

Dublin Metropolitan Area

Walking and Cycling Index 2025



Our vision for walking, wheeling and cycling



Anne Shaw
CEO National
Transport Authority

I am pleased to present this edition of the Dublin Metropolitan Area Walking and Cycling Index, which provides valuable insights into how people travel and what is needed to make walking, wheeling and cycling safer, easier and more attractive.

Since the last Index in 2023, we have worked with local authorities to deliver record investment in active travel infrastructure. Projects such as the Clontarf to City Centre Active Travel Scheme, the Dodder Urban Greenway, and the expansion of neighbourhood networks and Safe Routes to School initiatives reflect our shared commitment to creating safe, connected streets.

The data shows positive trends. Walking and wheeling remain the most common modes, with 70% of residents doing so at least five days a week. Cycling participation has grown, with 25% cycling weekly and 34% wanting to cycle

more. Every day, 450,000 return trips are walked or wheeled and 66,000 are cycled by people who could have used a car. These choices save 97,000 tonnes of greenhouse gas emissions annually, generate €2.19 billion in economic benefits, and improve health and wellbeing.

Dubliners have indicated their priorities: 66% want more investment in walking and wheeling, 55% in cycling, and only 36% in driving. There is strong support for safer crossings, accessible footpaths and protected cycle paths. These preferences guide our work and reinforce the importance of delivering high-quality, inclusive infrastructure.

Looking ahead, our focus is on completing strategic active travel spines such as the Royal Canal and Dodder Greenways, alongside the delivery of improved active travel facilities as part of the BusConnects corridors. The NTA will work with our partner local authorities to ensure that investment committed under the National Development Plan over the next five years supports the completion of local active travel networks and makes streets safer and easier to cross for those on foot, wheeling or cycling.

The message is clear: people want to walk, wheel and cycle more and drive less. We are responding with infrastructure that supports this ambition and helps create a healthier, safer and more liveable Dublin Metropolitan Area.

Contents

Headlines	4
Walking and wheeling	6
Cycling	8
Benefits of walking and wheeling	10
Benefits of cycling	12
Walking and wheeling solutions	14
Cycling solutions	16
Neighbourhood solutions	18
Developing the area	20
Looking forward	22



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 the Dublin Metropolitan Area, produced in partnership with the National Transport Authority of Ireland. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,107 residents aged 16 or above. The survey was conducted from April to June 2025. Independent market research company Ipsos B&A 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 the Dublin Metropolitan Area 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

Dublin Metropolitan Area

Population^[i]

1,525,225

1,226,529 adults
298,696 children

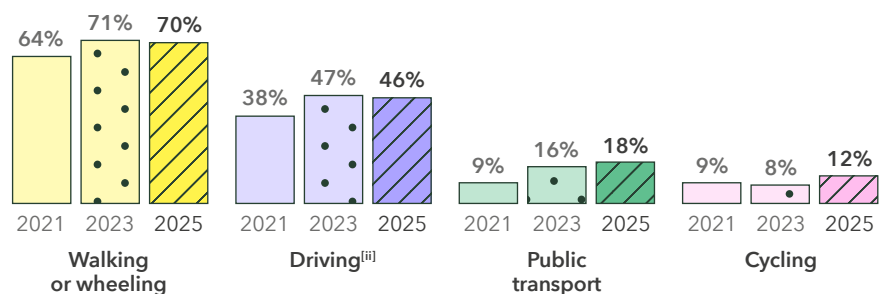


Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Dublin Metropolitan Area residents. Since 2021, walking and wheeling, and cycling has increased.

i. CSO Census 2022. This is the most recent available for the Dublin Metropolitan Area.

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



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.

70%

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]

71% of women

68% of men

25%

of residents cycle at least once a week

Proportion of residents who cycle at least once a week

17% of women

35% of men

Not all residents feel safe in their neighbourhood

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

78% of people with a disability

88% of people without a disability

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

63% of people aged 16-25

53% of people aged 66+

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

84% of socio-economic group DE

89% of socio-economic group AB

iii. See footnote on page 6.

iv. Socio-economic groups AB are managerial while groups DE are manual occupations, homemakers and people not in employment. See page 6 for full definitions.

