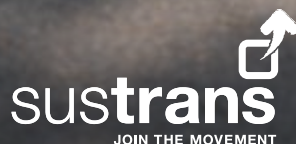




Perth

Walking and Cycling Index 2023



Published March 2024



Foreword

Our vision for walking, wheeling and cycling in Perth



Perth and Kinross Council is committed to ensuring Perth becomes an exciting, accessible and sustainable city with more people travelling actively. We will continue improving

our streets for all road users so that people can walk, wheel and cycle with confidence.

Since 2021, the number of streets that have a 20mph speed limit has increased, a great step forward in making our streets safer and more appealing. There are now over 30 miles of street with a 20mph speed limit, which is 18% of all streets in Perth. This is a significant improvement on the previous figure of 1%.

As part of our move towards greater social inclusion, we will work with local communities and the Centre for Inclusive Living to improve access for the more vulnerable in our communities. We will continue to install measures and remove barriers to ensure that more vulnerable road users can enjoy the city centre without restrictions to their movement.

We know that a lack of space to store bicycles is a significant barrier to some people who want to cycle, particularly in the city centre. A secure bicycle parking trial is underway in Perth. This project is also being expanded into other parts of Perth and Kinross.

Being able to walk or cycle to school independently is good for children's well-being and it also reduces congestion particularly in the vicinity of schools. We have increased the number of School Exclusion Zones thus limiting vehicle access at peak times, whilst installing pavements and shared use paths. As a result, these measures have improved safety and increased the numbers of pupils walking and cycling to school.

The Perth People Place project has continued to work on the Dunkeld Road corridor, aiming to provide high quality dedicated active travel infrastructure. We also need to consider how best to improve other commuter routes, thus improving travel options for local residents and others.

The Cross Tay Link Road will reduce the number of vehicles passing through the city centre, providing an ideal and exciting opportunity to improve conditions for all locals and visitors who want to walk, wheel and cycle in Perth.

I welcome the opportunity to highlight the successes and also recognise the areas for improvement that the 2023 Perth Walking and Cycling Index has identified.

**Councillor Andrew Parrott,
Former Convenor of the Environment,
Infrastructure and Economic
Development Committee**



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6	Walking in Perth	16	Cycling solutions
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12	Benefits of cycling	22	Looking forward

The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each cityⁱ reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Perth produced in partnership with Perth & Kinross Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,173 residents aged 16 or above in Perth. The survey was conducted from March to June 2023. Social research organisation NatCen 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 2021 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 reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example 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.

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

Headlines

Perth

Populationⁱ

53,225

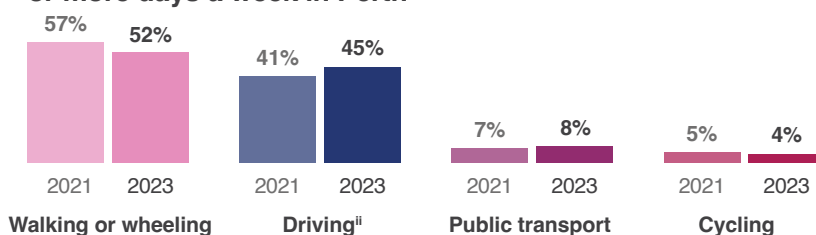
Survey area



The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Participation in cycling on a regular basis has stayed about the same since 2021, but walking and wheeling has decreased.

52%
of residents walk or wheel at least five days a week
57% in 2021

16%
of residents cycle at least once a week
17% in 2021

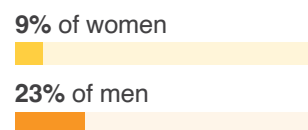
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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



Proportion of residents who cycle at least once a weekⁱⁱⁱ

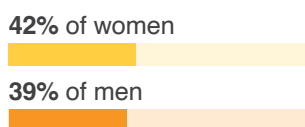


Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



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



i. NRS mid-year 2021 population estimates. This is the most recent available for Perth. ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

Every day, walking, wheeling and cycling in Perth take up to **13,000** cars off the road.^{iv} Each year in Perth these three modes combined:



Prevent

170

serious long-term health conditions



Create

£42.7 million

in economic benefit for individuals and Perth



Save

2,100 tonnes

of greenhouse gas emissions

Residents want to walk, wheel and cycle more and drive less

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

25% of residents want to drive less, yet 37% of residents often use a car because no other transport options are available

Walk or wheel

50% more

4% less

Cycle

45% more

2% less

Take public transport

31% more

7% less

Drive

10% more

25% less

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

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

53% on walking and wheeling

51% in 2021

52% on cycling

57% in 2021

67% on public transport

55% in 2021

27% on driving

31% in 2021

Increased funding would help support more liveable neighbourhoods

Among Perth residents:

66% support

15% oppose

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

61% agree

17% disagree

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

72% support

10% oppose

the creation of more 20-minute neighbourhoods^v

79% support

8% oppose

banning vehicles parking on the pavement

63% support

12% oppose

the creation of more low-traffic neighbourhoods^{vi}

51% support

20% oppose

shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



Walking in Perth

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Perth the number of people walking and wheeling regularly (at least five days a week) has decreased since 2021.

