Preliminary Options Appraisal Report: Strathclyde Partnership for Transport Regional Active Travel Strategy

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1 Introduction

Strathclyde Partnership for Transport (SPT) is the largest of Scotland's seven Regional Transport Partnerships. In 2023, they published "A Call to Action: The Regional Transport Strategy for the west of Scotland (2023–2038)". This sets out the vision that:

"The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all."

The Regional Transport Strategy (RTS) identified the key role that active travel will play in its delivery, particularly with respect to promoting health and wellbeing, lowering transport emissions and enhancing social inclusion. Active travel refers to journeys undertaken by people-powered modes, including walking, wheeling (people using wheelchairs or any alternative to foot-based pedestrian mobility), and cycling (including e-bikes).

Under the RTS, a Regional Active Travel Strategy (Regional ATS) is being developed to achieve the long-term vision for active travel in the region and this will be accompanied by a Network and Infrastructure Delivery Plan. This Preliminary Options Appraisal report has been prepared to underpin the development of the Regional ATS for the west of Scotland.

1.1 Study Approach

This report has been developed in accordance with Scottish Transport Appraisal Guidance (STAG) and Active Travel Strategy Guidance (Transport Scotland, 2023), and follows on from SPT's Regional ATS Case for Change.

STAG is recognised as a best practice and objective-led approach to transport appraisal. It provides a consistent framework to identify and appraise transport (including active travel) interventions. This objective-led process is designed to provide investment decision-makers with the information they need in a clear, structured format. There are four or five stages to the STAG process, depending on whether both a Preliminary and Detailed Options Appraisal are required. The stages are: Case for Change, Option Generation and Development, Preliminary Options Appraisal, Detailed Options Appraisal, and Monitoring & Evaluation Plan.

It has been agreed that a Detailed Options Appraisal stage will not be undertaken in the development of the Regional ATS as it is intended to provide a policy framework which sets out principles and responsibilities at a high level, rather than focusing on individual interventions. The Options Appraisal has been more rigorous than what would usually be undertaken at this stage, and it has been agreed to approach this as a 'Preliminary +' stage. The purpose of this stage is to develop a list of interventions that can be justifiably referenced as strategic interventions within the draft Regional ATS.

1.2 Purpose of this Report

This report presents the analysis and results from the Preliminary Options Appraisal stage of the development of the Regional ATS.

This report follows on from SPT's Regional ATS Case for Change report, which was informed by a suite of evidence drawn from published policy documents, data acquisition as well as stakeholder and public engagement. The Case for Change identified the policy and spatial context for the Regional ATS, the vision, priorities, targets and objectives to be achieved, the transport problems (the 'key issues') to be addressed by the ATS, and a long list of options to help tackle these problems and meet the strategy objectives and targets.

The long-list of options from the Case for Change have now been taken forward to STAG Preliminary Options Appraisal where each has been appraised against the STAG criteria, and Transport Planning

Objectives (TPOs) established for the Regional ATS. The findings from this appraisal have been used to identify which options should form part of the Regional ATS.

In addition, this report details the development of a key intervention to be taken forward by the Regional ATS, the 'Regional Active Travel Network'. The Regional Active Travel Network aims to create a connected and accessible network that facilitates walking and cycling as viable modes of transportation across the region. The network development comprised four stages, involving planning, stakeholder engagement and analysis, and has identified a set of 'corridors' which will be used for further analysis and appraisal of individual schemes as they emerge from the Regional ATS Network and Infrastructure Delivery Plan.

1.3 Report Structure

This report consists of the following sections:

- **Section 2**
  A summary of the Case for Change is presented, including an overview of the problems and opportunities followed by details of the objective setting and option generation and sifting processes.

- **Section 3**
  The option generation and sifting process, which was set out within the Case for Change, is revisited and any option development is detailed. This provides the basis for the preliminary option appraisal undertaken in Section 4.

- **Section 4**
  The preliminary options appraisal methodology, which explains the appraisal criteria, and the options appraisal results are presented. This section highlights the options which have been selected for inclusion in the Regional ATS.

- **Section 5**
  The Regional Active Travel Network option development process is outlined, and details of the route prioritisation assessment are provided.

- **Section 6**
  This section summarises the report's findings and outlines the next steps in developing the Regional ATS.

The preparation of the Regional ATS, including the development of this Preliminary Options Appraisal Report, is also being informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) processes, each of which has already identified (at Scoping stage) relevant baseline conditions and key environmental and equalities issues which need to be addressed in the Regional ATS.

2 Case for Change Summary

2.1 Overview

The Case for Change can be viewed as the foundation of the business case and presents the evidence base for problems and opportunities linked to the transport network for active modes in the west of Scotland.

The identification of evidence-based problems and opportunities is a key element of any STAG-related project. The problems and opportunities were identified using the follow sources:

- **Policy Review:** The most relevant transport, active travel, health, environmental and land-use planning policies on a national, regional, and local policy were reviewed.
- **Baseline Data:** Baseline data on transport and socio-economic activities was gathered to provide an understanding of the existing trends in the SPT region.
- **'A Call to Action' Consultation:** Key findings from SPT's RTS consultation were identified.
- **Stakeholder Engagement:** Over 120 stakeholders were invited to participate over a four-week period. Data from this was analysed and key themes were identified.
- **Public Consultation:** 222 responses to the public survey were received over the four-week consultation period and one online public webinar was held. Data from this was analysed and key themes were identified.

An inherent bias was found in the responses to the public survey, which should be noted before the problems and opportunities are considered. Those who already cycle as their main mode of transport are considerably overrepresented in the survey sample. While the Scottish Household Survey (SHS) found that 2% of residents in the SPT region cycled as their main mode of travel[1], amongst survey respondents this figure was 34%.

The remainder of this section continues to present the key outputs from the Case for Change stage in relation to the development of the Regional ATS.

2.2 Problems

The main problems associated with active travel in the region that have been identified are detailed below. They have been categorised as follows: 'attractiveness of active travel', 'accessibility, connectivity and safety', 'environment' and 'health'.

Attractiveness of Active Travel

- **Active travel routes are not well maintained** - National policy has highlighted that physical barriers such as poorly maintained surfaces present a barrier to mobility for many users. Local authorities provided further evidence to support this problem, stating that there is no budget or funding to support the upkeep and maintenance of active travel routes. Public feedback from the 'A Call to Action' consultation and stakeholder feedback highlighted on-the-ground problems from the user perspective. These fell into two distinct categories: the poor uneven surface quality of routes; and maintenance in terms of the removal of overgrown vegetation, debris build-up and litter. Poor maintenance is often associated with safety concerns and generally works to deter active travel trips due to the unpleasant nature of environments.

[1] Transport Scotland (2023) Scottish Household Survey 2021 Results, Main Mode of Transport for Personal Travel (Table LA16)

- **Active travel is not an attractive mode of transport** – National policy, such as National Transport Strategy 2 (NTS2) and National Planning Framework 4 (NPF4), highlights this as a problem to achieving national objectives. Data on main modes of travel and method of travel to places of work or study show that car / van driver is consistently the most popular main travel mode for the SPT region. Additionally, data on the percentage of journeys undertaken by road network (distance by mode) show that many short journeys that could be undertaken by active travel are currently not. Stakeholders highlighted the social normalisation issue behind active travel because, at present, driving is the normal thing to do. Many of the barriers to active travel cited by the public during the consultation period compound this problem and, together, reduce the attractiveness of active travel for everyday journeys.

- **Active travel is not viewed as feasible option for journeys in some rural areas -** Scotland's Road Safety Framework to 2030 highlights rural roads as unsafe for everyday journeys; more than half of all fatalities occur on 60mph roads (typically rural roads). Most significantly for active modes, 63% of all pedal cycle fatalities in the three years to 2019 were on 'non-built up' roads[2]. Analysing the core path network and National Cycle Network (NCN) it is apparent that rural areas are less connected than urban areas meaning, in many cases, users have further distances to travel to reach an active travel route. It is apparent from SHS data that more rural local authorities have a higher proportion of households with access to at least one car, highlighting a reliance on car use for travel. During stakeholder engagement, local authorities stated that travel times and distances are a significant barrier to active travel uptake, making some journeys unfeasible. This rings true when the public survey results are considered as 46% of respondents in rural areas[3] selected car/ van driver or passenger as their main mode of travel, while this figure is 27% across the whole SPT region.

- **People, particularly vulnerable groups feel unsafe when travelling at night** – Let's get Scotland Walking – The National Walking Strategy describes there to be socio-cultural barriers to walking which impact its uptake. Stakeholders stated that poor lighting is a considerable barrier to making journeys at night, particularly for women and disabled people. 'A Call to Action' consultation found that a requirement for greater uptake in active travel is to feel safe and secure, including better / more lighting on routes, while the public survey found respondents prioritised feeling unsafe walking / wheeling at night as the third most important factor to address through the Regional ATS. As the survey predominantly reached those who frequently walk, wheel and cycle, and safety concerns travelling at night present a problem for this group, it could suggest that this problem would be heightened for less-confident users.

Accessibility, Connectivity and Safety

- **Active travel routes are not well-connected –** NTS2 and other policies highlight this as a problem. Analysis of the NCN highlights gaps in existing routes, and that some local authorities do not have any infrastructure on the NCN. There are 15 Urban Areas (with 10,000 or more people) that are not connected to the NCN within the SPT region, and some NCN routes are missing important links, such as NCN753 which has a 30km gap along the coast of North Ayrshire and Inverclyde. Local authorities highlighted the critical importance of seamless cross-boundary connections but, at present, there is a lack of coordination in route development. This leads to abrupt ends in infrastructure from a user perspective. Feedback from the public consultation highlighted a lack of continuous and joined up active travel routes as the number one problem to address through the Regional ATS. This issue presents a problem for those who frequently walk, wheel and cycle, as identified by the public survey, and is likely to be compounded for less-experienced users who may not feel as confident using road infrastructure and interacting with vehicular traffic.

- **There is a lack of segregated active travel routes –** Policies such as Scotland's Road Safety Framework to 2030 highlighted this as a problem to achieving safe roads and roadside

[2] Transport Scotland (2021) Scotland's Road Safety Framework to 2030

[3] For the purposes of analysis during the Case for Change stage, and owing to the data available at the Local Authority level, Argyll and Bute, East Ayrshire, South Ayrshire, North Ayrshire and South Lanarkshire informed the results from a rural setting.

environments. A lack of cycle routes separated from vehicular traffic and a lack of cycle lanes on roads were cited as a main problem by stakeholders and baseline data shows that 34% of NCN routes are currently on-road. Linked to this is the behaviour of motorists which stakeholders, including the Community Transport Association and Glasgow and Clyde Valley Green Network, cited as a deterrent to undertaking trips by active travel and cycling in particular, unless users have a very high level of confidence. The consultation exercise reinforced this problem as a lack of segregated routes was found to be a top 3 priority for cycling.

- **There are barriers to undertaking trips by public transport and active travel** - A Long-term Vision for Active travel in Scotland 2030 highlights that active travel is not well-connected to public transport options. Stakeholders stated that there is poor accessibility to some public transport stops and stations which unfairly affects disabled users making it dangerous or impossible for some journeys to be integrated e.g., visually impaired users crossing cycle tracks to reach bus stops, or wheelchair users accessing train stations. Stakeholders also highlighted that there is a lack of cycling parking at public transport stops and, for a lot of bus services, it is not possible to take a bike on a bus at all. Baseline data showed that cycle hire stations are only available in Glasgow City and no other local authority in the SPT region. Additionally, the public engagement highlighted a lack of cycle spaces on buses and a lack of cycle spaces on trains as the second and third most important barriers to address in encouraging active travel uptake.

- **Undertaking active travel trips can bring the risk of accident and personal injury vehicles –** Scotland's Road Safety Framework to 2030 cites the following problems on this topic: driver behaviour deters active travel journeys; there is a lack of safe active travel infrastructure; and urban and rural roads are perceived as unsafe for everyday journeys. Road accident data supports this problem, showing that between 2019-2021 there have been 1,858 pedal cyclists or pedestrian casualties due to accidents on the road network. Stakeholders noted a lack of suitable pedestrian crossing facilities; either there is no facility at all, or some users (people with buggies / prams) must negotiate road crossings with no dropped kerbs or tactile paving. Public feedback provided further evidence to support stakeholder feedback and added points such as the safety concerns resulting from interactions between pedestrians and cyclists on shared use paths.

- **Bikes are not accessible to all –** The unavailability of bikes is mentioned in three national policies. Data on the number of bikes per household shows that 62% of households in the SPT region do not have access to a bike for private use. In addition, amongst the constituent local authorities in the SPT region, only Glasgow City has an area-wide shared bike hire scheme. This means that there are very limited options for those who do not own/ have regular access to a bike that wish to cycle. Stakeholders added to this, stating that some of the most deprived communities may not have the financial means to use shared cycle hire schemes, let alone purchase a bike for their own use.

Environment

- **Current mode share has a negative impact on the environment** - Tackling climate action is an objective of NTS2. The high mode share of road transport and low proportion of electric vehicles means that in 2019 road transport was responsible for 23% of all greenhouse gas emissions in Scotland[4]. Additionally, baseline data shows that transportation is the biggest source of unwanted noise in Scotland[5] and contributes to the designation of all local authority Air Quality Management Areas (AQMAs). There are currently 12 AQMAs enforced in the SPT region.

[4] Transport Scotland, Scottish Transport Statistics: Transport Environment, 2021
[5] Transport Scotland, Transportation Noise Action Plan (TNAP), 2019-2023

Health

- **Current mode share has a negative impact on health** - Improving health and wellbeing is a principal objective of NTS2. Transport contributes to air and noise pollution, both of which can negatively impact on human health. General health in the SPT region is showing a small decline and at least 32% of the population in all local authorities have a limiting long-term illness. Obesity rates range from 22%-40% across the region and at least 29% of people do not meet guidelines for physical activity, however in some local authorities (Inverclyde, North Ayrshire) this value is greater than 40%. Finally, data shows that 32% of people in the SPT region don't walk regularly as a means of transport and 30% don't walk regularly for pleasure, highlighting a behavioural issue with attitudes to walking.

2.3 Opportunities

The key opportunities associated with active travel in the region that were identified in the Case for Change are detailed below in their respective categories:

Attractiveness of Active Travel

- **Increase rates of shorter, everyday journeys undertaken by active travel –** Data from the SHS and 2011 Census has shown there are many trips undertaken in the region that are of short distances, and that many of these are being undertaken by private vehicles.

- **Standardise or provide a hierarchy of infrastructure** – Due to the variation in infrastructure provision across the region, there is an opportunity to deliver regional guidance for active travel infrastructure to ensure that interventions and infrastructure is delivered, and maintained, to a high and consistent quality that fits the needs of its users and potential users across the region.

- **Deliver active travel provisions at a regional level –** As highlighted in the RTS, there are key commuting corridors and cross-boundary travel patterns. As such, a regional-level approach would foster a coherent and joined-up approach to active travel. This would also help address the gaps and diversity of provisions in the active travel network.

- **Improve active travel provisions through increased investment –** The Scottish Government allocated £220m for active travel in 2024/25 and this is a substantial increase on the allocation from previous years.

Accessibility, Connectivity and Safety

- **Increase the number of segregated cycle routes** – The baseline data highlighted that there is a significant portion of on-road cycle routes which don't achieve segregation from vehicular traffic. Scotland's Road Safety Framework also recommend segregating modes travelling at different speeds as a way of improving the safety of road users. This was also highlighted by the public and stakeholders during engagement.

- **Deliver a connected active travel network** – Through the network analysis, the opportunity to improve the connectivity of active travel in the region has been identified.

- **Improve perceived and actual safety of active travel –** From reviewing the data of injury and incidents resulting from collisions on the road network involving active travel users, there is an opportunity to improve the safety of the network for active travel users.

- **Improve the feasibility of multi-modal trips using active travel –** There is an opportunity to improve the integration of multi-modal journeys for active travel and public transport modes. This has become apparent through engagement and analysis of the gaps in available infrastructure.

- **Extend schemes to improve bike accessibility** – Improving accessibility to bikes has been highlighted as an important intervention in reducing transport poverty and achieving a modal shift, as highlighted through engagement and national policy. Considering the success of the bike hire schemes such as the Glasgow City shared bike hire scheme and other sharing schemes such as SWITCH UP, there is an opportunity to address this by establishing accessible bike scheme(s) across the region. There is also opportunity to provide support for those who may be on low or no income, in the way the 'Bikes For All'[6] programme offers free membership to Glasgow's shared bike hire scheme which usually costs £60 annually.

- **Align future interventions with the 20-minute neighbourhood concept** – Delivering 20-minute neighbourhoods is a clear priority in policy and would allow for an increase in short journeys to everyday destinations and services to be undertaken by active travel. As such, there is an opportunity to align active travel interventions and schemes that support this.

Environment

- **Reduce transport-related emissions –** There is an opportunity to contribute to targets outlined in policy, such as reducing transport emissions by at least 53% from the 2019 baseline by 2030, through modal shift and a reduction in car use. This would also be particularly beneficial for local authorities with AQMAs in the region and help them meet their targets.

- **Maximise use of blue and green infrastructure along active travel routes** – In line with NPF4, there is an opportunity to connect green and blue spaces in towns, cities, and the wider countryside via greened transport corridors. The benefits of greenspaces can also be promoted, such as their attractiveness for physical activities like walking or cycling.

Health

- **Improve health through active travel** – In light of the decline in self-reported general health, lack of physical activity and presence of obesity and illness across the region, there is an opportunity to use the known health benefits associated with active travel to encourage a modal shift and support a healthier region.

2.4 Objective Setting

The development and initial analysis of the problems and opportunities found there to be four common themes relating to active travel in the region, as follows:

- Overall perception and attractiveness of active travel
- Accessibility, connectivity, and safety of active travel
- Impact of low active travel mode share on the environment
- Impact of low active travel mode share on health

The Transport Planning Objectives (TPOs) have been designed to address each of these themes, and to take account of the wider geographic, socio-economic and transport context.

The TPOs are as follows:

- **TPO 1:** To make active travel an attractive travel choice for everyday journeys.

- **TPO 2:** To improve the accessibility, connectivity and safety of active travel and multimodal journeys involving active travel to key destinations.

- **TPO 3**: Increase active travel journeys to reduce transport related carbon emissions.

- **TPO 4**: Increase active travel journeys to improve the region's health.

[6] Bikes For All is a partnership between Bike for Good, Como UK and the Glasgow Centre for Population Health

3 Option Generation, Sifting and Development

3.1 Overview

An initial 'long list' of options was generated through a structured process and informed by the problems and opportunities identified through the extensive consultation and engagement undertaken, and review of baseline evidence and relevant policy.

The long list of options was developed and sifted by assessing the options against the TPOs, impact on the problems/ opportunities and if the option is within scope to be delivered as part of the Regional ATS.

3.2 Option Generation

The initial long list comprised 60 options and was subject to an early sift. The options were also refined and packaged, where appropriate, to reduce any duplication and overlap.

A 'consolidated long list' of 20 options was formed to realise the Regional ATS Vision and this process is documented in SPT's Regional ATS Case for Change.

The options to be taken forward for appraisal in **Section 4**, have been categorised into three option types:

- **Infrastructure improvements**: referring to the use of capital funding to invest in the construction or improvement of physical assets.
- **Revenue measures**: referring to options that will require a stream of funding on a regular basis to maintain or run.
- **Policy/ management measures**: guidelines, regulations and standards that influence the infrastructure improvements and revenue measures, and generally how active travel projects are managed.

The consolidated long list is presented in **Table 3-1**.

Table 3-1 – Consolidated Long List

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
22	Enhance current active travel infrastructure to minimum standards	Infrastructure	Support the delivery of upgrading existing active travel infrastructure	This would improve the accessibility, safety, and attractiveness of active travel as a mode of transport and reduce potential user conflict.	Local Authority
30 31 36	Facilitate complementary active travel infrastructure	Infrastructure	Support the delivery of new local links which facilitate access to the Regional Active Travel Network	This would improve the accessibility, perceived feasibility, safety, and attractiveness of active travel as a mode of transport. This would be particularly beneficial in rural areas where distances to reach active travel routes can be long.	Local Authority
19 17 26 21	Ensure all active travel routes are inclusive and accessible	Infrastructure	Support the delivery of improved surface quality and increased provision of dropped kerbs, lighting, and signage along active travel routes	This would improve the accessibility, safety, perceived feasibility, and attractiveness of active travel as a mode of transport for all user groups and the range of cycles and mobility equipment.	Local Authority
53 55	Funding improvements for active travel	Revenue	Support the improvements in funding for new and existing active travel projects	This will help ensure all active travel infrastructure is maintained to a standard that is fit for purpose and delivered to a high standard that meets the needs of the residents and visitors of the SPT region.	SPT
46 49	Create the SPT Regional Active Travel Network	Infrastructure	Support the delivery of a regional active travel network, improving connectivity of active travel routes within and	A cross-boundary active travel network would support the feasibility of active travel as a mode of transport for everyday	SPT / Local Authority

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
			between local authorities in the region. This should link with existing routes and key destinations.	journeys for residents and visitors in the SPT region. This would support the mobility of potential users who have no or limited access to private motorised vehicles and / or public transport.	
25	Increase provision of cycling and wheeling storage	Infrastructure	Provide secure storage facilities at key public transport stops and key destinations in each local authority, ensuring there is space for non-standard bikes	This would improve the feasibility of active travel for everyday journeys and remove barriers associated to accessing services and concerns of bike safety.	SPT
11 **32** **39**	Increase placemaking and use of greenspaces along active travel routes	Infrastructure	Support the delivery of increased placemaking and provision of attractive public spaces along active travel routes, maximising the use of greenspace	Improving the surrounding environment of routes should increase the overall attractiveness of the route. Increased footfall along these routes should also improve the perceived and actual safety of routes through increased passive surveillance and reduce anti-social behaviour.	Local Authority
24	Increase resting places along active travel routes	Infrastructure	Support the increased provision of resting places along active travel routes	The provision of resting places would improve the accessibility of active travel for those with reduced mobility.	Local Authority
6	Increase provision of active travel hubs	Infrastructure	Support the delivery of new and existing active travel hubs in all local authorities within the SPT region	This would improve the feasibility of active travel as a mode of transport and improve the accessibility to services.	SPT

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
14 44	Improve mobility accessibility of public transport stops, services and terminals	Infrastructure	Improve accessibility of public transport stops / services / terminals by providing step-free access	Improving access to public transport services would improve the integration of active travel and public transport services and support a modal shift to sustainable transport. This would also support the mobility of potential users who have no or limited access to private motorised vehicles.	SPT
8 16	Increase provision of multi-modal transport hubs	Infrastructure	Support the delivery of multi-modal hubs across local authorities in the SPT region with low multi-modal connectivity	Improving the integration of active travel and public transport services would be key in achieving a modal shift whilst maintaining accessibility of key services, particularly for those with reduced mobility, no or limited access to private vehicles, and / or who travel to and from in rural areas.	SPT
29	Provide wheeling and cycling space on public transport	Infrastructure	Work within the framework of the emerging Regional Bus Strategy to review options to influence bus services which support cycle provision and provide for the carriage of bikes on buses.	This would improving the integration of active travel and public transport whilst maintaining accessibility to key services and places of employment, particularly for those in rural areas and key commuting corridors.	SPT
1 2 3 13 58	Regional behaviour change programmes	Policy/Management	Develop regional behaviour change programmes that promote and incentivise active travel through active travel promotional, marketing and	This would raise awareness of using active travel as a mode of transport and its benefits whilst encouraging uptake through	SPT

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
			branding activities that can be delivered by each local authority as well as target driver behaviour change, taking advantage of technology to maximise inclusivity	promotional, marketing, and branding activities.	
5 **12** **20**	Support workplace incentivisation and behaviour change	Revenue measures	Support key employers in each authority to incentivise active travel and achieve behaviour change through a variety of schemes and activities	This would likely result in in-house incentivisation and normalisation of active travel as a mode of transport. This would increase its perceived attractiveness and feasibility.	SPT
9	Support provision of Active Travel Officers	Revenue measures	Support the introduction of more active travel officers in workplaces, in each local authority, to inform and support employees travel actively	This would likely result in in-house incentivisation and normalisation of active travel as a mode of transport. This would increase its perceived attractiveness and feasibility.	SPT / Local Authority
4 **7**	Deliver active travel education and training programmes	Revenue measures	Develop and deliver cycling and bike maintenance training to potential user-groups across the SPT region of all ages	This will provide more potential bike users with the necessary skills and confidence to effectively use cycling as a mode of transport.	SPT / Local Authority
10	Targeted support for areas with low active travel up-take	Policy/Management	Provide targeted support to deprived areas across the region that have particularly low levels of active travel uptake, including those in isolated rural areas	Targeted support will help reduce the barriers for potential user groups and increase the perceived and actual feasibility of using active travel as a mode of transport for everyday journeys.	SPT

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
15	Extension of bike hire schemes	Infrastructure	Support the extended provision of bike hire schemes in the SPT region, including non-standard bikes to all local authorities	This will improve access to cycling as a mode of transport for potential users who cannot currently afford or store a bike.	SPT
42	Extension of bike recycling schemes	Policy/Management	Support the extended provision of bike recycling schemes in the SPT region, including non-standard bikes to all local authorities	This will help increase the affordability and availability of bikes for potential users from low-income households.	SPT
43	Extension of bike subscription schemes	Policy/Management	Support the extended provision of bike subscription schemes in the SPT region, including non-standard bikes to all local authorities	This will help increase the affordability and accessibility of bikes for potential users from low-income households by removing the barrier associated up-front costs.	SPT

3.3 Option Development

In the next step of the process, 'Option Development', the consolidated long list was evaluated with a view to finalising the options before appraisal. The evaluation was undertaken with SPT and it was concluded that all options meet the identified transport problems and/or opportunities and are broadly feasible.

