

# Active Travel Strategy for Perth and Kinross

## 1. Background

The Active Travel Strategy for Perth and Kinross has been developed to encourage, enhance and monitor physical active travel modes rather than motorised methods. Active travel methods include walking, cycling, scooting or the use of self-propelled wheelchairs.

Active travel can have a significant impact on the lives of local residents. Travelling actively helps improve public health, reduce the maintenance impact of motorised travel methods on the road infrastructure and provide economic and environmental benefits through reduction in traffic congestion.

Data from Scotland's Census 2011 suggests that, in Perth and Kinross, there is a higher proportion of population walking to their destination when compared against the Scottish average. The proportion of the population cycling to work is lower than the Scottish average.

	Daytime Population	
	Bicycle	On foot
<b>Scotland</b>	0.85%	12.12%
<b>Perth &amp; Kinross</b>	0.67%	12.85%

These statistics are encouraging for walking and identifies that there are opportunities to promote and encourage more of the population within Perth and Kinross to cycle to their destination.

Geographically, Perth and Kinross is the fifth largest Local Authority in Scotland, covering a largely rural area of 5,285km<sup>2</sup>, with a number of urbanised areas dispersed throughout. Data from Scotland's Census 2011 suggests that of all the journeys undertaken to a workplace or educational establishment in Perth and Kinross, 26.2% of journeys are less than 2km and 45.4% of journeys are less than 5km. Of the journeys that are shorter than 5km, 41.7% of the trips are being undertaken in a car or van.

Of the journeys less than 2km, 66.6% were undertaken by active travel methods and of these trips, 64.9% were undertaken on foot.

A vehicular based transport system is exclusive for many people. In Perth and Kinross, the 2011 Census identified that 21% of the population have no car or van availability within their household. For those without access to a car or van, other travel methods are essential. This may include travelling by public transport or by active travel options.

The majority of travel is likely to include an element of active travel, even if the main element of travel is undertaken by motorised vehicle. At a number of schools throughout Perth and Kinross, Park & Stride locations have been created to encourage parents who drive their children to school, to park a short distance from the school and make the final part of the journey by using active travel methods.

The focus of this Active Travel Strategy is to reduce travel by motorised vehicles and make improvements to infrastructure and raise awareness of routes for those with mobility issues. In making the routes suitable for those with mobility issues, benefits can be gained for those who are walking, cycling or scooting.

In developing an Active Travel Strategy, the infrastructure to support active travel can be enhanced to help create opportunities to bring about modal change in travel habits. It is recognised that action by many partners working in Perth and Kinross can help deliver the actions in the Active Travel Strategy.

## **Policy Context**

There is a strong national, regional and local policy context which supports the promotion of active travel within Perth and Kinross.

## **National Context**

The Scottish Government have published a number of documents that promote active travel, including:

- Let's get Scotland Walking - The National Walking Strategy, June 2014
- Cycling Action Plan for Scotland, June 2010, refreshed in 2013 and 2017
- A Long-term Vision for active travel in Scotland 2030, October 2014
- A nation with Ambition, The Government's Programme for Scotland 2017-2018, September 2017

These strategy documents set out the aims that will help achieve the goals identified.

The National Walking Strategy highlights that everyone can benefit from walking as part of their everyday journeys. To encourage walking in the outdoors; paths and routes should be well designed and connected. The three strategic aims are:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone
- Enable easy, convenient and safe independent mobility for everyone

The National Walking Strategy highlights that the biggest health and economic gains come from getting inactive people to become active. The easiest way for most will be to increase the distance and time spent walking. The National Walking Strategy recommends the promotion of walking to children through education, as well as encouraging them to walk to and from school.

The Cycling Action Plan for Scotland highlights that the Scottish Government's vision is "By 2020, 10% of everyday journeys taken in Scotland will be by bike". The Scottish Government is committed to developing more ambitious, innovative approaches underpinned by partnership working, to make Scotland a more active and safe nation. It sets out to achieve this under priority headings of:

- Leadership and Partnership
- Infrastructure, Integration and Road Safety
- Promotion and Behaviour Change
- Resourcing
- Monitoring and Reporting

A long term *Vision for Active Travel in Scotland 2030* aims to set out how Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys. The vision sets out that active travel will improve the health and wellbeing of the community in a number of ways. The vision sets out a number of objectives:

- Better health and safer travel for all
- Reducing inequalities
- Cutting carbon emissions and other pollution
- Delivering liveable, more pleasant communities
- Supporting delivery of sustainable economic growth