Everyone benefits when more people walk, wheel and cycle

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

prevents

4,346

serious long-term
health conditions

creates

€2.19 billion

in economic benefit for
individuals and the area

saves

97,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling reduces congestion by taking up to 510,000 cars off the roads every day.

Residents want to walk, wheel and cycle more

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

15% of residents want to drive
less. 50% of residents agree
that they often use a car
because no other transport
options are available.

Walk or wheel

45% more



3% less



Cycle

34% more



2% less



Take public transport

32% more



8% less



Drive

21% more



15% less



Cycling is seen as less safe than other forms of transport

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

87% walk or wheel



59% cycle



86% use public transport



90% drive



Residents support more connected neighbourhoods

70% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 12% oppose such a shift.

87% support



4% oppose



stopping vehicles parking on
the footpath

88% support



4% oppose



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

88% support



3% oppose



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

85% support



5% oppose



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

58% support



25% oppose



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

84% support



4% oppose



having shops, schools, green
space and public transport
within a short walk or wheel of
their home^[v]

v. 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 in the Dublin Metropolitan Area the number of residents walking and wheeling at least five days a week has stayed about the same since 2023.

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

95%

of all residents walk or wheel

94% in 2023

70%

of all residents walk or wheel at least five days a week

71% in 2023

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

Gender^[i]

71% of women



72% in 2023

68% of men



69% in 2023

Ethnicity

64% of people from ethnic minority groups



66% in 2023

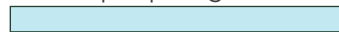
70% of white people



71% in 2023

Age

81% of people aged 16-25



74% in 2023

74% of people aged 26-35



68% in 2023

73% of people aged 36-45



71% in 2023

59% of people aged 46-55



75% in 2023

65% of people aged 56-65



63% in 2023

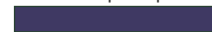
62% of people aged 66+



74% in 2023

Disability

49% of people with a disability



64% in 2023

71% of people without a disability



71% in 2023

Socio-economic group^[iii]

68% of AB



74% in 2023

75% of C1



72% in 2023

72% of C2



66% in 2023

58% of DE



65% in 2023

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

87%

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

82% in 2023

63%

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

69% in 2023

90%

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

87% in 2023

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

Gender

86% of women



81% in 2023

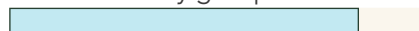
88% of men



84% in 2023

Ethnicity

85% of people from ethnic minority groups



85% in 2023

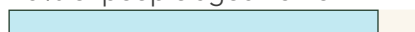
88% of white people



82% in 2023

Age

90% of people aged 16-25



84% in 2023

90% of people aged 26-35



82% in 2023

81% of people aged 36-45



80% in 2023

85% of people aged 46-55



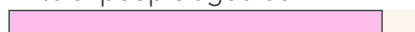
78% in 2023

86% of people aged 56-65



83% in 2023

91% of people aged 66+



88% in 2023

Disability

78% of people with a disability



76% in 2023

88% of people without a disability



83% in 2023

Socio-economic group

88% of AB



87% in 2023

90% of C1



83% in 2023

85% of C2



84% in 2023

82% of DE



69% in 2023



Carolyn Akintola

I love getting out and about in my local community. I'm fortunate to live close to just about everything, so I rarely need to travel by car.

I call my wheelchair Flattery because it gets me everywhere!

On a nice day, it's lovely to head out to the shops, the theatre, or the library, making use of nearby walkways and cycle paths.

There are a few challenges, like barriers that block wheelchair access and footpaths blocked by parked cars. Occasionally, cyclists are unhappy on cycle paths, but powered wheelchair users are permitted.

Overall, accessible facilities benefit everyone.

Cycling

Participation, safety and satisfaction



Cycling participation

A quarter of residents cycle at least once a week.

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

The Dublin Metropolitan Area is increasing safe, dedicated space for cycling.

