



CAMPAIGN FOR  
DUNDEE TRAMS



2022

**DUNDEE TRAM  
PROPOSAL  
SUMMARY**

PREPARED BY

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- Dundee is Scotland's fourth-largest city, with a population of 148,820 (NRS, 2020) and a total area of 60km<sup>2</sup>.
- Dundee currently has problems with air pollution and traffic congestion. Two out of Scotland's top 10 most polluted roads are in Dundee (Lochee Road and Seagate) and the city will frequently grind to a halt during any unexpected events which hinders the flow of traffic at key choke points.
- The city historically had an extensive tram network, the Dundee Corporation Tramway, which ran from 1899 to 1956 and spanned East to West from Perth Road to Monifieth and as far North as Downfield.
- An essential goal of Dundee City Council and the Scottish Government is a 20% reduction in car usage by 2030. This is only possible by achieving a modal shift from private car to public transport. The remainder of this decade is a critical time in the fight against climate change, we must take action now to prepare a better, greener and healthier future for Dundee.
- Trams are by far the most environmentally friendly and favoured method of intracity transport available today and are much preferred to other modes of public transport. A great deal of research has been conducted into a '*Psychological Rail Factor*' which shows a preference of 75% for trams over buses ([Scherer, 2012](#)). Our city is expected to see a rise in visitors thanks to the excellent progress of the Dundee Waterfront project and the coming construction of the Eden Project. A modern high capacity public tramway will provide safe, easy and reliable public transport fit for the 21st century and in line with our climate targets.
- This document presents a realistic and ambitious plan for implementing transformative public transport for the benefit of the entirety of Dundee and its residents. Building on Dundee City Council's ambitions for a modern and forward thinking city by reaching into the areas of Dundee that desperately need faster and better transport links. These plans will interconnect the residential areas north of the Kingsway to the rest of the city, weaving together the social fabric of the city while providing a rapid connection to Ninewells and the city centre for over 100,000 Dundonians and visitors to our city.





## Modern tram vs Legacy Streetcar



Melbourne, Australia - Modern Tram

Our proposals focus on the introduction of a modern tramway, this is often also referred to as "Light Rail". These types of systems tend to have larger distances between stops and often have the primary aim of providing rapid transit. They provide a different function to that of a bus by having a dedicated right of way and providing much faster journey times and connecting urban and suburban regions.

A legacy streetcar is predominantly street running and serves a very small area of a city. The distance between stops is also much shorter on a streetcar system. If we were proposing a legacy streetcar route it would utilise much of the remaining tram tracks in the city centre, and provide some function as a shuttle for tourists around the Waterfront and city centre area.



Istanbul, Turkey - Streetcar

Our proposal, as you will see, is offering a system which would provide the whole of the city with access to a rapid and reliable modern tram network. Giving people public transport options that can compete with their car for speed, reliability, and comfort.







For many, Dundee feels disconnected and car-dependent. With over 60% of workers opting to drive to work, and around 50% of workers living under 5km from their place of employment there is a substantial amount of unnecessary car journeys happening in the city ([NRS, 2011](#)). We cannot address this issue with road and bus improvements alone. Research has shown trams to be a more appealing option to drivers and are far more accessible to disabled people, especially neurodivergent people who find the fixed nature of trams more reassuring ([Autism CRC. 2020](#)).

These proposals would see investment in communities outside of the Waterfront Development and would cut public transport journey times. Dundee is already becoming popular with tourists, many of whom are international visitors that would benefit from the fixed nature of an easy to understand tram system. Tram links provide a natural way to traverse the city for those unfamiliar with the area, allowing new tourism industries to blossom in areas like Lochee and Camperdown, providing economic growth and building on the opportunities of the Waterfront Project. A conservative estimate of a 10% shift from car to tram use would see **9 million kilograms** of CO<sup>2</sup> removed from our air per year. Our proposals will deliver a truly transformative modal shift away from the private car just at the time it is required in Dundee.



