



THE BIG PLACE CONVERSATION

Let's Talk Transport

Main Issues Report

April 2023

Let's Talk Transport

Main Issues Report

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1 Introduction

1.1 Why Write a Mobility Strategy?

Perth and Kinross Council's Corporate Plan 2022-27 (December 2022) includes a list of local, regional and national strategies and plans which set out the context for how we deliver the priorities contained in the Corporate Plan. A Mobility Strategy has been identified as a key strategy in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.

The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth and Kinross Council's Corporate Plan vision, by achieving places *where everyone can live life well free from poverty and inequalities*. These three place-based strategies are visualised in Figure 1, along with their corresponding national strategies.



Figure 1 - Place based strategies

In addition, of specific relevance, Perth and Kinross Council's [Climate Change Strategy and Action Plan](#) (December 2021) identified [six overarching principles](#) that will shape the Council's long term approach to Climate Change. The first key principle focuses on achieving a net zero Perth and Kinross, aligned with Scottish Government targets. This identified the need to develop a Mobility Strategy to deliver the best return on investment in the Council's journey to net zero.

The [National Transport Strategy 2](#) (February 2020) sets out an ambitious vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing. It is proposed that Perth and Kinross Council's Mobility Strategy adopts these key priorities, ensuring they are fundamental to the development and delivery of the strategy.

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Perth and Kinross Council has started to develop a Mobility Strategy, focusing on the movement of people and goods. The Mobility Strategy is intended to set the direction for the Council's approach. It will also help coordinate the delivery of transport projects whilst also providing support for external funding applications.

1.2 What is the Mobility Strategy?

The Mobility Strategy, more narrowly known as a local transport strategy, will set out Perth and Kinross Council's vision for managing and developing the transport network over a minimum period of 10 years. The Mobility Strategy will consider all modes of transport for the movement of people and goods across Perth and Kinross's rural and urban settings, to help achieve national targets and local objectives. The Mobility Strategy will respond to the climate change agenda and other drivers of change at this time.

The strategy will also consider the impact on the transport networks and people's travel patterns and behaviours of emerging technologies, digital services, housing, inclusion, poverty, health, climate adaption, economic growth, air quality and place making.

The Mobility Strategy will follow Transport Scotland's appraisal guidance (Scottish Transport Appraisal Guidance – STAG). This will help articulate Perth and Kinross' strategy for our transport network for the future and give funding partners confidence in our commitment to achieving national targets.

1.3 Key Stages

A clear and simple 3-stage approach will be used to deliver the Mobility Strategy. Figure 2 visualises how each stage aligns with stakeholder engagement.

Stage 1 – Let's Talk Transport (Main Issues Report) - Complete by Spring 2023

Stage 2 – Develop Draft Strategy – by Spring 2024

Stage 3 – Finalising the Mobility Strategy – Complete by late 2024

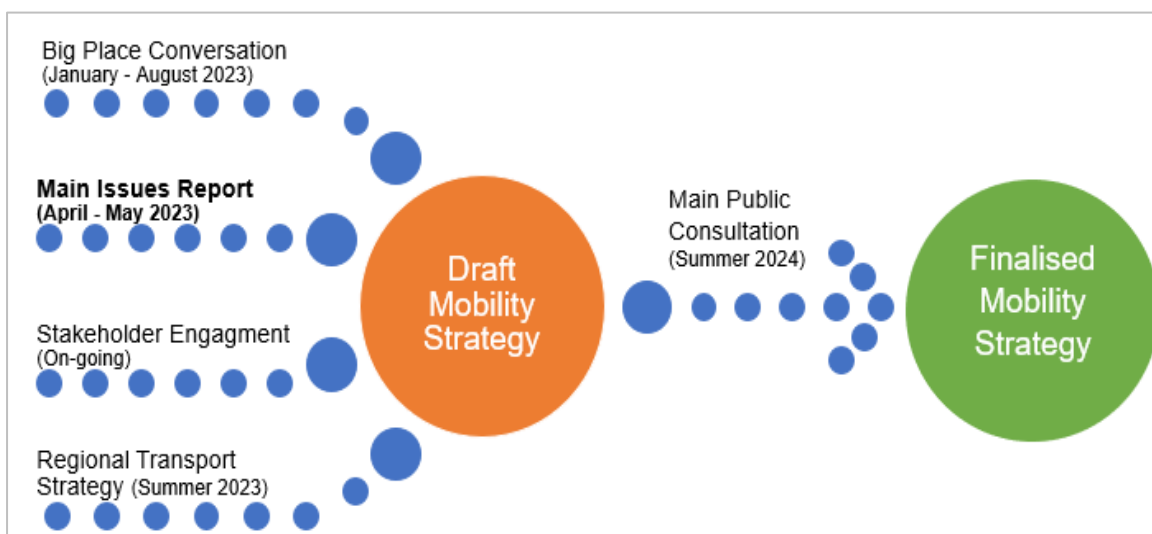


Figure 2 – Mobility Strategy stakeholder engagement

1.4 What is Let's Talk Transport?

Let's Talk Transport is a main issues report that covers stage 1 of Perth and Kinross Council's 3-stage approach to delivering the Mobility Strategy. This involves identifying problems and opportunities across Perth and Kinross Council's transport network in line with Scottish Transport Appraisal Guidance (STAG)¹.

The main issues report will allow for evidence based objectives to inform the Mobility Strategy. These objectives will be used to appraise options when developing the strategic action plan.

¹ [Scottish Transport Appraisal Guidance - Managers Guide | Transport Scotland](#)

1.5 Alignment with National, Regional, and Local Strategies and Policies

The Mobility Strategy aims to support a variety of national, regional, and local strategies and policies, as listed in Table 1.

Table 1: Strategies and Policies	
Title and Hyperlink	Category
National	
National Transport Strategy 2	Transport
Strategic Transport Projects Review 2	Transport
Scotland Cycling Framework	Transport
Scotland's Road Safety Framework to 2030	Transport
National Planning Framework 4	Spatial Planning
Scotland Climate Change Plan 2018–2032	Climate Change
A Scotland where everybody thrives - Public Health	Public Health
Cleaner Air for Scotland 2	Public Health (Air Quality)
Scotland's public health priorities	Public Health
Fairer Scotland Action Plan	Poverty and Inequality
Regional	
Regional Transport Strategy	Transport
Regional EV Strategy	Transport
Tactran – Bus Partnership Fund	Transport
The Tay Cities Deal	Spatial Planning
Local	
Perth Transport Futures	Transport
Perth People Place	Transport
Perth-Cycle-Network-masterplan	Transport
Core Paths Plan	Transport
Perth and Kinross Active Travel Strategy	Transport
Perth LDP2	Spatial Planning
Perth West	Economic Development/Spatial
Cairngorms LDP	Spatial Planning
Cairngorms National Park Partnership Plan	Partnership Plan
PKC - Local Housing Strategy	Housing
Perth AQAP	Air Quality
PKC - Climate Change Strategy and Action Plan	Climate Change
PKC Corporate Action Plan (Link TBC)	Corporate
Tay Flood Risk Management Plan	Flooding
Crieff AQAP	Air Quality
PKC Community Plan (LOIP)	Community

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From Table 1, here are several key objectives, priorities, and targets which the Mobility Strategy will help support the delivery of:

National Transport Strategy 2 Priorities:

- Reduce inequalities
- Take climate action
- Help deliver inclusive economic growth
- Improve our health and wellbeing

Scotland Climate Change Plan 2018–2032

- Net zero by 2045
- Reduce car kilometres by 20% by 2030

Fairer Scotland Action Plan

- A fairer Scotland for all
- Ending child poverty
- A strong start for all young people
- Fairer working lives
- A thriving third age

Scotland's public health priorities

- Live in vibrant, healthy and safe places and communities
- Have good mental wellbeing
- Have a sustainable, inclusive economy with equality of outcomes for all
- Eat well, have a healthy weight and are physically active

Scotland's Road Safety Framework to 2030

- 50% reduction in people killed and seriously injured (relative to the 2014-2018 average)

National Planning Framework 4

- Sustainable places
- Liveable places
- Productive places

2 Nature of the Region

Perth and Kinross Council is 1 of 32 Local Authorities across Scotland, bordering Aberdeenshire, Angus, Argyll and Bute, Clackmannanshire, Dundee, Fife, Highland and Stirling Council areas. Perth and Kinross is home to 151,910 residents with a geographical area of 5,286 km². Over the next 10 years (2018-2028), Perth and Kinross has a projected population net increase of 1%².

Perth city, located on the banks of the River Tay, as shown in Figure 3, has a population of 47,220 with a recent small decline of 0.38% since 2016³.



Figure 3 – Perth and Kinross area

The Perth and Kinross area is predominantly rural with a population split of 67.8%/32.4% Rural/Urban⁴. Using the Scottish Government’s 6-fold Urban Rural categorization, a detailed population breakdown is as follows:

Table 2: Local Authority	Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural
Perth and Kinross	1.2%	31.2%	11%	10.9%	35%	10.9%

² [Perth and Kinross Council Area Profile \(nrscotland.gov.uk\)](https://nrscotland.gov.uk)

³ [Perth \(Perth and Kinross, Scotland, United Kingdom\) - Population Statistics, Charts, Map, Location, Weather and Web Information \(citypopulation.de\)](https://citypopulation.de)

⁴ [Scottish Government Urban Rural Classification 2020 - gov.scot \(www.gov.scot\)](https://www.gov.scot)

2.1 Travel Demands and Mode of Travel

Perth and Kinross Road Traffic

Figure 4 represents the annual vehicle mileage across Perth and Kinross⁵. The 2020 slump was due to the COVID-19 global pandemic, however, rates are already returning to original trends. Figure 4 demonstrates that to achieve a 20% reduction in car kilometres, represented by the green line, nearly 30 years of growing car demand would need to be reversed.