34%

of all residents cycle
36% in 2023

25%

of all residents cycle at least once a week
25% in 2023

Proportion of residents who cycle at least once a week

Gender

17% of women



16% in 2023

35% of men



35% in 2023

Ethnicity

19% of people from ethnic minority groups



25% in 2023

26% of white people



25% in 2023

Age

29% of people aged 16-25



30% in 2023

34% of people aged 26-35



30% in 2023

30% of people aged 36-45



28% in 2023

23% of people aged 46-55



22% in 2023

19% of people aged 56-65



24% in 2023

12% of people aged 66+



12% in 2023

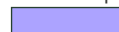
Disability

8% of people with a disability



17% in 2023

27% of people without a disability



26% in 2023

Socio-economic group

29% of AB



32% in 2023

26% of C1



26% in 2023

24% of C2



20% in 2023

18% of DE



13% in 2023

i. See Bike Life 2019 Dublin Metropolitan Area report.

Cycling safety and satisfaction

59%

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

57% in 2023

48%

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

50% in 2023

64%

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

64% in 2023

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

Gender

53% of women



54% in 2023

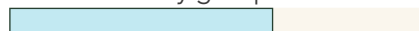
67% of men



61% in 2023

Ethnicity

64% of people from ethnic minority groups



65% in 2023

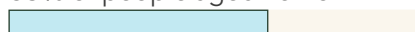
59% of white people



56% in 2023

Age

63% of people aged 16-25



64% in 2023

65% of people aged 26-35



60% in 2023

60% of people aged 36-45



52% in 2023

58% of people aged 46-55



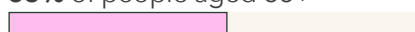
55% in 2023

56% of people aged 56-65



60% in 2023

53% of people aged 66+



52% in 2023

Disability

44% of people with a disability



47% in 2023

60% of people without a disability



58% in 2023

Socio-economic group

61% of AB



59% in 2023

60% of C1



58% in 2023

59% of C2



55% in 2023

54% of DE



53% in 2023



Patrick Neeson

My wife and I joined DLR's Back to Cycling programme in Blackrock Park beside Booterstown Dart station, wondering if we'd fit in with our ancient bikes. No need to worry, there were 15 others aged from 25 to 75 (me).

John from The Bike Hub near Dún Laoghaire Dart station made us all relax, starting with brake control and building up to cycling on the busy road outside the park. He encouraged us to invest in hi-vis gear and good helmets.

The course ended with details on other parks for cycling – helping increase mobility and support the environment. As Tesco says, "every little helps."

Benefits of walking and wheeling

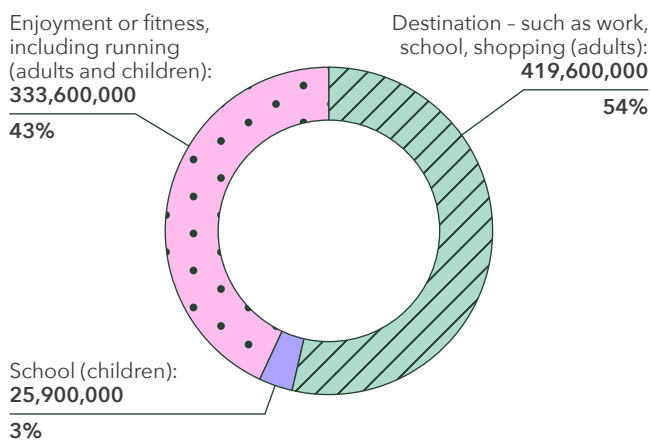
Why everyone gains when more people walk or wheel

Together, Dublin Metropolitan Area residents walk or wheel 100 times around the world every day

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

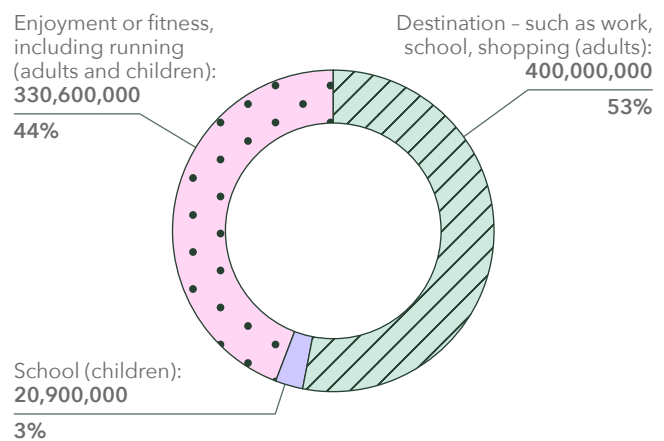
Annual walking and wheeling trips by purpose

