

**Perth**

# **Walking and Cycling Index 2025**



# Our vision for walking, wheeling and cycling



**Councillor Richard Watters,**  
Convenor for Climate Change and  
Sustainability Committee

Our vision is for Perth to become an accessible and sustainable city over the next decade. We will improve our streets for all road users so that people can walk, wheel and cycle with confidence.

29% of all streets within the Walking and Cycling Index boundary now have a speed limit of 20 mph. This is a significant improvement on 18% in 2023 and 1% in 2021.

The Cross Tay Link Road is proving popular with cyclists and has reduced the number of vehicles passing through the city centre. We will make the most of this reduction by improving cycling infrastructure and implementing improvements outlined in PKC's new Mobility Strategy. Future improvements will include safe, accessible streets with low speeds, segregated cycle lanes, safe crossing points and dropped kerbs that allow good wheelchair access. We will work with schools to ensure safe routes for children travelling to school and with local groups to improve accessibility in the area.

We will provide training and opportunities for the next generation of cyclists to enable them to cycle confidently on our streets. This includes our very successful Bikeability training for primary school children, Dr Bike sessions to keep bicycles roadworthy, and our work with parents and carers to encourage cycling for families. We will continue to work with the Bike Station to provide bicycle maintenance training and with Police Scotland to provide Road Safety workshops.

We know that sustainable transport must be flexible and will work to improve cycle parking and cycle links to allow people to coordinate active travel with public transport. We will increase the number of secure cycle parking spaces we offer, making it easier for people to keep their bicycles safe in a convenient location.

I welcome the opportunity to highlight our work since 2023 and look forward to future improvements beyond 2025.

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## The Walking and Cycling Index

The Walking and Cycling Index is the biggest assessment of walking, wheeling and cycling in the UK and Ireland. It is delivered by Walk Wheel Cycle Trust (formerly Sustrans) in collaboration with 22 regional and local partners. Each area reports on the progress made towards making walking, wheeling and cycling a more attractive, everyday way to travel.

The Walking and Cycling Index reports every two years. This is the fourth report from Perth, produced in partnership with Perth & Kinross Council. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,176 residents aged 16 or above. The survey was conducted from March to June 2025. 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 2023 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 and an interactive data tool to explore the data in more depth can be found at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)



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## Defining wheeling

Some people who use 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.

# Headlines

# Perth

Population<sup>[i]</sup>  
**53,005**

**44,785 adults**  
**8,220 children**

Survey area

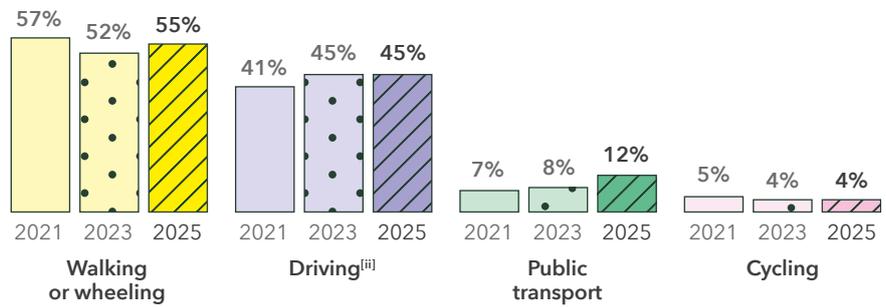


## Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Perth residents. Since 2023 walking and wheeling appears to be increasing.

i. Despite changes to the 2025 Perth Index boundary to reflect 2022 data zones, the same NRS Census 2022 population figures were used for both 2023 and 2025, as NRS had not released data on 2022 data zones at the time of modelling.

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



ii. Travelling as driver or passenger of car, van or motorcycle.

## 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.

**55%**

of residents walk or wheel at least five days a week

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

48% of people aged 16-25



60% of people aged 56-65



**15%**

of residents cycle at least once a week

Proportion of residents who cycle at least once a week<sup>[iii]</sup>

10% of women



21% of men



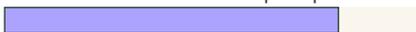
## Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think it's safe to walk or wheel in their local area

68% of disabled people

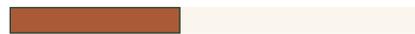


81% of non-disabled people

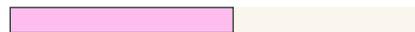


Proportion of residents who think it's safe to cycle in their local area

41% of women



54% of men

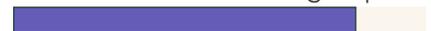


Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood<sup>[iv]</sup>

59% of socio-economic group DE



83% of socio-economic group AB



iii. See footnote on page 6.

iv. Socio-economic groups AB are managerial while groups DE are manual occupations, homemakers and people not in employment. See page 6 for full definitions.

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

Based on modelling of survey data, every year, walking, wheeling and cycling:

prevents  
**175**  
serious long-term  
health conditions

creates  
**£51 million**  
in economic benefit for  
individuals and the city

saves  
**2,200 tonnes**  
of greenhouse gas emissions

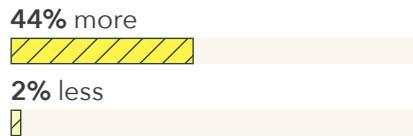
Walking, wheeling and cycling reduces congestion by taking up to 14,000 cars off the roads every day.