Lochee Road  
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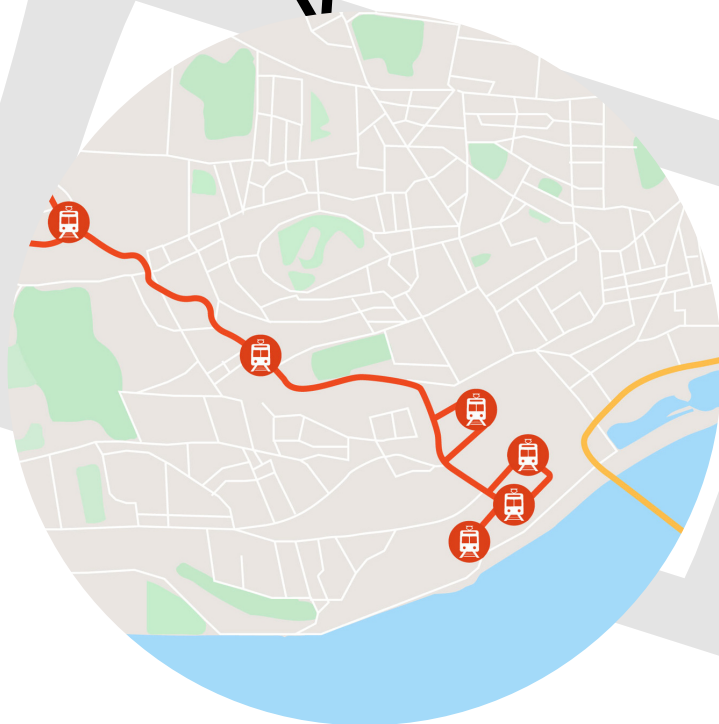
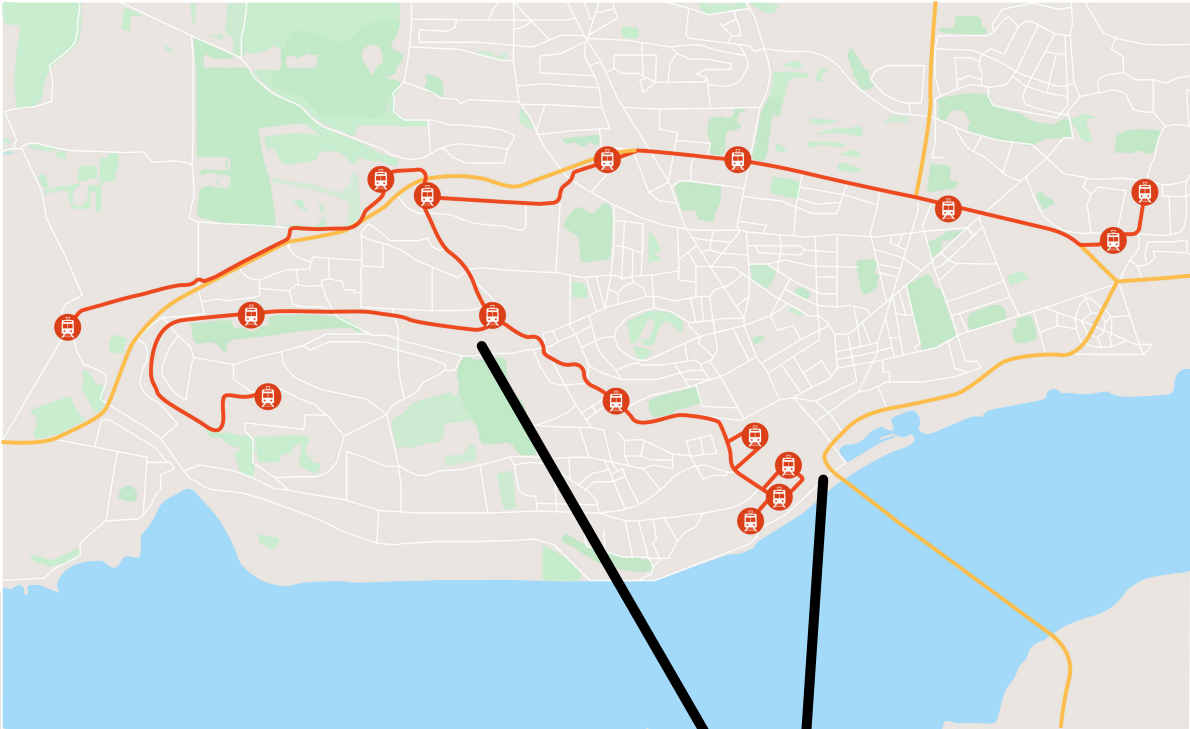


