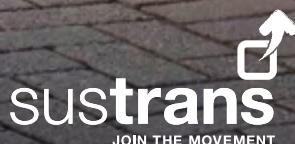




Perth

# Walking and Cycling Index 2021



Published May 2022



# Foreword

Our vision for walking, wheeling and cycling in Perth



I am delighted that the 2021 Perth Walking and Cycling Index report has changed the focus to both walking and cycling as promoting walking and cycling underpins both national and local policy.

Active travel benefits our health, air quality, the wider environment. It also complements our efforts to revive high streets and to create liveable, vibrant local communities.

This report comes at an exciting time for Perth when several major projects are ongoing, including the Cross Tay Link Road and the Perth People Place community driven project. These projects provide great opportunities to improve Perth for all road users but particularly for the more vulnerable road users.

Designing a city that is safe for walking and cycling will play a part in reducing the health and social inequalities that Perth currently faces. Removing barriers to walking and cycling will see greater levels of inclusion as active travel becomes easier regardless of gender, age or ability. We are committed to ensuring Perth becomes an exciting, accessible and sustainable city with more people travelling actively. The changes going forward will also bring economic benefits and create a more desirable place

to work and live and we look forward to playing our part in making it happen.

Community Street Audits led by Living Streets, including members from the Centre for Inclusive Living and officers from the Council, were carried out in the city centre. These audits noted barriers for vulnerable road users and identified where improvements could be made. Several issues raised in the audits have been addressed and improvements will continue to be delivered. This will ensure that the more vulnerable road users can enjoy the city centre without restrictions to their movement.

We recognise that providing walking and cycling infrastructure alone will not be sufficient to achieve the ambitious scale of change and modal shift for Perth. Any infrastructure provided will rely for its success on complementary active travel initiatives. There is no point in providing infrastructure if there are still other barriers for potential users and the report identifies a number of issues that need to be addressed.

There is strong support for walking and cycling in Perth and the measures that have been delivered, and those being pursued, have the community's support. I welcome the opportunity to highlight the successes as well as recognise the areas for improvement that the 2021 Perth Walking and Cycling Index have identified.

**Brian Cargill, Traffic & Network Service Manager, Perth & Kinross Council**



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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 city<sup>i</sup> 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 Perth produced in partnership with Perth & Kinross Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,622 residents aged 16 or above in Perth. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

We have included comparisons to 2018 data where available.

Our thanks to the people of Perth 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](http://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

Perth

## Population<sup>i</sup>

53,507

## Survey area

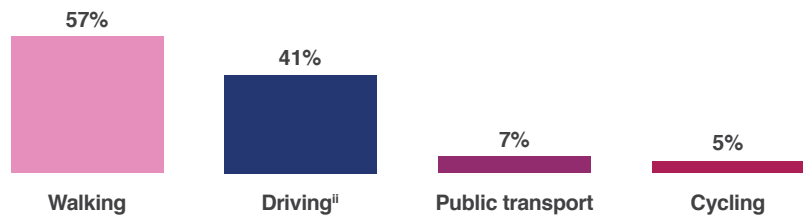


## Walking and Cycling in Perth

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.

Covid-19 Analysis, Transport for Scotland, 2021.

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



While new travel patterns are still establishing, walking is by far the most popular travel mode.

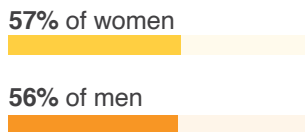
**57%** of residents walk at least five days a week

**17%** of residents cycle at least once a week

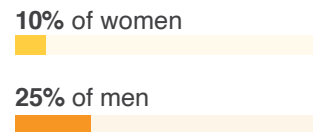
## Walking, wheeling and cycling participation is not equal

Almost the same proportion of women and men walk, while more than double the proportion of men cycle compared to women.

### Proportion of residents who walk at least five days a week

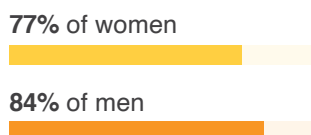


### Proportion of residents who cycle at least once a week

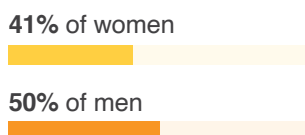


## Not all residents feel safe and welcome in their neighbourhood

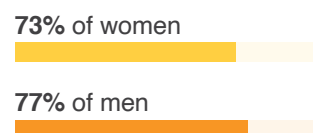
### Proportion of residents who think walking safety is good



### 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



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.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Perth.  
 ii. Travelling as driver or passenger of car, van or motorcycle.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Perth:

**+** Prevents

**170**

serious long-term health conditions



Creates

**£40.1 million**

in economic benefit for individuals and the region



Saves

**2,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Perth takes up to

**13,000 cars off the road**<sup>iii</sup>

However,

**10.1 million**

journeys up to three miles are driven in Perth each year

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

**3,400 tonnes**

of greenhouse gas emissions<sup>iv</sup>

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

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

51% on walking



57% on cycling



55% on public transport



31% on driving



## This would help support more liveable neighbourhoods

Among Perth residents:

66% support



16% oppose



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

77% support



3% oppose



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

68% support



11% oppose



the creation of more low-traffic neighbourhoods

63% agree



16% disagree



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

77% agree



5% disagree



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

48% agree



23% disagree



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

iii. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

iv. Based upon each journey being 1.5 miles in length. v. See definition on page 14.



