

# The Walking and Cycling Index, 2023

Republic of Ireland Metropolitan Areas



# What is the Walking and Cycling Index?

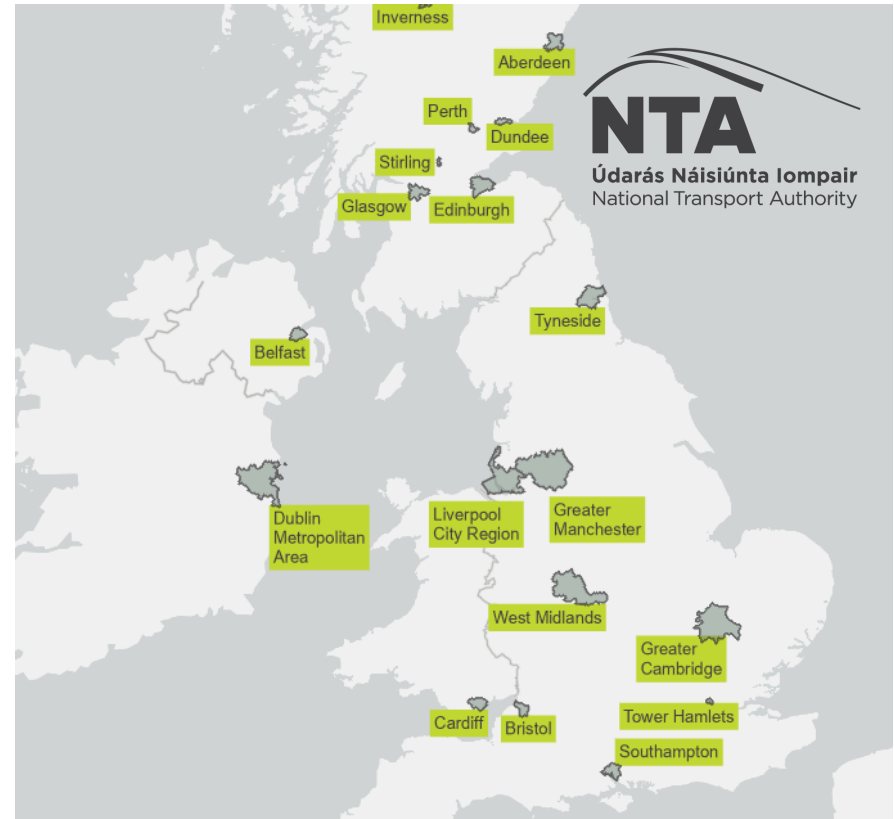
**Assessment of** walking, and cycling in cities, towns and urban areas across the UK and Ireland.

Inspired by the **Copenhagen Cycling Report**

It began in 2015 as 'Bike Life', Dublin joined in 2019

Reports are produced once every two years

18 cities and urban areas are publishing reports this year



# What is the Walking and Cycling Index

**Baseline** for each city that includes all trips not just commuter trips

Asks what people want and can provide a **mandate** for infrastructure changes

High Quality Evidence re **Health Economic and Social benefits**

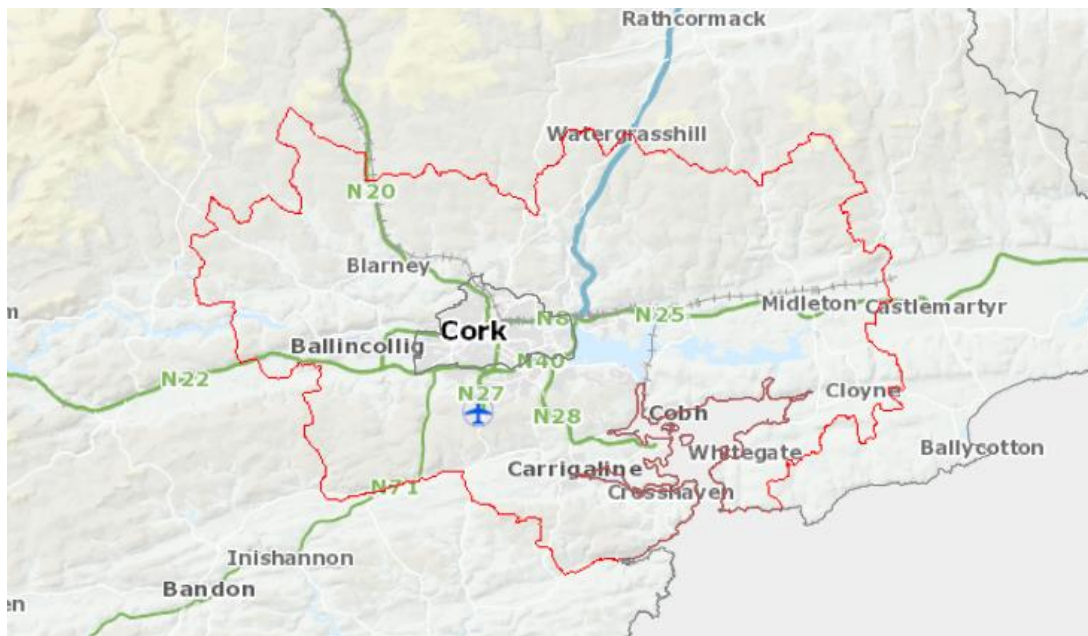
**Not used for comparison of** cities against each other