*A Nation with Ambition, The Government's Programme for Scotland 2017-18* sets out how the Scottish Government will build an Active Nation, boosting investment in walking and cycling and putting active travel at the heart of transport planning. One of the ambitions of the programme is to continue the investment for walkers, cyclists and equestrians, and include connections to the A9 route with the wider National Cycle Network. The objectives relating to active travel include:

- Making our towns and cities friendlier and safer spaces for pedestrians and cyclists by increasing investment that supports active travel from £40 million to £80 million per year from 2018-19
- Stepping up promotion of the use of electric bicycles to ensure as many people as possible can benefit from active travel
- Delivering projects which help older people benefit from our network of walking and cycling routes

## Regional and Local Context

The Regional Transport Strategy for Perth and Kinross is promoted by TACTRAN, the Tayside and Central Scotland Transport Partnership covering Angus, Dundee City, Perth and Kinross and Stirling. TACTRAN's Regional Transport strategy for 2015-2036 Refresh sets out a vision and objectives for transport in the region recognising the importance of active travel in achieving those objectives. The Regional Active Travel Strategy, contained within TACTRAN's Regional Transport Strategy, aims to support the delivery of the Cycling Action Plan for Scotland (CAPS); implementation of the National Walking Strategy and the Long Term Vision for Active Travel in Scotland through four key strands:

- Strategic Integration
- High Quality Infrastructure
- Making Better Use of the Transport System
- Influencing Travel Behaviour

The TACTRAN Active Travel Strategy promotes the development of regional walking and cycling routes to connect with the expansion of the National Cycle Network, national long distance paths and local cycling and walking networks. These networks are to be complemented by good quality cycle parking at key destinations. These proposals influenced the proposed network improvements in the strategy.

Within Perth & Kinross Council's Local Development Plan, adopted in February 2014, Policy TA1: Transport Standards and Accessibility Requirements, sets out that "*Sustainable modes of walking, cycling and public transport should be considered, in addition to cars. The aim of all development should be to reduce travel demand by car, and ensure a realistic choice of access and travel modes is available*" to encourage and promote a shift to the more sustainable models of travel of walking, cycling and public transport.

Perth & Kinross Council has developed a strategy paper for Perth's Transport Future, approved in 2012, which summarises that the transport network in Perth is suffering from congestion at peak times. The study investigated the existing causes of transport problems, highlighting improvements that can be made to ensure that Perth can thrive as a modern, vibrant city. The paper identifies that walking and cycling is "*Unattractive due to heavily trafficked roads in the city centre and on key routes leading to the centre, air quality problems and severance by the A9 to access to future growth areas*". One of the strategic objectives is to *Increase the proportion of short trips by more sustainable modes* setting out targets to achieve a:

- 5% increase in cycling.
- 20% increase in walking.
- 20% increase in Park and Ride.

Perth & Kinross Council has adopted The Perth City Plan, refreshed for 2015 to 2035, outlining the City Development Board's aspiration for Perth to be one of "*Europe's Great Small Cities*". The plan sets out the growth for the city, while preserving and enhancing the environment that people live and work in to create a prosperous, balanced community.

The Perth City Plan identifies that reducing car dependency can be achieved by offering attractive alternatives in terms of speed, convenience, comfort and safety; and in promoting active travel. The plan details a potential cycling and walking network for the City of Perth; identifying possible crossing points over the River Tay. The plan acknowledges that reducing car dependency can be achieved through active travel, by addressing the following action points:

- Continue to invest in the city's walking and cycling network
- Create a hierarchy of streets, public spaces and walking/cycling routes
- Promote integration accessibility, movement and active travel
- Ensure that walking and cycling routes are identified between attractions and are signed accordingly

The Perth and Kinross Community Planning Partnership has also developed the (Local Outcomes Improvement Plan) for 2017 to 2027, which focuses on improving the lives and experiences of everyone who lives, works and visits Perth and Kinross. There are a number of objectives which relate to active travel, these include:

- Giving Every Child the Best Start in Life – ensure our children and young people are physically, mentally and emotionally healthy
- Promoting a Prosperous, Inclusive and Sustainable Economy – improve public realm and infrastructure and transform our cultural offer to ensure that Perth and Kinross remains an attractive place to live, work and invest
- Supporting People to Lead Independent, Healthy and Active Lives – reduce inequalities and unequal health and social outcomes; provide opportunities and support people to live active and independent lives; reducing social isolation
- Creating a Safe and Sustainable Place for Future Generations – protecting our outstanding area, work with communities and local organisations to improve our public spaces ... and improving local air quality; building a sustainable future including promoting sustainable transport options such as cycling and walking to support people's health and wellbeing; and smarter connections to reduce social and rural isolation and improve accessibility by supporting ways of making people more mobile and better connected, including community transport schemes and working with communities to develop walking routes, cycle pathways, shared street space and infrastructure to support electric vehicles