# Walking in Perth

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Walking and wheeling are good for our health and wellbeing, also having a positive impact on the environment and protecting our climate.

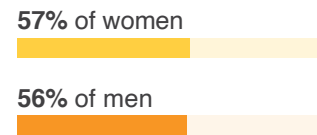
Walking and wheeling are an efficient use of the space in our streets, helping take the pressure off the transport network and enabling more people to access our city and local town centres.

**95%**  
of all residents walk

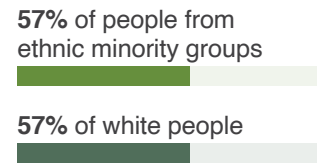
**57%**  
of residents walk at least five days a week

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

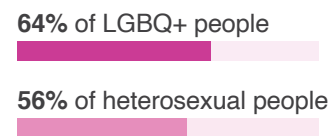
#### Gender<sup>i</sup>



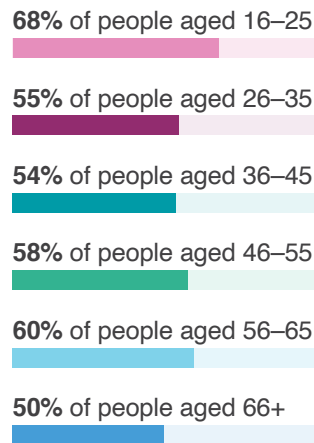
#### Ethnicity



#### Sexuality



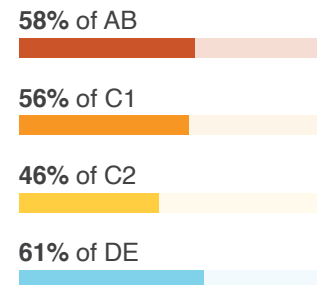
#### Age



#### Disability



#### Socio-economic group<sup>ii</sup>



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.

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.

## 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.

**80%**

of residents think the level of safety for walking is good

**64%**

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

77% of women



84% of men



#### Ethnicity

70% of people from ethnic minority groups



81% of white people



#### Sexuality

71% of LGBTQ+ people



81% of heterosexual people



#### Age

76% of people aged 16–25



79% of people aged 26–35



91% of people aged 36–45



78% of people aged 46–55



83% of people aged 56–65



77% of people aged 66+



#### Disability

70% of disabled people



84% of non-disabled people



#### Socio-economic group

83% of AB



81% of C1



80% of C2

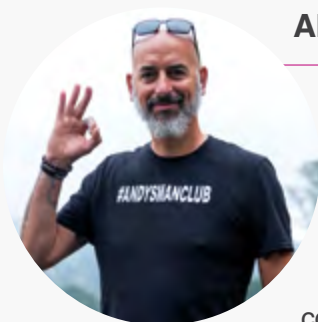


72% of DE



**85%**

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



Alex McClintock, Andy's Man Club



I am a project development champion for Andy's Man Club - a peer support group for adults. It's a safe space for people to meet up and talk. We started our group walks in February 2021. Our walks mainly take place in the North Inch. Sometimes there are issues when our walking group is trying to use the paths when cyclists come whizzing along. However, most people are considerate.

North Inch is a great location for these walks. There is plenty of space and lots to see. We don't have to cross any roads during our walk.

It's good to do a couple of circuits of the Inch. We've been fortunate during lockdown to have such a great space.



# Cycling in Perth

Cycling participation, safety and satisfaction

## Cycling participation

Despite a much larger potential, only **17%** of people cycle regularly.<sup>i</sup>

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.

**41%**  
of all residents cycle

**17%**  
of all residents cycle at least once a week

### Proportion of residents who cycle at least once a week

#### Gender

10% of women

25% of men

#### Ethnicity

20% of people from ethnic minority groups

17% of white people

#### Sexuality

20% of LGBTQ+ people

17% of heterosexual people

#### Age

19% of people aged 16–25

15% of people aged 26–35

20% of people aged 36–45

23% of people aged 46–55

23% of people aged 56–65

9% of people aged 66+

#### Disability

15% of disabled people

18% of non-disabled people

#### Socio-economic group

20% of AB

18% of C1

19% of C2

11% of DE

i. Based on people who cycle at least once a week.



