

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 travel¹, 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' roads². 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 areas³ 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 Scotland⁴. Additionally, baseline data shows that transportation is the biggest source of unwanted noise in Scotland⁵ 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	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 inhouse 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 nonstandard 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	•	2f. Promote the use of active travel in freight movements
•	1b. Enhance current active travel infrastructure to minimum standards	•	3a. Extension of bike hire schemes
•	1c. Facilitate complementary active travel infrastructure	•	3b. Extension of bike subscription schemes
•	1d. Increase placemaking and use of greenspaces along active travel routes	•	3c. Extension of bike recycling schemes
•	1e. Increase resting places along active travel routes	•	4a. Regional behaviour change programmes
•	1f. Ensure all active travel routes are inclusive and accessible	•	4b. Support workplace incentivisation and behaviour change
•	1g. Ensure all active travel routes are well maintained	•	4c. Support provision of Active Travel Officers
•	2a. Increase provision of multi-modal transport hubs	•	4d. Deliver active travel education and training programmes
•	2b. Improve mobility accessibility of public transport stops, services and terminals	•	4e. Targeted support for school age children to walk, wheel and cycle more
•	2c. Provide wheeling and cycling space on public transport	•	4f. Targeted support for areas with low active travel up-take
•	2d. Increase provision of active travel hubs	•	5a. Funding improvements for active travel

2e. Increase provision of cycling and wheeling storage



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	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.
	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
2	STAG Criteria	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	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

	12 Canimary of the Options Approximati	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	44	✓	*	44	✓	44	✓	✓
1c.	Facilitate complementary active travel infrastructure	444	0	V V V	444	444	444	0	0
1f	Ensure all active travel routes are inclusive and accessible	✓	0	✓	✓	0	√ √	**	**
5a.	Funding improvements for active travel	444	0	✓✓	✓	√√	✓	0	0
1a.	Create the SPT Regional Active Travel Network	111	0	√ √	44	111	✓	0	0
2e.	Increase provision of cycling and wheeling storage	0	0	0	0	0	0	√ √	///
1d.	Increase placemaking and use of greenspaces along active travel routes	0	√ √	√√	✓	0	0	✓	✓
1e.	Increase resting places along active travel routes	0	✓	0	✓	0	✓	///	///
2d.	Increase provision of active travel hubs	*	✓	√√	*	✓	*	0	0
2b.	Improve mobility accessibility of public transport stops, services and terminals	✓	✓	√√	√ √	✓	*	√ √	✓
2a.	Increase provision of multi-modal transport hubs	///	✓	√√	*	V V V	11	0	0
2c.	Provide wheeling and cycling space on public transport	44	✓	✓	✓	0	✓	0	0
4a.	Regional behaviour change programmes	0	✓	√ √	✓	0	0	√ √	0
4b.	Support workplace incentivisation and behaviour change	0	✓	*	✓	0	0	✓	0
4c.	Support provision of Active Travel Officers	0	✓	√ √	✓	0	0	✓	0
4d.	Deliver active travel education and training programmes	0	✓	✓	✓	0	0	*	0
4f.	Targeted support for areas with low active travel up-take	111	✓	√ √	44	44	444	0	//
3a.	Extension of bike hire schemes	✓	✓	√√	*	0	✓	√ √	√ √
3c.	Extension of bike recycling schemes	✓	✓	√√	*	0	✓	√ √	√ √
3b.	Extension of bike subscription schemes	✓	✓	√√	*	0	✓	√ √	√ √
4e.	Targeted support for school age children to walk, wheel and cycle more	*	✓	√√	*	*	**	0	√ √
2f.	Promote the use of active travel in freight movements	✓	✓	√√	*	0	0	0	0
1g.	Ensure all active travel routes are well maintained	✓	0	0	✓	0	*	///	V V V



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

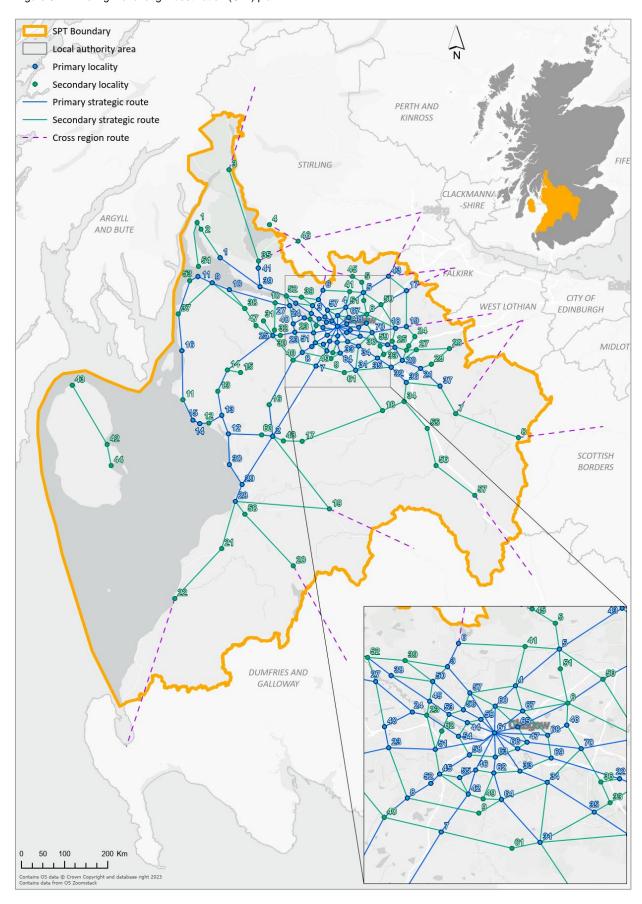




Table 5-1 - Primary Localities

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.

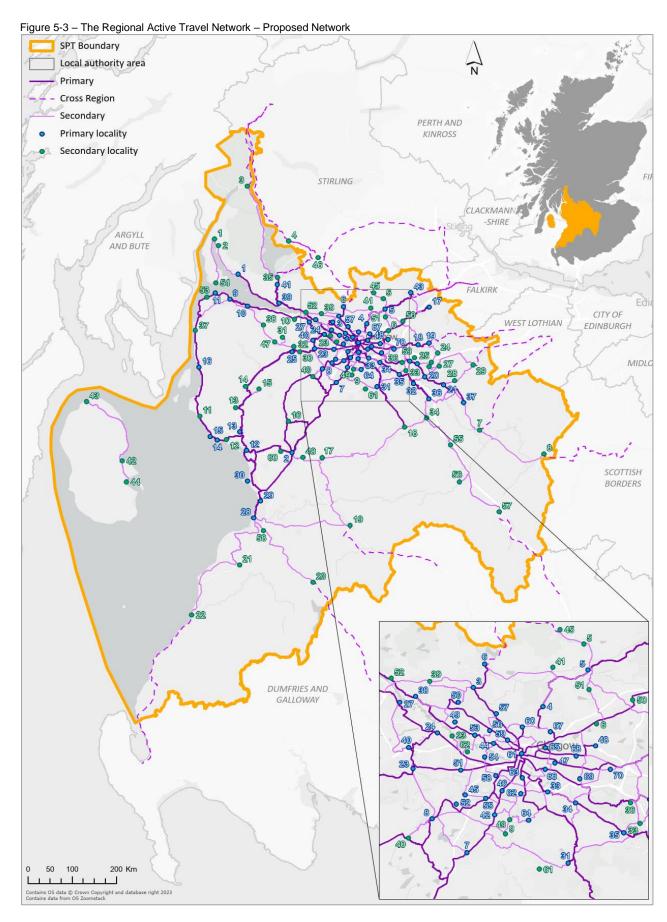
5.2.4 Stage 3 – Consolidation of the Network

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.







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.**

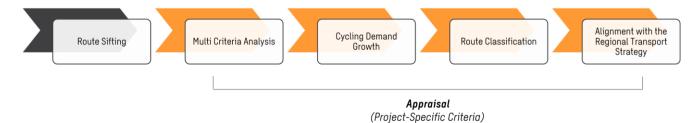


Figure 5-4 - Network prioritisation process

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.



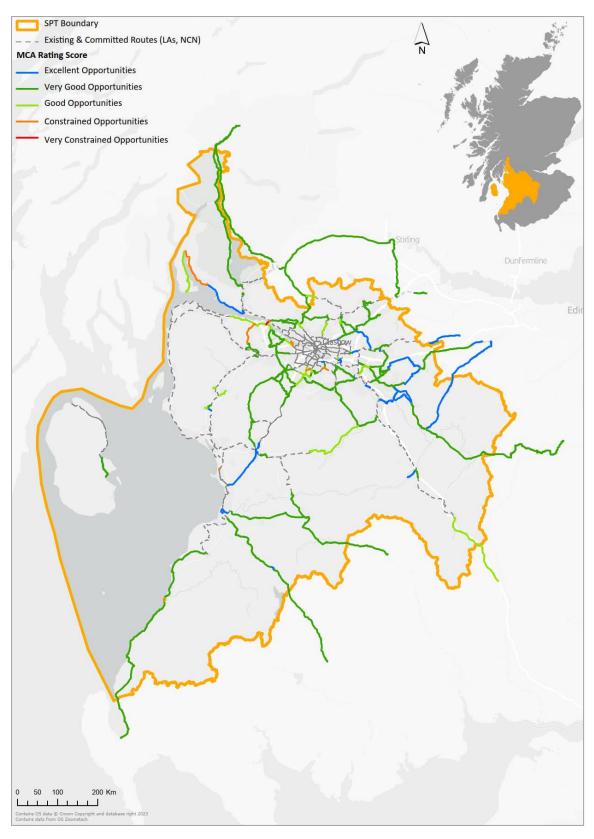


Figure 5-5 – Multi-criteria analysis scoring



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**.