The Community Plan identifies a number of steps that will make difference to local communities in Perth and Kinross, these have been identified that:

- By 2018/2019 there will be varied local initiatives to encourage physical activity and social interaction
- By 2020/2021 there will be improved cycling and walking routes into Perth City Centre, measures to reduce traffic and congestion related emissions and promotion of modal shift in transport from cars to active travel
- By 2027/2028 there will be members of the community with greater choice to change their transportation to more sustainable means and shared spaces developed through a collaborative approach with communities in order to create places that are multi use and to which people feel connected, with improved levels of cleanliness.

Any work to promote active travel should be supported by Perth & Kinross Council's Road Safety Plan. The main principle of the Road Safety Plan is to create a safe, secure and healthy environment for all who undertake journeys on the public road network.

## **2. More People Travelling More Actively More Often**

### **Aim**

The aim of this strategy is to encourage more people in Perth and Kinross to walk and cycle more often.

### **Objectives and Targets**

To achieve the aim of more people walking and cycling, Perth & Kinross Council and its partners will work to:

- Provide a more socially inclusive transport system
- Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities
- Improve public health
- Boost economic activity

Perth & Kinross Council and its partners will seek to:

- Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland
- Increase the number of journeys made by bike in Perth and Kinross as recorded in 2011 Census for Scotland
- Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 in comparison with a 2018 baseline
- Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 in comparison with a 2018 baseline

### **Strategy Overview**

The strategy recognises that across Perth and Kinross there has been a significant investment in walking and cycling infrastructure, along with behavioural change initiatives to encourage active travel. Each financial year, Perth & Kinross Council seeks to maintain and improve this infrastructure and training to increase the number of residents travelling more actively.

In Perth and Kinross, there has been significant investment in active travel infrastructure and training programmes, including the following projects:

- **Green Route Infrastructure** provides walking and cycling friendly road links between communities with reduced speed limits for example between Balado and Powmill via Coldrain and Aldie
- **Rural footway schemes** to provide key missing links for communities, including Woodside
- **Safer Routes to Schools** programme making use of School Travel Plans to help identify missing links to schools. This has resulted in a number of paths or widened footways being redetermined as Shared Use Paths, including links to the North Inch Community Campus, Blairgowrie High School and Longforgan Primary School.
- **School Exclusion Zones** have been promoted by Perth & Kinross Council at three trial period of 18 months since November 2016. The primary schools in the trial are Arngask Primary School, Burrelton Primary School and Luncarty Primary School. The School Exclusion Zones have been trialled to encourage active lifestyles to increase walking and cycling journeys, resulting in fewer car trips and improved road safety outside schools during peak periods due to less motor vehicle movements.
- **Bike and Scooter Parking** has been installed at key locations throughout Perth and Kinross within local communities and at various primary and secondary schools
- **WOW (Walk Once a Week) Travel Tracker** has been installed at a number of schools throughout Perth and Kinross in primary and secondary schools to allow pupils to record their travel journey to school using the classroom whiteboard. The data can then be analysed to establish travel trends
- **I Bike** programme helps embed a culture of active travel and create safer, happier and healthier school communities. The programme is a structured programme of practical activities for the school, including Hi-Viz days along with scooter and cycle sessions. The activities work to enable more pupils, parents/guardians/carers and teachers to travel actively by building their skills and confidence, encouraging greater road awareness and highlighting safer routes to school
- **Bikeability Scotland** programme is a cycle training scheme designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to continue cycling into adulthood. Bikeability Scotland is promoted by Cycling Scotland and is delivered to children in three levels. As a guide, Level 1 is delivered to Primary 5, Level 2 in Primary 6 and Level 3 in Primary 7 to Secondary 2. Bikeability Scotland programme is available to all schools in Perth and Kinross and has been delivered to approximately 50% of all schools.
- **Breeze Perthshire & Angus** is a cycle training scheme promoted by British Cycling aimed at encouraging women to get out on their bikes all year round. The Breeze programme is delivered by volunteers, with regular rides taking place throughout Perth and Kinross
- **Perth on the Go and Crieff on the Go** are projects that have been developed to help local residents and visitors to reduce the amount of congestion and traffic pollution, by getting people in Perth and Crieff to be more active. The project highlights the cost of travelling by car and other alternatives for key residential settlements to try and encourage residents to travel by public transport or consider active travel methods
- **Controlled Crossing Facilities** request have been received by many local communities to assist pedestrian movements across the public road network. The sites identified will be assessed in collaboration with the Centre for Inclusive Living Perth & Kinross to ensure that the needs of the people with mobility, visual or hearing restrictions are taken into account.
- **Stride for Life** was launched by Live Active Leisure, a volunteer led walking initiative, to encourage inactive members of the public with less mobility confidence to undertake journeys themselves through a network of community based walking groups which provide support and are available across Perth and Kinross.