779.1 million trips in 2025 which add up to **1.47 billion kilometres**



Average walking or wheeling trip distance: 1.9 kilometres

751.5 million trips in 2023 which add up to **1.53 billion kilometres**



Average walking or wheeling trip distance: 2 kilometres

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 the Dublin Metropolitan Area is

€1.8 billion

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 **€1.23** is saved for each kilometre walked or wheeled instead of driven. Over a year this adds up to **€480.3 million** in economic benefit for residents and society from **389.9 million kilometres** walked or wheeled by those that could have used a car.



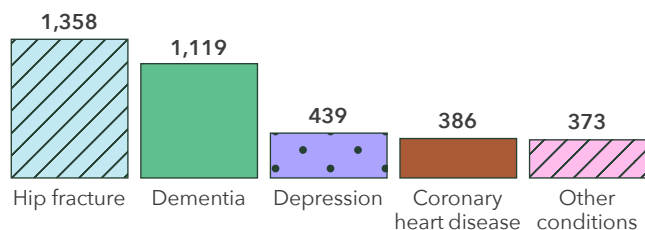
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using input data from more robust sources. See methodology report for details.

Walking and wheeling unlocks health benefits for everyone

Walking in the area prevents 3,675 serious long-term health conditions each year.

3,642 in 2023

Cases prevented



Above figures are based on applying area 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 HSE

€46.5 million per year

€46.6 million in 2023

Equivalent to the cost of

770,000

GP appointments

850,000 in 2023

The physical activity benefits from walking

prevent 698 early deaths annually

725 in 2023

which is valued at

€5.28 billion

€5.63 billion 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:

200,000 kg of NO_x

(Nitric oxide and nitrogen dioxide)

250,000 kg in 2023

and

14,000 kg of particulates

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

18,000 kg in 2023

85% of residents agree the air is clean in their local area



82% in 2023

Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

65,000 tonnes

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

87,000 tonnes in 2023

This is equivalent to the carbon footprint of

810,000 people

taking flights

from Dublin to London Heathrow.

In 2023 transport accounted for **21.5%** of Ireland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2023, transport emissions went up by **129.4%**.^[i]

i. Environmental Protection Agency, Ireland's Final Greenhouse Gas Emissions 1990-2023.

Walking and wheeling keeps the area moving

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

450,000 return trips

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

470,000 in 2023

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

2,136 kilometres

equivalent to the distance from Trinity College to Galway City and back, five times.

2,243 kilometres in 2023

ii. 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

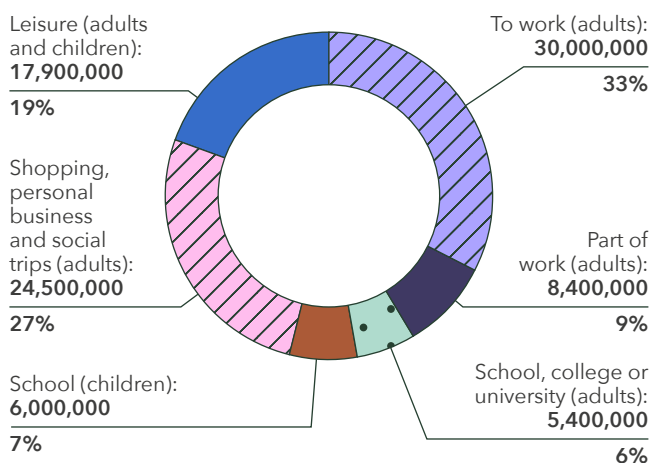


Together, Dublin Metropolitan Area residents cycle 26 times around the world every day

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.