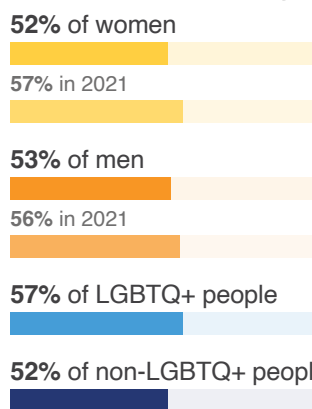
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

96% of all residents walk or wheel **95%** in 2021

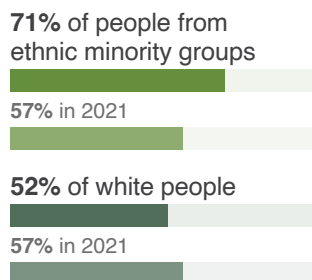
52% of residents walk or wheel at least five days a week **57%** in 2021

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

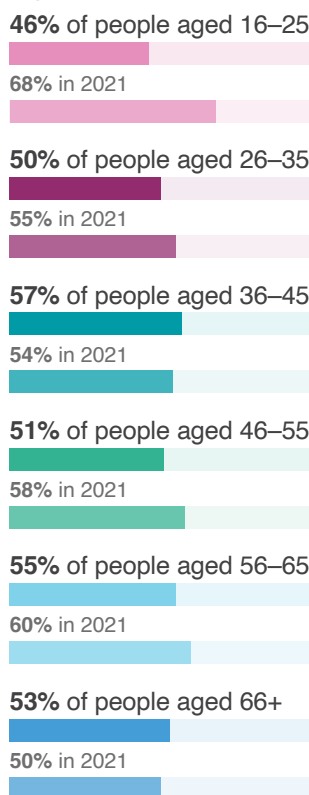
Genderⁱ and sexuality



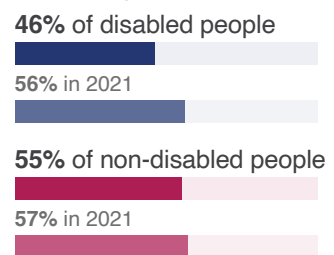
Ethnicity



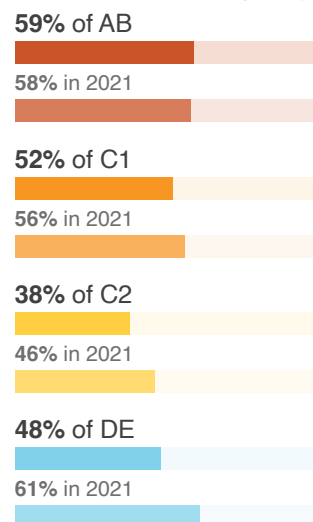
Age



Disability



Socio-economic groupⁱⁱ



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

ii. Socio-economic group is a classification based on occupation maintained by the 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

67%

of residents think the level of safety for walking or wheeling is good

80% in 2021

52%

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

64% in 2021

78%

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

85% in 2021

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

Gender and sexuality

70% of women



77% in 2021



65% of men



84% in 2021



55% of LGBTQ+ people



68% of non-LGBTQ+ people



Ethnicity

93% of people from ethnic minority groups



70% in 2021



66% of white people



81% in 2021



Age

65% of people aged 16–25



76% in 2021



69% of people aged 26–35



79% in 2021



79% of people aged 36–45



91% in 2021



67% of people aged 46–55



78% in 2021



63% of people aged 56–65



83% in 2021



64% of people aged 66+



77% in 2021



Disability

58% of disabled people



70% in 2021



71% of non-disabled people



84% in 2021



Socio-economic group

68% of AB



83% in 2021



68% of C1



81% in 2021



61% of C2



80% in 2021



68% of DE



72% in 2021



Morgan, keen walker



I'm at a desk all day, so I like getting out in the fresh air after work. It helps me switch off and relax.

Walking also gets me out and about at weekends. There are so many nice walks around Perth, such as Quarry Mill, Scone and North Inch.

Perth is very well lit, so I feel safe walking in the evenings. However, some pavements can be very uneven and it's easy to trip.



Cycling in Perth

Cycling participation, safety and satisfaction

Cycling participation

Overall in Perth the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **16%** of people cycle regularly.ⁱ

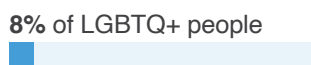
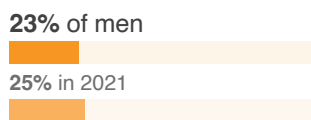
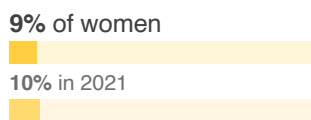
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Perth residents perceive cycling to be less safe than in 2021.

38%
of all residents cycle
41%
in 2021

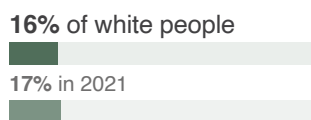
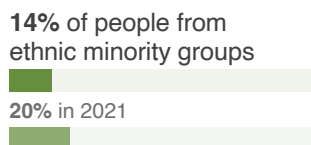
16%
of all residents cycle at
least once a week
17%
in 2021

Proportion of residents who cycle at least once a week

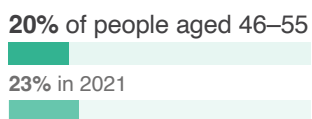
Gender and sexuality



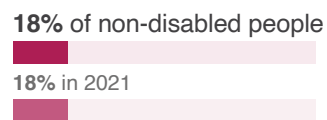
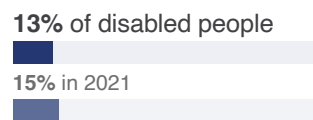
Ethnicity



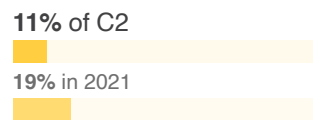
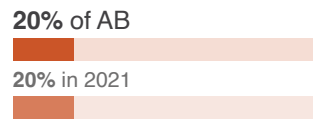
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life 2019 UK report.