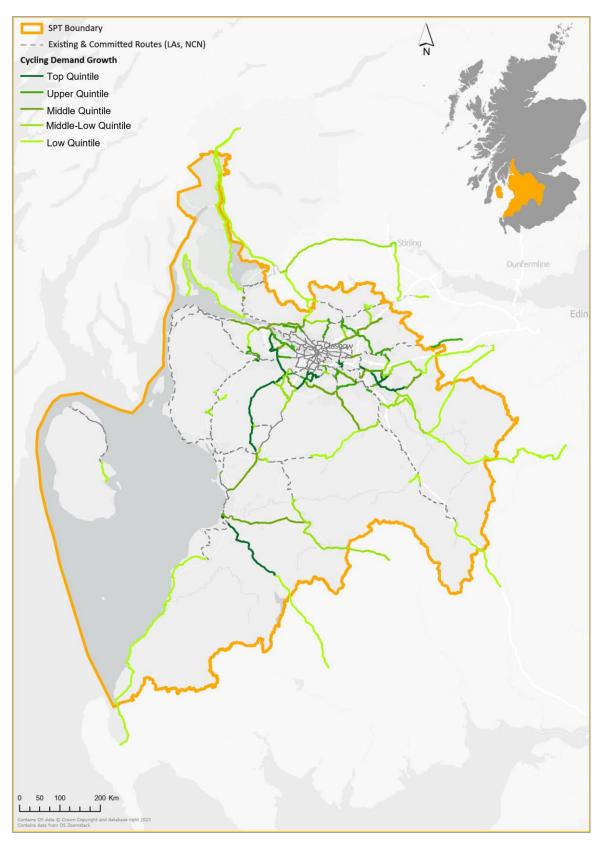


Figure 5-6 – Network Planning Tool potential cycling demand growth scoring



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.**



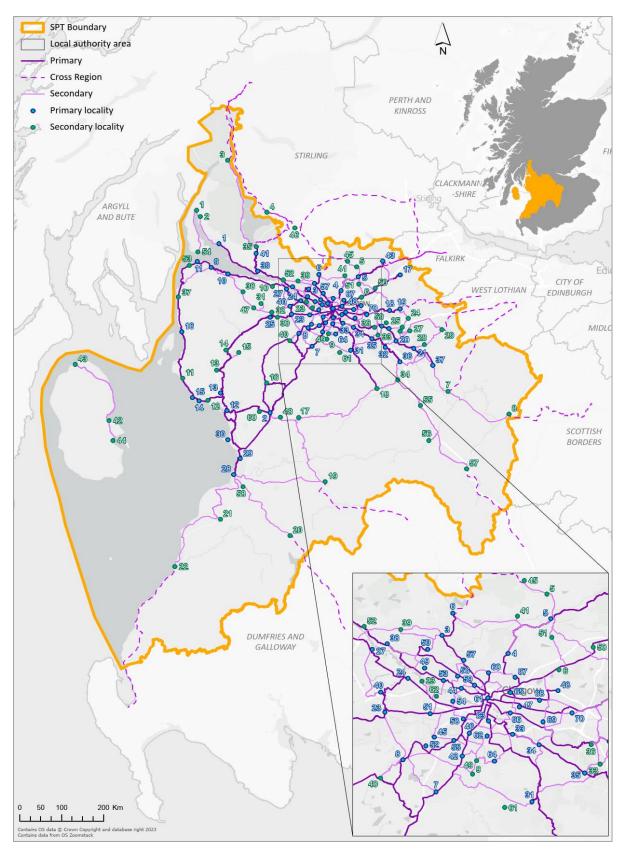


Figure 5-7 – The Regional Active Travel Network – Proposed Network



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 2023–2038⁷. 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.**

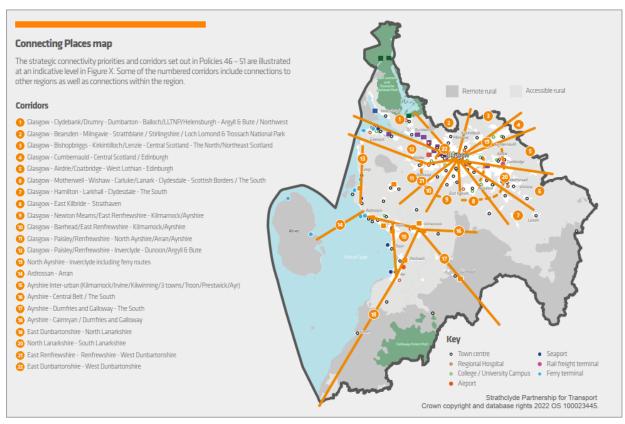


Figure 5-8 - Regional Transport Strategy for the West of Scotland 2023-2038, Connecting Places Map

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)		
	Very Good Opportunities		O Davis	Aligned (provides similar		
2	Good Opportunities Upper-mid quintiles		Cross Region	connectivity outcomes as per the Connecting Places Corridors)		
4	Constrained Opportunities	Mid-Low quintiles	Secondary	Not Aligned (does not meet the		
	Very Constrained Opportunities	wiid-Low quintiles	Secondary	connectivity outcomes as per the Connecting Places Corridors)		

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.



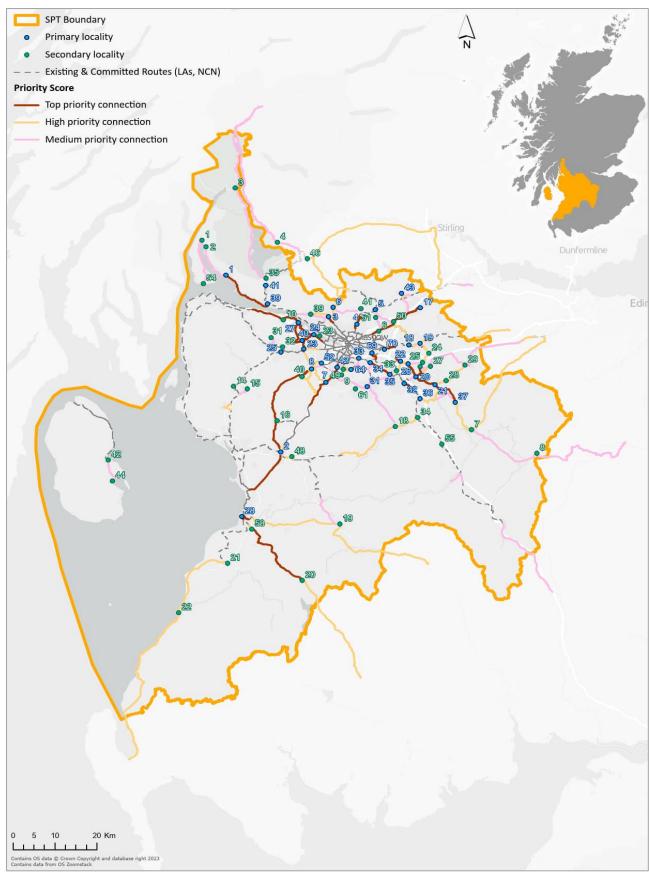


Figure 5-9 – The Regional Active Travel Network: Prioritised Network



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
Α	£200,000 - £500,000
В	£500,000 - £1,000,000
С	£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. C	reate the SPT Regional Active Travel Network
1b. E	nhance current active travel infrastructure to minimum standards
1c. F	acilitate complementary active travel infrastructure
1d. lr	ncrease placemaking and use of greenspaces along active travel routes
1e. Ir	crease resting places along active travel routes
1f. E	nsure all active travel routes are inclusive and accessible

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

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1g. Ensure all active travel routes are well maintained



- 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

Appendix A: Qualitative Consideration



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 (-0.037): • Off-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. 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

- 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
- 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)

 By substantiating the modal shift impacts generated by
- 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.
- Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions.
 Supporting the delivery of complementary active travel infrastructure will contribute to achieving national and local climate change targets.
 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 highwav maintenance required. Reducing the negative impacts associated with such maintenance, such as increased noise/vibration, poor iourney 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.
- 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

untake 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 not have previously had access to, particularly if they segregated active travel infrastructure across the SPT do not have access to a region can also induce further private car. 2. The expansion of active productivity improvements across the regional economy travel infrastructure on any employees who cycle regularly scale means increased take 1.3 fewer sick days each provision of dedicated walking, wheeling, and cycling vear than those who don't, this is worth £128m to the national infrastructure - providing economy (Groups, 2011). improved travel options for all Furthermore, 73% of demographics regardless of employees who cycle felt it mobility makes them more productive 3. While the impacts listed at work (The Prince's above are identical to that of Responsible Business upgrading existing

Network, 2011).