## Cycling safety and satisfaction

**45%**

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

**38%**

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

**48%**

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

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

#### Gender

41% of women



50% of men



#### Ethnicity

39% of people from ethnic minority groups



46% of white people



#### Sexuality

35% of LGBTQ+ people



47% of heterosexual people



#### Age

52% of people aged 16–25



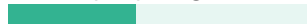
47% of people aged 26–35



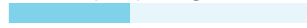
52% of people aged 36–45



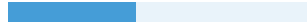
42% of people aged 46–55



40% of people aged 56–65



42% of people aged 66+



#### Socio-economic group

42% of AB



44% of C1



50% of C2



53% of DE



**Lydia McGinely, Teacher**



I'm a teacher who lives in Perth and works in Blairgowrie. I cycle to keep fit and get out into the countryside.

I usually go out on half-day rides on long routes. Almondbank and the National Cycle Network route 77 are my favourites.

I use the National Cycle Network a lot, whether it's small sections or the longer ride out to Dunkeld. It feels like you're immediately out in the countryside without having gone far.

In Perth, a lot of the painted on road cycle lanes tend to get parked in. The traffic is always busy. That's why I wouldn't feel confident cycling to work.



# Benefits of walking

Why everyone gains when more people walk or wheel

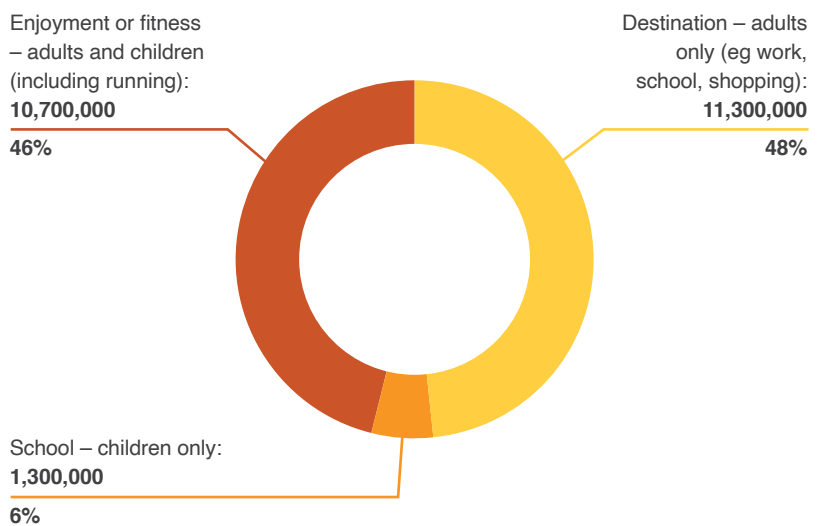
The large numbers of walking and wheeling trips in Perth produce important health, economic and environmental benefits for everyone.

## Perth residents walk or wheel 63 times the length of Great Britain every day

**23.3 million** walking and wheeling trips were made in Perth in the past year, which adds up to **27.4 million miles** = 75,000 miles a day.

This equates to each resident spending **6 days** walking or wheeling continuously in the past year

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



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

In Perth, the net annual economic benefit for individuals and society from all walking and wheeling trips is **£34.6 million**

Of this total, **£150,000** is from people with a car choosing to walk or wheel for transport in the past year.

**3p** net benefit from each mile walked or wheeled instead of driven

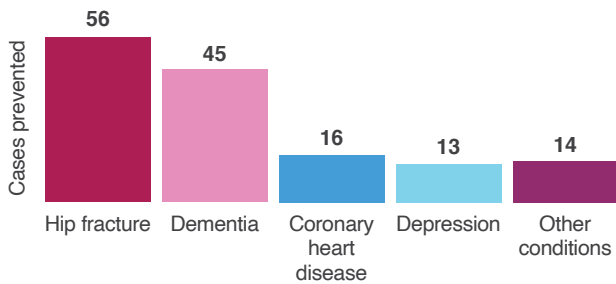


These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup>. 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 Perth prevents 143 serious long-term health conditions each year



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

### Saving the NHS in Perth

**£920,000 per year**

equivalent to the cost of  
**31,000 GP appointments**

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

In Perth the physical activity benefits of walking

**prevent 33 early deaths annually**

which is valued at

**£109 million<sup>ii</sup>**

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

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

**4,600 kg of NO<sub>x</sub>**

and

**636 kg of particulates**

(PM<sub>10</sub> and PM<sub>2.5</sub>)

**65%** of residents agree the

air is clean in their local area



## Walking and wheeling in Perth help mitigate our climate crisis

**1,500 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

**246 people**

Figures for CO<sub>2</sub> emissions per capita are for the whole of Perth & Kinross, as this data is not available on the Perth city level.

Transport within Scotland now accounts for **25%** of Scotland'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 down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

## Walking and wheeling keep Perth moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Perth moving for all road users.

**12,000 return walking trips**

are made daily in Perth 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

**37 miles**

equivalent to the distance from Perth to Stirling.



ii. 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.



# Benefits of cycling

Why everyone gains when more people cycle

## Perth residents cycle 15 times the length of Great Britain every day

Cycling is a hugely efficient way to travel, and can often be quicker than travelling by car.