# Dublin Metropolitan Area



# Cork Metropolitan Area



Cork

# Limerick Metropolitan Area



# Galway Metropolitan Area



# Waterford Metropolitan Area





# What's in it?

## Behavioural and attitudinal data

- An independent and representative survey of over 1,100 people aged 16+ in each city not just for those who walk and cycle.

## Benefits of Walking and Cycling

- Modelled Environmental, Economic and Health

## Case studies

- Human stories of how active travel impacts peoples lives

## City data – Dublin Metropolitan Area Only

- Widths of footpaths, km of cycle tracks, no of pedestrian crossings, etc...



# Residents Survey

- 1100 people over 16 in each City
- Demographically Representative
- 34 Questions, 15mins
- How and why they travel and what would help them walk and/or cycle
- How they feel about investment
- Tablet handed over for sensitive questions



# Levels of walking and cycling

**64%**

of residents walk at least five days a week

61% in 2019

UK average is 50%

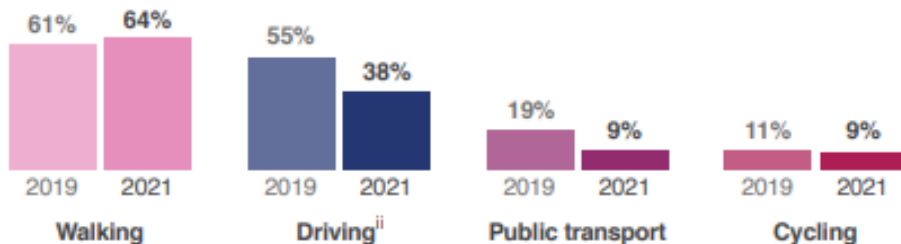
**25%**

of residents cycle at least once a week

24% in 2019

Liverpool 11%, Manchester 13%

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



# Impact of walking and cycling in the Dublin Metropolitan Area

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

**330,000 cars off the road<sup>iv</sup>**



Saves

**93,000 tonnes**  
of greenhouse gas emissions

Equivalent to 1.3m flights from Dublin to Heathrow

*Each year walking and cycling*



Prevents

**3,207**  
serious long-term health conditions

+

**589** early deaths



Creates

**€1.1 billion**  
in economic benefit for individuals and the region



# Who is walking

**64%**

of residents walk at least five days a week

61% in 2019

UK average is 50%

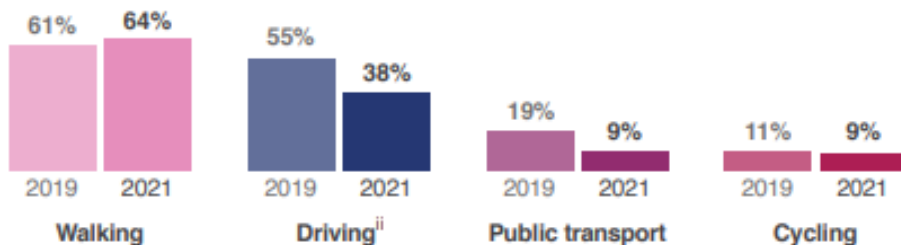
**25%**

of residents cycle at least once a week

24% in 2019

Liverpool 11%, Manchester 13%

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



# Who are they?

**95%**

of all residents walk

96% in  
2019

**64%**

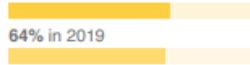
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least five days a week

61% in  
2019

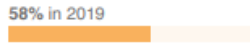
Proportion of residents who walk or wheel at least five days a week

## Gender<sup>1</sup>

**66% of women**



**61% of men**

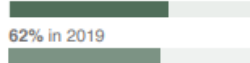


## Ethnicity

**57% of people from  
ethnic minority groups**

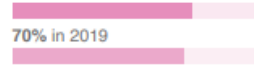


**65% of white people**



## Age

**73% of people aged 16–25**



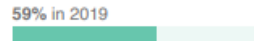
**61% of people aged 26–35**



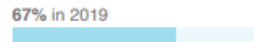
**68% of people aged 36–45**



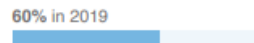
**61% of people aged 46–55**



**65% of people aged 56–65**



**54% of people aged 66+**



# What do people walk for?

## Annual walking and wheeling trips by purpose<sup>i</sup>

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%



# What would help people walk more?

**70%**

More shops and everyday services, such as banks and post offices, close to your home