3. The reduced parking

benefits such as lower journey

6. While the impacts listed

above are identical to that of

infrastructure, the impacts are

magnitude for this measure

active travel links are being

established as opposed to building upon established

due to the fact that brand new

times and lower user

upgrading existing

likely to be of a greater

frustration.

ones.

demand brought about by the magnitude for this measure modal shift induced by active due to the fact that brand new travel investments allows for active travel links are being land to be potentially established as opposed to building upon established repurposed for future developments where it has ones. 4. Supporting the delivery of previously been used to facilitate car parking, providing new links within the regional potential opportunities to active travel network allows for stimulate economic growth. 'gaps' in provision to be filled within the existing network. 4. Lower traffic congestion can also benefit business by This will help to facilitate equal facilitating the movement of provision of active travel goods and services. connectivity regardless of 5. Modal shift to active travel geographic location. reduces the traffic congestion on roads and can lead to

brought about by increased links is likely to be feasible active travel provision has the depending on the targeted locations however affordability capacity to provide a sustainable, low cost travel is likely to be less than that of option for communities implementing individual provisions or simply upgrading considered to be 'more deprived' within the region existing active travel according to the Scottish Index infrastructure. This is largely of Multiple Deprivation (SIMD). due to the land/works requirements associated with By improving connectivity in designing and integrating new the region's most deprived communities there is the active travel infrastructure. potential to put residents and communities within reach of key amenities and employment

The improved accessibility

opportunities which they may

infrastructure, the impacts are

likely to be of a greater

1. The provision of new local

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

context and the reallocation of

road space associated with the

particular schemes in question.