- **All Ability Cycling** is a partnership project led by Live Active Leisure. They have a range of accessible bikes based at Bells Sports Centre in Perth, and Perth & Kinross Council day opportunities have developed a stock in Crieff. Cycle leader training and led sessions are offered, and groups or individuals can use the bikes. The long term aim is to enable access to these bikes across Perth and Kinross to allow everyone to enjoy the benefits of cycling

There is an opportunity for Perth & Kinross Council and partners to continue the investment in active travel infrastructure and training to encourage more people to walk and cycle more often.

To increase the number of residents travelling more actively, more infrastructure improvements can be provided. This includes the expansion of the Green Route Networks as well as by increasing the number of shared use paths, safer crossing locations and cycle parking. Residents need to be informed of the facilities that are available and where they are located to help them to travel more actively.

The strategy seeks to improve access to support and training to foster a shift of travel culture so that many more people perceive active travel to be safe, relevant and normal for their journey choice.

Actions to achieve these outcomes are contained in the next section of this strategy. Perth & Kinross Council and its partners will provide support, where possible, to ensure the outcomes are delivered and ensure that good value investments are made in a co-ordinated manner.

### **Strategic Priorities**

The Active Travel Strategy has been developed to encourage more people to travel more actively more often, be that for utility journeys or for leisure. To encourage more active travel, the following initiatives will be progressed:

- Improve active travel networks
- Improve other active travel infrastructure (such as bike parking)
- Improve information on networks or opportunities to use them
- Enable more people to walk and cycle more often (such as by helping them get access to a bike)
- Encourage more people to walk and cycle more often (by promoting the benefits of doing so)

The initiatives that are most appropriate in any given circumstance will depend on existing facilities and programmes, and on the needs and aspirations of the target communities.

This strategy is seeking to influence both utility and leisure active travel modes throughout Perth and Kinross. It is recognised that not all measures can be implemented in the short term. As such, the strategy is aspirational in nature and dependent of funding being available.

This strategy seeks to promote active travel:

- Across Perth and Kinross; including in the City of Perth, its various towns, villages and rural areas
- For all people whether they are residents of, or visitors to, Perth and Kinross regardless of income or disability, and whatever other transport choices they have available to them.

Perth & Kinross Council, along with funding partners, will work to ensure that the strategy prioritises investment in active travel to achieve best value amongst diverse and sometimes conflicting needs.

## **Partnership**

In Perth and Kinross, it is recognised that the promotion of the Active Travel Strategy requires collaborative working between public, private and third sector agencies.

A number of partners were consulted in the development and delivery of this strategy, they include:

- **Public Sector Partners**
  - Neighbouring local authorities
  - TACTRAN
  - NHS Tayside
  - Live Active Leisure
  - Transport Scotland
- **Private Sector Partners**
  - Bike shops and other providers of commercial cycling-related services
  - Abellio
  - Major employers that encourage cycling
  - Visit Scotland
- **Third Sector Partners**
  - Local cycle advocates, clubs and interest groups including:
    - ByCycle
    - Coupar Angus Cycling Hub
    - Highland Perthshire
  - Sustrans
  - Cycling Scotland
  - CTC
  - Living Streets

### **3. Achieving the Strategy**

The Active Travel Strategy has been developed to encourage residents and visitors to travel more actively in the local area. By encouraging residents and visitors to be more active, it can help improve their health and wellbeing.

It is acknowledged that through encouraging more active travel residents and visitors are helping create a more pleasant community by cutting carbon emissions and other pollution.

