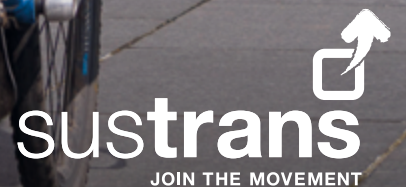


BIKE

life

2018

Perth





Forward motion

Our vision for cycling in Perth



Perth aspires to be one of Europe's great small cities, representing the best in small city living. To achieve this, it has been identified that investment in public transport, walking and cycling networks and digital

infrastructure will create an accessible city that will encourage active travel and reduce car dependency. Bike Life highlights that 67% of residents acknowledge that walking and cycling could help improve air quality and 75% of residents think that cycling could improve health and fitness.

Perth & Kinross Council recently developed an Active Travel Strategy which promotes walking and cycling across the local authority area. But whilst the council has successfully worked with many partners to expand the active travel network throughout the region, the Strategy acknowledges that continued investment is needed to increase the number of residents and visitors walking and cycling in the city. Completing missing sections of cycle paths along key routes into Perth, along Dunkeld Road and Perth Road, are instrumental to helping this happen.

Perth city centre is within an Air Quality Management Area, so it is important that as

many members of the public walk or cycle for shorter journeys which will help in two ways; reducing the number of cars on the road network and helping improve the health of those who are travelling more actively.

There have been a number of public improvement projects which have taken place in Perth city centre, including Mill Street development which has improved the space that residents and visitors use for walking and cycling.

I myself have seen the benefits of cycling to and from work and school over the last 60 years. Working in Scone for most of my career I cycled to and from my workplace on a regular basis, to the point that if I walked, members of the public would complain about me not cycling.

I cycle on a regular basis from Scone to the council's headquarters at 2 High Street. I would like to see the provision of off-road and commuter facilities to Perth City Centre providing safer journeys for walkers and cyclists. If we can encourage people to walk and cycle at least once a week, by providing better facilities, that would be a great achievement. I advocate that there are only two types of cycling weather – good or very good!

Councillor Lewis Simpson, Member of Perth & Kinross Council's Environment and Infrastructure Committee

Introducing Bike Life

Sustrans, the charity making it easier to walk and cycle, is collaborating with three Scottish cities in 2018 – Glasgow, Perth and Stirling – to report on progress towards making cycling an attractive and everyday means of travel.



Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling, and new initiatives.

This is the first report from Perth, one of 15 UK cities participating in Bike Life. The information in this report comes from local cycling data, modelling and a representative survey of over 1,100 residents in Perth* conducted by ICM**.

More details on all Bike Life city reports can be found at www.sustrans.org.uk/bikelifelife.

Our thanks to the people of Perth who took part in the survey and who told us their stories in this report.

There are substantial benefits to Perth from people cycling

824,000 trips made by bike in Perth in the past year

Saving the NHS £68,000 annually, equivalent to the average salary of **3 nurses**

Bicycles take up to **392 cars** off Perth's roads each day, equal to a **1.2 mile tailback**

£3.9 million total annual benefit to Perth from people riding bikes for transport and leisure

There is huge potential for more people to ride bikes...

1% of Perth residents **usually cycle to and from work**

40% of households are within **125m of a cycle route**

19% don't currently ride a bike, but would like to

35% think **cycling safety in Perth is good**

...and public support to make that happen

Residents in Perth think investing in more space for cycling and walking, as opposed to additional space for cars and public transport is the best way to keep the city moving, improve people's health, and reduce air pollution.

66% say Perth **would be a better place to live and work** if more people cycled

69% of people would like to see **more money spent** on cycling

31% of people would find **protected roadside cycle lanes very useful** to help them cycle more

69% of residents **support building more protected roadside cycle lanes**, even when this could mean **less space** for other road traffic

* The area covered in this report is: Perth city, Luncarty & Scone, with an adult population of 45,007 (2016 mid-year population estimates). ** Survey conducted May-July 2018.