**1.4 million cycling trips**

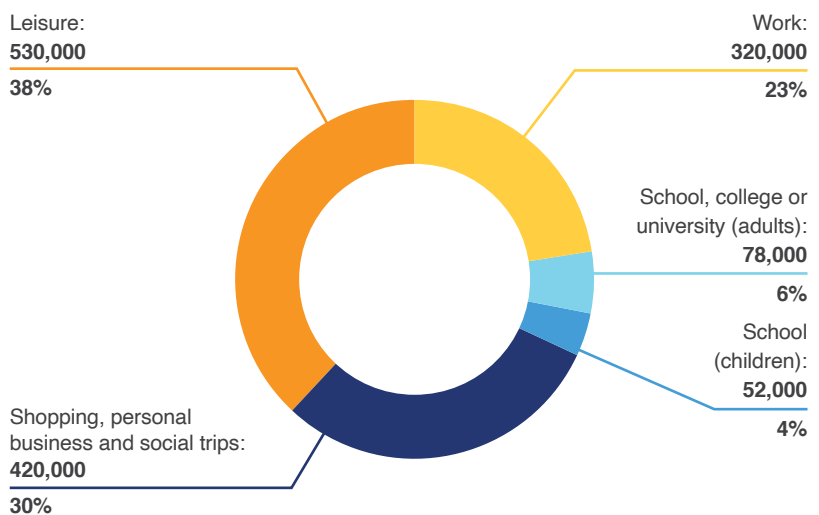
were made in Perth in the past year

This adds up to

**6.4 million miles**

= 18,000 miles a day

### Annual cycling trips by purpose in Perth<sup>i</sup>



## Cycling benefits residents and the local economy in the region

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

**£5.5 million**

Of this total,

**£1.5 million**

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

**92p**

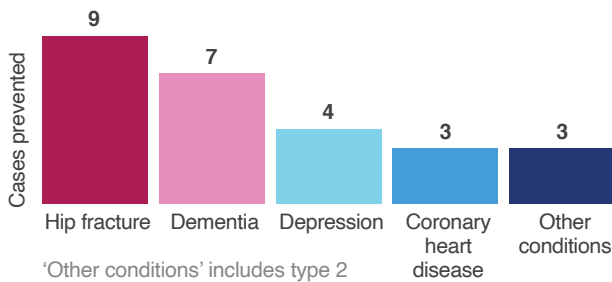
net benefit from each mile cycled instead of driven



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.

## Cycling unlocks health benefits for everyone

Cycling in Perth prevents 27 serious long-term health conditions each year



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

Saving the NHS in Perth  
**£170,000 per year**



equivalent to the cost of  
**5,700 GP appointments**

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

In Perth the physical activity benefits of cycling

**prevent 3 early deaths annually**

which is valued at  
**£8.3 million<sup>ii</sup>**

People cycling more instead of driving improves air quality, saving annually:

**912 kg of NO<sub>x</sub>**  
and  
**130 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**65% of residents agree the air is clean in their local area**



## Cycling in Perth helps mitigate our climate crisis

**438 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of **70 people**

Figures for CO<sub>2</sub> emissions per capita are for the whole of Perth & Kinross, as this data is not available on the Perth city level.

Transport within Scotland now accounts for **25%** of Scotland'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 down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

## Cycling keeps Perth moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Perth moving for all road users.

**991 return cycling trips** are made daily in Perth 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

**3 miles** equivalent to the distance from Perth to Scone.



ii. 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.



# Walking solutions

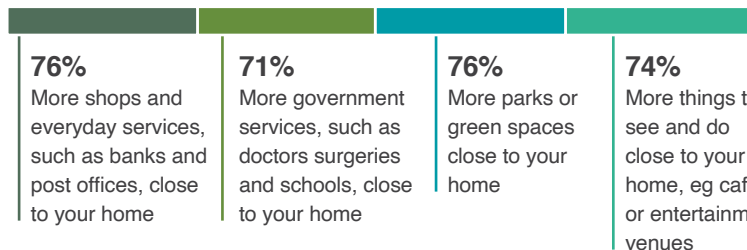
What would help make walking and wheeling better?