In this process, it was recognised that options to consider school age children; conflict between active travel modes and vehicle freight movements; and the maintenance of active travel routes were lacking. A further three options were therefore identified and these, along with the rationale for inclusion, are summarised in **Table 3-2**.

Table 3-2 - Additional Options for Preliminary Appraisal

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
59	Targeted support for school age children to walk, wheel and cycle more	Revenue measures	Develop and deliver training and a range of other measures to support school pupils to walk, wheel or cycle for all or part of their everyday journeys	Targeted support will build on positive trends with active journeys to school and help reduce the barriers and increase the perceived and actual feasibility of using active travel as a mode of transport.	SPT / Local Authority
60	Promote the use of active travel in freight movements	Policy/Management	Develop a First Mile/ Last Mile policy for freight movements which incorporates active travel	This will reduce conflict between active modes and freight in urban environments and lead to reductions in congestion and emissions.	SPT / Local Authority
61	Ensure all active travel routes are well maintained	Revenue measures	Delivery of a long-term plan for the maintenance of the regional active travel network and critical pedestrian routes	This will ensure a high standard of maintenance is adopted across the constituent local authorities, recognising the different maintenance requirements of active travel. Active travel routes will be free from physical barriers and fully accessible all year round.	Local Authority

The final options to be carried forward for appraisal in **Section 4** are as follows:

- **1a.** Create the SPT Regional Active Travel Network
- **1b.** Enhance current active travel infrastructure to minimum standards
- **1c.** Facilitate complementary active travel infrastructure
- **1d.** Increase placemaking and use of greenspaces along active travel routes
- **1e.** Increase resting places along active travel routes
- **1f.** Ensure all active travel routes are inclusive and accessible
- **1g.** Ensure all active travel routes are well maintained
- **2a.** Increase provision of multi-modal transport hubs
- **2b.** Improve mobility accessibility of public transport stops, services and terminals
- **2c.** Provide wheeling and cycling space on public transport
- **2d.** Increase provision of active travel hubs
- **2e.** Increase provision of cycling and wheeling storage
- **2f.** Promote the use of active travel in freight movements
- **3a.** Extension of bike hire schemes
- **3b.** Extension of bike subscription schemes
- **3c.** Extension of bike recycling schemes
- **4a.** Regional behaviour change programmes
- **4b.** Support workplace incentivisation and behaviour change
- **4c.** Support provision of Active Travel Officers
- **4d.** Deliver active travel education and training programmes
- **4e.** Targeted support for school age children to walk, wheel and cycle more
- **4f.** Targeted support for areas with low active travel up-take
- **5a.** Funding improvements for active travel

4 Actions and Initiatives Appraisal

4.1 Overview

The options that were shortlisted (as presented in **Section 3**) have been taken forward for appraisal.

Each option has been qualitatively appraised in line with the requirements of STAG to identify the impacts against the established Transport Planning Objectives (TPOs) and STAG criteria.

Further details on the appraisal criteria are provided in the following section.

4.2 Appraisal Criteria

Table 4-1 presents the criteria that was utilised to evaluate the intervention options. The table contains information on the TPOs and a summary of the requirements for appraisal against STAG criteria.

Table 4-1 – Appraisal Criteria

1	**Transport Planning Objectives**		• TPO 1: To make active travel an attractive travel choice for everyday journeys • TPO 2: To improve the accessibility, connectivity and safety of active travel and multimodal journeys involving active travel, ensuring access to key destinations. • TPO 3: Increase the number of active travel journeys across the region to reduce transport related carbon emissions and improving the regions health. • TPO 4: Increase the number of active travel journeys across the region to improve the region's health.
2	**STAG Criteria**	Environment	• Biodiversity and habitats • Geology and soils • Land use (including agriculture and forestry) • Water, drainage, and flooding • Air quality • Historic environment • Landscape • Noise and vibration
		Climate Change	• Greenhouse gas emissions / Carbon • Vulnerability to the effects of climate change • Potential to adapt to the effects of climate change
		Health, Safety & Wellbeing	• Accidents • Security • Health outcomes • Access to health and wellbeing infrastructure • Visual amenity
		Economy	• Transport Economic Efficiency (TEE) covers the benefits ordinarily captured by standard cost-benefit analysis – including traffic volumes, journey times, user frustration or travel time reliability. • Wider Economic Impacts (WEIs) refer to any economic impacts which are additional to transport user benefits. How might the option help attract new jobs, help existing businesses, or open up appropriate land for development?
		Equality and Accessibility	• Public Transport Network Coverage • Active Travel Network Coverage • Comparative Access by People Group • Comparative Access by Geographic Location • Affordability
3	**Feasibility and Affordability**		• Feasibility covers the feasibility of construction or implementation and operation (if relevant) of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required. • Affordability covers the scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these. The level of risk associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable).
4	**Public Acceptability, Risk and Uncertainty**		• Public acceptability covers whether the likely public response is of importance at this initial appraisal phase and reference to supporting evidence, for example results from a consultation exercise should be provided where appropriate. • Risk and uncertainty covers how susceptible each option is to uncertainties and how this could impact the performance and outcomes of each option. It takes account of how the decision for progression can be impacted by defined risks.

4.3 Appraisal

A detailed appraisal has been conducted, summarising the potential impacts of the options in relation to the TPOs and STAG criteria. This analysis has been thoughtfully developed and is supported by statistical data and research findings.

The detailed qualitative appraisal table can be found in **Appendix A**.

4.3.1 Scoring

The appraisal, and subsequent scoring, of the options has been done in line with the seven-point assessment scale outlined in STAG. This assessment scale considers the relative size and scale of the likely impacts, in qualitative terms. The framework and definitions of the assessment scale is as follows:

- ✓✓✓ **Major benefit** – These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing an option's eligibility for funding.
- ✓✓ **Moderate benefit** – The option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility for funding but taken together do so.
- ✓ **Minor benefit** – The option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.
- ○ **No benefit or impact** – The option is anticipated to have no or negligible benefit or negative impact.
- × **Small minor cost or negative impact** – The option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding but taken together could do so.
- ×× **Moderate cost or negative impact** – The option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding but taken together could do so.
- ××× **Major cost or negative impacts** – These are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility for funding.

Table 4-2 presents the appraisal summary table for all options against the STAG criteria and the TPOs.

Table 4-2 – Summary of the Options Appraisal

		Transport Planning Objectives	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	Feasibility & Affordability	Public Acceptability, Risk & Uncertainty
1b.	Enhance current active travel infrastructure to minimum standards	✓✓	✓	✓✓	✓✓	✓	✓✓	✓	✓
1c.	Facilitate complementary active travel infrastructure	✓✓✓	○	✓✓✓	✓✓✓	✓✓✓	✓✓✓	○	○
1f	Ensure all active travel routes are inclusive and accessible	✓	○	✓	✓	○	✓✓	✓✓✓	✓✓✓
5a.	Funding improvements for active travel	✓✓✓	○	✓✓	✓	✓✓	✓	○	○
1a.	Create the SPT Regional Active Travel Network	✓✓✓	○	✓✓	✓✓	✓✓✓	✓	○	○
2e.	Increase provision of cycling and wheeling storage	○	○	○	○	○	○	✓✓	✓✓✓
1d.	Increase placemaking and use of greenspaces along active travel routes	○	✓✓	✓✓	✓	○	○	✓	✓
1e.	Increase resting places along active travel routes	○	✓	○	✓	○	✓	✓✓✓	✓✓✓
2d.	Increase provision of active travel hubs	✓✓	✓	✓✓	✓✓	✓	✓✓	○	○
2b.	Improve mobility accessibility of public transport stops, services and terminals	✓	✓	✓✓	✓✓	✓	✓✓	✓✓	✓
2a.	Increase provision of multi-modal transport hubs	✓✓✓	✓	✓✓	✓✓	✓✓✓	✓✓	○	○
2c.	Provide wheeling and cycling space on public transport	✓✓	✓	✓	✓	○	✓	○	○
4a.	Regional behaviour change programmes	○	✓	✓✓	✓	○	○	✓✓	○
4b.	Support workplace incentivisation and behaviour change	○	✓	✓✓	✓	○	○	✓	○
4c.	Support provision of Active Travel Officers	○	✓	✓✓	✓	○	○	✓	○
4d.	Deliver active travel education and training programmes	○	✓	✓	✓	○	○	✓✓	○
4f.	Targeted support for areas with low active travel up-take	✓✓✓	✓	✓✓	✓✓	✓✓	✓✓✓	○	✓✓
3a.	Extension of bike hire schemes	✓	✓	✓✓	✓✓	○	✓	✓✓	✓✓
3c.	Extension of bike recycling schemes	✓	✓	✓✓	✓✓	○	✓	✓✓	✓✓
3b.	Extension of bike subscription schemes	✓	✓	✓✓	✓✓	○	✓	✓✓	✓✓
4e.	Targeted support for school age children to walk, wheel and cycle more	✓✓	✓	✓✓	✓✓	✓✓	✓✓✓	○	✓✓
2f.	Promote the use of active travel in freight movements	✓	✓	✓✓	✓✓	○	○	○	○
1g.	Ensure all active travel routes are well maintained	✓	○	○	✓	○	✓✓	✓✓✓	✓✓✓

4.4 Recommended Options

Following the completion of the appraisal process, it was determined that all options help tackle the identified problems and maximise opportunities relating to active travel in the region and can, therefore, be justifiably referenced as strategic interventions within the draft Regional ATS.

Acknowledging the intended role of the Regional ATS, to provide a policy framework for active travel in the region, the recommended options were considered in line with what SPT can achieve as the Regional Transport Partnership, as part of the Active Travel Strategy. Other options being recommended will see SPT take on a support role, or contribute to conversations as others lead on developments, as it is noted, in most cases, that the powers to deliver infrastructure improvements lie with the roads authority, most commonly the local authority. The options generally fit into the following three categories:

- Options which SPT can deliver
- Options which other organisations or the private sector will be required to lead on, however SPT can provide inputs and support where appropriate
- Policy led options which SPT should support.

The final options to be carried forward for inclusion in the draft Regional ATS are as follows:

- **1a.** Create the SPT Regional Active Travel Network
- **1b.** Enhance current active travel infrastructure to minimum standards
- **1c.** Facilitate complementary active travel infrastructure
- **1d.** Increase placemaking and use of greenspaces along active travel routes
- **1e.** Increase resting places along active travel routes
- **1f.** Ensure all active travel routes are inclusive and accessible
- **1g.** Ensure all active travel routes are well maintained
- **2a.** Increase provision of multi-modal transport hubs
- **2b.** Improve mobility accessibility of public transport stops, services and terminals
- **2c.** Provide wheeling and cycling space on public transport
- **2d.** Increase provision of active travel hubs
- **2e.** Increase provision of cycling and wheeling storage
- **2f.** Promote the use of active travel in freight movements
- **3a.** Extension of bike hire schemes
- **3b.** Extension of bike subscription schemes
- **3c.** Extension of bike recycling schemes
- **4a.** Regional behaviour change programmes
- **4b.** Support workplace incentivisation and behaviour change
- **4c.** Support provision of Active Travel Officers
- **4d.** Deliver active travel education and training programmes
- **4e.** Targeted support for school age children to walk, wheel and cycle more
- **4f.** Targeted support for areas with low active travel up-take
- **5a.** Funding improvements for active travel

5 Network Option Development

5.1 Overview

Developing an active travel network is a comprehensive and iterative process that involves planning, analysis, and stakeholder engagement. The goal is to create a connected and accessible network that promotes and facilitates walking and cycling as viable modes of transportation.

The network focuses on strategic corridors and routes that connect major destinations, facilitating travel across the region, considering regional transportation objectives, long-term planning objectives, and coordination with the constituent local authorities to ensure it is cohesive and joined-up with local networks.

The network development process was developed based on a high-level Origin-Destination (O-D) matrix that was enriched by data to understand what parts of the network feature existing or committed infrastructure and where gaps in the network exist.

This section presents detail on the process that was followed to develop the network along with presenting the key outputs.

5.2 Network Development

The development of the active travel network was a multi-stage process which is presented in **Figure 5-1**.

Figure 5-1 – Network development process

The method facilitated a systematic, data-led, and collaborative approach to the development of a Regional Active Travel Network, ensuring that it meets the needs and aspirations of the region while addressing the missing links in the existing and committed infrastructure.

5.2.1 Origin-Destination Matrix

A key input to the network development process was an Origin-Destination (O-D) plan developed by SPT in partnership with Sustrans. The O-D plan, shown in **Figure 5-2,** features locations that the network needed to connect. The origins and destinations were categorised as ‘primary’ or ‘secondary’ based on the level of demand that is likely to generated by the locations.

Table 5-1 and **Table 5-2** present the list of primary and secondary localities, respectively.

Figure 5-2 - The high-level origin-destination (O-D) plan

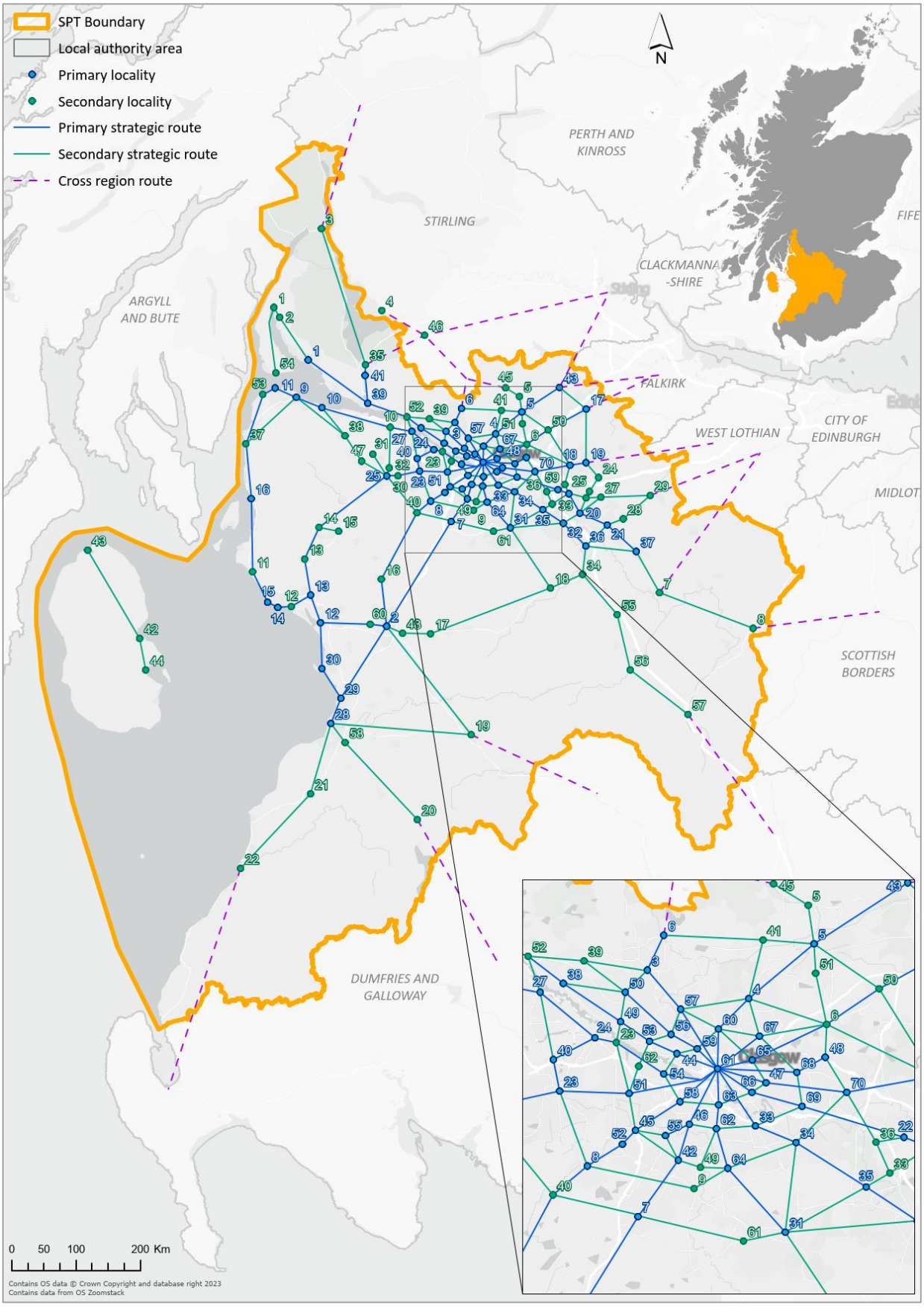


Table 5-1 – Primary Localities

Reference	Primary Locality Name	Reference	Primary Locality Name
1	Helensburgh	**36**	Larkhall
2	Kilmarnock	**37**	Carluke
3	Bearsden	**38**	Clydebank
4	Bishopbriggs	**39**	Dunbarton
5	Kirkintilloch	**40**	Glasgow Airport
6	Milngavie	**41**	Vale of Leven
7	Newton Mearns	**42**	Giffnock
8	Barrhead	**43**	Kilsyth
9	Greenock	**44**	Partick/Byres Road
10	Port Glasgow	**45**	Pollok
11	Gourock	**46**	Shawlands
12	Irvine	**47**	Parkhead
13	Kilwinning	**48**	Easterhouse
14	Saltcoats	**49**	Garscadden/Scotstounhill Ward
15	Ardrossan	**50**	Drumchapel/Anniesland Ward
16	Largs	**51**	Cardonald Ward
17	Cumbernauld	**52**	Greater Pollok Ward
18	Coatbridge	**53**	Victoria Park Ward
19	Airdrie	**54**	Govan Ward
20	Motherwell	**55**	Newlands/Auldburn Ward
21	Wishaw	**56**	Partick East/Kelvindale Ward
22	Viewpark	**57**	Maryhill Ward
23	Paisley	**58**	Pollokshields Ward
24	Renfrew	**59**	Hillhead Ward
25	Johnstone	**60**	Canal Ward
26	Bellshill	**61**	Anderston/City/Yorkhill Ward
27	Erskine	**62**	Langside Ward
28	Ayr	**63**	Southside Central Ward
29	Prestwick	**64**	Linn Ward
30	Troon	**65**	Dennistoun Ward
31	East Kilbride	**66**	Calton Ward
32	Hamilton	**67**	Springburn/Robroyston Ward
33	Rutherglen	**68**	East Centre Ward
34	Cambuslang	**69**	Shettleston Ward
35	Blantyre	**70**	Baillieston Ward

Table 5-2 – Secondary Localities

Reference	Secondary Locality Name	Reference	Secondary Locality Name
1	Garelochhead	**32**	Linwood
2	HMNB Clyde	**33**	Bothwell
3	Tarbet	**34**	Stonehouse
4	Balmaha	**35**	Balloch
5	Milton of Campsie	**36**	Uddingston
6	Stepps	**37**	Wemyss Bay
7	Lanark	**38**	Kilmacolm
8	Biggar	**39**	Duntocher and Hardgate
9	Clarkston	**40**	Neilston
10	Bishopton	**41**	Torrance
11	West Kilbride	**42**	Brodick
12	Stevenston	**43**	Lochranza
13	Dalry	**44**	Lamlash
14	Kilbirnie	**45**	Lennoxtown
15	Beith	**46**	Drymen
16	Stewarton	**47**	Bridge of Weir
17	Galston	**48**	Hulford
18	Strathaven	**49**	Netherlee
19	Cumnock	**50**	Moodiesburn
20	Dalmellington	**51**	Lenzie
21	Maybole	**52**	Old Kilpatrick
22	Girvan	**53**	McInroy's Point Ferry
23	Braehead	**54**	Kilcreggan
24	Chapelhall	**55**	Lesmahagow
25	Holytown	**56**	Douglas
26	New Stevenston	**57**	Abington
27	Newarthill	**58**	University Hospital Ayr
28	Newmains	**59**	Strathclyde Business Park
29	Shotts	**60**	University Hospital Crosshouse
30	Elderslie	**61**	University Hospital Hairmyres
31	Houston	**62**	Queen Elizabeth University Hospital

5.2.2 Stage 1 – Automated Modelling

A customized data modelling tool created in FME Workbench was utilised to map the Origin-Destination connections onto the existing infrastructure, such as cycle paths and road networks. This model focused on identifying the shortest and most likely routes along the O-D corridors, based on the following hierarchy: firstly, cycle paths and aspirational cycle paths sourced as open data, which included the National Cycle Network (NCN) and some local authority networks; and secondly A or B roads.

The network routes were classified as Primary or Secondary based on the type of locations they linked along with the importance of a link to regional connectivity and the level of demand for walking, wheeling, and cycling. Primary Routes connect key settlements (Primary Localities) and see a higher cycling demand. The Primary Routes are designed to provide direct and efficient connections while Secondary Routes are feeder routes that connect Primary Routes and Secondary Localities. Secondary Routes may see lower cycling demand but play a vital role in creating a comprehensive regional network. Cross Region links were also identified if they were extending beyond Strathclyde to other regions. The modelling exercise was run first on the Primary O-D pairs connecting Primary Locations. A second run on the model tool was undertaken for the Secondary O-D pairs connecting Secondary locations and Primary Routes. A final run was undertaken for the Cross Region O-D corridors.

5.2.3 Stage 2 – Engagement

An exhaustive data gathering exercise was conducted through engagement with local authorities and third sector delivery partners, such as Sustrans. The objective was to collect information on existing active travel infrastructure, as well as committed and planned routes, ideally in GIS format. An overview of the outputs from Stage 1, along with an initial version of the proposed network for their respective areas, were shared with stakeholders as drawings and GIS data files, and feedback and input were requested to be incorporated during Stage 3.

It is important to note that not all local authorities engaged at the same level, some were able to share fully developed local active travel routes in GIS format, and some were only able to provide comments and share strategy commitment as text or images.

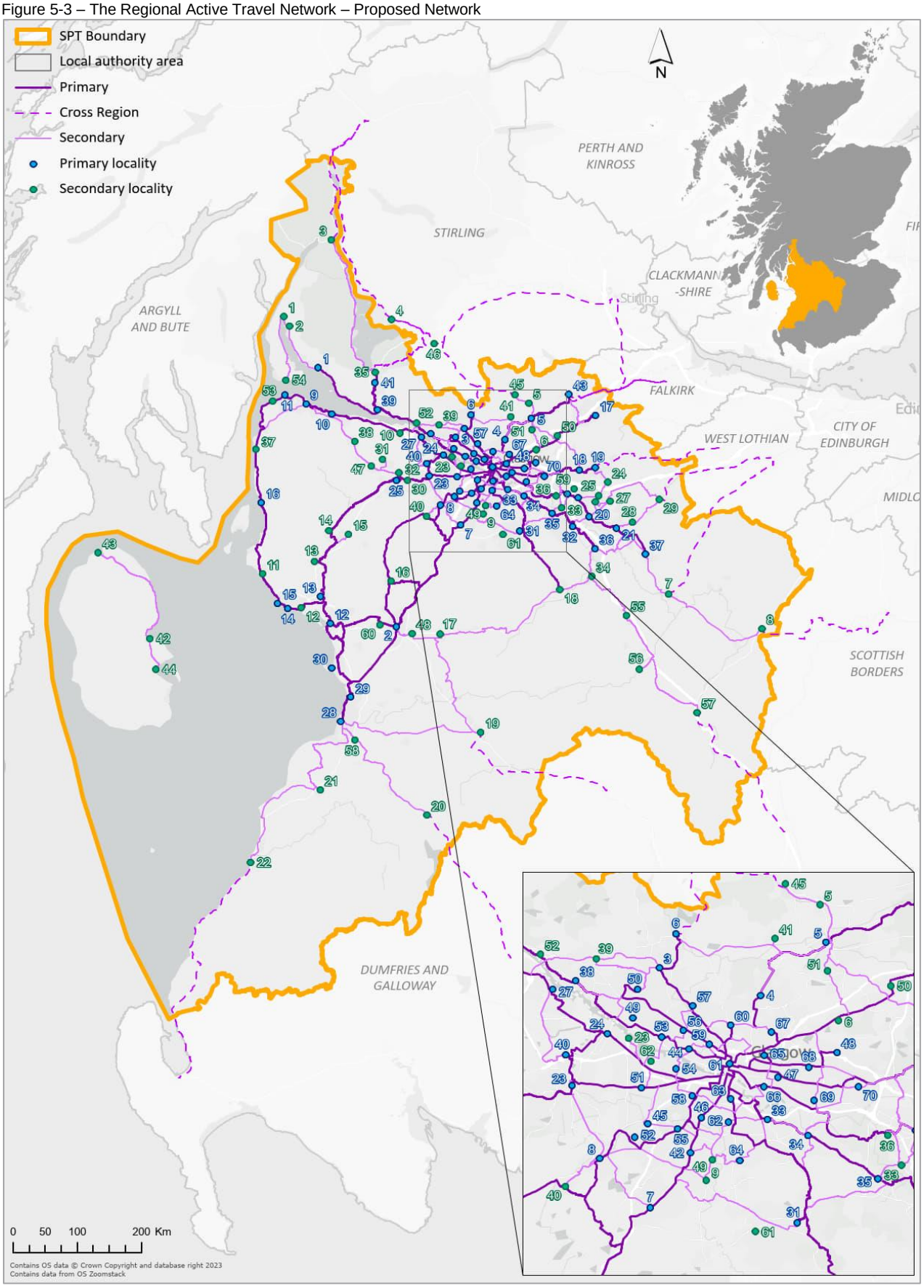
5.2.4 Stage 3 – Consolidation of the Network

Spatial modelling was employed to generate a final version of the proposed Regional Active Travel Network. The modelling incorporated feedback and data provided by stakeholders at Stage 2 and included analysis of the committed network (i.e., routes that have already been identified as committed or in progress by partners) against the Stage 1 O-D network to determine the missing links, or ‘gaps’, to provide a more inter-connected network for the region.