Key figures

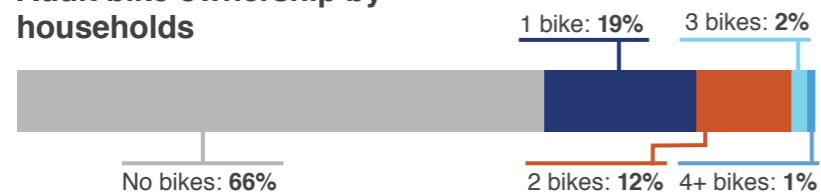
Provision and levels of cycling in Perth

Bike ownership in Perth

A bike gives people more choice for getting around, helping them to reach jobs and services, and to see family and friends more often.

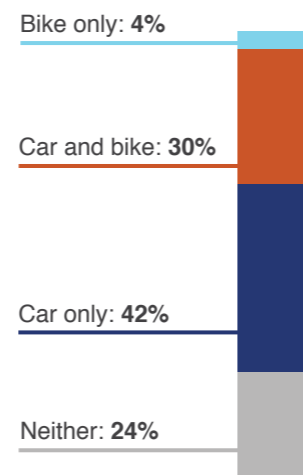
In Perth, just over one third (34%) of households have access to at least one bike. Almost three quarters (73%) of households with children have at least one child's bike.

Adult bike ownership by households



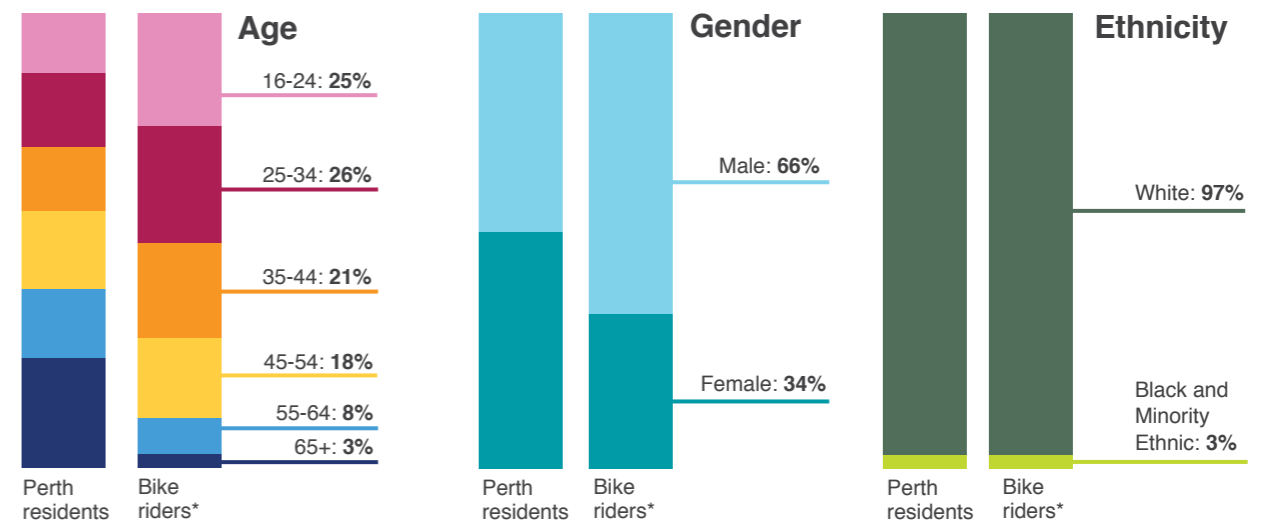
Car and bicycle ownership refers to the percentages of all people living in households that own cars/bikes. Note that census data is normally reported as the percentage of households with given numbers of cars.