**68%**

More government services, such as doctors surgeries and schools, close to your home

**75%**

More parks or green spaces close to your home

**77%**

More things to see and do close to your home, eg cafés or entertainment venues





# What do people to fund?

## 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

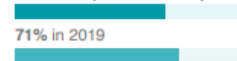


63% on cycling



75% in 2019

65% on public transport



37% on driving



34% in 2019



# Who cycles?

**35%**

of all residents cycle

34% in  
2019

**25%**

of all residents cycle at  
least once a week

24% in  
2019

## Gender

**18% of women**

14% in 2019

**33% of men**

35% in 2019

## Ethnicity

**29% of people from  
ethnic minority groups**

25% in 2019

**25% of white people**

24% in 2019

## Age

**35% of people aged 16–25**

40% in 2019

**31% of people aged 26–35**

29% in 2019

**31% of people aged 36–45**

26% in 2019

**24% of people aged 46–55**

23% in 2019

**15% of people aged 56–65**

13% in 2019

**10% of people aged 66+**

6% in 2019



# What do people cycle for?

2021:  
**90.2 million trips**

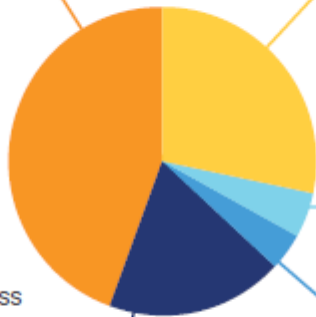
Leisure:  
40,100,000  
44%

Work:  
25,700,000  
28%

School,  
college or  
university  
(adults):  
4,200,000  
5%

School  
(children):  
3,400,000  
4%

Shopping,  
personal business  
and social trips:  
16,800,000  
19%



This adds up to

**467.9 million kilometres**

= 1.3 million kilometres a day



# What would help you cycle more?

**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

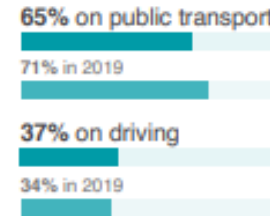
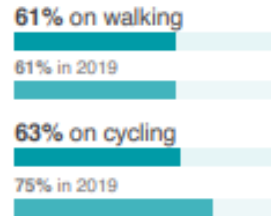
68% in 2019



# What if there is a negative reaction?

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

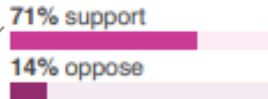
Percentage of residents who would like to see more government spending on:



29% Belfast,  
28% Aberdeen  
29% Newcastle

## This would help support more liveable neighbourhoods

Among Dublin Metropolitan Area residents:



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



the creation of more 20-minute neighbourhoods<sup>4</sup>



the creation of more low-traffic neighbourhoods

68% Belfast,  
61% Aberdeen  
53% Newcastle

# What was done from 2019-2021?

- 43km of additional protected cycle facilities from 2019 to end 2020
- More space for people who walk and cycle and linger, in places Dundrum, Blackrock, Malahide and Dublin city centre streets
- Over 40 School Zones
- Active Travel teams established in Local Authorities, staff numbers more than doubled during 2021

**65%**

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

47% in 2019



# Looking forward

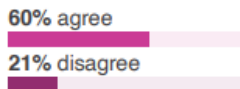
- Major national investment in active travel
- Infrastructure plan to 2025
  - Prioritised Cycle Network
  - Rapid deployment programme
  - Increased focus on School Travel – SRTS programme
- More staff in Local Authorities
- Research to understand and alleviate public concerns at local level and speed up delivery



## Case study – School Zone

School Zones were installed to reduce congestion emissions and traffic danger at the school gate and improve the environment for those walking and cycling

***“Earlier this year the school put in pencil-shaped bollards to stop cars parking in the school zone... The bollards gave me the nudge to walk as it became more of a hassle to find a parking space.”*** Joanne Mullhall, Parent Harrod's Cross National School



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





# Case study: Tom Feeney, 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.

***“It’s turned out great, it’s beautiful. This is what Blackrock needed...Suddenly there’s a new vibrancy, a new atmosphere has been created.”***

74% agree

12% disagree

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



# Case study: Dr John Legge

*“Working in emergency medicine, there is a lot of shift work ...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.”*

Walking and Cycling saves HSE  
€29.2 million per year



equivalent to the cost of

**522,000 GP  
appointments**



# Communications and The Walking and Cycling Index, 2023

Republic of Ireland Metropolitan Areas



# Six One News



SUstrans 

  
**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

[https://youtu.be/Ze\\_5cLZdR9s](https://youtu.be/Ze_5cLZdR9s)

# Irish Times Editorial

Editorials

## The Irish Times view on cycling infrastructure: a tipping point

The pandemic has strengthened the case for getting more commuters cycling and walking

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access for cars. A vocal minority is pushing against cycling and walking initiatives, but it is not representative of the public mood. Research published by the National Transport Authority

last week found 84 per cent of Dubliners supported building more of these lanes, even when this would mean less room for other road traffic.

