

Dublin Metropolitan Area

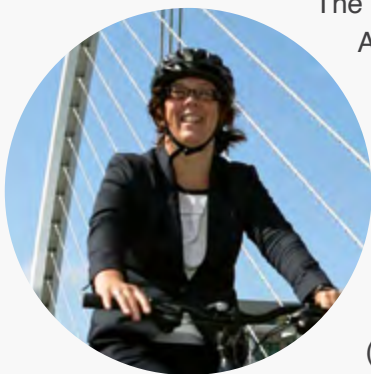
Walking and Cycling Index 2021





Foreword

Our vision for walking, wheeling and cycling in the Dublin Metropolitan Area



The National Transport Authority (NTA) is delighted to publish the second iteration of the Dublin Metropolitan Area Walking and Cycling Index (formerly Bike Life). While Bike Life primarily focused on cycling, the Walking and Cycling Index includes walking, wheeling and cycling with a greater emphasis on the pedestrian experience and environment.

The 2021 Walking and Cycling Index allows us to take stock of how the pandemic impacted the way in which we travel. While working from home reduced the commute for many, social and leisure walking and cycling trips increased. As people were forced to spend more time within 5km of their home, many experienced their local neighbourhoods anew, on foot or by bike. The Covid-19 pandemic forced us to reimagine our roads and streets, and the NTA and our partner local authorities responded to the challenge. Since 2019 we've added 42km of new cycle routes along roads and physically separated from traffic, or traffic-free and away from roads. We've also seen an increase in women and senior citizens cycling, and in the general perceptions of cycling safety.

It is remarkable that 95% of all Dublin Metropolitan Area residents walk and 25% of us cycle at least once a week. It highlights the importance and reach of the investments made by the NTA into active travel infrastructure.

It is useful and illuminating to have the health, economic and environmental benefits calculated throughout the report for both walking and cycling. 69,000 tonnes of greenhouse gas emissions are saved annually through people choosing to walk instead of drive in the Dublin Metropolitan Area - equivalent to 980,000 people taking flights from Dublin to London.

The case studies within the report are thought-provoking and illustrate how active travel can contribute to an individual's quality of life. The report also recognises that our neighbourhoods should be a place for children to thrive and it is fantastic that we are now measuring children's independence and improving their journeys to school, which is a key focus for the NTA. In the last two years we have initiated and funded the introduction of 40 School Zones in Dublin and established a national Safe Routes to School Programme.

More people than ever want to cycle and walk as part of their daily journey. The information in this report allows us to provide the type of facilities and services that will allow them to do precisely that.

Anne Graham, CEO, NTA



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each cityⁱ reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from the Dublin Metropolitan Area produced in partnership with the National Transport Authority of Ireland. The data in this report predominantly comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,103 residents aged 16 or above in the Dublin Metropolitan Area. The survey was conducted over six weeks in June and July 2021 following Covid-19 travel restrictions across Ireland being lifted. Independent market research company Behaviour & Attitudes conducted the survey which is representative of all residents, not just those who walk or cycle. Across this report we have included comparisons to 2019 data where available.

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

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

Report summary

Dublin Metropolitan Area



Populationⁱ

1,408,010

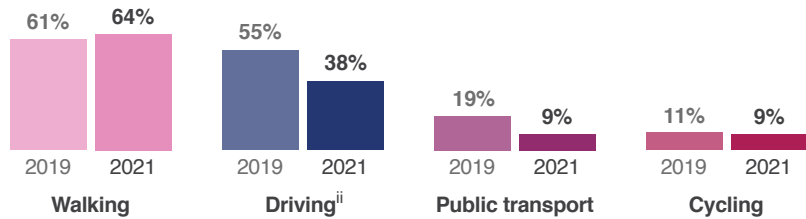
Survey area

The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Impact of Covid-19 on the transport sector, Ireland Department of Transport, June 2021.

Residents who travel by the following modes five or more days a week in the Dublin Metropolitan Area



Participation in walking and wheeling on a regular basis has increased since 2019.

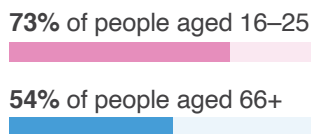
64%
of residents walk at least five days a week
61% in 2019

25%
of residents cycle at least once a week
24% in 2019

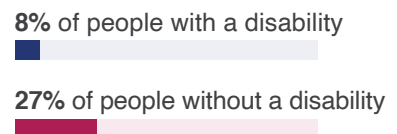
Walking, wheeling and cycling participation is not equal

Many residents are less likely to walk or cycle regularly, for example elderly people and disabled people. However participation rates for cycling amongst women, the elderly and disabled are increasing.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a week

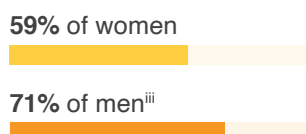


Not all residents feel safe and welcome in their neighbourhood

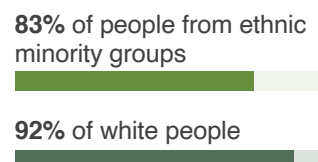
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



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



Socio-economic group is a classification based on occupation maintained by the Association of Irish Market Research Organisations. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. 2016 Census data. This is the most recent available data for the Dublin Metropolitan Area. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in the Dublin Metropolitan Area:

+ Prevents

3,207

serious long-term health conditions



Creates

€1.1 billion

in economic benefit for individuals and the region



Saves

93,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in the Dublin Metropolitan Area takes up to

330,000 cars off the road^{iv}

However,

194.4 million

journeys up to five km are driven in the Dublin Metropolitan Area each year

If **80%** of these journeys were walked or cycled it could save approximately

64,000 tonnes

of greenhouse gas emissions^v

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

61% on walking

61% in 2019

65% on public transport

71% in 2019

63% on cycling

75% in 2019

37% on driving

34% in 2019

This would help support more liveable neighbourhoods

Among Dublin Metropolitan Area residents:

71% support

14% oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

84% support

3% oppose

the creation of more 20-minute neighbourhoods^{vi}

77% support

7% oppose

the creation of more low-traffic neighbourhoods

74% agree

12% disagree

increasing space for people socialising, walking and cycling on their local main street would improve their local area

82% agree

9% disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

60% agree

21% disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips. v. Based upon each journey being 2.5km in length. vi. See definition on page 14.