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

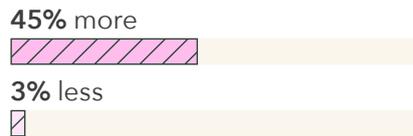
Percentage of residents who would like to use different types of transport more or less in the future:

25% of residents want to drive less. 43% of residents agree that they often use a car because no other transport options are available.

Walk or wheel



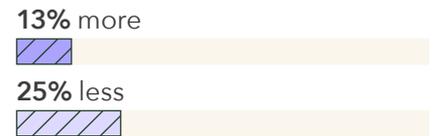
Cycle



Take public transport

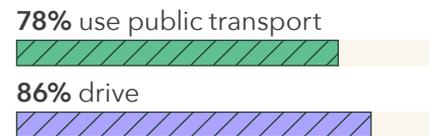
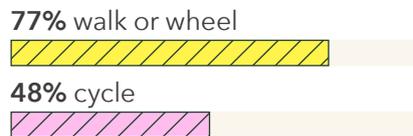


Drive



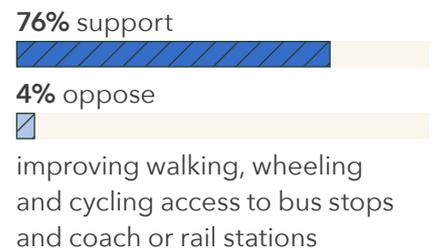
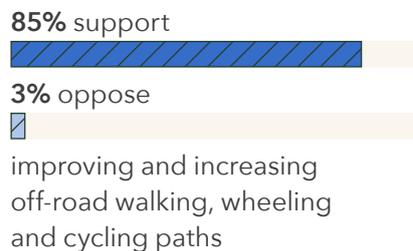
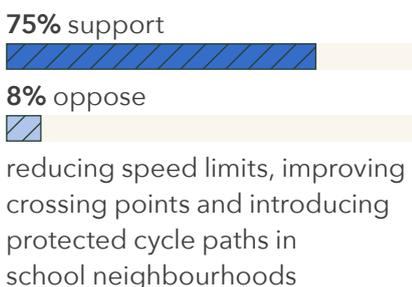
## Cycling is seen as less safe than other forms of transport

Percentage of residents who think it's safe in their local area to:



## Residents support more connected neighbourhoods

57% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 16% oppose such a shift.



v. Local places with services and amenities nearby your home are often known as 20-minute neighbourhoods.

## Walking and wheeling

# Participation, safety and satisfaction



### Walking and wheeling participation

Overall the number of Perth residents walking and wheeling at least five days a week has increased since 2023.

Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area and think it is a good place to walk or wheel.

**95%**

of all residents walk or wheel

96% in 2023

**55%**

of all residents walk or wheel at least five days a week

52% in 2023

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

#### Gender and sexuality<sup>(i)</sup>

54% of women

52% in 2023

57% of men

53% in 2023

43% of LGBTQ+ people

57% in 2023

56% of non-LGBTQ+ people

52% in 2023

#### Ethnicity

53% of people from ethnic minority groups

71% in 2023

55% of white people

52% in 2023

#### Age

48% of people aged 16-25

46% in 2023

59% of people aged 26-35

50% in 2023

59% of people aged 36-45

57% in 2023

52% of people aged 46-55

51% in 2023

60% of people aged 56-65

55% in 2023

53% of people aged 66+

53% in 2023

#### Disability

52% of disabled people

46% in 2023

57% of non-disabled people

55% in 2023

#### Socio-economic group<sup>(iii)</sup>

53% of AB

59% in 2023

60% of C1

52% in 2023

56% of C2

38% in 2023

50% of DE

48% in 2023

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

# 77%

of all residents think it's safe to walk or wheel in their local area

67% in 2023

# 56%

of all residents think it's safe for children to walk or wheel in their local area

52% in 2023

# 80%

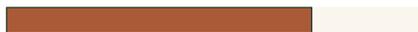
of all residents think their local area overall is a good place to walk or wheel

78% in 2023

### Proportion of residents who think it's safe to walk or wheel in their local area

#### Gender and sexuality

74% of women



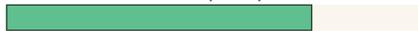
70% in 2023

79% of men



65% in 2023

74% of LGBTQ+ people



55% in 2023

77% of non-LGBTQ+ people



68% in 2023

#### Ethnicity

98% of people from ethnic minority groups



93% in 2023

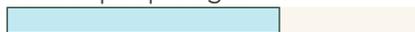
76% of white people



66% in 2023

#### Age

66% of people aged 16-25



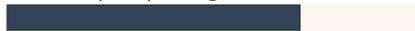
65% in 2023

80% of people aged 26-35



69% in 2023

71% of people aged 36-45



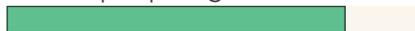
79% in 2023

81% of people aged 46-55



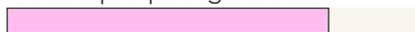
67% in 2023

82% of people aged 56-65



63% in 2023

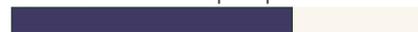
78% of people aged 66+



64% in 2023

#### Disability

68% of disabled people



58% in 2023

81% of non-disabled people



71% in 2023

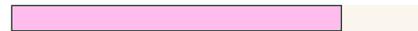
#### Socio-economic group

82% of AB



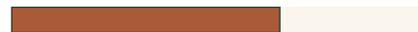
68% in 2023

80% of C1



68% in 2023

65% of C2



61% in 2023

70% of DE



68% in 2023



### Heather, wheelchair user

I have Multiple Sclerosis which causes reduced mobility and fatigue, so I use an electric wheelchair. Journeys are difficult if pavements have cars parked on them or the surfaces are uneven. Sometimes I have to go along the road until there is a dropped kerb to let me onto the pavement, which is scary.