depending on the spatial



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



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



	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.	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. 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 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). Property values may increase as a result of improved appearance brought about by placemaking and greenspaces. 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	I. Improving key journey quality/ambience by expanding the provision of resting places will improve journey quality for users, enhancing the appeal of	By enhancing the appeal of active modes through the provision of adequate resting places which will improve the quality of journeys made via	Overall, the induced reduction in car use, however small, will reduce global greenhouse gas emissions. Enhancing existing active	1. Increasing the provision of resting places along active travel routes will enhance both the accessibility and quality of active travel routes in the	Journey quality improvements in the form of increased resting places can improve the accessibility and appeal of active travel, thus	I. Improving the journey quality of active travel through the provision of placemaking measures and greenspaces along key active travel routes	Inplementing resting places such as benches/shelters along active travel routes is likely to be both feasible and affordable due to the limited	Improving the provision of resting places along active travel routes is likely to pose a limited/negligible level of risk due to the limited
Support the increased provision of resting places along active travel routes	active modes and thus increase the mode share of active travel. 2. Increasing the provision of resting places along active travel routes directly improves	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	travel infrastructure will contribute to achieving national and local climate change targets. 3. Will contribute to a transition towards a wider transportation	region. In turn, the improved appearance and quality of active mode trips will encourage modal shift toward active travel. 2. The induced active travel	encouraging increases in dwell-time/footfall and visitor spends while also inducing benefits associated with a reduction in motorised vehicle km's:	will ensure that active travel routes are safer and accessible, facilitating inclusive and equal access for all (incl. elderly & those with mobility	resources/works required to integrate this form of provision.	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	improvements to air quality.	system that is less reliant on	uptake will generate benefits in	Reduced road-based infractructure maintanance	issues).		likely be high in terms of public
	journeys made via active modes, therefore enhancing	2. By encouraging modal shift	fossil fuels.	terms of both health and productivity - employees who	infrastructure maintenance required (along with the			acceptability.
	the viability of using active	towards active travel via the provision of resting places		are physically active take 27%	associated closures and			
	travel to reach key	along active travel routes, this		less fewer sick days than their	diversions, which lead to			
	destinations.	will lead to a reduction in		colleagues (National Institute	reduced journey time reliability			
	3. Increasing the overall quality	vehicle km's for motorised		for Health and Care	reliability)			
	of active mode journeys via the	modes, therefore reducing		Excellence, 2012).	Reduced noise and air			
	provision of resting places will	noise and vibration while also		Stimulating travel via active	pollution			
	have a positive impact in terms	improving air quality.		modes through enhanced	Reduction in road-based			
	of the overall appeal of active travel. In turn, this will increase			active travel infrastructure can help to greatly reduce risks	congestion 2. Encouraging modal shift via			
	active mode uptake in the			associated with the onset of	the provision of resting places			
	region, driving a reduction in			various serious illness.	which enhance accessibility			
	transport related carbon			disease, and premature death.	and journey quality can also			
	emissions.			Daily activity and exercise can	induce further productivity			
	4. Increasing the overall quality			considerably reduce the risk	benefits across the regional			
	of active mode journeys via the			of: Type 2 diabetes,	economy - employees who			
	provision of resting places will			depression, coronary heart	cycle regularly take 1. 3 fewer			
	have a positive impact in terms			disease, Alzheimer's, hip	sick days each year than those			
	of the overall appeal of active travel. In turn, this will increase			fractures, breast cancer, colon cancer (Department of Health.	who don't, this is worth £128m to the national economy			
	active mode uptake in the			2011).	(Groups, 2011). Furthermore,			
	region, driving improvements			4. Active travel involves less	73% of employees who cycle			
	in terms of health impacts			sedentary behaviour and can	felt it makes them more			
	within the region.			improve mental health.	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.			
Increase	By cohabiting various forms	By encouraging modal shift	Overall, the induced	1. In line with the Sustainable	Active travel hubs set out to	The improved connectivity	The feasibility of	1. There is some degree of risk
provision of	of active modes within the	towards active travel through	reduction in car use brought	Travel Hierarchy established	reclaim space for sustainable	provided by active travel hubs	implementing active travel	associated with delivering new
active travel	same location through the	the provision of active travel	about by the establishment of	within the SPT's Regional	and equitable modes. In turn,	facilitates access to	hubs will be heavily dependent	active travel hubs due to the
hubs	provision of walking/cycling	hubs, this will lead to a	active travel hubs, will lead to	Transport Strategy (2022),	this reduces the dominance of	sustainable, low cost travel	on having the land or pre-	required funding commitments.
			1			· · · · · · · · · · · · · · · · · · ·	, ,	
Occurs and the	infrastructure as well as	reduction in vehicle km's for	a reduction in global	providing increased provision	the private car and therefore	options for communities	existing structures available.	However, the infrastructure will
Support the	facilities such as bicycle	motorised modes, therefore	greenhouse gas emissions.	providing increased provision and priority for active mode	the private car and therefore has the potential to generate	options for communities considered to be 'more	existing structures available. Likewise, how easily land	However, the infrastructure will be procured and delivered by
delivery of new	facilities such as bicycle storage/hire and information	motorised modes, therefore reducing noise and vibration	greenhouse gas emissions. 2. Establishing active travel	providing increased provision and priority for active mode users will increase the level of	the private car and therefore has the potential to generate economic benefits in the way	options for communities considered to be 'more deprived' within the region	existing structures available. Likewise, how easily land could be purchased and	However, the infrastructure will be procured and delivered by local authorities in
delivery of new and existing	facilities such as bicycle storage/hire and information desks, this will vastly enhance	motorised modes, therefore reducing noise and vibration while also improving air	greenhouse gas emissions. 2. Establishing active travel hubs will contribute to	providing increased provision and priority for active mode users will increase the level of priority and provision for active	the private car and therefore has the potential to generate economic benefits in the way of reducing congestion, carbon	options for communities considered to be 'more deprived' within the region according to the Scottish Index	existing structures available. Likewise, how easily land could be purchased and adapted to build the necessary	However, the infrastructure will be procured and delivered by local authorities in collaboration with regional
delivery of new	facilities such as bicycle storage/hire and information	motorised modes, therefore reducing noise and vibration	greenhouse gas emissions. 2. Establishing active travel hubs will contribute to achieving national and local	providing increased provision and priority for active mode users will increase the level of	the private car and therefore has the potential to generate economic benefits in the way	options for communities considered to be 'more deprived' within the region	existing structures available. Likewise, how easily land could be purchased and	However, the infrastructure will be procured and delivered by local authorities in
delivery of new and existing active travel hubs	facilities such as bicycle storage/hire and information desks, this will vastly enhance the viability and appeal of	motorised modes, therefore reducing noise and vibration while also improving air quality.	greenhouse gas emissions. 2. Establishing active travel hubs will contribute to	providing increased provision and priority for active mode users will increase the level of priority and provision for active mode users across the region,	the private car and therefore has the potential to generate economic benefits in the way of reducing congestion, carbon emissions, air pollution and	options for communities considered to be 'more deprived' within the region according to the Scottish Index of Multiple Deprivation (SIMD).	existing structures available. Likewise, how easily land could be purchased and adapted to build the necessary facilities is a key dependency.	However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will
delivery of new and existing active travel hubs in all local	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	motorised modes, therefore reducing noise and vibration while also improving air quality. 2. By establishing active travel	greenhouse gas emissions. 2. Establishing active travel hubs will contribute to achieving national and local climate change targets.	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.	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	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	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	However, the infrastructure will be procured and delivered by local authorities in collaboration with regional delivery partners which will help to mitigate the risks
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		T			1	1	1	T
	drive health improvements			reduce the risk of: Type 2	productivity as commuters are			
	across the region.			diabetes, depression, coronary heart disease, Alzheimer's, hip	spending less time in traffic or are subjected to less delays on			
				fractures, breast cancer, colon	public transport.			
				cancer (Department of Health,	6. Modal shift to active travel			
				2011).	reduces the traffic congestion			
				5. Active travel involves less	on roads and can lead to			
				sedentary behaviour and can	benefits such as lower journey			
				improve mental health.	times and lower user			
					frustration.			
Improve mobility	By providing step-free	Improving the accessibility	Improved accessibility	Improving accessibility will	By providing accessible and	Audio and visual boards	Providing step-free access,	Providing step-free access,
accessibility of public transport	access, audio and visual boards, public transport will	of public transport stops, services, and terminals will	encourages people to shift from private vehicles and use	encourage the use of active travel modes to and from	reliable public transport options, individuals can save	provide information in multiple formats, benefiting individuals	audio and visual boards in public transport stops is likely	audio and visual boards in public transport stops is likely
stops, services	become more inclusive and	encourage more people to shift	active travel modes or public	public transport stops and	money on fuel, parking fees,	with visual or hearing	to be both feasible and	to result in a more convenient
and terminals	attractive for individuals with	to public transport modes	transport which will reduce	terminals, promoting healthier	and vehicle maintenance	impairments. This inclusive	affordable due to the limited	and inclusive transport
	different mobility needs,	instead of using their own	greenhouse gas emissions.	lifestyles and enhancing	costs.	approach ensures that	resources/works required to	experience and therefore
Improve	increasing the number of	vehicles. This modal shift will	2. Improved accessibility leads	fitness.	Efficient public transport	everyone has access to critical	integrate this form of provision.	public acceptability is likely to
accessibility of	everyday journeys by active	lead to reduced traffic	to increased use of public	Active travel involves less	systems reduce travel times	information about public		be high.
public transport	travel.	congestion and lower	transport which is more energy	sedentary behaviour and can	and improve overall	transport services.		Unforeseen challenges
stops, services	Improving accessibility at	emissions from private	efficient per passenger	improve mental health.	transportation reliability. This	2. Commuters with mobility		during the construction phase
and terminals by	stops and terminals will ensure	vehicles.	resulting in lower carbon	3. Step-free access enhances	increases productivity as	impairments, the elderly, and		like delays can pose risks.
providing step- free access,	better connectivity and safety for active travel and	Promoting public transport will lead to a reduction in air	footprints. This can lead to a reduction in overall	safety for all commuters, especially those with mobility	commuters are spending less time in traffic or are subjected	families with strollers will all benefit from the step-free		Implementing new technology like real time
audio, and visual	multimodal journeys. It will	pollution and improved air	greenhouse gas emissions.	issues, parents with strollers,	to less delays on public	access.		information for audio and
boards,	facilitate transitions between	quality, as public transport is a	3. Increased use of public	or people carrying heavy	transport.	3. Focusing on cross-boundary		visual boards may involve
specifically	different modes of	more sustainable mode of	transport and active travel can	loads. It reduces the risk of	Increased public transport	commuter corridors ensures		some technical challenges and
targeting key	transportation and will ensure	travel and is more fuel-efficient	help reduce traffic congestion	accidents and injuries related	accessibility can boost local	that individuals from different		uncertainties.
cross-boundary	access to key destinations.	per passenger.	which reduces the carbon	to stairs.	economies as businesses near	regions have equal access to		
commuter	3. Targeting key cross-	Shifting towards public	footprint and decreases the	Encouraging active travel	or in stations may have more	transportation, promoting		
corridors	boundary commuter corridors with accessible public	transport leads to a reduction	emissions.	and increasing the use of public transport can contribute	customers coming in. 4. Cities with efficient and	social equality. This also		
	transport will promote an	in road traffic, thereby decreasing the need for road	Improved accessibility of public transport stops will	to a reduction in traffic	accessible public transport	improves community integration between different		
	increase in active travel	expansions and associated	contribute to achieving national	accidents, enhancing the	systems are often more	regions.		
	journeys. This will contribute to	infrastructure. This will help	and local climate change	safety of road users.	attractive to businesses	Togions.		
	a reduction in transport-related	preserve natural habitats and	targets.	5. Audio and visual boards	5. Property values might			
	carbon emissions.	protect them from any	5. Improved accessibility of	provide information in multiple	increase for those close to			
	Targeting key cross-	disruption caused by road	public transport stops will	formats, benefiting individuals	accessible public transport.			
	boundary commuter corridors	works.	contribute to a transition	with visual or hearing	Modal shift to active travel			
	with accessible public	4. Fewer road vehicles will	towards a wider transportation	impairments. This inclusive	and public transport reduces			
	transport will promote an increase in active travel	decrease the demand for	system that is less reliant on fossil fuels.	approach ensures that everyone has access to critical	the traffic congestion on roads and can lead to benefits such			
	journeys. This will contribute to	parking spaces, leading to less land needed for parking lots	lossii lueis.	information about public	as lower journey times and			
	driving an improvement in the	and more space that can be		transport services, enhancing	lower user frustration.			
	region's health.	allocated for green areas.		safety and well-being.				
		Encouraging active travel		6. Reliable and accessible				
		use instead of motorised		public transport options reduce				
		vehicles will reduce noise and		the stress associated with				
		vibration caused by motorised		commuting.				
Incresse	1 Multi model hube will	vehicles on roads.	1 Increasing the provision of	1 Increasing the provision of	1 Multi model hube apparent	1 Multi model hube provide	1. The feasibility of	1 Increasing the provision of
Increase provision of	Multi-modal hubs will integrate active modes with	Increasing the provision of multi-modal hubs will	Increasing the provision of multi-modal hubs encourages	Increasing the provision of multi-modal hubs will	Multi-modal hubs encourage the use of more cost effective	Multi-modal hubs provide easy connections between	The feasibility of implementing multi-modal	Increasing the provision of multi-modal hubs will result in
multi-modal	public transport, making active	encourage more people to shift	people to shift from private	encourage the use of active	modes of transport such as	different transport modes	hubs will be heavily dependent	a more convenient and
transport hubs	travel more convenient and	from private vehicles to other	vehicles and use active travel	travel modes to and from	public transport and active	which improves the overall	on having the land or pre-	inclusive transport experience
•	attractive for everyday	modes of transportation such	modes or public transport	public transport stops and	travel and hence individuals	connectivity and makes it	existing structures available or	and therefore public
Support the	journeys.	as walking, cycling or public	which will reduce greenhouse	terminals, promoting healthier	can save money on fuel,	easier for people to travel	likewise how easily the	acceptability is likely to be
delivery of multi-	2. Multi-modal hubs will	transport. This modal shift will	gas emissions.	lifestyles and enhancing	parking fees, and vehicle	between different destinations	necessary land could be	high.
modal hubs across local	improve connectivity between different modes of	lead to reduced traffic congestion and lower	Improved accessibility to multi-modal hubs leads to	fitness. 2. Active travel involves less	maintenance costs. 2. Efficient integration of	efficiently. 2. Multi-modal hubs makes it	purchased and adapted to build the necessary facilities	Cost overruns and operational challenges can
authorities in the	transportation allowing people	emissions from private	increased use of public	sedentary behaviour and can	different modes of travel will	more convenient for people to	for an active travel hub.	pose risks.
SPT region with	to switch more easily ensuring	vehicles.	transport which is more energy	improve mental health.	reduce travel times and	access a wide range of	The operating costs	3. Uncertainty because of
low multi-modal	access to key destinations.	Promoting public transport	efficient per passenger	By reducing the number of	improve overall transportation	transport options.	associated with running a	factors such as changes in
connectivity	3. Multi-modal hubs will help	will lead to a reduction in air	resulting in lower carbon	vehicles on the road through	reliability. This increases	3. Multi-modal hubs can be	multi-modal hub must also be	travel patterns and
	increase the overall number of	pollution and improved air	footprints. This can lead to a	promoting active travel and	productivity as commuters are	designed to be inclusive and	taken into consideration	advancements in technology.
	active travel journeys within	quality, as public transport is a	reduction in overall	public transport, multi-modal	spending less time in traffic or	accessible to people of	(cleaning, CCTV monitoring,	
	the SPT region through	more sustainable mode of	greenhouse gas emissions.	hubs will contribute to	are subjected to less delays on	different ages and abilities.	planting/gardening, staffing,	
	providing infrastructure for active travel. This will lead to a	travel and is more fuel-efficient	Increased use of public transport and active travel can	improved air quality. This will lower the rates of respiratory	public transport. 3. Increasing the provision of	Investment in multi-modal hubs in areas of the SPT	bike hire maintenance). 3. As a result of the significant	
	reduction in transport-related	per passenger. 3. Shifting towards public	help reduce traffic congestion	illnesses and other health	multi-modal hubs can boost	region with low multi-modal	dependencies and possible	
	carbon emissions.	transport leads to a reduction	which reduces the carbon	conditions resulting from air	local economies as businesses	connectivity will allow for gaps	outlays in terms of land	
	Multi-modal hubs will help	in road traffic, thereby	footprint and decreases the	pollution.	near or in stations may have	in accessibility and	acquisition, in terms of	
	increase the overall number of	decreasing the need for road	emissions.	Encouraging active travel	more customers coming in.	connectivity to be filled, thus	affordability, this measure	
	active travel journeys within	expansions and associated	4. Improved accessibility of	and increasing the use of	4. Cities with efficient and	reducing inequalities in terms	understandably requires much	
	the SPT region through	infrastructure. This will help	public transport stops will	public transport can contribute	accessible public transport	of access between the various	larger financial commitments	
	providing infrastructure for	preserve natural habitats and	contribute to achieving national	to a reduction in traffic	systems are often more		1	