5.2.5 Proposed Network

The proposed network consists of a comprehensive series of strategic corridors that have been classified into three categories: 'Primary Routes', 'Secondary Routes', and 'Cross Region Routes', as depicted in **Figure 5-3**. **Table 5-1** and **Table 5-2** present the Primary and Secondary localities that are denoted by numbers on the network plan.

Figure 5-3 – The Regional Active Travel Network – Proposed Network



It is important to emphasise that the proposed network serves as an indication of potential routes for active travel. It is intended to be utilised as a high-level overview to guide the development of the individual corridors and routes. It should be noted that further assessment is required for the identified corridors, and the exact routing and design details require to be determined in subsequent studies.

Through comprehensive studies, the alignment and design of the routes will be carefully examined and refined. This process ensures that the final decisions regarding routing are based on a thorough understanding of the local context and are in line with the unique needs and priorities of each community. By conducting in-depth studies, the network will be tailored to best serve the localities, promoting safe and accessible active travel options throughout the region.

5.3 Network Prioritisation

A prioritisation exercise was undertaken on the routes identified as missing connections or gaps within the Regional Active Travel Network. By conducting a comprehensive route prioritisation exercise, which considers factors such as existing infrastructure, potential demand growth and alignment with broader transportation objectives, decision-makers can make informed choices about where to allocate resources and implement changes.

The route prioritisation exercise is intended to help ensure that resources are used optimally to create a connected and accessible Regional Active Travel Network that can play an essential role in delivering the step-change in active travel for the region.

Each proposed route was assigned one of the following three priority levels:

- Top Priority
- High Priority
- Medium Priority

To determine the priority level of each route, an appraisal was undertaken using four key criteria as presented in **Figure 5-4.**

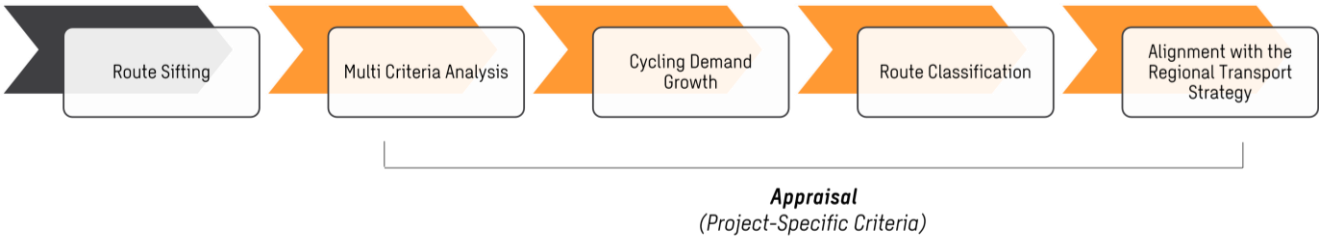


Figure 5-4 – Network prioritisation process

- **Multi Criteria Analysis Rating**
  Sweco UK Ltd.'s Build Your Bike Route (BYBR) Tool Multi Criteria Analysis (MCA) matrix was used to rate the proposed new connections. The MCA is based on 20 factors that can be grouped into four main categories: transport infrastructure, commute travel, natural environment, and community/socio-economic.

- **Network Planning Tool Potential Cycling Demand Growth**
  Sustrans' Network Planning Tool (NPT) was employed to inform the current and potential future cycling demand.
  .
- **Network Connections Categorisation**
  The network connections categorisation builds on Origin-Destination work done by SPT to categorise proposed new connections as primary; secondary; or cross region.

- **Alignment with the Regional Transport Strategy**
  Alignment with Vision and Policies of the Regional Transport Strategy (RTS), particularly under the theme 'Connecting Places' (RTS Policies 46-51).

The following sections present the method associated with each criterion in the prioritisation process.

5.3.1 Route Sifting

The initial sifting exercise was based on information and data gathered from constituent local authorities and third sector delivery partners. The exercise categorised routes based on their status, i.e., existing, planned, committed infrastructure, and served to separate these from the proposed active travel network, i.e., gaps in the network.

Existing infrastructure is defined as being in place, while committed infrastructure is defined as in progress by the respective local authorities (and their implementation strategies). These routes are therefore excluded from the appraisal.

5.3.2 Multi-Criteria Analysis

The parts of the network that were included following the sifting at the previous step were taken forward to be scored using a Multi-Criteria Analysis (MCA). The MCA aimed to identify the level of opportunity for delivering the network based on the scoring against a range of criteria.

The MCA process was undertaken using Sweco's Build Your Bike Route (BYBR) tool, a platform developed by Sweco using Esri technology to enable community groups, local authorities, and other stakeholders to build their case for funding when seeking support and approval for new active travel infrastructure. The platform provides a learning centre to guide the submission process, and a quantitative scoring tool aligned with Scottish Transport Appraisal Guidance methodology that analyses routes and provides a detailed report on the potential benefits, performance, and risks of active travel projects.

The BYBR tool is based on an open data driven multi-criteria analysis composed of 20 factors which can be grouped into four main categories: transportation infrastructure; commute travel; natural environment; and community/socio-economic. The factors are all derived from open data sources and the weights for each of them are calculated using the Analytic Hierarchy Process (AHP), a decision-making technique that provides an accurate way to quantify the weights of complex criteria models. The technique employs pair-wise comparisons to estimate the relative importance of the decision criteria. The process was completed for all the 20 factors and the relative importance was informed by the feedback from stakeholder engagement, following SPT aspirations and regional transportation objectives. The end result provides a score for each factor, allowing them to be ranked by order of relevance.

Table 5-3 presents the details of the MCA criteria that was used to assess the network.

Table 5-3 – Sweco's Build Your Bike Route multi-criteria analysis adapted for the SPT network

Category	Factor/Tool	STAG Criteria	RTS Objective Alignment	Overall Factor Weight	Data Source
Transport Infrastructure	Proximity to Accidents	Security	OBJ 1	3.37%	Road accident locations, Department for Transport
	Connection to Road Network	Economy - Transport Economic Efficiency (TEE)	OBJ 5	2.55%	Road network, Ordnance Survey
	Proximity to Main Road Network	Economy - Transport Economic Efficiency (TEE)	OBJ 2	1.93%	Road network, Ordnance Survey
	Connection to NMU Network	Equality and Accessibility - Active Travel Network Coverage	OBJ 5	12.51%	Core paths, Cycling network, National cycle network. Improvement Service and Sustrans
	Connection to Public Transport Network	Equality and Accessibility - Public Transport Network Coverage	OBJ 4, OBJ 5	12.51%	OpenStreetMap
Commute Travel	Promote Active Travel Commute	Equality and Accessibility - Comparative Access by People Group	OBJ 3	6.92%	Census 2011
	Promote Active Travel Commute to School	Equality and Accessibility - Comparative Access by People Group	OBJ 3	4.40%	Census 2011
	Proximity to Residential Locations	Equality and Accessibility - Active Travel Network Coverage	OBJ 1, OBJ 3	5.26%	OpenStreetMap
	Car Ownership	Equality and Accessibility - Comparative Access by People Group	OBJ 2, OBJ 3, OBJ 4	1.17%	Census 2011
Natural Environment	Average Land Surface Slope	Environment - Geology and Soils	OBJ 1, OBJ 3	2.82%	OS Terrain 50, Ordnance Survey

	Proximity to Flood Risk Areas	Environment - Water, Drainage and Flooding	OBJ 1, OBJ 3	2.91%	Coastal, river and surface water flood extent maps, Scottish Environment Protection Agency
	Proximity to Green Infrastructure	Environment - Land Use (including Agriculture and Forestry)	OBJ 3	0.74%	OS Open Greenspace, Ordnance Survey
	Proximity to Nature Conservation Areas	Environment - Biodiversity and Habitats	OBJ 3	0.74%	Environmental Designated Sites, NatureScot; Improvement Service
	Proximity to Restricted Access Land	Security		0.28%	OpenStreetMap
	Proximity to Cultural Heritage Areas	Environment - Historic Environment	OBJ 3	0.65%	Historic Environment Scotland
Community Socio-economic	Connection to Deprived Communities	Equality and Accessibility - Comparative Access by People Group	OBJ 1	18.15%	Scottish Index of Multiple Deprivation (SIMD), Scottish Government
	Proximity to Key Locations	Health, Safety and Wellbeing - Access to Health and Wellbeing Infrastructure	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Commercial Locations	Economy - Wider Economic Impacts (WEIs)	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Historic Locations	Environment - Historic Environment	OBJ 3, OBJ 5	1.90%	Historic Environment Scotland
	Connection to Rural Communities	Equality and Accessibility - Comparative Access by Geographic Location	OBJ 1, OBJ 5	2.98%	Urban-rural classification, Scottish Government

Table 5-4 – Regional Transport Strategy Objectives

Reference	Key Issue	RTS Objective
OBJ 1	Access for All	To improve accessibility, affordability, availability, and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare, and other everyday needs.
OBJ 2	Transport Emissions	To reduce carbon emissions and other harmful pollutants from transport in the region.
OBJ 3	Active Living	To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.
OBJ 4	Public Transport Quality & Integration	To make public transport a desirable and convenient travel choice for everyone.
OBJ 5	Regional Connectivity	To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

The BYBR Tool calculates an individual score for each factor, those are then weighted according to the overall factor weight, generating four main criteria scores (Transport Infrastructure, Travel Commute, Environment and Community) and a total MCA score. For details of the full MCA results please consult **Appendix B**. The total score was banded to categorise the network components into the following groups based on the opportunity for improvements: excellent, very good, good, constrained and very constrained.

Figure 5-5 presents the results of the MCA analysis spatially with each network component rated and banded in relation to the level of opportunity for improvement.

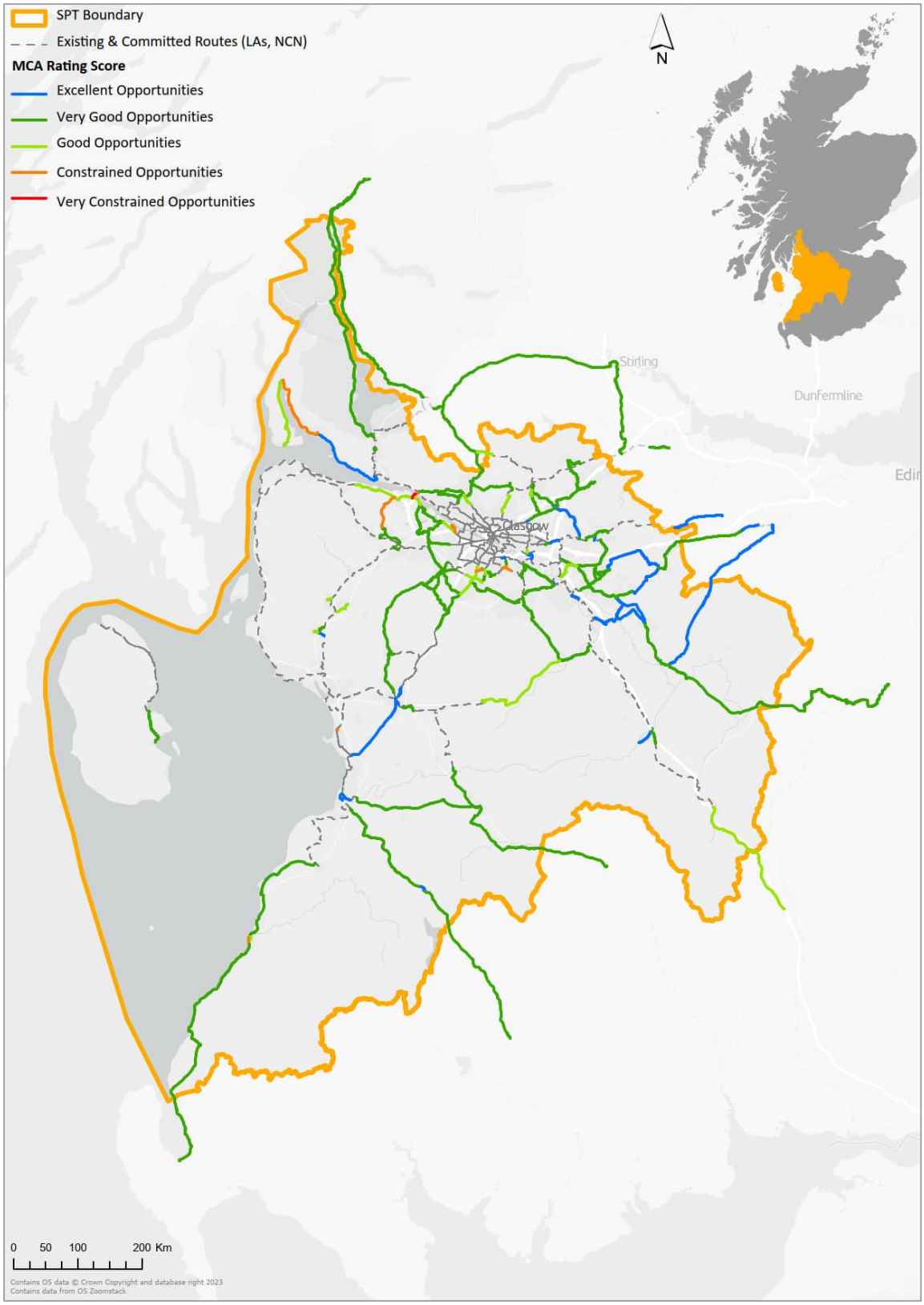


Figure 5-5 – Multi-criteria analysis scoring

5.3.3 Cycling Demand Growth

The Network Planning Tool (NPT) (University of Leeds, 2023) was employed to inform the current and potential future cycling demand and therefore assess the route options based on their potential to support a growth in cycling demand.

The NPT is a planning support system, research project, and web application to support strategic active travel network planning. The 2023 version, used for this assessment, is focused on cycle network planning, and builds on the Propensity to Cycle Tool for England and Wales. NPT provides evidence on levels of cycling and potential down to the road network nationwide across Scotland. It is designed to be used by local authorities, community groups and other organisations to help them plan for cycling.

In this assessment, the baseline peak flow (i.e., the current level of cycling) on each proposed route was compared with the best-case 'Go Dutch' scenario. The Go Dutch scenario represents what would happen if people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. The scenario captures the proportion of commuters that would be expected to cycle if all areas had the same infrastructure and cycling culture as the Netherlands (but retained their hilliness and commute distance patterns). The calculated potential growth based on the Go Dutch values ensures that the routes are future proofed.

Potential demand on the network was banded in quintiles and incorporated into the final prioritisation assessment.

Figure 5-6 presents the network components categorised by potential cycling demand growth results and distributed in quintiles.

The detailed results can be found in **Appendix B**.

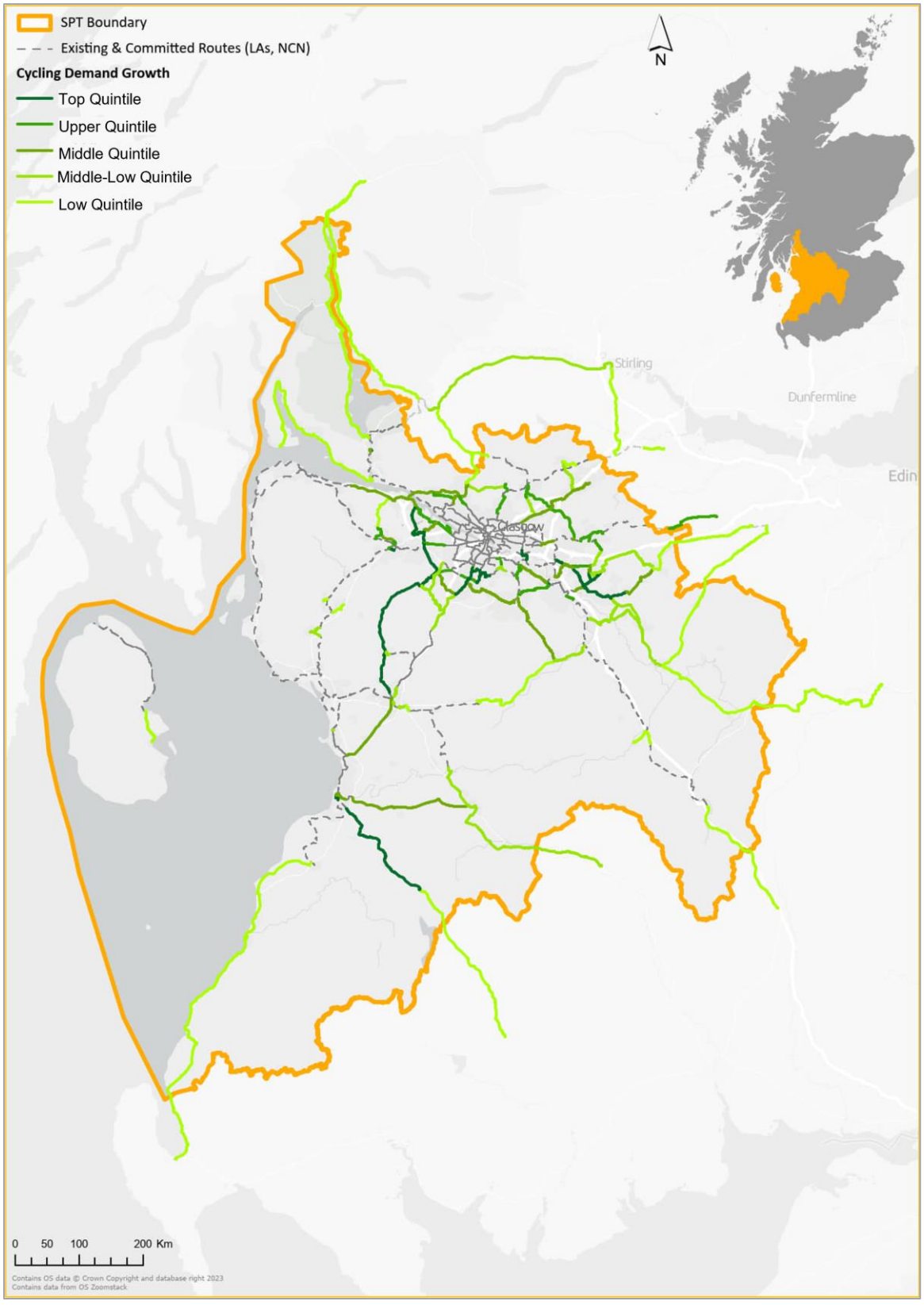


Figure 5-6 – Network Planning Tool potential cycling demand growth scoring

5.3.4 Route Classification

The classification of routes in the network refers to Stage 1 of the network development process (as presented in **Section 5.2.2**). At this stage, the network routes were classified as Primary, Secondary or Cross Region based on the type of locations they connect, along with the importance of a link to regional connectivity, and the level of demand for walking, wheeling, and cycling.

Where links present a double function due to network connectivity, the higher value will take precedence (e.g., if a link is both Primary and Secondary, for scoring purposes the link will be scored as Primary).

Figure 5-7 presents the Network Plan (as previously presented in Stage 1) and displays each network component categorised as Primary, Secondary, or Cross Region. The classification of each network component can also be found as a table in **Appendix B.**

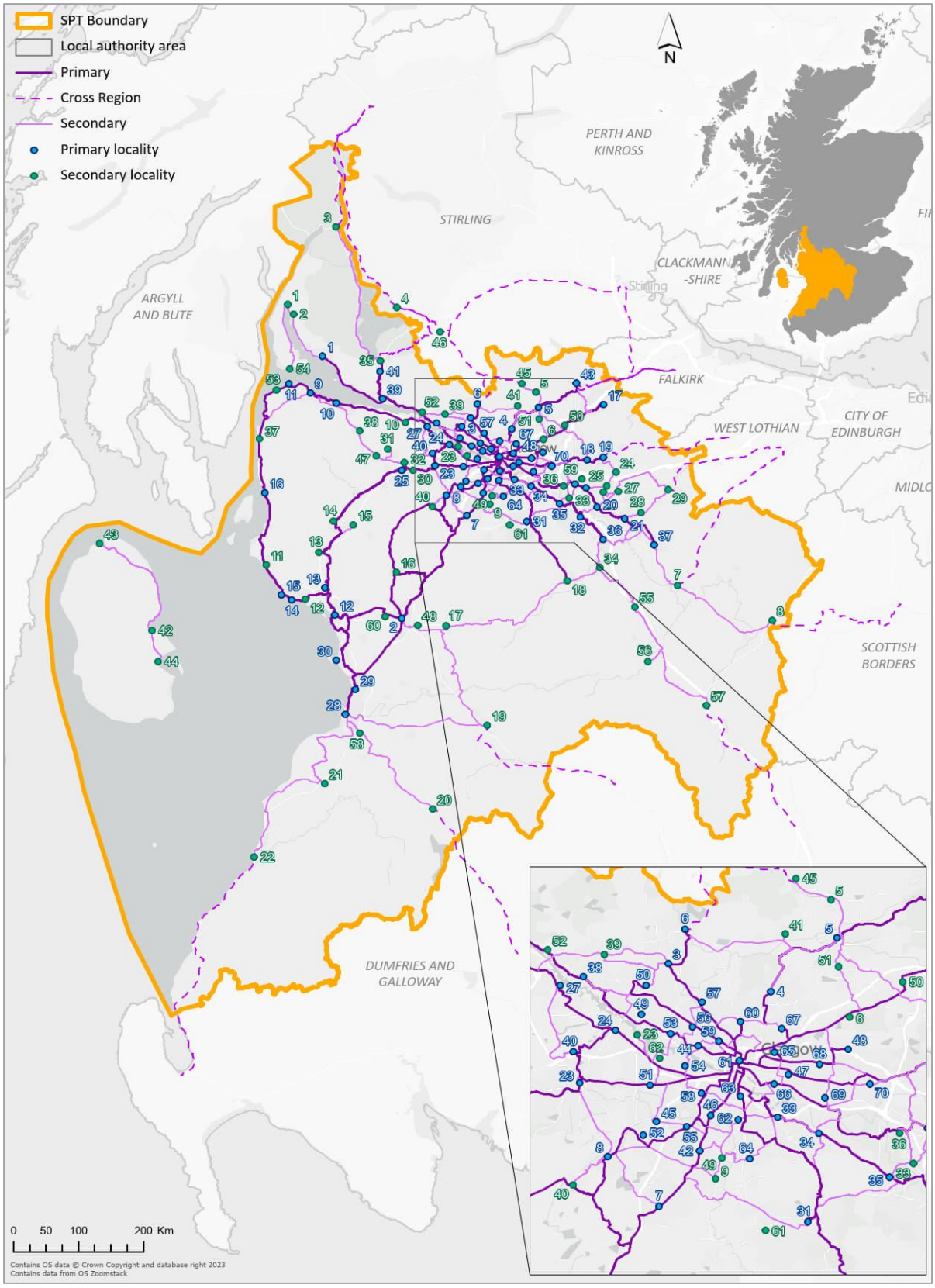


Figure 5-7 – The Regional Active Travel Network – Proposed Network

5.3.5 Alignment with the Regional Transport Strategy

The final step in the network prioritisation was to check alignment with SPT's Regional Transport Strategy for the west of Scotland 2023–2038[7]. The alignments were checked in relation to the 'Connecting Places' theme which includes key strategic connectivity priorities for SPT, as presented in **Figure 5-8.**

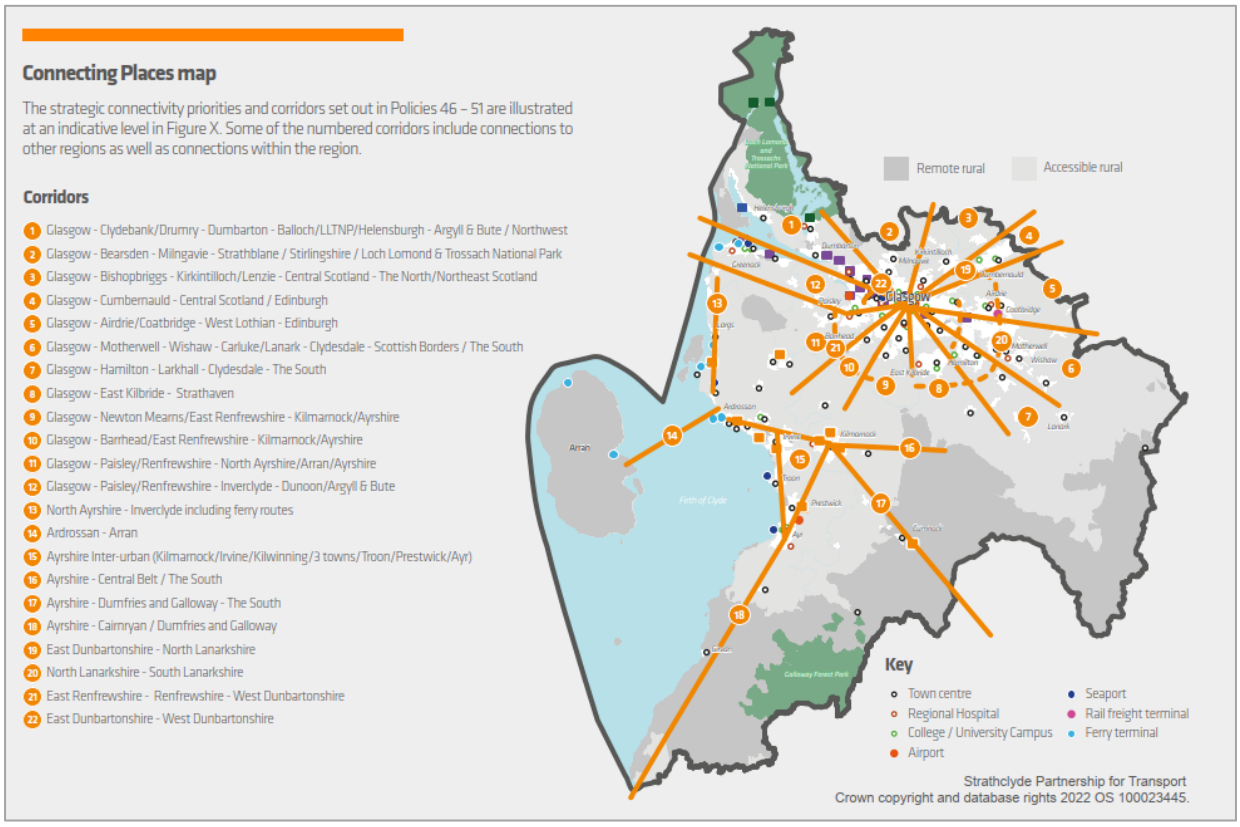


Figure 5-8 – Regional Transport Strategy for the West of Scotland 2023-2038, Connecting Places Map

Each of the network alignments were allocated to one of the following categories in relation to their alignment with the RTS:

- Aligned (meets the Connecting Places Corridors or provides similar connectivity outcomes as the Connecting Places Corridors)
- Not aligned (does not meet the connectivity outcomes as per the Connecting Places Corridors)

[7] https://www.spt.co.uk/media/orfnvtvd/spt_regional-transport-strategy-2023-2038-final-draft.pdf

5.3.6 Final Prioritisation Assessment

The final prioritisation assessment was undertaken by combining the outputs of the four appraisal criteria into an overall priority score. The resulting scores were classified according to three priority levels: top priority, high priority, and medium priority.