My regular journey is to the bus stop to get into town. If there is already a wheelchair user on the bus, then I can't get on. If I am going somewhere new, I try and go with another person in case the route is difficult.

## Cycling

# Participation, safety and satisfaction



### Cycling participation

Currently, 15% of Perth residents cycle at least once a week. This has stayed about the same since 2023.

Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>[i]</sup>

The potential for cycling is huge, and unlocking it depends on providing safe, dedicated space for cycling.

**36%**  
of all residents cycle  
38% in 2023

**15%**  
of all residents cycle at least once a week  
16% in 2023

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

#### Gender and sexuality

10% of women



9% in 2023

21% of men



23% in 2023

11% of LGBTQ+ people



8% in 2023

15% of non-LGBTQ+ people



16% in 2023

#### Ethnicity

14% of people from ethnic minority groups



14% in 2023

15% of white people



16% in 2023

#### Age

15% of people aged 16-25



8% in 2023

13% of people aged 26-35



15% in 2023

19% of people aged 36-45



23% in 2023

16% of people aged 46-55



20% in 2023

22% of people aged 56-65



18% in 2023

9% of people aged 66+



12% in 2023

#### Disability

10% of disabled people



13% in 2023

17% of non-disabled people



18% in 2023

#### Socio-economic group

19% of AB



20% in 2023

13% of C1



12% in 2023

12% of C2



11% in 2023

13% of DE



16% in 2023

i. See Bike Life 2019 UK report.

## Cycling safety and satisfaction

**48%**

of all residents think it's safe to cycle in their local area

40% in 2023

**36%**

of all residents think it's safe for children to cycle in their local area

34% in 2023

**46%**

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

49% in 2023

### Proportion of residents who think it's safe to cycle in their local area

#### Gender and sexuality

41% of women



42% in 2023

54% of men



39% in 2023

50% of LGBTQ+ people



42% in 2023

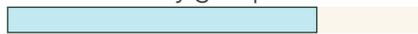
49% of non-LGBTQ+ people



40% in 2023

#### Ethnicity

75% of people from ethnic minority groups



76% in 2023

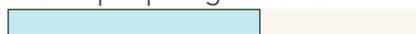
46% of white people



39% in 2023

#### Age

61% of people aged 16-25



43% in 2023

46% of people aged 26-35



48% in 2023

48% of people aged 36-45



40% in 2023

48% of people aged 46-55



44% in 2023

47% of people aged 56-65



36% in 2023

42% of people aged 66+



35% in 2023

#### Disability

41% of disabled people



34% in 2023

51% of non-disabled people



43% in 2023

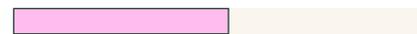
#### Socio-economic group

48% of AB



37% in 2023

52% of C1



43% in 2023

41% of C2



36% in 2023

45% of DE



46% in 2023



### Jordan, new cyclist

I've wanted to cycle to work for a while but never took the plunge in my previous role. When I realised my new job was only a six-minute cycle from home, compared to a 30-minute walk, it was a no-brainer.

I bought a cheap bike for my first day of work and worked out a quiet route through South Inch and Tay Street - to avoid traffic as much as possible. I was a bit nervous as I hadn't cycled for at least 10 years! It went really well, and I immediately loved how speedy and refreshing my commute is. I feel better when I arrive at work, more energised. It also frees up time in the morning to spend more time with my 2-year-old son. I'm less in a rush.

My workplace organised cycle training, which was super helpful. Before, I was pretty much cycling on the curb to let cars pass me. Now I know how to position myself on the road to be safe and seen by drivers. I feel way more confident, and I am ready to cycle with my son!