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



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



	Introducing active travel officers supports the objective of increasing active travel	decrease the demand for parking spaces, leading to less land needed for parking lots		provision of active travel officers can help to greatly reduce risks associated with	cycle regularly take 1. 3 fewer sick days each year than those who don't, this is worth £128m			
	journeys. These officers will incentivise employees to	and more space that can be allocated for green areas.		the onset of serious illness, disease, and premature death.	to the national economy (Groups, 2011). Furthermore,			
	contribute to a workplace	5. Encouraging active travel		Daily activity and exercise can	73% of employees who cycle			
	culture that prioritises active commuting options, thus	use instead of motorised vehicles will reduce noise and		considerably reduce the risk of: Type 2 diabetes,	felt it makes them more productive at work (The			
	driving health improvements across the region.	vibration caused by motorised vehicles on roads.		depression, coronary heart disease, Alzheimer's, hip	Prince's Responsible Business Network, 2011).			
	doroso trio region.	veriloido diritadas.		fractures, breast cancer, colon	5. The reduced parking			
				cancer (Department of Health, 2011).	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			
					1			
Deliver active	1. Cycling and hike	1 Educating people on active	1 Delivering active travel	1 Delivering active travel	poverty and deprivation.	1 Cupporting active travel	1 Delivering active travel	1 If the programmes
Deliver active travel education	Cycling and bike maintenance training will make	Educating people on active travel encourages people to	Delivering active travel education and training	Delivering active travel education and training	Delivering active travel education and training	Supporting active travel promotes inclusivity and equal	Delivering active travel education and training	If the programmes effectively promote active
travel education and training	maintenance training will make active travel more attractive by	travel encourages people to shift from private vehicles to	education and training programmes encourages	education and training programmes will encourage	Delivering active travel education and training programmes will encourage	promotes inclusivity and equal access to transportation as a	education and training programmes is likely to be	effectively promote active travel and provide valuable
travel education and training programmes	maintenance training will make active travel more attractive by empowering individuals with the skills and confidence to	travel encourages people to shift from private vehicles to sustainable modes of travel like walking and cycling. This	education and training programmes encourages people to shift from private vehicles and use active travel	education and training programmes will encourage the use of active travel modes, promoting healthier lifestyles	Delivering active travel education and training programmes will encourage more people shift to active travel modes and hence these	promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes.	education and training programmes is likely to be both feasible and affordable due to the limited resources	effectively promote active travel and provide valuable skills and knowledge, the scheme is more likely to gain
travel education and training	maintenance training will make active travel more attractive by empowering individuals with	travel encourages people to shift from private vehicles to sustainable modes of travel	education and training programmes encourages people to shift from private	education and training programmes will encourage the use of active travel modes,	Delivering active travel education and training programmes will encourage more people shift to active	promotes inclusivity and equal access to transportation as a wide range of individuals have	education and training programmes is likely to be both feasible and affordable	effectively promote active travel and provide valuable skills and knowledge, the
travel education and training programmes Develop and deliver 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	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	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	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	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.	promotes inclusivity and equal access to transportation as a wide range of individuals have access to active travel modes. 2. Active travel is a costeffective mode of travel and hence the scheme will support	education and training programmes is likely to be both feasible and affordable due to the limited resources and costs required, such as	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
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Targeted	Providing targeted support	Providing targeted support	Targeted support for areas	cancer (Department of Health, 2011). 1. Targeted support for areas	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. Targeted support for areas	Supporting active travel	Feasibility and affordability	providing targeted support
Targeted support for areas with low active travel uptake 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 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 green areas. 5. Encouraging active travel use instead of motorised vehicles will reduce noise and vibration caused by 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).	n. 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. 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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.	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.



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					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	Extending bike hire	Supporting the extended	Extension of bike hire	Extension of bike hire	Extension of bike hire	Bike hire schemes often	Feasibility of extending bike	If current bike hire schemes
bike hire schemes	schemes, including non- standard bikes, will enhance	provision of bike hire schemes in the SPT region will	schemes encourages people to shift from private vehicles	schemes will encourage the use of active travel modes,	schemes will encourage more people to shift to active modes	provide an affordable alternative to owning a bicycle.	hire schemes depends on the availability of suitable	have high demand and positive feedback from current
Schemes	the attractiveness of active	encourage more commuters to	and use active travel modes	promoting healthier lifestyles	and hence these individuals	This makes cycling more	infrastructure in the SPT	users, extending the scheme is
Support the	travel. It provides commuters	shift from private vehicles to	which will reduce greenhouse	and enhancing fitness.	can save money on fuel,	accessible to individuals with	region.	most likely to gain public
extended	with a convenient and a	active modes of transportation,	gas emissions.	Active travel involves less	parking fees, and vehicle	limited financial resources,	Affordability depends on	support.
provision of bike	flexible mode of travel,	leading to reduced traffic	2. Increased use of active	sedentary behaviour and can	maintenance costs.	promoting economic	securing funding to cover	2. The scheme might face
hire schemes in	encouraging more people to	congestion and lower	travel can help reduce traffic	improve mental health.	2. Modal shift to active travel	inclusivity.	infrastructure investments and	some operational risks such as
the SPT region, including non-	use bikes for everyday journeys.	emissions. 2. Promoting active travel	congestion which reduces the carbon footprint and decreases	Encouraging active travel can contribute to a reduction in	reduces the traffic congestion on roads and can lead to	Supporting active travel promotes inclusivity and equal	ongoing operational costs.	bike theft and maintenance issues.
standard bikes to	2. Bike hire schemes	through supporting the	the emissions.	traffic accidents, enhancing the	benefits such as lower journey	access to transportation as a		133003.
all local	contribute to improved	extended provision of bike hire	3. Extension of bike hire	safety of road users.	times and lower user	wide range of individuals have		
authorities	accessibility and connectivity	schemes will lead to more	schemes will contribute to	The induced active travel	frustration.	access to active travel modes.		
	by offering a convenient and	people choosing bikes over	achieving national and local	uptake will generate benefits in	3. Lower traffic congestion can	3. Marketing for bike hire can		
	accessible mode of transportation. This will	cars, resulting in a reduction in air pollution and a better air	climate change targets. 4. Extension of bike hire	terms of both health and productivity— employees who	also benefit business by facilitating the movement of	be designed to be inclusive of a diverse range of users		
	support the development of a	quality.	schemes will contribute to a	are physically active take 27%	goods and services.	including people with different		
	more connected and	Encouraging active travel	transition towards a wider	less fewer sick days than their	Encouraging modal shift	abilities, ages, and		
	integrated transport network	through bike hire schemes will	transportation system that is	colleagues (National Institute	through extension of bike hire	backgrounds.		
	within the region.	lead to a reduction in road	less reliant on fossil fuels.	for Health and Care	schemes can also induce	Bike hire services can		
	The extended provision of bike hire schemes aligns with	traffic, thereby decreasing the need for road expansions and		Excellence, 2012). 5. Stimulating travel via active	further productivity	leverage technology to ensure their platforms are accessible		
	the objective of Increasing	associated infrastructure. This		modes through extension of	improvements across the economy— employees who	to individuals with disabilities.		
	active travel journeys. By	will help preserve natural		bike hire schemes can help to	cycle regularly take 1. 3 fewer	to marriadalo vian dicasimilos.		
	making bikes more accessible	habitats and protect them from		greatly reduce risks associated	sick days each year than those			
	to a broader population,	any disruption caused by road		with the onset of various	who don't, this is worth £128m			
	including non-standard bikes	works.		serious illness, disease, and	to the national economy			
	for diverse user groups, the initiative contributes to	Fewer road vehicles will decrease the demand for		premature death. Daily activity and exercise can considerably	(Groups, 2011). Furthermore, 73% of employees who cycle			
	sustainability goals by	parking spaces, leading to less		reduce the risk of: Type 2	felt it makes them more			
	promoting a mode of transport	land needed for parking lots		diabetes, depression, coronary	productive at work (The			
	that is environmentally friendly	and more space that can be		heart disease, Alzheimer's, hip	Prince's Responsible Business			
	and inclusive.	allocated for green areas.		fractures, breast cancer, colon	Network, 2011).			
	4. The extended provision of bike hire schemes aligns with	5. Encouraging active travel through bike hire schemes use		cancer (Department of Health, 2011).	5. The reduced parking demand brought about by the			
	the objective of increasing	instead of motorised vehicles		2011).	modal shift induced by			
	active travel journeys. By	will reduce noise and vibration			promoting active travel allows			
	making bikes available to a	caused by motorised vehicles			for land to be potentially			
	broader population, including	on roads.			repurposed for future			
	non-standard bikes for diverse user groups, the initiative				developments where it has previously been used to			
	contributes to improving the				facilitate car parking, providing			
	accessibility and inclusivity of				potential opportunities to			
	active travel, therefore				stimulate economic growth.			
	improving the overall health of				6. A research from Sky and			
	the region by driving active mode uptake across a broad				British Cycling, indicates that increasing cycling participation			
	range of user groups.				may yield a 'Gross cycling			
]				product' of £230 per cyclist in			
					2010. These benefits arise as			
					new cyclists spend money on			
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					in local or regional wider			
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					to economic growth, productivity and reducing			
					poverty and deprivation.			
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1. Feasibility of extending bike Extension of 1. Extending bike recycling 1. Supporting the extended 1. Extension of bike recycling 1. Extension of bike recycling 1. Extension of bike recycling 1. Bike recycling schemes 1. If current bike recycling bike recycling schemes, including nonprovision of bike recycling schemes encourages people schemes will encourage the schemes will encourage more often offer refurbished bikes at recycling schemes depends on schemes have high demand schemes in the SPT region will the availability of bikes that have schemes standard bikes, will enhance to shift from private vehicles use of active travel modes, people to shift toward active a lower cost, making cycling and positive feedback from the attractiveness of active encourage more commuters to and use active travel modes promoting healthier lifestyles travel modes and hence these more affordable for individuals been disposed of. current users, extending the Support the shift from private vehicles to and enhancing fitness. with limited financial 2. Affordability depends on travel. It provides commuters which will reduce greenhouse individuals can save money on scheme is most likely to gain extended with affordable or free bikes active modes of transportation, 2. Active travel involves less fuel, parking fees, and vehicle securing funding to cover the public support. das emissions. resources provision of bike encouraging more people to leading to reduced traffic 2. Increased use of active sedentary behaviour and can 2. Bike recycling schemes costs of refurbishing bikes 2. Bike recycling schemes are maintenance costs. use bikes for everyday congestion and lower travel can help reduce traffic improve mental health 2 Modal shift to active travel provide a sustainable including labour and equipment. most likely to gain public recyclina schemes in the journeys. emissions. congestion which reduces the 3. Encouraging active travel reduces the traffic congestion transportation option for acceptability because of its SPT region, 2. Bike recycling schemes will 2. Promoting active travel sustainability benefits such as carbon footprint and can contribute to a reduction in on roads and can lead to individuals who may not have through supporting the access to or afford other reducing waste. including noncontribute to improved decreases the emissions traffic accidents, enhancing benefits such as lower journey 3. Extension of bike recycling 3. The scheme might face extended provision of bike standard bikes to accessibility and connectivity the safety of road users. times and lower user modes of transportation. all local by increasing the availability of recycling schemes will lead to schemes will contribute to 4. The induced active travel 3. Supporting active travel some operational risks such frustration. more people choosing bikes promotes inclusivity and equal as the presence of skilled authorities bikes. This will support the achieving national and local uptake will generate benefits 3. Lower traffic congestion can development of a more over cars, resulting in a in terms of both health and also benefit business by access to transportation as a labour and existence of climate change targets. connected and integrated reduction in air pollution and a 4. Extension of bike recycling productivity--- employees who facilitating the movement of wide range of individuals have enough storage space. transport network within the better air quality. schemes will contribute to a are physically active take 27% goods and services. access to active travel modes. 3. Encouraging active travel transition towards a wider less fewer sick days than their 4. Encouraging modal shift 4. Marketing for bike recycling region. 3. The extended provision of through bike recycling transportation system that is colleagues (National Institute through extension of bike can be designed to be bike recycling schemes aligns schemes will lead to a less reliant on fossil fuels. for Health and Care recycling schemes can also inclusive of a diverse range of users including people with with the objective of increasing reduction in road traffic, Excellence, 2012). induce further productivity different abilities, ages, and active travel journeys. By thereby decreasing the need 5. Stimulating travel via active improvements across the making bikes available to a for road expansions and modes through extension of economy-- employees who backgrounds. broader population, including associated infrastructure. This bike recycling schemes can cycle regularly take 1. 3 fewer 5. Bike recycling services can non-standard bikes for diverse will help preserve natural help to greatly reduce risks sick days each year than leverage technology to ensure habitats and protect them from associated with the onset of those who don't, this is worth their platforms are accessible. user groups, the initiative contributes to sustainability any disruption caused by road various serious illness, £128m to the national to individuals with disabilities. goals by promoting a mode of works. disease, and premature death. economy (Groups, 2011). 4. Fewer road vehicles will transport that is Daily activity and exercise can Furthermore, 73% of environmentally friendly and decrease the demand for considerably reduce the risk employees who cycle felt it inclusive. parking spaces, leading to less of: Type 2 diabetes, makes them more productive 4. The extended provision of at work (The Prince's land needed for parking lots depression, coronary heart bike recycling schemes aligns and more space that can be disease, Alzheimer's, hip Responsible Business fractures, breast cancer, colon with the objective of increasing allocated for green areas.5. Network, 2011). active travel journeys. By Encouraging active travel cancer (Department of Health, 5. The reduced parking making bikes available to a through bike recycling 2011). demand brought about by the broader population, including schemes use instead of modal shift induced by non-standard bikes for diverse motorised vehicles will reduce promoting active travel allows for land to be potentially user groups, the initiative noise and vibration caused by contributes to improving the motorised vehicles on roads. repurposed for future accessibility and inclusivity of developments where it has active travel, therefore previously been used to improving the overall health of facilitate car parking, providing potential opportunities to the region by driving active mode uptake across a broad stimulate economic growth. range of user groups. 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. Extension of 1. Extension of bike 1. Extension of bike 1. Extending bike subscription 1. Supporting the extended 1. Extension of bike 1. Extension of bike Bike subscription schemes 1. Feasibility of extending bike often provide an affordable subscription schemes depends schemes including nonprovision of bike subscription subscription schemes subscription schemes will subscription schemes will subscription schemes is most hike

