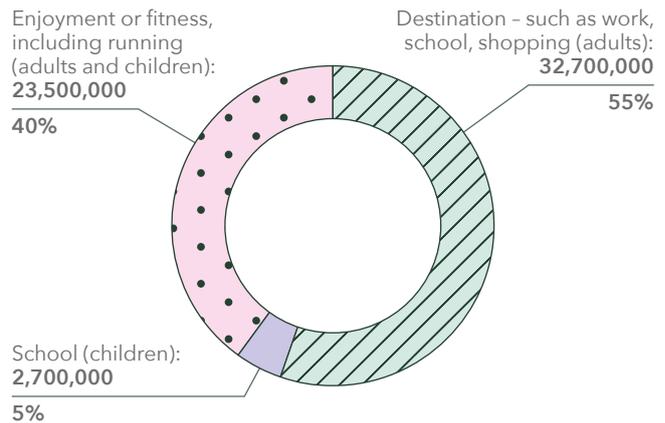
Annual walking and wheeling trips by purpose

61.5 million trips in 2025 which add up to **66.5 million miles**



Average walking or wheeling trip distance: 1.1 miles

59 million trips in 2023 which add up to **56.8 million miles**



Average walking or wheeling trip distance: 1 mile

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 Dundee is

£109.5 million

£69.2 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 **86p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£13.3 million** in economic benefit for residents and society from **15.5 million miles** walked or wheeled by those that could have used a car.



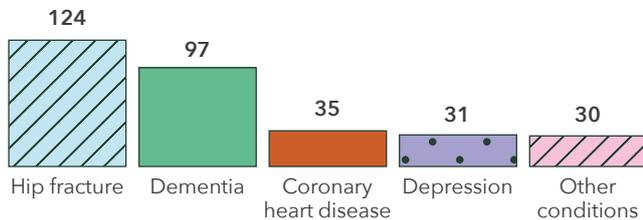
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using Census 2022 population data instead of 2021 mid-year estimates, as a more reliable source. See methodology report for details.

Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 316 serious long-term health conditions each year.

283 in 2023

Cases prevented



This saves the NHS

£3.9 million per year

£3.5 million in 2023

Equivalent to the cost of

86,000

GP appointments

85,000 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 87 early deaths annually

77 in 2023

which is valued at

£357 million

£280 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:

10,000 kg of NO_x

(Nitric oxide and nitrogen dioxide)

9,800 kg in 2023

and

904 kg of particulates

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

801 kg in 2023

60% of residents agree the air is clean in their local area



61% in 2023

Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

4,200 tonnes

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

3,800 tonnes in 2023

This is equivalent to the carbon footprint of

26,000 people taking flights

from Dundee 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.

34,000 return trips

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

30,000 in 2023

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

102 miles

equivalent to the distance from Dundee to Aviemore.

90 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

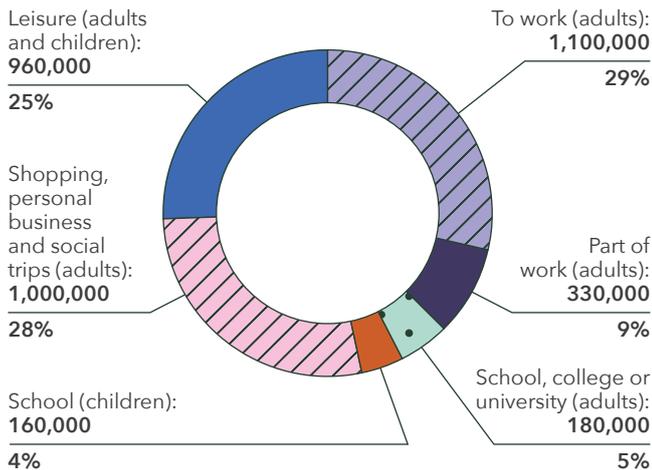


Together, Dundee residents cycle twice around the world every day

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.