## 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?



**58%**

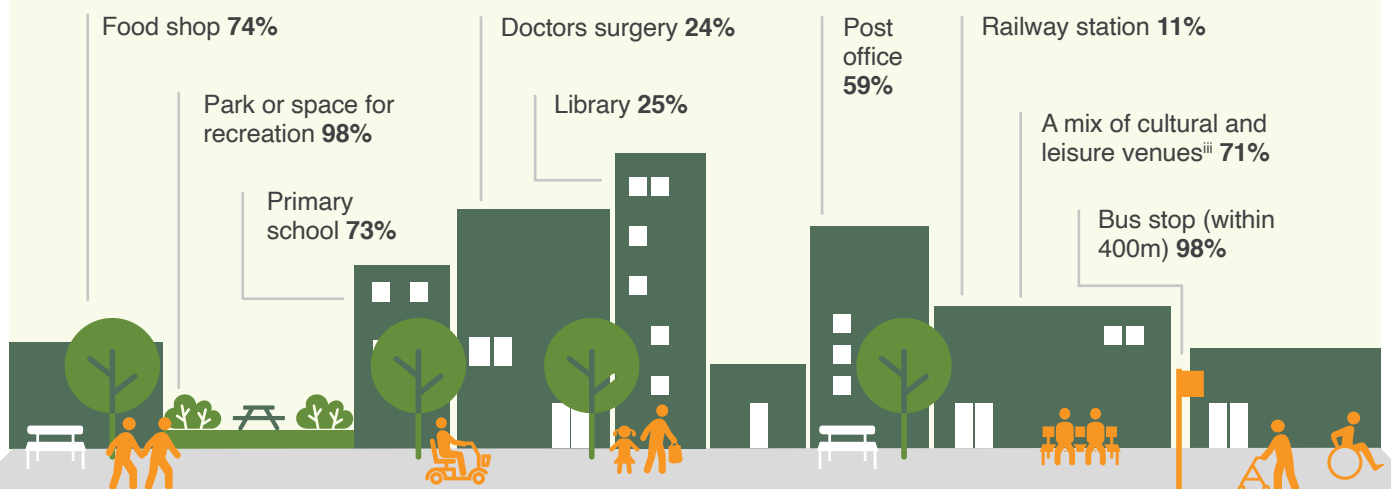
of Perth households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.<sup>i</sup>

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

**56%**

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. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

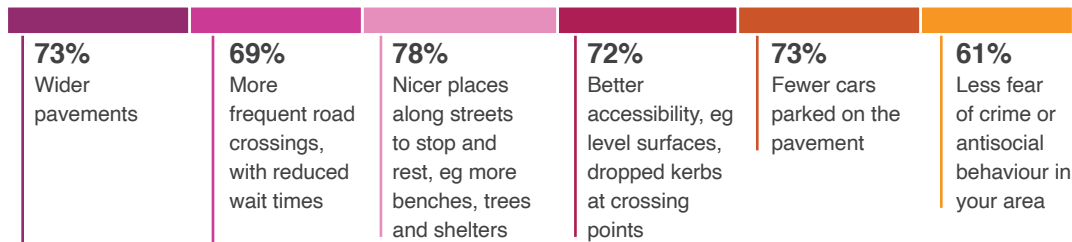
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

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 Perth:

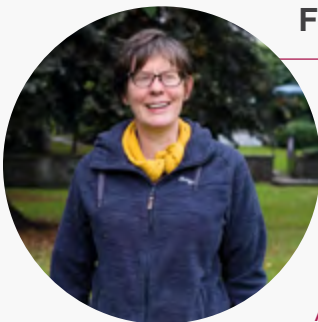
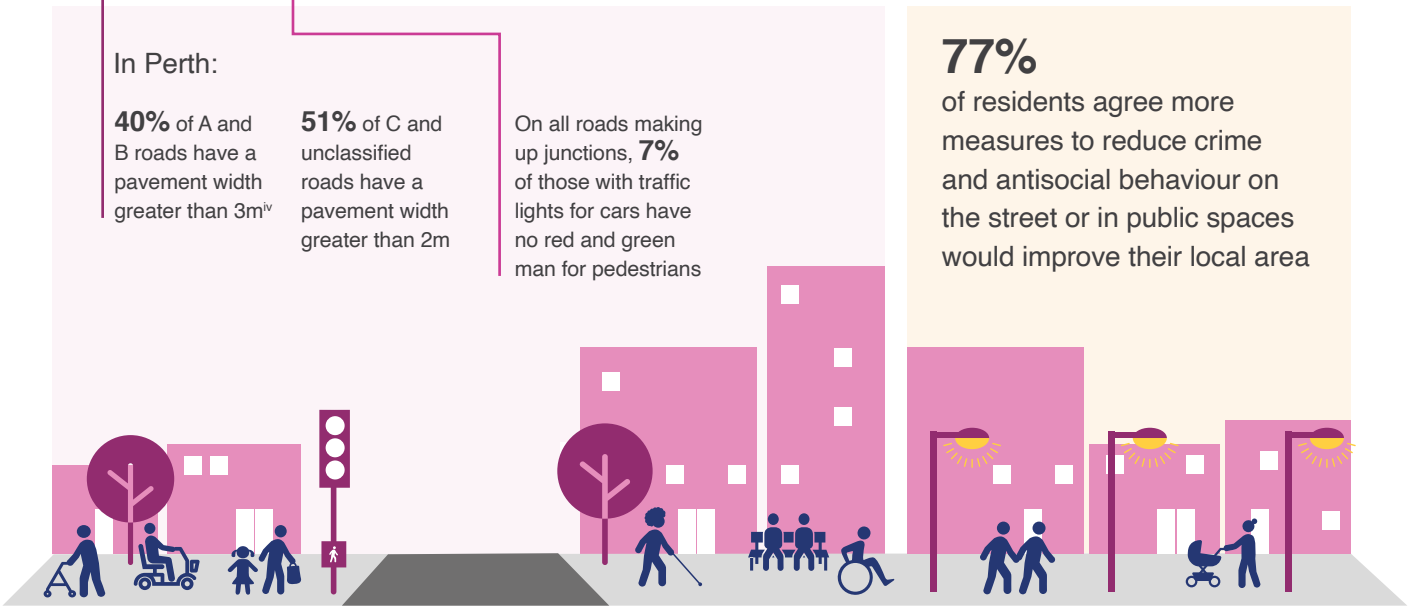
**40%** of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**51%** of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, **7%** of those with traffic lights for cars have no red and green man for pedestrians

