Case for Change: Strathclyde Partnership for Transport Regional Active Travel Strategy

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Change List

Ver	Date	Description of the change	Reviewed	Approved by
001	04/12/23	Draft Issue	MR / RM	LM
002	20/12/23	Revised issue	LM	LM
003	05/03/24	Revised Issue	HF	LM
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006	25/07/24	Final Issue - Updated	EW	MB

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Executive Summary

In line with their statutory duty under the Transport (Scotland) Act 2005, Strathclyde Partnership for Transport (SPT) published their Regional Transport Strategy, “A Call to Action”, for 2023 - 2038. 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 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. The ‘Case for Change’ report provides the foundation for the Regional Active Travel Strategy (Regional ATS) by setting out the evidence base for problems and opportunities linked to the transport network for active modes, and the uptake of active modes, within the SPT region.

Alongside engagement with the public and key stakeholders, the Case for Change involved an extensive review of current policy, plans and frameworks as well as a detailed analysis of data from the region. In this context, objectives were set and options to address the problems and opportunities were developed. The list of interventions identified will be developed further and put forward for inclusion in the Regional ATS.

The Case for Change found a range of problems related to current travel behaviour and the dominance of the private vehicle in the SPT region. Drawing upon the Scottish Household Survey (2021) and Scotland’s Census (2011), driving a car/van is concluded as the most popular means of travel across the SPT region for both personal travel and journeys to places of work and study. Meanwhile, levels of walking are lower in the SPT region in comparison to other Regional Transport Partnership (RTP) areas and the popularity of cycling as a means of travel in the SPT region is low, similar to other RTPs and in line with the national average.

Some of the headline problems in the region concern the health of the planet and population. In 2019, road transport was responsible for 23% of all greenhouse gas emissions in Scotland and there are currently 12 separate Air Quality Management Areas (AQMAs) enforced in the SPT region. Environmental baseline data also shows that transportation is the biggest source of unwanted noise in Scotland, with the noise created from the engines of motor vehicles whilst moving and sitting idle. Air and noise pollution have knock-on effects to the health of local people and the latest figures for general health in the SPT region suggest a downtrend. While the physical and mental health of the population varies across the region, 33% of residents do not meet the recommended minutes of physical activity per week, and average levels of mental wellbeing sit below the national average in all but three local authority areas. Increased participation in active travel has the potential to increase physical activity levels and positively impact the physical and mental health of the local population.

The SPT region also faces significant challenges around poverty, deprivation and inequality. Overall, 15% of the regional population is income deprived, compared to 10% in the rest of Scotland, and nearly two-thirds of the most income deprived areas in Scotland are located in the SPT region. The rate of child poverty is also higher in the SPT region than in Scotland as a whole, although there are large variations within the region too. There are also inequalities in key labour market indicators including rates of employment & underemployment. Despite economic challenges, many residents own cars to overcome poor accessibility and patterns of 'forced' car ownership have been established particularly in rural areas and those with higher levels of deprivation. Transport has an underpinning role in tackling poverty, socio-economic and health inequalities and supporting inclusive economic growth. It helps people to access places of work, education and training opportunities, as well as healthcare and other services and to participate more fully in society. Active travel, in particular, offers an affordable and accessible form of transport for all, and increased uptake has the potential to reduce the financial burden on households by improving connectivity to jobs, education and services, and reducing the reliance on car-based travel and the associated costs of this.

The Case for Change has identified that modal shift to active modes is currently being prevented by several factors, not least the provision of a well-connected active travel network that ensures a high-quality user experience. Stakeholder and public feedback have compounded problems with the current network including physical barriers, such as poorly maintained surfaces, and personal safety, with additional concerns including poorly-lit route sections and a lack of overlooked areas. Holistically, many gaps are found in the network and feedback from public engagement highlighted a lack of continuous and joined up active travel routes as the number one problem to address. Local authorities highlighted the critical importance of seamless cross-boundary connections but, at the moment, there is a lack of coordination in route development. This leads to abrupt ends in infrastructure from a user perspective.

In this context, there are various opportunities for the Regional ATS to initiate and deliver change to the transport system and effect positive outcomes. As a region-wide strategy, there is an opportunity to address inconsistent infrastructure provision and create overarching guidance to ensure that active travel interventions and infrastructure are delivered, and maintained, coherently and to a high level of service and be accessible to all legitimate users across the region. The regional approach also offers an opportunity for the Regional ATS to assist cross-boundary travel patterns and improve key commuting corridors for active travel.

Further opportunities are identified, outside the delivery of infrastructure, to enable the Regional ATS to deliver a modal shift to active travel and address issues of health, deprivation and inequality. Such measures include improving access to bikes, aligning and supporting the delivery of 20-minute neighbourhoods, and behaviour change initiatives to target shorter, everyday journeys for which cars are commonly used. With a coordinated approach there is opportunity, through reduced car use, to positively contribute to targets set out in national policy. These include reducing transport emissions by at least 53% from the 2019 baseline by 2030 and specified local air quality targets in relation to AQMAs across the region.

Grounded in the problems and opportunities, the Case for Change identifies a set of Transport Planning Objectives (TPOs) to form the basis of the options appraisal, 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.

A long list of active travel options was developed to address the problems and opportunities and options were sifted and appraised based on how well they solve the problems and address the TPOs. The list of interventions identified will be developed further and put forward for inclusion in the Regional ATS if defined within the scope of SPT and Local Authority partnership. The long list options fall into the following three categories:

- **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 next steps are to develop the Active Travel Strategy and Network and Infrastructure Delivery Plan. The recommendations within the Active Travel Strategy will be driven by an evidence-led approach and will be shaped by the views and priorities of communities across the west of Scotland.

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 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 (DP). This Case for Change report has been prepared to establish the need for change and underpin the development of the Regional ATS for the west of Scotland.

1.1 Study Approach

This report has been prepared following principles of Scottish Transport Appraisal Guidance (STAG) and Active Travel Strategy Guidance (Transport Scotland, 2023). It is supported by a suite of evidence drawn from published policy documents, data acquisition as well as stakeholder and public consultation.

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.

This process has three key parts:

1. **Problems and Opportunities**: through engagement with stakeholders (including the public) and data analysis, a list of problems/issues and opportunities is created relating to active travel.
2. **Objective Setting**: Transport Planning Objectives (TPOs) will be set that align with the problems and opportunities, and national and regional policy. They are based on a comprehensive understanding of the problems and opportunities as they inform the clear and transparent appraisal of transport options.
3. **Option Generation and Sifting**: A long-list of active travel options that address the problems and opportunities will be developed. Options will be sifted and appraised based on how well they solve the problems and address the TPOs. The list of interventions identified will be developed further and put forward for inclusion in the Regional ATS.

1.2 Report Structure

The remainder of this report will cover the following elements, respectively:

- The policy context of the project and its fit within it;
- A review of the existing conditions within the study area;
- A summary of key findings from consultation and community engagement;
- Identification of key problems and opportunities relating to active travel;
- Objective setting;
- The generation of proposed options; and
- The consolidation and sifting of proposed options.

Following this, the report will conclude with a summary chapter detailing the next steps.

2 Policy Review

This chapter reviews the current policy context, outlining key aims and objectives from national, regional and local policies and strategies, from which this Case for Change has been developed.

Diverse national, regional, and local policies and strategies collectively aim to transform travel choices to achieve a broad range of policy objectives. A policy review has been undertaken to identify key priorities and objectives within the most relevant documents. This process helps to identify opportunities and inform option generation.

A full list of documents reviewed can be found in **Appendix A**.

2.1 National Level

This section summarises key transport-related policies, strategies, and action plans on a national level.

2.1.1 National Transport Strategy 2 (NTS2)

Adopted in 2020, the NTS2 sets out the following vision for Scotland's transport:

"We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."

The strategy is underpinned by four key priorities:

- Reducing inequalities;
- Taking climate action;
- Helping deliver inclusive sustainable growth; and
- Improving our health and wellbeing.

The NTS2 highlights the importance of the Sustainable Transport Hierarchy (see **Figure 2.1**) in delivering its vision, which states that:

"We will design our transport system so that walking, cycling and public and shared transport take precedence ahead of private car use."

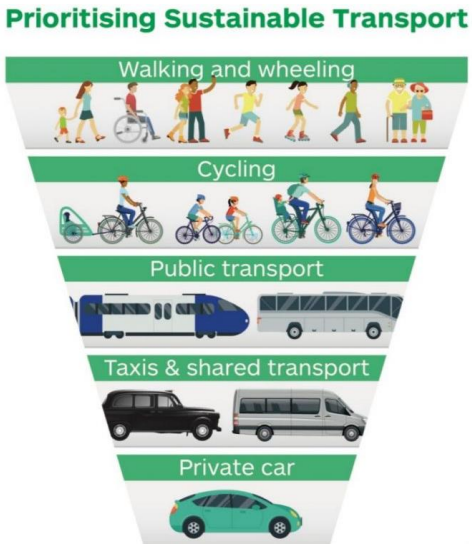

***Figure 2.1** – Sustainable transport hierarchy*

This hierarchy prioritises sustainable transport modes over private cars, with active travel at the top of the hierarchy.

2.1.2 Strategic Transport Projects Review 2 (STPR2)

Although not a strategy in itself, STPR2 provides an overview of transport investment recommendations across Scotland, mainly related to infrastructure and behaviour change, that are needed to deliver the NTS2 priorities (see section 2.1.1) and STPR2 objectives:

- Takes climate action;
- Addresses inequalities and accessibility;
- Supports sustainable economic growth;
- Improves health and wellbeing; and
- Increases safety and resilience.

Ten of the recommendations relate to active travel, which are listed below:

- Recommendation 1: Connected neighbourhoods
- Recommendation 2: Active freeways and cycle parking hubs
- Recommendation 3: Village town active travel connections
- Recommendation 4: Connecting towns by active travel
- Recommendation 5: The long-distance active travel network
- Recommendation 6: Behavioural change initiatives
- Recommendation 8: Increasing active travel to school
- Recommendation 9: Improving access to bikes
- Recommendation 10: Expansion of 20mph limits and zones
- Recommendation 22: Framework for the delivery of mobility hubs

These recommendations will be considered during the objective and option development stage of the Case for Change and will influence the interventions proposed in the Regional ATS and DP to support the delivery of the NTS2 priorities and STPR2 objectives.

The STPR2 Initial Appraisal: Case for Change identified transport problems and opportunities across Scotland, including Glasgow City, Ayrshire & Arran, and Argyll and Bute. These findings have been used to inform this Case for Change.

Clyde Metro was a key recommendation from Transport Scotland's STPR2, with the policy recommending that Transport Scotland continues to work with Glasgow City Council, SPT and other regional partners in the development of Clyde Metro. Whilst still in the early stages of development, the high-level scope of Clyde Metro can initially be defined as:

- Mass public transport system which could include a variety of modes
- Long-term programme likely to span decades
- Combination of infrastructure/services and complementary measures (e.g., integrated ticketing)
- Transformational in nature and more than just a transport project, by delivering a wide spectrum of complementary benefits to society
- Regional in scale, extent and impact across the Glasgow City Region
- Multi-disciplinary

This will address the gap in public transport provision in the Region, allowing more effective rail operations, creating capacity for longer-distance high speed rail connections and providing connectivity between areas of deprivation and education, employment and leisure opportunities. Priority will be given to those solutions that can connect unserved and underserved areas. By integrating with the Region's current bus and heavy rail networks, as well as links with active travel, it aims to provide much improved connectivity between the city and the surrounding communities, and between the communities themselves, aiming to tackle deprivation issues in the Region and encourage a switch from private car use to public transport and other more sustainable travel options.

The project partners are taking forward work to undertake the Case for Investment (CFI) over the next ~2 years. Initial stages including CFI Stage 1a and 1b have been commissioned through existing framework contracts. However, the CFI Stage 2 will be commissioned through the Clyde Metro Framework which offers multi-disciplinary services across 8 Lots between 2024 and 2027/28.

2.1.3 National Planning Framework 4 (NPF4)

NPF4 sets out spatial principles, regional priorities, national developments, and national planning policy. Among others, the outcome of this framework is to support the planning and delivery of:

- **Sustainable Places** *where we reduce emissions, restore and better connect biodiversity*;
- **Liveable Places** *where we can all live better, healthier lives*; and
- **Productive Places** *where we have a greener, fairer and more inclusive wellbeing economy*.

Encouraging, promoting and facilitating active and sustainable travel is central to the delivery of the spatial strategy and, indeed, sustainable, liveable and productive places. Policy 13 directly supports proposals to improve, enhance or provide active travel infrastructure, whereby people can easily access services, greenspace, learning, work and leisure locally.

A comprehensive, Regional ATS and DP would align with NPF4 and guide the delivery of active travel infrastructure for the SPT region. Transport, and active travel in particular, can positively contribute to a range of policy outcomes including climate and the environment; health and wellbeing; inclusion and equality; and wealth and inclusive growth.

2.1.4 Cleaner Air for Scotland 2 (CAfS 2)

Published in 2021, CafS 2 is the current air quality strategy for Scotland which sets out a series of actions to deliver air quality improvements and work towards “a better place for everyone.” Within this strategy, it is stated that increasing modal shift to active travel is key to reducing transport-related emissions. Modal shift from private car to active travel can have a positive impact on air quality, especially in our more densely populated areas where higher volumes of motor traffic are more common. As such, given the vastness of the issue and the density of the SPT region, tackling this at a regional level, with a comprehensive Regional ATS and DP, would be an effective approach.

2.1.5 Climate Change Plan 2018 – 2032 (2020 update)

In response to the global climate emergency, Scotland set out a world-leading commitment to reduce car kilometres by 20% by 2030. Reducing car use and encouraging a modal shift to active travel will contribute significantly to this target. The associated route map to achieve a 20 per cent reduction in car kilometres by 2030 has four main actions:

- Reducing the need to travel by using other options such as online resources if they cannot be accessed in a sustainable way.
- Living well locally by choosing local destinations that allow an easier switch to sustainable modes and reduces distances driven if car is still being used.
- Switching modes to walking, wheeling, and cycling where feasible.
- Combining trips or sharing journeys if car use remains the only feasible option.

Active travel, and measures implemented as a result of the Regional ATS, can directly assist in achieving the second and third actions listed above: living well locally and switching modes. The production of the DP and its roll-out will allow easier travel to local destinations, making the switch to active travel much more attractive and feasible.

In order to maximise the impact of the Regional ATS on this goal, it is crucial to strategically plan infrastructure and behavioural interventions that will have the most significant effect and strive to deliver as much as is feasible before 2030.

2.1.6 Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030

Reducing car use for a healthier, fairer and greener Scotland provides a route map to reduce car kilometres by 2030. This route map was published in response to the Scottish Government’s Climate Change Plan (2020 update) commitment to reduce car kilometres by 20 per cent by 2030, to meet Scotland’s statutory obligations for greenhouse gas emissions reduction by 2045.

The route map acknowledges the advantages of re-evaluating our current travel habits for our personal and community health and wellbeing, and also for the fairness of our society and the

inclusiveness of our economy. In line with this, the route map sets out interventions that Transport Scotland and COSLA will take between now and 2030 to achieve car reduction. These interventions are aligned with the Climate Change Plan actions and include:

- Delivering 20-minute neighbourhoods;
- Developing guidance and an appraisal framework for Mobility Hubs;
- Increased investment in active travel and freeways;
- Improving access to bikes and their transportation;
- Improving road safety, in line with the Road Safety Framework to 2030, with a renewed focus on pedestrian and cyclists; and
- Enforcing a pavement parking ban enforcement and other car parking interventions.

The interventions outlined in the route map will be used to shape the development of the Regional ATS to achieve a reduction in car use and achieve a long-term, widespread change in travel habits across the SPT region.

2.1.7 Central Scotland Green Network Delivery Plan 2020-2030

The Central Scotland Green Network (CSGN) is a national development within the National Planning Framework that aims to make 'a significant contribution to Scotland's sustainable economic development'. It involves public agencies and stakeholders working to align their policies, programmes and actions to restore and improve the rural and natural landscape of Central Scotland. One aspect of this is to connect green and blue spaces in towns, cities and the wider countryside via existing path and cycle networks, and greened transport corridors. The Delivery Plan has two objectives that directly relate to active travel:

- AT1: Increase the proportion of the strategic active travel network which runs through greenspaces or green corridors
- AT2: Increase the connectivity of the green active travel network

The development of a Regional ATS and DP can help achieve these objectives through targeted planning to increase connectivity with green spaces and green infrastructure.

2.1.8 A Long-term Vision for Active travel in Scotland 2030

Scotland's long-term vision for active travel is to achieve *"lasting change and increasing the number of people choosing to travel actively across all communities as part of their everyday lives."*

This vision draws on key priorities highlighted in the NTS2, with five key objectives:

- Better health and safer travel for all;
- Reducing inequalities;
- Cutting carbon emissions and other pollution;
- Delivering liveable, more pleasant communities; and
- Supporting delivery of sustainable economic development.

Developing a Regional ATS and DP at a regional level would enable a strategic shift towards achieving all of these objectives across the SPT region, and beyond, through improved active travel provisions and interventions.

2.1.9 Active Travel Framework

The Active Travel Framework outlines key policy approaches to improve the uptake of walking and cycling in Scotland for travel and achieve the 2030 vision that: *"Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys."* The framework builds upon the Long-term Vision for Active travel in Scotland 2030, providing a set of outcomes that will contribute to achieving the vision, and key indicators to be used to monitor progress.

The objectives in the framework are aligned with the 2030 vision:

- Cut carbon emissions and other pollution;
- Deliver liveable, more pleasant communities;

- Achieve better health and safer travel for all;
- Reduce inequalities relating to jobs, services and leisure; and
- Support the delivery of sustainable economic growth.

The five outcomes set out to support the vision are listed below:

- Increase the number of people choosing walking, cycling and wheeling in Scotland;
- High quality walking, cycling and wheeling infrastructure is available to all;
- Walking, cycling and wheeling is safer for all;
- Walking, cycling and wheeling available to all; and
- Delivery of walking, cycling and wheeling is promoted and supported by a range of partners.

The interventions proposed and implemented through the Regional ATS will align with these outcomes. The indicators will also shape the monitoring and evaluation of the Regional ATS and DP to a lifelong contribution towards the delivery of the 2030 vision and strategic objectives.

2.1.10 Let's Get Scotland Walking – The National Walking Strategy (NWS)

The NWS sets out a vision for:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

The three aims are to:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient, and safe independent mobility for everyone.

A Regional ATS and DP could help achieve these aims by providing high quality, accessible active travel routes and interventions, at a regional level.

The NWS also has an associated Action Plan for 2016-2026, which includes a series of actions that will shape the contents of the Regional ATS and DP to assist in the effective delivery of the NWS aims.

2.1.11 Scotland's Road Safety Framework to 2030

The overarching, long-term goal of Scotland's Road Safety Framework to 2030, is moving towards zero fatalities and serious injuries on the road network by 2050.

One way road safety can be achieved – and is highlighted under 'Safe Roads and Roadsides" outcome – is through the segregation of different road user types, especially those travelling at different speeds or directions, which highlights the need to provide a safe, segregated active travel network. A regional-level ATS and DP will ensure a strategic and joined-up approach is undertaken to achieve safe roads and roadsides.

2.1.12 Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (draft)

The Cycling Framework for Active Travel sets out strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long-term vision for active travel that *"Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys."*

Within the document, it states that, to realise their vision, "*the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured, and uptake is supported with training and education."*

The Delivery Plan sets out a requirement to develop evidence-led cycle network plans. The actions in the Delivery Plan will require changes across local, regional, and national levels to roll out and maintain a dense network of connected cycle infrastructure that is segregated from motor traffic, integrated with

public transport, and linked to rural routes and trunk roads. The development of the Regional ATS and DP would be a key tool in rolling out these changes.

2.1.13 Public Health Priorities for Scotland

Published in 2018, the Public Health Priorities for Scotland sets out the six key priorities for Scotland's health, of which five are connected to active travel:

1. A Scotland where we live in vibrant, healthy and safe places and communities;
2. A Scotland where we flourish in our early years;
3. A Scotland where we have good mental wellbeing;
4. A Scotland where we have a sustainable and inclusive economy with equality of outcomes for all; and
5. A Scotland where we eat well, have a healthy weight and are physically active.

Active travel can directly or indirectly contribute to all five of these priorities and therefore can play an important role in public health in Scotland. The Regional ATS and associated DP would ensure active travel provisions and interventions are rolled out effectively and comprehensively across the local authorities within the SPT region.

2.2 Regional Level

This section summarises the current regional transport strategies.

2.2.1 A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038

The vision of this strategy is to ensure 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 strategy is structured around three key priorities: a healthier environment, inclusive economic growth, and improved quality of life.

Three key targets are highlighted in the strategy:

1. By 2030, car kilometres in the region will be reduced be at least 20%;
2. By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline; and
3. By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

Uptake in active travel can directly contribute to meeting all three of these targets. The development of the Regional ATS will also act as a delivery mechanism for all five objectives of the RTS.

***Table 2.1** – RTS Objectives and Active Travel Contributions to Objectives*

Objective	How Active Travel and the ATS Contributes
OBJ1: 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.	Active travel, particularly walking and wheeling, are one of the most affordable and accessible forms of travel.
OBJ2: To reduce carbon emissions and other harmful pollutants from transport in the region.	Active travel produces no carbon emissions or harmful pollutants.
OBJ3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.	Enabling active travel to become the most popular everyday choice for short journeys will be a main outcome of the Regional ATS.
OBJ4: To make public transport a desirable and convenient travel choice for everyone.	Improving integration between active travel and public transport modes will increase the

Objective	How Active Travel and the ATS Contributes
	attractiveness of public transport, allowing multi-modal journeys to be made.
OBJ5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.	The production of a regional active travel network delivery plan will assist with improving links between key economic centres.

2.2.2 Strathclyde Regional Bus Strategy

SPT are in the process of developing a Strathclyde Regional Bus Strategy to improve bus services and the overall network. The Case for Change underpinning the strategy sets out the key reasons why change in the bus network in Strathclyde is required:

- Improving bus services can help to improve social, environmental and economic outcomes;
- Bus use is in sustained decline;
- The size of the bus network and frequency of services is declining;
- Journey delays and reliability problems affect the quality of bus services;
- The relative cost of bus travel has risen more than other modes, and ticketing systems are complex;
- The current bus system is not integrated with other modes; and
- Public funding for services is increasing, despite limited public powers to influence service planning.

Emerging from these identified issues is the core aim of the Regional Bus Strategy "*To provide a world class bus network which reverses the long-term decline in travel by bus, by developing a more efficient bus system which is fully integrated with other public transport, affordable to all and plays a key role in the social, environmental and economic development of the region*."

To achieve this vision, the strategy has set three objectives:

- Improve service quality
- Improve affordability of the bus network
- Improve the attractiveness of the bus network

To meet these objectives, the strategy will focus on three policy areas: level of service, affordability and service quality. The policies developed in the Regional Bus Strategy will have implications for active travel, specifically the integration of bus and active modes. Strategy outcomes could have significant implications for active travel and its uptake. Developing a regional ATS and DP would foster a joined-up approach to improving the provision and integration of sustainable transport modes and support the mode shift ambition of the RTS.