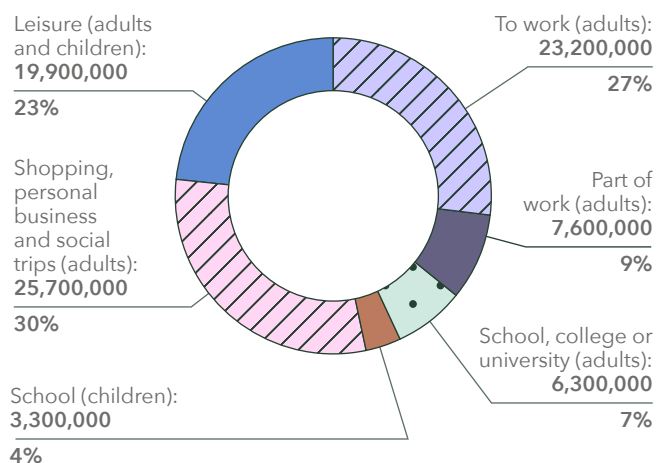
Annual cycling trips by purpose

92.2 million trips in 2025 which add up to **384.9 million kilometres**



Average cycling trip distance: 4.2 kilometres

85.9 million trips in 2023 which add up to **448.7 million kilometres**



Average cycling trip distance: 5.2 kilometres

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 the Dublin Metropolitan Area is **€393.8 million**

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 **€1.71** is saved for each kilometre cycled instead of driven. Over a year this adds up to **€328.7 million** in economic benefit for residents and society from **192.2 million kilometres** cycled by those that could have used a car.



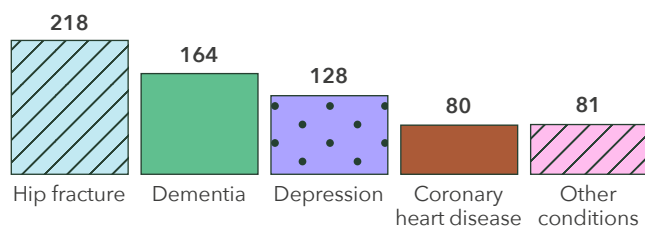
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using input data from more robust sources. See methodology report for details.

Cycling unlocks health benefits for everyone

Cycling in the area prevents 671 serious long-term health conditions each year.

765 in 2023

Cases prevented



Above figures are based on applying area 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 HSE

€9.2 million per year

€10.4 million in 2023

Equivalent to the cost of

150,000 GP appointments

190,000 in 2023

The physical activity benefits from cycling

prevent 56 early deaths annually

64 in 2023

which is valued at

€420 million

€494 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:

75,000 kg of NO_x

(Nitric oxide and nitrogen dioxide)

89,000 kg in 2023

and

5,800 kg of particulates

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

6,600 kg in 2023

85% of residents agree the air is clean in their local area



82% in 2023

Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

32,000 tonnes

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

38,000 tonnes in 2023

This is equivalent to the carbon footprint of

400,000 people taking flights

from Dublin to London Heathrow.

In 2023 transport accounted for **21.5%** of Ireland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2023, transport emissions went up by **129.4%**.^[i]

i. Environmental Protection Agency, Ireland's Final Greenhouse Gas Emissions 1990-2023.

Cycling keeps the area moving

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

66,000 return trips

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

71,000 in 2023

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

316 kilometres

equivalent to the distance from Dún Laoghaire to Killarney.

340 kilometres in 2023

ii. 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.

80%

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

80% in 2023

88%

support prioritising new housing developments that support walking, wheeling, cycling or the use of public transport

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?

71%

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

65% in 2023

70%

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

65% in 2023

76%

more parks or green spaces close to their home

72% in 2023

76%

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

73% 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.

Bus use is the most common form of multi-modal journey across Ireland, and most bus trips depend upon walking and wheeling. 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?

81%

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

77%

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

77%

accessible walking and wheeling routes to and from bus stops

78%

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

80%

improved walking and wheeling crossing facilities near bus stops

83%

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

Residents want better streets

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

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

72%

wider footpaths
71% in 2023

72%

more frequent road crossings, with reduced wait times
68% in 2023

79%

nicer places along streets to stop and rest, like more benches, trees and shelters
74% in 2023

80%

better footpath accessibility, like level surfaces and dropped kerbs at crossing points
79% in 2023

76%

fewer cars parked on the footpath
68% in 2023

72%

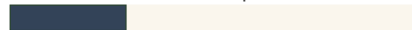
less fear of crime or antisocial behaviour in their area
63% in 2023

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

72% have a pedestrian crossing



28% do not have a pedestrian crossing



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



Michael Mackin

I'm 62, living in Swords and walking for pleasure and relaxation has always been important to me.