Car and adult bike ownership by households



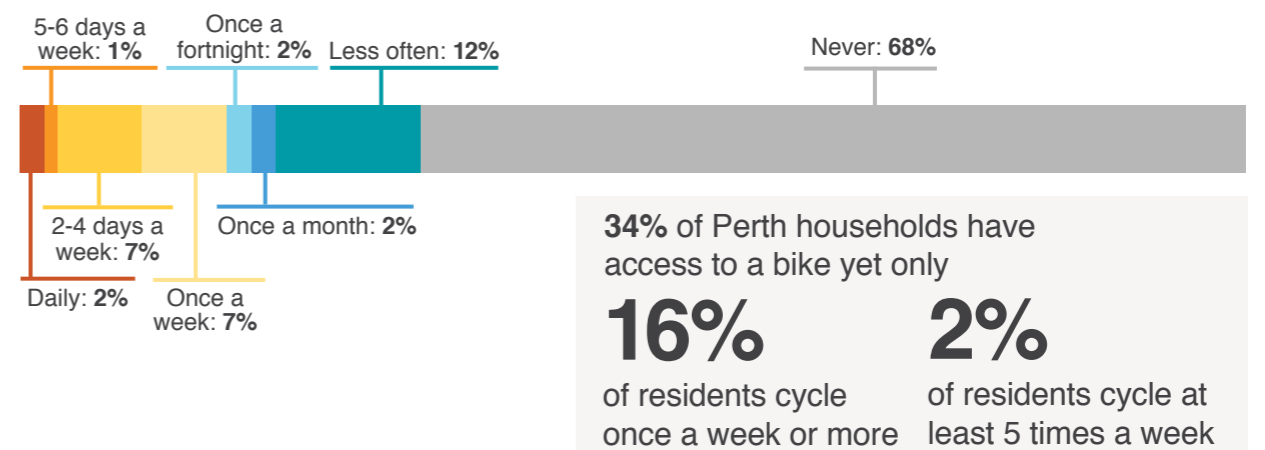
Who is cycling?

In Perth, women and people 55 and over are under represented when it comes to riding a bike.



For age and gender, the division of Perth residents uses 2016 mid-year estimates. For ethnicity, it uses the 2011 census. Survey respondents could also identify their gender 'in another way' or 'prefer not to say'. Due to rounding these are not displayed - they would appear as 0%.

How often are people riding a bike?



34% of Perth households have access to a bike yet only **16%** of residents cycle once a week or more and only **2%** of residents cycle at least 5 times a week

What's available and who's aware?

26 miles of cycle routes including **16 miles** of routes physically separated from vehicles*

26% of people are familiar with the traffic-free routes in Perth

40% of households are within 125 metres of a cycle route

2% of all streets in Perth have a 20mph speed limit**

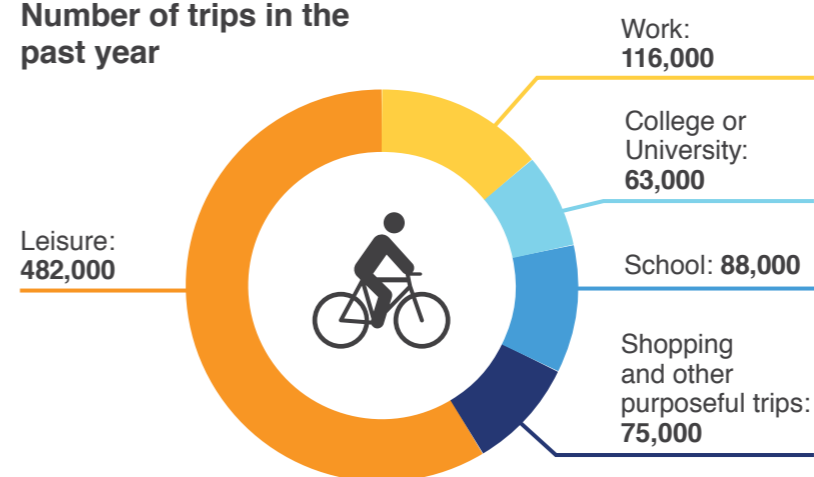
20

421 public bike parking spaces, equivalent to **18** bike riders per space

58 railway station parking spaces for bikes, equivalent to one parking space for every **26** passengers per day

Where are people cycling?

Number of trips in the past year



32% of Perth residents' cycle trips are for work or education

1% of Perth residents usually cycle to and from work

* Includes protected bike lanes, shared footways and traffic-free routes away from roads. ** 1% have permanent 20mph speed limits and 1% have temporary 20mph speed limits.