**6 in 10 journeys to work are by car in Dundee**





**Complete System - to be completed in stages**



**Lochee to City Centre Stage**



We envision a fully integrated public transport system that offers people in our city a **smooth, safe, and reliable** way to travel.

These proposals represent a **significant investment** across 6 areas of Dundee that are considered to have some of the highest levels of deprivation according to the Scottish Index of Multiple Deprivation. Our proposals provide **fast, safe and reliable** public transport in a way that will be **utterly transformative for the people of Dundee**.

This will result in a **significant modal shift** from the private car and will increase opportunities across the city as we enter a period of transformation in our economy.



First, an alignment connecting Ninewells to Camperdown via Lochee. This new corridor mostly makes use of the former Lochee railway, but rather than continuing over the old Lochee rail bridge, this section would turn at Couper Angus Road and enter into a Lochee transportation hub before heading north to Camperdown Leisure Park.

An alignment completed in this way would allow for **competitive travel times** with the car and bus while stopping at all of the recognised priority destinations in the area. This particular solution has **never been investigated in the past**.





Next, and most importantly, an ambitious east-west line would **serve as the spine of the system**, with integrated bus links into areas that are not within walking distance of a tram stop (10 minutes). This would provide **competitive public transport for commuters to Ninewells**, and would connect the new development at Dykes of Gray to the city.

The Kingsway alignment will run segregated along the Kingsway, from Douglas to Dykes of Gray, and will provide stops at Happyhillock, Milton, Old Glamis Road, Kingsway West Retail Park, Camperdown Leisure Park, and Dykes of Gray. It will create bus links connecting Ardler, St Mary's, Kirkton, Mill O' Mains, Fintry, Whitfield, Stobswell, and Douglas to the line.

The third and final stage would connect the spine of the network at Lochee to the city centre, this would follow Lochee Road, West Marketgait, West Bell Street, Constitution Road, Barrack Street, South Ward Road, Argyllgait, West Marketgait, Nethergate, Crichton Street, Whitehall Crescent, South Marketgait, before terminating at a new Greenmarket transportation hub which would act as a bus station replacement for Seagate, and allow for a quick and direct cross-platform transfer into Dundee Train Station, **making intercity and intracity transport connections seamless.**

Cycle infrastructure has been **incorporated into our designs** and can be constructed in parallel with the tramway itself.

These new lines will facilitate sustainable transport for the entirety of the city and be a catalyst for future growth.



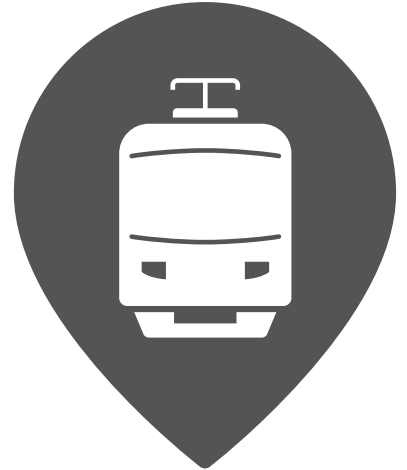




## Overview

### Alignments would include:

- Ninewells - Camperdown via Green circular, South Road, Atholl Street, Coupar Angus Road, Lochee.
- Dykes of Gray - Milton/Douglas via Fulton Road, Liff Road, Camperdown, Dunsinane Avenue, Kings Cross Road, the Kingsway (median).
- Lochee - Greenmarket via Lochee Road, W Bell Street, Constitution Road, S Ward Road, Argyllgait, W Marketgait, Nethergate, Crichton Street, Dock Street, S Marketgait.