**77%**

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



**Felicity Graham, Parent**



I've lived in Perth City for 15 years. As a city resident I still walk into town but I stopped cycling because of the relentless build-up of traffic.

Perth allows through-traffic, has cheap or free parking and a grid street system. These mean traffic, not people, dominates in town.

*A low-traffic, quieter, greener, less polluted urban environment which values its heritage would entice people into a setting in which they want to spend time and money.*

Through Living Streets, I focused on trying to make daily journeys safer for pedestrians, especially children. You want your child to have independence to roam, to see their friends and to travel to school safely.

New toucan crossings connecting the town with the North and South Inches, funded through Spaces for People, have made a big difference. I'm no longer worried about my son Henry darting across the busy road to the park but there is still a long way to go to make safer school routes and to improve the urban environment for pedestrians and cyclists.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



# Cycling solutions

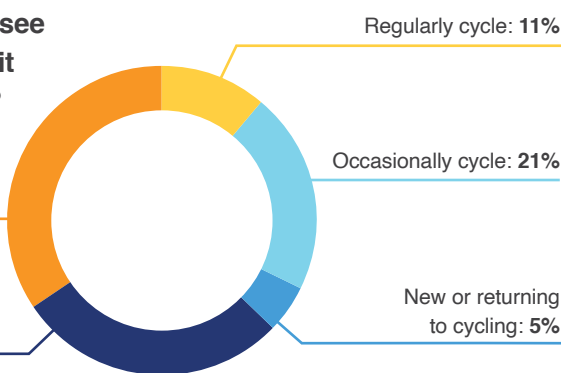
What would make cycling better?

## Many Perth residents want to cycle

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: 34%

Do not cycle but would like to: 28%



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

31% of women

54% of people from ethnic minority groups

32% of disabled people

## Residents want improved cycling infrastructure

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

**73%**  
More traffic-free cycle routes away from roads, eg through parks or along waterways

**71%**  
More cycle tracks along roads that are physically separated from traffic and pedestrians

**69%**  
More signposted local cycle routes along quieter streets

**62%**  
Better links with public transport (eg secure cycle parking at train stations)

There are **46** cycle parking spaces at the **1** railway station in Perth

58 in 2018

Perth has:  
**21 miles** of traffic-free cycle routes away from the road  
21 miles in 2018

**0 miles** of cycle tracks physically separated from traffic and pedestrians<sup>ii</sup>  
0 miles in 2018

**0 miles** of signposted routes along quieter streets

**14%** of households are within 125m of these routes

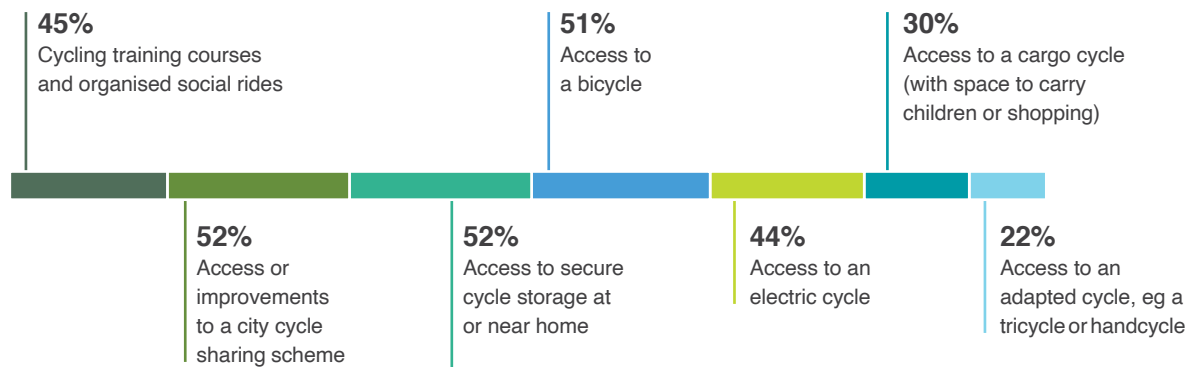
**66%** of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic





## Residents want more support to cycle

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



### Public cycle parking

There is a public cycle parking space for every **40** people who cycle in Perth.