Cycling safety and satisfaction

40%

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

45% in 2021

34%

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

38% in 2021

49%

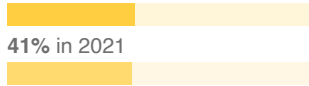
of all residents think their local area overall is a good place to cycle

48% in 2021

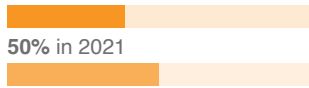
Proportion of residents who think cycling safety in their local area is good

Gender and sexuality

42% of women



39% of men



42% of LGBTQ+ people



40% of non-LGBTQ+ people

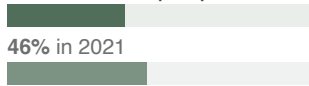


Ethnicity

76% of people from ethnic minority groups



39% of white people

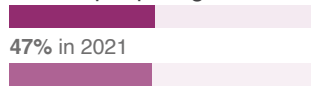


Age

43% of people aged 16–25



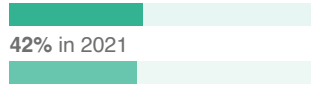
48% of people aged 26–35



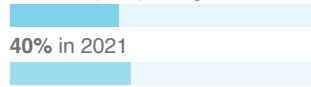
40% of people aged 36–45



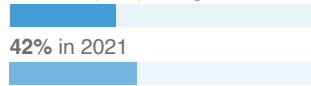
44% of people aged 46–55



36% of people aged 56–65



35% of people aged 66+

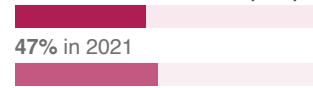


Disability

34% of disabled people

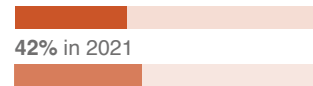


43% of non-disabled people

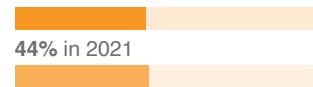


Socio-economic group

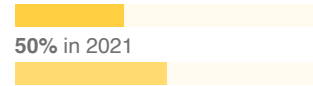
37% of AB



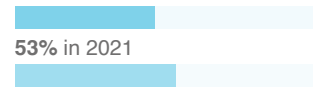
43% of C1



36% of C2



46% of DE



Marina, cycling commuter



I arrived in Perth from Ukraine in October 2022. When I got a job in Inveralmond, I needed to find the best way to commute there every day.

Cycling was affordable, fast, and reliable. Although I hadn't cycled for 20 years, I got a free bike from the Bike Station and gave it a go.

I love cycling along the National Cycle Network 77, and the 4 mile commute takes me about 30 minutes. I enjoy being in nature and hearing the birds every morning. It is great exercise and very convenient.



Benefits of walking

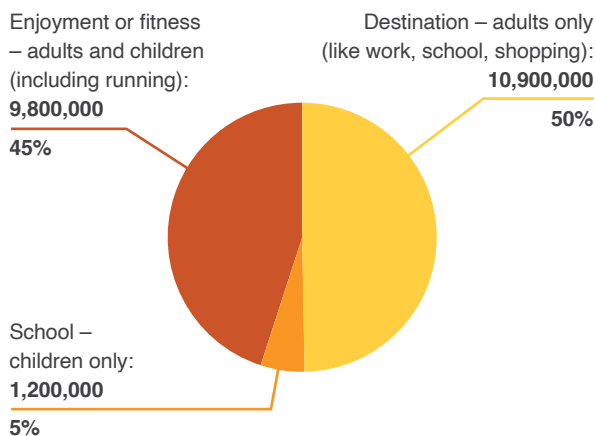
Why everyone gains when more people walk or wheel

Perth residents walk or wheel 57 times the length of Great Britain every day

There has been a reduction in trips to a destination since 2021. Walking and wheeling levels also decreased for enjoyment or fitness trips.

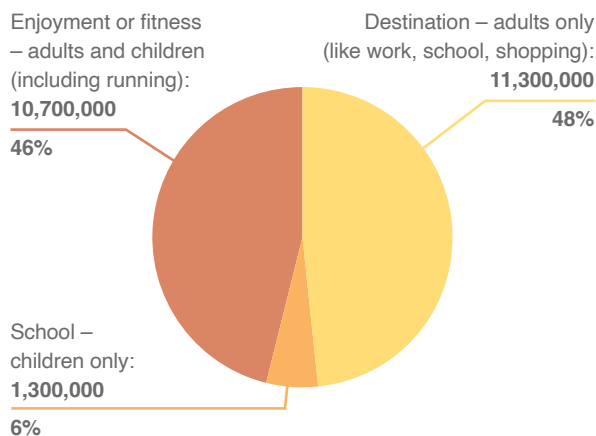
Annual walking and wheeling trips by purposeⁱ

2023:
21.9 million trips



This adds up to
24.7 million miles
= 68,000 miles a day

2021:
23.3 million trips



This adds up to
27.4 million miles
= 75,000 miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

3p
in 2021

30p is savedⁱⁱ
for each mile walked or wheeled
instead of driven in Perth.

Over a year this adds up to

£1.7 million

from adults with a car in their household walking or wheeling to work, school and other destinations.