### Cycle infrastructure would include:

- Dykes of Gray - Milton/Douglas via a segregated route along the Kingsway.
- Ninewells - Lochee.
- Consider implementing the Perth Road places for people proposals.
- More segregated cycle lanes branching from the Kingsway route into Ardler, St Mary's, Downfield, Mid-Craigie, Stobswell, the West End (via Perth Road and Blackness Road).
- Bike storage facilities along these routes. and bike rental scheme hubs at integrated stops.



Proposed Benefit	Outcome
Improved Transport Mode Choice in Douglas, Lochee and Dykes of Gray to Ninewells and City Centre Corridor.	Reduced economic impact of disruption on road network. Reduction in overall traffic, lowering concern over traffic congestion and pollution along key corridors (Kingsway, Coupar Angus Road, Lochee Road).
Increased reliability of journey times across the city as transport load is shared across road and light rail (tram).	Further increase in the appeal of public transport to commuters, supporting Transport Scotland’s aims of a reduction in car use of 20% by 2030. Increased reliability of journey times will encourage more modal shift to both light rail and bus from car.
Better intracity links within Dundee.	Improved mobility for non-car owners, greater social inclusion in communities. Modal shift from car to public transport for short journeys.
Much improved public transport access to D&A College Kingsway Campus.	Students can travel between home and Campus sustainably, better public transport access for students who don’t drive or live on an existing bus route.
Direct link from north of the Kingsway to Ninewells Hospital without entering Dundee City Centre for health workforce, increasing car park capacity.	Increased use of public transport due to improved convenience, journey times under 30 minutes to Ninewells Hospital for staff and patients.
Support Dundee in reducing car usage in the city and establishing a Low Emissions Zone	Provide a real alternative to the car, deliver passengers directly into the centre of Dundee and other key locations.





### Level Boarding

Having tram stops level with tram doors makes for fast, easy, and dignified boarding for disabled passengers. The boarding process would be quick and easy for wheelchair users, blind or partially sighted passengers, cyclists, and passengers with buggies and pushchairs.

### Spacious Interiors

Trams offer a much more spacious vehicle that allows for more room for wheelchair users to travel comfortably. Overcrowded public transport was one of the main reasons identified in our survey for neurodivergent people avoiding taking public transport. The spacious nature of trams makes for a more comfortable journey for all passengers.



### Fixed Routes

Our survey of neurodivergent people found that one of the key reasons people who are neurodiverse avoid public transport is the possibility of a diversion or inconsistent routing. Having trams fixed to one route makes for a much less daunting journey.







## How can you help?

### **Politicians**

Pledge support to our campaign and work cross-party on making these proposals a reality by securing a feasibility study.

### **Business owners**

Tell us how our proposals will help your business grow and create local jobs.

### **Community Groups**

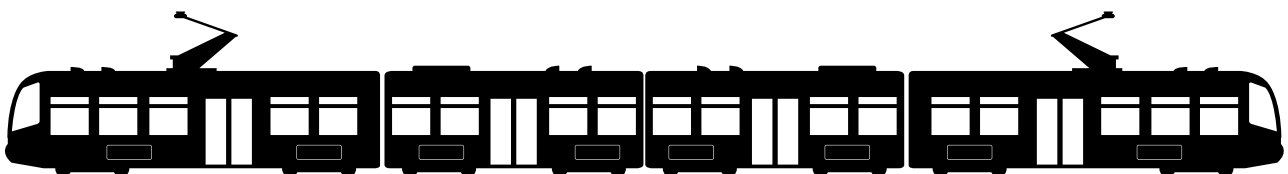
Arrange public meetings to raise awareness, canvass opinions, approach us about providing a speaker.

### **Local residents and supporters**

Visit our website, sign and share our petitions, talk to friends and family about our proposals, lobby your local politicians and candidates for May's election.

### **Media**

In addition to press releases, we are happy to provide media comment upon request. We can provide radio and television comment and written copy.



*Visit our website to sign the petition!*

**[www.dundeetrans.org](http://www.dundeetrans.org)**

*Facebook: /CFDundeeTrams and Twitter: @DundeeTrams  
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*This document has been compiled by: Ted Booth and Harry Main.*



**With special thanks to:**

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