* Ridden a bike in the past four weeks when the survey was conducted in May - July 2018.



Developing Bike Life

What's happening in Perth

Perth has always looked to be at the forefront of cycling, implementing many new initiatives.

In Perth, many walking and cycling links have been created between key trip attractors from housing areas to employment centres. When these routes were identified and created, a number of innovative ideas have been used to make them more appealing to people on bikes. These include:

Solar Studs

To provide directional lighting for areas on walking and cycling routes where it is impractical to provide an electrical connection

Copenhagen-style cycle counter

This is located on the North Inch and provides a visual display for the number of bicycles that have travelled along the Inch on a daily and annual basis

Cycle Parking Programme

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

Golden Routes

These have been identified by the council as key links in the city, and include routes from the rail and bus stations into popular city centre locations such as the Concert Hall.

National Conferences

Perth has hosted a number of national conferences including the Walking, Cycling, Connecting Communities National Active Travel Conference in 2018 and the Cycling Scotland Annual Conference. These conferences provided Perth with the opportunity to showcase the good work that has been undertaken in the city.

Monitoring of cycling Infrastructure

To help monitor cycling in Perth and Kinross, a number of cycle counters have been installed on existing and new routes. Data from the counters are uploaded to an online portal, where officers from Perth & Kinross Council can monitor the number of cyclists using the network.

Cycle infrastructure

Cycling infrastructure has been installed throughout Perth, including, where possible, along the five key commuter routes into the city - Glasgow Road, Edinburgh Road, Crieff Road, Dundee Road and Dunkeld Road. Reallocation of road space has been undertaken to provide on road cycle lanes to the road network along with advance cycle stoelines.



School Exclusion Zones

Perth & Kinross Council is currently piloting School Exclusion Zones at a number of schools throughout the area. The zones are being trialled to remove non-essential motor vehicles from the school gates and encourage pupils to travel more actively to school.

To allow the pilot to be evaluated, each of the locations is being monitored by collecting traffic flows in and out of each of the exclusion zones. In addition, questionnaire surveys will be distributed to affected local residents, businesses and school teachers to gauge their opinion of the zones.

It is hoped that the School Exclusion Zones will encourage behavioural change, by encouraging parents to walk or cycle with their children or make use of Park & Stride locations. If the trial is successful, it will be rolled out to other schools in Perth and Kinross.



The impact

The health, economic, and environmental benefits to Perth



Many people are cycling in Perth

824,000 trips

made by bike in Perth in the past year which altogether adds up to

5 million miles



Perth residents cycle **12 times** the length of Great Britain every day



Benefiting individuals and the local economy

91p per mile

net benefit for each mile cycled instead of driven which adds up to

£646,000

annual benefit to Perth from people with a car choosing to cycle for transport

£3.9 million

benefit to Perth from all trips made by bicycle*

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



Unlocking significant health benefits in Perth

In Perth, the physical activity benefits of cycling

prevent 2 early deaths annually*

valued at

£6 million*

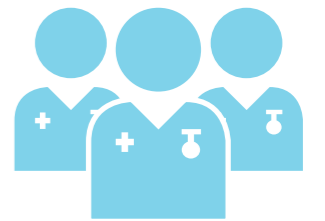
based on what people say they would pay to improve their chances of survival, and calculated using the method set by the World Health Organisation.

Cycling also averts **10** serious long term health conditions annually, saving the NHS in Perth

£68,000 per year

equivalent to the average salary of

3 nurses



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



Keeping your city moving

Transport capacity of a 4m wide lane per hour



8,000-12,000 bus passengers



5,000-10,000 people on bikes



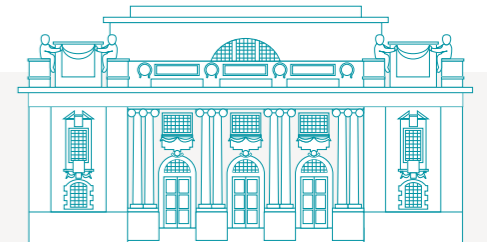
5,000-10,000 pedestrians



800-1,100 people in cars

Studies suggest riding a bicycle rather than driving frees up road space. This helps to keep Perth moving.