To encourage active travel, measures such as building infrastructure or other interventions that would encourage a behavioural change are required. Perth & Kinross Council has constructed a number of shared use paths to encourage walking and cycling. There has also been a designation of a number of existing footways and footpaths to become shared use for both walking and cycling. It is proposed that Perth & Kinross Council will continue to expand the Active Travel Network throughout the local area.

It is important that the use of the Active Travel Network is encouraged through advertisement. To encourage the use of the network, improved information will be required which will include the erection of signage for infrastructure, along with electronic maps, interactive websites and social media, so that members of the public are aware of where the infrastructure is located.

A number of actions will be required to meet the objectives of the strategy to encourage more people in Perth and Kinross to walk and cycle more often.

#### **Leadership and Governance**

To ensure that the strategy objectives are met within the suggested dates, Perth & Kinross Council and responsible partners will:

- Take responsibility for leading the delivery of this strategy and updating it when required
- Establish and offer to chair an Active Travel Forum, comprising invited representatives of public, private and third sector organisations with an interest in promoting active travel, in order to co-ordinate investment and effort to meet shared objectives
- Actively track and respond to opportunities to secure third party funding or support for measures that encourage active travel
- Review relevant policy and practice across all its departments (including transport, planning, outdoor access, education and social care) to identify synergies with the promotion of active travel, or where they may discourage uptake of walking or cycling.

## Audit and Understanding

Perth & Kinross Council and responsible partners will undertake an audit of the Active Travel Network in both urban and rural locations to help understand where paths and routes can be expanded to provide links to key destinations. The audit should identify:

- The standard of the path
- How accessible is the path
- Are there suitable crossing points along and to/from the path
- Does the path require any maintenance, is there overgrown vegetation, litter or other matters that detract from the attractiveness of the route
- Is there suitable route signage

As part of the audit of the Active Travel Network, Perth & Kinross Council and responsible partners will:

- Review the existing network to identify key locations where there are missing links or better connections could be provided, helping to maximise the number of people who are travelling actively
- Develop an Active Travel Monitoring Plan, collecting qualitative data on active travel in Perth and Kinross
- Work in collaboration with the Centre for Inclusive Living will undertake a Street Audit of crossing locations to identify locations for dropped kerbs to prioritise the locations where work needs to be carried out.

## Route Network Development

Perth & Kinross Council and responsible partners will seek to improve the Active Travel Network in both urban and rural areas to encourage residents and visitors to walk and cycle more often. The infrastructure will be constructed where it has been identified by stakeholders that there are missing links in the Active Travel Network. To ensure Safer Routes to Schools, School Travel Plans will be used to identify missing links in the Active Travel Network to ensure that all age ranges are encouraged to walk and cycle.

It is important the Active Travel Network is:

- **Connected** – continue to construct paths and routes that connect with Homes, Schools, Shops and Employment
- **Comfortable** – continue to provide and maintain quality paths and routes, which avoid steep slopes
- **Convenient** – continue to seek paths and routes that connect directly between community assets

To ensure that the Active Travel Network is Connected, Comfortable and Convenient, there may be a need to introduce Traffic Calming Measures to reduce the speeds of motorised vehicles so that residents and visitors feel safe using the network. Other measures such as segregating cyclists and motorised vehicles may help residents and visitors feel safe and encourage them to use the Active Travel Network.

Due to the topography of the Perth and Kinross area, it should be acknowledged that routes identified may have steep inclines for short sections. The introduction of a Bike Hire Scheme with electric bikes could help residents or visitors overcome the steeper inclines.

## **Other Active Travel Infrastructure**

Perth & Kinross Council and responsible partners will work with other stakeholders to:

- Identify locations where other infrastructure is required to encourage active travel. This could include the provision of electric bikes, cycle parking or cycle lockers
- Seeking to ensure its facilities such as schools, libraries and Park & Ride sites are well connected to Active Travel Networks
- Engage with Rail Authorities to ensure that any rail station improvements will allow for the best access possible for people using active travel methods. As part of the improvements, highly visible secure cycle parking should be provided close to pedestrian entrances to the concourse
- Work in collaboration with Rail Authorities will aim to develop and promote the use of the Bike & Go cycle hire scheme at Perth Railway Station
- Support road safety initiatives and schemes where these can help improve perceptions of safe, and pleasant active travel.

## **Improving Information**

Perth & Kinross Council and responsible partners will continue:

- to maintain and actively disseminate:
- An up to date map of cycle and walking routes throughout Perth and Kinross, to be available online and in map print format. The map will include the locations of the Green Route Network
- provide locations of cycle racks installed throughout the area in an online format
- check that Active Travel Networks are accurately represented
- provide support to Sustrans Scotland to help them develop the Bike Life Report for the City of Perth.