encourage the use of active

2. Active travel involves less

sedentary behaviour and can

3. Encouraging active travel

can contribute to a reduction in

travel modes, promoting

healthier lifestyles and

improve mental health

enhancing fitness.

encourage more people to

individuals can save money on

fuel, parking fees, and vehicle

2 Modal shift to active travel

on roads and can lead to

reduces the traffic congestion

shift toward active travel

modes and hence these

maintenance costs.

alternative to owning a bicycle.

accessible to individuals with

This makes cycling more

limited financial resources,

2. Supporting active travel

promotes inclusivity and equal

access to transportation as a

promoting economic

inclusivity.

on the availability of suitable

2. Affordability depends on

securing funding to cover

ongoing operational costs.

infrastructure in the SPT region.

infrastructure investments and

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subscription

schemes

Support the

subscription

SPT region,

provision of bike

schemes in the

extended

standard bikes, will enhance

travel. It provides commuters

an affordable mode of travel,

encouraging more people to

2. Bike subscription schemes

use bikes for everyday

with a convenient, flexible, and

the attractiveness of active

schemes in the SPT region will

encourage more commuters to

active modes of transportation,

shift from private vehicles to

leading to reduced traffic

2. Promoting active travel

through supporting the

congestion and lower

emissions

encourages people to shift

reduce greenhouse gas

carbon footprint and

2. Increased use of active

travel can help reduce traffic

congestion which reduces the

emissions.

from private vehicles and use

active travel modes which will

likely to receive high public

convenience and low cost.

2. Ensuring accessibility for

enhance public acceptability.

acceptability due to its

diverse populations will



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



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



Appendix B: Network Prioritisation Results

				Length	Land	MCA Transport	MCA Travel	MCA Env	MCA Community		Cycling Demand	MCA Final	Cycling Demand	Route Cat.	RTS	Priority		Cost
No.	Route Name	ID	Councils	(m)	Class.	Score	Score	Score	Score	MCA Rating	Growth	Score	Score	Score	Score	Final	Route Type	Band
22	Abington to	32 10	South Lanarkshire	2270.00	Dural	47.40	22.50	39.08	E4.06	Vany Cood	147	2		4	_	Madium	Casandani	С
32	Douglas Abington to	32_10	South Lanarkshire	2270.98	Rural	47.49	32.59	39.06	54.96	Very Good	147	2	ı	<u></u>	1	Medium	Secondary	
32	Douglas	32_11	South Lanarkshire	2948.52	Rural	92.67	32.59	49.21	80.51	Excellent	147	3	1	1	1	Medium	Secondary	С
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	В
<u> </u>			Daminos, and Canona,	20000.02													Cross	С
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	Region Cross	
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	Region	Α
	Airdrie to	00.40	North London line	4074.07	I I ala a sa	57.07	45.75	00.40	70.77	O l	0505		0	4		NA Comm	0	C
63	Cumbernauld Airdrie to	63_10	North Lanarkshire	1971.67	Urban	57.07	45.75	66.48	76.77	Very Good	2525	2	2	1_	1	Medium	Secondary	-
63	Cumbernauld	63_11	North Lanarkshire	8595.23	Rural	83.01	39.83	56.13	76.13	Excellent	2525	3	2	1	1	High	Secondary	В
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	С
	Aindria to Classico	1.44	North Lanarkshire,	4000.00	Dural	70.40	22.04	E0.0E	00.07	Funallant	4050	2	0	2		T	Drimon	В
J	Airdrie to Glasgow	J_11	Glasgow City	1929.98	Rural	79.49	33.91	58.25	90.27	Excellent	1850	3	2	3	3		Primary	В
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	
С	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	С
С	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	С
		_								ĺ			2	3		3	,	В
С	Ayr to Glasgow	C_13	Renfrewshire	600.33		90.62	38.83	59.12	90	Excellent	4733	3	3		1	Тор	Primary	F
С	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	'
С	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	В
С	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	С
С	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	Тор	Primary	В
-		_								j								Α
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 Cross	
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	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	4	2	2	High	Cross Region	С
CKK_3	Barrhead to	CRK_3_13	Glasgow City, East	002.23	Ulbali	09.29	33.23	40.40	40.73	very Good	600	2	1			підп	Region	
26	Clarkston	26_10	Renfrewshire	2846.31	Urban	62.85	45.75	56.57	64.06	Very Good	2467	2	2	1_	1	Medium	Secondary	Α
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
	Bearsden to											_						
113	Drumchampel/Anni esland Ward	113 11	East Dunbartonshire, Glasgow City	2164.62	Urhan	52.77	60.24	69.91	59 14	Very Good	1733	2	2	1	1	Medium	Secondary	С
110	Bellishill to	_												<u> </u>	·			Α
61	Coatbridge Bellishill to	61_10	North Lanarkshire	3265.75	Urban	61.17	45.75	81.06	52.88	Very Good	2122	2	2	1	3	High	Secondary	
61	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	А
	Bellishill to New													-	_		_	С
57	Stevenston	57_10	North Lanarkshire	4153.14		48.76	39.83	81.06		Very Good	2230	2	2	1	1	Modiani	Secondary	
42	Biggar to Lanark	42_10	South Lanarkshire	19601.48	Rural	79.49	44.43	70.2	50.61	Very Good	475	2	1	11	2	Medium	Secondary	В
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
_	Bishopton to									-								D
8	Linwood	8_10	Renfrewshire	776.06	Urban	57.82	39.19	64.95	48.45	Very Good	2295	2	2	1	1	Medium	Secondary	