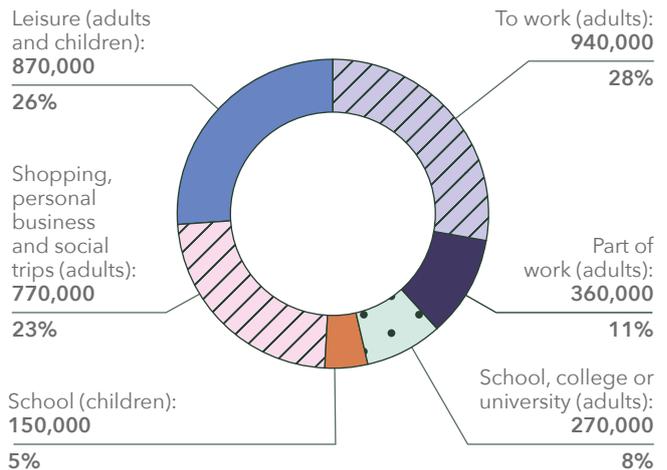
Annual cycling trips by purpose

3.8 million trips in 2025 which add up to **15.6 million miles**



Average cycling trip distance: 4.2 miles

3.4 million trips in 2023 which add up to **14.9 million miles**



Average cycling trip distance: 4.4 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 Dundee is

£18.2 million

£14.9 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 **£1.57** is saved for each mile cycled instead of driven. Over a year this adds up to **£8.8 million** in economic benefit for residents and society from **5.6 million miles** cycled by those that could have used a car.



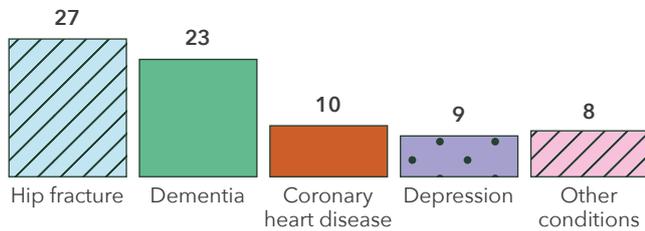
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

Cycling unlocks health benefits for everyone

Cycling in the city prevents 76 serious long-term health conditions each year.

52 in 2023

Cases prevented



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.

This saves the NHS

£920,000 per year

£660,000 in 2023

Equivalent to the cost of

20,000

GP appointments

16,000 in 2023

The physical activity benefits from cycling

prevent 7 early deaths annually

7 in 2023

which is valued at

£27.4 million

£24.2 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:

2,500 kg of NO_x

(Nitric oxide and nitrogen dioxide)

2,700 kg in 2023

and

262 kg of particulates

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

247 kg in 2023

60% of residents agree the air is clean in their local area



61% in 2023

Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

1,500 tonnes

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

1,400 tonnes in 2023

This is equivalent to the carbon footprint of

9,500 people

taking flights

from Dundee 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.

3,000 return trips

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

2,500 in 2023

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

9 miles

equivalent to the distance from Dundee to Inchtute.

7 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.

57%

agree they can easily get to many places they need to visit without having to drive
60% in 2023

55%

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries
53% 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?

79%

more shops and everyday services, such as banks and post offices, close to their home
81% in 2023

78%

more government services, such as doctors surgeries and schools, close to their home
77% in 2023

81%

more parks or green spaces close to their home
82% in 2023

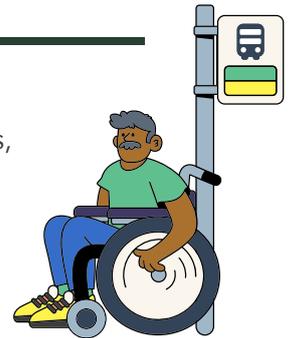
82%

more things to see and do close to their home, like cafés or entertainment venues
83% 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?

77%

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

70%

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

71%

accessible walking and wheeling routes to and from bus stops

75%

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

76%

improved walking and wheeling crossing facilities near bus stops

86%

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?