Growing up, my father walked everywhere, teaching me about the flora, fauna, and wildlife, making every walk an adventure.

Three years ago, I co-founded the Swords Men's Walk and Talk Group to promote health and socialising.

Walking locally is easy thanks to several parks and The Estuary, and Fingal County Council's development of Greenways, including the Malahide to Donabate route, will improve connectivity. Further enhancements to Ward River Valley Park will also benefit walkers.

Expanding accessible paths, green spaces, and safe crossings would make walking even easier and more enjoyable.

Cycling solutions

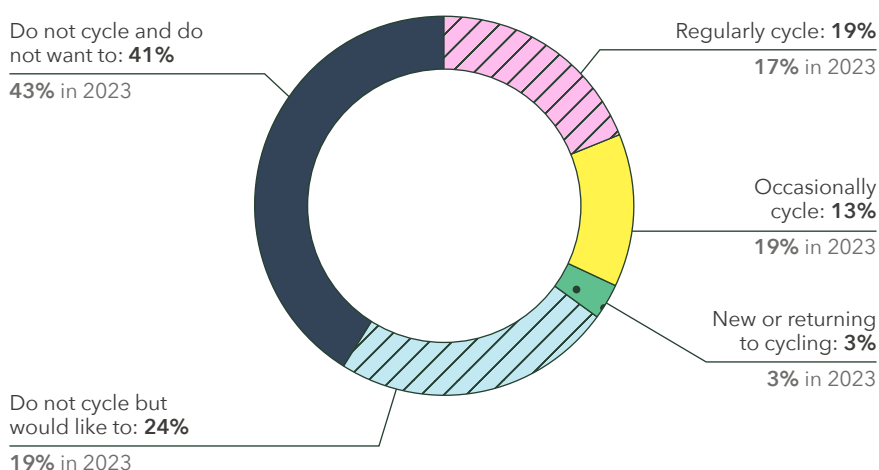
What would make cycling better?

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'

27% of women

22% in 2023

25% of people from ethnic minority groups

28% in 2023

28% of people with a disability

18% 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?

52%

access to a bicycle
49% in 2023

43%

access to an electric cycle
36% in 2023

29%

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

24%

access to an adapted cycle, like a tricycle or handcycle
26% in 2023

54%

access or improvements to a city cycle hiring scheme
54% in 2023

52%

access to secure cycle parking at or near home
47% in 2023

46%

cycling training courses and organised social rides
47% in 2023

Proportions of residents with access to an adult cycle

55% of all residents

58% in 2023

45% of socio-economic group DE

47% in 2023

65% of socio-economic group AB

65% 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 area there are:

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

Among residents:

17% of households

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

14% in 2023

The area has

211 km

of cycle paths level with the footpath, distinguished by a different surface
203 km in 2023

129 km

of traffic-free cycle paths away from the road

113 km in 2023

201 km

of cycle paths physically separated from traffic and pedestrians

140 km in 2023

22 km

of signposted routes along quieter streets

13 km in 2023

2,844

cycle parking spaces across 120 railway and bus stations and LUAS stops

2,668 spaces across 120 stations in 2023

64%

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

67% in 2023

61%

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

65% in 2023

63%

more signposted local cycle routes along quieter streets

66% in 2023

63%

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

64% in 2023

88%

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

71%

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

72% in 2023

88%

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



Aisling Heavey

I started cycling to and from work in October 2024, and I haven't looked back.

My commute is around 4.5km each way. I can't believe I used to drive when it is so quick and easy to cycle. Cycling has really improved my health, and I find that I have a lot more energy than I used to.

There are some downsides; although most of my route has cycle paths, they are not protected, and the surfaces are quite poor.

I would love to see the cycle lanes around Dublin segregated from the roads, with better surfaces on paths, and for cyclists to be given priority at more junctions using green cycle lights.

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 footpaths, crossing points and cycle provision.

58% support



25% oppose



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

These are known as 'School Streets'.