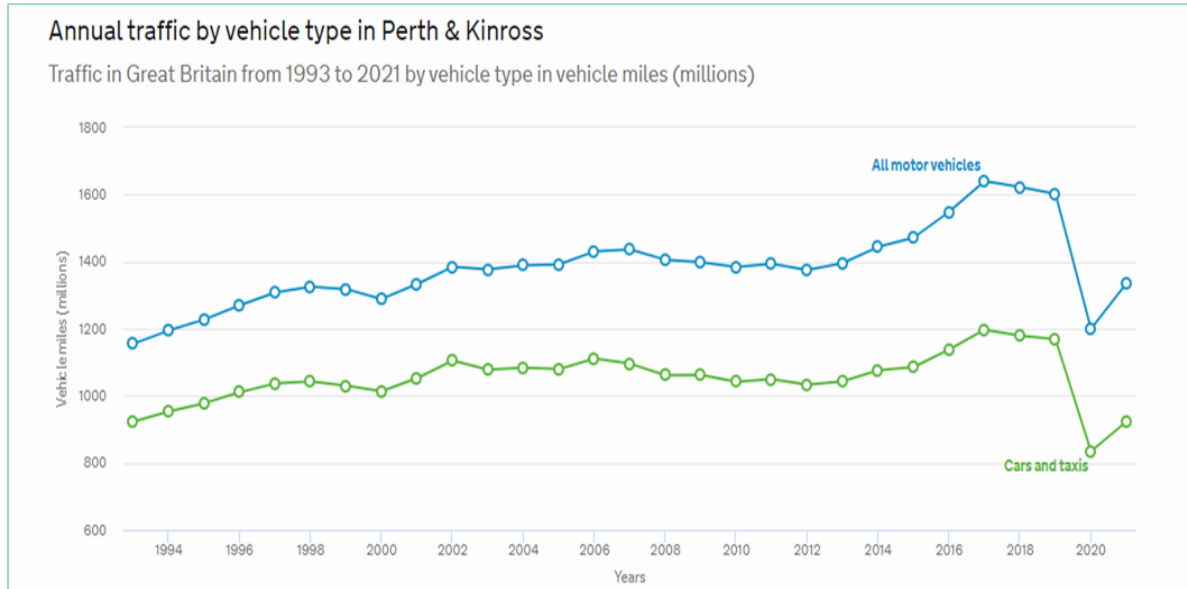


Figure 4 – Department of Transport, Perth and Kinross traffic

Perth and Kinross Car Kilometres

Perth and Kinross’s population has a car kilometre average of 12,547km per person per year. This is above Scotland’s national average of 6,723km per person per year⁶. Stirling Council area has a comparatively high car kilometre average of 11,055km per person, both areas are strategically located on Scotland’s trunk road network, with Angus Council area only 7,512km per person.

Identifying the length and occurrence of these individual trips shows the significant impact long journey trips have on Perth and Kinross’s total car kilometres, as shown in Table 3.

Table 3: Length of Trips	% Of Trips		Total Km’s	
	<10km	>10km	<10km	>10km
Trips within Perth and Kinross	69%	31%	18%	82%

⁵ Road traffic statistics - Local authority: Perth & Kinross

⁶ Annex: Reducing car use for a healthier, fairer, and greener Scotland - Transport Scotland

Perth and Kinross Main Mode of Travel

Figure 5⁷ identifies the main mode of travel across Perth and Kinross. This data does not consider the length of each journey. Figure 5 identifies that certain modes of transport are underutilised across Perth and Kinross, particularly cycling and rail, compared to Scottish national averages.

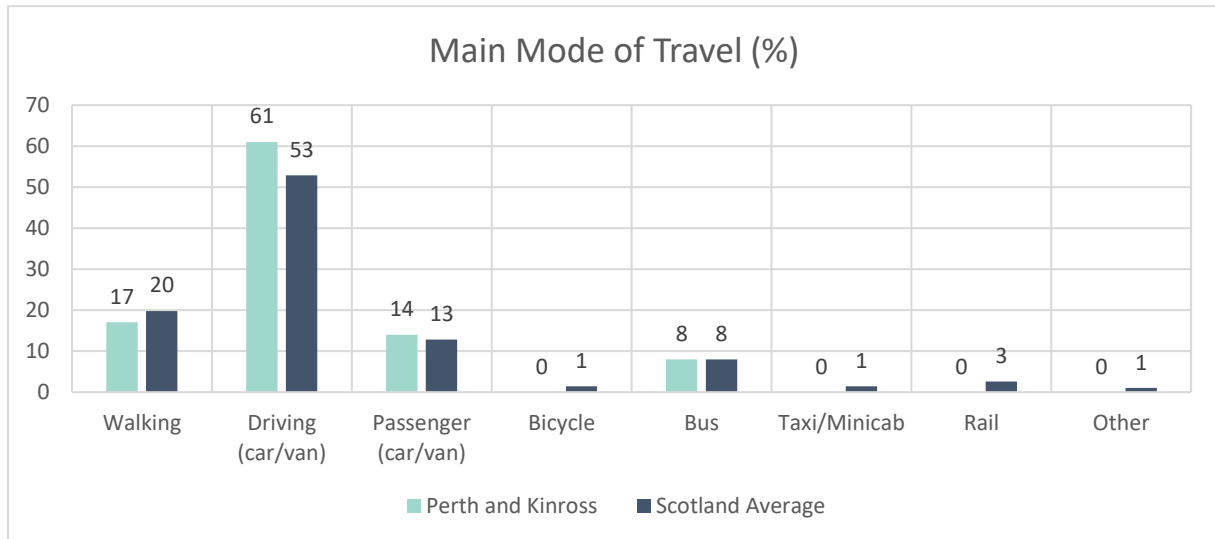


Figure 5 - Perth and Kinross main mode of travel

Perth City Traffic Flows (Pre and Post COVID-19)

SYSTRA was commissioned by Perth and Kinross Council in May 2020 to undertake a series of traffic surveys at five locations in Perth city centre. The purpose of the survey was to provide a measure for Perth and Kinross Council to monitor traffic flows in and around the city centre during the COVID-19 outbreak.

Table 4 provides a summary of the changes in observed traffic flows in and around Perth city centre. The survey data reflect all movements at the five survey locations and are compared with the average of previous datasets (2003,2010,2015 and 2019).

Table 4: Perth Traffic Flows	AM Peak (0630-0930)	Inter Peak (0930-1530)	PM Peak (1530 – 1830)	12hr Average (0630-1830)
21 st May 2020	43%	52%	46%	48%
2 nd June 2020	60%	76%	70%	71%
3 rd September 2020	79%	89%	81%	85%
18 th February 2021	63%	70%	66%	66%
26 th August 2021	86%	96%	93%	94%
3 rd March 2022	95%	97%	95%	97%

⁷ [Transport and Travel in Scotland 2018](#)

The available traffic data also shows the vehicle composition across Perth city. Table 5 uses data from the PM peak period (15:30-18:30) as an example of vehicle composition within Perth city.

Table 5: Vehicle Composition – Perth Traffic Count PM Peak	2003	2010	2015	2019	May 2020	March 2022
Car Vehicle Composition	85%	84%	85%	85%	83%	86%
Goods Vehicles	12%	12%	12%	13%	13%	12%
Public Service Vehicles	2%	2%	2%	2%	1%	1%
Cycling (2 decimal places due to small %)	0.99%	1.30%	1.10%	0.70%	2.40%	0.33%

Perth and Kinross – Reasons to Travel

Information gathered by the Scottish Household Survey identified that the most common reason for people to travel within Perth and Kinross is for leisure (50%) which includes a variety of activities such as shopping, visiting friends/relatives and sports/entertainment⁸. Travelling to work was the second most common reason for people to travel within Perth and Kinross (20%). A full summary of the most common reason for people to travel is shown in Table 6.

Table 6: Journey purpose	Perth and Kinross	Tactran (Regional)	Scotland
Commute	20%	19%	25%
Business	2%	3%	2%
Education	9%	9%	7%
Shopping	22%	26%	26%
Hospital or health	1%	2%	2%
Personal business	4%	4%	5%
Friends or relatives	11%	11%	11%
Eating/drinking	6%	4%	3%
Sport/entertainment	10%	7%	7%
Holiday/day trip	1%	1%	1%
Other journey	1%	1%	1%
Escort	2%	2%	2%
Go Home	11%	10%	8%
<i>Total</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

⁸ Scottish Household Survey Travel Diary – Main Purpose of Travel: 2019

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Perth and Kinross Commute to Work

As highlighted previously, travelling to work is the second most common reason for people to travel within Perth and Kinross (20%). Therefore, it is important to understand the origin and destination of such commutes.

Figure 6⁹ shows the travel patterns for Perth and Kinross's working population. A working population change of -3,343 means that more people commute out of Perth and Kinross than those who commute in. However, 80.9% of Perth and Kinross's working population both work and live in the area. The most common destination for residents in Perth and Kinross to commute to are Dundee (36%), Fife (17%) and Edinburgh (12%).