73%

wider pavements
74% in 2023

75%

more frequent road crossings, with reduced wait times
74% in 2023

83%

nicer places along streets to stop and rest, like more benches, trees and shelters
82% in 2023

76%

better pavement accessibility, like level surfaces and dropped kerbs at crossing points
77% in 2023

71%

fewer cars parked on the pavement
72% in 2023

72%

less fear of crime or antisocial behaviour in their area
71% in 2023



Louise

I love walking and I love cycling! I used to walk 7 miles to and from work every day. I am currently recovering from cancer and can only manage 3 days a week but hope to build back up to 5 days. It's just amazing to get out early in the morning, seeing the city come to life. It's so good for you and has been great for my mental and physical health.

I take my students out every week for a walk to the local park so they can enjoy walking too. They love seeing the wildlife and playing there, especially as we don't have a playing field at the school. We need to cross two main roads to get there, and the pedestrian crossings are really good.

I'm pretty confident on the bike and used to cycle to work every day, but since moving schools my new route has a lot of traffic, which I'm not as confident in. I don't like cycling on the roads when it's dark, either. I have a cycle path near me, but only on part of the route - I'd love to have more safe, pleasant cycle routes that connect with each other, so I can cycle more and get my fitness back to where it was. We're getting a secure cycle shelter at the school soon, which is exciting - having to lug your bike up the stairs is definitely a deterrent, so I look forward to using the shelter once it arrives.

Winter maintenance is an issue - I slid on the way to work last week! I understand they can't be everywhere but the main pedestrian routes should get priority.

Cycling solutions

What would make cycling better?

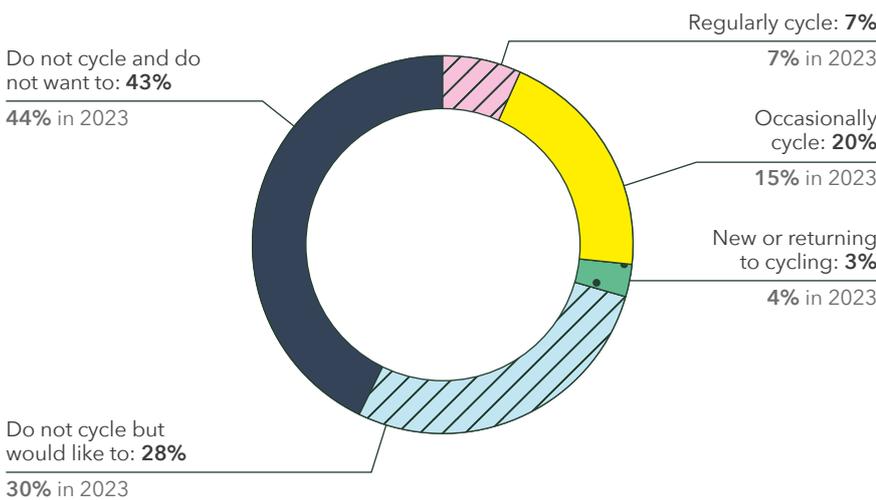


Many residents want to cycle

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'

28% of women



32% in 2023

48% of people from ethnic minority groups



56% in 2023

28% of disabled people



32% in 2023

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?

56%

access to a bicycle
54% in 2023

50%

access to an electric cycle
50% in 2023

37%

access to a cargo cycle with space to carry children or shopping
34% in 2023

29%

access to an adapted cycle, like a tricycle or handcycle
27% in 2023

50%

access or improvements to a city cycle hiring scheme
52% in 2023

55%

access to secure cycle parking at or near home
53% in 2023

43%

cycling training courses and organised social rides
44% in 2023

Proportions of residents with access to an adult cycle

46% of all residents



42% in 2023

36% of socio-economic group DE



34% in 2023

59% of socio-economic group AB



51% in 2023

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:

23% 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

21% in 2023

34 miles

of traffic-free cycle paths away from the road

33 miles in 2023

2 miles

of cycle paths physically separated from traffic and pedestrians

2 miles in 2023

154

cycle parking spaces across 3 railway and bus stations

150 spaces across 3 stations in 2023

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

69%

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

71% in 2023

66%

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

65% in 2023

64%

more signposted local cycle routes along quieter streets

66% in 2023

64%

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

61% in 2023

Among residents:

80%

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

62%

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



Sally

I've chosen to use my bike more as I become more environmentally aware. I think cycling is a nice way to spend my time. It's a form of exercise that I can take into older age. Since getting rid of the car, it's really allowed me to kind of slow down my lifestyle as well.

