

PERTH BUS STATION Interchange Audit

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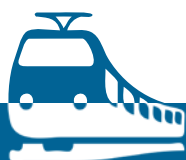
Linking cycling with
public transport



Introduction

Purpose of the Interchange Audit

Transform Scotland has carried out a series of 'Interchange Audits' to assess how easy it is to combine cycling with other forms of sustainable transport. Railway stations, bus stations, and ferry terminals have been audited with consideration given both to cyclists who might want to park their bike and to those who plan to take their bike with them (for instance on the train or ferry). Each audit has involved an on-the-ground survey using the [Interchange Toolkit](#) which was developed for this project. The survey considers aspects that could make a cyclist's journey easier or more difficult, starting from the station or terminal approach, through entering, to locating parking or the appropriate boarding point. Features such as signage, suitable routes, and access to facilities have been included. However, the project did not assess cycle carriage (for example, the number of cycle spaces on a train or ferry).



overview of perth leonard bus station

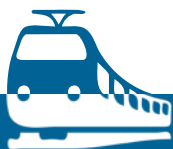
Perth Leonard Bus Station is the only bus station in Perth. However, some key services operate from Broxden Park & Ride, off the motorway on the outskirts of the city. The local Stagecoach 301 service to connect to Broxden leaves from a bus stop on Leonard Street outside the bus station.

Number of passengers Passenger numbers not monitored	Number of stances 10	Local authority area Perth & Kinross Council
Station manager Scottish Citylink	Services Intercity (mainly Scotland with one standard coach service to/from London), sleeper to/from London, regional; less than ten buses per hour, primarily originating/terminating services	Location On the edge of the city centre in an area transitioning from urban to suburban; the city has a population of 45,770
Number of entrances/exits 2		

References: Mid-2010 Populations Estimates for Settlements and Localities in Scotland (General Records Office Scotland); Tactran Connect; Traveline Scotland; National Express; Perth & Kinross Council

Audit Summary

Signage to the bus station from the city centre was poor to non-existent and the only signage present upon exiting was to the railway station. There was no cycle parking in the bus station, and local cyclists did not consider the nearby parking safe to leave a bicycle for any period of time. However, improvements would be fairly simple and inexpensive to implement. What is needed is well located, well maintained, safe cycle parking; good signage from the city to the bus station; and good signage from the bus station to the nearby local and regional cycle routes and destinations.



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Signage

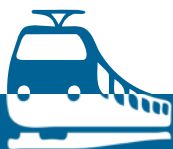
- ▶ From Perth city centre, signage to the bus station was poor from all routes.
- ▶ The most direct route to the bus station was not signposted at all.
- ▶ Signage from the train station to the bus station was also not good.
- ▶ When exiting the bus station, the railway station was signposted.

Cycle Parking

- ▶ There was no cycle parking provided by the bus station.
- ▶ There were five covered Sheffield stands close to the bus station but they lack natural surveillance and CCTV. The area was poorly maintained.
- ▶ Local knowledge provided during the audit suggested that few people would feel comfortable leaving their bicycles at the cycle parking near the bus station due to concerns about bicycle theft.
- ▶ At the time of the audit, one bicycle was parked in this parking area.

Facilities

- ▶ There were no services from Perth that allow bicycles on the bus. Therefore all cycle travel related to the bus station will be 'to' travel and so a cyclist would park their bicycle before entering the station. Therefore, access to facilities in the station with a bicycle is not relevant.



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