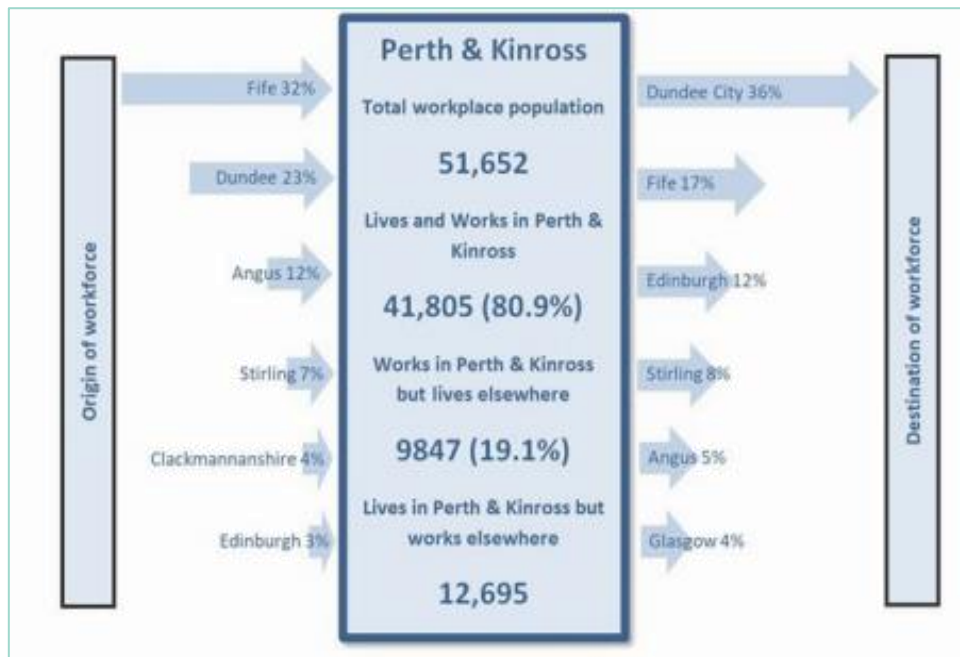


Figure 6 - Perth and Kinross's working population travel patterns

⁹ [Location of usual residence and place of work by method of travel to work - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

Perth and Kinross Rail Network

Perth and Kinross’s rail network consists of seven railway stations, six are located in rural communities with Perth Railway Station located in the city centre. Perth and Kinross’s rail network includes the Highland Main Line, linking a series of towns and villages from Perth to Inverness, and also facilitates East, West and South movement to and from Dundee, Glasgow and Edinburgh.

Entry and exit data across Perth and Kinross railway stations is shown in Figure 7¹⁰. This data shows that rail passenger usage increased between 2016 to 2018, across Perth and Kinross.

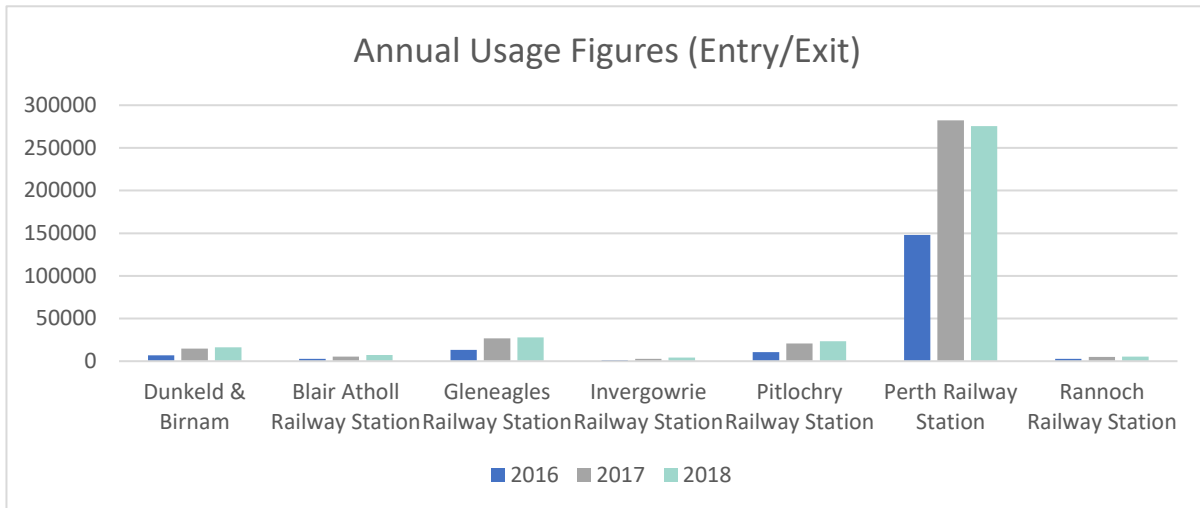


Figure 7 – Annual usage figures (Entry/Exit) for Perth and Kinross railway stations

Not only in Perth and Kinross, but nationally, Scotland’s rail usage has continuously increased over recent years, until the impacts of the COVID-19 global pandemic completely diminished the usage of public transport. This rise and fall in Scotland’s rail passenger usage is visualised in Figure 8¹¹, focusing on internal rail journeys which account for 85.9% of all Scottish rail journeys. Recent rail passenger usage data suggests that following the easing of pandemic restrictions, passenger rail usage is recovering towards pre-pandemic levels.

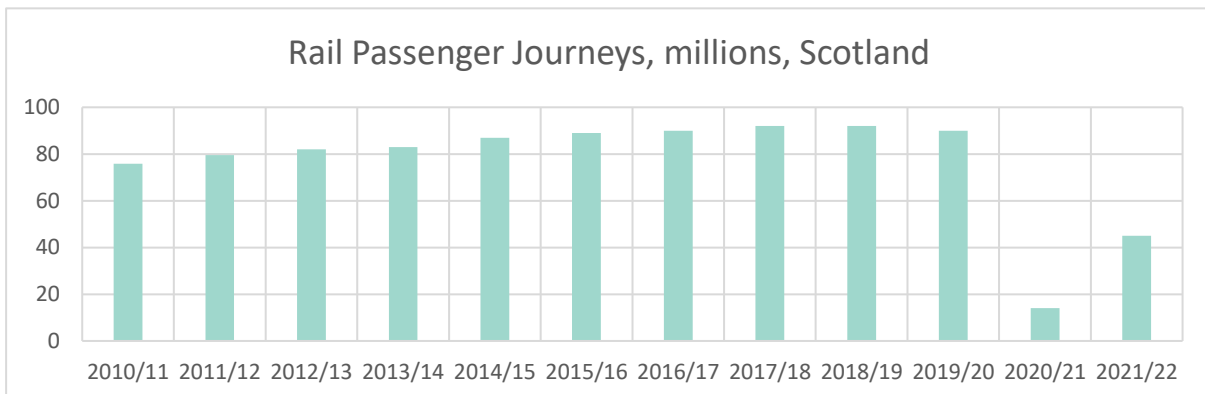


Figure 8 – Scotland’s rail passenger journeys

¹⁰ [Rail Locations in Perth and Kinross - The ABC Railway Guide](#)

¹¹ [Regional rail usage | ORR Data Portal](#)

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It is also important to consider railway station facilities, such as the accessibility within the station and transport connections to and from the station. Table 7¹⁰ summarises these considerations. Accessibility remains an issue across Perth and Kinross's rural railway stations, with a lack of step free access and ageing infrastructure.

Table 7 Railway Station Facilities	Dunkeld and Birnam	Blair Atholl	Gleneagles	Invergowrie	Pitlochry	Perth	Rannoch
Transport Connections							
Cycle Storage (Spaces)	12	10	10	6	12	31	10
Car park Spaces	30	6	40	0	12	160	30
Taxi Rank (Yes/No)	Y	Y	Y	Y	Y	Y	Y
Bus Services (Yes/No)	N	Y	Y	Y	Y	Y	Y
Cycle Hire	Y	Y	N	N	Y	N	N
Accessibility							
Step Free Access (Yes/No)	N	Y	Y	N	N	Y	N
Accessibility Category	B	B	A	B	B	A	C

It should be noted that Network Rail is planning to redevelop Perth Railway Station with an emerging station masterplan, potentially integrating the railway station with the neighbouring bus station.

Rail freight, nationally and locally, is explored in Section 3.4. It is worth noting that Scotland's railway infrastructure is primarily focused on passenger travel, with the majority of rail freight travelling across Scotland's central belt, particularly for long distance, heavy duty, cargo.

Perth and Kinross Bus and Coach Network

Perth and Kinross has an extensive local bus network, providing access to and from rural communities to other rural communities and key destinations. As of 01 April 2023, Perth and Kinross's bus network comprises of 60 local bus services, including 2 Demand Responsive Transport (DRT) schemes. The vast majority of these local bus services are subsidised by Perth and Kinross Council, with only 7 services completely commercial. In the financial year 2022/23, Perth and Kinross Council provided over £2.8m of financial support to this subsidised local bus network from both the local bus revenue budget and the car park trading account. However, as the local bus revenue budget is non statutory, this is more susceptible to fluctuations in the Council's budget setting process.

Existing Park and Ride sites are located at Broxden, Kinross and Scone, with plans to develop similar (multi modal) hubs at Bertha Park and Walnut Grove. Perth Bus Station is situated on Leonard Street, Perth, approximately 800 metres from the city centre and 100 metres from Perth Railway Station. The bus station's proximity to Perth Railway Station does allow for facilities to be shared such as car parking and cycle storage. Various coach services are available connecting Perth to other Scottish cities such as Edinburgh, Glasgow and Dundee. The majority of these services are available from Perth Bus Station and Broxden Park and Ride.

Scotland's Bus Passenger Survey 2018 demonstrates that across Tayside and Central Scotland¹², the majority of participants are satisfied with their bus journey (91%) with 67% satisfied with the value for money. Further details are given in Figure 9.