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	Тор	Secondary	А
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	С
40	Bothwell to	40.40	North Lanarkshire,	4405 50		44.04	44.40	57.00	00.40	0 1	4000				_			В
48	Bellshill Bothwell to	48_10	South Lanarkshire	4485.56	Urban	41.94	44.43	57.96	23.43	Good	1868	2	2	1	3	High	Secondary	
49	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	В
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	В
1	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	3	Primary	С
•	Carluke to	1_10	Court Lanarismic	7300.00		13.40	00.02	77.50	73.33	LACCIICITE	1210		'			ТОР	Timary	Α
I	Glasgow Carluke to	I_11	North Lanarkshire	5684.58	Urban	49.04	48.39	86.08	63.14	Very Good	3043	2	3	3	3	Тор	Primary	^
1	Glasgow	I_12	North Lanarkshire	1797.48	Urban	62.81	35.23	63.71	61.69	Very Good	3055	2	3	3	3	Тор	Primary	С
1	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	Тор	Primary	С
	Carluke to Glasgow	I 14	North Lanarkshire	2059.95	Urban	51.09	43.79	82.37	66.1	Verv Good	3946	2	3	3	3	Тор	Primary	С
-	Carluke to	_	South Lanarkshire,							,			Ŭ .					В
I	Glasgow Carluke to	I_15	Glasgow City	1743.17	Rural	91.79	36.55	51.11	60.11	Excellent	3946	3	3	3	1	Тор	Primary	
I	Glasgow Chapelhall to	I_16	North Lanarkshire	1108.70	Urban	66.23	50.36	81.06	66.1	Very Good	3946	2	3	3	3	Тор	Primary	E
60	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	С
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	С
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	В
-	Coatbridge to									,							,	F
62	Moodiesburn Cumbernauld to	62_10	North Lanarkshire	8362.39	Rural	83.01	39.83	56.13	76.13	Excellent	2094	3	2	1	3	Тор	Secondary Cross	-
CRR_9	Falkirk Cumbernauld to	CRR_9_10	Falkirk	2699.66	Urban	52.51	36.55	70.34	64.45	Very Good	675	2	1	2	1	Medium	Region	С
L	Glasgow Cumbernauld to	L_10	North Lanarkshire North Lanarkshire,	14794.01	Urban	49.55	39.83	61.89	55.18	Very Good	2103	2	2	3	3	Тор	Primary	С
L	Glasgow	L_11	Glasgow City	587.95	Urban	72.79	50.36	77.7	63.08	Excellent	2103	3	2	3	3	Тор	Primary	С
68	Cumbernauld to Kilsvth	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 Avr	15 10	South Ayrshire, East Ayrshire	22681.58	Rural	56.65	50.36	61.16	35.52	,	1997	2	2	1	3		Secondary	D
15	Cumnock to Ayr	15_11	South Ayrshire	1816.01	Urban	55.73	54.87	61.16		Excellent	1997	3	2	1	3	Ŭ	Secondary	D
	-												_					С
15	Cumnock to Ayr Cumnock to	15_12	South Ayrshire	324.22	Urban	79.49	45.11	58.68	92.77	Excellent	1997	3	2	1	3	Тор	Secondary	
16	Kilmarnock Cumnock to	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	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	В
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 Sanguhar	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		Excellent	2887	3	3	1		Тор	Secondary	Е
14	Dalmellington to Ayr	14_11	South Ayrshire, East Ayrshire	19699.91	Rural	60.17	33.91	52.71		Very Good	2887	2	3	1		Тор	Secondary	Е
14	Dalmellington to Ayr	14_13	South Ayrshire	1057.50	Urban	55.2	57.6	67.65		Excellent	2887	3	3	1		Тор	Secondary	С
14	Dalmellington to Avr	14_13	South Ayrshire	528.71	Urban	56.65	51.68	75.74		Very Good	2887	2	3	1	1	High	Secondary	Α
177	Dalmellington to St	17_17		320.71	Ulball	30.03	31.00	15.14	30.03	very Good	2001		3	1	1	Tilgit	Deconuary	
CRR_16	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	С
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	А
						02.07	100		30.01						•			



	Duntocher and										<u> </u>	Г	Г	<u> </u>				
	Hardgate to		East Dunbartonshire,															А
78	Bearsden Duntocher and	78_10	West Dunbartonshire	5100.85	Urban	47.59	51.68	69.43	56.1	Very Good	2186	2	2	1	3	High	Secondary	
	Hardgate to																	_
70	Drumchapel/Annie	70.40	Glasgow City, West	F00 / 05			47.00		02.46	\/ 0 ·			_			N4 "	0	В
79	sland Ward East Kilbride to	79_10	Dunbartonshire	5004.09	Urban	47.62	47.07	55.81	60.49	Very Good	2266	2	2	1	1	Medium	Secondary	
38	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	С
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
33	East Kilbride to	39_10	Glasgow City, South		Olbali	03.22	31.00	00.32	39.39	very Good			2	'	<u>'</u>		Secondary	F
G	Glasgow East Kilbride to	G_10	Lanarkshire	1841.28	Urban	81.58	3.96	65.53	4.41	Constrained	1621	1	1	3	1	Medium	Primary	Г
37	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	С
	Erskine to Glasgow	0.40	Destaurables	7005.07	Down	04.00	00.04	50.00	00.7	Maria O a a d	4400		4		0	L Posts	0	С
9	Airport Galston to	9_10	Renfrewshire South Lanarkshire, East	7865.37	Rural	81.83	33.91	59.63	33.7	Very Good	1128	2	1	1	3	High	Secondary	
19	Strathaven	19_12	Ayrshire	18661.02	Rural	59.88	38.51	50.89	26.71	Good	500	2	1	1	3	High	Secondary	С
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	С
-	Garscadden/Scotst		7 ii gy ii aii a 2 ato		0.24.1	V.1.22	0.101	20	0.20	oo.ioi.aiiioa								
111	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	С
	Giffnock to											- '		- '	- '			Α
24	Netherlee Giffnock to	24_10	East Renfrewshire	790.66	Urban	64.86	44.43	72.38	22.06	Good	3898	2	3	1	1	High	Secondary	
24		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	С
24	Giffnock to		East Renfrewshire,	225.04	l lub		44.40	05.70	00.47		2000				4	Lliah	•	Α
24	Netherlee	24_12	Glasgow City	335.04	Urban	61.84	44.43	85.79		Very Good	3898	2	3	1	1	High	Secondary	С
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	
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	С
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	В
_																	Cross	С
CRR_1	Girvan to Stranraer	CRR_1_11	South Ayrshire Dumfries and Galloway,	790.75	Urban	31.35	38.51	53.88	15.08	Constrained	348	1	1	2	3	High	Region Cross	_
CRR_1	Girvan to Stranraer	CRR_1_12	South Ayrshire	47436.35	Rural	61.93	44.43	43.67	79.59	Very Good	348	2	1	2	3	High	Region	Α
В	Glasgow Airport	B 10	Renfrewshire	4054.94	Urban	48	47.07	65.39	61.69	Very Good	1758	2	2	3	3	Тор	Primary	Е
В	Glasgow Airport	_	Kennewsinie	4034.34	Ulbali		47.07	03.39	01.09	very Good		2	2	3	<u> </u>	ΤΟΡ	Filliary	С
В	link Hamilton to	B_11	Renfrewshire	2604.31	Urban	82.72	43.79	54.09	75.85	Excellent	1357	3	1	3	1	High	Primary	C
46	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
	Helensburgh to	D 40	West Dunbartonshire,		Donal	70.50	57.0	00.70	04.00	Freellant	400		4	0	0	T	Dimen	D
R	Dunbarton HMNB Clyde to	R_10	Argyll, and Bute	15317.44	Rural	76.56	57.6	62.76	61.96	Excellent	480	3	1	3	3	Тор	Primary	_
83	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	А
	Holytown to	_								-			·				,	В
59	Chapelhall Houston to	59_11	North Lanarkshire	2713.22	Urban	54.32	32.59	61.89	68.4	Very Good	1524	2	1	1	3	High	Secondary	
6	Johnstone	6_10	Renfrewshire	496.76	Urban	64.27	43.79	47.46	61.69	Very Good	2295	2	2	1	1	Medium	Secondary	С
6	Houston to	6 11	Ponfrowshire	2105.04	Durol		20 54	57.74		-	2202	2	2	4	4	Modium	-	С
6	Johnstone	6_11	Renfrewshire	3105.91	Rural	90.33	38.51	57.74		Very Good	2292	_	<u> </u>	1	1	Medium	Secondary	С
18	Hulford to Galston	18_10	East Ayrshire	1012.03		72.01	32.59	57.81		Very Good	487	2	1	1	3	Ü	Secondary	
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	С
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	С
		-	Glasgow City, East							,		-			-	J		
D	Irvine to Glasgow	D_14	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	С
	Johnstone to		East Renfrewshire,							-							,	С
20	Neilston Johnstone to	20_10	Renfrewshire	5926.01	Urban	40.01	41.15	56.13	64	Very Good	4733	2	3	1	1	High	Secondary	
20	Neilston	20_11	Renfrewshire	476.48	Urban	71.88	39.19	64.95	66.1	Very Good	4733	2	3	1	1	High	Secondary	С
		_											- 1		•			•