Walking in the Dublin Metropolitan Area

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

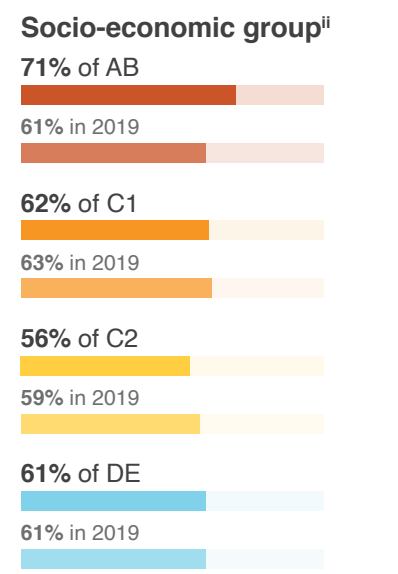
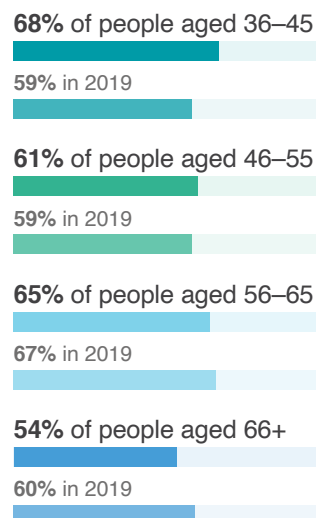
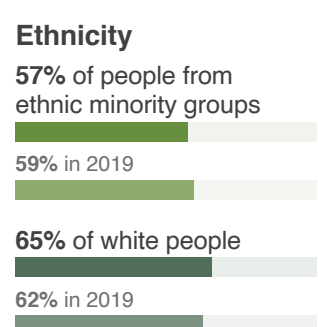
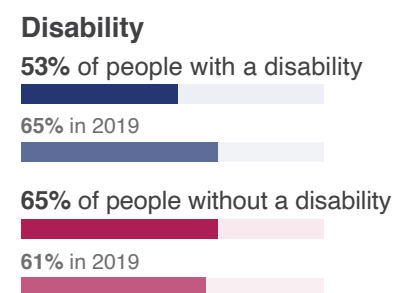
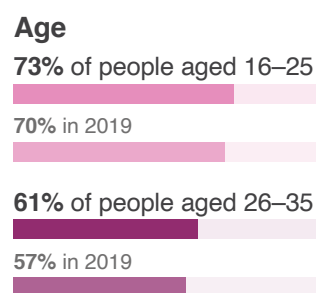
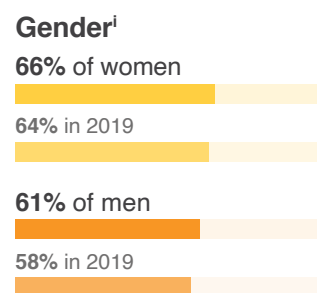
Overall in the Dublin Metropolitan Area the number of people walking and wheeling regularly (at least five days a week) has increased since 2019.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

95% of all residents walk 96% in 2019

64% of residents walk at least five days a week 61% in 2019

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



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Association of Irish Market Research Organisations. 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

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

86%

of residents think the level of safety for walking is good

74%

of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

87% of women



85% of men



Ethnicity

82% of people from ethnic minority groups



86% of white people



Age

91% of people aged 16–25



83% of people aged 26–35



88% of people aged 36–45



81% of people aged 46–55



85% of people aged 56–65



88% of people aged 66+



Disability

82% of people with a disability



86% of people without a disability



Socio-economic group

90% of AB



87% of C1



82% of C2



79% of DE



89%

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



Joanne Mulhall, Commuter



My five-year-old daughter goes to Harold's Cross National School. We used to go by car but now we walk there. I realise it takes the exact same time as going by car, between 10 and 15 minutes.

Earlier this year the school put in pencil-shaped bollards to stop cars parking in the school zone. It's a residential area and parents just parked in the yellow zig-zag areas and across people's gates. The bollards have helped reduce parking outside the school, although it may have just pushed the problem along the road.

Most parents would already walk to the school. The bollards gave me the nudge to walk as it became more of a hassle to find a parking space. My daughter prefers to go this way as she likes to take her scooter.

I've seen the benefits of walking. My step counter has gone way up even though it's just a short walk and it's made me walk to other places like the park instead of driving.