Source: Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.



If these cars were to be parked they would take up the space of almost **3 Perth City Halls**

392 return cycle trips are made daily in Perth by people that could have used a car.

If these cars were all in a traffic jam it would tail back **1.2 miles**



More people riding bikes has environmental benefits

209 tonnes of greenhouse gas emissions saved annually

equivalent to the carbon footprint of **27 people**

More people riding bikes improves air quality:

445 kg of NOx and 60 kg of particulates saved annually

In Perth and Kinross **52 early adult deaths** occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor.



Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+. Please note this figure is for the whole of the Perth and Kinross area (not the city, as throughout).

Stories from our city

What cycling means to people



Mhari Watson, e-bike user

Since getting my electric bike through the Cycle to Work Scheme, I have used it every day to cycle to work. Many people see e-bikes as a “lazy person’s” bike but it’s actually made me more active, I’d now cycle the 14 miles to visit my parents whereas before I would’ve taken the car. It’s quick, it’s fun and it’s easy to hop on and see things I wouldn’t have been able to see before, it’s giving me an improved experience of cycling and being active.

Like every city, Perth has positives and negatives but roads seem to be getting busier and if given the option, I would choose a segregated cycle route to being with cars.



Neil Mack, Perth resident

As a seasoned, determined cyclist, I would say that compared to a larger city like Edinburgh, Perth feels safer to cycle in partly because it is less busy. However, I don’t think it is easy for beginner cyclists.

The Inches and the Lade provide good, traffic-free access to the town centre but coming from the North the two bridges crossing the River Tay can be heavily congested.

I was disappointed the Connect2 bridge in Perth did not go ahead – it would have been a keystone in facilitating traffic-free routes across the Tay (connecting Perth and Scone, the largest village in Scotland). As a daily commuter, I can cycle 10 kilometres to work in around the same time it would take me to drive. When Scone Palace hosts events cycling is considerably quicker. Travel time is a key benefit of cycling as is the positive impact on my physical and mental health.



Mike Robinson, CEO, Royal Scottish Geographical Society

Cycling is an efficient way to get around – it’s sociable and allows you to engage with your surroundings. I enjoy cycling but do it less than I used to because of safety concerns and increased traffic.

There are decent bits of path in Perth but they don’t connect or get you where you want to go. Instead of responding to increased traffic by building more roads we should be viewing it as a wake-up call to encourage modal shift.

We are fortunate in Perth to have a high-quality environment, fantastic natural assets and an active population but unless cycling is made safer the shift won’t happen. If Perth was safer I couldn’t think of a better place to cycle.

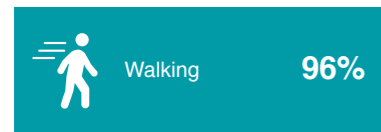
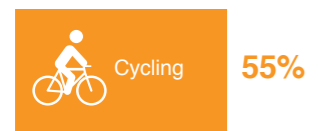
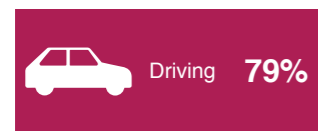
Barriers and potential

What needs to change to make cycling commonplace



Safety and security continue to be a significant concern

Percentage of people that feel safe during the day



A cycling injury occurs **once every 2.6 million miles** pedalled around Perth



Whilst over half (**56%**) of people think Perth is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety.

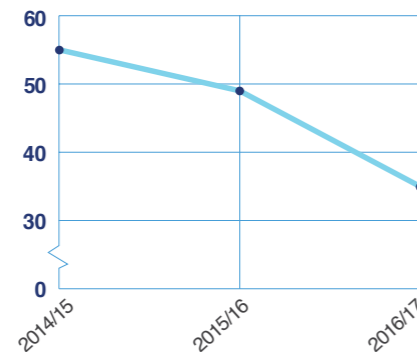
only 35% of people think **cycling safety** in Perth is good.



only 20% think **safety of children's cycling** is good.