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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 Тор	Secondary	В
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	С
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	С
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
_	<u> </u>									•			1			Cross	С
CRR_7	Kilsyth to Stirling Kilwinning to	CRR_7_11	Stirling, Falkirk	16727.14	Urban	40.88	39.83	57.74	56.1	Very Good	675	2	1	_	2 High	Region	С
Α	Glasgow Kilwinning to	A_10	Renfrewshire	6165.69	Urban	57.16	41.15	63.28	45.9	Very Good	2473	2	2	3	3 Top	Primary	
Α	Glasgow Kilwinning to	A_12	Inverclyde, Renfrewshire	12845.85	Rural	80.66	38.51	50.74	15.33	Good	2024	2	2	3	3 Тор	Primary	С
Α	Glasgow	A_13	Renfrewshire	2719.85	Urban	51.59	41.15	64.95	35.26	Good	2402	2	2	3	3 Тор	Primary	Α
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	С
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	В
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	С
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	С
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	В
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	С
н	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 Тор	Primary	А
н	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	В
н	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	С
CRR 5	Lennoxtown to Strathblane	CRR_5_10	Stirling, East Dunbartonshire	2926.06		41.43	50.36	58.25	18.82		185	2	1	2	2 High	Cross Region	Е
CRR 5	Lennoxtown to Strathblane	CRR_5_11	Stirling	337.54		95.31	62.2	58.25		Very Good	185	2	1		2 High	Cross Region	F
71	Lenzie to Kirkintilloch	71 10	East Dunbartonshire	1328.59		60.79	39.83	59.34		Very Good	2317	2	2	1	1 Medium	Secondary	С
71	Lenzie to Kirkintilloch	71 11	East Dunbartonshire	1182.67		60.76	38.51	83.97	13.24	-	2317	2	2	1	1 Medium	Secondary	F
40	Linn Ward to	40_12	Glasgow City, South Lanarkshire			81.58		65.1		Very Good	2474	2	2		1 Medium	Secondary	F
	Cambuslang Linwood to	_		1831.14			13.16			-							F
7	Johnstone Linwood to	7_10	Renfrewshire	496.76		64.27	43.79	47.46		Very Good	2295	2	2		1 Medium		F
7	Johnstone Market Aven	7_11	Renfrewshire	776.06	Urban	57.82	39.19	64.95	48.45		2295	2	2	1	1 Medium	Secondary	F
12	Maybole to Ayr Milngavie to	12_10	South Ayrshire Stirling, East	1044.54		54.82	57.6	67.65		Excellent	2651	3	3		3 Тор	Secondary Cross	F
CRR_4	Balmaha Milngavie to	CRR_4_10	Dunbartonshire	19038.07	Rural	80.66	57.6	59.56	26.71	Very Good	735	2	1	2	2 High	Region Cross	'
CRR_4	Balmaha Milngavie to	CRR_4_11	Stirling	6246.59	Rural	81.54	50.36	51.03	35.55	Very Good	345	2	1	2	1 Medium	Region	F
0	Glasgow Milngavie to	0_10	East Dunbartonshire	3754.13	Urban	53.15	58.92	64.59	51.77	Very Good	2059	2	2	3	1 High	Primary	F
0	Glasgow	0_11	East Dunbartonshire	2170.00	Urban	51.09	57.6	64.59	23.9	Good	2557	2	2	3	3 Тор	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	,	4	Medium	Secondary	В
03	Motherwell to New	03_10	INUITI LAHAIKSHILE	0209.40	UIDAN	40.07	38.03	50.13	30.76	very Good	2311			1	ı	Mediulli	Secondary	_
55	Stevenston Motherwell to	55_10	North Lanarkshire	3624.49	Urban	60.38	41.15	66.7	66.1	Very Good	2767	2	3	1	3	Тор	Secondary	'
54	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	С
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	Hiah	Secondary	А
	Netherlee to			2000.00	0.50				000	10.9 0000							Coociiaaiy	
30	Newlands/Auldbur n Ward	30_10	East Renfrewshire	789.54	Urban	64.86	44.43	72.38	22.06	Good	3898	2	3	1	1	High	Secondary	С
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	•	1388	2	1	1	1	Medium	Secondary	С
	Newarthill to									,			1	- '			,	С
53	Shotts Newlands/Auldbur	53_10	North Lanarkshire	13043.27	Rural	84.18	45.75	67.21	73.33	Excellent	914	3	1	1	1	Medium	Secondary	
27	n Ward to Giffnock Newmains to	27_10	East Renfrewshire	795.46	Urban	64.27	44.43	55.7	17.65	Good	1533	2	1	1	3	High	Secondary	С
52	Shotts	52_10	North Lanarkshire	7091.27	Rural	74.22	38.51	60.07	77.76	Excellent	2097	3	2	1	1	High	Secondary	С
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	С
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
	Old Kilpatrick to		<u> </u>	2001.00	Olbail	00.12	00.00	02.00	00.00	0000	1000		-	•		riigii	Cocondary	
80	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	С
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	С
	Paisley to	_										'	_	'	'		,	В
21	Barrhead Paisley to	21_10	Renfrewshire East Renfrewshire,	601.95	Urban	89.07	38.83	59.12	90	Excellent	4733	3	3	1	1	High	Secondary	
21	Barrhead	21_11	Renfrewshire East 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	Glasgow City	948.05	Urban	64.27	44.43	57.52	17.65	Good	2003	2	2	1	3	High	Secondary	А
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	Тор	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	Hiah	Primary	В
F	Prestwick to	_														J	- ,	В
•	Glasgow Prestwick to	F_13	East Renfrewshire	781.75	Urban	64.27	44.43	55.7	17.65	Good	2871	2	3	3	3		Primary	С
F	Glasgow Prestwick to	F_14	East Renfrewshire	4920.93	Urban	47.11	39.83	61.16	30.85	Good	2871	2	3	3	3	Тор	Primary	
F	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	Тор	Primary	С
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	Тор	Primary	В
F	Prestwick to Glasgow	F_19	East Ayrshire	723.57	Urban	81.83	53.64	68.08		Excellent	2075	3	2	1	1	High	Primary	Е
•	Rutherglen to	_	Glasgow City, South														,	D
101	Shettleston Ward Rutherglen to	101_10	Lanarkshire	1743.17	Rural	91.79	36.55	51.11		Excellent	3181	3	3	1	1	High	Secondary	С
101	Shettleston Ward Shotts to	101_11	Glasgow City West Lothian, North	598.24	Urban	72.48	22.67	73.92	22.06	Good	3181	2	3	1	1	High	Secondary Cross	
CRR_11	Livingston	CRR_11_10	Lanarkshire	17775.92	Urban	38.42	51.68	63.71	58.65	Very Good	565	2	1	2	1	Medium	Region	С
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	С
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	С
31	Strathaven to East Kilbride	31_10	South Lanarkshire	13864.64	Rural	88.27	39.83	63.49		Very Good	2047	2	2	1	1	Medium	Secondary	С
	Strathaven to	_								-				1	ı		-	С
35	Stonehouse	35_10	South Lanarkshire West Dunbartonshire,	6723.95	Rural	88.27	39.83	63.28	37.37	Very Good	1046	2	1	1	3	High	Secondary	
82	Tarbert to Balloch	82_10	Argyll, and Bute	27395.55	Rural	78.62	33.55	50.74	44.34	Very Good	855	2	1	1	1	Medium	Secondary	С



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000	Tarbet to	000 0 40	0	00000 77		00.00	00.74	00.44		,, ,	0.45	•		•			Cross	В
CRR_2	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	Region	
	Tarbet to		West Dunbartonshire,														Cross	_
CRR_2	Crianlarich	CRR_2_11	Argyll, and Bute	27535.21	Rural	78.62	33.55	50.74	44.34	Very Good	345	2	1	2	1	Medium	Region	'
	Tarbet to																Cross	J
CRR_2	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	Region	P
	Torrance to																	2
76	Bishopbriggs	76_10	East Dunbartonshire	2341.18	Urban	61.67	39.83	85.79	16.53	Good	2439	2	2	1	3	High	Secondary	
	Torrance to																	_
76	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	
	Torrance to																	
75	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	
	Uddingston to		Glasgow City, North															
108	Baillieston Ward	108_10	Lanarkshire	1870.67	Rural	79.49	33.91	58.25	90.27	Excellent	2122	3	2	1	3	Тор	Secondary	
	Uddingston to																	
108	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
	Uddingston to									-								_
50	Viewpark	50_10	North Lanarkshire	1107.29	Urban	66.23	50.36	81.06	66.1	Very Good	3603	2	3	1	3	Тор	Secondary	B
	Wishaw to									-								_
51	Newmains	51_10	North Lanarkshire	2985.58	Urban	51.09	53	88.34	57.28	Very Good	2747	2	3	1	1	High	Secondary	-

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