2.3 Local Authority Level

The following transport-related strategies and action plans from the 12[1] local authorities within the SPT region have influenced the Case for Change:

- East Ayrshire Active Travel Strategy
- East Dunbartonshire Active Travel Strategy 2015-2020
- East Dunbartonshire Active Travel Strategy 2023-30: Evidence Summary and Approach
- East Renfrewshire Active Travel Action Plan
- Glasgow's Active Travel Strategy 2022-2031
- Inverclyde Active Travel Strategy 2018
- North Ayrshire Local Transport and Active Travel Strategy 2023
- North Lanarkshire Active Travel Strategy 2021-2031
- Renfrewshire Local Transport Strategy, Refresh 2017
- South Ayrshire Active Travel Strategy 2021-2031

[1] Argyll and Bute Council have no transport or active travel strategy

- South Lanarkshire Local Transport Strategy, 2013-2023
- South Lanarkshire Cycling Strategy 2015-2020
- West Dunbartonshire Strategic Plan 2022-2027

The common themes arising from their objectives, visions, and outcomes are summarised below:

- Encouraging walking and cycling so it is the obvious and natural choice for everyday journeys;
- Promoting sustainable travel choices;
- Supporting access in, and to rural areas;
- Improving connectivity between main towns and villages;
- Promoting healthier and more active lifestyles;
- Reducing carbon emissions produced by transport;
- Supporting sustainable economic growth;
- Improving quality of life and social inclusion;
- Improved access to services, amenities, education and learning support;
- Promoting safer travel for all; and
- Increase travel choice and improve connectivity between different modes.

2.4 Policy Summary

From reviewing the policy context, there is a clear aspiration at the local, regional and national level to achieve modal shift towards active travel modes as a primary objective or as a mechanism to achieve their objectives. Modal shift is presented as a key factor in tackling transport related emissions to achieve climate targets, facilitating healthier lifestyles, and creating liveable, sustainable and inclusive places.

A number of problems and opportunities associated with achieving policy objectives through active travel are presented in **Table 2.2** The primary problems identified relate to private car use being the dominant mode of transport and active travel provisions not meeting the needs of existing and potential users. However, through a modal shift to active travel, there is the opportunity to improve access to transport and key services as well as improve the health of individuals and the environment. A regional ATS and DP would be an essential tool in facilitating modal shift at a regional level to address these problems and opportunities by implementing interventions, shaped by the objectives and recommendations in current policy, and delivering a safe, attractive and well-connected active travel network.

***Table 2.2** – Problems and Opportunities Policy Summary Table*

Policy	Objectives	Problems	Opportunities
NTS2	• Reducing inequalities • Taking climate action • Helping deliver inclusive sustainable growth • Improving our health and wellbeing	• Active travel is not viewed as an attractive travel option • Current mode share is having a negative impact on achieving climate goals • Active travel routes are not well connected • There are links between poverty and access to bikes • There is a link between household income and the likelihood of walking	• Reduce inequalities by providing active travel as an alternative, accessible mode of transport • Contribute to taking climate action through modal shift • Improve health and wellbeing through a modal shift to active travel
STPR2	• Improve active travel infrastructure • Positively influence active travel choices and behaviours	• Cycling is not accessible to all • Active travel routes are not well connected • Active travel is not viewed as an attractive option	• Improve active travel infrastructure • Increase uptake of active travel choices and behaviour

Policy	Objectives	Problems	Opportunities
NPF4	• Support the planning and delivery of Sustainable Places, Liveable Places and Productive Places	• Development proposals do not consider safe active travel links and therefore lead to a reliance on private car use for travel	• Deliver active travel provisions that support the vision of Sustainable, Liveable and Productive Places
CafS 2	• Improve air quality in Scotland	• Traffic-related emissions are negatively contributing to air quality	• Reduce traffic-related emissions through a modal shift
Climate Change Plan	• Reducing the need to travel if they cannot be accessed in a sustainable way • Living well locally • Switching modes to walking, wheeling, and cycling where feasible • Combining trips or sharing journeys	• Current mode share is having a negative impact on achieving climate goals	• Support climate change targets through a modal shift to active travel
Route map to reducing 20 per cent reduction in car kilometres by 2030	Reduce car kilometres by 20% by 2030 by: • Reducing the need to travel if they cannot be accessed in a sustainable way • Living well locally • Switching modes to walking, wheeling, and cycling where feasible • Combining trips or sharing journeys	• Over-reliance on private vehicles for journeys in Scotland	• Reduce car kilometres by facilitating modal shift
Central Scotland Green Network	• Restore and improve the rural and natural landscape of Central Scotland	• Current mode share requires significant portion land to be used for road traffic • Green active travel routes are not well connected	• Maximise integration of green and blue infrastructure into active travel routes • Improve connectivity to green spaces • Improve health and wellbeing through better access to nature
A Long-term Vision for Active travel in Scotland 2030	• Better health and safer travel for all • Reducing inequalities • Cutting carbon emissions and other pollution • Delivering liveable, more pleasant communities • Supporting delivery of sustainable economic development	• Active travel routes are not well connected • Active travel is not viewed as an attractive travel option • Active travel routes are not well maintained • Active travel is not well-connected to public transport options • Development proposals do not consider safe active travel links and therefore lead to a reliance on private car use for travel	• Improve the safety and connectivity of active travel • Reduce inequalities and transport poverty through modal shift • Reduce traffic-related emissions through a modal shift • Improve health for all through a modal shift
Active Travel Framework	• Cut carbon emissions and other pollution; • Deliver liveable, more pleasant communities;	• Active travel is not viewed as an attractive travel option	• Reduce inequalities and transport poverty through modal shift

Policy	Objectives	Problems	Opportunities
	• Achieve better health and safer travel for all; • Reduce inequalities relating to jobs, services and leisure; and • Support the delivery of sustainable economic growth.	• Current mode share is having a negative impact on achieving climate goals • Active travel is not accessible to all • Perception of safety is a barrier to active travel	• Improve health for all through a modal shift • Improve community cohesion through placemaking • Better collaboration across sectors • Create a regional culture of walking and cycling
Let's get Scotland Walking – The National Walking Strategy	• Create a culture of walking • Better walking environments • Ensure easy, convenient independent mobility for all	• There is a lack of active travel information and signage • There are socio-cultural barriers to walking which impact its' uptake • There are practical barriers to walking that relate to physical, medical, and economic obstacles • There are physical barriers, such as access to paths, poorly maintained surfaces, and traffic speed	• Create a regional culture of walking • Improve accessibility of active travel
Scotland's Road Safety Framework to 2030	• Safe roads and roadsides	• Driver behaviour deters active travel journeys • There is a lack of safe active travel infrastructure • Urban and rural roads are perceived as unsafe for everyday journeys	• To improve the safety of all travellers by increasing the segregation of active travel infrastructure
Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (draft)	• Delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured, and uptake is supported with training and education	• There are too few behaviour change programmes and cycle training opportunities. • Cycling is not accessible to all • There are not enough dedicated, high quality cycling routes	• Deliver improved active travel infrastructure that is high quality, safe and accessible for all • Support modal shift through education and training
Public Health Priorities for Scotland	• Improve health and wellbeing for all	• Poor national level of health • People in deprived areas are more likely to have poor health	• Improve health and wellbeing through modal shift to active travel
A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038	• Improve accessibility, affordability, availability and safety of the transport system, ensuring access to everyday needs • Reduce carbon emissions and other harmful pollutants from transport in the region • Enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys	• Active travel is not viewed as an attractive travel option • Land use development and the transport system does not encourage and enable active travel trips • There is not fair access to transport (including active travel) • There is poor integration of public transport and active travel	• Improve accessibility, affordability, availability, and safety of transport through provision of active travel • Reduce transport-related emissions through a modal shift • Influence uptake of active travel choices • Link active travel and public transport services

Policy	Objectives	Problems	Opportunities
	• Make public transport a desirable and convenient travel choice		
Local Strategies	• Improve the attractiveness and feasibility of active travel as a mode of transport • Support climate change targets	• Current mode share is dominated by private vehicles • Transport-related carbon emissions are negatively impacting climate change targets • Active travel is not accessible to all • Low levels of active travel	• Positively influence attractiveness and feasibility of active travel • Support climate change targets through modal shift • Improve access to key services by active travel

***Key Point**: National, regional and local policy is aligned in the aspiration to achieve mode shift towards sustainable transport options including active modes and prioritise active travel following the principles of the Sustainable Transport Hierarchy as set out in the NTS2. The policy alignment on achieving mode shift provides greater opportunities for investment and a joined-up approach to delivery. This Case for Change will develop TPOs that align with the vision and priorities of policy at all levels. These objectives will shape the development of the Regional ATS and DP.*

3 Baseline Data

This chapter provides background information on the study area, outlining its environmental baseline, socio-economic context, and current travel patterns.

3.1 Data Sources

There are two main sources of data used throughout this chapter, discussed below. In addition to these two datasets, information has been presented from several other sources in relation to environmental data, transport data, and other regional and national surveys.

3.1.1 Scottish Household Survey

Throughout **Chapter 3** data from the Scottish Household Survey has been referred to. The Scottish Household Survey (SHS) is an annual cross-sectional survey that provides robust evidence on the composition, characteristics, attitudes and behaviour of private households and individuals as well as evidence on the physical condition of Scotland's homes.[2] The SHS asks questions to a random sample of people in private residences. Its large sample size allows analysis of all Scotland's 32 local authorities.

Prior to 2020 the SHS questions were asked by an interviewer in homes all over Scotland however, due to the Covid-19 pandemic, telephone interviewing was used in the 2021 survey. Response rates for the telephone survey were lower than for previous face-to-face surveys, and there was a change in the profile of respondents (e.g. homeowners and people with degree level qualifications were over-represented). There are also potential mode effects (respondents answering differently over the telephone than they would face-to-face).[3]

The SHS asks a range of questions about transport and travel in Scotland, the responses to key questions are presented in the following chapter.

It must be noted that data presented for Argyll and Bute is for the entire local authority and not specific to the Helensburgh and Lomond ward.

SHS provides data on a Regional Transport Partnership level, which has allowed for comparisons of the SPT region against other RTPs in Scotland. The SPT region has been benchmarked against Tayside and Central Scotland Transport Partnership (TACTRAN) and South-East of Scotland Transport Partnership (SESTRAN) throughout the Scottish Household Survey data presented. These RTPs are referred to as 'other RTPs' during analysis throughout **Chapter 3.**

3.1.2 Scotland's Census 2011

Scotland's Census is the official count of every person and household in the country. Every household in Scotland has a legal responsibility to complete a census questionnaire. This means the census offers a detailed and accurate snapshot of the nation.[4] The most recent available Census data is from 2011 and is therefore more than 10 years out of date. The impact of COVID-19, which is known to have impacted the way in which people travel, is not reflected in this data. Therefore, it is important to treat this data with caution as it may not reflect the current situation.

3.2 Study Area

The SPT region, as can be viewed in **Figure 3.1,** is located in the southwest of Scotland.

[2] Scottish Government, https://www.gov.scot/collections/scottish-household-survey/
[3] Transport Scotland, 2023, https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2021-results-from-the-scottish-household-survey/
[4] Scotland's Census, 2023, What is the census? | Scotland's Census (scotlandscensus.gov.uk)

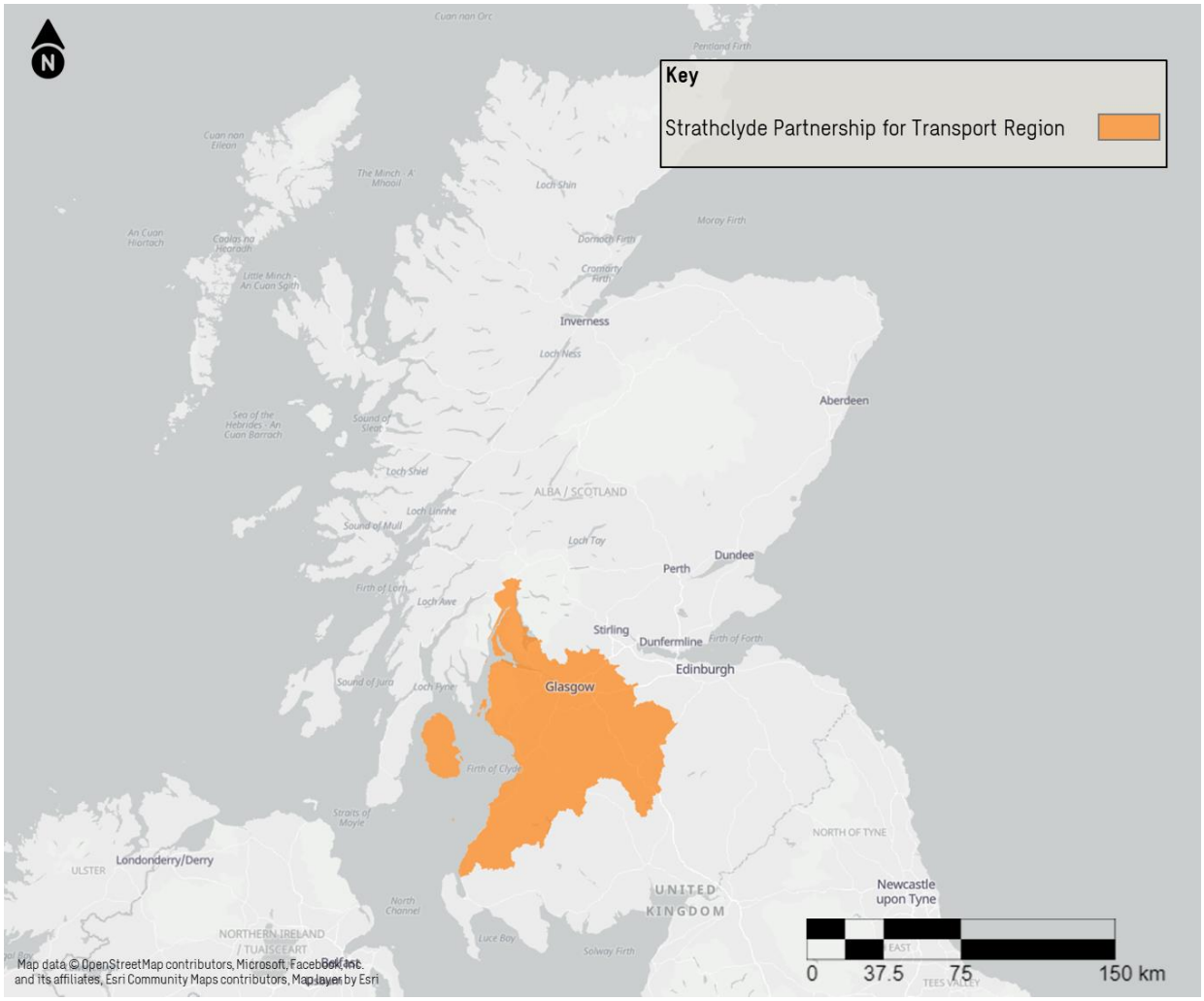

Figure 3.1 *– SPT region*

RTPs were established by the Transport (Scotland) Act 2005 to bring together local authorities and other key regional stakeholders to strengthen the planning and delivery of regional transport.

SPT is the largest of the seven transport partnerships in Scotland, and comprises:

- East Ayrshire;
- East Dunbartonshire;
- East Renfrewshire;
- Glasgow;
- Inverclyde;
- North Ayrshire;
- North Lanarkshire;
- Renfrewshire;
- South Ayrshire;
- South Lanarkshire;
- West Dunbartonshire; and
- the Helensburgh and Lomond ward in Argyll and Bute.

This is shown in **Figure 3.2**.

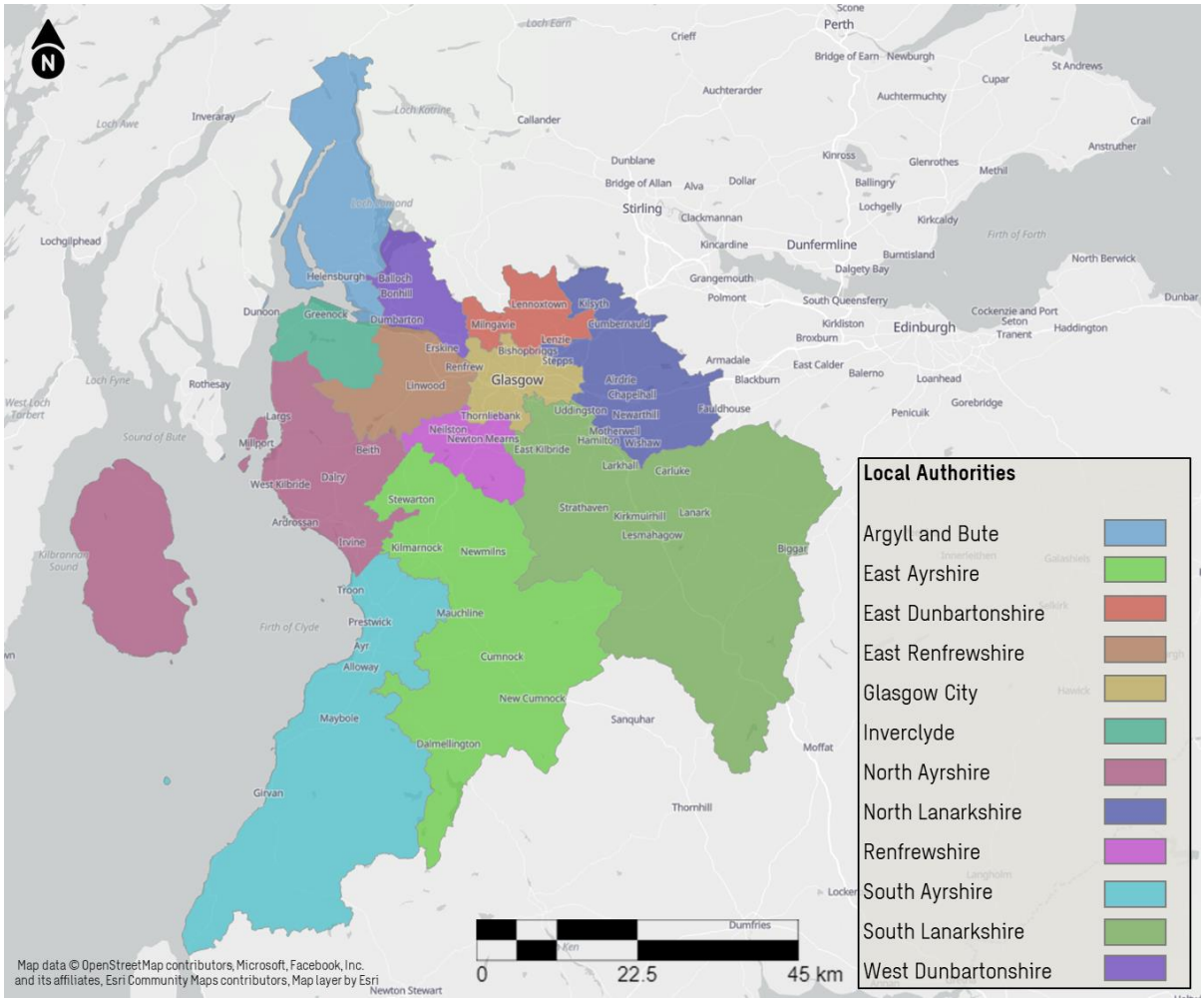

Figure 3.2 *– Local Authorities in SPT region*

3.3 Environmental Baseline

This section sets out the key environmental factors in the SPT region, highlighting the key issues and opportunities to be considered when developing the Regional ATS.

3.3.1 Environmentally Designated Sites

A review of statutory designated environmental sites present in the SPT region was undertaken; **Figure 3.3** shows Sites of Special Scientific Interest (SSSI). As can be viewed, there are large areas designated as SSSIs in North Ayrshire, East Ayrshire and a large designation across Inverclyde, North Ayrshire, and East Renfrewshire. In addition to the SSSIs there are also the following sites present in the region:

- Special Areas of Conservation;
- Special Protection Areas; and
- Ramsar Sites.

Environmentally designated sites could act as a constraint to the development of interventions that come from the Regional ATS and therefore must be considered.

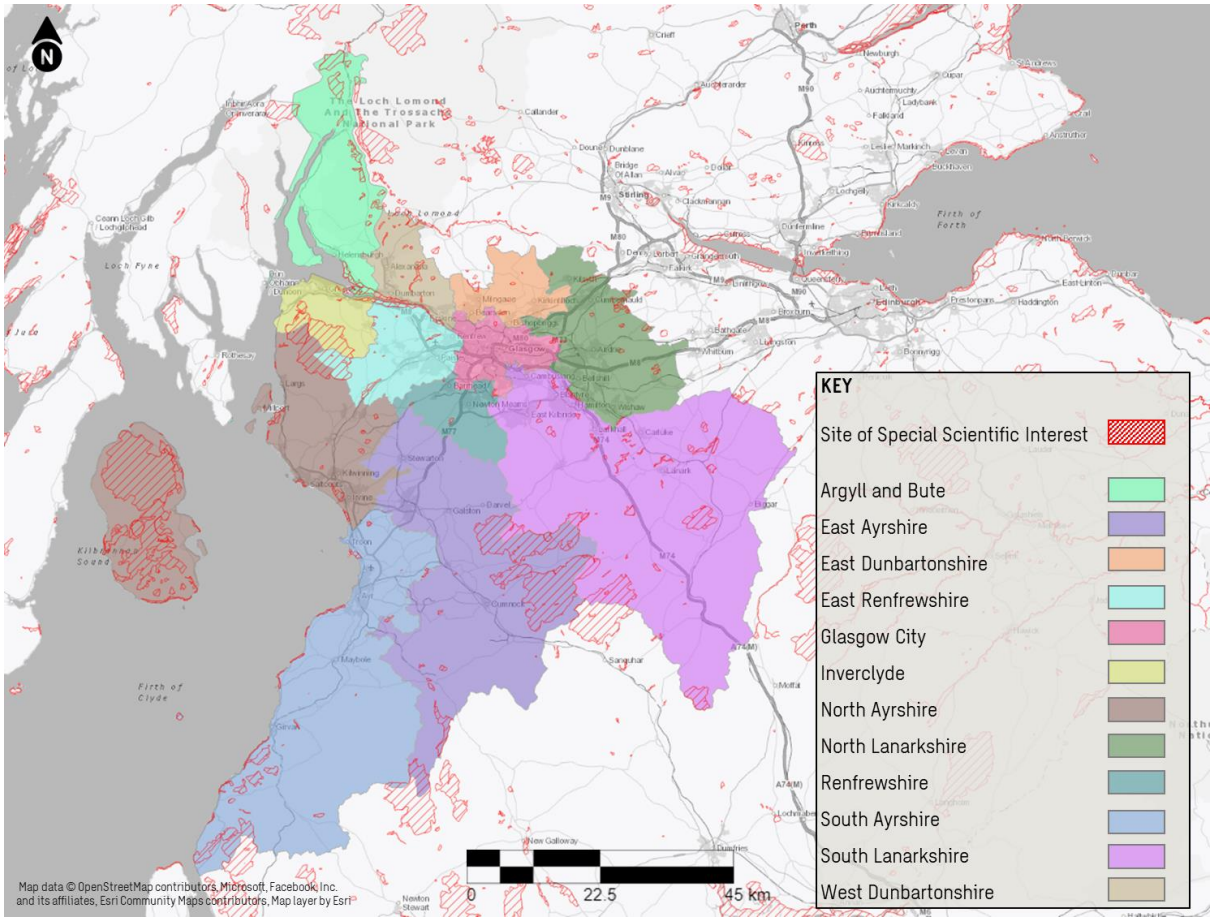

Figure 3.3 *– Sites of Special Scientific Interest (SSSI)*

Key Point: *The presence of environmental designated sites should be considered when proposing new infrastructure within the region.*

3.3.2 Greenspace

Table 3.1 outlines some key statistics on greenspace area and publicly accessible greenspace by local authority in the SPT region.