6 schools

in the area have School Streets schemes

1 school in 2023

85% support



5% oppose



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

These are known as 'Safe Routes to School'.^[i]

96 schools

are in the Safer Routes to School programme

i. The Safer Routes to School schemes aim to provide distinctive colourful schools zones at the front of schools to prioritise children walking, wheeling and cycling, discourage vehicle drop-offs, and improve crossings and key links for children choosing active travel.

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

12 years old
to walk or wheel

12 years old
to cycle

13 years old
to use public transport

80%

agree there is space for children to socialise and play

79% 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.

61%

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

54% in 2023

79%

support setting traffic-reduction targets and taking action to achieve these

77% in 2023

79%

support low-traffic neighbourhoods

82% in 2023

10%

of the total length of unclassified roads in the area have nothing to prevent through traffic. This can result in rat running.^[ii]

12% in 2023

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

67% walk or wheel more



56% cycle more



78%

support reducing speed limits on local roads in built-up areas to 30 km/h speed limits

47%

of the area's streets should typically have traffic travelling at speeds below 30 km/h (excluding motorways)

41% in 2023

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

66% walk or wheel more



58% cycle more



Everyone should feel welcome in their neighbourhood

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

75%

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

82% in 2023

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

90%

of all residents



89% in 2023

89% of women



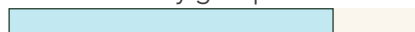
91% in 2023

90% of men



88% in 2023

79% of people from ethnic minority groups



88% in 2023

91% of white people



90% in 2023

84% of people with a disability



83% in 2023

90% of people without a disability



90% in 2023

84% of socio-economic group DE



84% in 2023

89% of socio-economic group AB



92% in 2023

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

Improving walking, wheeling and cycling



Since the publication of the 2023 Walking and Cycling Index, the Dublin Metropolitan Area has made significant progress in expanding its active travel network.

With continued funding and strategic guidance from the National Transport Authority (NTA), local authorities across the region have delivered high-quality infrastructure that supports walking, wheeling, and cycling as viable options for everyday travel. Notable progress includes the delivery of the following key schemes:



Clontarf to City Centre Scheme

Clontarf to City Centre Active Travel Scheme

In November 2024, Dublin City Council opened the Clontarf to City Centre Active Travel Scheme. This 2.7km radial route enhances safety and accessibility for people walking, wheeling and cycling, connecting Clontarf Road (at Alfie Byrne Road) to Amiens Street (at Talbot Street). Key features include 8km of upgraded pedestrian walkways, three upgraded and two new pedestrian crossings, 6.8km of new and upgraded cycle lanes, 5.4km of upgraded bus lanes and 14 upgraded bus stops, nine major junction upgrades, and eight community plazas. The scheme also included significant greening and public works.



Harry Reynolds Road Scheme

Fingal

Fingal County Council completed the 3km Harry Reynolds Road Pedestrian and Cycle Route in Balbriggan. This fully segregated route, part of a €16 million investment, includes major junction upgrades and wide, accessible paths designed to promote safe and confident active travel. The St. Cronan's Avenue and Brackenstown Road project delivered 4.5km of protected cycle lanes and pedestrian upgrades in 2023. Located northwest of Swords Main Street, the scheme included 2 upgraded junctions, 5 new zebra crossings, improvements to 12 side road junctions and School Zone treatments at St. Cronan's Junior and Senior Schools.



Blackrock Park to Trimbleston Avenue section of the East Coast Trail Travel Scheme

Dún Laoghaire–Rathdown

The Blackrock Park to Trimbleston Avenue section of the East Coast Trail was completed, featuring:

- 475m of two-way kerb-protected cycle track
- 260m of upgraded footpaths
- 2 upgraded junctions and 6 side road crossings
- Bus priority measures and enhanced landscaping and lighting

This project forms part of the broader East Coast Trail, linking future coastal routes with the existing Coastal Mobility Route from Blackrock Park to Sandycove.

The Deansgrange Road active travel scheme was completed, providing vital connectivity between different cycling routes, such as the “Park to Park” and “Mountains to Metals” routes.

Royal Canal Greenway

Phase 3 of the Royal Canal Greenway opened in September, providing **2.1 km** of continuous walking and cycling facilities from North Strand Road to Phibsborough Road, including a new pedestrian and cycle bridge, improved crossings and enhanced public realm.