Cycling in the Dublin Metropolitan Area

Cycling participation, safety and satisfaction

Cycling participation

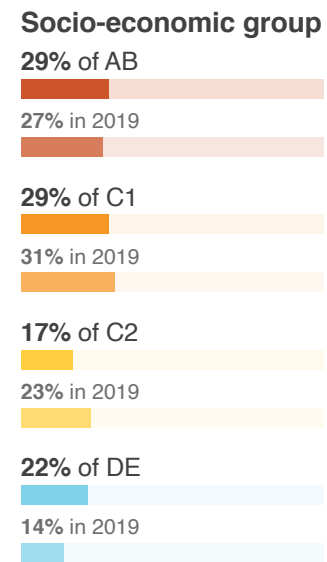
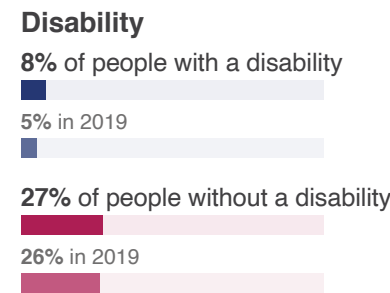
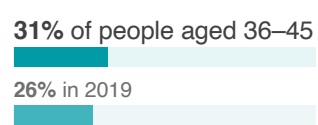
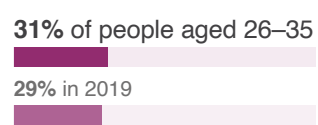
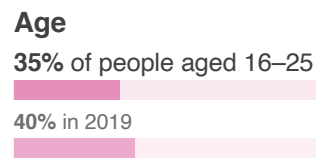
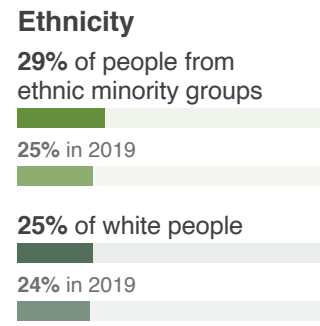
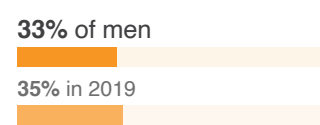
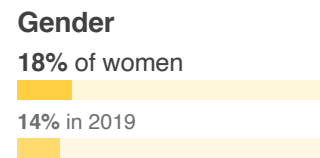
Overall in the Dublin Metropolitan Area the number of people cycling has stayed at similar levels since 2019. Despite a much larger potential, only 25% of people cycle regularly.ⁱ

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling. Encouragingly, perceptions of cycling safety have improved since 2019.ⁱⁱ

35%
of all residents cycle
34% in 2019

25%
of all residents cycle at least once a week
24% in 2019

Proportion of residents who cycle at least once a week



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Dublin Metropolitan Area report.

Cycling safety and satisfaction

65%

of all residents think the level of safety for cycling in their local area is good

47% in 2019

56%

of all residents think the level of safety for children cycling is good

37% in 2019

67%

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

57% in 2019

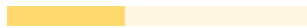
Proportion of residents who think cycling safety in their local area is good

Gender

59% of women



39% in 2019



71% of men



56% in 2019



Ethnicity

70% of people from ethnic minority groups



58% in 2019



64% of white people



46% in 2019



Age

66% of people aged 16–25



56% in 2019



70% of people aged 26–35



49% in 2019



66% of people aged 36–45



47% in 2019



60% of people aged 46–55



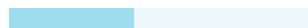
45% in 2019



66% of people aged 56–65



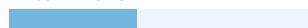
41% in 2019



58% of people aged 66+



42% in 2019



Disability

67% of people with a disability



43% in 2019



64% of people without a disability



47% in 2019

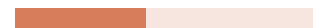


Socio-economic group

65% of AB



43% in 2019



70% of C1



50% in 2019



60% of C2



53% in 2019



59% of DE



45% in 2019



John Legge, Emergency Medicine Doctor



Since I was a child, I always cycled. For me it is just convenient and easy as a means of getting around. Working in emergency medicine, there is a lot of shift work and I often have early starts or late finishes, so public transport may not be up and running when my shifts end.

It's nice to have the bike, it's always reliable and I know how long my journey is going to take. It means my exercise for the day is done at the same time, so I get the benefits of that as well as fresh air.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in the Dublin Metropolitan Area produce important health, economic and environmental benefits for everyone.

Dublin Metropolitan Area residents walk or wheel 83 times around the world every day

526.4 million

walking and wheeling trips were made in the Dublin Metropolitan Area in the past year, which adds up to

1.2 billion kilometres

= 3.3 million kilometres a day.

This equates to each resident spending

11 days

walking or wheeling continuously in the past year.

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
212,500,000

40%

Destination – adults only (eg work, school, shopping):
284,300,000

54%

School – children only:
29,600,000

6%



Walking and wheeling benefit residents and the local economy in the region

In the Dublin Metropolitan Area, the net annual economic benefit for individuals and society from all walking and wheeling trips is

€796 million

Of this total,

€169.8 million

is from people with a car choosing to walk or wheel for transport in the past year.

41c

net benefit from each km walked or wheeled instead of driven

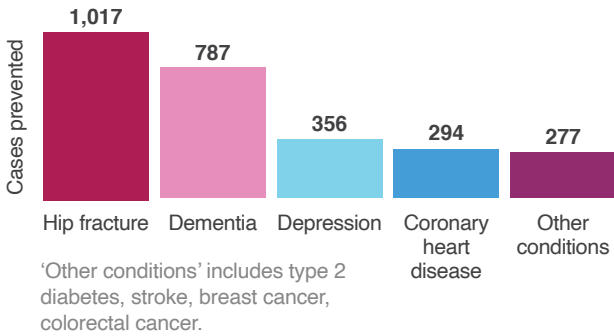


These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

ⁱ. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only.

Walking and wheeling unlock health benefits for everyone

Walking in the Dublin Metropolitan Area prevents 2,731 serious long-term health conditions each yearⁱⁱ



Saving the HSE in the Dublin Metropolitan Area **€24.7 million per year**

equivalent to the cost of **450,000 GP appointments**

Based on applying Dublin Metropolitan Area data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In the Dublin Metropolitan Area the physical activity benefits of walking

prevent 547 early deaths annually

which is valued at

€2.69 billion

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.