The outputs of each appraisal criteria were banded and assigned three possible scores depending on how well each route performed. **Table 5-5** shows how each criteria results were banded and the respective score assignment.

Table 5-5 – Appraisal criteria results bands assigned score

SCORE ASSIGNED	Multi Criteria Analysis Rating	NPT Potential Cycling Demand Growth	Network Connections Categorisation	Alignment with RTS
3	Excellent Opportunities	Top quintile	Primary	Aligned *(meets the Connecting Places Corridors)*
2	Very Good Opportunities	Upper-mid quintiles	Cross Region	Aligned *(provides similar connectivity outcomes as per the Connecting Places Corridors)*
	Good Opportunities			
1	Constrained Opportunities	Mid-Low quintiles	Secondary	Not Aligned *(does not meet the connectivity outcomes as per the Connecting Places Corridors)*
	Very Constrained Opportunities			

The final overall score for each route was calculated on a simple average, without weighting applied, from the four appraisal scores. The final scores were then banded in priority levels that present the end result of the prioritisation assessment: top priority, high priority, and medium priority.

A final sense check was undertaken to ensure the results are not biased towards any specific criteria.

The final scores bands determining the level of route prioritisation are presented in **Table 5-6.**

Table 5-6 – Criteria for Route Prioritisation

	Final Overall Score
TOP PRIORITY CONNECTION	9-12
HIGH PRIORITY CONNECTION	6-8
MEDIUM PRIORITY CONNECTION	4-6

The detailed results of the prioritisation exercise are shown **Appendix B**.

Figure 5-9 presents the overall results of the prioritised network.

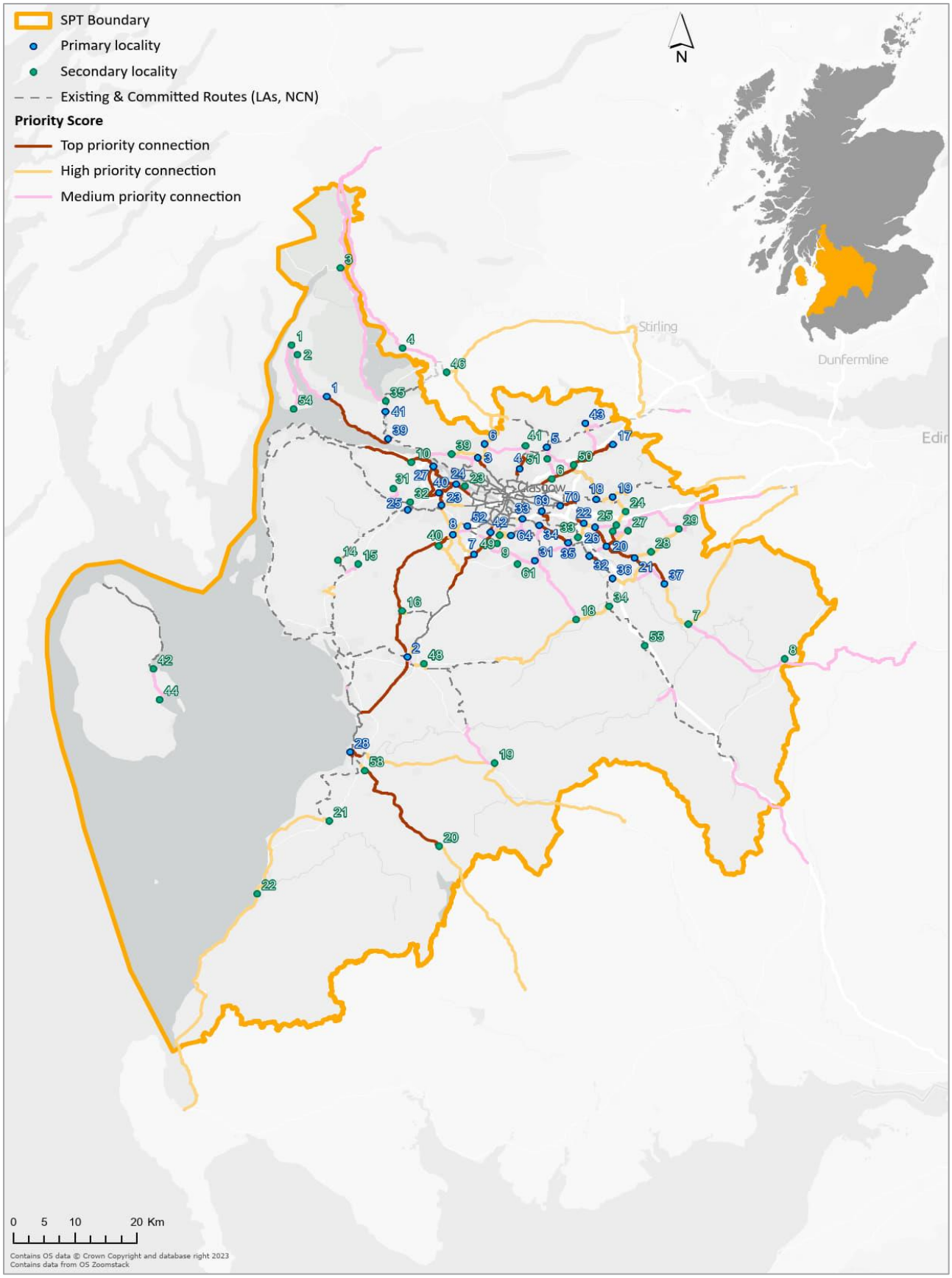


Figure 5-9 – The Regional Active Travel Network: Prioritised Network

5.4 Estimated Cost of Construction

A high-level estimated cost of construction has been calculated for the active travel network. The cost results are not part of the prioritisation analysis, they aim to provide another layer of advice to inform the decision-making process. The high-level calculated cost is based on the following key paraments:

- **Route Category**: the routes in the network are categorized as Primary, Secondary and Cross-Regions, based on their characteristics and usage. For this exercise Cross-Region routes have been considered as Primary.
- **Land Classification**: each route of the network was classified as Rural or Urban based on the Scottish Government Urban Rural Classification data.
- **Route Width and Footway Provision**: the assumed widths for the routes are considered in the cost calculation. For Primary routes, which consist of cycle tracks and footways, the average width is 3 meters for the cycle track and 2.5 meters for the footway. For Secondary routes, the average width is 2.5 meters for the cycle track and 2 meters for the footway.
- **Excavation and Materials**: The cost estimation considers the excavation requirements and materials for both Urban and Rural routes. Urban routes typically involve shallow excavation in hard materials, while Rural routes require deeper excavation in soft materials.
- **Drainage and Street Lighting**: Urban routes mostly utilize existing drainage and street lighting infrastructure, whereas Rural routes require the installation of new drainage systems and street lighting.
- **Provision for Fencing**: Rural routes also include the provision for new fencing, which is considered in the cost estimation.

Modelling the above information, a standard cost per meter for each route category is determined as follows:

- Primary Urban: £1,164 per meter
- Primary Rural: £1,467 per meter
- Secondary Urban: £899 per meter
- Secondary Rural: £1,253 per meter

This methodology ensures that the cost estimation reflects the specific characteristics and requirements of each route category and the Regional Design Standards, resulting in a comprehensive and accurate assessment of the construction costs.

The cost per meter has been applied to each prioritised link of the network accordingly to how have they been classified, and banded as follows:

Band	Estimated Construction Costs
A	£200,000 - £500,000
B	£500,000 - £1,000,000
C	£1,000,000 - £5,000,000
D	£5,000,000 - £10,000,000
E	£10,000,000 - £15,000,000
F	In excess of £15,000,000

Details on the classification and estimated construction cost band for each assessed link of the network can be found in **Appendix B**.

6 Conclusions and Next Steps

6.1 Conclusions

This report followed on from SPT's Regional ATS Case for Change report, which identified the transport problems and challenges for active travel in the region and outlined options to help tackle these problems and meet the strategy objectives and targets.

Following the appraisal, it was determined that all options can be justifiably referenced as strategic interventions within the draft Regional ATS. A total of 23 interventions will therefore form the basis of the ATS Delivery Plan Framework and Infrastructure Delivery Plan.

As part of this, the option development for the Regional Active Travel Network was outlined and a proposed network, which seeks to address gaps in existing active travel route provision and improve regional connectivity, was prioritised according to three priorites (top, high, medium) to allow informed choices on where to allocate resources and implement changes. Over 180 route sections were identified across the urban and rural areas of the SPT region, 22% of these are classified as top priority; 41% are classified as high priority; and 37% are classified as medium priority.

6.2 Next Steps

The active travel interventions that have been selected through the Preliminary Options Appraisal will form the key interventions to be implemented across the region through the ATS Delivery Plan Framework and Infrastructure Delivery Plan.

The interventions will be presented in the draft Regional ATS under the following five categories:

1. Creating an Attractive Environment for Walking, Wheeling and Cycling
1a. Create the SPT Regional Active Travel Network
1b. Enhance current active travel infrastructure to minimum standards
1c. Facilitate complementary active travel infrastructure
1d. Increase placemaking and use of greenspaces along active travel routes
1e. Increase resting places along active travel routes
1f. Ensure all active travel routes are inclusive and accessible
1g. Ensure all active travel routes are well maintained

2. Integrating Active Travel with Public Transport and Freight Movements
2a. Increase provision of multi-modal transport hubs
2b. Improve mobility accessibility of public transport stops, services and terminals
2c. Provide wheeling and cycling space on public transport
2d. Increase provision of active travel hubs
2e. Increase provision of cycling and wheeling storage
2f. Promote the use of active travel in freight movements

3. Increasing Affordable Access to Bikes
3a. Extension of bike hire schemes

3b. Extension of bike subscription schemes
3c. Extension of bike recycling schemes

4. Promotion, Travel Behaviour Change, and Information
4a. Regional behaviour change programmes
4b. Support workplace incentivisation and behaviour change
4c. Support provision of Active Travel Officers
4d. Deliver active travel education and training programmes
4e. Targeted support for school age children to walk, wheel and cycle more
4f. Targeted support for areas with low active travel up-take

5. Governance and Funding
5a. Funding improvements for active travel

Option and description	Transport Planning Objectives	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality and Accessibility	Feasibility & Affordability	Public Acceptability, Risk and Uncertainty
Enhance current active travel infrastructure to minimum standards Support the delivery of upgrading existing active travel infrastructure	1. Prioritising the improvement of existing active travel infrastructure will vastly enhance the attractiveness of active modes, particularly along key links in the region which are typically subject to dense flows of users during peak hours. 2. Creating consistency in active travel infrastructure provision will directly improve the accessibility, safety and connectivity of active travel and multi-modal journeys (involving active travel) through improved viability and provision of travel via active modes. This will be fundamental to improving accessibility to key amenities and destinations for transport users. 3. By targeting the improvement of existing active travel infrastructure along the existing network, this will seek to alleviate existing issues. In turn, this will enhance the appeal and viability of active travel along existing routes, thus stimulating modal shift which will reduce transport related carbon emissions. Section 2.3 of TAG Unit A5.1 outlines evidence of the significant uplift in the utility of cycling modes courtesy of changes to cycling provision/facilities. While the absence of any facilities returns a coefficient of -0.115, the following forms of provision considerably reduce the coefficient of disutility for cycling modes (Wardman et al, 2007): ● Off-road cycle track (-0.033) ● Segregated on-road cycle track (-0.036) ● Non-segregated on-road cycle track (-0.055) 4. By substantiating the modal shift impacts generated by investment in active travel infrastructure, the above evidence contained within TAG A5.1 also demonstrates how the health and wellbeing of the region can be improved through the expansion of active travel infrastructure across the existing network via an increase in the number of journeys made by active modes.	1. Reducing motorised traffic and encouraging change to active travel will reduce noise and vibration while also improving air quality. 2. Enhancing the existing level of active travel provision across the region and the subsequent modal shift impacts generated are likely to lead to a reduction in the demand for parking, which often requires substantial land in order to facilitate. 3. As the works undertaken for this infrastructure are likely to be much less intensive than introducing brand new segregated infrastructure, this means that this measure is likely to have a less detrimental environmental impact throughout construction compared to building brand new infrastructure from scratch.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. The reduction in motorised vehicle km's brought about by the modal shift courtesy of the active travel investments will lead to less regular and intensive highway maintenance required. Reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor journey time reliability, increased congestion, and vehicle emissions.	1. In line with the Sustainable Travel Hierarchy established within the SPT's Regional Transport Strategy (2022), enhancing existing active travel infrastructure will increase the level of priority and provision for active mode users across the region, leading to a likely reduction in both accident likelihood and severity. 2. Improving existing active travel infrastructure will enhance the region's overall health and physical fitness by increasing the viability, efficiency, and safety of active travel. 3. Improving existing active travel infrastructure will help to better separate active mode trips from motorised flows vehicular flows or with reduced and controlled flows, creating a safer and more pleasant journey experience for active mode users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 6. Active travel involves less sedentary behaviour and can improve mental health.	1. Supporting the investment and expansion of active travel infrastructure often generates substantial economic returns when providing a holistic assessment of the direct and wider economic impacts associated with sustainable travel schemes. Cycling and walking investment regularly offer 'high' and 'very high' value for money, with an average BCR of 13:1 across reported walking and cycling projects (Department for Transport, 2015). 2. Encouraging modal shift via the improvement of existing active travel infrastructure can also induce further productivity improvements across the economy - employees who cycle regularly take 1.3 fewer sick days each year than those who don't. This is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. The reduced parking demand brought about by the modal shift induced by active travel investments allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 4. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 5. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	1. The improved accessibility brought about by enhanced active travel provision has the capacity to provide a sustainable, low cost travel option for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). By improving the connectivity in the most deprived communities within the region, this has the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private car. 2. The improvement of active travel infrastructure on any scale means increased provision of dedicated walking, cycling and wheeling infrastructure - providing improved travel options for all demographics, regardless of mobility. 3. By meeting at least a minimum standard of infrastructure across the existing active travel network, this ensures a certain degree of consistency with regards to the level of active mode connectivity across the region.	1. Enhancing existing active travel infrastructure is likely to be both feasible and affordable, especially in comparison to investing in brand new infrastructure due to the land/works requirements being comparatively less extensive. However, this could ultimately depend on the extents of the plans being implemented.	1. There is some degree of risk associated with this measure due to the required funding commitments. However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks associated with the effective delivery and funding of the infrastructure. Furthermore, the level of risk is likely to be less than that of the works required for establishing brand new active travel infrastructure. This is simply due to the scale and intensity of works, and the financial commitments associated with the alternative options. 2. These types of upgrades are likely to be considered broadly 'acceptable' in terms of public favour, again this is due to their less intensive and intrusive nature with regards to the works required when compared to delivering brand new infrastructure from scratch.

Facilitate complementary active travel infrastructure Support the delivery of new local links which facilitate access to the Regional Active Travel Network	1. The introduction of new local active travel links and improved connections to strategic active travel routes will vastly enhance the attractiveness and viability of active modes in the region. 2. The introduction of new local active travel links will directly improve the accessibility, safety and connectivity of active travel and multimodal journeys (involving active travel) through improved viability and provision of travel via active modes. 3. The delivery of active travel infrastructure will provide a dedicated and safe method of travel for active mode users. In turn this will generate an increase in the number of active mode trips across the region courtesy of the enhanced connectivity and appeal of active travel. The resulting elevated uptake in active travel will lead to a reduction in transport related greenhouse gas emissions. Section 2.3 of TAG Unit A5.1 outlines evidence of the significant uplift in the utility of cycling modes courtesy of changes to cycling provision/facilities. While the absence of any facilities returns a coefficient of -0.115, the following forms of provision considerably reduce the coefficient of disutility for cycling modes (Wardman et al, 2007): ● Off-road cycle track (-0.033) ● Segregated on-road cycle track (-0.036) ● Non-segregated on-road cycle track (-0.055) 4. By substantiating the modal shift impacts generated by investment in active travel infrastructure, the above evidence contained within TAG A5.1 also demonstrates how the health and wellbeing of the region can be improved through the expansion of active travel infrastructure across the existing network via an increase in the number of journeys made by active modes.	1. By encouraging modal shift towards active travel via segregated provision, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality. 2. The provision of complementary active travel infrastructure across the region and the subsequent modal shift impacts generated are likely to lead to a reduction in the demand for parking, which often requires substantial land in order to facilitate.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Supporting the delivery of complementary active travel infrastructure will contribute to achieving national and local climate change targets. 3. This will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. The reduction in motorised vehicle km's brought about by the modal shift courtesy of the active travel investments will lead to less regular and intensive highway maintenance required. Reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor journey time reliability, increased congestion, and vehicle emissions. 5. The impact of brand new active travel infrastructure is likely to be significant and greater than building upon established routes.	1. In line with the Sustainable Travel Hierarchy established within the SPT's Regional Transport Strategy (2022), supporting the expansion of active travel infrastructure will increase the level of priority and provision for active mode users across the region, leading to a likely reduction in both accident likelihood and severity. 2. Supporting the delivery of complementary active travel infrastructure will enhance the region's overall health and physical fitness by increasing the viability, efficiency, and safety of active travel across the region. 3. Supporting the expansion of active travel infrastructure will help to increase dedicated provision for active mode trips and increase segregation from motorised flows vehicular flows or with reduced and controlled flows, creating a safer and more pleasant journey experience for active mode users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% fewer sick days than their colleagues (NICE, 2012). 5. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (DfH, 2011). 6. Active travel involves less sedentary behaviour and can improve mental health. 7. While the impacts listed above are identical to that of upgrading existing infrastructure, the impacts are likely to be of a greater magnitude for this measure due to the fact that brand new active travel links are being established as opposed to building upon established ones.	1. Supporting the delivery of active travel infrastructure often generates substantial economic returns when providing a holistic assessment of the direct and wider economic impacts associated with sustainable travel schemes. Cycling and walking investment regularly offer 'high' and 'very high' value for money, with an average BCR of 13:1 across reported walking and cycling projects (Department for Transport, 2015). 2. Encouraging modal shift via the increased provision of segregated active travel infrastructure across the SPT region can also induce further productivity improvements across the regional economy - employees who cycle regularly take 1.3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. The reduced parking demand brought about by the modal shift induced by active travel investments allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 4. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 5. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 6. While the impacts listed above are identical to that of upgrading existing infrastructure, the impacts are likely to be of a greater magnitude for this measure due to the fact that brand new active travel links are being established as opposed to building upon established ones.	1. The improved accessibility brought about by increased active travel provision has the capacity to provide a sustainable, low cost travel option for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). By improving connectivity in the region's most deprived communities there is the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private car. 2. The expansion of active travel infrastructure on any scale means increased provision of dedicated walking, wheeling, and cycling infrastructure - providing improved travel options for all demographics regardless of mobility. 3. While the impacts listed above are identical to that of upgrading existing infrastructure, the impacts are likely to be of a greater magnitude for this measure due to the fact that brand new active travel links are being established as opposed to building upon established ones. 4. Supporting the delivery of new links within the regional active travel network allows for 'gaps' in provision to be filled within the existing network. This will help to facilitate equal provision of active travel connectivity regardless of geographic location.	1. The provision of new local links is likely to be feasible depending on the targeted locations however affordability is likely to be less than that of implementing individual provisions or simply upgrading existing active travel infrastructure. This is largely due to the land/works requirements associated with designing and integrating new active travel infrastructure.	1. There is some degree of risk associated with delivering new active travel infrastructure due to the required funding commitments. However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks associated with the effective funding and delivery of the infrastructure. 2. The public acceptability of new active infrastructure is likely to be largely subjective depending on the spatial context and the reallocation of road space associated with the particular schemes in question.