Across the 12 local authorities, greenspace accounts for between 42% - 67% of urban areas and between 29% - 54% is available for public access. In terms of area of publicly accessible green space per population, with the exception of Argyll and Bute as the value is for the entire local authority and not specific to the Helensburgh and Lomond Ward, North Ayrshire has the highest value with 36 hectares (ha) available per 1,000 people, whilst Glasgow City has the lowest value with 11ha. These figures can be read in line with the Urban Scotland average of 24ha[5].

Table 3.1 *– Greenspace statistics by local authority*

Local Authority	Total area of greenspace (ha)	Area of publicly accessible greenspace (ha)	Greenspace as percentage of urban area (%)	Publicly accessible greenspace as percentage of urban area (%)	Area of greenspace per 1000 people (ha)	Area of publicly accessible greenspace per 1000 people (ha)
Argyll and Bute**	3,768	3,050	67	54	88	71
East Ayrshire	3,171	2,230	42	29	37	26

[5] Greenspace Scotland (2018), State of Scotland's greenspace report

Local Authority	Total area of greenspace (ha)	Area of publicly accessible greenspace (ha)	Greenspace as percentage of urban area (%)	Publicly accessible greenspace as percentage of urban area (%)	Area of greenspace per 1000 people (ha)	Area of publicly accessible greenspace per 1000 people (ha)
East Dunbartonshire	3,880	2,628	59	40	39	26
East Renfrewshire	2,569	1,538	53	32	29	18
Glasgow City	9,647	6,709	58	40	16	11
Inverclyde	3,126	2,439	60	46	40	31
North Ayrshire	5,699	4,443	55	43	46	36
North Lanarkshire	12,995	10,248	64	50	42	33
Renfrewshire	5,886	4,416	55	41	35	27
South Ayrshire	3,552	2,473	55	38	40	28
South Lanarkshire	9,421	6,733	53	38	40	28
West Dunbartonshire	3,343	2,654	61	48	37	30

**Note: Publicly accessible greenspace is defined as all greenspace with the exception of the greenspace which primary function is a private garden*
*** Values are for entire local authority.*

***Key Point**: Localities in the SPT region have between 29% - 54% of greenspace available to public access in urban areas and between 11ha and 71ha of publicly accessible greenspace per 1000 people. Improving connectivity to local green spaces by active travel and creating 'green' active travel routes would improve the accessibility of green space.*

3.3.3 Noise

Scotland is required to submit noise (unwanted sound) exposure statistics in response to the European Parliament and Council Directive for Assessment and Management of Environmental Noise Directive (2002/49/EC). Scotland's Noise, part of Scotland's Environment produces noise maps from road, train, airport, and industry sources. Transportation is the biggest source of environmental noise in Scotland.[6] As an example, **Figure 3.4** shows a noise map of the Greater Glasgow area, highlighting that greater noise levels are found in areas with more road traffic. In the context of the ATS, a reduction in noise in the SPT region can be realised through greater uptake in active travel. Walking, wheeling, and cycling are inherently quiet modes of transportation. Unlike internal combustion engines, they do not produce engine noise, and the noise created by bike tires is minimal compared to that of cars and vans. Achieving mode shift from motor vehicles to active travel would reduce the number of vehicles on the road, in turn reducing traffic-related noise pollution.

***Key Point:** There is a link between the level of unwanted noise and the presence of the road traffic. A modal shift to active travel would positively influence the level of unwanted noise throughout the region.*

[6] Transport Scotland, Transportation Noise Action Plan (TNAP), 2019-2023

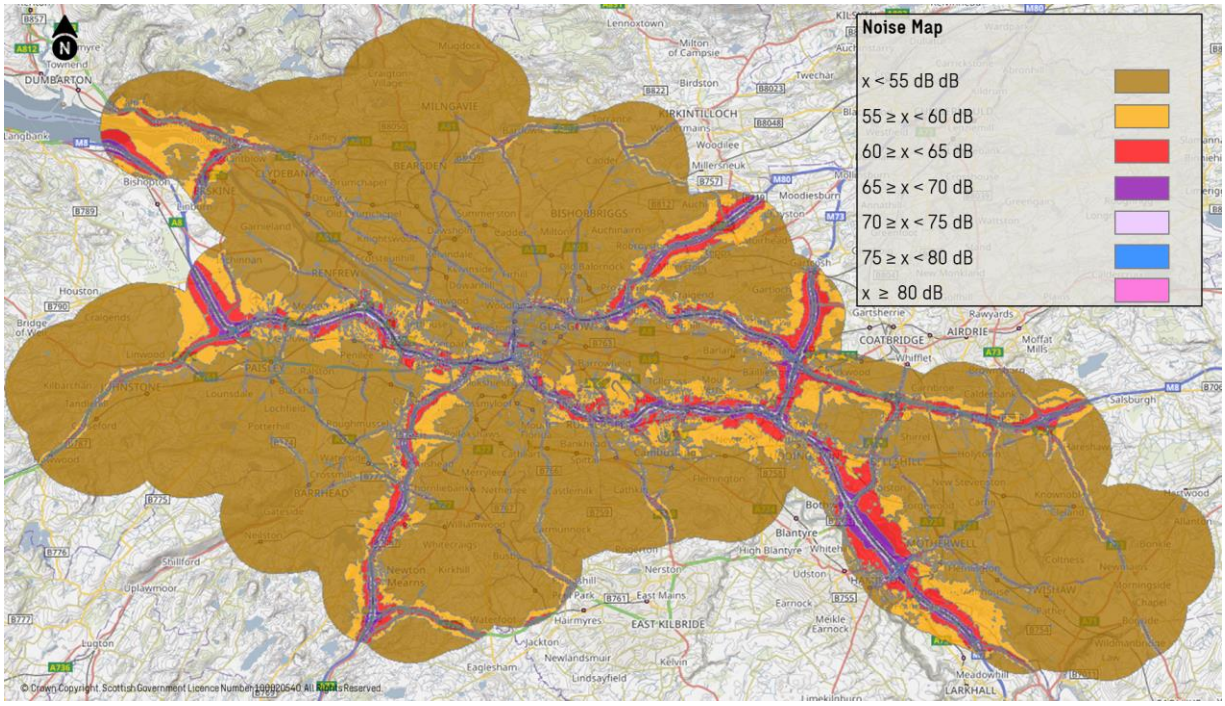

***Figure 3.4** – Noise Map, Greater Glasgow*[7]

3.3.4 Air Quality

Air Quality Management Areas (AQMAs) are designated by local authorities when an area's air quality objectives are not (or are unlikely to be) being met. The number and location of AQMAs in the SPT region are listed below.[8]

- East Dunbartonshire: 1
- Glasgow City: 2
- North Lanarkshire: 3
- Renfrewshire: 3
- South Lanarkshire: 3

All the AQMAs in the SPT region can be fully or partially attributed to road traffic (cars, vans, HGVs etc) on the road network. A modal shift to active travel can have positive implications in terms of air quality by reducing the number of vehicles on the road and the harmful pollutants that are emitted from road traffic. A long-term reduction in road traffic across a whole area has the potential to bring about a substantial health benefit through a reduction in air pollution.[9]

***Key Point:** Road traffic is a key source of air quality issues in the region. This impact could be reduced through modal shift to active travel.*

3.3.5 Soils

Peatlands are important for carbon sequestration, around 20% of Scotland's soils are peat soils, storing around 1600 million tonnes of carbon.[10] A review of **Figure 3.5** shows a generalised soil map of the study area. As can be viewed, there are soils classified as peat, peaty gleys and peaty podzols in the SPT region. The presence of peat, which is generally more common in the south of the SPT region, is an important consideration in the context of infrastructure-related measures that may come as a result of the Regional ATS, as the disturbance to peatlands can release carbon into the atmosphere and contribute negatively to climate change.

[7] Scotland's Noise, https://noise.environment.gov.scot/index.html
[8] Scotland's Environment, https://www.scottishairquality.scot/laqm
[9] Eunomia for Sustrans, 2017, Air Quality Benefits of Active Travel
[10] https://soils.environment.gov.scot/resources/peatland-restoration/

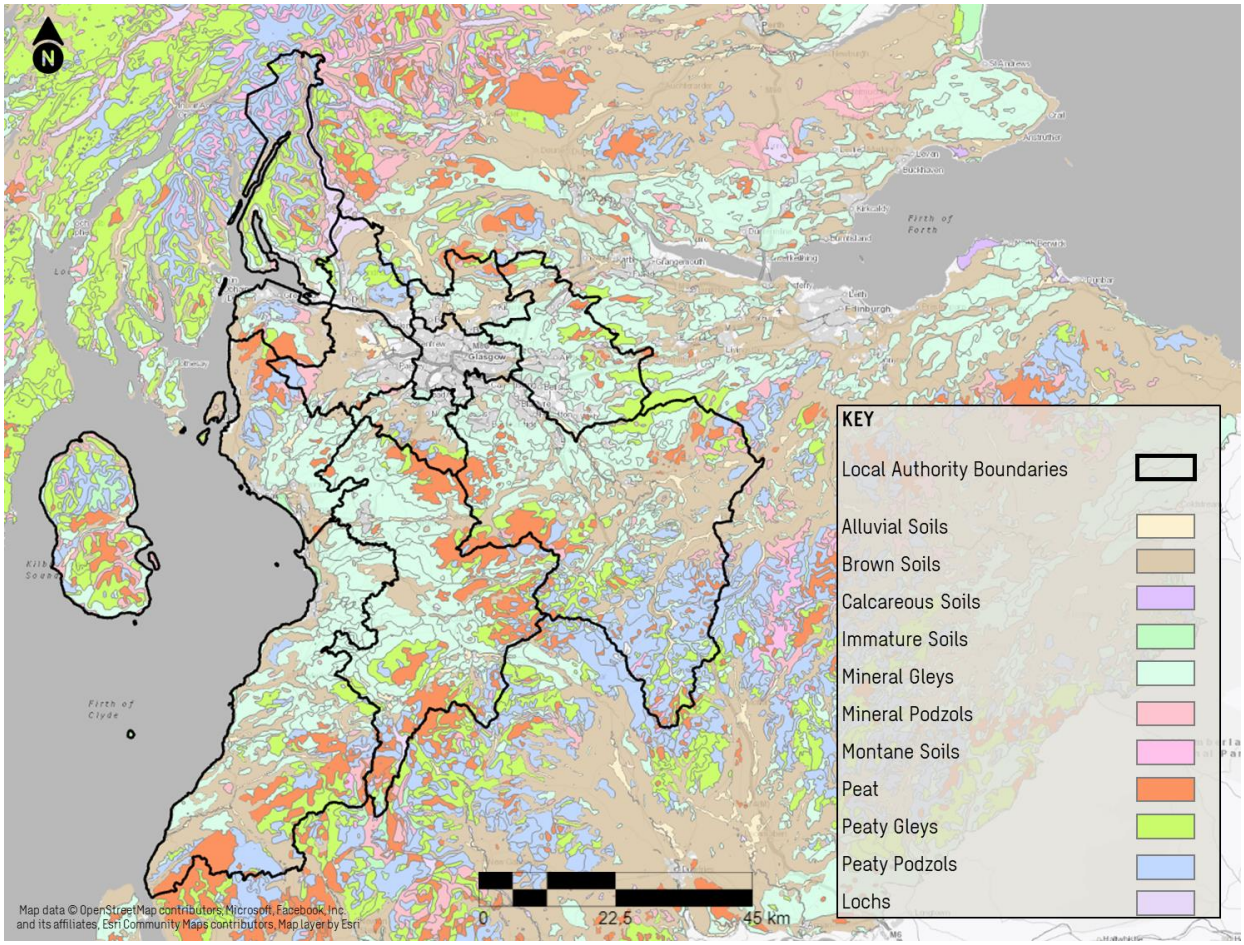

Figure 3.5 *– Soil Types in the Region*

Key Point: *Disturbance to peatland should be a key consideration when proposing new infrastructure within the region.*

3.3.6 Flooding

A review of flooding maps[11] produced by the Scottish Environment Protection Agency (SEPA) highlights that areas of the SPT region are susceptible to localised coastal, surface water and river flooding under a range of flooding scenarios. Flooding is an important consideration in the context of the Regional ATS and DP in relation to, for example, route prioritisation. Route planning should ensure development is in areas free from flood risk so that infrastructure is resilient to the impacts of climate change, which has seen annual rainfall increase in Scotland by 27% between 1961 and 2011.[12]

Key Point: *Risk of flooding should be a key consideration when proposing new infrastructure. However, a modal shift to active travel should help offset the impact of climate change on flooding.*

3.3.7 Summary

This section has demonstrated the direct links between transport and the environment including the significant contribution of transport to environmental issues, namely noise and air pollution. Motorised road transport contributes to air pollution through its use of fuels, including carbon dioxide (CO_2), nitrogen dioxide and particulate matter, while the engines of motor vehicles create noise while moving and sitting idle. The Regional ATS will seek to reduce the impacts of transport on the environment by facilitating modal shift. An increase in the number of people walking, wheeling and cycling helps reduce the number of vehicles using the roads, in turn reducing the negative impacts on our collective health and that of the planet.

[11] SEPA, https://map.sepa.org.uk/floodmaps
[12] ClimateXChange (Scotland's centre of expertise on climate change), Flooding and infrastructure (climatexchange.org.uk)

This section has also reported on several environmental factors that may constrain options in relation to the development of a regional active travel network, including environmentally designated sites, peatland and areas susceptible to flooding. Finally, there is an opportunity to enhance environmental assets through the delivery of the Regional ATS by developing a network that protects existing green spaces and improves access, including new green routes proposed as part of the regional active travel network.

Key Point: *The Regional ATS provides an opportunity to improve and protect existing green spaces and important environmental assets whilst also helping to reduce the negative impact of transport on the environment by delivering mode shift from private vehicles.*

3.4 Socio-economic Context

This section outlines the study area's socio-economic context, drawing on population, economic activity, deprivation, and health data.

3.4.1 Urban-Rural Classification

The SPT region is the largest of the seven RTP regions in Scotland and covers areas which fall under every one of the Scottish Government's six Urban Rural 2020 classifications.[13] **Figure 3.6** shows the percentage of the population living in each of the classifications by local authority, however it must be noted that the data for Argyll and Bute is for the whole local authority and not just specific to the Helensburgh and Lomond Ward. As can be seen, much of the SPT region lives in areas classified as urban. Argyll and Bute, East Ayrshire, North Ayrshire, South Ayrshire, and South Lanarkshire have the largest proportion of their population living in areas classified as rural.

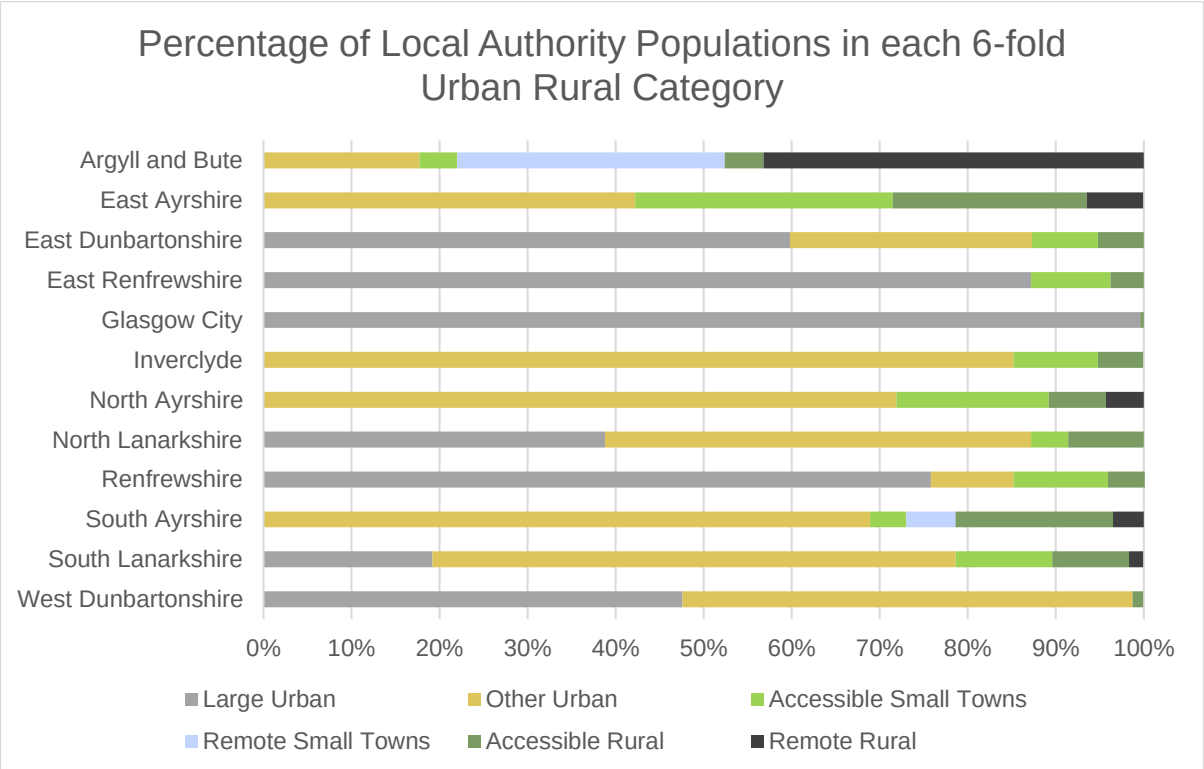

Figure 3.6 *– Percent of local authority populations in each 6-fold Urban Rural category*[14]

Key Point*: The expansive and diverse nature of the SPT region will be a crucial element to consider in the context of the Regional ATS, whereby active travel is typically more viable in urban areas than rural*

[13] The Scottish Government's Urban Rural Classification provides a consistent way of defining urban and rural areas across Scotland. The classification is based upon two main criteria; population as defined by the National Records of Scotland (NRS), and accessibility based on drive times. The classification in one of its most common forms is a six-fold which distinguishes between urban, rural, and remote areas.

[14] Scottish Government, 2022, https://www.gov.scot/publications/scottish-government-urban-rural-classification-2020/pages/5/

due to the proximity of housing, schools, workplaces, key services and amenities. The prevalence of urban areas within the region will be advantageous in the context of delivering 20-minute neighbourhoods, whilst alternative solutions may be required to address problems and opportunities presented in the rural areas of the region.

3.4.2 Economic Activity

Table 3.2 shows the percentage of people aged 16 and over in employment across the SPT region, each local authority, other RTP's and the national average between October 2022 and September 2023.

***Table 3.2** – Percentage of People in Employment*[15]

Area	Percentage of people in employment (Oct 2022-Sep 2023)
Scotland	78%
SPT	73%
SESTRAN	78%
TACTRAN	72%
Argyll and Bute*	73%
East Ayrshire	71%
East Dunbartonshire	75%
East Renfrewshire	77%
Glasgow City	74%
Inverclyde	70%
North Ayrshire	69%
North Lanarkshire	72%
Renfrewshire	78%
South Ayrshire	61%
South Lanarkshire	78%
West Dunbartonshire	73%

**Data presented is for entire local authority*

As can be seen in **Table 3.2**, the SPT region is below the Scottish average by 5%, with all but two local authorities having less than 78% of their population in employment. In comparison to other RTPs, the SPT region has similar employment rates to TACTRAN but is 5% behind SESTRAN.

Transport can be a key barrier to the uptake of employment and learning opportunities, where access to employment and opportunity destinations in the SPT region, and across the UK, are commonly constrained by factors including travel costs, public transport service provision and access to a car. Walking and cycling represent more affordable and socially equitable ways of travelling, however further emphasis needs to be placed on active travel and related infrastructure to link communities with places of work and study and enhance the mobility of people of all ages. Furthermore, as highlighted in the RTS, there is significant cross-boundary commuting within the region. For example, pre-covid, approximately one in every three people commuting to work in the region were travelling to Glasgow.

Other key cross-boundary travel to work corridors identified in the RTS include:

- North Lanarkshire – South Lanarkshire, particularly Airdrie/Coatbridge;
- Motherwell – Hamilton – East Kilbride;
- North Ayrshire – East Ayrshire – South Ayrshire;
- Clydebank – Dumbarton – Helensburgh – Faslane;
- Barrhead – Paisley/Renfrew; and

[15] Office for National Statistics annual population survey, July 2022 - June 2023, https://www.nomisweb.co.uk/sources/aps

- Inverclyde – Renfrewshire.

Key Point: *Nationwide barriers to accessing employment exist, largely due to the affordability, suitability, and reliability of the existing transport network, particularly affecting for those in low-income roles and with low financial resilience.[16] [17] [18]A trend for cross-boundary commuting in the SPT region was also identified. To address these barriers and the prevalence of strong commuting patterns a comprehensive transport network is required to allow to for efficient, low-carbon commuting, in line with policy aims. A regional ATS and DP would offer an affordable, low carbon means to access to employment, helping secure the regions' economic productivity and financial security amongst its communities.*

3.4.3 Deprivation

The Scottish Index of Multiple Deprivation (SIMD 2020) is a tool used to identify areas of multiple deprivation in Scotland. People using SIMD will often focus on the data zones below a certain rank, for example, the 5%, 10%, 15% or 20% most deprived data zones in Scotland. The SIMD Deprivation Scale is measured from 1 (Most Deprived) to 10 (Least Deprived), as can be viewed on the key in **Figure 3.7**.

In the SPT region, Glasgow City has the highest percentage of datazones that are most deprived within their local authority, with 45% of its datazones in the 20% most deprived, nationally (followed closely by Inverclyde); these are shown in red colours in **Figure 3.7**. On the other hand, East Dunbartonshire had the lowest percentage with 3.8%. Within the whole SPT region, 31.8% (913) of data zones are within the 20% most deprived.

People living in areas of high deprivation are less likely to have access to a car and more likely to depend on other modes to reach amenities, particularly in urban areas where there are other transport options available. However, research suggests that these areas are not always well connected by non-car modes[19] and as a result, residents without a car suffer from poor connectivity to jobs, education, and services.

For some people living in these areas of deprivation, particularly in rural areas where public transport and active travel options are typically sparse, residents may suffer from 'forced' car ownership whereby they are reliant on owning a car to access amenities necessary to live and work. This car dependence has a more significant impact in areas of higher deprivation as the cost of car ownership and use puts real pressures on household finances.