£150,000
in 2021

The total annual economic benefit from
all trips walked and wheeled in Perth is

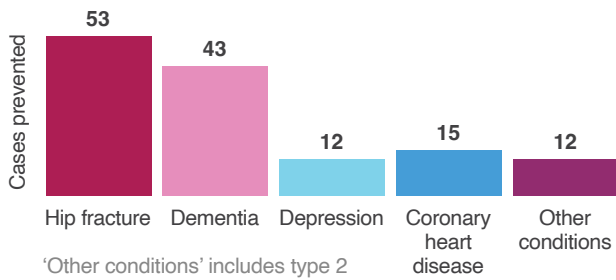
£34.9 millionⁱⁱⁱ

£34.6
million
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

143 in 2021 **Walking in Perth prevents 134 serious long-term health conditions each year**



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

Saving the NHS in Perth **£1.6 million per year**

£920,000 in 2021

31,000 in 2021



equivalent to the cost of **39,000 GP appointments**

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

In Perth the physical activity benefits of walking **prevent 33 early deaths annually**

33 in 2021

which is valued at **£121 million^{iv}**

£109 million in 2021

Please note wheelchair or 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:

3,900 kg of NO_x and

4,600 kg in 2021

543 kg of particulates (PM₁₀ and PM_{2.5})

636 kg in 2021

62% of residents agree the air is clean in their local area

65% in 2021



Walking and wheeling in Perth helps mitigate our climate crisis

1,500 tonnes in 2021

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



2,000 people in 2021

1,900 people taking flights from Edinburgh to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Walking and wheeling keeps Perth moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Perth moving for all road users.

12,000 in 2021

12,000 return walking and wheeling trips are made daily in Perth by people that could have used a car.

v. Litman, 2023. 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

36 miles

equivalent to the distance from Perth to Stirling

37 miles in 2021



iv. 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

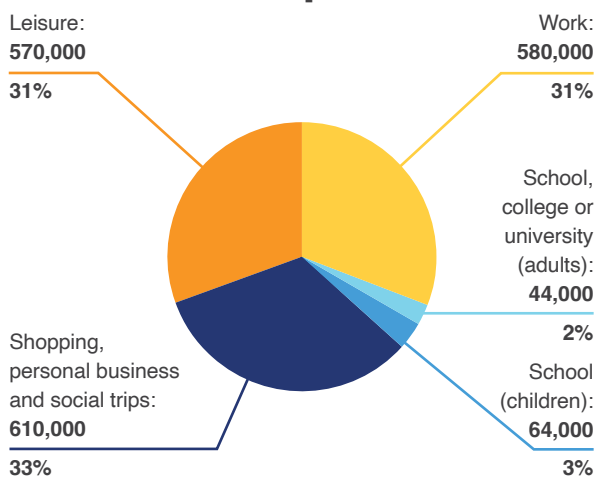
Why everyone gains when more people cycle

Perth residents cycle 18 times the length of Great Britain every day

There has been an increase in commuter trips since 2021 as more people return to the workplace. Cycling levels also increased for shopping, personal business and social trips.

Annual cycling trips by purpose in Perthⁱ

2023:
1.9 million trips

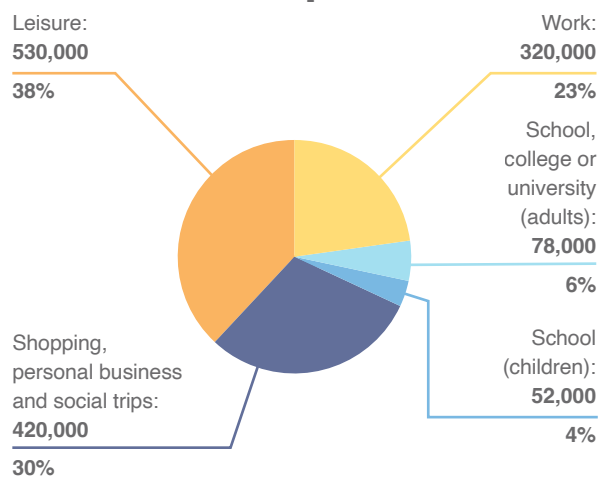


This adds up to

7.9 million miles

= 22,000 miles a day

2021:
1.4 million trips



This adds up to

6.4 million miles

= 18,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

£1.24 is saved

for each mile cycled instead of driven in Perth.

92p
in 2021

Over a year this adds up to

£2.9 million

from adults with a car in their household cycling to work, school and other destinations.

£1.5
million
in 2021

The total annual economic benefit from all trips cycled in Perth is

£7.8 millionⁱⁱ

£5.5
million
in 2021

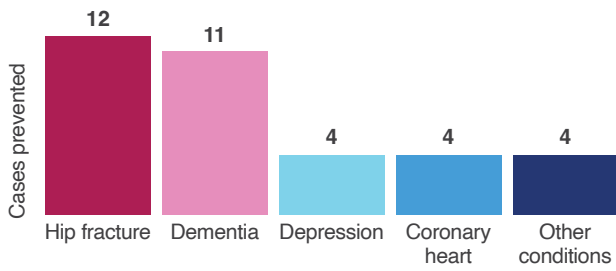
i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

27 in 2021 **Cycling in Perth prevents 35 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 in 2021

£430,000 per year

5,700 in 2021



equivalent to the cost of

11,000 GP appointments

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

In Perth the physical activity benefits of cycling

prevent 4 early deaths annually

3 in 2021

which is valued at

£12.6 millionⁱⁱⁱ

£8.3 million in 2021

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

1,200 kg of NO_x and

912 kg in 2021

186 kg of particulates (PM₁₀ and PM_{2.5})