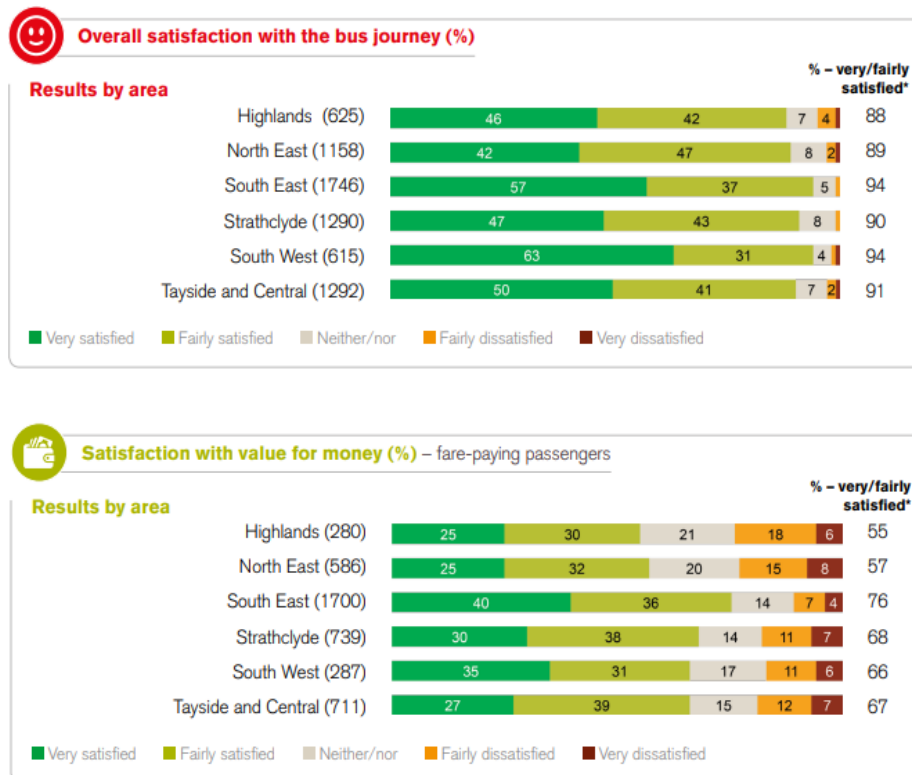


Figure 9 - Scotland's Bus Passenger Survey key findings

¹² [Bus Passenger Survey - Autumn 2018 report - Transport Focus](#)

Between 2015 and 2020, both local bus and coach services across Scotland experienced a decline in passenger usage, with a 12% fall in journey numbers and a 3% fall in vehicle kilometres¹³. Even with substantial investment by both Local and Central Governments to run these services, as demonstrated in Figure 10¹³, bus passenger usage continued to fall.



Figure 10 – Local and Central Government funding for bus services

Following a 5-year decline in bus passenger usage, the COVID-19 global pandemic further diminished the usage of public transport, at a more severe rate. This decline is visualised in Figure 11¹⁴, with a focus on local bus services. However, recent passenger usage data suggests that passenger usage is recovering following the easing of pandemic restrictions. Scotland experienced 260 million passenger journeys across local bus services in 2022.

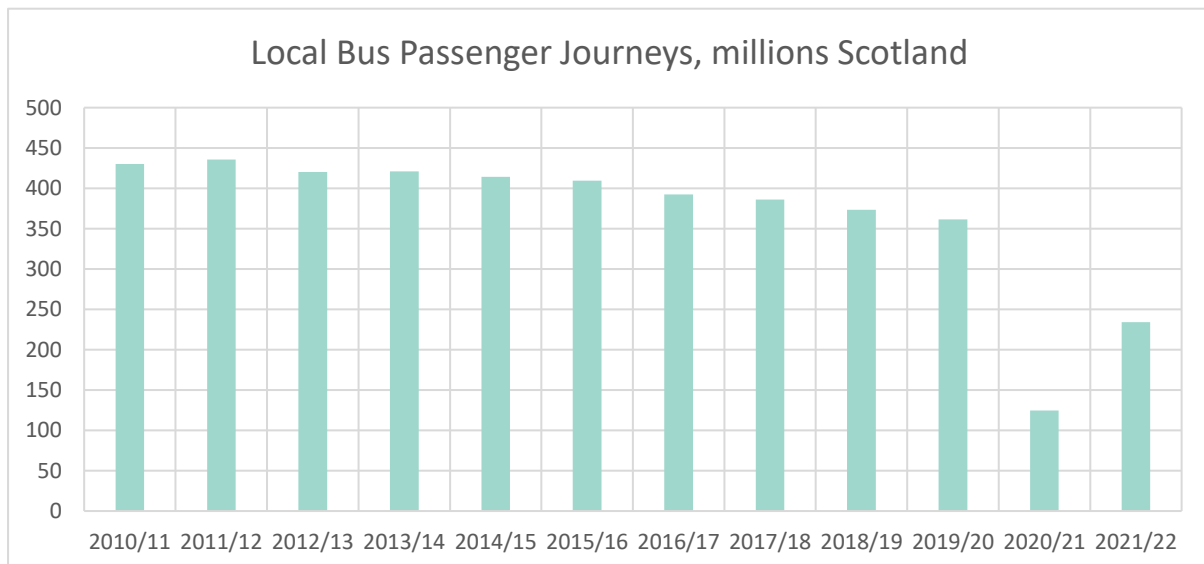


Figure 11 – Scotland local bus passenger journeys

¹³ [Chapter 2: Bus and Coach Travel - Transport Scotland](#)

¹⁴ [Bus statistics data tables - GOV.UK \(www.gov.uk\)](#)

Perth and Kinross Active Travel Network

The Core Paths Plan for Perth and Kinross was adopted by the Council in January 2012 and revised in 2017¹⁵. The Plan shows a system of paths, 2043km in total, which provide reasonable public access throughout Perth and Kinross. The core path network varies in quality throughout Perth and Kinross. It is important to highlight that walking is a key mode of travel across Perth and Kinross, as shown in Figure 5 and Figure 16.

Perth city currently has 0 kilometres of cycle tracks physically separated from traffic and pedestrians. However, Perth city does have two tier cycle parking on Canal Street and at Pullar House, as well as bike ports across the city centre.

Perth and Kinross is at the heart of several National Cycle Network (NCN) routes¹⁶, such as Route 77 which runs between Dundee and Pitlochry via Perth, as visualised in Figure 12¹⁷



Figure 12 - Perth and Kinross National Cycling Network

A number of local interventions have been delivered by Perth and Kinross Council to encourage active travel:

- 20 miles per hour limits in the city centre and a number of residential areas
- School Exclusion Zones
- Playable routes to school
- Improved road crossings

¹⁵ [Core Paths Plan - Perth & Kinross Council \(pkc.gov.uk\)](http://pkc.gov.uk)

¹⁶ [The National Cycle Network - Sustrans.org.uk](http://Sustrans.org.uk)

¹⁷ [Detailed maps & routes to explore across the UK | OS Maps](http://OS Maps)

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2.2 Socio-Economic Summary

Key socio-economic characteristics across Perth and Kinross can be taken from Scotland's 2011 census¹⁸.

Socio-Economic Characteristics

- Economic activity - 17.2% of Perth and Kinross's population is retired, whilst Scotland's national retired population is 14.9%
- Economic activity - 64.7% of Perth and Kinross's population is employed, along with 71% deemed economically active
- Population - 15% of Perth and Kinross's population is under 15, and 23.9% is over 65
- Car ownership - 21.1% of Perth and Kinross households have no access to a car or van (see Figure 15 for a further breakdown)
- Health - 18.1% of Perth and Kinross's population is limited by a long-term health problem or disability

Table 8 shows the socio-economic classification of residents in Perth and Kinross, covering 107,546 residents aged between 16-74. The remaining 6,532 (6.1%) are occupied by full time students.

Table 8: Socio-Economic classification (All People ages 16-74)	1. Higher managerial, administrative, and professional occupations	2. Lower managerial and professional occupations	3. Intermediate occupations	4. Small employers and own account workers	5. Lower supervisory and technical occupations	6. Semi-routine occupations	7. Routine occupations	8. Never worked and long-term unemployed
Perth and Kinross population	10,767	24,748	13,288	11,239	9,282	15,953	12,371	3,366
Perth and Kinross population (%)	10%	23%	12.4%	10.5%	8.6%	14.8%	11.5%	3.1%
Scottish Average	8.7%	20%	12.9%	7.4%	8.2%	15.5%	12.9%	5%

¹⁸ [Scotland's Census 2011](#)

2.3 Future Uncertainty

When considering Perth and Kinross transport networks over a minimum of the next 10 years, it is important to understand uncertainties that will have an impact on how the transport network is used and developed. Uncertainties such as technological advances, worldwide events, and local, national, and international politics can impact everyday lives. Future uncertainties don't necessarily need mitigation some will be supported as they contribute towards local and national objectives.

Ageing Population

The National Records of Scotland project that Perth and Kinross has an ageing population, with an increase in 75+ year olds (+30.8%) and a decrease in 0 to 15 year olds (-8.1%) between 2018 and 2028². This could largely impact the way people travel around Perth and Kinross, potentially reducing the working population.

Local Development Plan/Place Development

Perth and Kinross Council's Local Development Plan 2 sets out a strategic framework in which planning applications are assessed, by identifying land use opportunities across the area. The Local Development Plan acts as a catalyst for changes and improvement in the area and shapes the environment and economy of Perth and Kinross. Perth and Kinross Council are currently developing their third Local Development Plan (LDP3) which will need to closely align with the Mobility Strategy. Any newly identified land opportunities will need to consider the existing transport network.

It is important to consider the 20-minute neighbourhood policy contained in Scotland's National Planning Framework 4¹⁹, presenting an opportunity across planning and transport authorities to work collaboratively with communities to identify transport links to local services within both rural and urban locations. This is an example of how both local and national policies can influence the way we move and live.