## Benefits of walking and wheeling

# Why everyone gains when more people walk or wheel

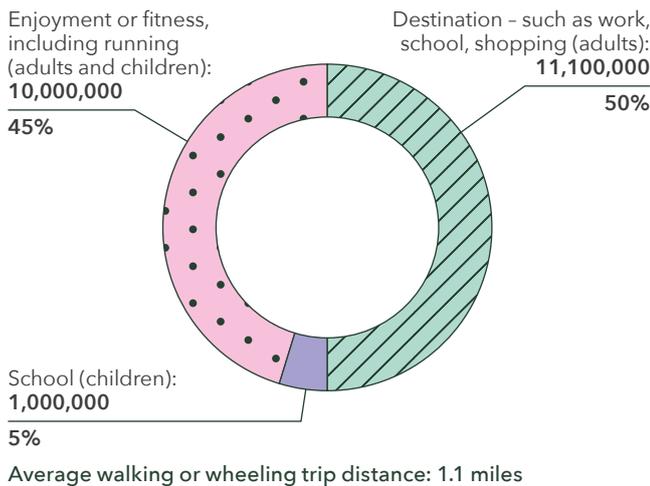


### Together, Perth residents walk or wheel 3 times around the world every day

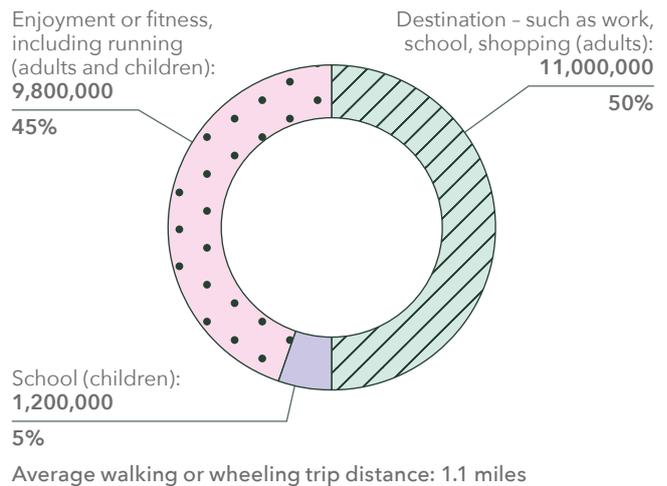
Walking and wheeling improves health and air quality, saves the NHS money, and reduces congestion.

#### Annual walking and wheeling trips by purpose

**22.1 million trips in 2025** which add up to **25.1 million miles**



**21.9 million trips in 2023** which add up to **24.7 million miles**



### Walking and wheeling benefits residents and society

We model the costs and benefits of walking and wheeling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

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

**£42.6 million**

£35 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for enjoyment or fitness) our model compares the costs and benefits of walking and wheeling to those of driving.

For these journeys **61p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£3.4 million** in economic benefit for residents and society from **5.5 million miles** walked or wheeled by those that could have used a car.



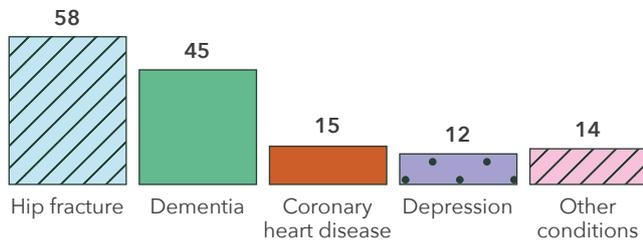
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated using Census 2022 population data instead of 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 144 serious long-term health conditions each year.

136 in 2023

### Cases prevented



This saves the NHS

**£1.7 million per year**

£1.6 million in 2023

Equivalent to the cost of

**38,000**

**GP appointments**

39,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from walking

**prevent 33 early deaths annually**

34 in 2023

which is valued at

**£134 million**

£122 million in 2023

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.

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

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

**3,800 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

3,900 kg in 2023

and

**324 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

319 kg in 2023

**61%** of residents agree the air is clean in their local area



62% in 2023

## Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

**1,500 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

1,500 tonnes in 2023

This is equivalent to the carbon footprint of

**1,400 people taking flights**

from Edinburgh to New York.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

## Walking and wheeling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**12,000 return trips**

are walked and wheeled daily by residents who could have used a car.

12,000 in 2023

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

**36 miles**

equivalent to the distance from Perth to Dalguise and back.

36 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

## Benefits of cycling

# Why everyone gains when more people cycle

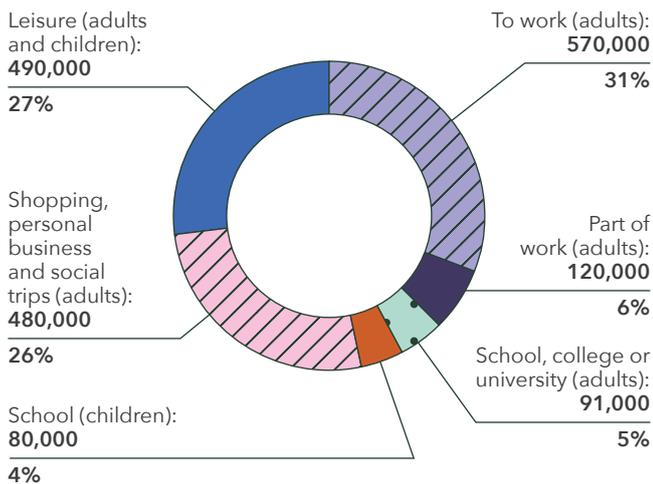


## Together, Perth residents cycle once around the world every day

Cycling can be convenient for many local trips, especially in cities and towns. It gives people transport choice and access to education, jobs and community.