## **Enabling Active Travel**

Perth & Kinross Council and responsible partners will continue to enable active travel and will:

- Work with schools to encourage them to have an up to date travel plan, and continue to provide support to schools for implementation of the actions within them
- Support and promote a toolkit for schools and Parent Public Council's to set-up and coordinate bike-trains and walking-buses easily and effectively
- Support the third sector and/or private sector partners to expand provision for and the promotion of cycle training (including safe on-road riding and bike maintenance) for older children and adults
- Continue to support the Bikeability Training Co-ordinator to deliver Bikeability schemes throughout the area:
  - ❖ Striving to provide Bikeability training to all P5 to P7 pupils
  - ❖ Striving to deliver Bikeability training level 3 in at least 50% of Perth and Kinross secondary schools
- Advertise health walks and other programmes to support people who are less confident about walking or cycling, and work with Live Active Leisure to support the projects they undertake in this area.

## Encouraging Active Travel

Perth & Kinross Council and responsible partners will promote active travel to:

- Encourage all secondary schools to promote active travel to their pupils and expand the role of *I Bike* or other similar projects, to facilitate cycling by secondary school children to and from school as well as for leisure
- Achieve Cycle Scotland's Cycle Friendly status and advocate that other employers in the area do the same
- Encourage primary and secondary schools in the area to achieve Cycle Scotland's Cycle Friendly status
- Promote a cycle awareness training scheme to its fleet drivers, through the Fleet Manager who will identify the relevant drivers for training
- Work with partners to promote where possible, high profile cycling or walking events that will encourage more people to travel actively
- Continue to engage with the initiatives that encourage school pupils to travel more actively and record their journeys
- Promote Park & Stride sites at schools and seek to encourage parents/guardians/carers to utilise these locations rather than parking at the school gate
- Work with bus operators and TACTRAN to promote the On the Go brand.
- develop an active travel plan for the Council, and support partners and businesses in developing their own.

## **4. Monitoring Plan**

In order to measure the effectiveness of the strategy Perth & Kinross Council will monitor walking and cycling across the area. There are a number of sources where data can be collected for monitoring how actively the residents of Perth and Kinross are travelling. These include:

- Automatic Walking and Cycling Counters
- Hands Up Scotland Survey
- WOW Travel Tracker
- Bike Life Surveys

It is acknowledged that many projects and initiatives undertaken throughout Perth and Kinross have had a positive impact on the quality of life by increasing activity levels. The success of these projects should be monitored, to ensure efforts are channelled to reach those individuals and communities that will benefit the most.

### **Automatic Walking and Cycling Counters**

Across Perth & Kinross Council, a number of cycling and walking counters have been installed, which record the number of users making use of the infrastructure provided. The counters are located in a mix of urban and rural locations at on road and off road points.

The counters will be used to help establish a baseline and monitor any changes from the baseline for walking and cycling within Perth and Kinross. A programme of installing additional counters will be implemented to supplement the existing counters.

### **Hands Up Scotland Survey**

Another opportunity to monitor active travel is from the Hands Up Scotland Survey carried out annually in September, sampling the method of transport used by pupils travelling to schools. The survey has been co-ordinated by Sustrans since 2008, being carried out on one day over the week's survey period, allowing schools to select the best day for them given weather conditions, or local events. The Hands Up Scotland Survey is seen as a robust and accurate source of data and can be used to provide a baseline value as well as to monitor progress.

### **WOW Travel Tracker**

WOW is a project that runs all year round encouraging schools to walk at least once a week. The WOW challenge has been running for a number of years in Perth and Kinross. Travel patterns are recorded using the Travel Tracker, an online tool that has been developed to enable pupils to record the journeys that the pupils took to school, using the classroom whiteboard. The Travel Tracker allows Perth & Kinross Council to monitor how many pupils travelled actively to school.

### **Bike Life Surveys**

Perth & Kinross Council was invited by Sustrans to participate in Bike Life, which is an assessment of cycling in cities across the United Kingdom and included Edinburgh. Bike Life was inspired by the Copenhagen Bicycle Account, and is an assessment of cycling development including cycling conditions, new initiatives, and satisfaction with various aspects of cycling.

The Scottish Government recognised the value of Bike Life for Edinburgh and as part of the Cycle Action Plan for Scotland set out an action point that all seven Scottish cities should participate in Bike Life. As a result, Sustrans have been provided with funding to undertake this project.