Home Working

Following the COVID-19 global pandemic, home working has become a normality for some, changing the way people commute and travel across the country. As of November 2022, 38% of workers in Great Britain advised that they had worked from home at some point in the previous seven days, with 71% of British workers saying they had travelled to work in the last week. At the height of the first wave of the pandemic, in April 2020, almost half of UK workers were working from home, and just 31% of people were travelling to work²⁰. Homeworking can reduce demands on the transport network and increase rural populations.

¹⁹ [National Planning Framework 4: revised draft - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/national-planning-framework-4/pages/4-1-revised-draft.aspx)

²⁰ [Working location trends Britain 2022 | Statista](https://www-statista-com.translate.googl/working-location-trends-britain-2022?_t=zld)

Other Future Uncertainties

The following future uncertainties have been identified:

1. Vehicles are becoming increasingly connected and autonomous
2. 'Mobility as a Service MAAS' apps will allow users to book seamless door-to-door travel from their device²¹
3. Scotland's vision to be a leading hydrogen nation with ambitions to develop and deploy hydrogen technologies in transport²²
4. Economic impacts (such as inflation) may delay the delivery of committed infrastructure projects, for example, the A9 dualling
5. Electric Road Systems are designed to charge and power electric vehicles whilst on the move²³
6. Clean fuel technology
7. Changes in Transport Policy, prioritising funding for local and central government

To mitigate and support the impacts of future uncertainty on the Council's Mobility Strategy, regular reviews will take place to ensure plans remain relevant and responsive.

²¹ [MaaS Investment Fund - Mobility as a Service | Transport Scotland](#)

²² [Chapter 8. Hydrogen in Transport - Scottish Government Hydrogen Policy Statement - gov.scot \(www.gov.scot\)](#)

²³ [Electric Road Systems, ERS | f3 centre](#)

3 Transport Network Problems and Opportunities

The evidence gathered in Section 2, along with readily available data, will be used to identify problems and opportunities across Perth and Kinross's existing transport network. This will be presented in line with Scotland's National Transport Strategy 2 priorities, as shown in Figure 13.



Figure 13 – NTS2 4 priorities

3.1 Inequalities Across Perth and Kinross

The Department for Transport recognised that transport and inequalities have three key influential factors²⁴; 1) geographic distribution of people, 2) distribution of opportunity and, 3) cost, geographic accessibility and the time and reliability of different transport options.

The following information considered these three influential factors, amongst others, to identify inequalities across our transport network.

Disadvantaged Communities

- Scotland's SIMD maps show that Perth and Kinross has two areas amongst Scotland's top 10% most deprived, Muirton and Rattray²⁵
- 21% of SIMD data zones within Perth and Kinross are within the bottom 10% of geographic access, this considers travel time to key services by car or public transport, as visualised in Figure 14²⁶

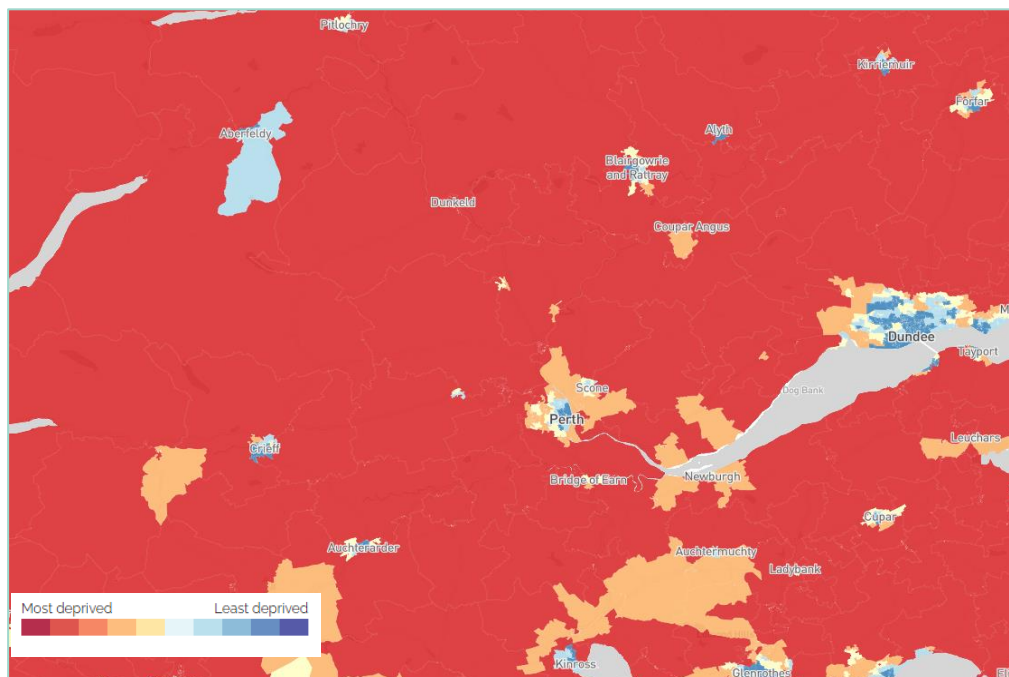


Figure 14 – SIMD geographic access

Transport Poverty

- Transport accounts for the second largest household expenditure in the UK, with an average spend of £81.60 per household every week in 2019²⁷
- 35% of Perth and Kinross SIMD data zones are at high risk of transport poverty²⁵
- 18% of children in Perth and Kinross are living in poverty²⁸
- To date, Perth and Kinross's under-22 bus pass uptake is 16,155

²⁴ [Transport and inequality - GOV.UK](#)

²⁵ [SIMD \(Scottish Index of Multiple Deprivation\)](#)

²⁶ [Scottish Index of Multiple Deprivation \(SIMD\) 2012 \(jamestrimble.github.io\)](#)

²⁷ [Family spending workbook - Office for National Statistics](#)

²⁸ [Child poverty - Perth & Kinross Council](#)

Access

- 15.1% of Perth and Kinross’s population has no access to public transport to attend further education (for 16-25yr old)²⁹
- 40% of Perth and Kinross’s working population travel over 5km to their place of work or study
- 21.1% of households within Perth and Kinross have no access to a car or van, a full breakdown of car ownership is shown in Figure 15¹⁸. It is important to recognise that even in rural communities, 1 in 4 households may not have access to a car or van.

Number of Cars or Vans per Household

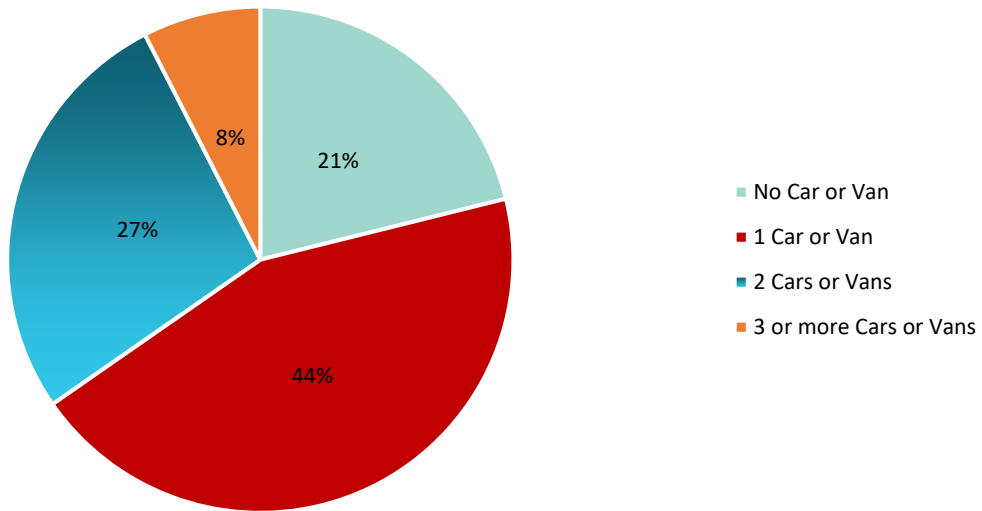


Figure 15 – Number of cars or vans per household

Education

- Sustrans 2017 Hands Up survey shows that across Perth and Kinross, 41.2% of children walk to primary school and 12.3% cycle/scoot/skate. A full breakdown is given in Table 9³⁰:

Table 9: Commute to school (2017)	Walk	Cycle/Scoot/Skate	Park and Stride	Driven	Bus	Taxi	Other	Total
Primary	41.2%	12.3%	14.6%	22.6%	7.1%	2.0%	0.2%	7,313
Secondary	36.8%	1.2%	3.0%	12.4%	45.0%	1.5%	0.2%	4,512

²⁹ [Executive Summary - Tactran](#)

³⁰ [Hands Up Scotland Survey - Sustrans.org.uk](#)

3.2 Climate Action Priorities

For Scotland to achieve its net zero targets by 2045, and reduce the impacts of climate change, a steep reduction in greenhouse gas emissions is required. It is estimated that transport is responsible for 35.6% of carbon emissions in Scotland³¹.

The following information helps identify climate related priorities across Perth and Kinross's transport network.