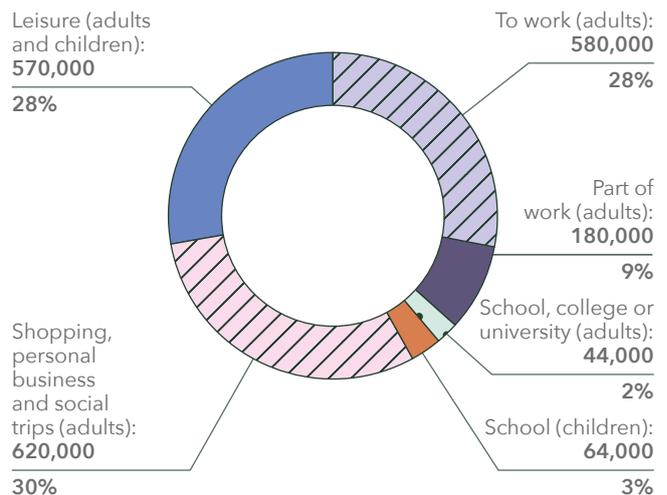
### Annual cycling trips by purpose

**1.8 million trips in 2025** which add up to **7.5 million miles**



Average cycling trip distance: 4.1 miles

**2 million trips in 2023** which add up to **8.2 million miles**



Average cycling trip distance: 4 miles

## Cycling benefits residents and society

We model the costs and benefits of cycling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

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

**£8.3 million**

£8.2 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for leisure) our model compares the costs and benefits of cycling to those of driving.

For these journeys **£1.32** is saved for each mile cycled instead of driven. Over a year this adds up to **£3.5 million** in economic benefit for residents and society from **2.7 million miles** cycled by those that could have used a car.



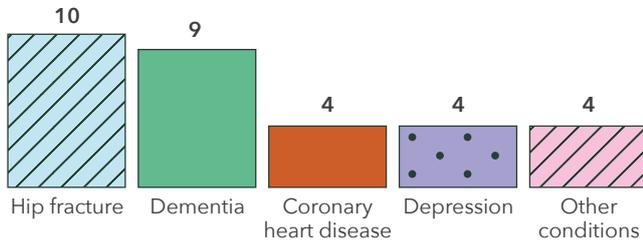
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work and using Census 2022 population data instead 2021 mid-year estimates, as a more reliable source. See methodology report for details.

## Cycling unlocks health benefits for everyone

Cycling in the city prevents 31 serious long-term health conditions each year.

38 in 2023

### Cases prevented



Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

This saves the NHS

**£390,000 per year**

£460,000 in 2023

Equivalent to the cost of

**8,600**

**GP appointments**

11,000 in 2023

The physical activity benefits from cycling

**prevent 3 early deaths annually**

4 in 2023

which is valued at

**£13.2 million**

£13.2 million in 2023

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.

People cycling instead of driving improves air quality, saving:

**1,200 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

1,400 kg in 2023

and

**125 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

128 kg in 2023

61% of residents agree the air is clean in their local area



62% in 2023

## Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

**716 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

733 tonnes in 2023

This is equivalent to the carbon footprint of

**682 people taking flights**

from Edinburgh to New York.

In 2023, transport within Scotland (excluding international aviation and shipping) accounted for **28.8%** of Scotland's greenhouse gas emissions.

Scottish Government, Scottish Greenhouse Gas Statistics 2023.

## Cycling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**1,500 return trips**

are cycled daily by residents who could have used a car.

1,700 in 2023

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

**4 miles**

equivalent to the distance from Perth to Kintillo.

5 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

## Walking and wheeling solutions

# What would help make walking and wheeling easier?



### New homes and existing communities should have services and amenities within walking and wheeling distance

Putting walking and wheeling at the heart of new and existing communities gives people greater transport choice, while reducing car dependency.

**58%**

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

54% in 2023

**59%**

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries

52% in 2023

New developments and existing communities can support walking and wheeling by ensuring many of the things people need are found near to where people live.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

**76%**

more shops and everyday services, such as banks and post offices, close to their home

75% in 2023

**74%**

more government services, such as doctors surgeries and schools, close to their home

71% in 2023

**79%**

more parks or green spaces close to their home

76% in 2023

**78%**

more things to see and do close to their home, like cafés or entertainment venues

76% in 2023

### Residents want walking and wheeling to better align with buses

While walking and wheeling should be the most attractive option for short journeys, it should also be integrated with public transport for longer trips.

Walking and bus use is the most common form of multi-modal journey across the UK. If we are to increase walking and wheeling and bus trips, residents told us they need practical improvements to better integrate these modes of transport.



What percentage of residents would find these changes useful to help them take journeys that include walking or wheeling and the bus more often?

**80%**

more information to help them plan and take a journey (such as apps, maps, signage or public transport staff)

**70%**

more direct walking and wheeling routes from housing estates to bus stops

**71%**

accessible walking and wheeling routes to and from bus stops

**75%**

improved safety while walking or wheeling to and from the bus stop

**76%**

improved walking and wheeling crossing facilities near bus stops

**86%**

improved bus stops (such as accessible, well lit and maintained, cover from rain, display of service information)

## 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?

**74%**  
wider pavements  
71% in 2023

**71%**  
more frequent road crossings, with reduced wait times  
70% in 2023

**77%**  
nicer places along streets to stop and rest, like more benches, trees and shelters  
75% in 2023

**76%**  
better pavement accessibility, like level surfaces and dropped kerbs at crossing points  
73% in 2023

**70%**  
fewer cars parked on the pavement  
72% in 2023

**67%**  
less fear of crime or antisocial behaviour in their area  
61% in 2023

### In the city, for each road making up a junction with traffic lights

93% have a pedestrian crossing



7% don't have a pedestrian crossing



For example, a T-junction has three roads making up the junction, and a crossroads has four.



### Mercedes, keen walker

I do not drive so I walk a lot.