[16] Scottish Household Survey, 2021, Transport and Travel in Scotland 2021
[17] The Debt Advisor, 2023, Nearly 40% of Brits Struggle to Afford Travel to Work https://www.thedebtadvisor.co.uk/40-brits-struggle-afford-travel-work/
[18] Green European Journal, 2021, Affordable Public Transport for a Fairer Scotland
[19] Poverty and Inequality Commission, Transport and Poverty in Scotland (2019)

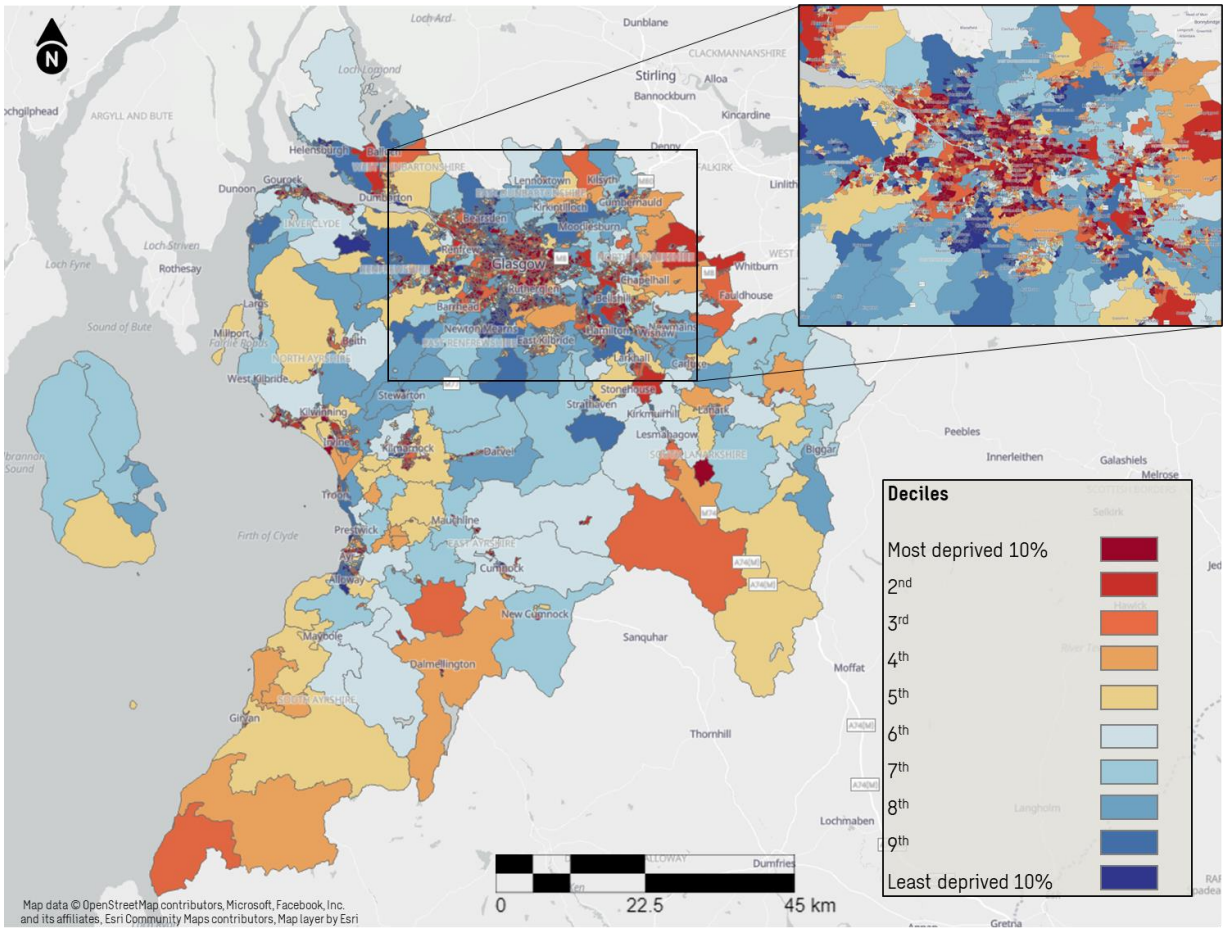

***Figure 3.7** – Scottish Index of Multiple Deprivation*

***Key Point**: Deprivation is an important consideration in the context of the Regional ATS. Improving transport options in areas of deprivation would help to connect people to jobs, education, and amenities, whilst also reducing the reliance on car travel and the financial burden of car ownership. Active travel, particularly walking and wheeling, is an affordable and accessible form of transport no matter level of income. Therefore, in addition to other benefits it can help to reduce inequality in access to transport which currently disproportionally affects lower income households.*

3.4.4 Health

Table 3.3 shows a comparison of self-assessed general health of local authorities and the Scottish average for time-periods 2012-2015 and 2018-2022 from the Scottish Health Survey[20].

***Table 3.3** – Self-assessed General Health, 2012-2015 (Source: Scottish Health Survey Data)*

Area	Self-assessed general health, % of population					
	2012-2015			2018-2022		
	Very good / Good	Fair	Bad / Very bad	Very good / Good	Fair	Bad / Very bad
Scotland	74%	18%	8%	73%	19%	9%
Argyll and Bute	73%	19%	8%	69%	23%	8%
East Ayrshire	68%	21%	11%	59%	23%	18%
East Dunbartonshire	80%	16%	4%	79%	17%	5%

[20] Scottish Health Survey, 2023, https://scotland.shinyapps.io/sg-scottish-health-survey/

Area	Self-assessed general health, % of population					
	2012-2015			2018-2022		
	Very good / Good	Fair	Bad / Very bad	Very good / Good	Fair	Bad / Very bad
East Renfrewshire	79%	16%	5%	78%	15%	7%
Glasgow City	69%	20%	12%	73%	18%	9%
Inverclyde	66%	21%	13%	62%	22%	15%
North Ayrshire	68%	22%	10%	65%	21%	14%
North Lanarkshire	68%	21%	11%	69%	18%	13%
Renfrewshire	75%	18%	8%	65%	24%	10%
South Ayrshire	75%	16%	9%	73%	17%	9%
South Lanarkshire	77%	17%	6%	75%	16%	9%
West Dunbartonshire	63%	22%	15%	67%	21%	11%

Between 2012-2015 and 2018-2022, the self-assessed general health of Scotland remained relatively unchanged. A total of 73% of people assessed themselves as very good/good general health in 2018-2002 compared to 74% in 2012-2015. However, across the SPT region some local authorities have seen sharp reductions in the proportion of people who assessed themselves as in very good/good health between these dates. All but three local authorities (Glasgow City, North Lanarkshire, and West Dunbartonshire) have seen declines in very good / good health, with the likes of East Ayrshire and Renfrewshire seeing declines of 9% 10% respectively.

Table 3.4 shows the proportion of the population with long-term illnesses between 2018-2022.

***Table 3.4** – Long-term illness, 2018-2022 (Source: Scottish Health Survey Data)*

Area	Long term illness (2018-2022)		
	Limiting long-term illness	No long-term illness	Non-limiting long-term illness
Scotland	36%	52%	12%
Argyll and Bute	45%	39%	16%
East Ayrshire	37%	46%	17%
East Dunbartonshire	32%	58%	10%
East Renfrewshire	35%	57%	8%
Glasgow City	33%	55%	12%
Inverclyde	38%	49%	12%
North Ayrshire	45%	44%	11%
North Lanarkshire	39%	49%	11%
Renfrewshire	40%	48%	12%
South Ayrshire	40%	41%	19%
South Lanarkshire	37%	51%	12%
West Dunbartonshire	38%	53%	9%

As seen in **Table 3.4,** at least 32% of the population in all SPT local authorities have a limiting long-term illness. Additionally, all but two local authorities (East Dunbartonshire and Glasgow City) have a greater proportion of their population with limiting long-term illnesses than the national average.

Table 3.5 shows a summary of physical activity levels of SPT local authorities and Scotland. The current activity guidelines advise adults to accumulate 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

***Table 3.5** – Activity levels, 2018-2022 (Source: Scottish Health Survey Data)*

Area	Summary activity levels (2018-2022)			
	Meets recommendations	Some activity	Low activity	Very low activity
Scotland	67%	10%	4%	19%
Argyll and Bute	65%	10%	4%	21%
East Ayrshire	63%	13%	4%	21%
East Dunbartonshire	71%	10%	3%	16%
East Renfrewshire	70%	10%	3%	17%
Glasgow City	71%	9%	3%	18%
Inverclyde	59%	12%	6%	23%
North Ayrshire	59%	11%	3%	27%
North Lanarkshire	62%	9%	5%	24%
Renfrewshire	64%	8%	5%	23%
South Ayrshire	71%	9%	3%	18%
South Lanarkshire	65%	13%	4%	19%
West Dunbartonshire	64%	10%	5%	20%

As can be viewed on **Table 3.5**, 67% of the Scottish population meet recommendations for physical activity but 33% of the population do not. All but four of the local authorities in the SPT region have a poorer rate of achieving recommendations for physical activity than the national average. At least 29% of people in all local authorities in the SPT region do not meet guidelines for physical activity, however in some local authorities (Inverclyde, North Ayrshire) this value is over 40%.

Table 3.6 outlines the obesity rates for local authorities and the Scottish average.

***Table 3.6** – Obesity rates, 2016-2019 (Source: Scottish Health Survey Data)*

Area	Obesity (2016-2019)	
	Non-obesity	Obesity
Scotland	71%	29%
Argyll and Bute	74%	26%
East Ayrshire	61%	39%
East Dunbartonshire	78%	22%
East Renfrewshire	76%	24%
Glasgow City	73%	27%
Inverclyde	73%	27%
North Ayrshire	65%	35%
North Lanarkshire	67%	33%
Renfrewshire	67%	33%
South Ayrshire	74%	26%

Area	Obesity (2016-2019)	
	Non-obesity	Obesity
South Lanarkshire	69%	31%
West Dunbartonshire	63%	37%

Table 3.6 shows that obesity rates of local authorities in the SPT region range from 22% in East Dunbartonshire to as great as 39% of people in East Ayrshire.

The Scottish Health Survey also assesses mental health and wellbeing and presents average levels of mental wellbeing according to the 'Warwick-Edinburgh Mental Wellbeing Scale' (WEMWBS). The WEMWBS is a scale of 14 positively worded items designed to assess a population's mental wellbeing and scores can range from 14-70. WEMWBS has a mean score of 51.0 in general population samples in the UK[21]. **Table 3.7** presents the mean scores for males and females in each local authority area in the SPT region.

***Table 3.7** – Mean Levels of Mental Wellbeing (WEMWBS), 2018-2022 (Source: Scottish Health Survey Data)*

Area	Mental Wellbeing (2018-2022)		
	Female	Male	All
Scotland	48.7	49.1	48.9
Argyll and Bute	49.1	49.9	49.5
East Ayrshire	46.8	49.1	47.8
East Dunbartonshire	49.7	50.3	50.0
East Renfrewshire	50.3	48.8	49.6
Glasgow City	47.2	48.1	47.6
Inverclyde	47.5	48.7	48.1
North Ayrshire	48.7	48.5	48.6
North Lanarkshire	47.7	46.6	47.1
Renfrewshire	47.9	49.3	48.6
South Ayrshire	49	48.5	48.8
South Lanarkshire	48.9	49.4	49.1
West Dunbartonshire	46.5	49.5	47.9

The data presented in **Table 3.7** highlights that, at 48.9, the mean WEMWBS score for Scotland sits below the UK mean score of 51.0. For the local authorities in the SPT region, the mean score ranges from 47.1 (North Lanarkshire) to 50.0 (East Dunbartonshire). Across the series, men generally record higher mean WEMWBS scores than women. The differences are not hugely significant across most local authority areas, however in East Ayrshire and West Dunbartonshire the difference is of note and can be quantified as between 2.3 and 3.0 points higher for men.

Many benefits to mental health and wellbeing have been proven to be associated with physical activity, including reducing the risk of depression, dementia and Alzheimer's; improving self-perception and self-esteem including a sense of purpose and value, mood and sleep quality; and reducing levels of anxiety and fatigue[22]. Walking and cycling can be desirable forms of physical exercise, while improved transport connections and perceptions of closeness can assist with poor mental wellbeing indicators such as isolation and loneliness.

***Key Point:** Self-assessed general health in the SPT region is lower in seven out of the 12 local authorities when compared the national average. Limiting long-term illness is a burden on approximately*

[21] Warwick Medical School (2023) Collect, score, analyse and interpret WEMWBS
[22] Sustrans (2017) The Role of Active Travel in Improving Health

one-third of the population in local authorities. People are not meeting physical activity guidelines, and obesity is a problem for at least one-fifth of people across local authorities. Increasing levels of walking, wheeling and cycling for short, everyday journeys is among the simplest of methods for incorporating physical activity in everyday life. Regular physical activity is vital for maintaining good physical and mental health throughout all stages of life and would help to improve the health and well-being of SPT residents. Physical activity is proven to help prevent and manage noncommunicable diseases such as heart disease, stroke, diabetes and several cancers. It also helps prevent high blood pressure, maintain healthy body weight and can improve mental health, quality of life and well-being.[23]

3.4.5 Summary

SPT is the largest RTP in Scotland, covering an area that is comprised of both urban and rural areas, with the majority of residents living in urban areas. There are significant opportunities for the uptake of active travel in urban areas where jobs, housing and amenities are located in close proximity, whereas alternative solutions will be required for rural areas. This is a key item for the Regional ATS and DP to address, to ensure the transport needs of rural communities are met, including access and interchange at key transport hubs.

Levels of deprivation vary across the region, with 31.8% of data zones (913) classified within the 20% most deprived nationally. With lower incomes, people living in areas of high deprivation are less likely to have access to a car and more likely to depend on other travel modes to reach necessary amenities. Research suggests that these areas are not always well connected by non-car modes and as a result, residents without a car suffer from poor connectivity to jobs, education, and services. People living in areas of high deprivation would benefit from better sustainable transport options and particularly active travel options, which offer an affordable and accessible form of transport for all, subsequently reducing the financial burden on households and improving connectivity to jobs, education and services.

The physical and mental health of the population is also variable across the region, with 33% of residents not meeting the recommended minutes of physical activity per week and average levels of mental wellbeing sitting below the national average in all but three local authority areas. Increasing the number of people that participate in active travel as part of their daily journeys can contribute towards increasing physical activity levels and positively impact the physical and mental health of local people.

Key Point: *The SPT region is varied in terms of density, economic activity, deprivation, and health. Through delivering improvements to active travel in the region, there is an opportunity to provide better connectivity for people in areas of deprivation, reduce the financial burden of transport, increase physical activity levels, improve mental health and wellbeing and ensure that the population's transport needs are met.*

3.5 Transport Baseline

This section reviews the existing transport network in the SPT region and provides an overview of current transport trends.

3.5.1 Road Network and Vehicles

3.5.1.1 Road Network

As can be viewed on **Figure 3.8**, the SPT region is served well by the road network.

[23] World Health Organisation (2022), Physical activity

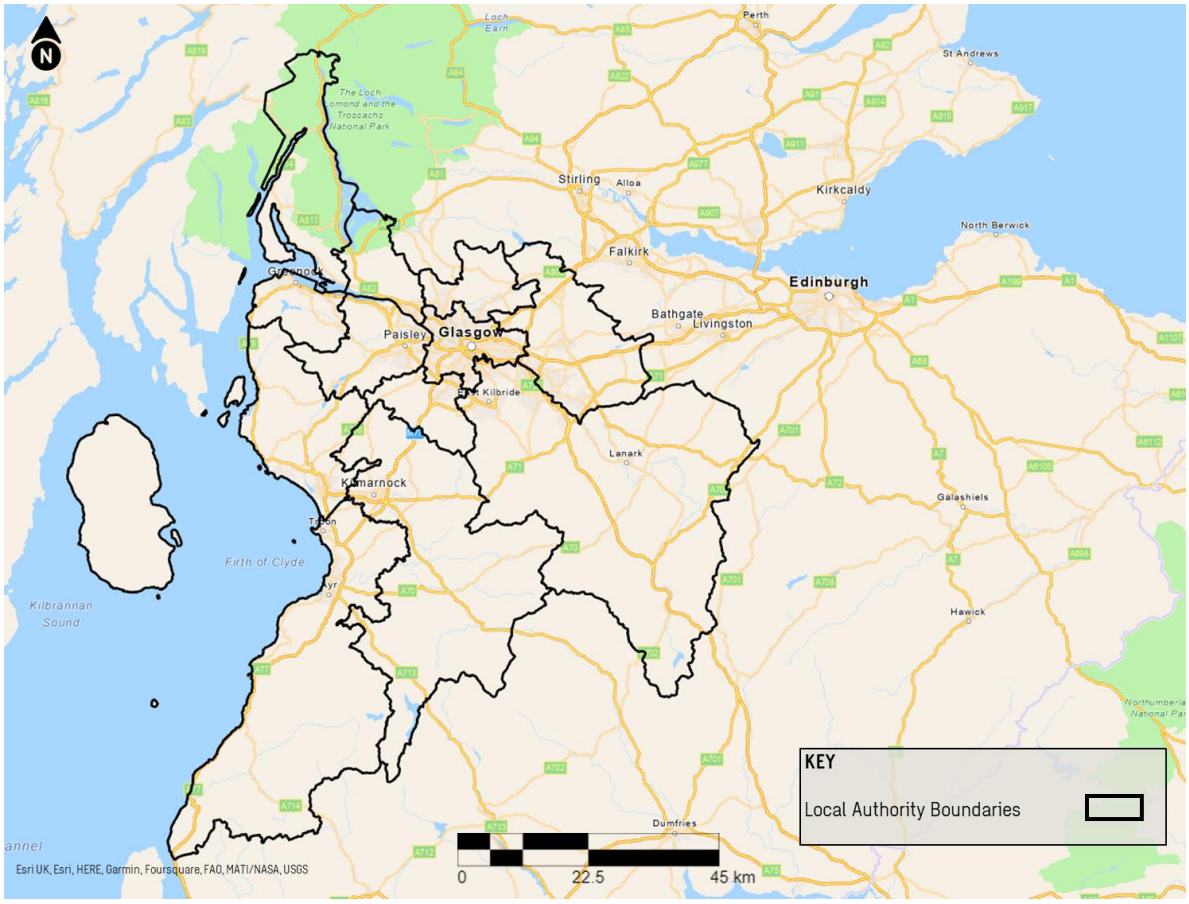

Figure 3.8 *– Road Network in the SPT Region*

Table 3.8 shows the percentage breakdown of the road network in the region and other RTP's by class. Compared to other RTP's, SPT has the largest percentage of motorway and motorway slips with a total of 6.8% of roads being classed as trunk roads in the SPT region. The breakdown of local authority managed roads is not too dissimilar to that of other RTP's.

Table 3.8 *– Percentages of Public Road by RTP and class, 2018/19*[24]

RTP	Trunk Roads				Local Authority				
	Motorway	Motorway slips	A Road	Total	A Road	B Road	C Road	Unclassified	Total
SPT	1.5%	0.8%	4.6%	6.8%	10.8%	12.2%	15.5%	54.8%	93.2%
TACTRAN	0.9%	0.3%	6.2%	7.5%	13.7%	12.5%	21.8%	44.5%	92.5%
SESTRAN	0.9%	0.4%	3.9%	5.1%	12.3%	13.7%	16.7%	52.2%	94.9%

Key Point*: The high presence of motorways and motorway slips in the region, which are conducive to greater volumes and speeds of traffic, can negatively impact the perceived safety and attractiveness of active travel in an area. Additionally, larger roads can have a severance impact on communities and landscapes, making it more difficult for pedestrians and cyclists to move freely across areas. However, dedicated infrastructure can help pedestrians and cyclists to bypass high speed and heavily trafficked roads. Integrated planning can also ensure active travel routes exist in harmony with road network infrastructure. Design solutions and route prioritisation that address the barriers and opportunities associated with the road network in the region will be a key consideration during the production of the DP.*

[24] Transport Scotland (2019), Scottish Transport Statistics No. 38 2019 Edition

3.5.1.2 Safety

Between 2019 and 2021 there were a total of 5,413 collisions on the road network in the SPT region, accounting for 6,426 casualties (where a collision can result in more than one casualty). Included in this casualty count were 607 pedal cyclists and 1,251 pedestrians, highlighting that active travel journeys can bring the risk of accident and injury.[25]

Table 3.9 presents the detailed data for cyclist and pedestrian casualties of all severities over the three-year assessment period. It should be noted that this data is impacted by the Covid-19 pandemic and the resulting travel behaviour changes between March 2020 and December 2021.

***Table 3.9** – Cyclist and Pedestrian Casualties, 2019-2021*

	2019	2020	2021	Total
Cyclist Casualties	195	223	189	607
Pedestrian Casualties	559	363	329	1,251
Total Casualties	2,824	1,849	1,753	6,426
% Cyclist Casualties	7%	12%	11%	
% Pedestrian Casualties	20%	20%	19%	

Table 3.9 shows that the pre-Covid baseline (2019) saw 2,824 reported road casualties in the SPT region, which can be considered relative to the national total of 7,638 in 2019.

Pedestrians represent one of the most-impacted road user groups and were involved in 20% of all casualties. This rate is higher than the Scottish average of 16%, denoting a higher road risk factor for pedestrians in the SPT region. Pedestrian casualties are shown to have reduced in number over the assessment period, however a reduction of this level is likely to be, at least in-part, attributed to the travel restrictions and the reduced need to travel seen during and since the Covid-19 pandemic. Most significantly, the percentage of pedestrians impacted remains constant between 2019-2021 despite the reduction in the total casualties.

The rate of cyclist casualties increased in the period 2019-2020 and data from 2021 suggests this rate may be levelling off at 11%. The share of road accident casualties by mode of transport for Scotland attributes a 7% share to cyclists in 2019, and the statistics for the SPT region fall in line with this.

Figure 3.9 shows the location of accidents involving a cyclist across the region. As can be viewed, the highest concentration of accidents is in the Glasgow City region which can be expected due to factors such as greater population density and commuting statistics for journeys into Glasgow.