The information in the report will come from the collection of local data, including a representative survey of up to 1000 residents.

The Bike Life project will focus on the City of Perth, with Perth & Kinross Council providing various pieces of data that Sustrans require to undertake the report.

## **Actions**

In order to continue the monitoring of the plan, data will be collected from a number of sources to determine how actively people within Perth and Kinross are travelling.

The following actions will be undertaken to monitor active travel:

- Continue to regularly monitor the data from the Automatic Walking and Cycling Counters
- Seek new locations to install Automatic Walking and Cycling Counters on the existing network and new infrastructure
- Review the Hands Up Scotland Survey data when the data becomes available
- Review the WOW Travel Tracker Outputs to monitor how actively pupils are travelling to school

## 5. Walking and Cycling Network

The map, shown in Figure 1, shows the walking and cycling network that has been developed in Perth and Kinross over the last few years. The map shows the Green Route Network, Off Road Sections and the National Cycle Network.

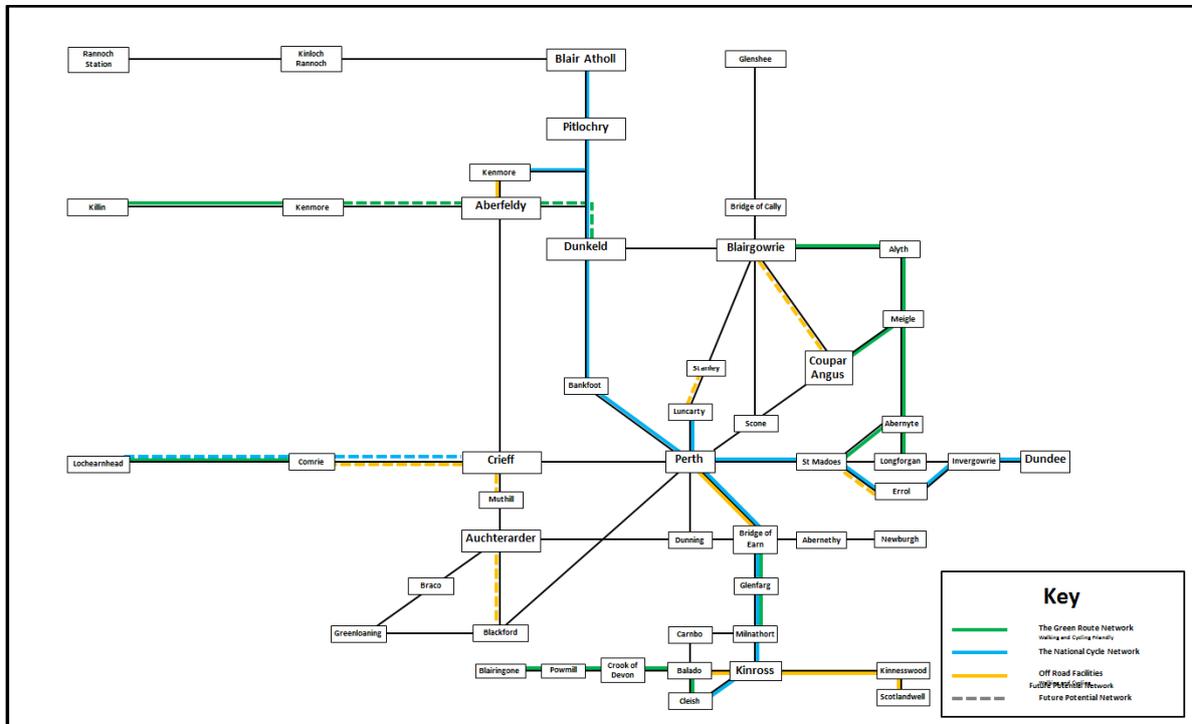


Figure 1:- Walking and Cycling Network in Perth and Kinross

The map shows that there are a number of locations where Perth and Kinross can provide links, through the work of local communities and the local authority. Future links have been added in dotted lines to show where there potential work to help improve links between communities.

Within Perth City Centre there are aspirations to improve walking and cycling links, which have were identified in the City Plan.

Perth & Kinross Council has been undertaking a cycling masterplan project which has been undertaken to identify key routes into Perth City Centre. The proposals are shown in Figure 2.