Ensure all active travel routes are inclusive and accessible Support the delivery of improved surface quality and increased provision of dropped kerbs, lighting, and signage along active travel routes	1. Improving key journey quality/ambience features such as surface quality, in the form of pavement evenness and dropped kerbs, and lighting and signage provision along active travel routes will create a better quality of journey for users, enhancing the overall appeal of active modes for everyday journeys and thus increasing the mode share of active travel. 2. Improving surface quality and increasing dropped kerb, lighting and signage provision along active travel routes directly improves both the safety and security of travelling via active modes, therefore enhancing the viability of using active travel to reach key destinations. 3. Improving the safety, security and ambience of active mode journeys leads to vast improvements to the viability and overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving a reduction in transport-related carbon emissions. 4. Improving the safety, security and ambience of active mode journeys leads to vast improvements to the viability and overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving improvements in the region's health and wellbeing.	1. By encouraging modal shift towards active travel via improved safety, security and ambience features along active travel routes, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. This will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. Improving surface quality and increasing dropped kerb, lighting and signage provision has the capacity to vastly enhance the climate change resilience of the streetscape if renewable energy sources are adopted.	1. Improved safety, security, and ambience features will increase the number of active mode users on the network, thereby increasing natural surveillance and leading to further improvements in safety and security along key active travel routes. 2. Improving surface quality and increasing dropped kerb, lighting and signage provision will also enhance the visibility and awareness of both cyclists and pedestrians along key active travel routes. Subsequently, these areas will provide safer infrastructure and improved controlled crossings, increasing actual and perceived safety. As a result, it is likely that this group of interventions will result in a likely reduction in accidents involving active mode users along key routes. 3. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 4. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 5. Active travel involves less sedentary behaviour and can improve mental health.	1. Journey quality improvements in the form of street design enhancements such as surface, lighting and signage improvements can improve the accessibility, safety, and security of active travel, thus encouraging increases in dwell-time/ footfall and visitor spends, while also inducing benefits associated with a reduction in motorised vehicle km's: ● Reduced road-based infrastructure maintenance required (along with the associated closures and diversions, which lead to reduced journey time reliability) ● Reduced noise and air pollution ● Reduction in road-based congestion 2. Encouraging modal shift via journey quality improvements such as surface, lighting and signage improvements can also induce further productivity growth across the regional economy - employees who cycle regularly take 1.3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	1. Improving the journey quality of active modes through features such as pavement evenness, dropped kerbs and lighting and signage provision will make active travel routes more safe, visible, and usable for all, facilitating inclusive and equal access. 2. Enhancing the safety of active travel routes through journey quality improvements will improve the overall security and viability of routes, particularly for more vulnerable demographics. 3. By providing a consistent level of accessibility and inclusivity across the active travel network, this ensures a certain degree of consistency with regards to the level of active mode connectivity across the region	1. Implementing pavement evenness, dropped kerbs, lighting and signage along active travel routes is likely to be both feasible and affordable due to the limited resources/works required to integrate this form of provision.	1. Journey quality improvements are likely to pose a limited/negligible level of risk due to the limited works/financial outlay required. 2. Due to the ease of implementation and limited disturbance to surroundings with this type of measure, it is assumed that this option will likely be high in terms of public acceptability.
Funding improvements for active travel Support the improvements in funding for new and existing active travel projects	1. An increase in allocated funding for both existing active travel infrastructure will enhance both the scale and quality of active mode options across the region. In doing so this will increase accessibility via active modes for all across the region and therefore will allow for greater active travel uptake and mode share. 2. By financially supporting the expansion of active travel infrastructure, this will enhance the overall safety and connectivity of active modes via the creation of a more established and cohesive regional active travel network. In turn, this will put key amenities and destinations	1. By encouraging modal shift towards active travel through improved funding targeted at active travel infrastructure, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality. 2. By providing dedicated financial support for active travel infrastructure across the region, the subsequent modal shift impacts generated are likely to lead to a reduction in the demand for parking, which often requires substantial land in order to facilitate.	1. Overall, the induced reduction in car use brought about by the allocated financial support, will reduce global greenhouse gas emissions. 2. Providing improved funding for active travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. The reduction in motorised vehicle km's brought about by the modal shift courtesy of the active travel investments will lead to less regular and intensive highway maintenance required.	1. In line with the Sustainable Travel Hierarchy established within the SPT's Regional Transport Strategy (2022), providing additional financial support for active travel infrastructure will increase the level of priority and provision for active mode users across the region, leading to a likely reduction in both accident likelihood and severity. 2. By providing financial support toward the delivery of active travel infrastructure, this will enhance the region's overall health and physical fitness by increasing the viability, efficiency, and safety of active travel across the region.	1. The provision of financial support for active travel infrastructure often generates substantial economic returns when providing a holistic assessment of the direct and wider economic impacts associated with sustainable travel schemes. Cycling and Walking investment regularly offer 'high' and 'very high' value for money, with an average BCR of 13:1 across reported walking and cycling projects (Department for Transport, 2015). 2. Encouraging modal shift via improved funding for active travel infrastructure across the SPT region can also induce further productivity	1. The improved accessibility brought about by enhanced funding for active travel infrastructure has the capacity to provide a sustainable, low cost travel option for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). This has the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private car. 2. Investment in active travel infrastructure on any scale	1. The feasibility and affordability of providing improved funding for active travel is entirely dependent on the scale and nature of the funding required. 2. Any new infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to ensure that the projects are both affordable and feasible in terms of their deliverability.	1. There is some degree of risk associated with delivering new active travel infrastructure due to the required funding commitments. However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks associated with the effective funding and delivery of the infrastructure. 2. The public acceptability of providing allocated financial support for new active travel infrastructure is likely to be largely subjective depending on the spatial context and the reallocation of road space associated with the

	within closer reach for active mode users across the SPT region. 3. Funding improvements for existing and new active travel infrastructure will facilitate the uptake of active travel through the enhanced connectivity and viability of travel via active modes. In turn, this will lead to a reduction in transport-related carbon emissions. Section 2.3 of TAG Unit A5.1 outlines evidence of the significant uplift in the utility of cycling modes courtesy of changes to cycling provision/facilities. While the absence of any facilities returns a coefficient of -0.115, the following forms of provision considerably reduce the coefficient of disutility for cycling modes (Wardman et al, 2007): ● Off-road cycle track (-0.033) ● Segregated on-road cycle track (-0.036) ● Non-segregated on-road cycle track (-0.055) 4. By substantiating the modal shift impacts generated by investment in active travel infrastructure, the above evidence contained within TAG A5.1 also demonstrates how the health and wellbeing of the region can be improved through the funding of active travel improvements, leading to a subsequent increase in the number of journeys made by active modes.		Reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor journey time reliability, increased congestion, and vehicle emissions.	3. By financially supporting the delivery of active travel infrastructure, this will help to better separate active mode trips from motorised flows vehicular flows or with reduced and controlled flows, creating a safer and more pleasant journey experience for active mode users. 4. The additional active travel uptake generated by the committed funding will stimulate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 6. Active travel involves less sedentary behaviour and can improve mental health.	improvements across the regional economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. The reduced parking demand brought about by the modal shift induced by active travel investments allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 4. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 5. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	means increased provision of dedicated walking, cycling and wheeling infrastructure - providing improved travel options for all demographics regardless of mobility. 3. Supporting the delivery of new active travel infrastructure across the regional network allows for 'gaps' in provision to be filled within the existing network. This will help to facilitate equal provision of active travel connectivity regardless of geographic location.		investments in question.
Create the SPT Regional Active Travel Network Support the delivery of a regional active travel network, improving connectivity of active travel routes within and between local authorities in the region. This should link with existing routes and key destinations.	1. By supporting the delivery of a cohesive active travel network, this will significantly expand regional connectivity for active mode users, making it a more viable and attractive choice for everyday journeys by active travel. 2. The creation of a 'region-wide' integrated active travel network will seek to improve the overall safety, accessibility, and connectivity of active modes, ensuring the creation of viable active travel links between key destinations within the SPT region. 3. Establishing a regional active travel network will vastly expand the capability and viability of travel via active modes in the region. Therefore, this will induce an overall increase in the number of active travel journeys across the region, leading to a reduction in carbon emissions while also improving the region's health and wellbeing. Section 2.3 of TAG Unit A5.1 outlines evidence of the significant uplift in the utility of	1. Establishing a region-wide active travel network will provide a more viable and attractive low-carbon travel option for users. In turn, the modal shift generated by this change will lead to a reduction in vehicle km's for motorised modes, leading to a reduction in noise and vibration while also improving air quality. 2. By establishing a comprehensive active travel network across the region, the subsequent modal shift impacts generated are likely to lead to a reduction in the demand for parking, which often requires substantial land in order to facilitate.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. The development of a cohesive regional active travel network will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. The reduction in motorised vehicle km's brought about by the modal shift courtesy of the establishment of a cohesive active travel network will lead to less regular and intensive highway maintenance required. Reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor journey time reliability, increased congestion, and vehicle emissions.	1. In line with the Sustainable Travel Hierarchy established within the SPT's Regional Transport Strategy (2022), establishing a cohesive network of active travel routes across the region will increase the level of priority and provision for active mode users across the region, leading to overall improved connectivity of active modes while also leading to a likely reduction in both accident likelihood and severity. 2. By improving the overall connectivity and accessibility of active travel through the establishment of a cohesive active travel network across the SPT region, this will increase the viability and appeal of actives modes as a means of making trips to key destinations across the region. In doing so, this will encourage modal shift towards active travel, increasing the health and physical fitness of communities across the SPT region.	1. The provision of a cohesive regional active travel network has the capacity to generate substantial economic returns when providing a holistic assessment of the direct and wider economic impacts associated with sustainable travel schemes. Cycling and Walking investment regularly offer 'high' and 'very high' value for money, with an average BCR of 13:1 across reported walking and cycling projects (Department for Transport, 2015).2. Encouraging modal shift via the establishment of a regional active travel network has the capacity to stimulate further productivity improvements across the regional economy – employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business	1. The improved accessibility brought about by the establishment of a comprehensive regional active travel network the has the capacity to provide a sustainable, low cost travel option for communities. This will provide essential connectivity for neighbourhoods and communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). By improving the connectivity in the most deprived communities within the region, this has the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private car. Subsequently, this creates a more inclusive. 2. The establishment of an integrated active travel network promises to	1. The feasibility and affordability of providing improved funding for active travel is entirely dependent on the scale and nature of the funding required. 2. Any new infrastructure proposed as part of a regional active travel network will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to ensure that the projects are both affordable and feasible in terms of their deliverability.	1. There is some degree of risk associated with delivering new active travel infrastructure due to the required funding commitments. However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks associated with the effective funding and delivery of the infrastructure. 2. The public acceptability of new active infrastructure is likely to be largely subjective depending on the spatial context and the reallocation of road space associated with the particular schemes in question.

	cycling modes courtesy of changes to cycling provision/facilities. While the absence of any facilities returns a coefficient of -0.115, the following forms of provision considerably reduce the coefficient of disutility for cycling modes (Wardman et al, 2007): ● Off-road cycle track (-0.033) ● Segregated on-road cycle track (-0.036) ● Non-segregated on-road cycle track (-0.055) 4. By substantiating the modal shift impacts generated by investment in active travel infrastructure, the above evidence contained within TAG A5.1 also demonstrates how the health and wellbeing of the region can be improved through the establishment on a regional active travel network, leading to an increase in the number of journeys made by active modes.			3. By financially supporting the delivery of active travel infrastructure, this will help to better separate active mode trips from motorised flows vehicular flows or with reduced and controlled flows, creating a safer and more pleasant journey experience for active mode users. 4. The additional active travel uptake generated by the committed funding will stimulate benefits in terms of both health and productivity – employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 6. Active travel involves less sedentary behaviour and can improve mental health.	Network, 2011).3. The reduced parking demand brought about by the modal shift induced by active travel investments allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth.4. Property values may increase as a result of improved transport links provided by the enhanced transport links brought about by a cohesive active travel network. 5. Efficient integration of different modes of travel will reduce travel times and improve overall transportation reliability. This increases productivity as commuters are spending less time in traffic or are subjected to less delays on public transport. 6. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	significantly increase the provision of dedicated walking, cycling and wheeling infrastructure across the SPT region - providing improved travel options for all demographics regardless of mobility. 3. Focusing on cross-boundary commuter corridors ensures that individuals from different regions have equal access to transportation, promoting social equality. This also improves community integration between different regions.		
Increase provision of cycling and wheeling storage Provide secure storage facilities at key public transport stops and key destinations in each local authority, ensuring there is space for non-standard bikes	1. Improving key journey quality/ambience through the provision of cycling and wheeling storage along active travel routes will create a more viable and better-quality journey for users, enhancing the appeal of active modes and thus increase the mode share of active travel. 2. The provision of key facilities such as cycle/wheeling storage along active travel routes directly improves both the safety and overall quality of journeys made via active modes, therefore enhancing the capability and appeal for users to shift toward the use of active modes to reach key destinations. 3. Increasing the overall quality of active mode journeys via the provision of key facilities will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving a reduction in transport related carbon emissions. 4. Increasing the overall quality of active mode journeys via the provision of key facilities will have a positive impact in terms	1. By encouraging modal shift towards active travel via providing additional cycle wheeling storage facilities along active travel routes, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Increasing the provision of storage for active modes will enhance both the accessibility and quality of active travel routes in the region. In turn, the improved accessibility and quality of active mode trips will encourage modal shift toward active travel. 2. By enhancing the appeal of active modes through the provision of facilities such as storage facilities which will benefit the safety and quality of active modes, this will encourage modal shift away from motorised modes towards active travel, leading to an overall improvement in the quality of health and physical fitness across communities within the region. 3. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 4. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of	1. Journey quality improvements in the form of active mode storage provision can improve the accessibility, safety & security of active travel, thus encouraging increases in dwell-time/footfall and visitor spends while also inducing benefits associated with a reduction in motorised vehicle km's:● Reduced road-based infrastructure maintenance required (along with the associated closures and diversions, which lead to reduced journey time reliability reliability)● Reduced noise and air pollution● Reduction in road-based congestion2. Encouraging modal shift via journey quality enhancements such as improvements to surface quality can also induce further productivity benefits across the regional economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. Modal shift	1. Improving the journey quality of active travel through the provision of sufficient storage for active modes along key active travel routes will ensure that active travel routes are safer, more secure, and accessible for all, facilitating inclusive and equal access.	1. Implementing both cycling and wheeling storage along active travel routes is likely to be both feasible and affordable due to the limited resources/works required to integrate this form of provision.	1. Implementing both cycling and wheeling storage along active travel routes is likely to pose a limited/negligible level of risk due to the limited works/financial outlay required.2. Due to the ease of implementation and limited disturbance to surroundings with this type of measure, it is assumed that this option will likely be high in terms of public acceptability.

	of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving positive health impacts within the region.			various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 5. Active travel involves less sedentary behaviour and can improve mental health.	to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.			
Increase placemaking and use of greenspaces along active travel routes Support the delivery of increased placemaking and provision of attractive public spaces along active travel routes, maximising the use of greenspace	1. Improving urban realm features in the form of placemaking and greenspace measures along active travel routes will create a better-quality journey for users, enhancing the appeal of active modes and thus increase the mode share of active travel. 2. Enhancing the provision of both placemaking and greenspace measures along active travel routes will improve the appeal of using active modes to reach key destinations. 3. Increasing the overall quality of active mode journeys via placemaking & greenspace improvements will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, therefore driving a reduction in transport related carbon emissions. 4. Increasing the overall quality of active mode journeys via placemaking & greenspace improvements will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving improvements in terms of health impacts within the region.	1. By encouraging modal shift towards active travel via the provisions of greenspaces and placemaking measures along active travel routes, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality. 2. The implementation and expansion of greenspaces has the potential to increase biodiversity and habitats.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Increasing the provision of placemaking measures and greenspaces will enhance both the appeal and quality of active travel routes in the region. In turn, the improved appearance and quality of active mode trips will encourage modal shift toward active travel. 2. By enhancing the appeal of active modes through the provision of placemaking and greenspaces which will improve the overall ambience and journey quality of active modes, this will encourage modal shift away from motorised modes towards active travel, leading to an improvement in the overall health and physical fitness of the communities within the region. 3. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 4. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 5. Active travel involves less sedentary behaviour and can improve mental health.	1. Investments in placemaking measures and greenspaces are capable of delivering the following economic benefits (PlaceWiki, Carmona et al, 2018): ● Residential property uplift ● Commercial property uplift ● Extended regeneration benefits ● Higher local tax revenues ● Reduced cost of living ● Increased productivity 2. Encouraging modal shift via the increased provision of segregated active travel infrastructure across the SPT region can also induce further productivity improvements across the regional economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. Property values may increase as a result of improved appearance brought about by placemaking and greenspaces. 4. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	1. Improving the journey quality of active travel through the provision of placemaking measures and greenspaces along key active travel routes will ensure that active travel routes are safer, more secure, and accessible for all, facilitating inclusive and equal access. 2. These types of measures also have the capacity to enhance the vibrancy and appeal of areas, therefore this has the potential to impact factors such as footfall and even property prices, particularly in communities considered to be more deprived within the region, therefore stimulating more inclusive economic growth and equality.	1. The feasibility and affordability of implementing placemaking measures and greenspaces along active travel routes is likely to be heavily dependent on the extent of the proposed measures, as placemaking interventions can vary greatly in terms of scale and intensity of works required (along with the financial commitments that accompany this).	1. Introducing placemaking measures and greenspaces along active travel routes is likely due to produce a varying level of risk depending on the extent of the proposed measures, as placemaking interventions can vary greatly in terms of scale and intensity of works required (along with the financial commitments that accompany this). 2. Again, due to the fact that placemaking measures can vary greatly in terms of scale and complexity, the level of public acceptability is likely to depend on the nature and scale of the interventions considered.
Increase resting places along active travel routes Support the increased provision of resting places along active travel routes	1. Improving key journey quality/ambience by expanding the provision of resting places will improve journey quality for users, enhancing the appeal of active modes and thus increase the mode share of active travel. 2. Increasing the provision of resting places along active travel routes directly improves	1. By enhancing the appeal of active modes through the provision of adequate resting places which will improve the quality of journeys made via active modes, this will encourage modal shift away from motorised modes towards active travel, leading to a reduction in noise and vibration levels while driving	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation	1. Increasing the provision of resting places along active travel routes will enhance both the accessibility and quality of active travel routes in the region. In turn, the improved appearance and quality of active mode trips will encourage modal shift toward active travel. 2. The induced active travel	1. Journey quality improvements in the form of increased resting places can improve the accessibility and appeal of active travel, thus encouraging increases in dwell-time/footfall and visitor spends while also inducing benefits associated with a reduction in motorised vehicle km's:	1. Improving the journey quality of active travel through the provision of placemaking measures and greenspaces along key active travel routes will ensure that active travel routes are safer and accessible, facilitating inclusive and equal access for all (incl. elderly & those with mobility	1. Implementing resting places such as benches/shelters along active travel routes is likely to be both feasible and affordable due to the limited resources/works required to integrate this form of provision.	1. Improving the provision of resting places along active travel routes is likely to pose a limited/negligible level of risk due to the limited works/financial outlay required. 2. Due to the ease of implementation and limited disturbance to surroundings with this type of measure, it is assumed that this option will

	the appeal and quality of journeys made via active modes, therefore enhancing the viability of using active travel to reach key destinations. 3. Increasing the overall quality of active mode journeys via the provision of resting places will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving a reduction in transport related carbon emissions. 4. Increasing the overall quality of active mode journeys via the provision of resting places will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving improvements in terms of health impacts within the region.	improvements to air quality. 2. By encouraging modal shift towards active travel via the provision of resting places along active travel routes, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality.	system that is less reliant on fossil fuels.	uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 3. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 4. Active travel involves less sedentary behaviour and can improve mental health.	● Reduced road-based infrastructure maintenance required (along with the associated closures and diversions, which lead to reduced journey time reliability reliability) ● Reduced noise and air pollution ● Reduction in road-based congestion 2. Encouraging modal shift via the provision of resting places which enhance accessibility and journey quality can also induce further productivity benefits across the regional economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	issues).		likely be high in terms of public acceptability.
Increase provision of active travel hubs Support the delivery of new and existing active travel hubs in all local authorities within the SPT region	1. By cohabiting various forms of active modes within the same location through the provision of walking/cycling infrastructure as well as facilities such as bicycle storage/hire and information desks, this will vastly enhance the viability and appeal of active travel within the SPT region. 2. Active travel hubs promise to improve the accessibility and connectivity of active mode/multimodal journeys by providing a common location where active modes can be accessed, or modes can be changed mid-journey on the way to a destination. Furthermore, the accompanied provision of storage facilities, lighting and sheltered areas that are often provided with hubs promise to make active mode use safer and more appealing. 3. The increased appeal of active modes brought about by the introduction of active travel hubs will help to encourage modal shift and subsequently reduce transport-related carbon emissions. 4. The increased appeal of active modes brought about by the introduction of active travel hubs will help to encourage modal shift and subsequently	1. By encouraging modal shift towards active travel through the provision of active travel hubs, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality. 2. By establishing active travel hubs across the region, the subsequent modal shift impacts generated are likely to lead to a reduction in the demand for parking, which often requires substantial land in order to facilitate. In some cases, car parks may even be considered as parts of land used to facilitate such hubs or could alternatively be transformed into green spaces as a result of the reduction in demand.	1. Overall, the induced reduction in car use brought about by the establishment of active travel hubs, will lead to a reduction in global greenhouse gas emissions. 2. Establishing active travel hubs will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 4. The reduction in motorised vehicle km's brought about by the modal shift courtesy of the active travel hubs will lead to less regular and intensive highway maintenance required. Therefore, this will aid in reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor journey time reliability, increased congestion, and vehicle emissions.	1. In line with the Sustainable Travel Hierarchy established within the SPT's Regional Transport Strategy (2022), providing increased provision and priority for active mode users will increase the level of priority and provision for active mode users across the region, leading to a likely reduction in both accident likelihood and severity. 2. By establishing a series of active travel hubs across the region, this will enhance the region's overall health and physical fitness by increasing the viability, efficiency, and safety of active travel across the region. 3. The additional active travel uptake generated by the provision of active travel hubs will stimulate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 4. Stimulating travel via active modes through the establishment of dedicated active travel hubs can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably	1. Active travel hubs set out to reclaim space for sustainable and equitable modes. In turn, this reduces the dominance of the private car and therefore has the potential to generate economic benefits in the way of reducing congestion, carbon emissions, air pollution and social exclusion. 2. By boosting the convenience and usability of active mode/multimodal trips, with the possibility of seamless switches and improved links between different layers of transport such as the core public transport network and shared services, this will reduce generalised journey costs and induce journey time benefits for active mode users. 3. The enhanced multimodal connectivity brought about by the active travel hubs will stimulate inclusive economic growth by providing stronger links to key destinations, employment hubs and education across the SPT region. 4. Property values may increase as a result of improved transport links provided by the hubs. 5. Efficient integration of different modes of travel will reduce travel times and improve overall transportation reliability. This increases	1. The improved connectivity provided by active travel hubs facilitates access to sustainable, low cost travel options for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). This has the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private motor vehicle. 2. Investment in active travel hubs will provide an improvement in the travel options on offer for all demographics regardless of mobility. 3. Investment in active travel hubs across all local authorities in the SPT region will enhance the equality of access throughout the region, regardless of geographic location.	1. The feasibility of implementing active travel hubs will be heavily dependent on having the land or pre-existing structures available. Likewise, how easily land could be purchased and adapted to build the necessary facilities is a key dependency. 2. The operating costs associated with running an active travel hub must also be taken into consideration (cleaning, CCTV monitoring, planting/gardening, staffing, bike hire maintenance). 3. As a result of the significant dependencies and possible outlays in terms of land acquisition, in terms of affordability, this measure understandably requires much larger financial commitments compared to some other options within this list.	1. There is some degree of risk associated with delivering new active travel hubs due to the required funding commitments. However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks associated with the effective funding and delivery of the infrastructure. 2. The public acceptability of providing allocated financial support for new active travel hubs is likely to be largely subjective depending on the spatial context and opportunity cost associated with the particular schemes/locations in question.