Carbon Emissions

- Transport within Perth and Kinross emits 431,000 tonnes of Carbon Dioxide equivalent (CO₂e) each year³²,
- Transport emissions within Perth and Kinross equate to 2.8 tonnes of CO₂e per person per year
- Only two of Scotland's Local Authority areas exceed 2.5 tonnes of CO₂e (transport) per person per year, Perth and Kinross and Dumfries and Galloway, both areas have large rural populations

Car Kilometres

- Residents of Perth and Kinross have a car kilometre average of 12,500km per person per year
- Scotland has a national car kilometre average of 6,723km per person per year
- Commuting to a place of work, or study, counts towards 20% of all journeys within Perth and Kinross
- Of those who don't work at home, the usual method of travel to work within Perth and Kinross is broken down in Figure 16⁷:

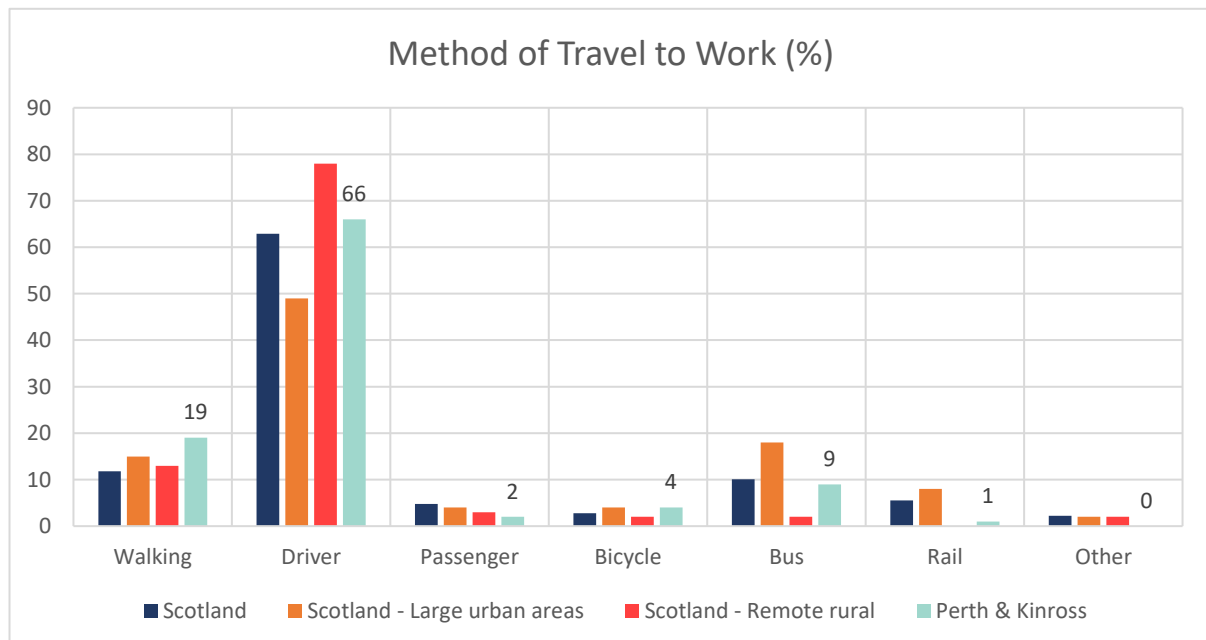


Figure 16 - Method of travel to work (%)

³¹ [Securing a green recovery on a path to net zero: climate change plan 2018–2032 - update - gov.scot](#)

³² [UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK](#)

Electric Vehicle Chargers

- Perth and Kinross Council currently own and operate 47 EV chargers
- 23 of the 47 publicly owned chargers are rapid chargers
- Old chargers (and the associated infrastructure) are unreliable and difficult to maintain
- A map of existing EV chargers is shown in Figure 17:

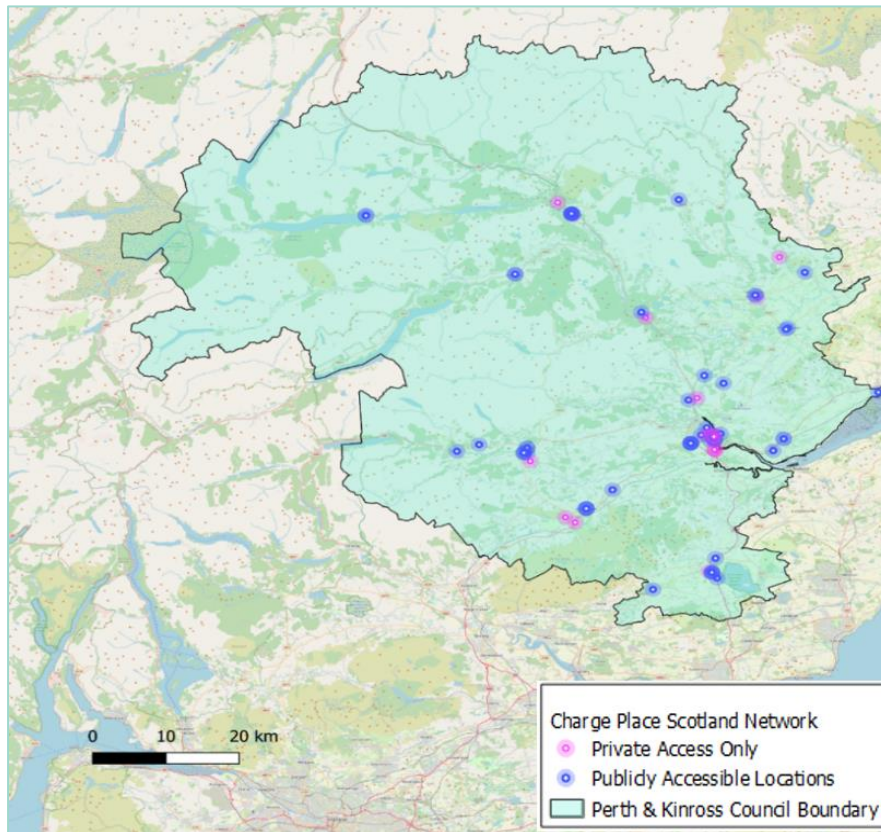


Figure 17 - Perth and Kinross EV chargers

Perth and Kinross Council Heavy Duty Vehicle (HDV) Fleet Emissions

- Perth and Kinross Council’s 71-vehicle Heavy Duty Vehicle (HDV) fleet drove just under 2.1 million kilometres and emitted around 2,000 tonnes of CO₂e during 2021-2022
- On average, Refuse Collection Vehicles and Heavy Commercial Vehicles in the PKC fleet drive 15,996 and 20,286 miles per year, respectively
- A full breakdown is given below in table 10

Table 10: Heavy Duty Vehicle Fleet	21/22 fleet size	Annual mileage (miles)	Annual CO ₂ e emissions (tonnes)
Refuse Collection Vehicles (RCV)	24	383,902	925
Heavy Commercial Vehicles (HCV)	44	892,601	1,001
Special Purpose Vehicle (SPV)	3	20,520	41
Total	71	1,297,022	1,967

Climate Resilience

- 910km of Perth and Kinross Council's 2500km road network is a high priority for winter maintenance, such roads are treated seven times a week within the winter period
- 70 voluntary farmers help Perth and Kinross Council clear and treat the roads over the winter period to help keep the roads open, safe, and maintained
- Tay Local Plan District has 17 Potentially Vulnerable Areas, which are at risk from surface water flooding and/or river flooding, as shown in Figure 18³³

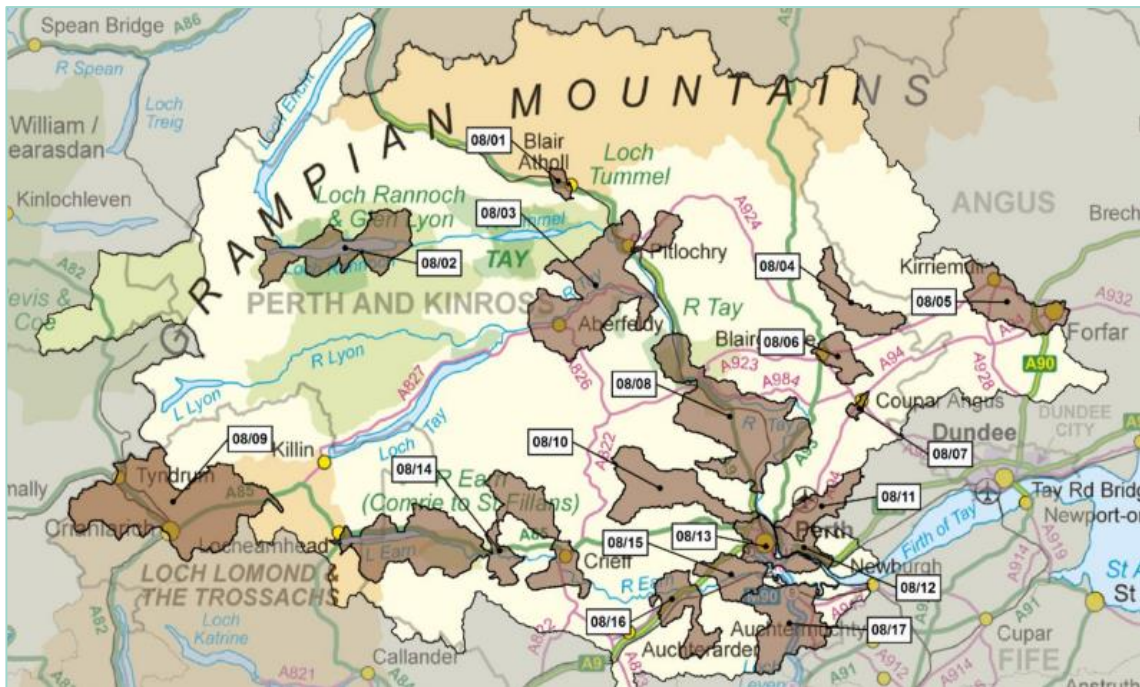


Figure 18 – SEPA Tay Local Plan District, Potentially Vulnerable Areas

³³ [Tay Local Plan District | Flood Risk Management Strategies](#)

3.3 Health and Wellbeing Priorities

Concerning transport, health and wellbeing often relate to road safety, pollution, access to health services and physical activity through active travel.