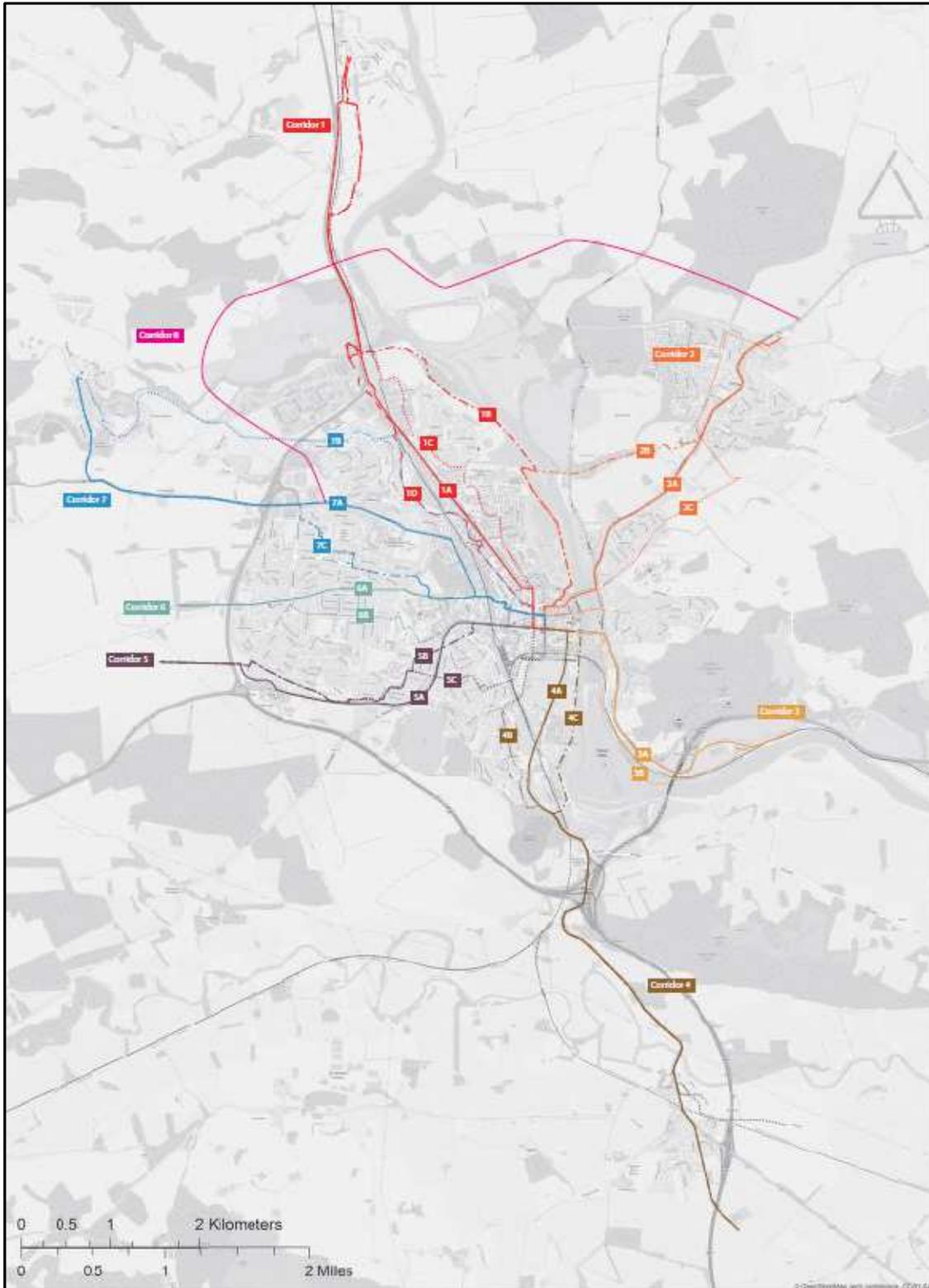


Figure 2:- Aspirations for Perth City Centre identified in Cycle Masterplan work

Figure 2, shows eight corridors that there is potentially a key link which will help encourage Active Travel.

Further work needs to be done to identify the potential of each of these corridors.

## **6. Action Plan**

The action plan sets out the approach that will be taken by Perth & Kinross Council and its partners to achieve an increase in active travel. The Action Plans are categorised under the following headings:

- Leadership and Governance
- Audit and understanding
- Route Network Development
- Other Active Travel Infrastructure
- Improving Information
- Enabling active travel
- Encouraging active travel

## **7. Thanks**

This strategy has been produced with input from various partners that are most involved currently in helping to promote walking and cycling in Perth and Kinross; their input is greatly appreciated.