When I go bikepacking it's an adventure and a sense of autonomy comes with that. For me, it's also about releasing lots of material needs and it makes you think more about sustainability. Cycling feeds into a lot of my values and the way I think about life.

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.

63% support



17% oppose



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

74% support



9% oppose



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

These are known as 'School Streets'.

15 schools

in the city have School Streets schemes

10 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

11 years old
to walk
or wheel

12 years old
to cycle

12 years old
to use public
transport

47%

agree there is space for children to socialise and play

56% 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.

32%

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

62%

support setting traffic-reduction targets and taking action to achieve these
58% in 2023

66%

support low-traffic neighbourhoods
62% in 2023

29%

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.^[i]
34% in 2023

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

62% walk or wheel more



56% cycle more



63%

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

17%

of the city's streets have 20 mph speed limits
14% in 2023

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

54% walk or wheel more



52% 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.

49%

agree they regularly chat to their neighbours, more than just to say hello
50% in 2023

44%

feel able to participate in making their neighbourhood a better place to live
44% in 2023

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

71%

of all residents



71% in 2023

70% of women



67% in 2023

72% of men



75% in 2023

54% of LGBTQ+ people



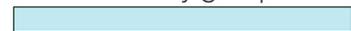
72% in 2023

74% of non-LGBTQ+ people



72% in 2023

82% of people from ethnic minority groups



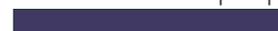
75% in 2023

70% of white people



71% in 2023

65% of disabled people



65% in 2023

74% of non-disabled people



75% in 2023

60% of socio-economic group DE



65% in 2023

80% of socio-economic group AB



80% 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

Since the 2023 report, Dundee has made progress in several areas to make walking, wheeling and cycling more accessible to as many people as possible.

Multiple projects have been progressed and implemented city-wide, to ensure that people from all areas can benefit from improved active travel infrastructure and public spaces.

We have made meaningful progress on our Sustainable Transport Delivery Plan, including progressing design work on the following:

- Sustainable Transport Corridors on both Lochee and Arbroath Road, integrating active freeways and bus priority corridors
- Eden Connections, connecting Eden project Dundee with the City Centre, Waterfront and neighbouring areas
- Union Street Transformation, fully pedestrianising a City Centre street using an exemplary co-design process (now under construction)
- St Leonard Park Regeneration, creating new and improved active travel routes through the park connecting schools and the neighbourhood to the Green Circular and future active freeway on MacAlpine Road
- School Streets, we have added 5 more schools to the scheme, making the streets around even more schools safer, reducing congestion and pollution to encourage young people to use active travel.

We have also installed many of our new 20 mph zones and completed construction on both the Bell Street Hub (more detail below) and the Broughty Ferry-Monifieth Active Travel Project, which includes 1.5 miles of segregated cycleway – a first for Dundee and the benchmark for future projects.

||
... fully pedestrianising a City Centre street using an exemplary co-design process (now under construction).
||

We have also installed hundreds of new public cycle parking spaces, piloted a large-scale cycle store for residents of multi-storey flats and installed cycle parking and storage at schools across Dundee. We also remain committed to subsidising our on-street residential cycle storage scheme to ensure it is accessible to as many people as possible.

Finally, we are one of the first local authorities in Scotland to be fully committed to enforcing new legislation banning pavement parking – see more below for our progress on this.



Bell Street Hub

The Bell Street Hub represents an ambitious redevelopment of a car park into a project to support people in changing travel habits for the future. Operated by Angus Cycle Hub CIC, the hub includes a cycle and wheeled sports skills park, indoor cycle training space and pump track, cycle shop and servicing centre, and secure public storage for over 150 cycles and cargo/e-bike hire.