The following information has been gathered to identify health and wellbeing priorities across Perth and Kinross's transport network.

Access to Healthcare

- Perth and Kinross have 30 general practices, 34 pharmacies and 6 hospitals including the Perth Royal Infirmary³⁴
- Perth Royal Infirmary is located approximately 1 mile from the city centre
- A frequent bus service runs from Perth city centre to Perth Royal Infirmary³⁵
- Bus service X7 runs between the Perth Royal Infirmary and Ninewells Hospital (Dundee), providing a direct public transport connection between regional hospitals

General Health

- Census data shows that 3% of Perth and Kinross's population said their general health was 'bad' and 1% 'very bad'³⁶
- 18.1% of Perth and Kinross's population said their day-to-day activities were limited by a long-term health problem or a disability

Road Safety

In 2020, 172 reported road casualties were recorded within Perth and Kinross³⁷. This information considers both local roads and trunk roads across Perth and Kinross.

- 3 Fatalities
- 53 Seriously injured
- 116 Slightly injured

Active Travel

According to Sustrans Perth Cycling and Walking index 2021³⁸:

- 57% of residents walk five or more times a week, 5% cycle
- 80% of residents feel walking is safe around Perth and Kinross but only 45% think the same for cycling
- Only 17% of residents cycle a minimum of once a week
- 56% of participants claimed they can easily get to many places they need without driving

³⁴ [GP practices | NHS inform](#)

³⁵ [NHS Tayside \(scot.nhs.uk\)](#)

³⁶ [Scotland Census 2011 - Health](#)

³⁷ [Department for Transport: reported road casualty statistics in Great Britain](#)

³⁸ [Perth Walking and Cycling Index - Sustrans.org.uk](#)

Public Health

- Across Scotland, in 2019, 66% of adults aged 16 and over were categorised as overweight, including 29% who were categorised as obese³⁹
- In 2019, 68% of children aged 2 to 15 weighed within the healthy range
- In 2017, Scottish Health Survey indicated that around 19% of adults suffer from mental health issues, showing signs of a possible psychiatric disorder⁴⁰

Air Quality

Perth and Kinross has two Air Quality Management Areas, as shown in Figure 19, where pollutants exceed national air quality objectives⁴¹.

- Perth City AQMA – Declared 2006 - Pollutants include Particular Matter (PM₁₀) and Nitrogen Dioxide (NO₂)
- Crieff AQMA – Declared 2014 – Pollutants include PM₁₀ and NO₂
- PM₁₀ and NO₂ are common road traffic pollutants

Atholl Street, Perth, is Scotland's most polluted street from PM₁₀ in 2021⁴²

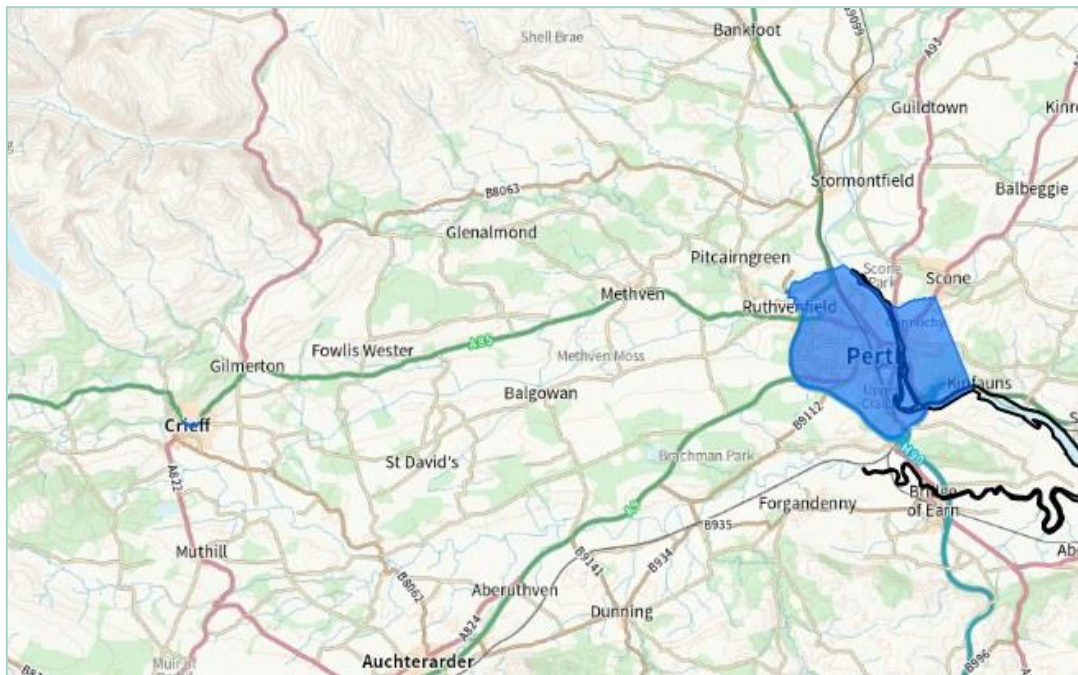


Figure 19 - Perth and Kinross air quality management map

³⁹ [Diet & Healthy Weight Monitoring Report \(www.gov.scot\)](http://www.gov.scot)

⁴⁰ [Mental Health statistics: FOI release - gov.scot \(www.gov.scot\)](http://www.gov.scot)

⁴¹ [List of Local Authorities with AQMAs - Defra, UK](http://www.defra.gov.uk)

⁴² [The most polluted streets in Scotland in 2022 - Friends of the Earth Scotland](http://www.foes.org.uk)

The previous information was used to identify key employment locations:

- Inveralmond Industrial Estate
- Broxden
- Friarton
- Perth City Centre
- PRI
- Ninewells
- Dundee City Centre
- Dundee Industrial and Business Park (off the Kingsway)
- Dundee University
- Stirling Castle Business Park
- Stirling City Centre

Perth and Kinross Tourism

- Between 2017 and 2019, there were 830,000 overnight trips per year on average to Perth and Kinross. 52% of these visits are Scottish travellers and a further 32% also from Great Britain⁴⁴
- Tourism in total, across Perth and Kinross, generates £394m on average per year
- 2 National Parks are located within the Perth and Kinross area, Cairngorms National Park and Loch Lomond and the Trossachs National Park

Tourist Locations⁴⁵

- City Centre – Perth Museum, Perth Art Gallery, Perth Concert Hall
- Crieff – Crieff Hydro (A85)
- Gleneagles – Gleneagles Hotel (A9)
- Dunkeld/Pitlochry/Blair Atholl (A9)
- Blairgowrie (A93)

Connection to other Scottish Cities is shown in Table 11⁴⁶

Table 11: Journey Times			
Rail typical journey time (mins)	Aberdeen Rail Station	Edinburgh Waverley Station	Glasgow Queen Street Station
Perth Rail Station to	100	84	65
Typical journey time by road (mins)	Central Aberdeen	Central Edinburgh	Central Glasgow
Perth to	103	64	74
Typical journey time by coach (mins)	Central Aberdeen	Central Edinburgh	Central Glasgow
Perth to	120	80	65

⁴⁴ [perth-and-kinross-factsheet-2019.pdf](#)

⁴⁵ [VisitScotland](#)

⁴⁶ [TACTRAN 2019 RTS Monitoring Framework](#)

Freight

- In 2019, Scotland's transport network supported over £57.3 billion worth of international trade in goods (road, rail, sea, and air)
- 67% of freight in Scotland was carried by road (2019), the majority of freight lifted in Scotland was carried by Heavy Goods Vehicles on the road network and remained within Scotland (96 million tonnes)
- In 2019, the movement of goods across Scotland's road network accounts for 22% of vehicle kilometres
- Perth and Kinross experience a lot of road freight through traffic, due to its location
- The Roads Haulage Association flagged a lack of rest areas/facilities for drivers along the A9 and nationally across Scotland
- Perth's Harbour is not a major port; however, it does accept coastal and dry bulk ships up to 100 metres in length, carrying up to 2,500 tonnes⁴⁷
- Scotland's rail freight network carried freight of around 4.3 million tonnes between April 2019 and March 2020. This included construction materials, intermodal, petroleum products and metals, amongst others.
- Perth and Kinross's railway infrastructure is primarily focused on passenger travel, as it is nationally, with the majority of rail freight travelling across Scotland's central belt with a focus on long distance, bulk cargo
- 31st August 2022, Highland Spring's railway freight facility opened in Blackford
- Rail freight requires substantial trackside infrastructure and investment
- SURFLOGH⁴⁸ - Perth and Kinross Council are working alongside Edinburgh Napier University and the South East of Scotland Transport Partnership (SEStran) to improve the role of logistics hubs in the network of urban logistics through connecting long-distance freight transport and last-mile distribution
- Freight within Perth and Kinross also considers the movement of agricultural goods and machinery across our existing transport network

Future Development

- Perth West – employment and housing
- Luncarty expansion – predominantly housing
- Scone expansion – predominantly housing
- Almond Valley expansion – predominantly housing

Parking

- RingGo cashless parking in all on-street and Council run car parks
- Perth city centre on street parking is split into 3 zones, showing well defined rates
- Perth and Kinross Council does not currently have a parking strategy

⁴⁷ [Coastal Port | Scotland | Perth Harbour](#)

⁴⁸ [SURFLOGH - SEStran](#)