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

630,000 kg of NO_x

and

25,000 kg of particulates

(PM₁₀ and PM_{2.5})

79% of residents agree the

air is clean in their local area



Walking and wheeling in the Dublin Metropolitan Area help mitigate our climate crisis

69,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

980,000 people taking flights

from Dublin to London Heathrow.



Transport now accounts for **20%** of the Republic of Ireland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went up by **137%**, while overall emissions went up by just **10%**.

Department of Transport, Transport Trends 2020, An Overview of Ireland's Transport Sector.

Walking and wheeling keep the Dublin Metropolitan Area moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep the Dublin Metropolitan Area moving for all road users.

290,000 return walking trips

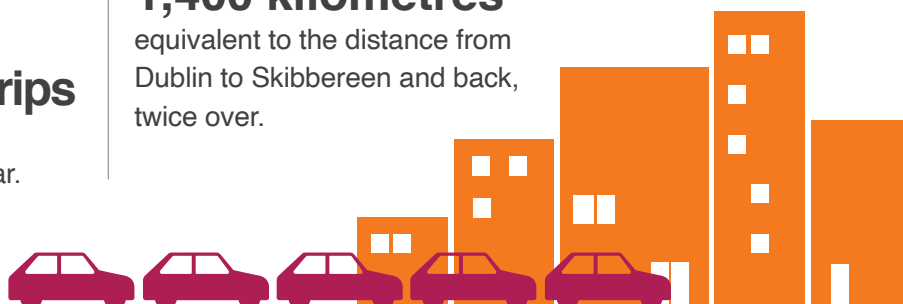
are made daily in the Dublin Metropolitan Area by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

1,400 kilometres

equivalent to the distance from Dublin to Skibbereen and back, twice over.



ii. Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.



Benefits of cycling

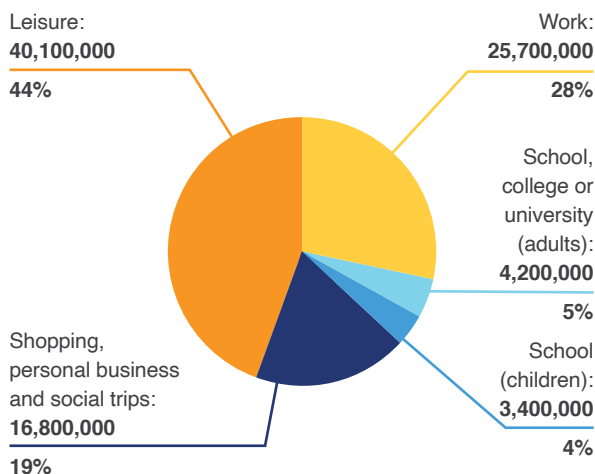
Why everyone gains when more people cycle

Dublin Metropolitan Area residents cycle 32 times around the world every day

There has been a reduction in all non-leisure trips since 2019 as more people stayed at home. However, cycling levels increased for leisure trips.

Annual cycling trips by purpose in the Dublin Metropolitan Areaⁱ

2021:
90.2 million trips

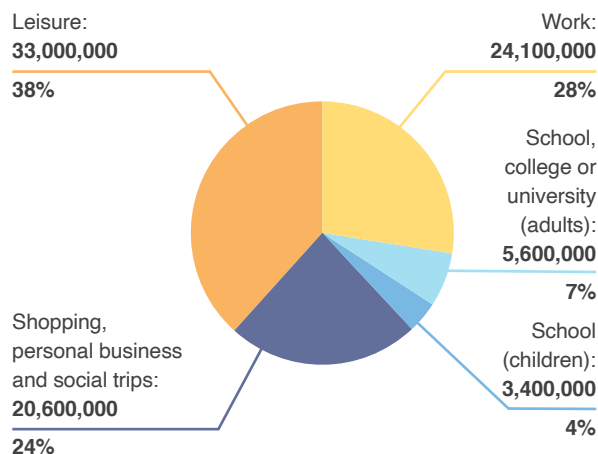


This adds up to

467.9 million kilometres

= 1.3 million kilometres a day

2019:
86.6 million trips



This adds up to

479.3 million kilometres

= 1.3 million kilometres a day

Cycling benefits residents and the local economy in the region

In the Dublin Metropolitan Area, the net annual economic benefit for individuals and society from all cycling trips is

€311.4 millionⁱⁱ

Of this total,

€162.1 million

is from people with a car choosing to cycle for transport in the past year.

€1.14

net benefit from each km cycled instead of driven

€1.09 in 2019



These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

€329.3 million in 2019

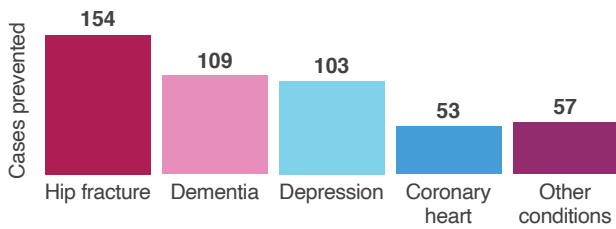
€175.4 million in 2019

i. Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults. ii. Benefit has gone down despite more trips, because of a smaller proportion of transport trips overall, and a smaller proportion of those transport trips being made people with a car in their household.