***Key Point:** There is an opportunity to improve the safety of pedestrians and cyclists on the roads in the SPT region.*

[25] Department for Transport, Road Safety Data, https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data

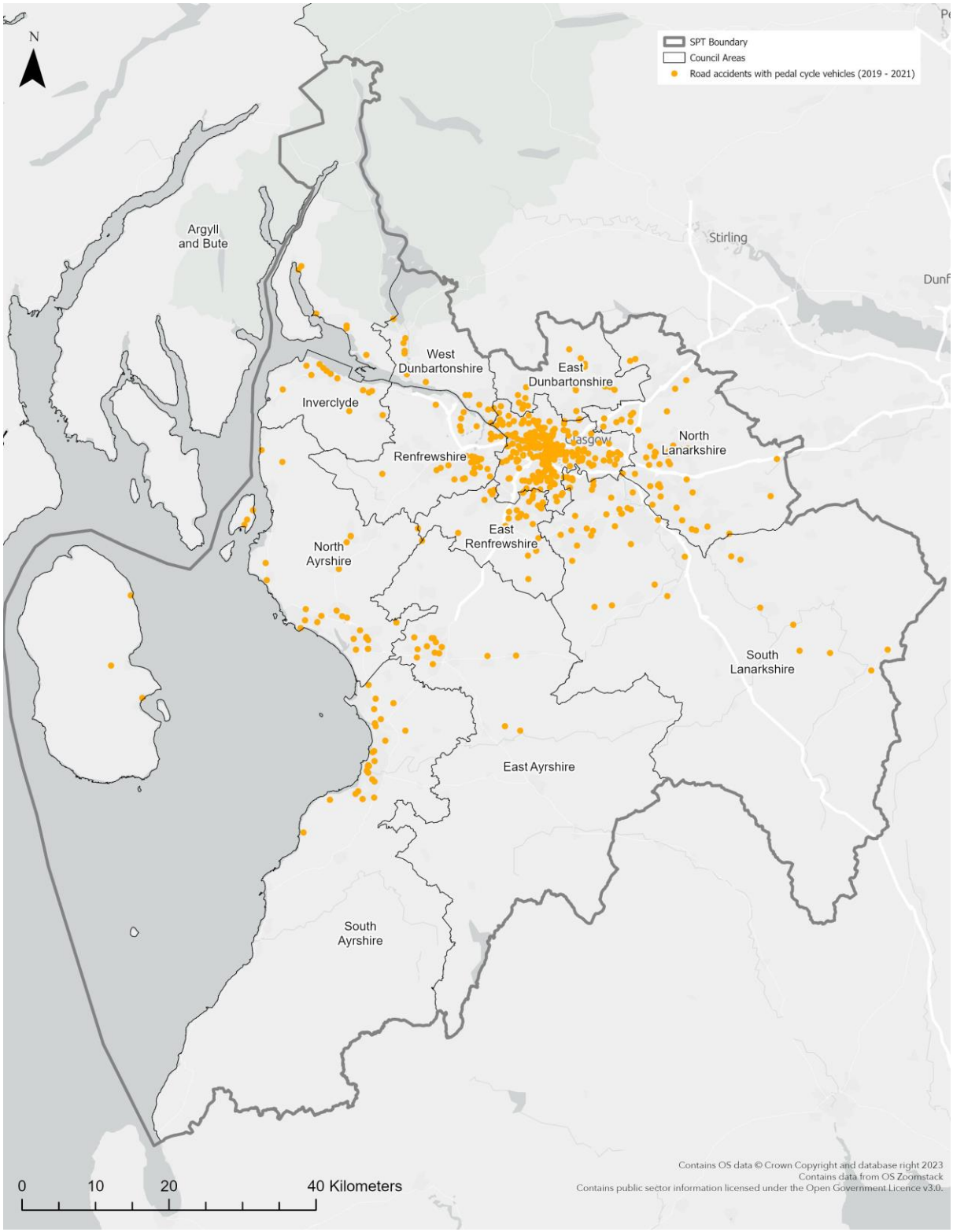

Figure 3.9 *– Accident Data for Cyclists in the SPT Region*

3.5.1.3 Car Ownership

In terms of car ownership per household, 49% of households in the SPT region have access to one car for private use, 22% have two, 5% have three while 24% do not have access to a car at all. Compared to other RTPs, SPT has the highest percentage of households with no access to a car (TACTRAN = 19% and SESTRAN = 19%). **Table 3.10** shows these figures along with the national average.

***Table 3.10**– Percentage households without access to a car*

Area	Percentage households without access to a car (%)
Scotland	20%
SPT	24%
SESTRAN	19%
TACTRAN	19%

Differences within the SPT region are also apparent and can be viewed on **Figure 3.10.** For example, 37% of households in Glasgow City do not have access to a car for private use whereas in East Renfrewshire as little as 10% of households do not have access to a car. Inverclyde has a considerably lower rate of households that have access to one car when compared to the SPT region but also has one of the highest rates of two cars per households compared to other local authorities.

It is also apparent that more rural local authorities (Argyll and Bute, East Ayrshire, South Ayrshire, and South Lanarkshire) have some of the lowest rates of no access to a car which highlights a dependency for car travel on rural areas.

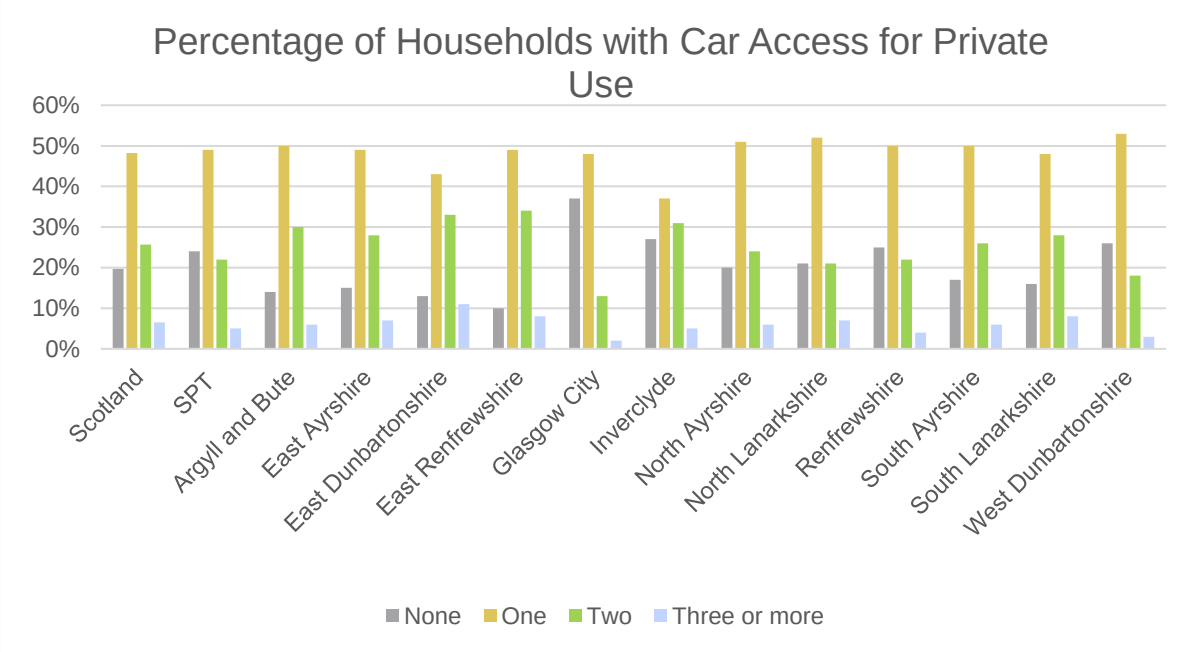

***Figure 3.10** – Percentage of Households with Car Access for Private Use (Source: Scottish Household Survey 2021, Table LA4)*

The overall prevalence of car ownership across the region may be a result of factors such as spatial planning and land-use development. However, the variance in car ownership across the local authorities may reflect the diversity in financial status, as there is a correlation between car ownership and annual income whereby households with greater incomes are more likely to have access to at least one car for private use.[26]

***Key Point:** The prevalence of car ownership across the region should be considered in the context of the Regional ATS whereby behaviour change initiatives targeted towards drivers will likely be required, alongside improvements to active travel provisions, to make active travel an attractive option and facilitate modal shift. For those without access to a car, a high quality, well-connected regional active travel network will offer an affordable method of transport, helping reduce inequalities related to financial and transport poverty.*

[26] Transport Scotland, 2022, Scottish Transport Statistics 2021 Road Transport Vehicles

3.5.2 Public Transport

3.5.2.1 Train

As can be viewed on **Figure 3.11**, every local authority in the SPT region has at least one railway line. Areas surrounding Glasgow are most connected by rail with Glasgow City and North Lanarkshire having some of the densest networks.

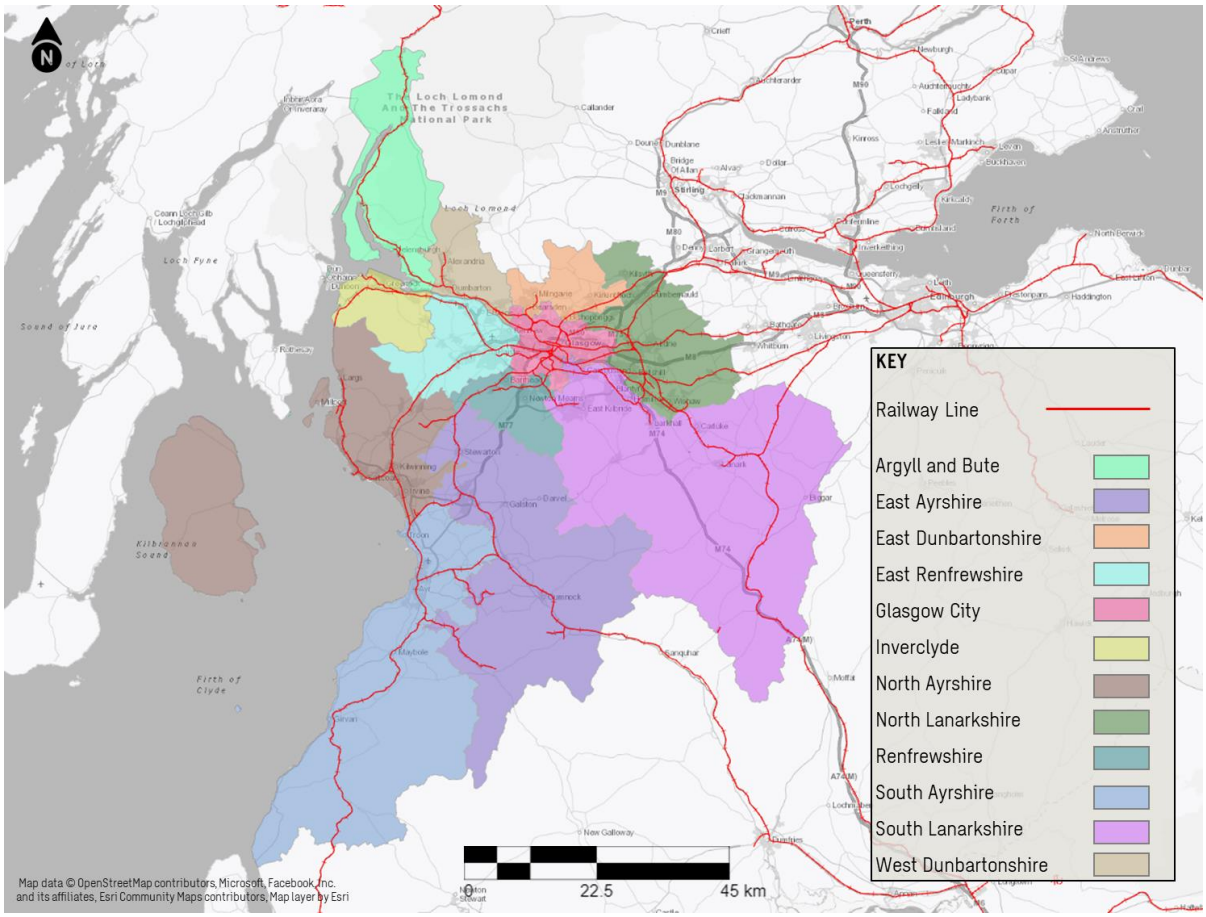

***Figure 3.11** – Coverage of Railway Lines in the SPT region*

Table 3.11 shows the number of railway stations by local authority. As can be seen, Glasgow City has the most (61) and East Ayrshire and East Dunbartonshire have the least (6).

***Table 3.11** – Number of railway stations by local authority*

Local authority	Number of stations
Argyll and Bute	7
East Ayrshire	6
East Dunbartonshire	6
East Renfrewshire	9
Glasgow City	61
Inverclyde	14
North Ayrshire	12
North Lanarkshire	25
Renfrewshire	10
South Ayrshire	9

Local authority	Number of stations
South Lanarkshire	19
West Dunbartonshire	13

Rail stations offer an alternative to car travel for longer distance trips and are a key component of the sustainable transport network. A key item for the Regional ATS and DP to address will be ensuring that access to stations, especially in rural areas, is provided to ensure a connected transport network across the region and access for all.

Key Point: *Parts of the region are well served by train; Glasgow has the largest suburban rail network outside of London[27]. In rural areas, the rail network serves as a crucial factor in overall levels of accessibility and rail provides a real opportunity for longer distance journeys to be made in a sustainable manner. Developing an active travel network that provides links to transport interchange points, such as rail stations, would improve regional connectivity and enhance opportunities for sustainable multi-modal journeys. The integration between active modes (particularly cycling) and public transport should be considered as part of the Regional ATS, to ensure that interchange between modes is convenient for users and attractive as an alternative to car-based travel.*

3.5.2.2 Bus

There are approximately 450 registered bus services operating in the SPT region, operated by over 40 different bus operators. The greatest number of services can be found on corridors into Glasgow from main settlements in Ayrshire and Lanarkshire.

Figure 3.12 shows the percentage of households that are without access to a bus stop within reasonable walking distances. The analysis defines reasonable walking distances based on postcode centroids and Six-fold Rural Urban Classification, highlighting distances between 400m and 800m as reasonable in different urban rural classifications.

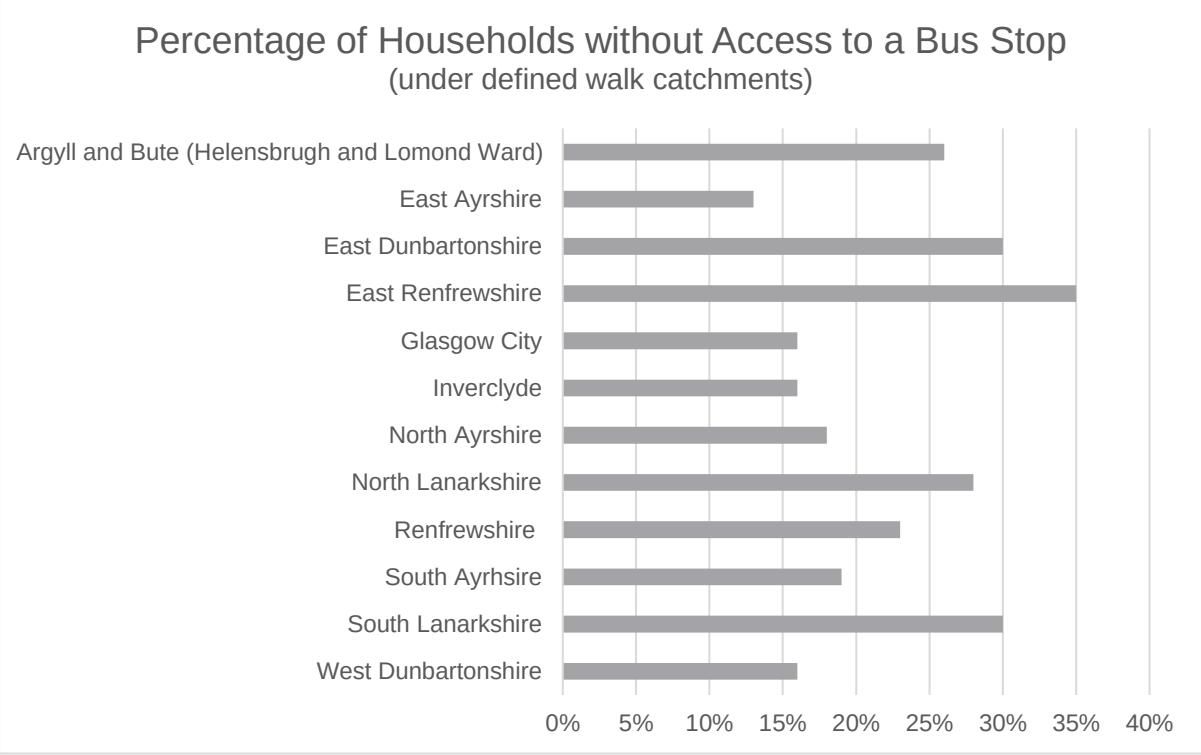

Figure 3.12 *– Percentage of Households without Access to a Bus Stop (under defined walk catchments)*

Overall, 22% of households across the SPT region do not have convenient access to a bus stop and variances across local authority areas can be stark. **Figure 3.12** shows East Renfrewshire has the

[27] Glasgow City Council (2021), Case for Change Glasgow's Transport Strategy

highest percentage of households without convenient access to a bus stop (35%), while East Ayrshire has the lowest (13%).[28] This data highlights the potential for active travel to provide an alternative sustainable transport option for those who cannot directly access the bus network, or indeed the potential to promote multi-modal journeys where walking, wheeling and cycling to a public transport access node is a viable option.

Key Point: *The availability of public transport varies greatly across the SPT region, with urban areas typically being better served. In the context of the Regional ATS, it is important to consider the potential to connect to existing services and measures that could be implemented to improve the integration of active travel and public transport as well as improve the accessibility of sustainable transport modes throughout the region.*

3.5.3 Active Travel

3.5.3.1 Core Path Network

Figure 3.13 shows the core path network for the SPT region. The network's coverage across the region is found to vary between urban and rural areas, where Glasgow City has a much denser concentration of core paths in comparison to Argyll and Bute, for example.

[28] Systra & Stantec, Strathclyde Regional Bus Strategy Case for Change

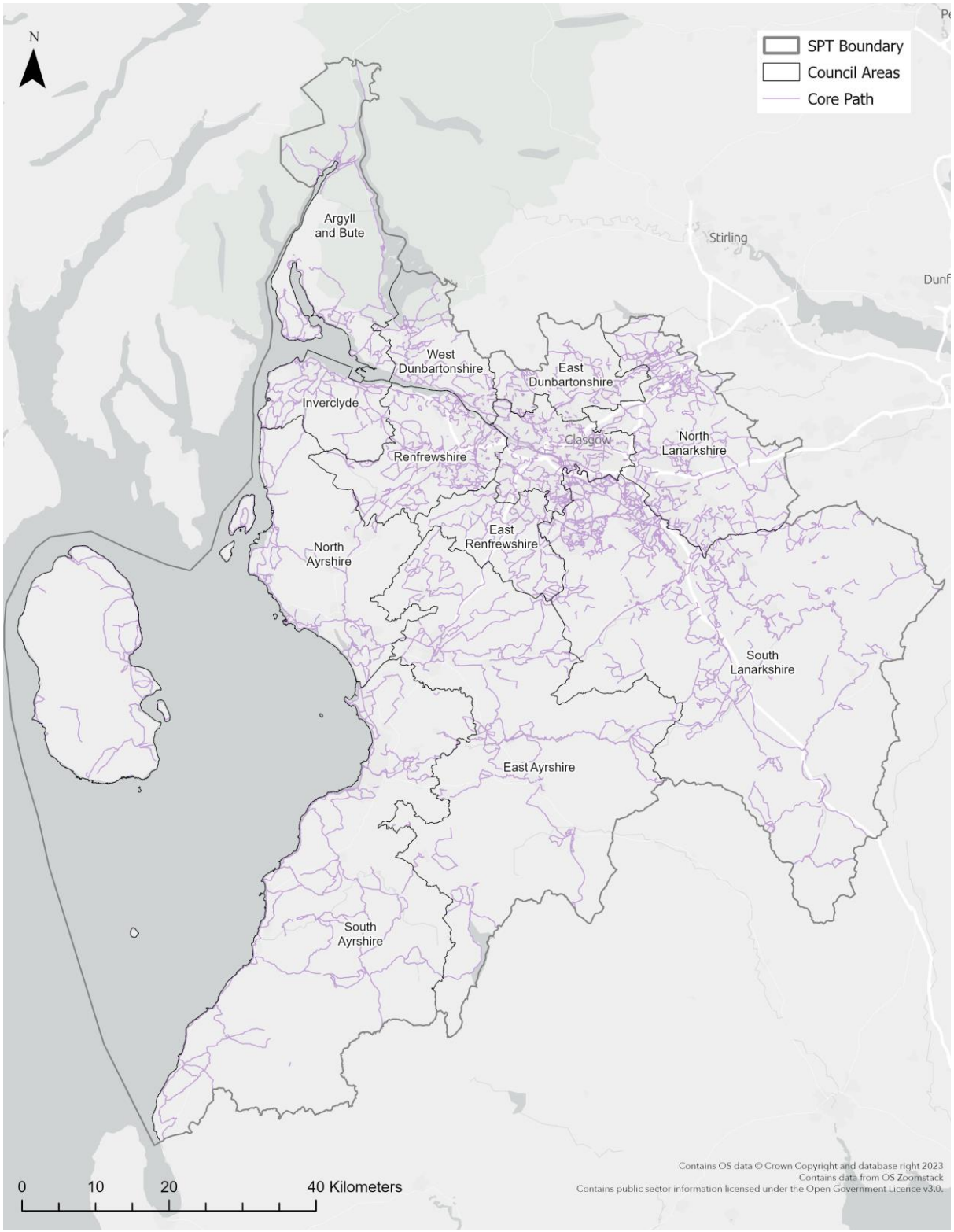

***Figure 3.13** – Core Path Network in the SPT Region*

Table 3.13 provides further detail on the core path provision by local authority and presents an overall ratio of core path length by area.

***Table 3.13** – Length of Core Path Network by Local Authority and Population Density*

Local authority	Population density (people/km^2)	Area (km2)	Total core path length (km)	Core path length ÷ Area
Argyll and Bute*	13	6,909	1,784	0.26
East Ayrshire	97	1,262	510	0.40
East Dunbartonshire	624	176	155	0.88
East Renfrewshire	556	174	154	0.89
Glasgow City	3,619	176	295	1.68
Inverclyde	478	161	179	1.12
North Ayrshire	152	885	403	0.46
North Lanarkshire	727	470	545	1.16
Renfrewshire	689	261	343	1.31
South Ayrshire	92	1,222	450	0.37
South Lanarkshire	182	1,772	1,541	0.87
West Dunbartonshire	553	159	141	0.89

**Values are for the entire local authority area, not specific to the ward within the SPT region*

Table 3.13 shows Argyll and Bute (1,784km) has the greatest length of core paths, while West Dunbartonshire has the least (141km). When taking the local authority area into consideration, it is shown that the actual coverage of the core path network is poor in Argyll and Bute, with a ratio of 0.26 of core path coverage per km^2. This correlates to the lowest population density and greatest area (km^2) in the SPT region, where many areas are uninhabited. Similar findings are apparent in East Ayrshire, North Ayrshire, South Ayrshire and South Lanarkshire, which also have greater surface areas and low population densities, and this indicates potential gaps in the network in the more rural local authorities.

Ramblers, 'Britain's walking charity' who are "dedicated to removing barriers so everyone can enjoy walking", regularly review and campaign for improvements to the core path network. They say "Scotland has thousands of miles of paths, but they aren't always well-maintained, signed or even mapped".