Let's Talk Transport

- The Transport (Scotland) Act 2019 bans pavement parking⁴⁹, double parking and parking at dropped kerbs, however, Perth and Kinross Council will be able to identify exemptions
- The current parking infrastructure is shown in Figure 21 and Figure 22

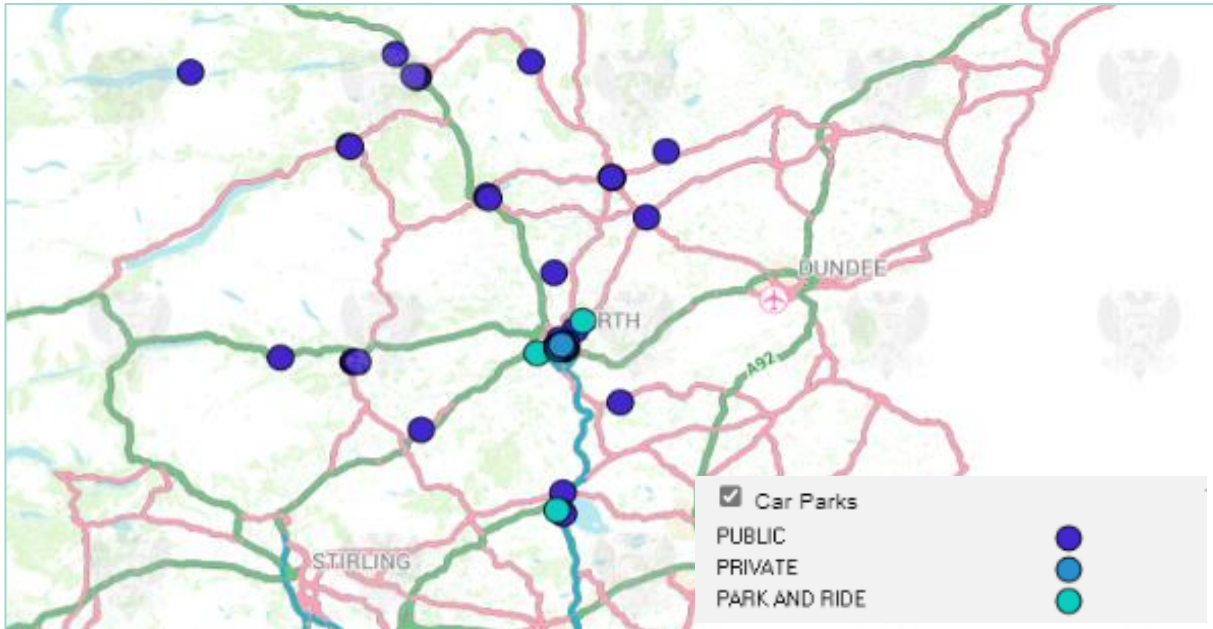


Figure 21 - Perth and Kinross car parks

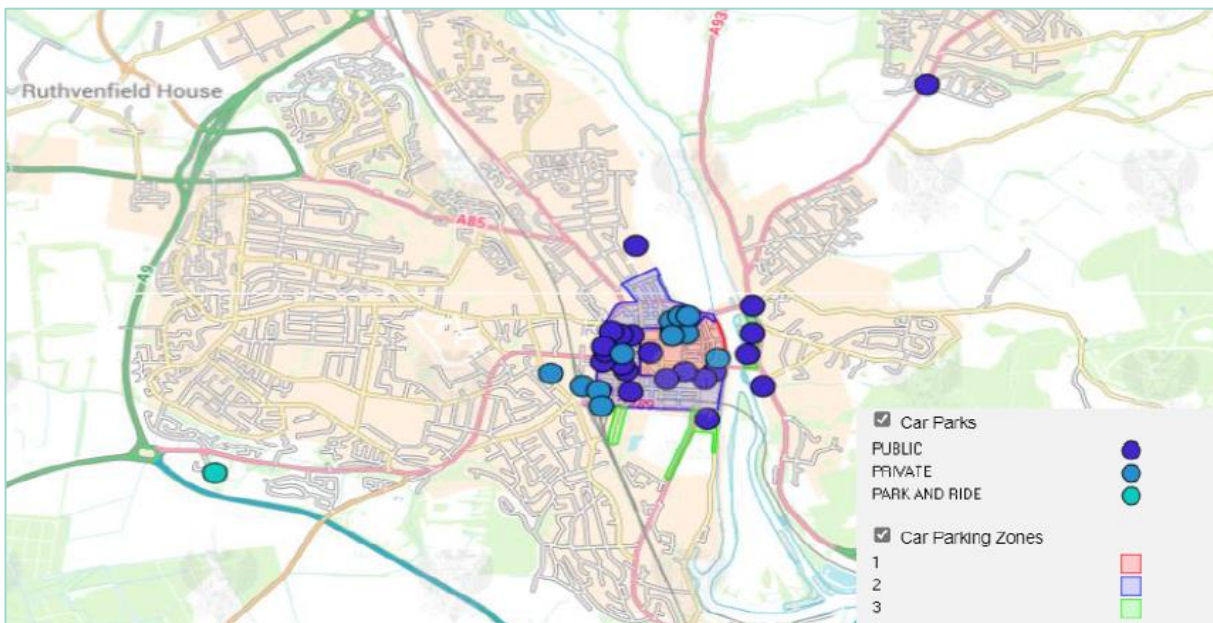


Figure 22 – Perth city car parks

⁴⁹ [Scotland's Pavement Parking Prohibitions](#)

3.5 PKC Transport Network, Existing Problems and Opportunities

Table 12 summarises the associated problems and opportunities.

Table 12: Problems and Opportunities on our Transport Network		
NTS Priority	Problem	Opportunity
Reduce Inequalities	<ul style="list-style-type: none"> Limited public transport in rural areas Cost of travel, specifically for deprived communities Rural transport and accessibility challenges Deprived areas, Rattray and Muirton Child poverty Areas at high risk of transport poverty UK inflation/cost of living 	<ul style="list-style-type: none"> Demand Responsive Transport networks already up and running. Mobility as a Service (MaaS) development on going (integrated ticketing) Free bus travel for under-22s and 60+
Climate Action	<ul style="list-style-type: none"> High car dependency (car km) CO_{2e} emissions per person Lack of rural and local key services to reduce the need to travel (including travelling to school) Lack of active travel infrastructure Lack of EV infrastructure Long distance commutes (mainly by car) for the working population Perth city centre inner ring road – barrier Flooding across Perth and Kinross's 17 Potentially Vulnerable Areas Transport integration - rural railway station accessibility and transport connections 	<ul style="list-style-type: none"> Home working/schooling opportunities Walkable/wheelable city centre and rural village centres Perth city centre inner ring road – scope to change Broxden Low Carbon Hub Central railway and neighbouring bus station Cross Tay Link Road, removing the city centre through traffic On-going maintenance opportunities Well defined key corridors connecting Perth with rural neighbourhoods 20-minute neighbourhoods (National Planning Framework 4) Core path network National Cycle Network Blackford railway freight facility

<p>Inclusive Economic Growth</p>	<ul style="list-style-type: none"> • Unreliable journey times • Congestion/pinch points • Perth to Edinburgh rail time in comparison to car/road • Public transport operating costs • Council's reliance on external funding and/or private investment • Lack of sustainable freight options or hubs • Construction inflation • Council budget restraints (capital spend and revenue spend) • Freight driver resting zones • Railway freight limited from passenger journey focus • Bus subsidies, operating costs, and Council budget pressures 	<ul style="list-style-type: none"> • Perth is well-connected strategically • Perth Harbour • Last mile logistics – cargo bikes (SURFLOUGH) • Rail freight • Walkable/wheelable city centre with central strategic connections. • Perth West, economic and housing development • Perth Museum, tourism and economic growth • Walnut Grove, economic development and multi modal hub • Cross Tay Link Road allowing for economic development
<p>Health and Wellbeing</p>	<ul style="list-style-type: none"> • Perth and Crieff AQMA • Lack of safe segregated active travel infrastructure • Road safety incidents/casualties • Car dominated streets • Physical health/obesity • Mental health 	<ul style="list-style-type: none"> • Walkable/wheelable city centre and rural villages • Perth and Kinross walking statistics • Perth Royal Infirmary, proximity to city centre • A9's EV ambitions • Already existing rural services, GP's, schools, shops etc • Spatial planning

4 Public Engagement

4.1 Local and Community Action Plans

Information gathered by Perth and Kinross Local Action Plans have been considered in the development of this report. The following key points were noted:

In December 2016 each of the 5 Local Action Plans (LAPs) named transport as one of their top priorities.

3 of 5 Local Action Plans (Eastern Perthshire, Highland and Strathtay, Kinross, Kinross shire, Almond and Earn) identified that a number of rural households do not have access to a car, with a particular focus on older groups, meaning it's difficult for those households to access everyday needs. Each of the 3 LAPs also identified concerns towards the cost of public transport.

Similarly, Strathallan and Strathearn's Local Action Plan highlighted that access deprivation remains a concern across the area, which considers access to key services by car and public transport.

Perth City Centre's Local Action Plan did not identify any key issues concerning transport.

4.2 Big Place Conversation

The Big Place Conversation involves a variety of stakeholder engagement activities to inform a range of projects and strategies across the Council, including the Mobility Strategy and the Local Development Plan 3.

Further information on the Big Place Conversation can be found [here](#)⁵⁰.

The Big Place Conversation will be used to inform the draft Mobility Strategy.

4.3 Public Consultation

The main issues report will be used as a tool of information to inform public consultation and will be made publicly available for 6 weeks. This information will be collated and used alongside the main issues report to inform the draft Mobility Strategy.

⁵⁰ [The Big Place Conversation - Perth & Kinross Council \(pkc.gov.uk\)](#)