Cycling unlocks health benefits for everyone

Cycling in the Dublin Metropolitan Area prevents 476 serious long-term health conditions each yearⁱⁱⁱ

491 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the HSE in the Dublin Metropolitan Area

€4.5 million per year

€4.6 million in 2019

84,000 in 2019



equivalent to the cost of

82,000 GP appointments

Based on applying Dublin Metropolitan Area data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In the Dublin Metropolitan Area the physical activity benefits of cycling

prevent 42 early deaths annually

48 in 2019

which is valued at

€205 million

€238 million in 2019

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 more instead of driving improves air quality, saving annually:

160,000 kg of NO_x

180,000 kg in 2019

and

7,500 kg of particulates

(PM₁₀ and PM_{2.5})

8,500 kg in 2019

79% of residents agree the air is clean in their local area



Cycling in the Dublin Metropolitan Area helps mitigate our climate crisis

27,000 tonnes in 2019

24,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



380,000 people in 2019

340,000 people taking flights

from Dublin to London Heathrow.

Transport now accounts for **20%** of the Republic of Ireland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went up by **137%**, while overall emissions went up by just **10%**.

Department of Transport, Transport Trends 2020, An Overview of Ireland's Transport Sector.

Cycling keeps the Dublin Metropolitan Area moving

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep the Dublin Metropolitan Area moving for all road users.

56,000 in 2019

48,000 return cycling trips

are made daily in the Dublin Metropolitan Area by people that could have used a car.

^{iv} Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

229 kilometres

equivalent to the distance from Dublin to Derry/Londonderry.

166 kilometres in 2019



iii. Changes to the benefits depend not only on the number of trips and distance travelled, but also on who is travelling.



Walking solutions

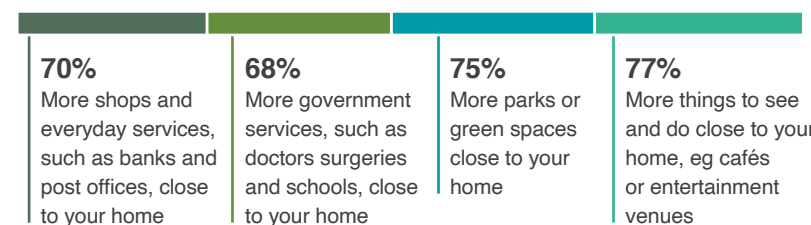
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

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

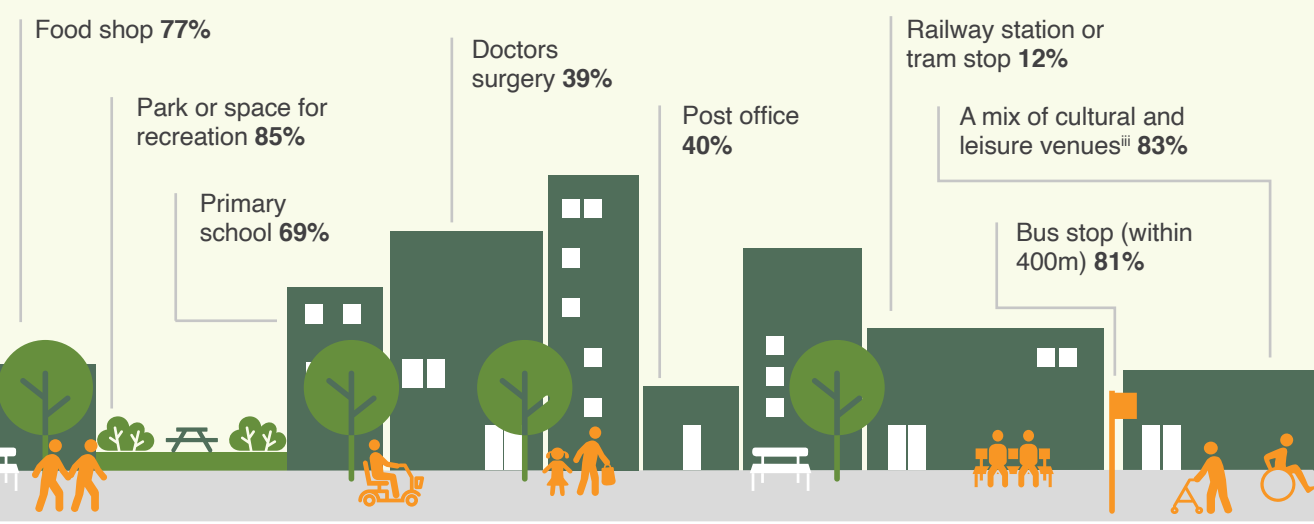


31% of Dublin Metropolitan Area households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

84% agree they can easily get to many places they need to visit without having to drive

Proportion of households within an 800m walk or wheel of the following amenities and services

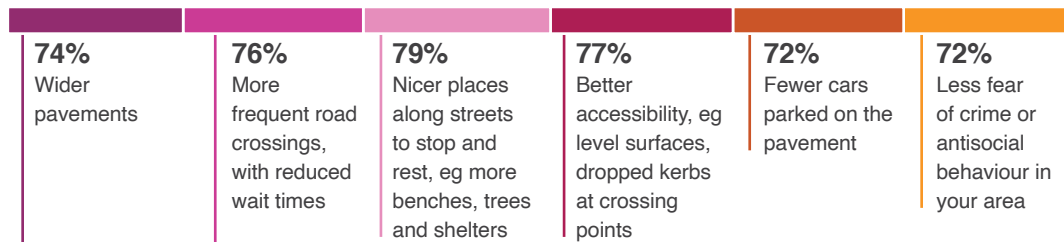


i. UK Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

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

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



In the Dublin Metropolitan Area:

55% of National and Regional roads have a pavement width greater than 3m^{iv}

73% of minor roads have a pavement width greater than 2m

On all roads making up junctions, **34%** of those with traffic lights for cars have no red and green man for pedestrians

82%

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



Tom Feeney, Chairman of Blackrock Business Network

Under Covid measures, Blackrock Village Main Street was developed into a one-way system for vehicles with a contra-flow cycle lane and widened footpaths. This created opportunities for safer physical distancing and active travel among pedestrians and cyclists in Blackrock Village in south Dublin.