	drive health improvements across the region.			reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). 5. Active travel involves less sedentary behaviour and can improve mental health.	productivity as commuters are spending less time in traffic or are subjected to less delays on public transport. 6. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.			
Improve mobility accessibility of public transport stops, services and terminals Improve accessibility of public transport stops, services and terminals by providing step-free access, audio, and visual boards, specifically targeting key cross-boundary commuter corridors	1. By providing step-free access, audio and visual boards, public transport will become more inclusive and attractive for individuals with different mobility needs, increasing the number of everyday journeys by active travel. 2. Improving accessibility at stops and terminals will ensure better connectivity and safety for active travel and multimodal journeys. It will facilitate transitions between different modes of transportation and will ensure access to key destinations. 3. Targeting key cross-boundary commuter corridors with accessible public transport will promote an increase in active travel journeys. This will contribute to a reduction in transport-related carbon emissions. 4. Targeting key cross-boundary commuter corridors with accessible public transport will promote an increase in active travel journeys. This will contribute to driving an improvement in the region's health.	1. Improving the accessibility of public transport stops, services, and terminals will encourage more people to shift to public transport modes instead of using their own vehicles. This modal shift will lead to reduced traffic congestion and lower emissions from private vehicles. 2. Promoting public transport will lead to a reduction in air pollution and improved air quality, as public transport is a more sustainable mode of travel and is more fuel-efficient per passenger. 3. Shifting towards public transport leads to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Improved accessibility encourages people to shift from private vehicles and use active travel modes or public transport which will reduce greenhouse gas emissions. 2. Improved accessibility leads to increased use of public transport which is more energy efficient per passenger resulting in lower carbon footprints. This can lead to a reduction in overall greenhouse gas emissions. 3. Increased use of public transport and active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 4. Improved accessibility of public transport stops will contribute to achieving national and local climate change targets. 5. Improved accessibility of public transport stops will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Improving accessibility will encourage the use of active travel modes to and from public transport stops and terminals, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Step-free access enhances safety for all commuters, especially those with mobility issues, parents with strollers, or people carrying heavy loads. It reduces the risk of accidents and injuries related to stairs. 4. Encouraging active travel and increasing the use of public transport can contribute to a reduction in traffic accidents, enhancing the safety of road users. 5. Audio and visual boards provide information in multiple formats, benefiting individuals with visual or hearing impairments. This inclusive approach ensures that everyone has access to critical information about public transport services, enhancing safety and well-being. 6. Reliable and accessible public transport options reduce the stress associated with commuting.	1. By providing accessible and reliable public transport options, individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Efficient public transport systems reduce travel times and improve overall transportation reliability. This increases productivity as commuters are spending less time in traffic or are subjected to less delays on public transport. 3. Increased public transport accessibility can boost local economies as businesses near or in stations may have more customers coming in. 4. Cities with efficient and accessible public transport systems are often more attractive to businesses 5. Property values might increase for those close to accessible public transport. 6. Modal shift to active travel and public transport reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	1. Audio and visual boards provide information in multiple formats, benefiting individuals with visual or hearing impairments. This inclusive approach ensures that everyone has access to critical information about public transport services. 2. Commuters with mobility impairments, the elderly, and families with strollers will all benefit from the step-free access. 3. Focusing on cross-boundary commuter corridors ensures that individuals from different regions have equal access to transportation, promoting social equality. This also improves community integration between different regions.	1. Providing step-free access, audio and visual boards in public transport stops is likely to be both feasible and affordable due to the limited resources/works required to integrate this form of provision.	1. Providing step-free access, audio and visual boards in public transport stops is likely to result in a more convenient and inclusive transport experience and therefore public acceptability is likely to be high. 2. Unforeseen challenges during the construction phase like delays can pose risks. 3. Implementing new technology like real time information for audio and visual boards may involve some technical challenges and uncertainties.
Increase provision of multi-modal transport hubs Support the delivery of multi-modal hubs across local authorities in the SPT region with low multi-modal connectivity	1. Multi-modal hubs will integrate active modes with public transport, making active travel more convenient and attractive for everyday journeys. 2. Multi-modal hubs will improve connectivity between different modes of transportation allowing people to switch more easily ensuring access to key destinations. 3. Multi-modal hubs will help increase the overall number of active travel journeys within the SPT region through providing infrastructure for active travel. This will lead to a reduction in transport-related carbon emissions. 4. Multi-modal hubs will help increase the overall number of active travel journeys within the SPT region through providing infrastructure for	1. Increasing the provision of multi-modal hubs will encourage more people to shift from private vehicles to other modes of transportation such as walking, cycling or public transport. This modal shift will lead to reduced traffic congestion and lower emissions from private vehicles. 2. Promoting public transport will lead to a reduction in air pollution and improved air quality, as public transport is a more sustainable mode of travel and is more fuel-efficient per passenger. 3. Shifting towards public transport leads to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and	1. Increasing the provision of multi-modal hubs encourages people to shift from private vehicles and use active travel modes or public transport which will reduce greenhouse gas emissions. 2. Improved accessibility to multi-modal hubs leads to increased use of public transport which is more energy efficient per passenger resulting in lower carbon footprints. This can lead to a reduction in overall greenhouse gas emissions. 3. Increased use of public transport and active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 4. Improved accessibility of public transport stops will contribute to achieving national	1. Increasing the provision of multi-modal hubs will encourage the use of active travel modes to and from public transport stops and terminals, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. By reducing the number of vehicles on the road through promoting active travel and public transport, multi-modal hubs will contribute to improved air quality. This will lower the rates of respiratory illnesses and other health conditions resulting from air pollution. 4. Encouraging active travel and increasing the use of public transport can contribute to a reduction in traffic	1. Multi-modal hubs encourage the use of more cost effective modes of transport such as public transport and active travel and hence individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Efficient integration of different modes of travel will reduce travel times and improve overall transportation reliability. This increases productivity as commuters are spending less time in traffic or are subjected to less delays on public transport. 3. Increasing the provision of multi-modal hubs can boost local economies as businesses near or in stations may have more customers coming in. 4. Cities with efficient and accessible public transport systems are often more	1. Multi-modal hubs provide easy connections between different transport modes which improves the overall connectivity and makes it easier for people to travel between different destinations efficiently. 2. Multi-modal hubs makes it more convenient for people to access a wide range of transport options. 3. Multi-modal hubs can be designed to be inclusive and accessible to people of different ages and abilities. 4. Investment in multi-modal hubs in areas of the SPT region with low multi-modal connectivity will allow for gaps in accessibility and connectivity to be filled, thus reducing inequalities in terms of access between the various	1. The feasibility of implementing multi-modal hubs will be heavily dependent on having the land or pre-existing structures available or likewise how easily the necessary land could be purchased and adapted to build the necessary facilities for an active travel hub. 2. The operating costs associated with running a multi-modal hub must also be taken into consideration (cleaning, CCTV monitoring, planting/gardening, staffing, bike hire maintenance). 3. As a result of the significant dependencies and possible outlays in terms of land acquisition, in terms of affordability, this measure understandably requires much larger financial commitments	1. Increasing the provision of multi-modal hubs will result in a more convenient and inclusive transport experience and therefore public acceptability is likely to be high. 2. Cost overruns and operational challenges can pose risks. 3. Uncertainty because of factors such as changes in travel patterns and advancements in technology.

	active travel. This will lead to an overall improvement to the region's health.	protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	and local climate change targets. 5. Improved accessibility of public transport stops will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	accidents, enhancing the safety of road users. 6. Multi modal hubs makes access to different modes of transportation more convenient which helps reduce the stress associated with commuting.	attractive to businesses 5. Property values might increase for those close to accessible multi-modal hubs. 6. Modal shift to active travel and public transport reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 7. Multi-modal hubs facilitate transfers between different modes of transport which reduces wait times and hence lowers user frustration.	geographical locations within the region.	compared to some other options within this list.	
Provide wheeling and cycling space on public transport Increase provision of wheeling and cycling space on SPT subsidised buses	1. Increasing the number of wheeling and cycling spaces on public transport will provide an inclusive option for those who rely on active travel modes, thereby supporting the objective of making active travel an attractive choice for everyday journeys. 2. Providing wheeling and cycling space on buses will improve accessibility for individuals using these modes. It will contribute to the overall improvement of multimodal journeys, ensuring better connectivity and accessibility to key destinations. 3. Providing wheeling and cycling space promotes active travel, aligning with the objective to increase the number of active travel journeys across the region. This will help to tackle transport related carbon emissions by reducing the reliance on individual motorised transport and promoting environmentally friendly modes of commuting. 4. Providing wheeling and cycling space promotes active travel, aligning with the objective to increase the number of active travel journeys across the region. This will help to improve the region's health by reducing the reliance on individual motorised transport and promoting environmentally friendly modes of commuting.	1. Providing wheeling and cycling space on public transport will encourage more people to shift from private vehicles to public transport. This modal shift will lead to less vehicles on the roads leading to reduced traffic congestion and lower emissions. 2. Providing wheeling and cycling space on public transport will encourage more people to choose cycling as their preferred mode of travel to and from public transport stations, as opposed to using private vehicles. This will reduce the number of short car trips, promoting an environmentally friendly mode of travel. 3. Promoting public transport and active travel will lead to a reduction in air pollution and a better air quality. 4. Shifting towards public transport leads to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 5. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 6. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Providing wheeling and cycling space on public transport encourages people to shift from private vehicles and use active travel modes or public transport which will reduce greenhouse gas emissions. 2. Providing wheeling and cycling space on public transport leads to increased use of public transport which is more energy efficient per passenger resulting in lower carbon footprints. This can lead to a reduction in overall greenhouse gas emissions. 3. Increased use of public transport and active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 4. Providing wheeling and cycling space on public transport will contribute to achieving national and local climate change targets. 5. Providing wheeling and cycling space on public transport will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Providing wheeling and cycling space on public transport will encourage the use of active travel modes to and from public transport stops and terminals, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through providing wheeling and cycling space on public transport can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. By providing wheeling and cycling space on public transport, more people will be using active travel modes and public transport modes to travel and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through providing wheeling and cycling space on public transport can also induce further productivity improvements across the economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider	1. Providing wheeling space on public transport ensures that individuals with wheelchairs can easily access and use the public transport. 2. Providing cycling space on public transport encourages cycling and provides an inclusive option for those who prefer cycling. 3. Providing cycling space on public transport supports individuals who are unable to afford private vehicles as cycling is a cost effective mode of transport. 4. Providing wheeling and cycling on public transport provides commuters with more travel options.	1. Feasibility of providing wheeling and cycling space on public transport depends on the design and layout of existing vehicles. 2. Feasibility of providing wheeling and cycling space on public transport depends also on whether stops and stations are equipped with ramps and elevators. 3. Affordability depends on different cost factors including retrofitting buses, installing bicycle racks, and training staff.	1. Providing wheeling and cycling space on public transport stops is likely to result in a more convenient and inclusive transport experience and therefore public acceptability is likely to be high. 2. Unforeseen challenges during the challenges during the construction phase like delays can pose risks. 3. Allocating sufficient space for wheeling and cycling without compromising the overall capacity of public transport vehicles is a critical consideration.

					economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.			
Regional behaviour change programmes Develop regional behaviour change programmes that promote and incentivise active travel through active travel promotional, marketing and branding activities that can be delivered by each local authority as well as target driver behaviour change, taking advantage of technology to maximise inclusivity	1. Regional behaviour change programmes will contribute to making active travel more attractive for everyday journeys. Promotional, marketing, and branding activities will encourage people to choose active modes of transportation, making it a preferred option. 2. Active travel promotion will enhance the overall accessibility and connectivity of the region by encouraging people to choose walking, cycling, or other active modes. 3. Regional behaviour change programmes will significantly contribute to increasing the number of active travel journeys. Utilising technology for promotional activities will maximise inclusivity by targeting a broader audience and will also support sustainability goals by reducing carbon emissions associated with motorised transport. 4. Regional behaviour change programmes will significantly contribute to increasing the number of active travel journeys. Utilising technology for promotional activities will maximise inclusivity by targeting a broader audience and will therefore improve the region's health by increasing the volume of journeys made by active modes.	1. Regional behaviour change programmes promote active travel which will encourage some commuters to shift from private vehicles leading to reduced traffic congestion and lower emissions. 2. Promoting active travel will lead to a reduction in air pollution and a better air quality. 3. Encouraging active travel will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas.5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Regional behaviour change programmes encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions.3. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 4. Regional behaviour change programmes will contribute to achieving national and local climate change targets.5. Regional behaviour change programmes will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Regional behaviour change programmes will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness.2. Active travel involves less sedentary behaviour and can improve mental health.3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users.4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through regional behaviour change programmes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. Regional behaviour change programmes will encourage more people shift to active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs.2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services.4. Encouraging modal shift through regional behaviour change programmes can also induce further productivity improvements across the economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth.6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes. 3. Taking advantage of technology through digital platforms ensures inclusivity, providing accessible information to a diverse range of commuters including those with disabilities.	1. Developing regional behaviour change programmes is likely to be both feasible and affordable however it requires proper coordination between local authorities and a proper investment in marketing and branding activities across the region.	1. If the programmes effectively promote active travel and communicate its benefits, the scheme is more likely to gain public support. 2. Uncertainty and risk exist regarding the effectiveness of interventions in behaviour change.
Support workplace incentivisation and behaviour change Support key employers in each authority to incentivise active travel and achieve	1. Supporting key employers in each authority to establish a variety of schemes and activities in workplace such as bike-to-work programs will make active travel an attractive choice for everyday journeys for employees. 2. Supporting employers in promoting active travel will contribute to improved accessibility and connectivity.	1. Supporting key employers in each authority to incentivise active travel through schemes and activities will increase the number of commuters shifting from private vehicles to active modes of transportation, leading to reduced traffic congestion and lower emissions. 2. Promoting active travel through key employees in	1. Supporting workplace incentivisation and behaviour change encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions.	1. Supporting workplace incentivisation and behaviour change will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the	1 Supporting workplace incentivisation and behaviour change will encourage more people shift to active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes.	1. Supporting workplace incentivisation and behaviour change is likely to be both feasible and affordable however it requires willingness of key employers to participate and invest resources in promoting active travel.	1. Uncertainty exists regarding employer commitment in engaging and investing resources in promoting active travel among employees. 2. Uncertainty and risk exist regarding the effectiveness of interventions in behaviour change. 3. Incentivising active travel through schemes and activities

behaviour change through a variety of schemes and activities	By encouraging employees to use active modes, it supports the development of a more connected and accessible transportation network. 3. Supporting key employers in each authority to incentivise active travel supports the objective of increasing the number of active travel journeys. This contributes to sustainability goals by reducing individual car usage, lowering transport related carbon emissions. 4. Supporting key employers in each authority to incentivise active travel supports the objective of increasing the number of active travel journeys. In turn, this contributes to the promotion of healthier active commuting options.	each authority will lead to a reduction in air pollution and a better air quality. 3. Encouraging active travel will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	3. Supporting workplace incentivisation and behaviour change will contribute to achieving national and local climate change targets. 4 Supporting workplace incentivisation and behaviour change will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through supporting workplace incentivisation and behaviour change can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through supporting workplace incentivisation and behaviour change can also induce further productivity improvements across the economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.			is more likely to gain support of employees.
Support provision of Active Travel Officers Support the introduction of more active travel officers in workplaces, in each local authority, to inform and support employees travel actively	1. Active travel officers will provide guidance, information, and support for employees, contributing to making active travel more attractive. 2. The presence of active travel officers in workplaces will enhance accessibility and connectivity by providing on-site assistance and resources. Employees are more likely to adopt active travel options when they have access to information and support within their workplace. 3. Introducing active travel officers supports the objective of increasing active travel journeys. These officers will incentivise employees to contribute to a workplace culture that prioritises sustainable, low-carbon commuting options.	1. Active travel officers can educate employees about the availability and benefits of sustainable transport options such as bike hire schemes or bike recycling schemes. This encourages active travel and reduces environmental impacts of private vehicles. 2. Promoting active travel through active travel officers will lead to a reduction in air pollution and a better air quality. 3. Encouraging active travel will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will	1. Supporting provision of active travel officers encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Supporting provision of active travel officers will contribute to achieving national and local climate change targets. 4. Supporting provision of active travel officers will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Supporting provision of active travel officers will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity – employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through supporting	1. Supporting provision of active travel officers will encourage more people shift to active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through supporting provision of active travel officers can also induce further productivity improvements across the economy – employees who	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes. 3. Supporting the provision of Active Travel Officers across all authorities within the SPT region will encourage modal shift among employees throughout the region regardless of geographical location.	1. The feasibility of supporting the provision of active travel officers depends on the willingness of workplaces to introduce active travel officers. 2. Affordability depends on the costs associated with hiring and training active travel officers.	1. Uncertainty exists regarding employer commitment in engaging and investing resources in promoting active travel among employees. 2. Uncertainty and risk exist regarding the effectiveness of interventions in behaviour change. 3. If the active travel officers effectively promote active travel and provide valuable information and support to employees, the scheme is most likely to gain public support.

	4. Introducing active travel officers supports the objective of increasing active travel journeys. These officers will incentivise employees to contribute to a workplace culture that prioritises active commuting options, thus driving health improvements across the region.	decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.		provision of active travel officers can help to greatly reduce risks associated with the onset of serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.			
Deliver active travel education and training programmes Develop and deliver cycling and bike maintenance training to potential user-groups across the SPT region of all ages	1. Cycling and bike maintenance training will make active travel more attractive by empowering individuals with the skills and confidence to use bicycles. 2. Delivering active travel education and training programmes supports improved accessibility by equipping individuals of all ages with the skills needed for safe and effective cycling. This enhances connectivity as more people are capable of using cycling as a mode of transport. 3. Delivering training programs aligns with the objective of increasing active travel journeys. By enhancing cycling skills and bike maintenance knowledge, the use of a low-carbon and environmentally friendly mode of transportation will be encouraged. 4. Delivering training programs aligns with the objective of increasing active travel journeys. By enhancing cycling skills and bike maintenance knowledge, the use active travel becomes more accessible and appealing, therefore encouraging active mode uptake which in turn will drive improvements in the region's overall health.	1. Educating people on active travel encourages people to shift from private vehicles to sustainable modes of travel like walking and cycling. This shift decreases the number of vehicles on the road and hence reduces the environmental impacts. 2. Promoting active travel through education and training programmes will lead to a reduction in air pollution and a better air quality. 3. Encouraging active travel will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Delivering active travel education and training programmes encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Delivering active travel education and training programmes will contribute to achieving national and local climate change targets. 4. Delivering active travel education and training programmes will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Delivering active travel education and training programmes will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity – employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through delivering active travel education and training programmes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon	1. Delivering active travel education and training programmes will encourage more people shift to active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through delivering active travel education and training programmes can also induce further productivity improvements across the economy – employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes.	1. Delivering active travel education and training programmes is likely to be both feasible and affordable due to the limited resources and costs required, such as hiring qualified instructors.	1. If the programmes effectively promote active travel and provide valuable skills and knowledge, the scheme is more likely to gain public support. 2. Uncertainty and risk exist regarding the effectiveness of interventions in behaviour change. 3. Risks also include low participation rates in the education and training programmes.

				cancer (Department of Health, 2011).	modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.			
Targeted support for areas with low active travel up-take Provide targeted support to deprived areas across the region that have particularly low levels of active travel uptake, including those in isolated rural areas	1. Providing targeted support to deprived areas will make active travel more attractive by addressing specific barriers faced by areas with low levels of active travel uptake. This can include infrastructure improvements, educational programmes, and incentives to encourage walking, cycling, and other active modes. 2. Providing support to deprived and isolated rural areas will contribute to improved accessibility by addressing the unique challenges faced by these areas. Infrastructure enhancements and targeted initiatives can enhance connectivity within the region, making active travel more feasible. 3. Focusing on deprived areas with low active travel uptake supports the objective of increasing active travel journeys. This targeted support will contribute to sustainability goals by promoting low carbon travel options to a wider population. 4. Focusing on deprived areas with low active travel uptake supports the objective of increasing active travel journeys. This targeted support will contribute to regional health goals by promoting active transport options to a wider population.	1. Providing targeted support for areas with low active travel up-take including those in isolated rural areas will increase the number of commuters shifting from private vehicles. This decreases the number of vehicles on the road and hence reduces the environmental impacts. 2. Supporting active travel in deprived areas will lead to a reduction in air pollution and a better air quality. 3. Targeted support might improve access to public transport in deprived areas, reducing the need for private vehicle usage and subsequently decreasing environmental impacts. 3. Supporting active travel in deprived areas will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Targeted support for areas with low active travel up-take encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Targeted support for areas with low active travel up-take will contribute to achieving national and local climate change targets. 4. Targeted support for areas with low active travel up-take will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Targeted support for areas with low active travel up-take will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity – employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through targeted support for areas with low active travel up-take can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. Targeted support for areas with low active travel up-take will encourage more people to shift toward active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through targeted support for areas with low active travel up-take can also induce further productivity improvements across the economy – employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes. 3. Support in deprived and isolated rural areas contributes to improved accessibility for wider population by addressing the unique challenges faced by these communities.	1. Feasibility and affordability of providing targeted support for areas with low active travel uptake depend on identifying the challenges facing these areas and allocating resources and investments effectively.	1. providing targeted support for areas with low active travel uptake is likely to result in a more convenient and inclusive transport experience and therefore public acceptability is likely to be high. 2. Uncertainty and risk exist regarding the effectiveness of targeted support interventions in promoting behaviour change.

					may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.			
Extension of bike hire schemes Support the extended provision of bike hire schemes in the SPT region, including non-standard bikes to all local authorities	1. Extending bike hire schemes, including non-standard bikes, will enhance the attractiveness of active travel. It provides commuters with a convenient and a flexible mode of travel, encouraging more people to use bikes for everyday journeys. 2. Bike hire schemes contribute to improved accessibility and connectivity by offering a convenient and accessible mode of transportation. This will support the development of a more connected and integrated transport network within the region. 3. The extended provision of bike hire schemes aligns with the objective of Increasing active travel journeys. By making bikes more accessible to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to sustainability goals by promoting a mode of transport that is environmentally friendly and inclusive. 4. The extended provision of bike hire schemes aligns with the objective of increasing active travel journeys. By making bikes available to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to improving the accessibility and inclusivity of active travel, therefore improving the overall health of the region by driving active mode uptake across a broad range of user groups.	1. Supporting the extended provision of bike hire schemes in the SPT region will encourage more commuters to shift from private vehicles to active modes of transportation, leading to reduced traffic congestion and lower emissions. 2. Promoting active travel through supporting the extended provision of bike hire schemes will lead to more people choosing bikes over cars, resulting in a reduction in air pollution and a better air quality. 3. Encouraging active travel through bike hire schemes will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel through bike hire schemes use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Extension of bike hire schemes encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Extension of bike hire schemes will contribute to achieving national and local climate change targets. 4. Extension of bike hire schemes will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Extension of bike hire schemes will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity–- employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through extension of bike hire schemes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. Extension of bike hire schemes will encourage more people to shift to active modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through extension of bike hire schemes can also induce further productivity improvements across the economy–- employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.	1. Bike hire schemes often provide an affordable alternative to owning a bicycle. This makes cycling more accessible to individuals with limited financial resources, promoting economic inclusivity. 2. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 3. Marketing for bike hire can be designed to be inclusive of a diverse range of users including people with different abilities, ages, and backgrounds. 4. Bike hire services can leverage technology to ensure their platforms are accessible to individuals with disabilities.	1. Feasibility of extending bike hire schemes depends on the availability of suitable infrastructure in the SPT region. 2. Affordability depends on securing funding to cover infrastructure investments and ongoing operational costs.	1. If current bike hire schemes have high demand and positive feedback from current users, extending the scheme is most likely to gain public support. 2. The scheme might face some operational risks such as bike theft and maintenance issues.

Extension of bike recycling schemes Support the extended provision of bike recycling schemes in the SPT region, including non-standard bikes to all local authorities	1. Extending bike recycling schemes, including non-standard bikes, will enhance the attractiveness of active travel. It provides commuters with affordable or free bikes encouraging more people to use bikes for everyday journeys. 2. Bike recycling schemes will contribute to improved accessibility and connectivity by increasing the availability of bikes. This will support the development of a more connected and integrated transport network within the region. 3. The extended provision of bike recycling schemes aligns with the objective of increasing active travel journeys. By making bikes available to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to sustainability goals by promoting a mode of transport that is environmentally friendly and inclusive. 4. The extended provision of bike recycling schemes aligns with the objective of increasing active travel journeys. By making bikes available to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to improving the accessibility and inclusivity of active travel, therefore improving the overall health of the region by driving active mode uptake across a broad range of user groups.	1. Supporting the extended provision of bike recycling schemes in the SPT region will encourage more commuters to shift from private vehicles to active modes of transportation, leading to reduced traffic congestion and lower emissions. 2. Promoting active travel through supporting the extended provision of bike recycling schemes will lead to more people choosing bikes over cars, resulting in a reduction in air pollution and a better air quality. 3. Encouraging active travel through bike recycling schemes will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas.5. Encouraging active travel through bike recycling schemes use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	1. Extension of bike recycling schemes encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Extension of bike recycling schemes will contribute to achieving national and local climate change targets. 4. Extension of bike recycling schemes will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Extension of bike recycling schemes will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity–- employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through extension of bike recycling schemes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. Extension of bike recycling schemes will encourage more people to shift toward active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through extension of bike recycling schemes can also induce further productivity improvements across the economy–- employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. Research conducted by Sky and British Cycling indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.	1. Bike recycling schemes often offer refurbished bikes at a lower cost, making cycling more affordable for individuals with limited financial resources. 2. Bike recycling schemes provide a sustainable transportation option for individuals who may not have access to or afford other modes of transportation. 3. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 4. Marketing for bike recycling can be designed to be inclusive of a diverse range of users including people with different abilities, ages, and backgrounds. 5. Bike recycling services can leverage technology to ensure their platforms are accessible to individuals with disabilities.	1. Feasibility of extending bike recycling schemes depends on the availability of bikes that have been disposed of. 2. Affordability depends on securing funding to cover the costs of refurbishing bikes including labour and equipment.	1. If current bike recycling schemes have high demand and positive feedback from current users, extending the scheme is most likely to gain public support. 2. Bike recycling schemes are most likely to gain public acceptability because of its sustainability benefits such as reducing waste. 3. The scheme might face some operational risks such as the presence of skilled labour and existence of enough storage space.
Extension of bike subscription schemes Support the extended provision of bike subscription schemes in the SPT region,	1. Extending bike subscription schemes, including non-standard bikes, will enhance the attractiveness of active travel. It provides commuters with a convenient, flexible, and an affordable mode of travel, encouraging more people to use bikes for everyday journeys. 2. Bike subscription schemes	1. Supporting the extended provision of bike subscription schemes in the SPT region will encourage more commuters to shift from private vehicles to active modes of transportation, leading to reduced traffic congestion and lower emissions. 2. Promoting active travel through supporting the	1. Extension of bike subscription schemes encourages people to shift from private vehicles and use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and	1. Extension of bike subscription schemes will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness. 2. Active travel involves less sedentary behaviour and can improve mental health. 3. Encouraging active travel can contribute to a reduction in	1. Extension of bike subscription schemes will encourage more people to shift toward active travel modes and hence these individuals can save money on fuel, parking fees, and vehicle maintenance costs. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to	1. Bike subscription schemes often provide an affordable alternative to owning a bicycle. This makes cycling more accessible to individuals with limited financial resources, promoting economic inclusivity. 2. Supporting active travel promotes inclusivity and equal access to transportation as a	1. Feasibility of extending bike subscription schemes depends on the availability of suitable infrastructure in the SPT region. 2. Affordability depends on securing funding to cover infrastructure investments and ongoing operational costs.	1. Extension of bike subscription schemes is most likely to receive high public acceptability due to its convenience and low cost. 2. Ensuring accessibility for diverse populations will enhance public acceptability.