***Key Point:** The SPT region has a good existing core path network. It is, however, apparent that the network's coverage is lacking in some local authority areas, particularly in the more rural parts of the region. Some of the core paths that can be viewed on **Figure 3.13** end abruptly or are not connected to other routes. This highlights the need for a better-connected network to support everyday active travel journeys and the Regional ATS should look to connect rural communities by addressing gaps in the active travel network. Ramblers, Britain's National Walking Charity, say that even though there is a good coverage of paths across Scotland they aren't always well-maintained, signed or sometimes mapped. The Regional ATS will look to solve issues such as these to support everyday journeys.*

3.5.3.2 National Cycle Network (NCN)

In the SPT region there are eight routes that make up the NCN, these can be viewed on **Figure 3.14** and are summarised below:

- NCN7 forms a central route through the SPT region, running through South Ayrshire, North Ayrshire, Renfrewshire, Glasgow City, West Dunbartonshire and Argyll and Bute.
- NCN73 connects Kilmarnock in East Ayrshire to the ferry terminal at Ardrossan in North Ayrshire. NCN73 continues on the Isle of Arran, connecting Brodick to Lochranza.
- NCN74 is routed through South Lanarkshire, offering a mixture of on-road and traffic-free cycling. There is a short gap in NCN74 east of Douglas.

- NCN75 link North Lanarkshire with Inverclyde via Glasgow City and East Renfrewshire.
- NCN753 (North) is in Inverclyde and connects into NCN75 in Gourock.
- NCN753 (South) is a traffic-free, coastal route linking Seamill and Ardrossan in North Ayrshire.
- NCN754 is entirely traffic-free beginning in East Dunbartonshire and ending in North Lanarkshire in the SPT region.
  NCN756 starts in East Kilbride in South Lanarkshire and brings users into Glasgow City.

Figure 3.14 shows the existing NCN network comprises a mix of traffic-free routes and on-road routes. In total over the SPT region there are approximately 564km of traffic-free routes and 310km of on-road routes. The network is distinctly sparser in rural areas, meaning users must travel further to reach a dedicated active travel route.

Connectivity to certain urban areas in the region is also an issue. There are 15 Urban Areas (areas inhabited 10,000 or more people) in the region that are not connected by the NCN, as follows:

- Barrhead (East Renfrewshire)
- Bellshill (North Lanarkshire)
- Bishopbriggs (East Dunbartonshire)
- Carluke (South Lanarkshire)
- Cumbernauld (North Lanarkshire)
- Erskine (Renfrewshire)
- Giffnock (East Renfrewshire)
- Helensburgh (Argyll and Bute)
- Kilsyth (North Lanarkshire)
- Largs (North Ayrshire)
- Milngavie (East Dunbartonshire)
- Motherwell (North Lanarkshire)
- Newton Mearns (East Renfrewshire)
- Renfrew (Renfrewshire)
- Wishaw (North Lanarkshire)

Figure 3.14 also shows analysis undertaken by Sustrans to identify aspirational routes that are currently missing or lower quality links in the network. Longer distance routes identified as aspirational routes for improved connectivity include:

- **Largs (North Ayrshire) – Inverkip (North Ayrshire)**: One obvious gap in the network is in NCN753, which currently has a north and south component, missing an approximate 30km section along the coast of North Ayrshire and Inverclyde. The route would connect Largs, a large urban area, to the NCN.
- **Girvan (South Ayrshire) – Cairnryan (Dumfries & Galloway)**: Currently there is a section along the South Ayrshire Coast that has no links to the NCN. The route from Ayr to Girvan to Cairnryan (outside SPT region) has been identified by Sustrans as a longer aspirational route.
- **Glasgow (Glasgow City) – Newton Mearns (East Renfrewshire) – Kilmarnock (East Ayrshire)**: Currently no connections to the NCN can be made from East Renfrewshire. A route travelling south from Glasgow City, through East Renfrewshire to Kilmarnock in East Ayrshire has been identified by Sustrans as a missing link. Providing this route would connect Giffnock and Newton Mearns, both large urban areas, to the NCN.
- **Dumbarton (West Dunbartonshire) – Helensburgh (Argyll and Bute)**: This route would connect Dumbarton to Helensburgh, a large urban area, to the NCN and provide Argyll and Bute with its first connection to the network.
- **Motherwell (South Lanarkshire) – Lanark (North Lanarkshire)**: Wishaw is not currently connected to the NCN and a route through North and South Lanarkshire between Motherwell and Lanark has been identified as a High Priority Strategic Route by North Lanarkshire Council.

Key Point: *Aspirations exist to improve the NCN in the SPT region and work undertaken by Sustrans has identified gaps and opportunities for improvement. This work should be a key consideration of the DP development, to ensure a joined-up approach to network development and the delivery of cycling infrastructure to increase the uptake in cycling and the overall active travel mode share.*

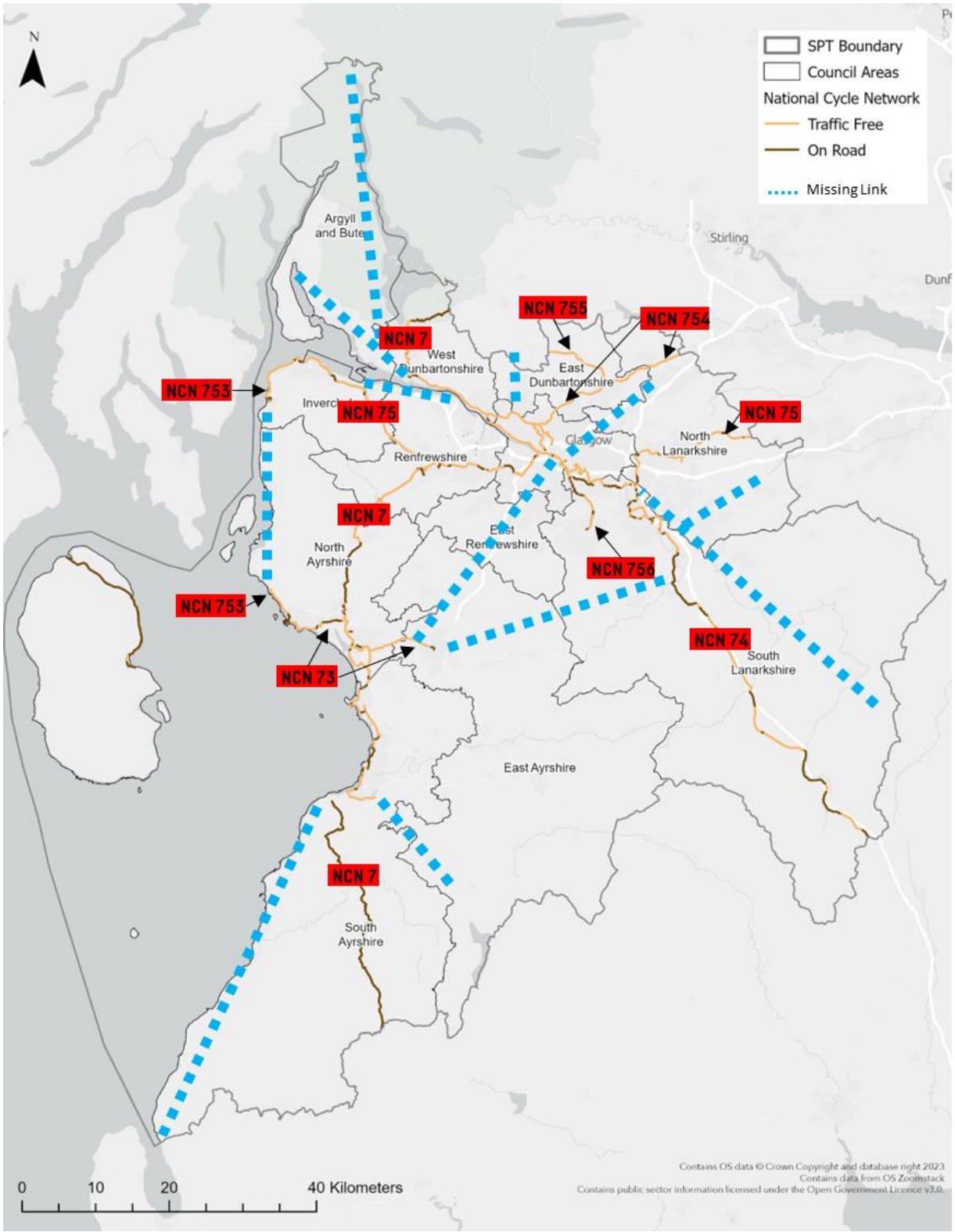

Figure 3.14 *– National Cycle Network in the SPT Region and aspirational routes*

3.5.3.3 Cycle Friendly Employers

There are 231 employers that have earned the Cycling Friendly award in the SPT region, which is an award that is given in recognition of an employer's commitment to tackling climate change, enhancing employee wellness, and offering different transport options. To achieve the award, employers must demonstrate their cycle facilities, workplace promotion of cycling, and organisational policies to support uptake of cycling. Through these efforts, approximately 168,545 employees across the region benefit

from a workplace that makes it easier to cycle to work. The greatest number of cycle friendly employers can be found in Glasgow City, and Argyll and Bute (Helensburgh & Lomond Ward).[29]

In comparison to other RPT's, SPT performs well; TACTRAN has 46 employers which approximately 23,194 people benefit from and SESTRAN have 204 employers with approximately 88,584 employees. An overview is provided in **Table 3.14**.

***Table 3.14** – Cycle Friendly Employers Overview*

Regional Transport Partnership	No. Cycle Friendly Employers	No. Employees at Cycle Friendly Employers
SPT	231	168,545
TACTRAN	46	23,194
SESTRAN	204	88,584

***Key Point:** There are many employers in the SPT region that actively support and encourage employees to cycle to work. Expanding support for cycling from employers and other organisations within the region, including improvements to cycling facilities and policies to support cycling, will be important in encouraging mode shift for work related trips.*

3.5.3.4 Bike Sharing Schemes

Glasgow City's Shared Bike Hire Scheme

Glasgow City are the only local authority in the SPT region to have a shared bike hire scheme at present. In this scheme there are over 1,150 bikes available (10% of which are e-bikes) for hire across 103 hire stations. The service offers a flexible and affordable way to travel, with Glasgow City's hire scheme costing £1 per 20 minutes of use on the pay-as-you-ride basis but monthly or annual memberships can make this cheaper again.

Use of the scheme has proven popular; since its first year in 2014 there has been an approximate five-fold increase in hires, rising to 325,000 hires in the period between August 2021 and July 2022. Relative usage of each bike has also risen from 0.8 hires per bike per day in July 2014 to 1.3 hires per bike per day in July 2022. Additionally, 21 organisations have corporate membership under the current contract.[30]

Figure 3.15 shows the locations of cycle hire stations and the SIMD in Glasgow City. Whilst cycle hire stations are spread across different areas of the city, there is a concentration of stations in the centre and on the western side of the city. The greatest density of hire stations is located in and around the area of low deprivation in the central and western parts of the city. Outside of this area, there are parts of the city with a high concentration of areas in the most deprived 10% where there are few or no hire stations.

[29] Cycling Scotland, 2023, https://opendata.scot/datasets/cycling+scotland-cycling+friendly+-+employers+award+-+cycling+scotland/

[30] Glasgow Centre for Population Health, 2023, Glasgow's bikeshare scheme: trends in use

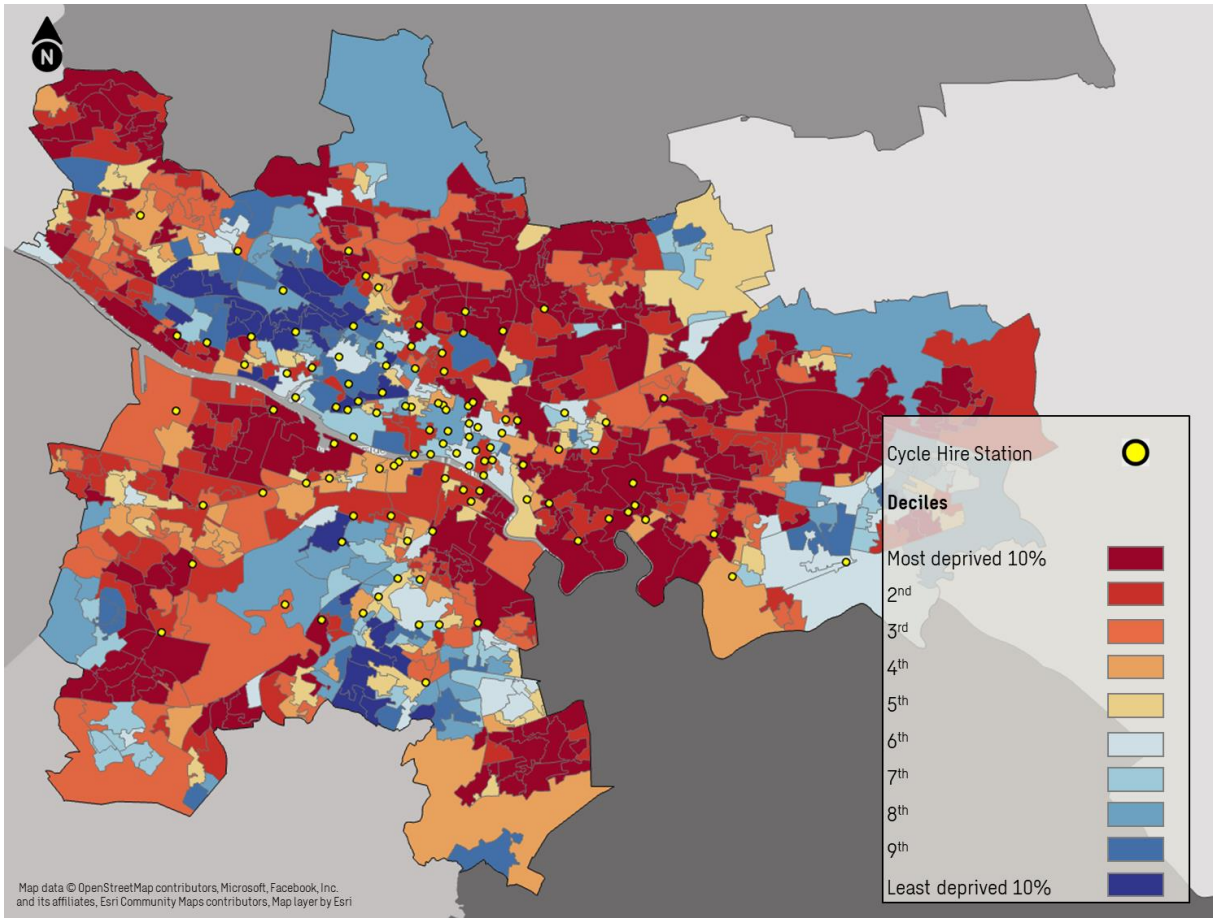

***Figure 3.15** – Cycle Hire Stations and SMID in Glasgow City*

Figure 3.16 shows the location of hire station on Glasgow City's bike share scheme and the location of train stations. Although, good coverage of bike hire stations can be found in Glasgow City Centre, there are some areas (particularly in the east and southwest of Glasgow City) where there are no bike hire stations next to train stations. This highlights a localised problem in Glasgow City that would disrupt the continuity of a journey that integrates cycling and public transport. As there are no public bike hire stations across the rest of the SPT region, it further highlights a barrier to undertaking multi-modal trips by train and cycling if users do not have access to a bike for private use.

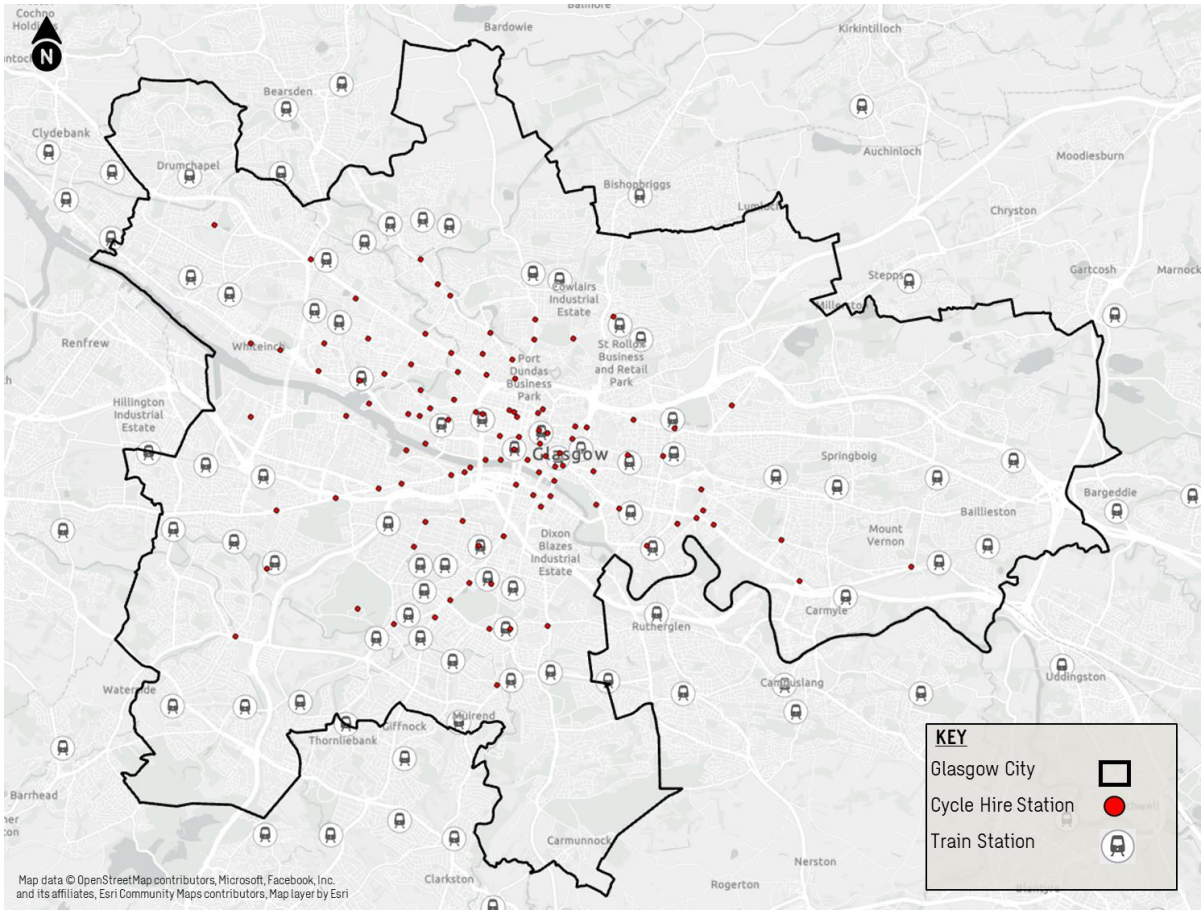

Figure 3.16 *– Cycle Hire Stations in Relation to Train Stations in Glasgow City*

SWITCH UP

SWITCH UP is a micro-mobility platform set up by Bike for Good, which enables people to get access to a bike on a subscription basis. The idea behind SWITCH UP is to allow people to access high-quality bikes without the upfront costs of owning a bike and the hassle and expense of maintenance and repairs. The service is available in Glasgow City and its immediate surroundings, with prices starting at £24 per month for a standard road bike.

While the cost per month may be prohibitive to a lot of people in the region, initiatives such as this are useful methods for improving access to bikes. Measures to promote bike subscription and provide financial assistance to low-income groups could be considered during the development of the Regional ATS to support schemes such as SWITCH UP.

Key Point: *Glasgow City's cycle hire scheme has proven to be popular as it has expanded across the city. However, the distribution of hire stations across the city means that not all users can access the service. Some areas with higher levels of deprivation have a lower density of hire locations, presenting a disadvantage to people who are likely to be in greater need of low-cost travel options and less likely to afford and maintain a bike of their own. Expanding the hire scheme to other areas of the city, and the wider SPT region would make it accessible to more communities, increase travel options to essential services and economic opportunities, and provide people greater options for mode shift.*

In addition to expanding the area covered by the service, the Regional ATS could look to align hire locations to rail stations to simplify interchange between modes and encourage mode shift from cars for longer journeys.

3.5.4 Travel to a Place of Work or Study

Figure 3.17 below shows the method by which residents in the SPT region travel to a place of work or study, alongside the Scottish average. This is for all people aged four and over who were studying or aged 16 to 74 in employment in the week before the census.

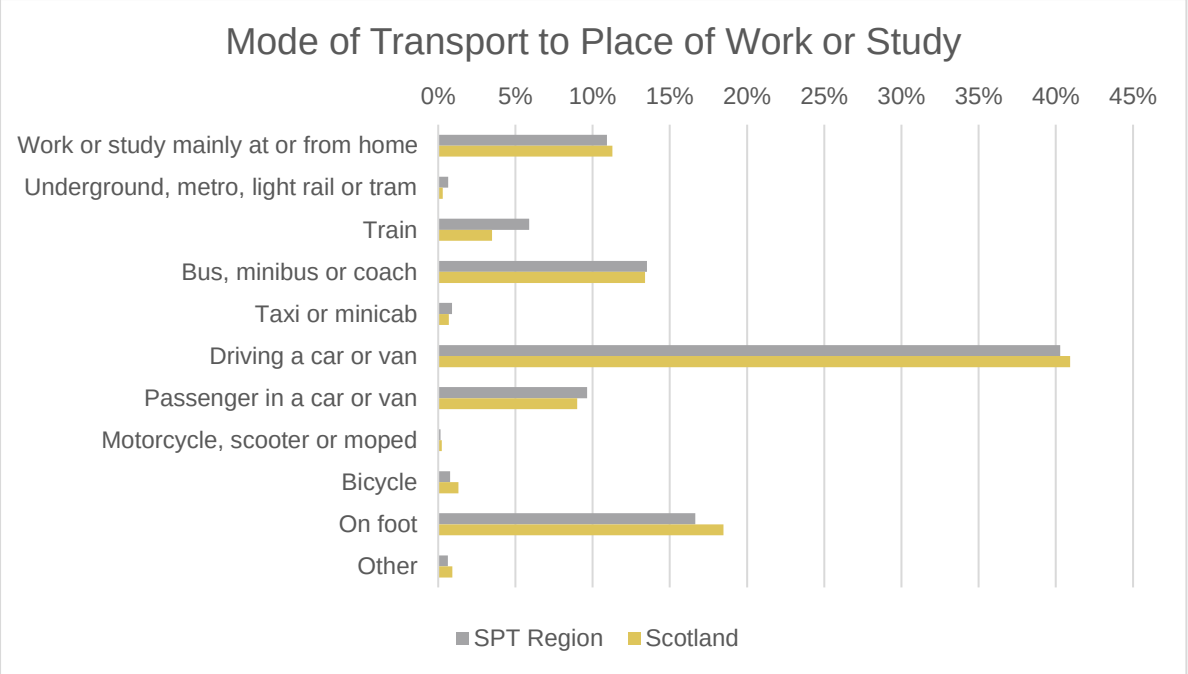

***Figure 3.17** – Mode of Transport to Place of Work or Study (Source: Scotland's Census 2011, Table QS702SC)*

As can be viewed on **Figure 3.17**, the main method of travel for SPT residents is driving in a car or van (40%), one less percent than the Scottish average of 41%. 'On foot' is the second most used method of transport in SPT at 17%, the Scottish average being slightly higher at 18%.