Plans to i

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park in or drive on a cycle path. Despite being short-changed on the provision of adequate road space and the enforcement of the infrastructure that does exist, cyclists have taken to the roads in record numbers. This is particularly evident in Dublin, where their numbers have risen from fewer than 6,000 on the morning commute in 2006 to more than 13,000 now.

# Using Evidence to Support Schemes

## Hartstown Road Protected Cycle Lanes

### What is proposed?

Upgrading the existing cycle lanes on Hartstown Road and Mountview Road by providing a new kerb to protect cyclists from vehicular traffic.

### Why?

Now more than ever, we need more people to choose cycling and walking for local and commuting trips;

Cycle tracks physically separated from traffic and pedestrians by kerbs is what people want to encourage them to cycle more; and

Recent surveys show 72% of residents in Fingal support building more protected on-road cycle lanes even if means less room for other road traffic.

Comhairle Contae  
Fhine Gall  
Fingal County  
Council



### Scheme Benefits

Safer cycle facilities, linking the area to schools and workplaces

Safer pedestrian environment

Improved air quality, reduced traffic speeds and associated noise

Quick, efficient construction



# Social Media Campaigns

← Tweet



Bike Week fact: Every year cycling creates €258.5 million in economic benefit for individuals in the city.

For more cycling stats see the full Bike Life report at [nationaltransport.ie/news/bike-life...](https://nationaltransport.ie/news/bike-life...)

[#bikeboom2020](#) [#celebratecycling](#) [#cycledublin](#) [#bikeweek2020](#)



Bike Week fact: 78% of residents believe that more cycling would make their area a better place to live and work. For more cycling stats see the full Bike Life report at [nationaltransport.ie/news/bike-life...](https://nationaltransport.ie/news/bike-life...) [#celebratecycling](#) [#cycledublin](#) [#bikeweek2020](#)



8:46 AM · Sep 24, 2020

# Council Websites



Official opening of the N81 Jobstown Junction Walking and Cycling Scheme.  
Pictured: Cllr Baby Pereppadan, Mayor Peter Kavanagh & Cllr Louise Dunne.

## Benefits of Active Travel

- **Active Travel Benefits** - Health Benefits on a recent long term health study done in the Dublin Metropolitan Area .Walking and wheeling prevents 2,731 serious long-term health conditions each year, and the physical benefits of walking prevented 547 deaths annually.
- **Cycling Health Benefits**- Cycling in Dublin Metropolitan Area prevents 476 serious long-term health conditions each year. In Dublin Metropolitan Area the physical activity benefits of cycling prevents 42 early deaths annually.
- **Environmental Benefits**- More people walking improves air quality by 630,000 Kg of Nox and 25,000kg of particulates. 79% of Residents agreed that their air is clean in their local area. Walking and Wheeling helps reduce the impact of our Climate Crisis with 69,000 tonnes of greenhouse gas emissions saved annually.
- **Cycling Environmental Benefits**- 24,000 Tonnes of greenhouse gas emissions saved annually, equivalent to the carbon footprint of 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%**. Cycling can also help manage increases in traffic congestion.

The number of people walking and cycling reduces significantly for journeys over 2km. Whilst understandable for walking trips, the number of cycle trips for short journeys up to 5km should be much higher. According to Census 2016 the table below illustrates the percentage of distance travelled by walking and cycling up to 20km within the South Dublin area.



# Case Studies have led to Videos



Safe Routes to School  
Programme – An Mhodhsc...

1 view • 16 minutes ago



Dodder Greenway Active  
Travel video

5 views • 1 hour ago



Blackrock South Dublin  
Coastal Mobility Route

4 views • 2 hours ago

[https://youtu.be/TR\\_OsW2xUbg](https://youtu.be/TR_OsW2xUbg)

<https://youtu.be/woYwW5eBfmU>

[https://youtu.be/ydJupBLp\\_Ys](https://youtu.be/ydJupBLp_Ys)

# Launch of Survey



Survey very much the same as 2021 available

<https://www.nationaltransport.ie/news/bike-life-dublin-2021-walking-and-cycling-index/>

**Surveys will start in March.** NTA will issue a press release to be shared in advance to allow local press release

**Reports** to be published 04 March 2024

**Launch events in Cities 04-20 March 2024**, to be organised in partnership with each area

# Emma – Case Studies Help

# Q and A

[www.sustrans.org.uk](http://www.sustrans.org.uk)

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