including non-standard bikes to all local authorities	contribute to improved accessibility and connectivity by offering a convenient and accessible mode of transportation. This will support the development of a more connected and integrated transport network within the region. 3. The extended provision of bike subscription schemes aligns with the objective of increasing active travel journeys. By making bikes more accessible to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to sustainability goals by promoting a mode of transport that is environmentally friendly and inclusive. 4. The extended provision of bike recycling schemes aligns with the objective of increasing active travel journeys. By making bikes available to a broader population, including non-standard bikes for diverse user groups, the initiative contributes to improving the accessibility and inclusivity of active travel, therefore improving the overall health of the region by driving active mode uptake across a broad range of user groups.	extended provision of bike subscription schemes will lead to more people choosing bikes over cars, resulting in a reduction in air pollution and a better air quality. 3. Encouraging active travel through bike subscription schemes will lead to a reduction in road traffic, thereby decreasing the need for road expansions and associated infrastructure. This will help preserve natural habitats and protect them from any disruption caused by road works. 4. Fewer road vehicles will decrease the demand for parking spaces, leading to less land needed for parking lots and more space that can be allocated for green areas. 5. Encouraging active travel through bike subscription schemes use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads.	decreases the emissions. 3. Extension of bike subscription schemes will contribute to achieving national and local climate change targets. 4. Extension of bike subscription schemes will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity – employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through extension of bike subscription schemes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	benefits such as lower journey times and lower user frustration. 3. Lower traffic congestion can also benefit business by facilitating the movement of goods and services. 4. Encouraging modal shift through extension of bike subscription schemes can also induce further productivity improvements across the economy - employees who cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m to the national economy (Groups, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 5. The reduced parking demand brought about by the modal shift induced by promoting active travel allows for land to be potentially repurposed for future developments where it has previously been used to facilitate car parking, providing potential opportunities to stimulate economic growth. 6. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.	wide range of individuals have access to active travel modes. 3. Marketing for bike subscription can be designed to be inclusive of a diverse range of users including people with different abilities, ages, and backgrounds. 4. Bike subscription services can leverage technology to ensure their platforms are accessible to individuals with disabilities.		
Targeted support for school age children to walk, wheel and cycle more Develop and deliver training and a range of other measures to support school pupils to walk, wheel or cycle for all or part of their everyday journeys.	1. Targeted support for school age children to walk, wheel and cycle more encourages children to view active travel as an appealing option, encouraging them to use bikes for everyday journeys. 2. Safe active travel routes to schools contribute to improved accessibility and connectivity by offering a convenient and accessible mode of transportation for children. This will support the development of a more connected and integrated transport network within the region. 3. The initiative contributes to sustainability goals by promoting a mode of transport that is environmentally friendly and inclusive.	1. Providing targeted support for school age children to walk, wheel and cycle more will decrease the number of cars and buses used to transport children, thereby reducing the environmental impacts. 2. Supporting active travel will lead to a reduction in air pollution and a better air quality around schools. 3. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by motorised vehicles on roads. 4.Encouraging sustainable habits in children will help build a lifelong environmentally friendly behaviour.	1. Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Providing targeted support for school age children to walk, wheel and cycle more will contribute to achieving national and local climate change targets. 4. Encouraging active travel will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Encouraging active travel to and from school helps children develop healthier lifestyles and improves their fitness. 2. Active travel involves less sedentary behaviour and can improve mental health (Kroesen and De Vos, 2020). 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. Stimulating travel via active modes through enhanced active travel infrastructure can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes,	1. By Encouraging active travel to and from school, families can save money on fuel, parking fees, public transportation fares, and vehicle maintenance costs. 2. Encouraging healthy habits in children is linked to improved academic performance which might lead to better educated people 3. Encouraging active travel to and from school, can boost local economies as businesses near schools can have more parents and children coming in while walking to school. 4. Cities with enhanced active travel infrastructure are often more attractive places to live and raise families.	1. Supporting active travel promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a cost-effective mode of travel and hence the scheme will support equality between different socioeconomic classes. 3. Support in deprived and isolated rural areas contributes to improved accessibility for wider population by addressing the unique challenges faced by these communities.	1. Feasibility and affordability of providing targeted support for school age children to walk, wheel, and cycle depend on the type of support needed and the existing infrastructure. 2. Investing in active travel infrastructure is often less expensive than maintaining and expanding roads for general traffic.	1. Safe, walkable and bike friendly roads create attractive neighbourhoods, making public acceptability by residents likely to be high.

	4. The initiative contributes to promoting active travel among children which increases daily physical activity, therefore improving the overall health and well-being.			depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). Furthermore, the reduction in premature death can bring about considerable monetised benefits given the statistical value of a life-year is considered to be £64,561 in 2010 prices (TAG Growth Sheet).	5. Property values might increase in neighbourhoods with safe and walkable roads 6. Modal shift to active travel and public transport reduces the traffic congestion on roads and can lead to benefits such as lower journey times, lower user frustration, and higher parental productivity.			
Promote the use of active travel in freight movements Develop a First Mile/ Last Mile policy for freight movements which incorporates active travel.	1. Promoting the use of active travel in freight movements by highlighting its efficiency and sustainability benefits makes it an attractive travel choice for deliveries, encouraging the use bikes for everyday journeys. 2. Promoting the use of active travel in freight movements contribute to improved accessibility and connectivity by reducing congestion and improving safety for road users. 3. The initiative contributes to sustainability goals by promoting a mode of transport that is environmentally friendly. 4. The initiative contributes to promoting active travel in freight movements, which reduces pollution and creates cleaner environment, thus supporting healthier communities.	1. Overall, the induced reduction in car use, however small, will improve global greenhouse gas emissions. 2. Promoting the use of active travel in freight movements will contribute to achieving national and local climate change targets. 3. This will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels. 1. Promoting the use of active travel in freight movements encourages the shift from road vehicles to the use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Promoting the use of active travel in freight movements will contribute to achieving national and local climate change targets. 4. Promoting the use of active travel in freight movements will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1.Promoting the use of active travel in freight movements encourages the shift from road vehicles to the use active travel modes which will reduce greenhouse gas emissions. 2. Increased use of active travel can help reduce traffic congestion which reduces the carbon footprint and decreases the emissions. 3. Promoting the use of active travel in freight movements will contribute to achieving national and local climate change targets. 4. Promoting the use of active travel in freight movements will contribute to a transition towards a wider transportation system that is less reliant on fossil fuels.	1. Promoting the use of active travel in freight movements will encourage the use of active travel modes, promoting healthier lifestyles and enhancing fitness for delivery personnel. 2. Active travel involves less sedentary behaviour and can improve mental health (Kroesen and De Vos, 2020). 3. Encouraging active travel can contribute to a reduction in traffic accidents, enhancing the safety of road users. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through promoting the use of active travel in freight movements can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronarH27:M27y heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011).	1. Promoting the use of active travel in freight movements will decrease operational costs including savings on fuel, vehicle maintenance costs, and insurance. 2. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration. 3. Encouraging modal shift through Promoting the use of active travel in freight movements can also induce further productivity improvements across the economy - employees who cycle regularly take 1.3 fewer sick days each year than those who don't (for reference, annual average short term sick leave absence is 5.7 days according to 2022 ONS figures), this is worth £128m to the national economy (Grous, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 4. A research from Sky and British Cycling, indicates that increasing cycling participation may yield a 'Gross cycling product' of £230 per cyclist in 2010. These benefits arise as new cyclists spend money on bicycles, repairs, servicing, and accessories such as helmets and clothing. As such the WCLS scheme may result in local or regional wider economic impacts, contributing to economic growth, productivity and reducing poverty and deprivation.	1. Promoting the use of active travel in freight movements will improve accessibility to congested areas or areas that are difficult to access with large vehicles.	1. Promoting the use of active travel in freight movements is likely to be both feasible and affordable due to the limited resources required to integrate this form of provision.	1. If the initiative effectively promotes the use of active travel in freight movements and communicate its benefits, the scheme is more likely to gain public support. 2. Uncertainty and risk exist regarding the effectiveness of interventions in behaviour change.
Ensure all active travel routes are well maintained Delivery of a long-term plan for the maintenance of the regional active travel network and critical pedestrian routes, including education and	1. Ensuring all active routes are well maintained will create a better quality journey for users, enhancing the appeal of active modes and thus increase the mode share of active travel. 2. Ensuring all active routes are well maintained directly improves both the safety and overall quality of journeys made via active modes,	1. By encouraging modal shift towards active travel via well maintained active travel routes, this will lead to a reduction in vehicle km's for motorised modes, therefore reducing noise and vibration while also improving air quality.	1. Overall, the induced reduction in car use, however small, will r global greenhouse gas emissions. 2. Enhancing existing active travel infrastructure will contribute to achieving national and local climate change targets. 3. This will contribute to a transition towards a wider	1. Well-maintained active travel routes decrease the likelihood of accidents caused by uneven surfaces or potholes. 2. Ensuring all active routes are well maintained will benefit the safety and quality of active modes, this will encourage modal shift away from motorised modes towards active travel, leading to an	1. Journey quality improvements in the form of well-maintained active travel routes can enhance the accessibility, safety & appeal of active travel, thus encouraging increases in dwell-time/footfall and visitor spends while also inducing benefits associated with a reduction in motorised vehicle km's:	1. The enhanced connectivity brought about by ensuring active travel routes are well-maintained supports the provision of sustainable, low cost travel options for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD). By improving and safeguarding	1. Maintaining active travel routes is likely to be both feasible and affordable due to the limited resources/works required to integrate this form of provision.	1. Maintaining active travel routes is likely to pose a limited/negligible level of risk due to the limited works/financial outlay required. 2. Due to the ease of implementation and limited disturbance to surroundings with this type of measure, it is assumed that this option will

health facilities and sheltered housing, recognising the different maintenance requirements of active travel.	therefore enhancing the viability of using active travel to reach key destinations. 3. Ensuring all active routes are well maintained will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving a reduction in transport-related carbon emissions. 4. Ensuring all active routes are well maintained will have a positive impact in terms of the overall appeal of active travel. In turn, this will increase active mode uptake in the region, driving improvements in terms of health impacts within the region.		transportation system that is less reliant on fossil fuels.	increase in the overall health and physical fitness in communities across the region. 3. Ensuring all active routes are well maintained will enhance the quality and ambience of journeys made via active modes. In turn, this will encourage modal shift via the improved safety and quality of active travel journeys. 4. The induced active travel uptake will generate benefits in terms of both health and productivity - employees who are physically active take 27% less fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012). 5. Stimulating travel via active modes through well maintained active travel routes can help to greatly reduce risks associated with the onset of various serious illness, disease, and premature death. Daily activity and exercise can considerably reduce the risk of: Type 2 diabetes, depression, coronary heart disease, Alzheimer's, hip fractures, breast cancer, colon cancer (Department of Health, 2011). Furthermore, the reduction in premature death can bring about considerable monetised benefits given the statistical value of a life-year is considered to be £64,561 in 2010 prices (TAG Growth Sheet). 6. Active travel involves less sedentary behaviour and can improve mental health (Kroesen and De Vos, 2020).	● Reduced road-based infrastructure maintenance required (along with the associated closures and diversions, which lead to reduced journey time reliability) ● Reduced noise and air pollution ● Reduction in road-based congestion 2. Encouraging modal shift via journey quality enhancements such as maintaining active travel routes can also induce further productivity benefits across the regional economy - employees who cycle regularly take 1.3 fewer sick days each year than those who don't (for reference, annual average short term sick leave absence is 5.7 days according to 2022 ONS figures), this is worth £128m to the national economy (Grous, 2011). Furthermore, 73% of employees who cycle felt it makes them more productive at work (The Prince's Responsible Business Network, 2011). 3. Modal shift to active travel reduces the traffic congestion on roads and can lead to benefits such as lower journey times and lower user frustration.	the connectivity in the most deprived communities within the region, this has the potential to put residents and communities within reach of key amenities and employment opportunities which they may not have previously had access to, particularly if they do not have access to a private car. 2. Ensuring that the quality of active travel routes is maintained across the SPT region means that the quality of provision along dedicated walking, cycling and wheeling infrastructure is safeguarded and consistent throughout the region - providing improved travel options for all demographics, regardless of mobility and geographical location.		likely be high in terms of public acceptability.

Appendix B: Network Prioritisation Results

No.	Route Name	ID	Councils	Length (m)	Land Class.	MCA Transport Infrastructure Score	MCA Travel Score	MCA Env Score	MCA Community Score	MCA Rating	Cycling Demand Growth	MCA Final Score	Cycling Demand Score	Route Cat. Score	RTS Score	Priority Final	Route Type	Cost Band
32	**Abington to Douglas**	**32_10**	South Lanarkshire	2270.98	Rural	47.49	32.59	39.08	54.96	Very Good	147	2	1	1	1	Medium	Secondary	C
32	**Abington to Douglas**	**32_11**	South Lanarkshire	2948.52	Rural	92.67	32.59	49.21	80.51	Excellent	147	3	1	1	1	Medium	Secondary	C
CRR_14	**Abington to Moffat**	**CRR_14_10**	South Lanarkshire, Dumfries, and Galloway	23566.62	Rural	63.98	38.51	37.26	19.74	Good	26	2	1	2	1	Medium	Cross Region	B
CRR_10	**Airdrie to Bathgate**	**CRR_10_10**	North Lanarkshire	3012.48	Urban	50.05	45.75	64.66	70.51	Very Good	2500	2	2	2	1	High	Cross Region	C
CRR_10	**Airdrie to Bathgate**	**CRR_10_11**	West Lothian	9098.32	Rural	65.44	63.52	72.09	86.58	Excellent	2500	3	2	2	1	High	Cross Region	A
63	**Airdrie to Cumbernauld**	**63_10**	North Lanarkshire	1971.67	Urban	57.07	45.75	66.48	76.77	Very Good	2525	2	2	1	1	Medium	Secondary	C
63	**Airdrie to Cumbernauld**	**63_11**	North Lanarkshire	8595.23	Rural	83.01	39.83	56.13	76.13	Excellent	2525	3	2	1	1	High	Secondary	B
J	**Airdrie to Glasgow**	**J_10**	North Lanarkshire	1963.25	Urban	57.07	45.75	66.48	76.77	Very Good	2525	2	2	3	1	High	Primary	C
J	**Airdrie to Glasgow**	**J_11**	North Lanarkshire, Glasgow City	1929.98	Rural	79.49	33.91	58.25	90.27	Excellent	1850	3	2	3	3	Top	Primary	B
J	**Airdrie to Glasgow**	**J_12**	North Lanarkshire	465.68	Urban	58.62	38.27	80.11	56.61	Very Good	2122	2	2	3	1	High	Primary	B
C	**Ayr to Glasgow**	**C_10**	South Ayrshire	182.75	Urban	37.37	50.36	61.45	8.82	Constrained	805	1	1	3	1	Medium	Primary	C
C	**Ayr to Glasgow**	**C_11**	Glasgow City, Renfrewshire	3801.28	Urban	66.23	42.47	59.56	58.21	Very Good	2558	2	2	3	1	High	Primary	C
C	**Ayr to Glasgow**	**C_13**	Renfrewshire	600.33	Urban	90.62	38.83	59.12	90	Excellent	4733	3	3	3	1	Top	Primary	B
C	**Ayr to Glasgow**	**C_14**	North Ayrshire	1207.68	Rural	84.18	32.59	54.02	73.35	Excellent	913	3	1	3	1	High	Primary	F
C	**Ayr to Glasgow**	**C_15**	North Ayrshire	1639.57	Rural	92.39	32.59	45.57	38.11	Very Good	913	2	1	3	1	High	Primary	B
C	**Ayr to Glasgow**	**C_16**	North Ayrshire	697.14	Urban	55.11	32.59	35.15	41.11	Good	913	2	1	3	1	High	Primary	C
C	**Ayr to Glasgow**	**C_17**	North Ayrshire	1041.68	Urban	41.43	43.79	64.73	39.65	Good	781	2	1	3	1	High	Primary	F
Q	**Balloch to Glasgow**	**Q_11**	West Dunbartonshire	258.04	Urban	67.78	32.59	59.63	74.92	Very Good	2831	2	3	3	1	Top	Primary	B
Q	**Balloch to Glasgow**	**Q_12**	West Dunbartonshire	690.50	Urban	68.38	43.99	59.63	66.1	Very Good	1862	2	2	3	1	High	Primary	A
CRR_3	**Balloch to Stirling**	**CRR_3_12**	Stirling	35585.09	Rural	64.27	39.83	64.44	40.86	Very Good	855	2	1	2	2	High	Cross Region	F
CRR_3	**Balloch to Stirling**	**CRR_3_13**	Stirling	602.25	Urban	89.29	35.23	48.48	48.73	Very Good	855	2	1	2	2	High	Cross Region	C
26	**Barrhead to Clarkston**	**26_10**	Glasgow City, East Renfrewshire	2846.31	Urban	62.85	45.75	56.57	64.06	Very Good	2467	2	2	1	1	Medium	Secondary	A
26	**Barrhead to Clarkston**	**26_11**	East Renfrewshire	3110.33	Urban	49.04	38.51	71.95	22.04	Good	2225	2	2	1	1	Medium	Secondary	E
113	**Bearsden to Drumchapel/Anniesland Ward**	**113_11**	East Dunbartonshire, Glasgow City	2164.62	Urban	52.77	60.24	69.91	59.14	Very Good	1733	2	2	1	1	Medium	Secondary	C
61	**Bellishill to Coatbridge**	**61_10**	North Lanarkshire	3265.75	Urban	61.17	45.75	81.06	52.88	Very Good	2122	2	2	1	3	High	Secondary	A
61	**Bellishill to Coatbridge**	**61_11**	North Lanarkshire	232.84	Urban	81.83	32.59	80.11	57.53	Very Good	1850	2	2	1	1	Medium	Secondary	A
57	**Bellishill to New Stevenston**	**57_10**	North Lanarkshire	4153.14	Urban	48.76	39.83	81.06	61.69	Very Good	2230	2	2	1	1	Medium	Secondary	C
42	**Biggar to Lanark**	**42_10**	South Lanarkshire	19601.48	Rural	79.49	44.43	70.2	50.61	Very Good	475	2	1	1	2	Medium	Secondary	B
CRR_13	**Biggar to Peebles**	**CRR_13_10**	Scottish Borders, South Lanarkshire	30971.72	Rural	73.56	57.6	52.49	37.39	Very Good	163	2	1	2	1	Medium	Cross Region	F
8	**Bishopton to Linwood**	**8_10**	Renfrewshire	776.06	Urban	57.82	39.19	64.95	48.45	Very Good	2295	2	2	1	1	Medium	Secondary	D

8	**Bishopton to Linwood**	**8_11**	Renfrewshire	11291.95	Urban	53.94	41.15	62.84	55.18	Very Good	4733	2	3	1	3	Top	Secondary	A
47	**Blantyre to Bothwell**	**47_10**	South Lanarkshire	324.96	Urban	88.78	56.28	71.51	44.12	Very Good	2045	2	2	1	1	Medium	Secondary	C
48	**Bothwell to Bellshill**	**48_10**	North Lanarkshire, South Lanarkshire	4485.56	Urban	41.94	44.43	57.96	23.43	Good	1868	2	2	1	3	High	Secondary	B
49	**Bothwell to Uddingston**	**49_10**	South Lanarkshire	324.96	Urban	90.33	56.28	71.51	44.12	Very Good	2045	2	2	1	1	Medium	Secondary	D
10	**Braehead to Cardonald Ward**	**10_10**	Renfrewshire	1684.60	Urban	52.27	32.59	54.17	13.24	Constrained	2358	1	2	1	1	Medium	Secondary	D
5	**Bridge of Weir to Johnstone**	**5_10**	Renfrewshire	496.76	Urban	64.27	43.79	47.46	61.69	Very Good	2295	2	2	1	1	Medium	Secondary	B
114	**Cambuslang to Baillieston Ward**	**114_11**	Glasgow City, South Lanarkshire	1743.17	Rural	91.79	36.55	51.11	60.11	Excellent	3181	3	3	1	1	High	Secondary	B
I	**Carluke to Glasgow**	**I_10**	North Lanarkshire, South Lanarkshire	7580.88	Rural	79.49	63.52	77.56	73.35	Excellent	1213	3	1	3	3	Top	Primary	C
I	**Carluke to Glasgow**	**I_11**	North Lanarkshire	5684.58	Urban	49.04	48.39	86.08	63.14	Very Good	3043	2	3	3	3	Top	Primary	A
I	**Carluke to Glasgow**	**I_12**	North Lanarkshire	1797.48	Urban	62.81	35.23	63.71	61.69	Very Good	3055	2	3	3	3	Top	Primary	C
I	**Carluke to Glasgow**	**I_13**	North Lanarkshire	2077.71	Urban	63.22	2.64	81.06	44.07	Very Good	3497	2	3	3	3	Top	Primary	C
I	**Carluke to Glasgow**	**I_14**	North Lanarkshire	2059.95	Urban	51.09	43.79	82.37	66.1	Very Good	3946	2	3	3	3	Top	Primary	C
I	**Carluke to Glasgow**	**I_15**	South Lanarkshire, Glasgow City	1743.17	Rural	91.79	36.55	51.11	60.11	Excellent	3946	3	3	3	1	Top	Primary	B
I	**Carluke to Glasgow**	**I_16**	North Lanarkshire	1108.70	Urban	66.23	50.36	81.06	66.1	Very Good	3946	2	3	3	3	Top	Primary	E
60	**Chapelhall to Airdrie**	**60_10**	North Lanarkshire	1966.88	Urban	43.48	32.59	65.31	58.72	Very Good	2329	2	2	1	3	High	Secondary	C
60	**Chapelhall to Airdrie**	**60_11**	North Lanarkshire	910.15	Urban	66.32	53	92.93	66.13	Excellent	2329	3	2	1	1	High	Secondary	C
29	**Clarkston to Linn Ward**	**29_10**	Glasgow City, East Renfrewshire	4273.44	Urban	42.32	42.47	56.93	61.09	Very Good	4027	2	3	1	1	High	Secondary	B
62	**Coatbridge to Moodiesburn**	**62_10**	North Lanarkshire	8362.39	Rural	83.01	39.83	56.13	76.13	Excellent	2094	3	2	1	3	Top	Secondary	F
CRR_9	**Cumbernauld to Falkirk**	**CRR_9_10**	Falkirk	2699.66	Urban	52.51	36.55	70.34	64.45	Very Good	675	2	1	2	1	Medium	Cross Region	C
L	**Cumbernauld to Glasgow**	**L_10**	North Lanarkshire	14794.01	Urban	49.55	39.83	61.89	55.18	Very Good	2103	2	2	3	3	Top	Primary	C
L	**Cumbernauld to Glasgow**	**L_11**	North Lanarkshire, Glasgow City	587.95	Urban	72.79	50.36	77.7	63.08	Excellent	2103	3	2	3	3	Top	Primary	C
68	**Cumbernauld to Kilsyth**	**68_10**	North Lanarkshire	6007.37	Urban	49.55	39.83	56.57	51.69	Very Good	1552	2	1	1	1	Medium	Secondary	D
15	**Cumnock to Ayr**	**15_10**	South Ayrshire, East Ayrshire	22681.58	Rural	56.65	50.36	61.16	35.52	Very Good	1997	2	2	1	3	High	Secondary	D
15	**Cumnock to Ayr**	**15_11**	South Ayrshire	1816.01	Urban	55.73	54.87	61.16	85.59	Excellent	1997	3	2	1	3	Top	Secondary	D
15	**Cumnock to Ayr**	**15_12**	South Ayrshire	324.22	Urban	79.49	45.11	58.68	92.77	Excellent	1997	3	2	1	3	Top	Secondary	C
16	**Cumnock to Kilmarnock**	**16_10**	East Ayrshire	9724.17	Rural	64.27	32.59	61.16	53.13	Very Good	1458	2	1	1	1	Medium	Secondary	C
16	**Cumnock to Kilmarnock**	**16_11**	East Ayrshire	2657.14	Urban	43.89	32.59	49.21	58.65	Very Good	1458	2	1	1	3	High	Secondary	B
16	**Cumnock to Kilmarnock**	**16_12**	East Ayrshire	385.37	Urban	72.38	36.55	67.65	88.16	Excellent	1458	3	1	1	1	Medium	Secondary	F
CRR_15	**Cumnock to Sanquhar**	**CRR_15_10**	Dumfries and Galloway, East Ayrshire	29891.05	Rural	59.88	39.83	45.57	51.29	Very Good	1018	2	1	2	3	High	Cross Region	D
14	**Dalmellington to Ayr**	**14_10**	East Ayrshire	1313.16	Rural	46.71	62.2	67.65	82.35	Excellent	2887	3	3	1	3	Top	Secondary	E
14	**Dalmellington to Ayr**	**14_11**	South Ayrshire, East Ayrshire	19699.91	Rural	60.17	33.91	52.71	48.72	Very Good	2887	2	3	1	3	Top	Secondary	E
14	**Dalmellington to Ayr**	**14_13**	South Ayrshire	1057.50	Urban	55.2	57.6	67.65	90.92	Excellent	2887	3	3	1	3	Top	Secondary	C
14	**Dalmellington to Ayr**	**14_14**	South Ayrshire	528.71	Urban	56.65	51.68	75.74	58.65	Very Good	2887	2	3	1	1	High	Secondary	A
CRR_16	**Dalmellington to St John's Town of Dalry**	**CRR_16_10**	Dumfries and Galloway, East Ayrshire	30706.49	Rural	51.09	52.23	38.86	57.54	Very Good	212	2	1	2	3	High	Cross Region	C
33	**Douglas to Lesmahagow**	**33_10**	South Lanarkshire	2948.52	Rural	92.67	32.59	49.21	80.51	Excellent	147	3	1	1	1	Medium	Secondary	A