Reported bike thefts



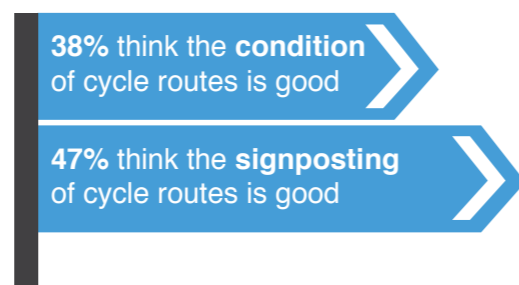
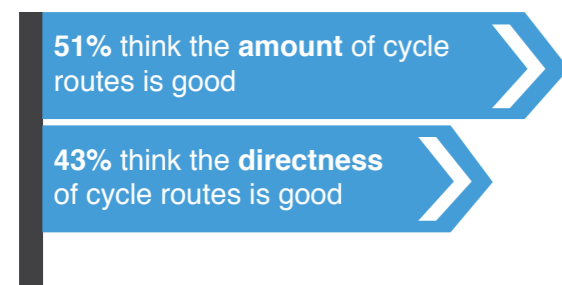
There were **35** reported bike thefts in Perth in 2016/17.

This equates to a **0.5%** chance of a bike rider in Perth having their bicycle stolen in the past year.

27% of people think the security of bicycle parking is good.



How do residents rate Perth's cycle routes?



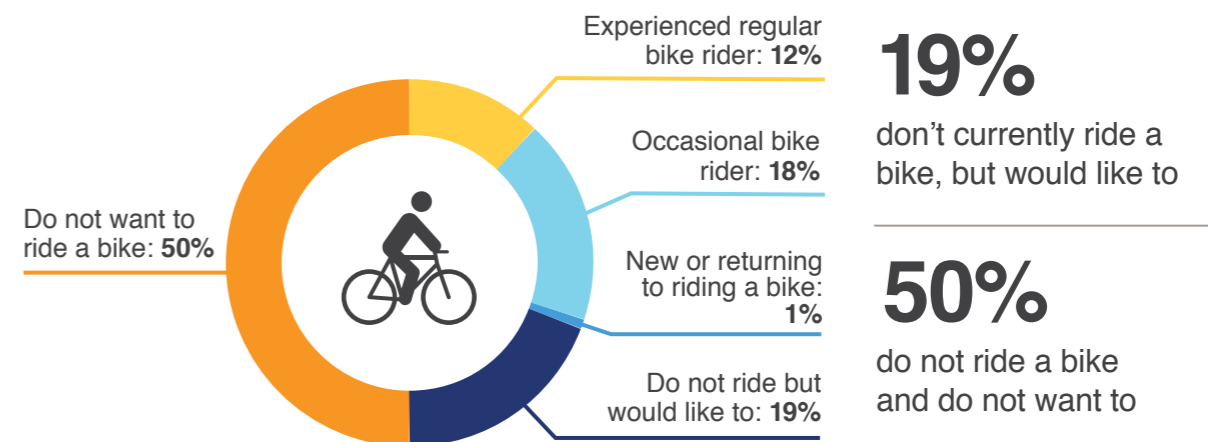
Steven Gourdie and Adrian Gill, Parking Attendants

Using bikes as part of our job allows us to respond rapidly through congested areas. When you're in a van you have to take additional time to find somewhere to park safely, whereas the bikes allow us to pull over quickly and we can hop off where we need to. The bikes are great in Perth especially when the city has events on, we can move quickly through heavy traffic.