I am cautious of cycling on roads. When I lived in Glasgow there was better public transport so this was less of an issue.

I walk about 40 minutes to work, and to the park with my son.

I do not like narrow pavements because cars pass close and there is nowhere to retreat. I walk out of necessity, but I also really enjoy it. Walking makes you more part of the community and gives a more connected feel. I see the same people every day on my way to work.

## Cycling solutions

# What would make cycling better?

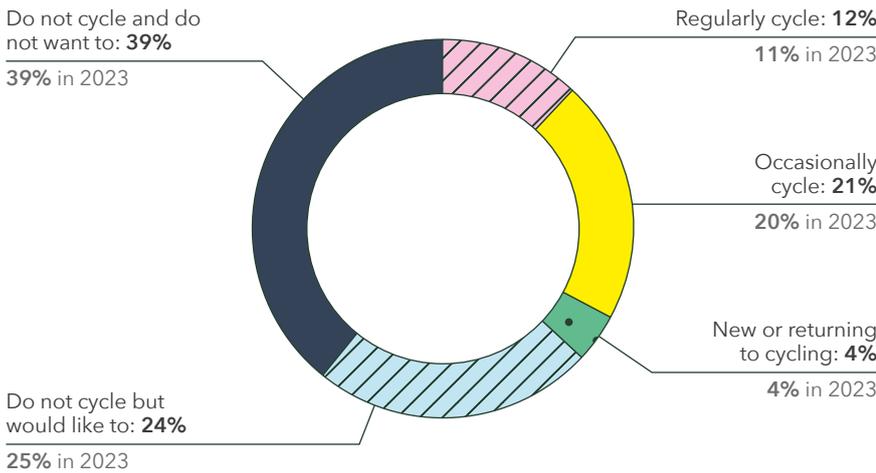


### Many residents want to cycle

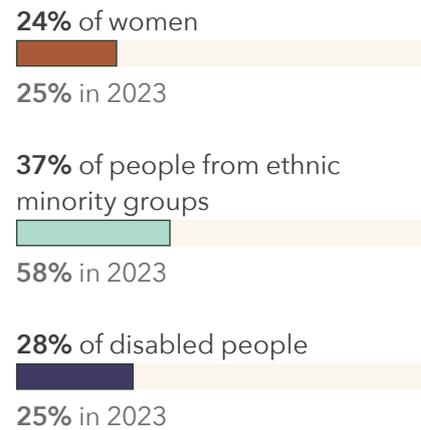
There is considerable appetite to start cycling from residents who don't already.

To meet this demand we must address safety, ensuring people have dedicated space for cycling, as well as supporting access to a cycle, training, cycle parking, and better integration of cycling with public transport.

#### How do residents see themselves when it comes to cycling?



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



### Residents want more support to cycle

#### What percentage of residents think that these kinds of support would help them start cycling or to cycle more?

**50%**  
access to a bicycle  
52% in 2023

**46%**  
access to an electric cycle  
45% in 2023

**33%**  
access to a cargo cycle with space to carry children or shopping  
27% in 2023

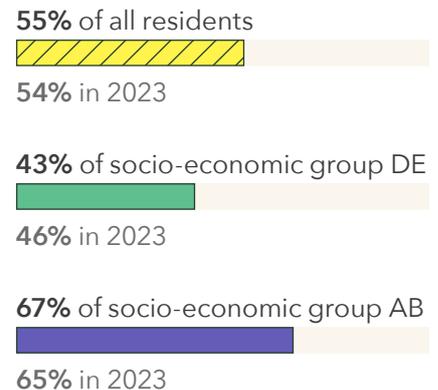
**25%**  
access to an adapted cycle, like a tricycle or handcycle  
19% in 2023

**52%**  
access or improvements to a city cycle hiring scheme  
50% in 2023

**51%**  
access to secure cycle parking at or near home  
49% in 2023

**42%**  
cycling training courses and organised social rides  
40% in 2023

#### Proportions of residents with access to an adult cycle



## Residents want improved cycling infrastructure

People want networks of dedicated and safe cycle paths, cycle parking and better integration with public transport.

### In the city there are:

# 19% of households

are within 125 metres of either traffic-free cycle paths away from the road, or cycle paths physically separated from traffic and pedestrians

## 15 miles

of traffic-free cycle paths away from the road  
14 miles in 2023

## 0 miles

of cycle paths physically separated from traffic and pedestrians  
0 miles in 2023

## 85

cycle parking spaces across 3 railway and bus stations<sup>i)</sup>  
63 spaces across 2 stations in 2023

### What percentage of residents would be helped to start cycling or to cycle more by better facilities?

## 74%

more traffic-free cycle paths away from roads, like through parks or along waterways  
72% in 2023

## 71%

more cycle paths along roads that are physically separated from traffic and pedestrians  
71% in 2023

## 69%

more signposted local cycle routes along quieter streets  
68% in 2023

## 64%

better links with public transport, like secure cycle parking at train stations, bus stops/stations  
60% in 2023

### Among residents:

## 85%

support improving and increasing local off-road walking, wheeling and cycling paths

## 65%

support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
66% in 2023

## 76%

support improving walking, wheeling and cycling access to bus stops and coach or rail stations

i. 2025 data includes cycle parking at Park and Ride stations.



