

PERTH

RAILWAY STATION

Interchange Audit

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13 March 2014

Linking cycling with
public transport

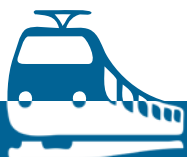


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Introduction

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 railway station

Perth Station is the only railway station in Perth. It is located in the centre of the Scottish railway network and at the beginning of the Highland Main Line; as such, 10% of its use is as an interchange station.

Number of passengers

Used by 1.1 million passengers in 2012/13

Station manager

ScotRail

Number of entrances/exits

2

Number of platforms

7

Services

Intercity (primarily Scotland with one UK service), regional, sleeper (to London); less than ten trains per hour, primarily through services

Local authority area

Perth & Kinross Council

Location

On the edge of the city centre in an area transitioning from urban to suburban; the city has a population of 45,770

References: Mid-2010 Populations Estimates for Settlements and Localities in Scotland (General Records Office Scotland); Estimates of Station Usage 2012/13 (Office of Rail Regulation); National Rail Enquires

Audit Summary

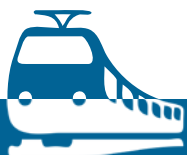
Key Issues Found

The main issues found related to signage for cyclists and the quality of the cycle parking. The entrance that is signed for cyclists to use is the one off York Place. However, this takes cyclists onto a platform a long way from the main station facilities and the cycle parking at this entrance is obscured, not clearly signed, and even further away from the station facilities. The parking facilities at the York Place entrance and the main station entrance are both uncovered, which is an unattractive option for cyclists intending to leave their bicycles for any period of time. Cycle lockers are provided but either have been 'claimed' by someone who has put a lock on them, or there is no information on how to obtain a key to use the built-in locks.

Conclusions

Overall, Perth railway station is easy to use with a bicycle, however it requires a certain familiarity with the layout and facilities to avoid missing a train due to the sheer distance that must be covered. Improved signage would help significantly here and could also help those arriving with a bike to make the most of the city and region's many cycling opportunities. In terms of parking, there is a decent quantity of provision but the quality could be improved. The cycle parking near the main entrance would benefit greatly from being covered, and the York Place entrance cycle parking is much too far from the main station facilities. Given that the car park goes right up to Platforms 5-7, the cycle parking could be put at the end of it which would not only make it more convenient, but would also bring it under cover.

Perth is a large station with a lot of space and spare capacity in terms of its buildings. This could present future opportunities to develop facilities such as a active travel hub. ScotRail currently has plans to introduce ticket barriers at Perth station. If this happens consideration will need to be given both to how this would impact future use of station buildings as well as how barriers would work with the York Place cycle entrance.





Signage

Approach/Exterior

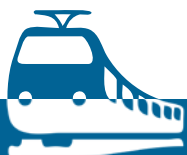
- ▶ The York Place entrance had signs showing that the entrance was for bicycles, however the entrance ramp at platforms 5, 6, and 7 were nowhere near the main station building with the ticket office, café, and toilets.
- ▶ Along the second part of the York Place entrance drive, there were bollards shaped like Sheffield stands, however there were no signs indicating whether these could be used for cycle parking or not. People were using them for parking, but it was not clear if this was station policy or simply tolerated.
- ▶ The official cycle parking at the bottom of the first part of the York Place entrance ramp was not signed and was hidden behind parked cars.
- ▶ There was a sign on Caledonian Road pointing towards the general area of the main rail station entrance and the bus station, however when following the road around to St Andrews Street and then reaching the intersection with Leonard Street, there was no sign indicating which way to turn.

Route to Parking and Platforms

- ▶ There were no signs in the station indicating whether you can cycle in the station or not (and there was a lot of space in the station, and wide ramps, so it might seem like a good place to cycle).
- ▶ While all platforms could be accessed by lifts or wide ramps and bridges, platforms at the station are extremely long and this can cause a problem when short trains arrive and cyclists are a long way off from where they need to be to store their bike on the train.

Exiting

- ▶ At the main exit (onto Leonard Street), there was a sign for the bus station but none for cycles routes to the city centre or the wider area.



Cycle Parking

Entrance

- ▶ On the left side of the main entrance (off Leonard Street) there were four Sheffield stands but they were uncovered and exposed to the weather. However natural surveillance was good in times of regular traffic and daylight.
- ▶ While CCTV was present outside the main entrance, it was not clear if it covered the Sheffield stands.
- ▶ On the right side of the main entrance (off Leonard Street) there were five cycle lockers. All had locks on them, some in better shape than others and three contained bicycles; the lockers did not appear well maintained and there was no information on how to reserve one. It appeared as if individuals had claimed the lockers for their own long term use with a lock, and there was nothing to prevent this.
- ▶ The York Place entrance had plenty of parking at the bottom of the first part of the ramp, though it was hidden behind parked cars and not visible from inside the station, so could be a security concern due to the low level of natural surveillance.
- ▶ Lockers were available at the bottom of the first part of the York Place entrance ramp, but they have integral locks and require a key and no information was provided on how to get one. This is despite the presence of information boards right next to the lockers.
- ▶ The official parking at the York Place entrance was a long way from the platforms, despite the presence of motorcycle and car parking next to the platforms at the end of the entrance drive.

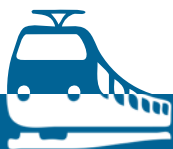
Suitable Routes

Approach to Station

- ▶ There are safety concerns regarding the main station entrance from Leonard Street as the turning is on a curve on a hill and traffic speeds along the road are quite high. Visibility can be tricky both for bicycles looking for other vehicles and for vehicles looking out for bicycles.

Facilities

- ▶ The main station building had a sign titled 'Perth Station Bus and Cycle Routes' but there was nothing on the sign for bikes, even though there are several cycle routes in Perth and along the river Tay.
- ▶ It was possible to wheel a bike into the ticket office, but it was not possible to access the café with a bike. It would not be desirable to leave a bike loaded with panniers at the cycle parking outside without unloading it, which would be a hassle if needing to get food or drink before catching a train.



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