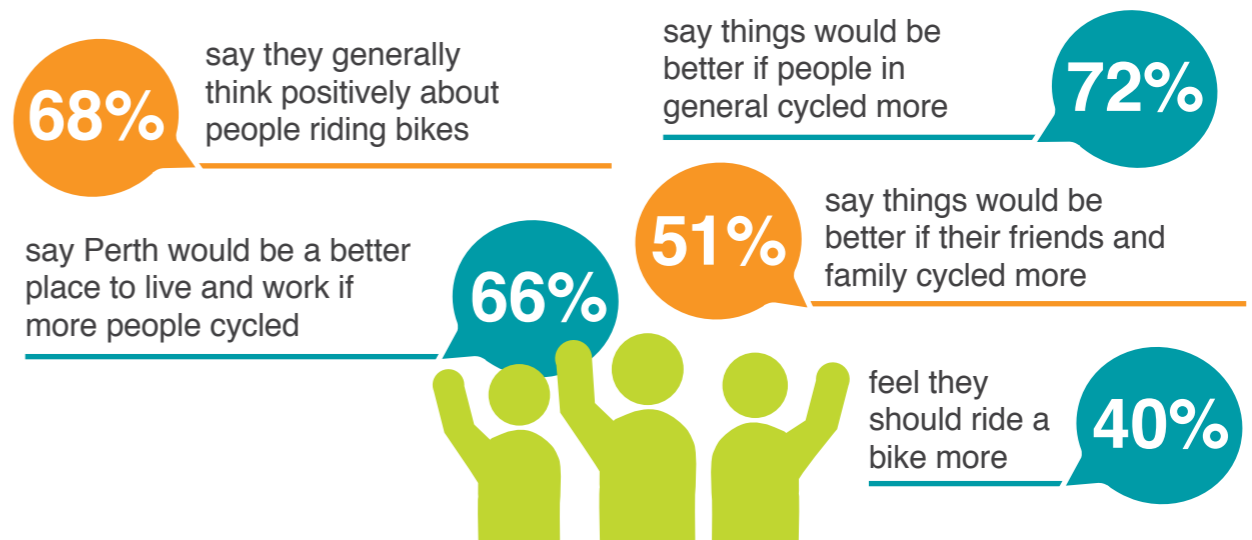
We have the added bonus of being visible to young people when we patrol near schools. It's a positive way to encourage kids to cycle by seeing us out and about. We love the freedom being on bikes has added to our job and the impact on our fitness. Colleagues who haven't cycled before are now using the bikes on their lunch breaks to be more active.



How do people see themselves when it comes to riding a bike?



Perceptions of cycling are positive



What the public want

Investment, safety and dedicated space



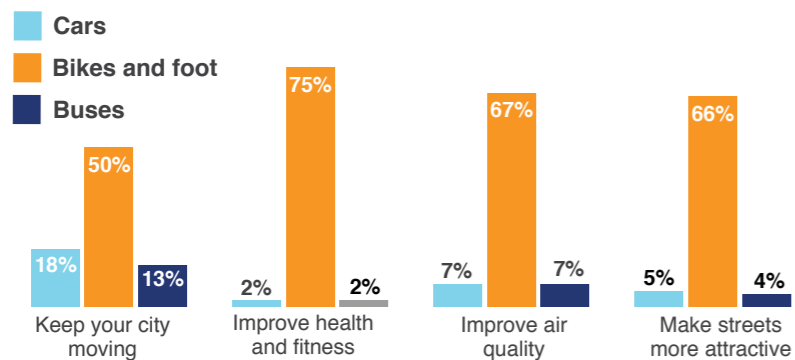
Bike to the future

Our ambition and plans to make it happen



Prioritising investment in cycling and walking

People prioritise investment in space for bikes and foot



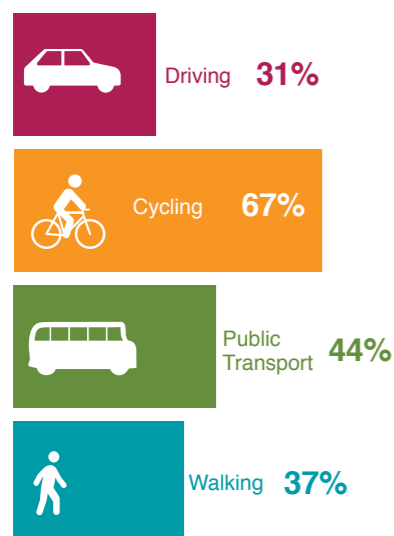
69% of residents would like to see more investment in cycling in Perth

Overall, residents in Perth think more space for cycling and walking, as opposed to additional space for cars and public transport, is the best way to keep the city moving, improve people's health, reduce air pollution and make streets more attractive.