Figure 3.18 below shows the distance of travel to a place of work or study for all people aged four and over studying or aged 16 to 74 in employment, in the SPT region.

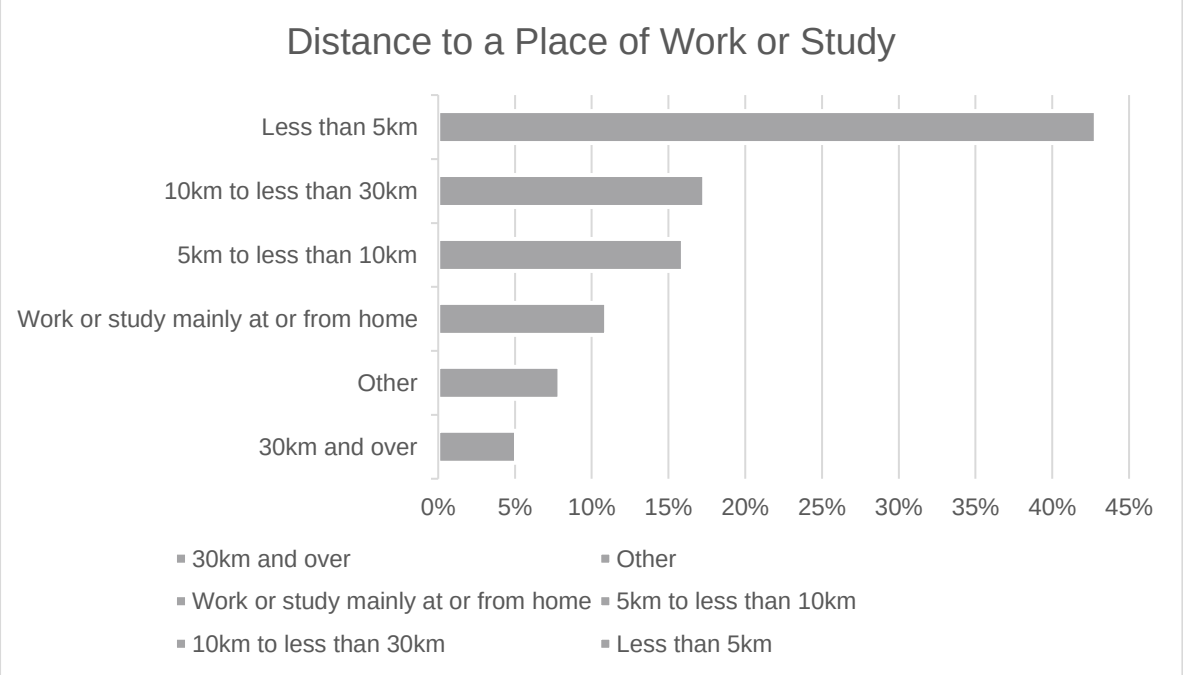

***Figure 3.18** – Distance to a Place of Work or Study (Source: Scotland's Census 2011, Table LC7701SC)*

As can be seen on **Figure 3.18**, 43% of trips are 5km or less in the SPT region, while 16% are 5km to less than 10km.

***Key Point:** The main mode of transport in the region is car. However, 43% of journeys to a place of work or study in the SPT region are less than 5km in distance. National guidance states that a*

reasonable journey distance for trips by walking is 1.6km and 8km for trips by cycling. This presents an opportunity for a much larger proportion of trips to be undertaken by active travel.

3.5.5 Main Mode of Travel

Figure 3.19 below shows the main mode of travel used for each local authority, the SPT region and Scotland for personal travel in 2021. The main mode of travel presented shows the mode of travel for the longest journey stage, for example a journey consisting of a 3-mile cycle and 7-mile rail journey would be classed as a rail journey. Due to this it should be noted that cycling and walking are likely to be underrepresented as the active travel element of a multi-model journey will not be represented in the percentages shown in **Figure 3.19**.

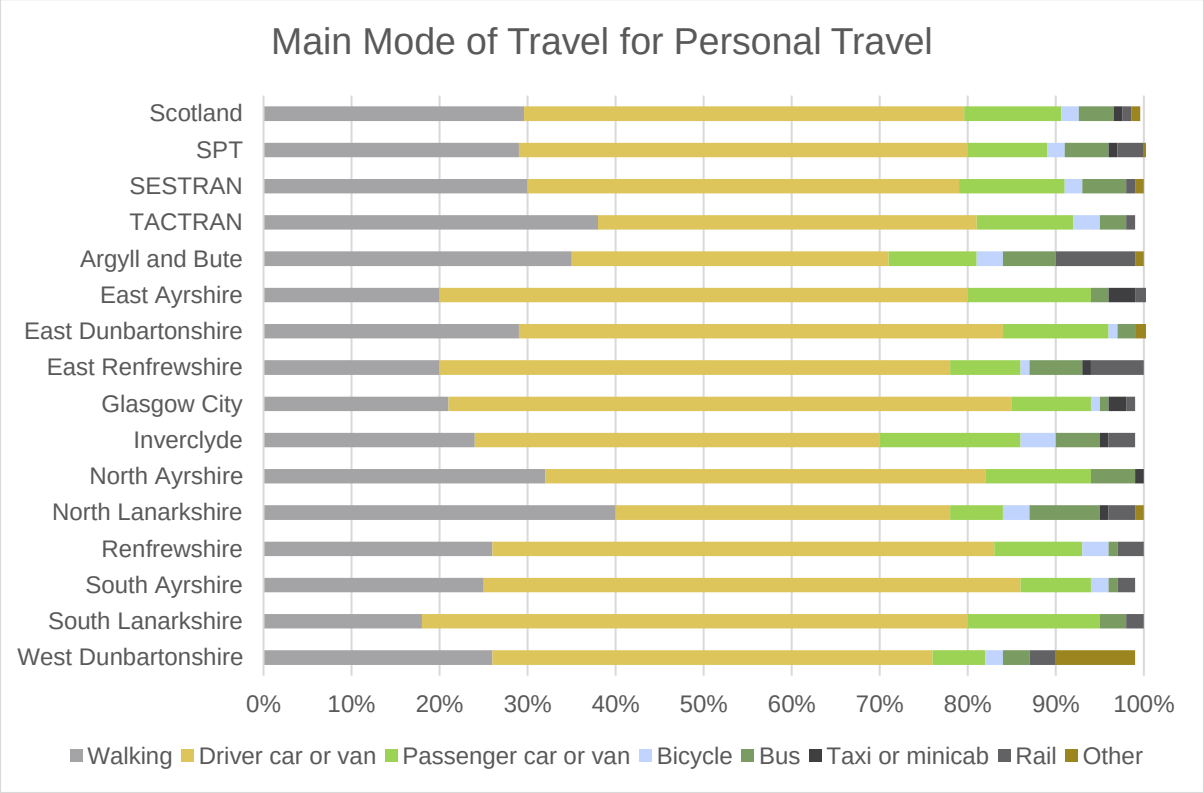

***Figure 3.19** – Main Mode of Transport for Personal Travel (Source: Scottish Household Survey 2021, Table LA16)*

Figure 3.19 shows 'driver car or van' as the main mode of travel for the SPT region (51%) followed by walking (29%). North Lanarkshire, Argyll and Bute and North Ayrshire boast the highest percentages for walking as the main mode of travel with 40%, 35% and 32%, respectively. This suggests that walking is widely used in the SPT region, even in local authorities that have more rural characteristics. However, in comparison to other RTPs, SPT has the lowest mode share of walking (TACTRAN = 38% and SESTRAN = 30%).

Driver of a car or van is most common in Glasgow City (64%), closely followed by South Lanarkshire (62%) and then South Ayrshire (61%). Travel in a car or van (as a passenger or driver) is most common in South Lanarkshire at 77%, followed by East Ayrshire (74%) and then Glasgow City (73%). In rural areas a greater reliance on car or van travel can be expected but in more densely populated and urbanised such as Glasgow City a high mode share would generally not be expected due to aspects such as more public transport options or its more densely developed characteristics.

Bike is most common in Inverclyde (4%). South Lanarkshire, North Ayrshire and East Ayrshire all recorded a 0% mode share for bike. Overall, the SPT region has a 2% cycle mode share which may suggest that bike is not currently viewed as an attractive travel choice. However, the mode share for bike is similar to that of other RTP's (SESTRAN = 2% and TACTRAN = 3%) and the national average (2%).

***Key Point**: Given that mode share varies between local authorities, a varied approach to behaviour change initiatives and other interventions may be required to specifically address areas where uptake in active travel is less prevalent.*

3.5.6 Distances Travelled

Figure 3.20 shows the proportion of journeys made by distance for each local authority, the SPT region and Scotland.

National guidance classes a reasonable journey as a walking trip of less than 1.6km (20 minutes)[31] and a cycle trip of less than 8km (30 minutes)[32].

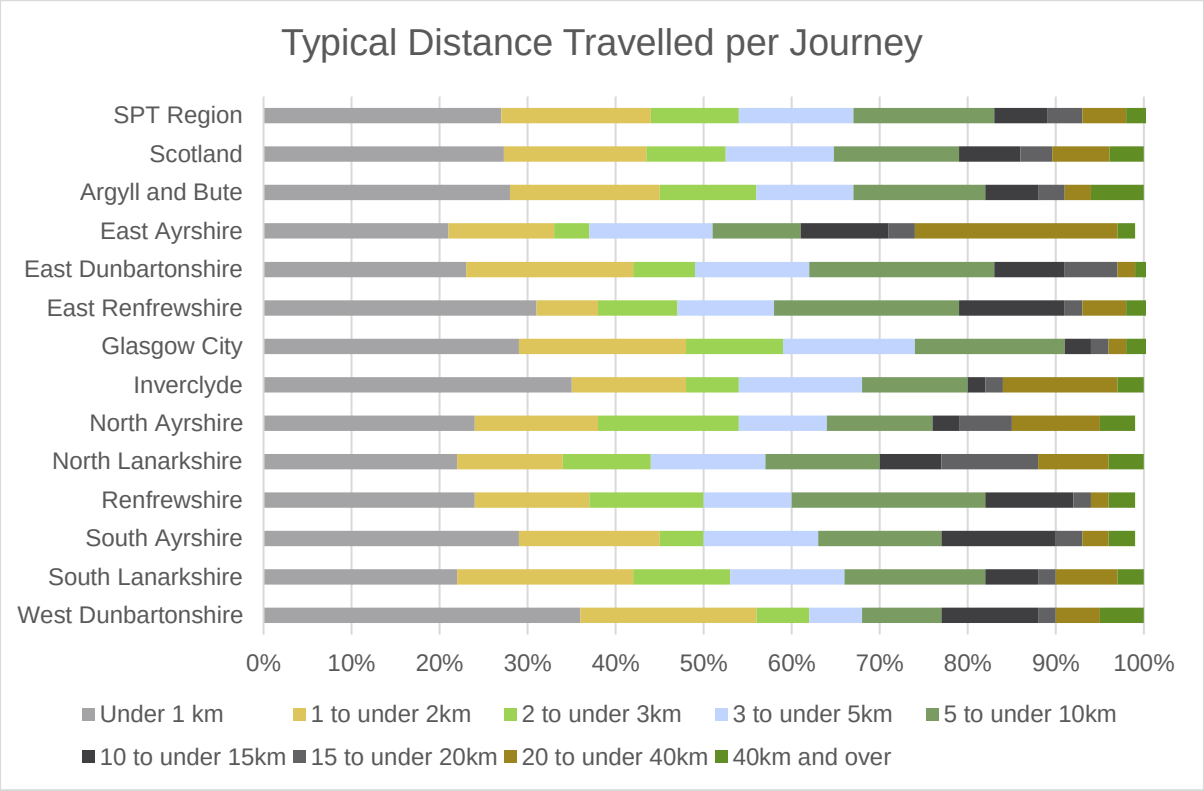

***Figure 3.20** – Typical Distance Travelled per Journey (Source: Scottish Household Survey 2021, Table LA19)*

As can be viewed on **Figure 3.20,** a large proportion of journeys (67%) in the SPT region are under 5km. The highest proportion of journeys under 5km are made in Glasgow City (74%) and the lowest proportion are made in East Ayrshire (51%). 56% of journeys in West Dunbartonshire are under 2km, followed by Glasgow City and Inverclyde with 48%. The proportion of journeys under 1km for the SPT region is 27%, and the total proportion of journey under 2km is 44%.

***Key Point**: National guidance states that a reasonable journey distance for trips by walking is 1.6km. Therefore, as a large proportion of journeys (27%) are under 1km in the SPT region, they could be undertaken by walking. There is also an opportunity for a proportion of the trips in the 1 to under 2km category, which accounts for 17% trips, to be undertaken by walking.*

67% of trips in the SPT region are under 5km meaning a higher number of trips could be undertaken by cycling according to national guidance, which states a reasonable cycling trip distance of 8km or less. This also means a proportion of the 5 to under 10km category (which accounts for 16% of trips) could be undertaken by cycling.

It is evident that a large proportion of trips that are not currently being undertaken by active travel, could be. Possible outcomes of the Regional ATS – both infrastructure-related and non-infrastructure related

[31] The Scottish government, 2005, https://www.gov.scot/publications/planning-advice-note-pan-75-planning-transport/pages/1/
[32] Transport Scotland, 2012, Transport Assessment Guidance

– will look to realise this potential and improve connectivity and attractiveness to allow more journeys to take place.

Figure 3.21 and **Figure 3.22** show the percentage of journeys under 3.2km by road network distance by main mode and percentage of journeys under 8km by road network distance by main mode, respectively.

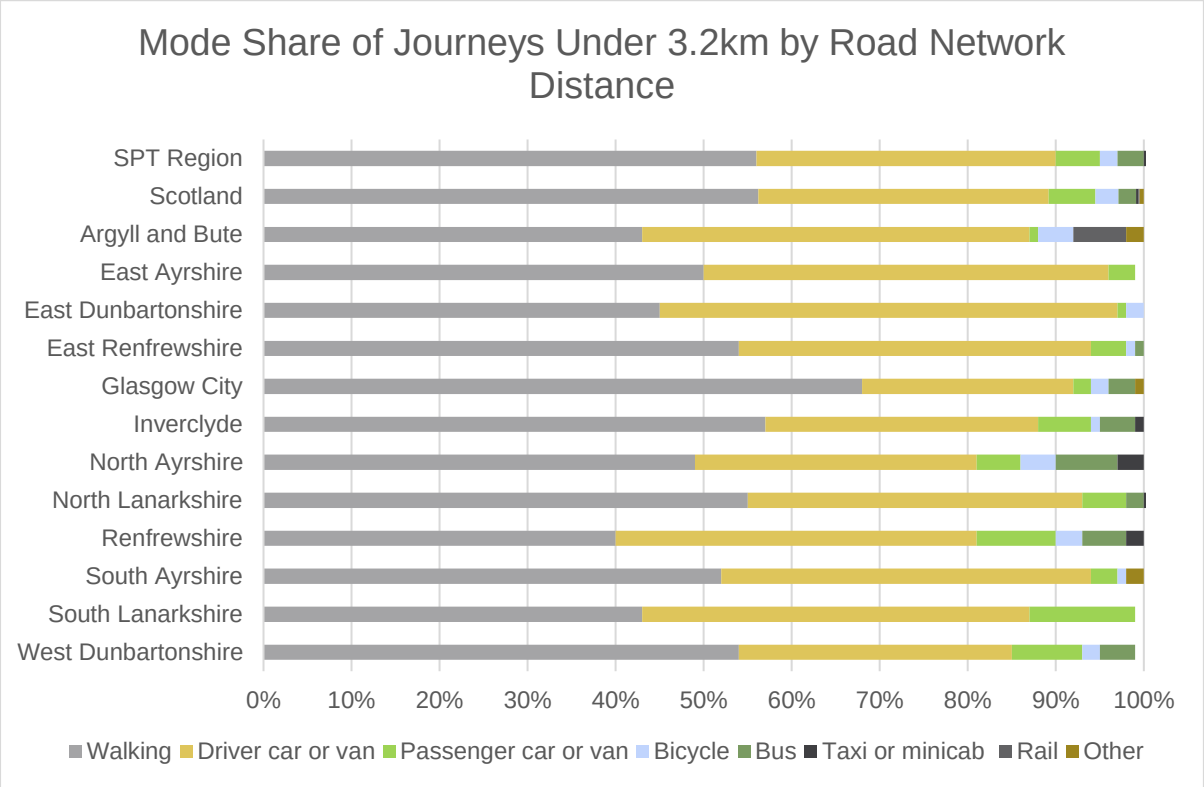

***Figure 3.21** – Mode Share of Journeys Under 3.2km by Road Network Distance (Source: Scottish Household Survey 2021, Table LA21)*

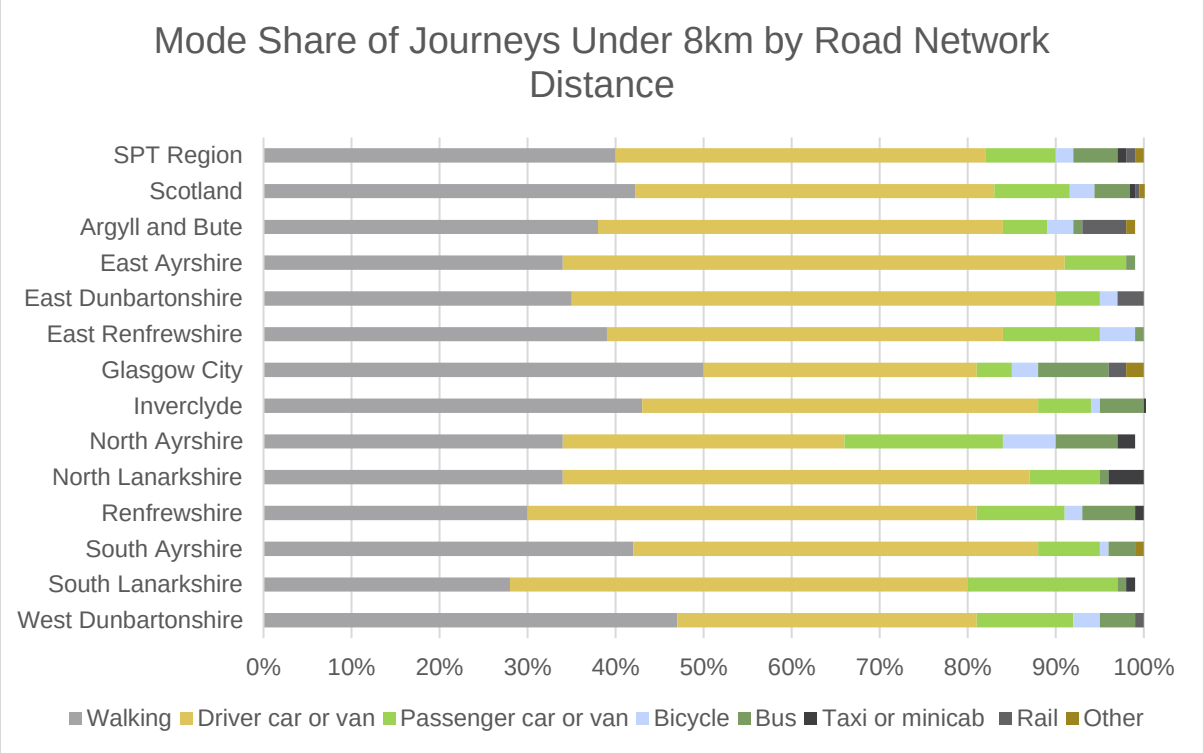

***Figure 3.22** – Mode Share of Journeys Under 8km by Road Network Distance (Source: Scottish Household Survey 2021, Table LA22)*

As can be viewed on **Figure 3.21** the portion of journeys under 3.2km undertaken by walking in the SPT region is 56%, the same as the Scottish average. Glasgow City has the highest proportion (68%), and Renfrewshire has the lowest (40%).

Figure 3.22 shows that very few journeys (2%) under 8km are undertaken by bike in the SPT region, which is lower than the Scottish average of 3%. The highest portion of journeys made by bike under 8km are in North Ayrshire, but this is still low at 6%.

To provide some context as to which local authorities may have the most potential for mode share changes to walking and cycling, it is useful to look at the proportion of the population that live in areas classified as urban. Urban areas are predominately more densely developed and have more services and amenities within shorter distances of people's homes. Therefore, there is a greater potential for mode share changes to active travel in these areas.

Table 3.15 shows the percent of population in each 6-fold Urban Rural category, by local authority.

***Table 3.15** – Percentage of population in Urban classifications of the 6-fold Rural Urban Classification*

Local Authority	Large Urban	Other Urban
Argyll and Bute	0%	18%
East Ayrshire	0%	42%
East Dunbartonshire	60%	28%
East Renfrewshire	87%	0%
Glasgow City	100%	0%
Inverclyde	0%	85%
North Ayrshire	0%	72%
North Lanarkshire	39%	48%
Renfrewshire	76%	9%
South Ayrshire	0%	69%
South Lanarkshire	19%	59%
West Dunbartonshire	48%	51%

***Key Point**: Currently, 50% of journeys under 8km are being undertaken by car or van in the SPT Region. National guidance states that a reasonable journey distance for trips by cycling is 8km. Therefore, there is an opportunity for more journeys to be undertaken by cycling in the SPT region.*

*As shown in **Table 3.15**, a large proportion of the population of Glasgow City, East Renfrewshire, Renfrewshire, East Dunbartonshire and West Dunbartonshire all live in areas classified as Large Urban. These local authorities have a strong potential to increase the number of trips made by active travel. In East Dunbartonshire, for example, 53% of trips under 3.2km are made by car or van but given 88% of the population live in an area classed as Large Urban or Other Urban – where there tends to be higher service provision – there is potential for significantly more trips by active travel. Similar potential applies to East Renfrewshire and Renfrewshire where car or van travel remains very high for trips under 3.2km.*

3.5.7 Frequency of Walking

Figure 3.23 shows the frequency of walking trips in the past seven days carried out for transport for those age 16 and older from the Scottish Household Survey 2021.