130 kg in 2021

62% of residents agree the air is clean in their local area

65% in 2021



Cycling in Perth helps mitigate our climate crisis

438 tonnes in 2021

649 tonnes

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



569 people in 2021

842 people taking flights

from Edinburgh to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Cycling keeps Perth moving

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

991 in 2021

1,400 return cycling trips

are made daily in Perth by people that could have used a car.

iv. Litman, 2023. 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

4 miles

equivalent to the distance from Perth to Bridge of Earn

3 miles in 2021



iii. 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

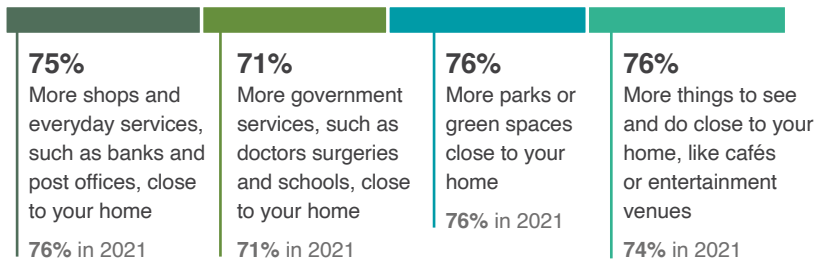
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

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 more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

58% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

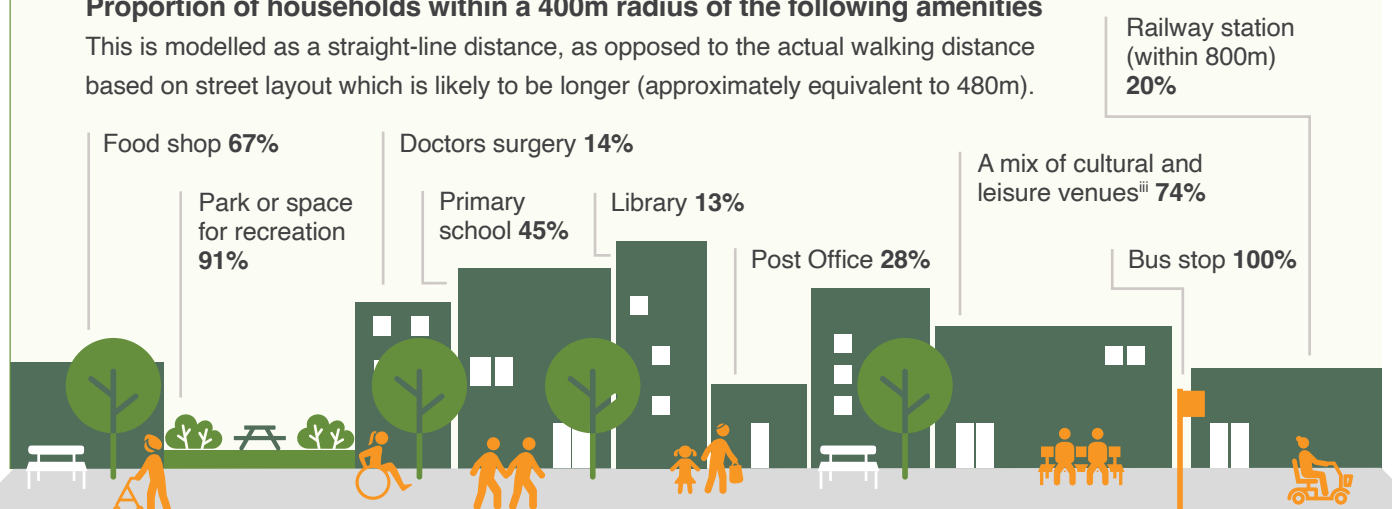
54%

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

56% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

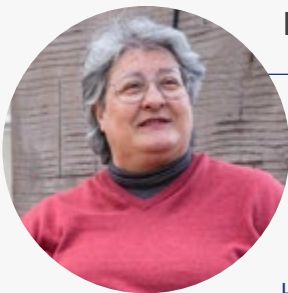
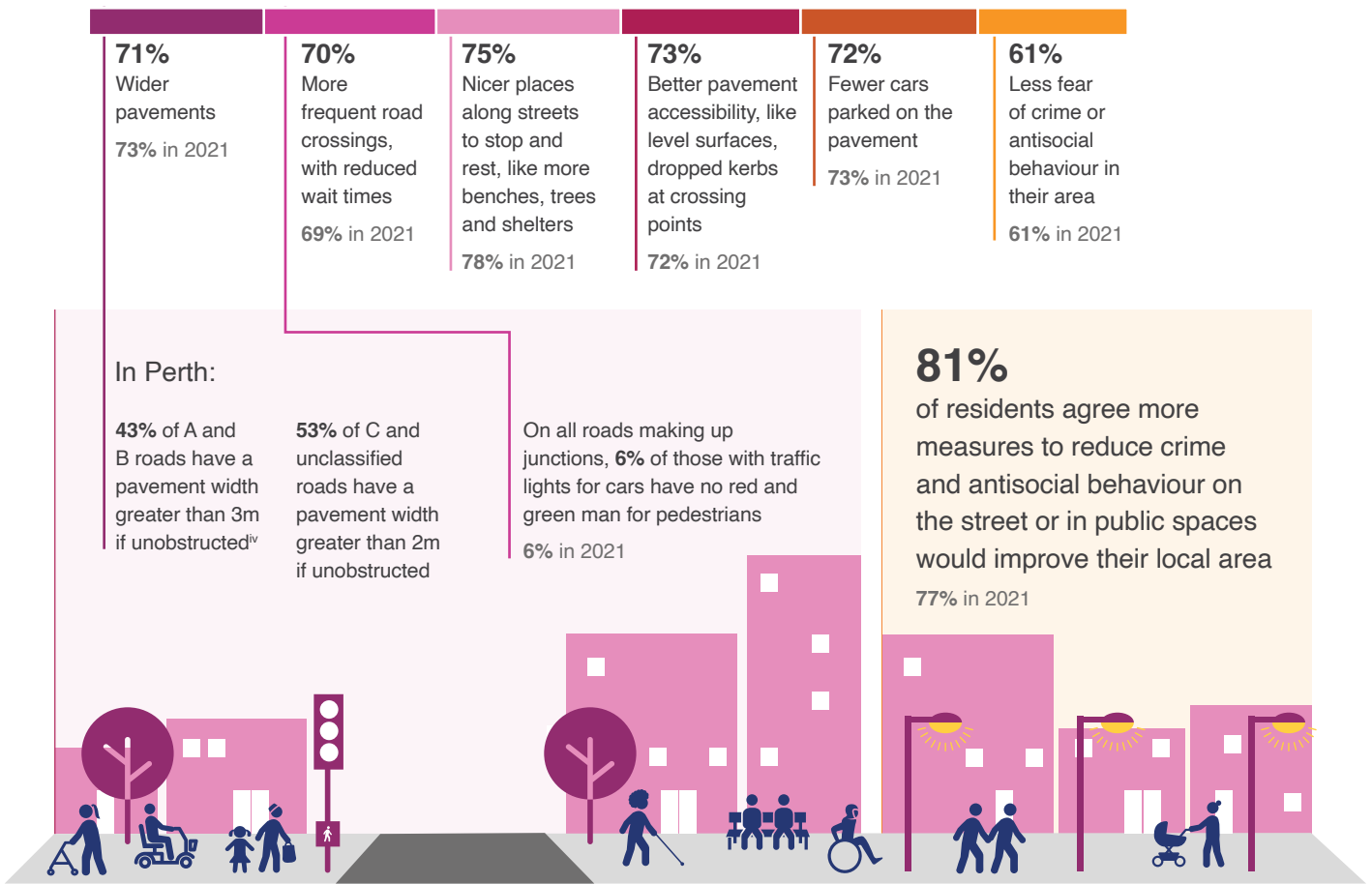


i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, like cafés, 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 or wheel in.

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



Nettie, wheelchair user



I get around Perth in my powered wheelchair. I find the city centre infrastructure to be fairly accessible. The pedestrianised High Street and the well-designed dropped kerbs make my shopping trips enjoyable.

However, I often face obstacles outside of the centre. Simple things like bins in the way, potholes, and misaligned dropped kerbs make my journeys unnecessarily difficult, stressful, and sometimes impossible. Because of this, there are parts of town I unfortunately don't go to anymore. This also prevents me from taking part in trips with my friends and family.

People with poor balance or parents with prams also face these barriers. It would be life-changing to have accessible streets everywhere in Perth.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

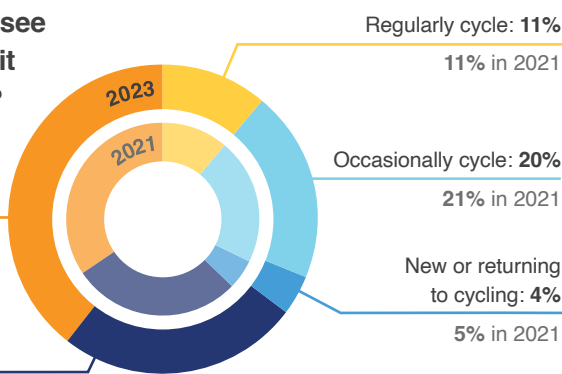
What would make cycling better?

Many Perth residents want to cycle

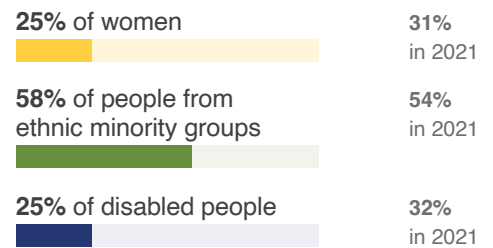
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **39%**
34% in 2021

Do not cycle but would like to: **25%**
28% in 2021



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



Residents want improved cycling infrastructure

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

72%
More traffic-free cycle paths away from roads, like through parks or along waterways
73% in 2021

71%
More cycle paths along roads that are physically separated from traffic and pedestrians
71% in 2021

68%
More signposted local cycle routes along quieter streets
69% in 2021

60%
Better links with public transport, like secure cycle parking at train stations
62% in 2021

There are **63** cycle parking spaces at the **1** railway station and **0** cycle parking spaces at the **1** bus station in Perth
46 in 2021
0 in 2021

Perth has:ⁱ

11 miles
of traffic-free cycle paths away from the road
10 miles in 2021

0 miles
of cycle paths physically separated from traffic and pedestrians
0 miles in 2021