## Rachel, commuter

I cycle to get places. I enjoy it, especially going downhill! I don't enjoy it as much in the rain or in busy traffic, but it is not primarily something I do for pleasure. I feel good when I don't use a car or spend money on buses, which are overpriced.

Cycling in Perth would be better if cars did not park in cycle lanes, if we could cycle in Perth High Street and if streets which are one way for cars were two way for bicycles. We need safe, segregated cycle lanes that join up instead of abruptly stopping.

## Neighbourhood solutions

# Thriving places, centring children

Neighbourhoods should prioritise the needs and wellbeing of the people who live there and visit. They should be planned to support community, foster social connection, and be places where everyone feels welcome.

Designing neighbourhoods with children in mind means they work better for everyone.

### Improving the journey to school

Schools are at the centre of many neighbourhoods and should be part of any plan to make neighbourhoods better.

This means working with schools to encourage walking, wheeling and cycling, but also improving the neighbourhood around schools to reduce traffic and improve pavements, crossing points and cycle provision.

56% support



21% oppose



closing residential streets outside schools to cars during drop-off and pick-up times

75% support



8% oppose



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

These are known as 'School Streets'.

### 1 school

in the city has a School Streets scheme

1 school in 2023



### Giving children the independence to roam, play and develop

Neighbourhoods should be places for children to thrive. Well-designed neighbourhoods can give children freedom to move around, play and socialise, helping children's independence, social skills, and autonomy.

Average age when parents and carers would let children travel independently in their neighbourhood

10 years old to walk or wheel

12 years old to cycle

12 years old to use public transport

54%

agree there is space for children to socialise and play

55% in 2023

Fewer children play out on their streets than ever before. Just 27% of children said they regularly play outside their homes, compared to 71% of those born between 1946 and 1964.

Save the Children, Summer of Play campaign survey, 2022.



## Residents support child-safe neighbourhoods

Adults support child-safe neighbourhoods, including traffic-reduction targets and measures to reduce through traffic and traffic speed, but this must be done fairly.

**34%**

of residents think that their streets are not dominated by moving or parked motor vehicles  
33% in 2023

**63%**

support setting traffic-reduction targets and taking action to achieve these  
58% in 2023

**65%**

support low-traffic neighbourhoods  
63% in 2023

**23%**

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.<sup>[i]</sup>  
24% in 2023

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

65% walk or wheel more



57% cycle more



**64%**

support reducing speed limits on local roads in built-up areas to 20 mph speed limits

**29%**

of the city's streets have 20 mph speed limits (excluding motorways)  
18% in 2023

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

57% walk or wheel more



53% cycle more



## Everyone should feel welcome in their neighbourhood

Improvements to neighbourhoods must also recognise the needs of adults, for example women, disabled people and people from ethnic minority groups.

**55%**

agree they regularly chat to their neighbours, more than just to say hello  
55% in 2023

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

**75%**

of all residents



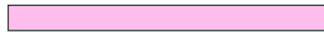
74% in 2023

72% of women



77% in 2023

78% of men



73% in 2023

72% of LGBTQ+ people



61% in 2023

76% of non-LGBTQ+ people



75% in 2023

92% of people from ethnic minority groups



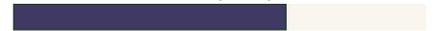
83% in 2023

74% of white people



74% in 2023

66% of disabled people



67% in 2023

79% of non-disabled people



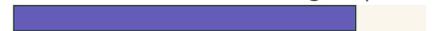
77% in 2023

59% of socio-economic group DE



66% in 2023

83% of socio-economic group AB



81% in 2023

i. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org). Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

## Improving walking, wheeling and cycling

Since spring 2025, Perth & Kinross Council has been implementing the Scottish Government's 20 mph National Strategy.

At the time of writing, the number of streets with a 20 mph speed limit has increased from 18% to 29% of streets within the Walking and Cycling Index Perth boundary. This figure will have risen again by the time of publication of this report.

We have continued to install a mix of cycle parking and secure cycle storage throughout the area, working with other PKC teams and a range of local voluntary groups. We began a pilot scheme of free, secure, bookable cycle parking at West Kinfauns and at Broxden Park and Ride to help coordinate active travel with public transport.

Our Bikeability team and Walk Wheel Cycle Trust bike officer also work with schools, helping pupils to improve cycle skills and confidence.

We have improved disabled access to NCN 77 from Lawgrove Place in Inveralmond and Gilsay Place in Muirton. This was done with funding from Walk Wheel Cycle Trust's Accessibility fund.



**We have continued to install a mix of cycle parking and secure cycle storage throughout the area ...**



PKC's new Mobility Strategy has been completed, setting out Perth and Kinross Council's vision for managing and developing the transport network over the next 10 years. This considers all modes of transport for the movement of people and goods across Perth and Kinross, to help develop a transport system that supports all residents to live life well.



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## Cross Tay Link Road

Perth and Kinross Council's major transport development over the last two years has been the building of the Cross Tay Link Road, which opened in March 2025. Part of the CTRLR, including Destiny Bridge over the River Tay, is within Perth's Walking and Cycling Index boundary. The new shared use path alongside the road has proved popular with cyclists and walkers. This demonstrates the benefit of incorporating active travel into new infrastructure projects. The Cross Tay Link Road has reduced the amount of traffic at Bridge End and in Perth City Centre. Looking ahead, PKC is focusing on how to capitalise on this by improving cycling and walking infrastructure in the city.