### Reported cycle thefts

There were **83** reported cycle thefts in Perth in 2020/21.

65 in 2019/20

For every **296** people who own an adult cycle in Perth, there was **1** reported cycle theft in the past year.

### Cycle access

**55%** of residents have access to an adult pedal cycle

**23%** of households are within 800m of a cycle shop<sup>iii</sup>



**David Roemmele, Cyclist**



I use cycling as my primary mode of transport for shopping, leisure and to get to work. I find the cycle paths in Perth to be quite disjointed, at times you have to ride up and down kerbs to get back onto the road. I don't feel so safe doing this, so I cycle on the road.

Most drivers are considerate, but some are unaware of cyclists, and overtake dangerously. I have experienced aggressive drivers and have been knocked off my bike, which shook my confidence. This might explain why I see so few people cycling when I'm out on my bike.

There are a lot of traffic lights in Perth and they would benefit from having a cyclist phase, so that you have time to pull away before the rest of the traffic. This would be especially useful in areas where there is a sharp incline.

Recently, there's been some good improvement – plenty of cycle parking dotted around Perth, which is great.

I do enjoy cycling overall, it's a quick way to get around and it keeps me fit.

iii. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



# 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

75% of residents



73% of women



68% of people from ethnic minority groups



77% of men



75% of white people



66% of disabled people



61% of LGBTQ+ people



64% of socio-economic group DE



79% of non-disabled people



76% of heterosexual people



83% of socio-economic group AB



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

Only 35% 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:

63% Walk more



60% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Perth 24% of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

53% agree that restricting through-traffic on local residential streets would make their area a better place.

1% of Perth's streets have 20mph speed limits.<sup>ii</sup>

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

58% Walk more



57% Cycle more



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

63%

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

62%

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

68%

support low-traffic neighbourhoods

<sup>i</sup> Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org).

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

<sup>ii</sup> Excludes motorways.



## Melanie Todd, Centre for Inclusive Living Accessibility Advisor



I am the Interim Manager at the Centre for Inclusive Living in Perth. Trying out the infrastructure with the people who will be using it is a really important and valuable activity. Thanks to our knowledge we advise Perth & Kinross Council (PKC) on making streets accessible for everyone. Compared to what we hear from other areas, PKC are quite good for responding to accessibility concerns, approaching us for our input and providing good access in general.

The pandemic has led to some recent improvements such as the automatic crossings and smart crossing buttons installed during Covid-19. However, wheelchair users still have to use the road due to badly placed dropped kerbs which can be dangerous, especially at night. More dropped kerbs would help to improve safety.

To make the neighbourhood more accessible, the council need to address: parking on pavements, misuse of accessible parking bays, street furniture placement, overgrown greenery and pavement barriers.

*I would welcome any improvements which encompass the requirements of everyone.*

## 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.

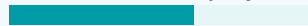
If we design neighbourhoods with children in mind they will then work better for everyone else too.

### 10 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).<sup>iii</sup>

**61%** of residents agree there is space for children to socialise and play



**88%** of households are within 800m of a children's playground



Among Perth residents:

**48%** agree



**23%** disagree



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'.

**1** permanent School Streets scheme exists in Perth<sup>iv</sup>



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 26 May 2021. There are also further trial school streets schemes in Perth which have not been included in the total.



# Developing Perth

Recent walking, wheeling, cycling and neighbourhood changes

## National Cycle Network path upgrades

Upgrades to the National Cycle Network between Perth and Almondbank now provide a high quality, accessible and safe off-road active travel route into the heart of the city.

This is part of the development of the River Tay Way - a new long-distance walking and cycling route between Perth and Kenmore following the mighty River Tay and connecting Perth, Luncarty, Stanley, Dunkeld and Birnam, Aberfeldy and Kenmore through community links to enable low-carbon, active travel and additional local economic income for the area.

## National Cycle Network

We supported local active travel group, ByCycle, to improve an underpass under the A9 on this route to make it feel safer and more welcoming. Local artists decorated the bridge panels with vibrant artwork themed round the natural green corridor in this area as part of an ArtRoots project.

## Cycle parking

We have continued to expand our network of cycle parking facilities throughout Perth. These have included extensive two-tier cycle parking at both Canal Street and Pullar House.

Car shaped Bike Ports provide innovative and eye-catching bike parking, which fits into a standard car parking space. Installing these in prominent city centre locations makes it more convenient for people to cycle into Perth city centre for work, shopping or leisure activities.



Slower traffic speeds where we go about our daily lives are a key element in improving actual and perceived road safety concerns and when people feel safer, they are more likely to walk and cycle.



## 20mph limits

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We have supported making everyday active travel journeys around Perth safer by introducing 20mph speed limits in the city centre and in a number of residential areas. Slower traffic speeds where we go about our daily lives are a key element in improving actual and perceived road safety concerns. And when people feel safer, they are more likely to walk and cycle.