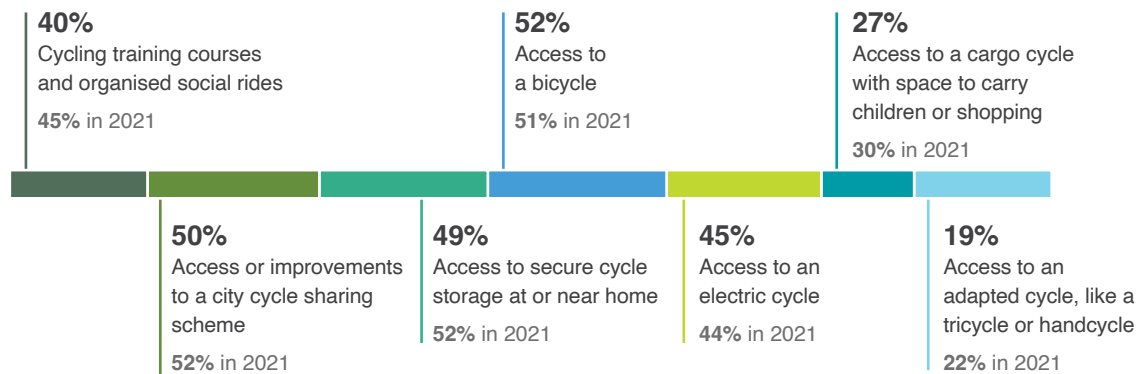
15%
of households within 125m of these routes
14% in 2021

66%
of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
66% in 2021



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 **28** people who cycle in Perth.

40 in 2021



Reported cycle thefts

There were **60** reported cycle thefts in Perth in 2022/23.

64 in 2021/2022

For every **405** people who own an adult cycle in Perth, there was **1** reported cycle theft in the past year.

Proportions of residents with access to an adult cycle

54% of residents 55% in 2021

46% of socio-economic group DE 48% in 2021

65% of socio-economic group AB 62% in 2021

51% of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

31% of households are within 800m of a cycle shopⁱⁱ



Elaine, e-bike enthusiast



In 2019, I tried an e-bike for the first time on an organised group ride. I'm retired, and the e-bike gave me the boost I needed. I felt confident and cycled further than ever!

When I heard about the e-bike loan scheme, I decided to apply. However, I hadn't anticipated how stressful it would be to cycle on my own.

Joining the Bike Station cycling group has been a real salvation. I've learned a lot from them, including best practice for cycling on the road and how to cross a busy junction. If I ever feel a bit nervous, I get off my bike and push it on the pavement.

The e-bike has been a wonderful addition to my life. I can go cycling with my granddaughters. I have gained so much freedom!

ii. Credit to the Association of Cycle Traders (ACT) 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

74%

of residents

75% in 2021

77% of women



73% in 2021

73% of men



77% in 2021

67% of disabled people



66%

in 2021

77% of non-disabled people



79%

in 2021

68%
in 2021

83% of people from ethnic minority groups



61% of LGBTQ+ people



66% of socio-economic group DE



64%

in 2021

75%
in 2021

74% of white people



75% of non-LGBTQ+ people



81% of socio-economic group AB



83%

in 2021

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

35%
in 2021

Only **33%** of residents think that their streets are not dominated by moving or parked motor vehicles.

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.ⁱ

24% in 2021

18% of Perth's streets have 20mph speed limits.ⁱⁱ

1%

in 2021

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

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

63%
in 2021

62% Walk or wheel more



49% agree that restricting through-traffic on local residential streets would make their area a better place.

53% in 2021

55% Walk or wheel more



58%

in 2021

60%
in 2021

58% Cycle more



55% Cycle more



57%

in 2021

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

63%
in 2021

61%

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

55%

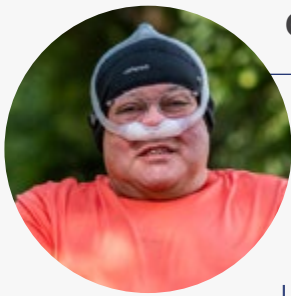
agree they regularly chat to their neighbours, more than just to say hello

62% in 2021

63%

support low-traffic neighbourhoods

68% in 2021



Gerry, adapted cycle user



A few years ago, I became paralysed from my waist down, and I was in a wheelchair. Staying active was challenging. Luckily, my carer mentioned Live Active and their adapted cycles. Trying it out was a life-changing decision.

I started with a handcycle. It was fantastic to exercise independently again. Once I regained some use of my spinal cord, I began to train my legs cycling a 2-seat trike with a care assistant. This weekly exercise helped tremendously with the recovery of some of my leg power. I am now able to use an e-trike by myself!

Adapted cycles are expensive, and I could not have used one without this project. We need to advertise these initiatives broadly – it can really transform lives!

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. 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, wheel or cycle independently in their neighbourhood.

10 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

55% of residents agree there is space for children to socialise and play

61% in 2021

71% of households are within 400m of a children's playground

Among Perth residents:

47% agree

48% agreed in 2021

23% disagree

23% disagreed in 2021

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

These are known as 'School Streets'.^{iv}

1 school

in Perth has a School Street scheme^v

1 scheme in 2021

There are further trial schemes in place but these have not been included in this total.



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Also known as School Exclusion Zones. v. Figure given is correct as of 31 May 2023.



Developing Perth

Recent walking, wheeling, cycling and neighbourhood changes

Safer routes to schools

Being able to walk or cycle to school independently is good for children’s wellbeing and reduces congestion, particularly in the vicinity of schools. We have increased the number of temporary School Exclusion Zones, limiting vehicle access at peak times, whilst installing pavements and shared-use paths. As a result, these measures have improved safety and increased the numbers of pupils walking and cycling to school. Consultation on these temporary School Exclusions Zones is ongoing with a view to making them permanent.