It's turned out great, it's beautiful. This is what Blackrock needed. All you had to do was come here over the weekend. I was here on Saturday and Sunday on several occasions just to monitor what was happening. And I think the big word I would say is vibrancy.

The place was buzzing. There were people sitting on chairs, eating, chatting. No sooner did a group of people leave a bench or a chair than another group came in. Previously it was just lacking in life. The place was just soulless. Suddenly there's a new vibrancy, a new atmosphere has been created.

iv. National and Regional roads are main roads. Pavement widths are calculated using OS Mastermap Topographic data © Copyright Ordnance Survey Ireland - 2021/OSi_NMA_180. Pavement width does not account for obstructions, such as bus stops or litter bins.



Cycling solutions

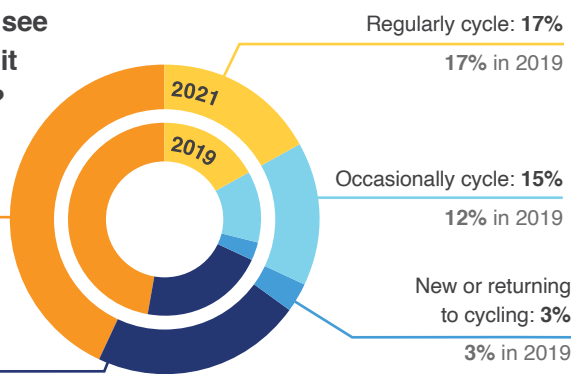
What would make cycling better?

Many Dublin Metropolitan Area residents want to cycle

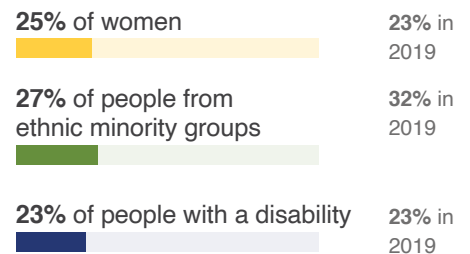
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **43%**
47% in 2019

Do not cycle but would like to: **22%**
21% in 2019



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



Residents want improved cycling infrastructure

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

65%
More traffic-free cycle routes away from roads, eg through parks or along waterways
70% in 2019

63%
More cycle tracks along roads that are physically separated from traffic and pedestrians
69% in 2019

64%
More signposted local cycle routes along quieter streets
68% in 2019

57%
Better links with public transport (eg secure cycle parking at train /DART/LUAS stations)
61% in 2019

Dublin has **2,392** free cycle parking spaces across all **118** railway stations and tram stopsⁱ
2,647 in 2019

i. Some stations offer secure cycle storage that requires a fee. These have not been included here, but were included in 2019.

The Dublin Metropolitan Area hasⁱⁱ:

95 km
of traffic-free cycle routes away from the roadⁱⁱⁱ
86 km in 2019

118 km
of cycle tracks physically separated from traffic and pedestrians^{iv}
84 km in 2019

2 km
of signposted local cycle routes along quieter streets
1 km in 2019

7%
of households are within 125m of these routes

226 km
of cycle tracks level with the footpath, distinguished by a different surface
224 km in 2019

71%
of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
84% in 2019

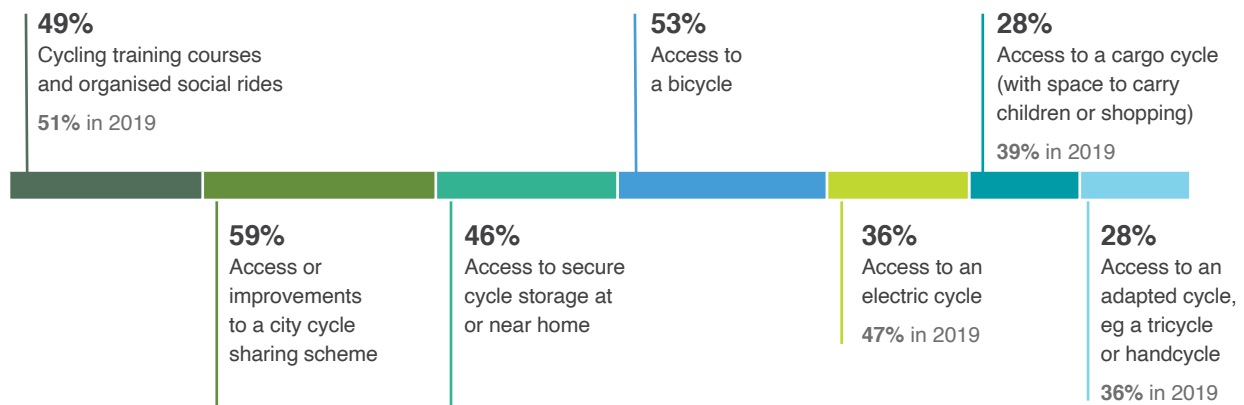
ii. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.

iii. Part of the change in route length figures is due to the tightening up of mapping against the Walking and Cycling Index criteria.

iv. This does not include 'pop-up' cycle tracks installed during the pandemic.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Dublin Metropolitan Area cycle share schemes^v

2,460 shared cycles
2,100 in 2019

117 cycle share stations
116 in 2019

1,635,700 annual trips
3,947,677 in 2019

Reported cycle thefts


There were **3,789** reported cycle thefts in the Dublin Metropolitan Area in 2020/21.
3,997 in 2019/20

For every **154** people who own an adult cycle in the Dublin Metropolitan Area, there was **1** reported cycle theft in the past year.