78	**Duntocher and Hardgate to Bearsden**	**78_10**	East Dunbartonshire, West Dunbartonshire	5100.85	Urban	47.59	51.68	69.43	56.1	Very Good	2186	2	2	1	3	High	Secondary	A
79	**Duntocher and Hardgate to Drumchapel/Annie sland Ward**	**79_10**	Glasgow City, West Dunbartonshire	5004.09	Urban	47.62	47.07	55.81	60.49	Very Good	2266	2	2	1	1	Medium	Secondary	B
38	**East Kilbride to Blantyre**	**38_10**	South Lanarkshire	5791.86	Urban	58.74	41.15	65.31	68.4	Very Good	2543	2	2	1	1	Medium	Secondary	C
39	**East Kilbride to Cambuslang**	**39_10**	South Lanarkshire	3168.04	Urban	63.22	51.68	66.92	59.59	Very Good	2374	2	2	1	1	Medium	Secondary	D
G	**East Kilbride to Glasgow**	**G_10**	Glasgow City, South Lanarkshire	1841.28	Urban	81.58	3.96	65.53	4.41	Constrained	1621	1	1	3	1	Medium	Primary	F
37	**East Kilbride to Hamilton**	**37_10**	South Lanarkshire	5791.86	Urban	58.74	41.15	65.31	68.4	Very Good	2543	2	2	1	1	Medium	Secondary	C
9	**Erskine to Glasgow Airport**	**9_10**	Renfrewshire	7865.37	Rural	81.83	33.91	59.63	33.7	Very Good	1128	2	1	1	3	High	Secondary	C
19	**Galston to Strathaven**	**19_12**	South Lanarkshire, East Ayrshire	18661.02	Rural	59.88	38.51	50.89	26.71	Good	500	2	1	1	3	High	Secondary	C
84	**Garelochhead to HMNB Clyde**	**84_10**	Argyll and Bute	2253.64	Urban	51.22	61.91	24.8	6.26	Constrained	0	1	1	1	1	Medium	Secondary	C
111	**Garscadden/Scotst ounhill Ward to Braehead**	**111_10**	Renfrewshire	1684.60	Urban	52.27	32.59	54.17	13.24	Constrained	2358	1	2	1	1	Medium	Secondary	C
24	**Giffnock to Netherlee**	**24_10**	East Renfrewshire	790.66	Urban	64.86	44.43	72.38	22.06	Good	3898	2	3	1	1	High	Secondary	A
24	**Giffnock to Netherlee**	**24_11**	Glasgow City, East Renfrewshire	1137.81	Urban	44.56	44.43	57.52	17.65	Constrained	3898	1	3	1	1	Medium	Secondary	C
24	**Giffnock to Netherlee**	**24_12**	East Renfrewshire, Glasgow City	335.04	Urban	61.84	44.43	85.79	26.47	Very Good	3898	2	3	1	1	High	Secondary	A
13	**Girvan to Maybole**	**13_10**	South Ayrshire	21055.14	Rural	65.15	44.43	57.88	58.47	Very Good	357	2	1	1	3	High	Secondary	C
13	**Girvan to Maybole**	**13_11**	South Ayrshire	647.66	Urban	53.15	61.91	55.7	19.49	Good	357	2	1	1	3	High	Secondary	C
CRR_1	**Girvan to Stranraer**	**CRR_1_10**	South Ayrshire	338.23	Urban	51.05	44.43	28	20.41	Good	348	2	1	2	3	High	Cross Region	B
CRR_1	**Girvan to Stranraer**	**CRR_1_11**	South Ayrshire	790.75	Urban	31.35	38.51	53.88	15.08	Constrained	348	1	1	2	3	High	Cross Region	C
CRR_1	**Girvan to Stranraer**	**CRR_1_12**	Dumfries and Galloway, South Ayrshire	47436.35	Rural	61.93	44.43	43.67	79.59	Very Good	348	2	1	2	3	High	Cross Region	A
B	**Glasgow Airport link**	**B_10**	Renfrewshire	4054.94	Urban	48	47.07	65.39	61.69	Very Good	1758	2	2	3	3	Top	Primary	E
B	**Glasgow Airport link**	**B_11**	Renfrewshire	2604.31	Urban	82.72	43.79	54.09	75.85	Excellent	1357	3	1	3	1	High	Primary	C
46	**Hamilton to Motherwell**	**46_10**	North Lanarkshire, South Lanarkshire	1638.13	Urban	49.04	33.91	56.06	63.08	Very Good	2003	2	2	1	1	Medium	Secondary	E
R	**Helensburgh to Dunbarton**	**R_10**	West Dunbartonshire, Argyll, and Bute	15317.44	Rural	76.56	57.6	62.76	61.96	Excellent	480	3	1	3	3	Top	Primary	D
83	**HMNB Clyde to Helensburgh**	**83_10**	Argyll and Bute	10273.17	Urban	37.29	39.83	29.39	28.81	Constrained	40	1	1	1	3	Medium	Secondary	D
59	**Holytown to Chapelhall**	**59_10**	North Lanarkshire	472.77	Urban	64.3	38.51	77.56	44.1	Very Good	1524	2	1	1	3	High	Secondary	A
59	**Holytown to Chapelhall**	**59_11**	North Lanarkshire	2713.22	Urban	54.32	32.59	61.89	68.4	Very Good	1524	2	1	1	3	High	Secondary	B
6	**Houston to Johnstone**	**6_10**	Renfrewshire	496.76	Urban	64.27	43.79	47.46	61.69	Very Good	2295	2	2	1	1	Medium	Secondary	C
6	**Houston to Johnstone**	**6_11**	Renfrewshire	3105.91	Rural	90.33	38.51	57.74	38.31	Very Good	2292	2	2	1	1	Medium	Secondary	C
18	**Hulford to Galston**	**18_10**	East Ayrshire	1012.03	Urban	72.01	32.59	57.81	58.72	Very Good	487	2	1	1	3	High	Secondary	C
D	**Irvine to Glasgow**	**D_11**	East Ayrshire	1982.29	Rural	91.22	38.51	65.02	86.58	Excellent	1492	3	1	3	1	High	Primary	C
D	**Irvine to Glasgow**	**D_12**	East Ayrshire	1898.29	Urban	51.1	45.52	73.7	57.29	Very Good	1492	2	1	3	1	High	Primary	D
D	**Irvine to Glasgow**	**D_13**	East Renfrewshire	16027.96	Rural	64.27	51.68	52.93	48.75	Very Good	1492	2	1	3	1	High	Primary	C
D	**Irvine to Glasgow**	**D_14**	Glasgow City, East Renfrewshire, East Ayrshire, North Ayrshire	2597.24	Rural	64.27	45.75	61.67	57.56	Very Good	2684	2	3	3	3	High	Primary	C
20	**Johnstone to Neilston**	**20_10**	East Renfrewshire, Renfrewshire	5926.01	Urban	40.01	41.15	56.13	64	Very Good	4733	2	3	1	1	High	Secondary	C
20	**Johnstone to Neilston**	**20_11**	Renfrewshire	476.48	Urban	71.88	39.19	64.95	66.1	Very Good	4733	2	3	1	1	High	Secondary	C

20	**Johnstone to Neilston**	**20_12**	East Renfrewshire	2686.12	Urban	59.59	39.83	37.26	53.73	Very Good	4733	2	3	1	3	Top	Secondary	B
11	**Kilbirnie to Beith**	**11_10**	North Ayrshire	2732.57	Urban	47.59	38.51	61.67	41.02	Good	781	2	1	1	1	Medium	Secondary	E
11	**Kilbirnie to Beith**	**11_11**	North Ayrshire	1041.68	Urban	41.43	43.79	64.73	39.65	Good	781	2	1	1	1	Medium	Secondary	C
85	**Kilcreggan to Garelochhead**	**85_10**	Argyll and Bute	13090.02	Rural	67.49	44.43	26.4	22.3	Good	9	2	1	1	1	Medium	Secondary	F
17	**Kilmarnock to Hulford**	**17_11**	East Ayrshire	385.37	Urban	72.38	36.55	67.65	88.16	Excellent	1458	3	1	1	1	Medium	Secondary	D
17	**Kilmarnock to Hulford**	**17_12**	East Ayrshire	1643.84	Urban	45.45	32.59	49.21	54.25	Very Good	1458	2	1	1	3	High	Secondary	C
CRR_8	**Kilsyth to Falkirk**	**CRR_8_10**	North Lanarkshire	2728.61	Urban	49.17	41.15	50.81	56.08	Very Good	675	2	1	2	1	Medium	Cross Region	F
CRR_8	**Kilsyth to Falkirk**	**CRR_8_11**	Falkirk	3469.86	Urban	50.46	35.23	75.66	67.94	Very Good	675	2	1	2	1	Medium	Cross Region	D
N	**Kilsyth to Glasgow**	**N_10**	North Lanarkshire	1456.22	Urban	70.42	41.15	50.81	56.08	Very Good	1555	2	1	3	1	High	Primary	D
N	**Kilsyth to Glasgow**	**N_11**	East Dunbartonshire, Glasgow City	3680.59	Urban	44.4	41.15	82.37	25.33	Good	2589	2	2	3	3	Top	Primary	D
CRR_7	**Kilsyth to Stirling**	**CRR_7_10**	North Lanarkshire	2728.61	Urban	49.17	41.15	50.81	56.08	Very Good	675	2	1	2	1	Medium	Cross Region	F
CRR_7	**Kilsyth to Stirling**	**CRR_7_11**	Stirling, Falkirk	16727.14	Urban	40.88	39.83	57.74	56.1	Very Good	675	2	1	2	2	High	Cross Region	C
A	**Kilwinning to Glasgow**	**A_10**	Renfrewshire	6165.69	Urban	57.16	41.15	63.28	45.9	Very Good	2473	2	2	3	3	Top	Primary	C
A	**Kilwinning to Glasgow**	**A_12**	Inverclyde, Renfrewshire	12845.85	Rural	80.66	38.51	50.74	15.33	Good	2024	2	2	3	3	Top	Primary	C
A	**Kilwinning to Glasgow**	**A_13**	Renfrewshire	2719.85	Urban	51.59	41.15	64.95	35.26	Good	2402	2	2	3	3	Top	Primary	A
74	**Kirkintilloch to Torrance**	**74_10**	East Dunbartonshire	1324.45	Rural	87.1	62.2	57.59	20.66	Very Good	2592	2	2	1	1	Medium	Secondary	C
86	**Lamlash to Brodick**	**86_10**	North Ayrshire	6222.55	Rural	77.45	62.2	28.22	51.55	Very Good	117	2	1	1	1	Medium	Secondary	B
43	**Lanark to Carluke**	**43_10**	South Lanarkshire	9188.76	Urban	42.43	38.51	70.12	60.49	Very Good	1128	2	1	1	3	High	Secondary	C
CRR_12	**Lanark to Livingston**	**CRR_12_10**	West Lothian, South Lanarkshire	32361.23	Rural	71.88	63.52	61.67	84.01	Excellent	437	3	1	2	1	High	Cross Region	C
41	**Langside Ward to Rutherglen**	**41_10**	South Lanarkshire	638.52	Urban	79.49	68.8	77.12	66.1	Excellent	2474	3	2	1	1	High	Secondary	B
44	**Larkhall to Carluke**	**44_10**	South Lanarkshire, North Lanarkshire	11585.29	Rural	81.83	57.6	56.35	73.35	Excellent	1433	3	1	1	1	Medium	Secondary	C
H	**Larkhall to Glasgow**	**H_10**	South Lanarkshire	5506.91	Urban	63.1	58.92	63.49	67.47	Very Good	2161	2	2	3	3	Top	Primary	A
H	**Larkhall to Glasgow**	**H_12**	South Lanarkshire	1406.52	Urban	77.07	57.6	62.91	72.37	Excellent	2543	3	2	3	1	Top	Primary	B
H	**Larkhall to Glasgow**	**H_13**	South Lanarkshire	449.32	Urban	86.34	62.88	75.74	79.34	Excellent	3142	3	3	3	3	Top	Primary	F
45	**Larkhall to Wishaw**	**45_10**	North Lanarkshire, South Lanarkshire	9540.84	Rural	80.66	63.52	67.14	77.76	Excellent	1433	3	1	1	3	High	Secondary	C
CRR_5	**Lennoxtown to Strathblane**	**CRR_5_10**	Stirling, East Dunbartonshire	2926.06	Rural	41.43	50.36	58.25	18.82	Good	185	2	1	2	2	High	Cross Region	E
CRR_5	**Lennoxtown to Strathblane**	**CRR_5_11**	Stirling	337.54	Rural	95.31	62.2	58.25	33.9	Very Good	185	2	1	2	2	High	Cross Region	F
71	**Lenzie to Kirkintilloch**	**71_10**	East Dunbartonshire	1328.59	Urban	60.79	39.83	59.34	54.71	Very Good	2317	2	2	1	1	Medium	Secondary	C
71	**Lenzie to Kirkintilloch**	**71_11**	East Dunbartonshire	1182.67	Urban	60.76	38.51	83.97	13.24	Good	2317	2	2	1	1	Medium	Secondary	F
40	**Linn Ward to Cambuslang**	**40_12**	Glasgow City, South Lanarkshire	1831.14	Urban	81.58	13.16	65.1	61.69	Very Good	2474	2	2	1	1	Medium	Secondary	F
7	**Linwood to Johnstone**	**7_10**	Renfrewshire	496.76	Urban	64.27	43.79	47.46	61.69	Very Good	2295	2	2	1	1	Medium	Secondary	F
7	**Linwood to Johnstone**	**7_11**	Renfrewshire	776.06	Urban	57.82	39.19	64.95	48.45	Very Good	2295	2	2	1	1	Medium	Secondary	F
12	**Maybole to Ayr**	**12_10**	South Ayrshire	1044.54	Urban	54.82	57.6	67.65	90.92	Excellent	2651	3	3	1	3	Top	Secondary	F
CRR_4	**Milngavie to Balmaha**	**CRR_4_10**	Stirling, East Dunbartonshire	19038.07	Rural	80.66	57.6	59.56	26.71	Very Good	735	2	1	2	2	High	Cross Region	F
CRR_4	**Milngavie to Balmaha**	**CRR_4_11**	Stirling	6246.59	Rural	81.54	50.36	51.03	35.55	Very Good	345	2	1	2	1	Medium	Cross Region	F
O	**Milngavie to Glasgow**	**O_10**	East Dunbartonshire	3754.13	Urban	53.15	58.92	64.59	51.77	Very Good	2059	2	2	3	1	High	Primary	F
O	**Milngavie to Glasgow**	**O_11**	East Dunbartonshire	2170.00	Urban	51.09	57.6	64.59	23.9	Good	2557	2	2	3	3	Top	Primary	F

69	**Moodiesburn to Kirkintilloch**	**69_10**	East Dunbartonshire, North Lanarkshire	6259.46	Urban	46.07	39.83	56.13	50.76	Very Good	2317	2	2	1	1	Medium	Secondary	B
55	**Motherwell to New Stevenston**	**55_10**	North Lanarkshire	3624.49	Urban	60.38	41.15	66.7	66.1	Very Good	2767	2	3	1	3	Top	Secondary	F
54	**Motherwell to Newarthill**	**54_10**	North Lanarkshire	4853.91	Urban	51.09	35.23	63.28	63.14	Very Good	2767	2	3	1	1	High	Secondary	D
22	**Neilston to Newton Mearns**	**22_10**	East Renfrewshire	9561.66	Urban	49.55	41.15	56.57	55.18	Very Good	1744	2	2	1	3	High	Secondary	C
25	**Netherlee to Linn Ward**	**25_10**	Glasgow City, East Renfrewshire	2800.38	Urban	49.17	45.11	56.93	61.09	Very Good	3898	2	3	1	1	High	Secondary	A
30	**Netherlee to Newlands/Auldburn Ward**	**30_10**	East Renfrewshire	789.54	Urban	64.86	44.43	72.38	22.06	Good	3898	2	3	1	1	High	Secondary	C
58	**New Stevenston to Holytown**	**58_10**	North Lanarkshire	1462.58	Urban	58.71	38.51	75.74	70.51	Very Good	1744	2	2	1	3	High	Secondary	F
56	**New Stevenston to Newarthill**	**56_10**	North Lanarkshire	3346.36	Urban	46.7	39.83	81.06	61.69	Very Good	1388	2	1	1	1	Medium	Secondary	C
53	**Newarthill to Shotts**	**53_10**	North Lanarkshire	13043.27	Rural	84.18	45.75	67.21	73.33	Excellent	914	3	1	1	1	Medium	Secondary	C
27	**Newlands/Auldburn Ward to Giffnock**	**27_10**	East Renfrewshire	795.46	Urban	64.27	44.43	55.7	17.65	Good	1533	2	1	1	3	High	Secondary	C
52	**Newmains to Shotts**	**52_10**	North Lanarkshire	7091.27	Rural	74.22	38.51	60.07	77.76	Excellent	2097	3	2	1	1	High	Secondary	C
28	**Newton Mearns to East Kilbride**	**28_10**	South Lanarkshire, East Renfrewshire	11129.32	Urban	49.17	45.75	66.7	55.18	Very Good	1999	2	2	1	1	Medium	Secondary	C
28	**Newton Mearns to East Kilbride**	**28_11**	East Renfrewshire	2581.85	Urban	39.12	39.83	62.98	30.85	Good	1999	2	2	1	3	High	Secondary	F
80	**Old Kilpatrick to Duntocher and Hardgate**	**80_10**	West Dunbartonshire	3614.23	Urban	50.71	33.91	58.17	54.65	Very Good	2219	2	2	1	1	Medium	Secondary	C
112	**Old Kilpatrick to Erskine**	**112_10**	Renfrewshire	906.71	Urban	35.82	32.59	33.69	8.82	Very Constrained	2219	1	2	1	1	Medium	Secondary	E
112	**Old Kilpatrick to Erskine**	**112_11**	West Dunbartonshire, Renfrewshire	621.45	Urban	42.47	35.43	63.2	12.51	Constrained	2219	1	2	1	1	Medium	Secondary	C
21	**Paisley to Barrhead**	**21_10**	Renfrewshire	601.95	Urban	89.07	38.83	59.12	90	Excellent	4733	3	3	1	1	High	Secondary	B
21	**Paisley to Barrhead**	**21_11**	East Renfrewshire, Renfrewshire	6750.61	Urban	40.01	41.15	56.13	63.98	Very Good	4457	2	3	1	1	High	Secondary	D
23	**Pollok Giffnock**	**23_10**	East Renfrewshire, Glasgow City	948.05	Urban	64.27	44.43	57.52	17.65	Good	2003	2	2	1	3	High	Secondary	A
F	**Prestwick to Glasgow**	**F_11**	East Renfrewshire	7653.77	Rural	81.83	39.83	39.08	33.69	Very Good	1492	2	1	3	3	Top	Primary	F
F	**Prestwick to Glasgow**	**F_12**	East Ayrshire	1982.59	Rural	91.22	38.51	65.02	86.58	Excellent	1492	3	1	3	1	High	Primary	B
F	**Prestwick to Glasgow**	**F_13**	East Renfrewshire	781.75	Urban	64.27	44.43	55.7	17.65	Good	2871	2	3	3	3	Top	Primary	B
F	**Prestwick to Glasgow**	**F_14**	East Renfrewshire	4920.93	Urban	47.11	39.83	61.16	30.85	Good	2871	2	3	3	3	Top	Primary	C
F	**Prestwick to Glasgow**	**F_16**	South Ayrshire	183.49	Urban	37.37	50.36	61.45	8.82	Constrained	1575	1	1	3	1	Medium	Primary	D
F	**Prestwick to Glasgow**	**F_17**	East Ayrshire, South Ayrshire	11382.01	Rural	71.88	51.68	61.67	75.19	Excellent	2075	3	2	3	1	Top	Primary	C
F	**Prestwick to Glasgow**	**F_18**	East Ayrshire	713.46	Urban	75.98	35.23	71.36	88.16	Excellent	2075	3	2	3	1	Top	Primary	B
F	**Prestwick to Glasgow**	**F_19**	East Ayrshire	723.57	Urban	81.83	53.64	68.08	83.75	Excellent	2075	3	2	1	1	High	Primary	E
101	**Rutherglen to Shettleston Ward**	**101_10**	Glasgow City, South Lanarkshire	1743.17	Rural	91.79	36.55	51.11	60.11	Excellent	3181	3	3	1	1	High	Secondary	D
101	**Rutherglen to Shettleston Ward**	**101_11**	Glasgow City	598.24	Urban	72.48	22.67	73.92	22.06	Good	3181	2	3	1	1	High	Secondary	C
CRR_11	**Shotts to Livingston**	**CRR_11_10**	West Lothian, North Lanarkshire	17775.92	Urban	38.42	51.68	63.71	58.65	Very Good	565	2	1	2	1	Medium	Cross Region	C
CRR_11	**Shotts to Livingston**	**CRR_11_11**	West Lothian	3337.49	Rural	79.49	62.2	58.17	82.16	Excellent	565	3	1	2	1	High	Cross Region	C
70	**Stepps to Lenzie**	**70_10**	East Dunbartonshire, North Lanarkshire	3795.51	Rural	71.88	44.43	61.38	33.7	Very Good	977	2	1	1	1	Medium	Secondary	C
31	**Strathaven to East Kilbride**	**31_10**	South Lanarkshire	13864.64	Rural	88.27	39.83	63.49	53.18	Very Good	2047	2	2	1	1	Medium	Secondary	C
35	**Strathaven to Stonehouse**	**35_10**	South Lanarkshire	6723.95	Rural	88.27	39.83	63.28	37.37	Very Good	1046	2	1	1	3	High	Secondary	C
82	**Tarbert to Balloch**	**82_10**	West Dunbartonshire, Argyll, and Bute	27395.55	Rural	78.62	33.55	50.74	44.34	Very Good	855	2	1	1	1	Medium	Secondary	C

CRR_2	**Tarbet to Crianlarich**	**CRR_2_10**	Stirling, Argyll, and Bute	22300.77	Rural	33.82	69.71	28.44	57.54	Very Good	345	2	1	2	1	Medium	Cross Region	B
CRR_2	**Tarbet to Crianlarich**	**CRR_2_11**	West Dunbartonshire, Argyll, and Bute	27535.21	Rural	78.62	33.55	50.74	44.34	Very Good	345	2	1	2	1	Medium	Cross Region	F
CRR_2	**Tarbet to Crianlarich**	**CRR_2_13**	Stirling, Argyll, and Bute	50626.16	Rural	57.16	61.91	30.04	61.96	Very Good	345	2	1	2	1	Medium	Cross Region	B
76	**Torrance to Bishopbriggs**	**76_10**	East Dunbartonshire	2341.18	Urban	61.67	39.83	85.79	16.53	Good	2439	2	2	1	3	High	Secondary	C
76	**Torrance to Bishopbriggs**	**76_11**	East Dunbartonshire	1324.45	Rural	87.1	62.2	57.59	20.66	Very Good	2592	2	2	1	1	Medium	Secondary	C
75	**Torrance to Milngavie**	**75_10**	East Dunbartonshire	7235.23	Rural	79.49	62.2	45.27	27.64	Very Good	1214	2	1	1	1	Medium	Secondary	C
108	**Uddingston to Baillieston Ward**	**108_10**	Glasgow City, North Lanarkshire	1870.67	Rural	79.49	33.91	58.25	90.27	Excellent	2122	3	2	1	3	Top	Secondary	C
108	**Uddingston to Baillieston Ward**	**108_11**	Glasgow City	462.35	Urban	49.04	39.19	63.57	70.51	Very Good	2122	2	2	1	3	High	Secondary	A
50	**Uddingston to Viewpark**	**50_10**	North Lanarkshire	1107.29	Urban	66.23	50.36	81.06	66.1	Very Good	3603	2	3	1	3	Top	Secondary	B
51	**Wishaw to Newmains**	**51_10**	North Lanarkshire	2985.58	Urban	51.09	53	88.34	57.28	Very Good	2747	2	3	1	1	High	Secondary	F

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