New measures include:

- A new section of pavement on Fairies Road and a shared use path on Viewlands Road West to improve active travel options to Perth Academy, Perth High School and Oakbank Primary School.
- A new crossing on Glasgow Road and Murray Crescent. Glasgow Road is a busy road which separates Perth High School from part of its catchment area. There is no direct bus from Craigie to Perth High, making safe walking routes even more important.
- A new shared use path next to Robert Douglas Memorial School, as well as a new crossing on Stormont Road in Scone to make the school journey safer. We have also installed new bike shelters at Robert Douglas Memorial School, making cycling a more practical option.
- A shared use path on Primrose Crescent in Perth, to improve safety for children travelling to Tulloch Primary School on foot, scooter and bike.

We have also worked with schools on behaviour change, helping Inchview with their days of action and sponsoring a banner competition for the school. Our Sustrans Schools I Bike officer also works with schools, helping pupils to improve cycle skills and confidence.



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20mph expansion

Since 2021, the number of streets that have a 20mph speed limit has significantly increased. Studies have shown that, in the event of a collision, injuries are less severe when cars travel at 20mph than at 30mph. There are now over 30 miles of street with a 20mph speed limit, which is 18% of all streets in Perth. This is a significant improvement on the previous figure of 1%.

Cycle parking and storage

We have continued to increase public cycle parking throughout the area, including at Perth Royal Infirmary, Murray Royal Hospital, South Inch Park, Perth Swimming Pool, Dewars Ice Rink, Scone Library, Robert Douglas Institute Scone, and Scone Fish and Chip Shop.

To make it easier for people to combine cycling and bus travel, Broxden Park and Ride, already a major bus interchange, has been transformed into a low carbon transport hub. This includes a covered bike shelter and charging points for electric bikes.

A trial is now also underway to respond to the need for more secure residential cycle storage in Perth. In the 2021 Index, 52% of residents said access to secure cycle storage at or near home would help them cycle more. If this trial is a success, the project will be expanded.

Social inclusion

We have supported the Bike Station's Shifting Gears programme, which provides bikes and training to individuals who have typically been underrepresented or excluded from sustainable travel programmes. Over one hundred asylum seekers have received bikes through this programme. Many participants use their bikes regularly for trips to shops, college and appointments, with participants valuing the time saving and freedom of cycling.

Our Sustrans Community I Bike officer teaches adults to cycle, develops cycling routes for less confident cyclists, and teaches bike maintenance. They have also run taster sessions on e-bikes and cargo bikes, helping people to make changes to their mode of transport.





Looking forward

Better streets and places for everyone

Cross Tay Link Road

Due to open in 2025, the Cross Tay Link Road will reduce the number of vehicles passing through the city centre, providing an ideal and exciting opportunity to improve conditions for all locals and visitors who want to walk, wheel and cycle in Perth.

Mobility Strategy

Our new Mobility Strategy will set out Perth and Kinross Council's vision for managing and developing the transport network over the next 10 years. This will consider all modes of transport for the movement of people and goods across Perth and Kinross, to help achieve national targets and local objectives.

Perth People Place

The Perth People Place project has continued to work on the Dunkeld Road corridor, aiming to provide high quality dedicated active travel infrastructure. Following a comprehensive engagement process we have an increased understanding of the issues and opportunities on the Dunkeld corridor. This has highlighted a number of key themes, including the wish for improved active travel infrastructure, more and improved road crossings, and a reduction in the dominance of motor vehicles. We will continue to work with the local community to develop proposals which further these aims, including the provision of a new cycle way along the Dunkeld Road. In doing this we will reduce reliance on cars, delivering safe, more accessible and more inclusive environments and improving air quality. We also need to consider how best to improve other commuter routes, thus improving travel options for local residents and others.



The Perth People Place project has continued to work on the Dunkeld Road corridor, aiming to provide high quality dedicated active travel infrastructure. Following a comprehensive engagement process we have an increased understanding of the issues and opportunities on the Dunkeld corridor.

Expanding Cycle parking and Storage

We are increasing the availability of secure bicycle storage. We have received a grant from Cycling Scotland to increase residential cycle parking. Some of this will be for residents in Perth and Kinross Council Housing, and some will involve working with other partner organisations.

We plan to further improve cycle public parking at bus stops to enable people to cycle to the bus for their onward journey. Some of these improvements will be in the Perth city area, but others will be in rural areas to address transport inequality and help people travel to Perth, or elsewhere, more sustainably.

We are also piloting bookable short term secure bicycle parking at Bells Sports Centre in partnership with Live Active Leisure. If this is a success, we will expand this scheme to other sites in Perth and Kinross.

Accessibility

We have successfully improved accessibility in Perth City Centre following street audits with Living Streets and the Centre for Inclusive Living. There are still parts of Perth which require improvement, for example increased provision of dropped kerbs. We will continue to work with the Centre for Inclusive Living to address these.



Robin, cargo bike family



We bought our first cargo bike over 4 years ago, through Energy Saving Trust's interest-free loan. We liked it so much we even got a second one! My wife and I find cycling so much quicker than driving, and it means we don't have to worry about parking.

Having the cargo bike allows us to do the school run and trips to the supermarket by bike, so it's ideal. Our kids love travelling by cargo bike too and are often pointing things out and asking questions. They interact with us and their surroundings more than they would do sitting in the car.

From where we live in Perth, we can get all the way around town using off-road paths. These are also safe for our kids to hop off the cargo bike and have a go on their balance bikes.

I think the biggest thing we need to improve in Perth is car drivers' understanding of how to co-exist safely with cyclists. Putting in more cycle lanes, such as on Dunkeld Road, would help with making things safer. There are other little links that could be made to create more of a network of safe cycling routes across the city.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, also by NatCen, following the same methodology.

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 travelled 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/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

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