## School Exclusion Zones

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We have extended our successful programme of School Exclusion Zones to more schools in Perth. These make it safer for pupils to walk, scoot, wheel or cycle to school by reducing vehicle movements at school drop off and pick up time. These also reduce traffic congestion and pollution around school gates, creating a better environment for pupils and local residents.

## Playable route to school

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We enhanced our School Exclusion Zone at Balhousie Primary School by taking part in an innovative programme to make the street outside the school a playable space while improving the liveability of the neighbourhood. A local artist worked with the local community and the school to create and install artworks on the way to the school. These artworks appeal to the senses and encourage more children to walk, wheel and cycle to their place of learning.

## Improved road crossings

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We have made it easier and safer to access the greenspace and leisure facilities located in the North and South Inches by installing two new toucan crossings. These crossings also allow users of the National Cycle Network to access the city centre as part of their journeys.

We have worked with the Centre for Inclusive Living, Perth & Kinross to trial hands free crossings, to make it easier for people with various disabilities to use these facilities.





# Looking forward

Better streets and places for everyone

## Perth, People, Place – Dunkeld Road Corridor and local communities

We've been auditing the information gathered so far from our earlier consultations, meeting communities (outdoors) in north Perth and developing an outline method which addresses those concerns received from people about making sure we achieve fair and balanced streets for all.

At the heart of this is localism – knowing the place so that we can nurture the place for everyone, including visitors, business, and enterprise to thrive. No one knows the future. But one of the likely positives from the pandemic, is a desire for a return to more local, liveable, workable, and sustainable neighbourhoods of multiple diverse communities. That has positive implications for fairer, safer, less polluted, and more sustainable places where people and enterprise can thrive together. With your continued help, over the coming months local and specialist experts will be able to work with communities along the Dunkeld Road Corridor as we develop and deliver the best design options with all our communities.

As Perth expands to the north and west, Dunkeld Road will become the city's most important transport corridor. There is significant investment taking place with the development of Bertha Park including housing, school and employment areas. This will generate a substantial amount of movement of people between key trip generators and the city centre. This presents us with an opportunity to implement active travel infrastructure in advance and create an exemplar green transportation corridor. This will not only link new and rural communities, but also our most deprived ones, with sustainable modes of transport.

## Perth Cycle Network Masterplan

Perth & Kinross Council has developed a Cycle Network Masterplan in support of their ambition to make Perth an attractive city to cycle in. The purpose of this masterplan is to coordinate current and future investment in cycling



One of the likely positives from the pandemic, is a desire for a return to more local, liveable, workable, and sustainable neighbourhoods of multiple diverse communities. That has positive implications for fairer, safer, less polluted, and more sustainable places.

infrastructure in Perth, with the aim of creating a coherent and convenient cycle network which will make cycling an attractive choice for everyday journeys, to work, to school, to the shops or for leisure. This plan has identified eight strategic corridors for investment in active travel.

### Safer routes to schools

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Our Road Safety team will continue our work to make the streets around our schools safer for children. This will include extending our successful School Exclusion Zones programme to other schools. We will complement these by improving crossings as well as building new walking and cycling routes to link schools to their communities. We will support this with innovative behaviour change programmes that support communities with access to bikes, cycle training and support for making active travel choices.

### Placemaking

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Placemaking is simply the art and science of making sure that the needs, uses and activities of folks are met by our shared built and natural environment.

The Perth City Plan outlines our approach to placemaking in Perth and sets out a framework for investment and street design, which favours people and sustainable active travel routes connecting to, and through the city centre. This presents us with opportunities to redesign and deliver better streets for people. We want to build on the compact nature of Perth and its superb location beside the River Tay to create inviting places for everyone, which will enhance the rich natural and built heritage of our city.

### Cycling, walking and safer routes

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We will continue to support infrastructure improvements in communities to enable walking, wheeling or cycling to be the most popular choice for shorter everyday journeys. This will include working with charities to ensure that these paths are fully accessible to all users.



**Craigie-Lee Paterson**



Since I moved to Scone four years ago, I have been cycling on a regular basis. I love cycling as I find it a good way to stay fit. I quickly got involved with ByCycle (The Perth & Kinross Cycle Campaign). I was elected as their chair last year. I enjoy the mixture of places to cycle around Scone and Perth. Particular favourites are the woods in Scone, Kinnoull Hill and the North Inch. However, I only cycle for leisure. I would like to use my bike to commute or to visit my dad, but the lack of infrastructure within the city makes it difficult.

As a carer for my Dad I visit him regularly, but there is no cycle parking near where he lives. This means I end up driving more often than I'd like. One of the worst things about cycling in the area is travelling through Bridgend when cycling to Perth from Scone. Bridgend is horribly congested by car traffic and it doesn't feel safe. I think that improving the safety of cyclists with better infrastructure and better share of the road with drivers would make a big difference in Perth. I hope one day everyone in Perth will feel safe to cycle!

## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatGen.

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

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

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

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

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