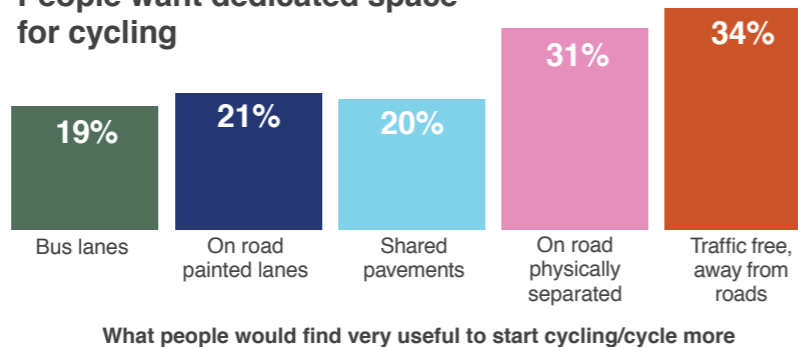


Improved safety and space for cycling

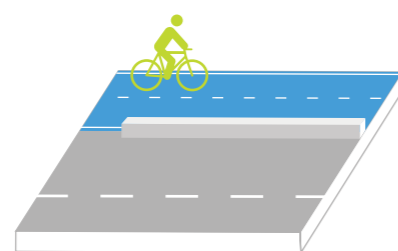
Percentage of people that think safety needs to be improved



People want dedicated space for cycling



What people would find very useful to start cycling/cycle more



69% of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

Bike Life highlights the appetite for more protected cycles lanes in Perth, with an encouraging 69% of residents surveyed supporting this. However, there are still challenges, such as 50% of those surveyed not wanting to ride a bike, this will need addressed in order to create an accessible city; encouraging active travel and reducing car dependency.

Active Travel Strategy for Perth and Kinross

Perth & Kinross Council has taken a proactive approach to active travel, identifying opportunities to expand the Active Travel Network. Along with partners, steps have been taken to reduce the number of motorised journeys, by encouraging residents and visitors to undertake journeys by foot or bike.

Increasing levels of walking and cycling will have a significant, positive impact on lives of Perth residents. As well as improving their general health and wellbeing increasing levels of active travel will make places safer and more attractive to spend time in and travel through.

With Scottish Government funding through Sustrans' Safer Routes to Schools programme, improvements to footways have been made around schools. And, as well as expanding the Green Route Network, cycle schemes have improved access to residential areas, industrial estates and school campuses.

However, with additional funding available through the Scottish Government's Programme for Government, there are even more opportunities for Perth to grow its Active Travel Network to create friendlier and safer spaces for people traveling by foot or bike.

Sustrans Scotland Community Links PLUS

Perth & Kinross Council recently entered Sustrans Scotland's Community Links PLUS design competition which is funded by the Scottish Government. This competition favours bold and innovative projects that restore the balance of Scotland's streets for people walking and cycling. The council is one of eight local authorities shortlisted, for its proposal to develop the Perth City Region Cycle Network. The next stage will involve an extensive consultation exercise with local communities and stakeholders to develop designs which could be taken to construction.

Placemaking programme

The council has identified a number of placemaking projects which would encourage more people to walk and cycle and create a more pleasant and dynamic environments for the residents and communities who currently use these spaces. By creating spaces which would be used for events, concerts, farmers markets or outdoor eating, there is the opportunity to introduce exciting areas which could help encourage people to spend more time in the city centre.

Notes on terminology and methodology:

The attitudinal survey was conducted May to July 2018.

Due to the rounding up or down of individual figures, the percentages on charts may not total 100% exactly.

The area covered in this report is: Perth city, Luncarty & Scone, as below.



Further details are available at www.sustrans.org.uk/bikelife

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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



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




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For further information contact: cycling@pkc.gov.uk

Bike Life Perth has been funded by Transport Scotland. The project is co-ordinated by Sustrans.




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