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## Riverside Stadium Link Path

Working with Perth and Kinross Countryside Trust, with funding from Walking Scotland (formerly Paths for All), PKC installed a shared use path next to Riverside Stadium. The path links National Cycle Network Route 77 with a series of paths which lead to North Inch Community Campus, Perth Grammar School and North Muirton. The new path follows a route which was already popular with dog walkers and with school pupils using Riverside Stadium football pitches. It is also useful to Jeanfield Swifts who are trying to increase active travel amongst local children coming to football coaching. As well as linking to other local paths, the new route has improved safety by reducing the need to walk through Riverside Stadium carpark.

## Looking forward

# Better places and streets for everyone



Active travel benefits individuals, public health, the environment and the economy.

Good infrastructure gives children greater independence, benefits those who are unable to drive and areas, such as Perth City Centre, which have lower than average car ownership. After a slow start, Perth plans to catch up. We must improve conditions for active travel in Perth, taking advantage of the decrease in city centre traffic following the opening of the Cross Tay Link Road.

Our new Mobility Strategy sets out Perth and Kinross Council's vision for managing and developing the transport network over the next 10 years. This considers all modes of transport for the movement of people and goods across Perth and Kinross to create sustainable, inclusive, thriving places where everyone can live life well. Active travel is central to this vision. Some of this work will be in Perth City, but other work will be more rural, with safer routes between villages being a priority.

We are expanding our behaviour change programme by working with schools, the Bike Station, Police Scotland, the Scottish Fire and Rescue Service (SFRS) and Walk Wheel Cycle Trust to develop an Early Years Project/School Travel review to promote active and sustainable travel.

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

55% on walking and wheeling



50% on cycling



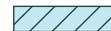
65% on buses



58% on trains



26% on trams



35% on other forms of public transport such as community transport, metro or subway, local ferry



32% on driving



**... vision for managing and developing the transport network over the next 10 years.**

The Early Years Project includes the following:

- The expansion of Bikeability to include levels 1-3, building on the success of last year where Perth and Kinross Council delivered level 2 training in all schools. This is in addition to our schools work with the Walk Wheel Cycle Trust I-bike officer and will equip children and young people to cycle safely and confidently.
- Working with Police Scotland and SFRS to prove road safety workshops. This will enhance our successful Young Driver Strategy in schools through introduction of a Cycle Awareness module.
- Working with the Bike Station to provide workshops teaching students basic bicycle maintenance and repair skills to ensure bicycles are safe and functional.
- Enhanced community engagement, working with parents, carers and local cycle hubs to create a supportive environment for young cyclists and allow young people to encourage their parents and carers.
- We will also be conducting a comprehensive review of school travel plans, to develop an action plan to deliver sustainable and active travel practices.

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## Tay Street and Marshall Place

Tay Street and Marshall Place are two of Perth's most iconic streets. They link NCN77 at North Inch and NCN775 at South Inch. With funding from Walk Wheel Cycle Trust, we have completed a feasibility study looking at the improvement of Tay Street and will be doing the design work for improvements to Tay Street and Marshall Place during 2025/26. Segregated cycle lanes along these two streets would provide a safe link between NCN77 and NCN775. They would also improve links to Perth Railway station, Friarton, and would provide the start of a safe cycle network in Perth City Centre. Work on the ground is planned for 2027/28.



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### Caitlin, cycles with toddler

**I often cycle because it's quicker.**

It's a nice way to spend time with my toddler and persuade him to have a nap as well. We have a bike trailer to transport my toddler. You can cycle into town with the trailer, park, lock your bike up, and then it functions as a pram to push around the shops as well.

It's getting him into cycling and it's a brilliant way to get him to go anywhere because he's so excited to be on the bike.

The quickest way to the nursery has no cycle path but it does go round the schools, so it is on a slower road. The speed bumps and the speed limit help because there is that extra bit of thought of going "I've got a small child attached to me".

Having bike stands to lock up my bike at the nursery would be good.

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## Notes on methodology

The attitudinal survey was conducted from March to June 2025 (and 2023) by independent social research organisation NatCen. The survey is representative of all Perth residents, not just those who walk, wheel or cycle.

All other data are sourced from our regional and local partners, national data sets or modelled and calculated by Walk Wheel Cycle Trust. All locally-sourced data are correct as of 28 May 2025.

Trip estimates use a model developed by Walk Wheel Cycle Trust. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Trip estimates now include cycling trips as part of work for both 2025 and 2023. Previously published 2023 model estimates have been recalculated to include these and allow for direct comparison, and to use population data from the 2022 Census, instead of 2021 mid-year estimates as a more reliable source. This has also impacted walking trip estimates from 2023.

In 2025 the boundary for Perth changed. This was a result of changes made to data zones following the 2022 Census meaning that 2023 and 2025 data do not cover exactly the same area.

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 on data sources and calculations, including strengths and limitations of the survey and model methodology, are available at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

Because people powered movement changes everything. Our health. Our wellbeing. Our world.

[www.walkwheelcycletrust.org.uk](http://www.walkwheelcycletrust.org.uk)

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