The previous Walking and Cycling Index highlighted that people from more deprived backgrounds are less likely to have access to a cycle. Therefore, the hub also includes a bike reuse centre to refurbish and redistribute up to 4,000 bikes annually to people who need them most. It also includes a public bike library and leasing scheme, with affordable prices for low-income users. This demonstrates the importance of the hub in developing Dundee into a more equitable city where more people can access the benefits of everyday cycling.



Pavement parking

Accessibility advocates have long been calling for parking on pavements to be made illegal to keep them clear for people - especially those with disabilities, visual impairments or pushchairs. The Dundee Walking and Cycling Index 2023 echoed these sentiments with 72% of people saying that fewer cars parked on the pavement would help them walk or wheel more.

The Transport (Scotland) Act 2019 made this possible, also prohibiting parking across dropped kerbs and double parking. The act became enforceable in December 2023; two months later, Dundee City Council became the second local authority in Scotland to begin issuing fines. We remain fully committed to upholding this legislation and ensuring our pavements are kept clear for people, not vehicles.

Looking forward

Better places and streets for everyone



Dundee's Sustainable Transport Delivery Plan is working alongside the City Centre Strategic Investment Plan and the Tactran Regional Transport Strategy to ensure a holistic local and regional sustainable transport network that will be developed with accessibility, safety and climate resilience in mind.

Below are some of the projects currently under development which will help achieve this goal.

Sustainable Transport Corridors

To facilitate sustainable transport for everyday journeys, high-quality infrastructure prioritising these modes must be built. That's why we're working to integrate recommendations from the Tayside Bus Partnership Fund Appraisal Study with concept designs for Active Freeways along the Arbroath Road and Lochee Road corridors. This will allow people to take the bus, walk, wheel or cycle along these routes with ease.

Stretching northwest from the Bell Street Hub in the City Centre to Camperdown Park, and to Broughty Ferry in the east, these long-distance routes will facilitate improved sustainable transport journeys for thousands of people a day. Initial consultation has taken place, with further work to be undertaken on detailed design work.

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

54% on walking and wheeling



47% on cycling



64% on buses



56% on trains



32% on trams



37% on other forms of public transport such as community transport, metro or subway, local ferry



31% on driving



... with accessibility, safety and climate resilience in mind.

Eden Connections

Dundee City Council is working with Eden Project Dundee to redevelop an ex-industrial brownfield site on the edge of the City Centre into a world-class visitor attraction expected to receive approximately 500,000 visitors per year.

Car parking at the site will also be limited to disabled bays. Sustainable transport options are therefore essential. Eden Connections will provide high quality walking, wheeling and cycling links:

- Between Dundee City Centre and Eden
- Between the Arbroath Road Sustainable Transport Corridor and Eden
- Between Olympia Car Park and Eden

These routes have been identified and consulted on, with further detailed design work now taking place.

Strathmartine Connections

This project will create new and improved placemaking throughout St Leonard Park and into the greenspace at Baldragon Academy, with road safety improvements at St Andrews Primary School, Strathmartine roundabout and the nearby streets and greenspaces, making it easier, safer and more attractive for people walking, wheeling and cycling. It will also connect to the Green Circular and the planned MacAlpine Road Active Freeway, connecting residents to the wider active travel network.

The area has, for a long time, experienced flooding and disruption during storms and extreme weather events. Therefore, a Sustainable Drainage Strategy is being developed as part of this project in order to realise multiple benefits and create a more climate-resilient area.



Billy, bike shop owner

I spent more than three decades working at Nicholson cycles until its closure in June 2025. That is when I decided to pedal on and keep the name going. I stepped into the unknown of becoming a business owner and opened my own cycle repair shop across the road.

Nicholson and Frame's offers cycle repairs, servicing and recently started selling entry level bikes which is a big achievement for us so far.

Many cyclists have been really supportive of the new business venture with old and new customers coming through the door. Not only locals but from all over Scotland.

In my opinion cycling in Dundee is a healthy balance of community cyclists and leisure cyclists of all ages.

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 Dundee 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 Dundee has been funded and supported by Transport Scotland. The project is co-ordinated by Walk Wheel Cycle Trust and has been supported by Dundee City 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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