D24 Active Travel Scheme

South Dublin

In 2024, South Dublin County Council completed Phase 1 of the D24 Neighbourhood Cycle Network. This 5.5km network in south Tallaght was developed by reallocating underused road space and included 1.75km of upgraded footpaths, 15 new or improved pedestrian crossings and 4 School Zones.

The scheme has already delivered measurable benefits, including 43% increase in cyclists on Whitestown Way and a 6% reduction in average traffic speeds.

Outer Metropolitan Areas

- **Kildare:** Completed 6km of the Royal Canal Greenway between Leixlip and Maynooth.
- **Wicklow:** Ongoing upgrades to five roundabouts in Greystones to improve active travel safety.
- **Meath:** Finalising the design of the Dunboyne cycle network and its onward connections through Clonee to Blanchardstown.



Looking forward

Better places and streets for everyone

The development of the Active Travel network across the Dublin Metropolitan Area remains a key priority. The focus over the coming years will be on delivering transformative infrastructure that supports walking, wheeling, and cycling as safe, convenient, and sustainable modes of transport.

A major element of this work is the BusConnects Core Bus Corridor Programme, which has secured planning permission for all 12 key radial routes. These corridors will deliver:

- Over 230 km of predominantly segregated cycle infrastructure
- 360 upgraded junctions
- More than 620 improved side road crossings

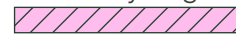
In parallel, the Safer Routes to School programme continues to expand. Delivery is supported by dedicated Active Travel teams within each local authority, with training, design guidance, and public engagement support provided by the NTA.

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

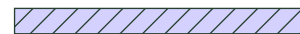
66% on walking and wheeling



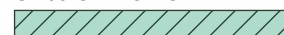
55% on cycling



71% on buses



67% on trains



64% on other forms of public transport



36% on driving



**The development
of the Active Travel
network across the
Dublin Metropolitan
Area remains a
key priority.**

By the time the next Walking and Cycling Index is published, several key projects are expected to be significantly advanced or completed:

- **Dublin City Centre Traffic Management Plan** continued implementation to reallocate road space and prioritise active and sustainable transport in the city centre.
- **Sandyford to Charlemont Street** high-quality active travel route.
- **Chapelizod and Conyngham Road** a new two-way cycle track and upgrade of a major junction to improve facilities for people who walk and cycle.
- **Dodder Greenway:** The South Dublin and Dun Laoghaire sections will be complete and much of the Dublin City Council elements will complete of this strategic radial route from **Tallaght to the River Liffey**.

- **Royal Canal Greenway Extension:** Continued development from the **Liffey to Maynooth**, enhancing regional connectivity.
- **Suburban Network Expansion:** Continued delivery of active travel infrastructure in key towns including **Tallaght, Swords, and Dún Laoghaire**.
- **Broadmeadow Way Greenway:** Construction of a new greenway crossing over the **Malahide Estuary**, will be underway, linking Donabate and Malahide.
- **Local Network Upgrades** in the outer metropolitan areas: Continued improvements to active travel infrastructure in **Maynooth, Greystones, and Clonee**.

These projects represent a coordinated effort to create a safer, more accessible, and better-connected active travel network across the metropolitan area, supporting healthier lifestyles, reducing emissions, and improving quality of life for all.



Meltdown – Dublin City Centre

As our catering business continues to grow, we wanted a delivery method that was not only more effective but sustainable and eco-friendly.

Since cycling is already my main mode of transport, it felt natural to integrate it into the business. We joined the cargo bike scheme accessing a cargo bike branded with our company logo.

The cargo bike helps us avoid heavy city traffic, reduce delivery times, and ensure punctual service.

Delivering orders allows me to share my passion and the story behind our products, creating a more personal experience. It also cuts delivery costs, keeps me active, and improves my wellbeing.

Having lived in Copenhagen, I know Dublin has great potential, but more infrastructure, education, secure parking, and incentives are needed to make active travel safer and more enjoyable for everyone. I'll keep pushing for it.

Notes on methodology

The attitudinal survey was conducted from April to June 2025 (April to July 2023) by independent research company Ipsos B&A.

The survey is representative of all Dublin Metropolitan Area 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 using some different input data from more robust sources. 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

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