Cycle access

52% of residents have access to an adult pedal cycle
53% in 2019

21% of households are within 800m of a cycle shop^{vi}

There is a public cycle parking space for every **31** people who cycle in the Dublin Metropolitan Area.  **38** in 2019



Clodagh, e-bike User



I was born with hip dysplasia which if undiagnosed can lead to lifetime disability and impaired mobility. For me, cycling is a way to overcome that barrier because walking can be difficult.

My bicycle is my lifeline. I have always cycled to work but three years ago I moved to the suburbs and got an e-bike This was revolutionary for me because I could continue the commute to work, a round trip of about 20 km. One of the biggest challenges is finding bike parking in the city centre within a reasonable walking distance to places. In my workplace I am lucky there is underground parking available.

You wouldn't leave your laptop or mobile out in the weather all day because it affects the battery. The same goes for e-bikes. As they get more popular, I hope that parking facilities get better and increase, so more people of all abilities will bike to work and to town.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

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

91% of residents



90% of women



83% of people from ethnic minority groups



92% of men



92% of white people



88% of socio-economic group DE



90% of people with a disability



92% of socio-economic group AB



91% of people without a disability



The dominance of motor vehicles can discourage walking, wheeling and cycling

58% of residents think that their streets are not dominated by moving or parked motor vehicles.

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

71% Walk more



62% Cycle more



59%
in 2019

Low-use minor roads are not designed to carry through-traffic, but in the Dublin Metropolitan Area 12% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

73% agree that restricting through-traffic on local residential streets would make their area a better place.

70% in 2019

23% of all streets in the Dublin Metropolitan Area should typically have traffic travelling at speeds below 30km/h.ⁱⁱ

Residents would find more streets with 30km/h speed limits useful to:

69% Walk more



62% Cycle more



23%
in 2019

56%
in 2019

Residents want local streets to be better spaces for people to spend time in

82%
in 2019

74% agree increasing space for people socialising, walking and cycling on their local main street would improve their local area

85% agree they regularly chat to their neighbours, more than just to say hello

77% support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org. Low-use minor roads are those classed as 'less significant minor roads' on OpenStreetMap.

ii. Excludes motorways. Source: NAVSTREETS Speed Category data, from NAVTEQ data set.

Brian Farrelly, D7 Cycle Bus



Brian Farrelly is a parent and part of the D7 Cycle Bus that escorts children to safely cycle to school five days a week.

“We need traffic calming and better junctions for bikes. You must sit in the middle of the road and cars are not inherently slow or friendly at these junctions. Ultimately we need segregated cycle lanes so that the children can cycle safely to school.

To have safe neighborhoods we need bikes and outdoor activities to be normalised, such as using a bike or walking to the park as opposed to driving. We need more bike parking, it’s funny how few bike parks there are in Dublin. More places to lock your bike would make places more accessible and friendly. And I think a 30km speed limit in the city would be really good, as well as bus drivers doing cycling courses so they can understand how dangerous it is when they swerve or don’t pay attention.

Cycling is something we all enjoy as a family. As it is our primary method of transport for school and socialising. It is our number one source of exercise and our chance to do things together”.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

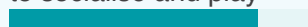
If we design neighbourhoods with children in mind they will then work better for everyone else too.

11 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents’ responses).ⁱⁱⁱ

82% of residents agree there is space for children to socialise and play



52% of households are within 800m of a children’s playground



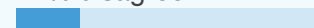
Among Dublin Metropolitan Area residents:

60% agree



58% agree in 2019

21% disagree



24% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as ‘School Streets’.

2

permanent School Streets schemes exist in the Dublin Metropolitan Area.^{iv} But see School Zones on page 20.



iii. Children’s Independent Mobility: an international comparison and recommendations for action, 2015.

iv. Figure given is correct as of 26 May 2021.



Developing the Dublin Metropolitan Area

Recent walking, wheeling, cycling and neighbourhood changes

The Covid-19 outbreak in 2020 resulted in significant changes to our trip making, via travel restrictions, working from home and social distancing requirements. The pandemic brought increased focus on provision for cycling and walking as healthy, sustainable forms of travel, as public transport carrying capacity was reduced to as little as 25% in line with social distancing requirements.

Local authorities responded to the challenge and €63.5 million was invested in walking and cycling projects in 2020 in the Greater Dublin area, representing more than a threefold increase in funding from 2019. An additional 43km of protected cycle facilities were provided in the metropolitan area. Footpath buildouts increased space and comfort for pedestrians in many urban centres and Dublin City Council reduced all of their signal times to reduce pedestrian wait time and crowding.

As local neighbourhoods became more of a focus for Dubliners, the National Transport Authority (NTA) funded local authorities to support local businesses and improve the urban realm through road space reallocation for outdoor seating and planting. This resulted in a ‘makeover’ for many neighbourhood centres including Dundrum, Blackrock, Malahide and many Dublin city centre streets where space for people replaced space for cars.

Dublin City Council also installed over 40 School Zones to slow traffic and restrict vehicular drop-off in the immediate vicinity of a school, using eye-catching surface treatments and pencil-shaped bollards. The success of these School Zones projects prompted a new national Safer Routes to School programme, which was launched in March 2021 to accelerate the delivery of walking, scooting and cycling infrastructure on access routes to schools, to provide ‘front of school’ treatments, and to increase bike parking at schools.

To resource the delivery of active travel projects, the NTA worked with the Department of Transport to secure 145 additional staff positions in the Greater Dublin Area local authorities. To assist in the training of active travel practitioners, the NTA ran a 12 week active travel series in collaboration with Engineers Ireland. This series is available online: www.engineersireland.ie/Professionals/Communities-Groups/Active-Travel-Series



An additional 43km of protected cycle facilities were provided in the Dublin Metropolitan Area.



Interim Liffey Active Travel Route

This 2.5km scheme (pictured left) included temporary widening of footways and the installation of protected cycleways using kerbing, bollards and planters along the river quays and reconfiguring of traffic signals along the corridor.

Hartstown Ring Road Active Travel Scheme

This 4km route involved the upgrade of the existing cycle lanes on Hartstown Road to include an innovative extruded kerb to protect cyclists from vehicular traffic. Additional pedestrian crossing and junction improvements were added in a subsequent phase. The cycle and pedestrian facilities link the surrounding residential area to schools and workplaces.

Wellington Lane Active Travel Scheme

This 2km scheme involved upgrading existing cycle tracks with bollard protection to segregate and protect cyclists from vehicular traffic. Segregated cycle facilities and new pedestrian crossings were also provided at two main roundabouts.



Coastal Mobility Route

The 4.5km Coastal Mobility Route (pictured left) is a two-way segregated cycle lane with buff surfacing, extending over 3.6km in two uninterrupted sections from Newtown Avenue in Blackrock to Coal Quay Bridge, and from Queen's Road to the Forty Foot in Sandycove, and a further 0.9km section through quiet streets. This project was made possible through the reallocation of road space and through the introduction of a one-way system for vehicles along the route, providing safety and quality improvements for pedestrians and cyclists. Approximately 20,000 cyclists are utilising the route each week.



Looking forward

Better streets and places for everyone

The Programme for Government – Our Shared Future sets out an ambitious and wide-ranging set of commitments in relation to active travel, supported by an increased multi-annual budgetary allocation amounting to some €1.8 billion national investment in active travel over the lifetime of the Government.

To deliver this level of investment the National Transport Authority (NTA) worked with the Greater Dublin Area (GDA) local authorities on a planned infrastructure plan to 2025 which has 3 main components:

1. Cycle facilities delivered on main radial routes under the BusConnects programme
2. Prioritised GDA Cycle Network on non-BusConnects routes
3. Rapid deployment of interim cycle facilities programme.

This infrastructure programme will be supported by:

- Increased resources funded by the Department of Transport to progress the delivery of active travel projects. Recruitment processes are well underway in individual local authorities and staff numbers in active travel teams across the Greater Dublin Area have more than doubled in the past 12 months.
- An updated National Cycle Manual and subsequent training of relevant stakeholders in relation to cycle design. This will be available in 2022.
- Additional training, workshops and site visits.
- The Green Schools Travel, Smarter Travel Workplace, Campus Behavioural Change, and Safe Routes to Schools programmes.

“““

Staff numbers in active travel teams across the Greater Dublin Area have more than doubled in the past 12 months.

Specific projects that are planned to be completed or substantially complete by the next iteration of the Walking and Cycling Index in 2024 include:

- The Dodder Greenway in South Dublin
- The extension of the Liffey Cycle Route to the Docklands
- Royal Canal Greenway from the Liffey to Castleknock and from Maynooth to Confey
- Broadmeadow Way from Malahide to Donabate
- Sandyford Area Cycle network
- South Tallaght Cycle Network
- St Cronins Road in Swords
- Churchfields Road in Mulhuddart
- Rathingle River Valley Swords Cycle Scheme
- Clonskeagh road UCD to Ashtons
- 3 Large Scale Active Travel School Routes Dun Laoghaire
- Celbridge bridge
- Kilcock Road and Celbridge Road in Maynooth.

In addition the NTA are pursuing Rapid Deployment schemes with local authorities, which are schemes that utilise road space reallocation and/or innovative construction techniques to deliver schemes faster than traditional construction approaches



Reka Kurtos, Small Business Owner



Reka Kurtos invested in an e-cargo bike for her successful floristry business, Annie Bloom, in South Dublin in February 2021.

“My main motivation in getting the e-cargo bike was to reduce my carbon footprint and be more eco-friendly. It has also turned out to be very convenient, we can get through traffic quicker and it is a healthier form of transport.

The e-cargo bike goes much further than you’d think. We can use it to deliver to the whole southside between the seafront and M50, it is a very wide radius. I see it as a long-term investment. I needed to employ a second member of staff so we have one delivery driver and one for the e-cargo bike. The delivery van goes to further destinations but the e-cargo bike is much more flexible as we can take orders right up until 4 or 5pm to deliver locally.

Our customers love it and some even ask to have their flowers delivered by the e-cargo bike. We have a custom-made box of vase holders within the bike which we can alter depending on the delivery. It can hold between six and twelve vases.

Some of our customers are also other business owners and they ask us about the e-cargo bike and are interested in it for their own businesses, so I definitely see it as the future for deliveries.”

Notes on methodology:

The attitudinal survey was conducted over six weeks in June and July 2021 by independent market research company Behaviour & Attitudes.

The survey is representative of all Dublin Metropolitan Area residents, not just those who walk or cycle.

2019 survey data was collected from June to July 2019, also by Behaviour & Attitude, following the same methodology.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

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 and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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