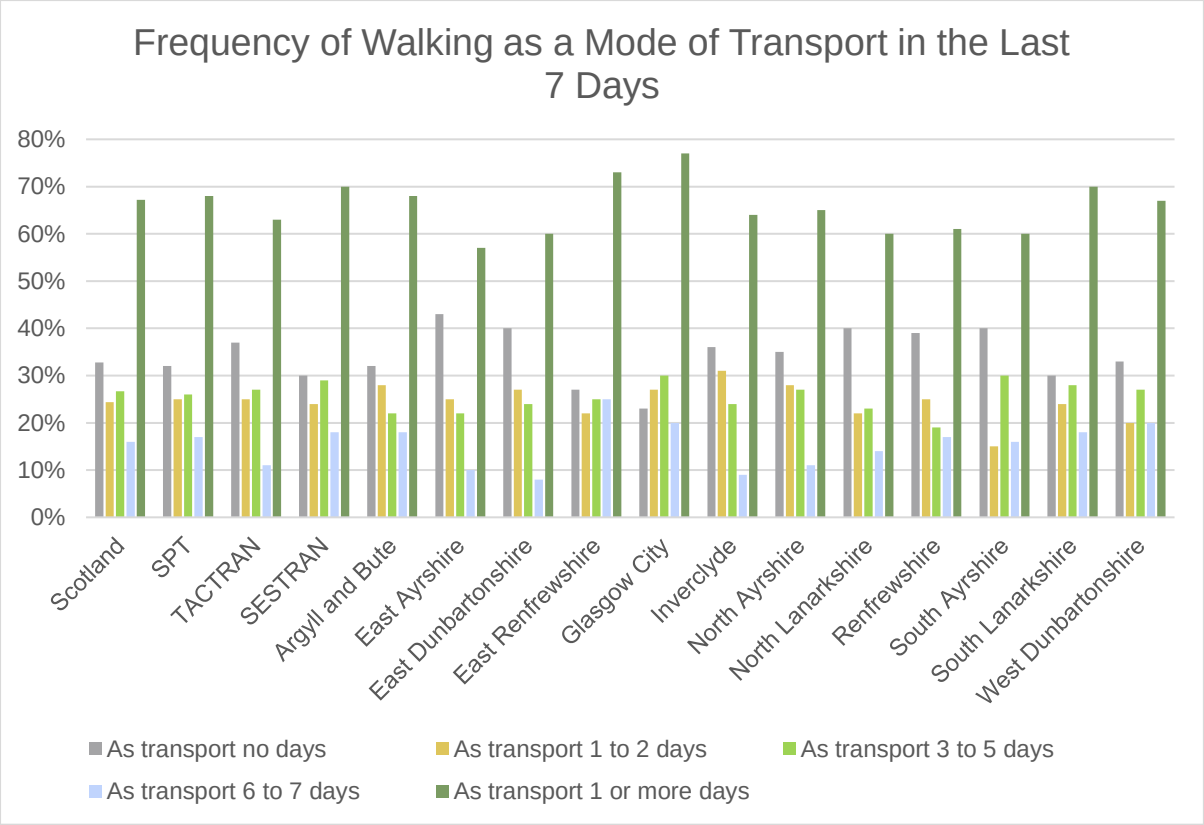

***Figure 3.23** – Frequency of Walking as a Mode of Transport in the Last 7 Days (Source: Scottish Household Survey 2021, Table LA9)*

In the SPT region 68% of people used walking as a method of transport for 1 or more days. This is greater than TACTRAN (63%) but slightly less than SESTRAN (68%). Walking as a method of transport refers to trips that were not made for pleasure purposes (i.e., just going for a walk as exercise) and could have potentially been made by other modes of transport such as car or public transport. In total, 25% of people used walking as transport for 1 to 2 days, 26% for 3-5 days, 17% for 6 to 7 days and 32% as transport for no days.

Figure 3.24 shows how often people aged 16 and over engage in walking for pleasure, i.e., there is no key destination identified for this trip.

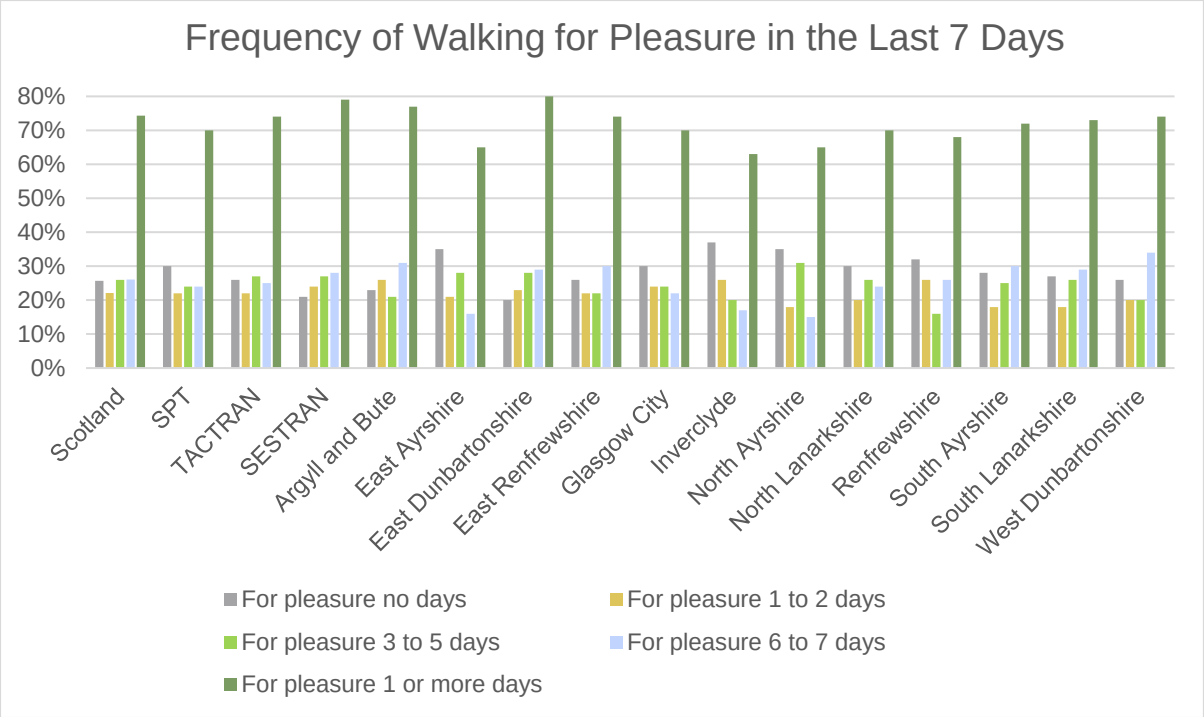

***Figure 3.24** – Frequency of Walking for Pleasure in the Last 7 Days (Source: Scottish Household Survey 2021, Table LA9)*

In the SPT region 70% of people used walking as a method of transport for pleasure for 1 or more days. This is lower than the national average (74%) and other RTPs (TACTRAN = 74% and SESTRAN = 73%). In total 22% of people walked for pleasure for 1 to 2 days, 24% for 3-5 days, 24% for 6 to 7 days and 30 % never walking for pleasure.

***Key Point:** There is a high percentage of people walking for pleasure and transport across the region at least one day a week. This signifies that these areas are conducive to walking as a mode of transport. However, there is an opportunity to encourage people to use walking as a mode of transport more frequently.*

3.5.8 Number of Bikes per Household

Figure 3.25 highlights the availability of bikes available for private use by households.

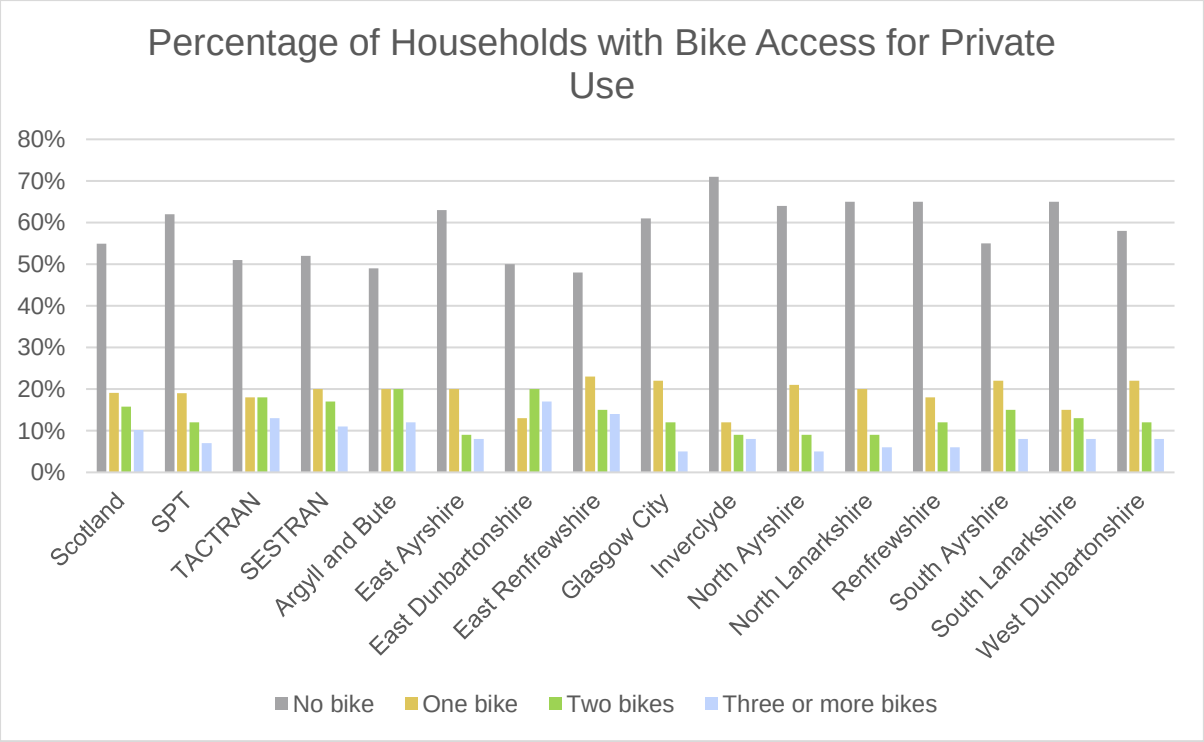

***Figure 3.25** – Percentage of Households with Bike Access for Private Use (Source: Scottish Household Survey 2021, Table LA8)*

Only 19% of households in the SPT region have access to at least one bike, matching the Scottish average. 62% of households in the SPT region do not have access to a bike. This is at least 10% greater than other RTPs, further highlighting the issue with access to bikes in the SPT region.

***Key Point:** 62% of households do not have access to a bike in the SPT region for private use. This highlights that a large proportion of the population is unable to use cycling as a mode of transport (unless via bike hire schemes).*

A trend between access to bikes and SIMD may also be apparent. This correlation is most apparent in Inverclyde, which has the poorest rate in access to at least one bike and has the second largest number of datazones ranked in the most deprived 20% according to the SIMD. This highlights the need to support more deprived communities in access to cycles. This could be in the form of more cycling sharing/hire schemes or funding/subsidising of cycle purchases to make it more achievable to own a bike.

Although there are specific local authorities which have lower rates in access to bikes, nearly all local authorities have at least 50% of households without access to a bike. This could suggest that a region wide approach to a cycle sharing scheme would be appropriate, although other options may be required.

3.5.9 Hands Up Scotland 2022

Sustrans' 'Hands Up' survey showed that in 2022, 56% of pupils in the SPT region travelled to school actively. Variations in this can be viewed on **Figure 3.26** which shows that Renfrewshire, Glasgow City, East Renfrewshire, and East Dunbartonshire have the highest proportions that travel actively. This reflects the short journeys in more densely urban areas which are more suited to active travel. The production of the Regional ATS and its associated interventions will aim to make journeys for pupils living in less densely urban areas more achievable and attractive whilst encouraging mode shift across the entirety of the region, increasing active travel to school overall.

In comparison to other RTPs, SPT has the lowest rate of pupils that travel to school actively (TACTRAN = 61% and SESTRAN = 68%).

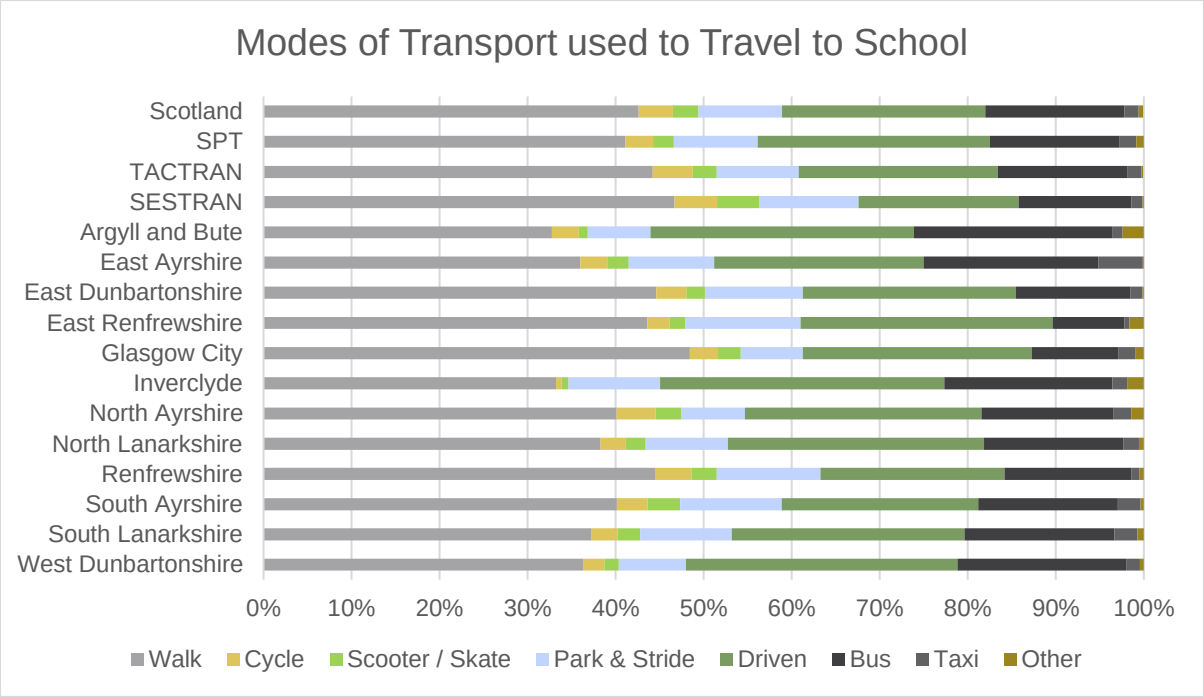

***Figure 3.26** – Mode of Transport used to Travel to School (Source: Sustrans Hands Up Survey 2022, Table 3.1)*

***Key Point**: SPT performs poorly in comparison to other regions for the proportion of pupils that travel actively to school. The 'school run' was highlighted as a focus area for travel behaviour change in the RTS. There is a need to instil healthier, greener habits in parents/guardians, children and young people. Measures to support this behaviour change can be realised during the production of the Regional ATS.*

3.5.10 Summary

High car ownership and use across the SPT region results in congestion, collisions and a street environment that is unappealing for people walking, wheeling and cycling. The availability of public transport varies greatly across the region, with urban areas typically better served than rural areas, but connections to public transport are not always convenient or accessible for people that don't have a car.

The core path network and National Cycle Network traverse the SPT region yet the NCN, in particular, does not provide sufficient coverage across the region. There are 15 Urban Areas (areas with 10,000 or more people) that are remain unconnected by the NCN in the region. Bike sharing and subscription schemes have opened in the region giving people more flexible access to active travel, however these services only cover certain areas and people on low incomes may not find services affordable.

Many journeys made by people in the region are short trips less than 5km, however a significant proportion of people currently make these shorter distance trips by car. The short distances travelled for some trips presents an opportunity to encourage people to switch to active travel, particularly to cycling where the mode share is currently low.

The varying service levels of existing infrastructure, and the differing socioeconomic factors and infrastructure provision, across the SPT region will require different approaches to encourage active travel in different areas. The approach must take cognisance of rural communities, recognising that sustainable and active travel solutions will vary most between the urban and rural settings across the region.

The Regional ATS provides a clear opportunity to address these issues of disparity and disconnectedness, and to reduce the dominance of motor vehicles on the road network. The Regional ATS should seek to expand and improve walking and cycling routes; provide better connectivity and interchange to/from public transport nodes; improve access to cycling for people that don't own a bike; and promote active travel for short journeys to facilitate modal shift.

4 Consultation and Engagement

This chapter summarises the consultation and engagement that has been carried out to date, and summarises the key themes, problems and opportunities drawn from each.

4.1 A Call to Action Consultation

As part of the development of A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038, an extensive consultation exercise was carried out between 29th April and 14th June 2021. Following a review of the data gathered, feedback relating to active travel was categorised into four themes:

- Experiences and perceptions;
- Infrastructure;
- Prioritising people and places; and
- Behaviour change.

The key findings from each theme are summarised below.

Experiences and perceptions

- The main challenges recorded by respondents who walk to work were: condition of pavements and surfaces; personal safety and security when walking; and air quality.
- The main challenges recorded by respondents who cycle to work were: availability of segregated cycle routes; conditions of surfaces; and behaviour of road users.
- Requirements for greater uptake in active travel: better quality walking surfaces; walking routes that feel safe and secure; and better / more lighting on routes.
- The top enablers to cycling were: more routes away from roads, more segregation from vehicular traffic; and more direct cycle routes.

Infrastructure

- There needs to be a connected network, considering cross-boundary travel, integration of active travel routes at major junctions, more direct routes, and better coordination of routes so they link with public transport.
- Poor surface quality and lack of segregation from traffic are missed opportunities to increase safety.
- Infrastructure is not inclusive.
- Green networks are a key opportunity to enable more active travel.
- Taking bikes on public transport is a barrier.

Prioritising People and Places

- Vehicles parking on pavements causes obstructions, particularly for older and disabled people and people with children in prams or buggies.
- Traffic volume and speeding presents safety risks, particularly to the most vulnerable road users.

Behaviour Change

- Tackling the behaviour change behind the ‘school run’ is a key challenge to embed sustainable travel habits at an early stage for children.
- There is inequality in access to bikes; households with lower incomes have reduced access.

***Key Point**: The RTS consultation found that in order to improve uptake in active travel, people wanted to see improvements to existing infrastructure, better separation from road traffic, a joined-up network with greater connectivity between active travel routes, and integration between active travel and public transport to enable multi-modal trips.*

4.2 Case for Change Consultation

Building on previous consultation undertaken as part of the Call to Action exercise, this Case for Change report has been informed by a comprehensive community engagement process which took place over a four-week period between 16th October and 12th November 2023. This included the follow elements:

- Stakeholder Engagement
  - All 12 local authorities that comprise SPT were invited to participate in a working group for the duration of the project. The first session of this working group specifically discussed problems and opportunities relating to active travel.
  - Over 120 stakeholders were invited to participate in the consultation by attending workshops; completing the organisation or business survey; providing written feedback; or attending one-to-one meetings. The consultation received responses from 45 stakeholders (including 11 local authorities). These can be viewed in **Appendix B**.
- Public Engagement
  - An individual survey (designed for general members of the public) was available for completion online or as a printable version that could be returned by email or via the post. The survey was open for a four-week period between 16th October 2023 and 12th November 2023. The survey asked questions on: travel habits, changes in travel habits following Covid-19, barriers to active travel, active travel suggestions, travel in the future, and demographics. The public survey received 222 responses.
  - A public StoryMap was made available providing details on the Regional ATS project and purpose of the engagement and a project webpage was hosted on the SPT website.
  - There was a public webinar provided for those members of the public who had questions following reviewing the online StoryMap. The public webinar was attended by eight people and an open discussion on problems and opportunities was held.

4.2.1 Stakeholder Engagement Findings

The following **Table 4.1** provides a summary of key problems and opportunities highlighted by stakeholders. Further detail on findings can be found in **Appendix C**.

***Table 4.1** – Stakeholder Engagement Problem and Opportunity Summary Table*

Theme	Problems	Opportunities
Behaviour Change	• Active travel, particularly cycling, is not yet normalised • Active travel is not viewed as feasible in rural areas • Other modes, particularly car travel, are more convenient, especially in rural areas	• There is an opportunity to create stronger travel habit campaigns and support large employers to address issues
Infrastructure	• Local authorities highlighted critical importance of cross-boundary active travel links, currently infrastructure end abruptly. The lack of continuous and joined up footway/footpaths and cycle routes were ranked as one of the main barriers and priorities to address by stakeholders • There are differences in design standards between local authorities which means users experience different types of provision	• There is an opportunity to increase way finding and route signage infrastructure to increase uptake in active travel because currently there is not enough information to inform or direct users • There is an opportunity to route new active travel infrastructure through green / blue infrastructure • There is an opportunity to standardise or provide a hierarchy of design standards for infrastructure across the region. Cycling by Design,

Theme	Problems	Opportunities
	• There is big capital investment for active travel projects but no ongoing maintenance budget; overgrown vegetation and uneven surface were listed as key problems • Road space reallocation is challenging due to hard boundaries, densely developed areas and political pressure. There is an opportunity to focus more strongly on off-road routes • Street clutter and physical barriers present a barrier to travel, particularly for disabled people • Active travel routes do not serve essential services and areas people want to visit and there is a lack of a connected network	developed by Transport Scotland, Sustrans and SCOTS, is a widely used standard that could be promoted
Safety	Stakeholders and local authorities highlighted safety concerns as a problem, listing the below as reasons for this: • A lack of suitable accessible pedestrian crossings. • The behaviour of motorists (speeding and driver attitude towards cyclists) • A lack of routes segregated from vehicles • Feeling unsafe when travelling at night, particularly for women and disabled users	• Opportunities to provide segregated infrastructure and improve lighting and overall public realm were highlighted as interventions that would improve actual and perceived safety
Integration with Public Transport	• The availability of bike parking or shared bike hire schemes at public transport stops is poor • In a lot of cases, it is not possible to take a bike on a bus and storage methods (suspended from rear wheel) on trains can preclude some people from using it • There is a lack of accessible infrastructure connected to some public transport stops and stations. This makes it dangerous or impossible for some users to reach them • General consensus that active travel routes do not link to public transport stops, stations and terminals	• The outcomes of the Strathclyde Regional Bus Strategy may result in SPT having greater ability to influence bus services, allowing for the opportunity to accommodate more cycles on buses • There is an opportunity for SPT to improve active travel facilities (for example increases in cycle parking) at SPT owned subway stations and bus stations
Other Problems and Opportunities	• The lack of public toilets that are clean and that people feel comfortable to use is a barrier to	• New experimental traffic order process provides the opportunity to install trial measures (e.g., filters, reducing

Theme	Problems	Opportunities
	completing longer active travel journeys • Some people in the most deprived communities may not have the financial capability to access shared cycle hire schemes	carriageway for cycle lanes) to gauge public opinion on the operation of measures, informed by real experiences and trial data to understand benefits/objections and adjust schemes as required

4.2.2 Public Engagement Findings

The individual survey was open to the public for four weeks from 16th October 2023 and 12th November 2023, and received 222 responses. The following section summarises the results.

4.2.2.1 Local Authority Breakdown

All respondents were asked what local authority they live in. 41% reside in Glasgow City, followed by East Dunbartonshire at 11%. Only 1% of respondents were from Inverclyde and 4% did not live in the SPT region. The full breakdown can be viewed in **Appendix D**.

Given the highest concentration of the SPT population (28%) resides in Glasgow City, the larger response rate is expected. However, due to the potential differences in responses from those living in urban and rural environments, separate analysis was conducted to ensure results from more rural local authorities align with those experienced in more urbanised locations. For the purpose of this analysis, responses from Argyll and Bute, East Ayrshire, South Ayrshire, North Ayrshire and South Lanarkshire were looked at separately as to inform results from a rural setting. This analysis will be discussed, where relevant, throughout the remainder of the public engagement results.

4.2.2.2 Travel Habits

All respondents were asked what their main method (longest part by time) of travel was for everyday journeys. Cycling was found to be the most common mode at 34% followed by car/van driver at 27% and walking/wheeling at 19%, as can be viewed on **Figure 4.1**.

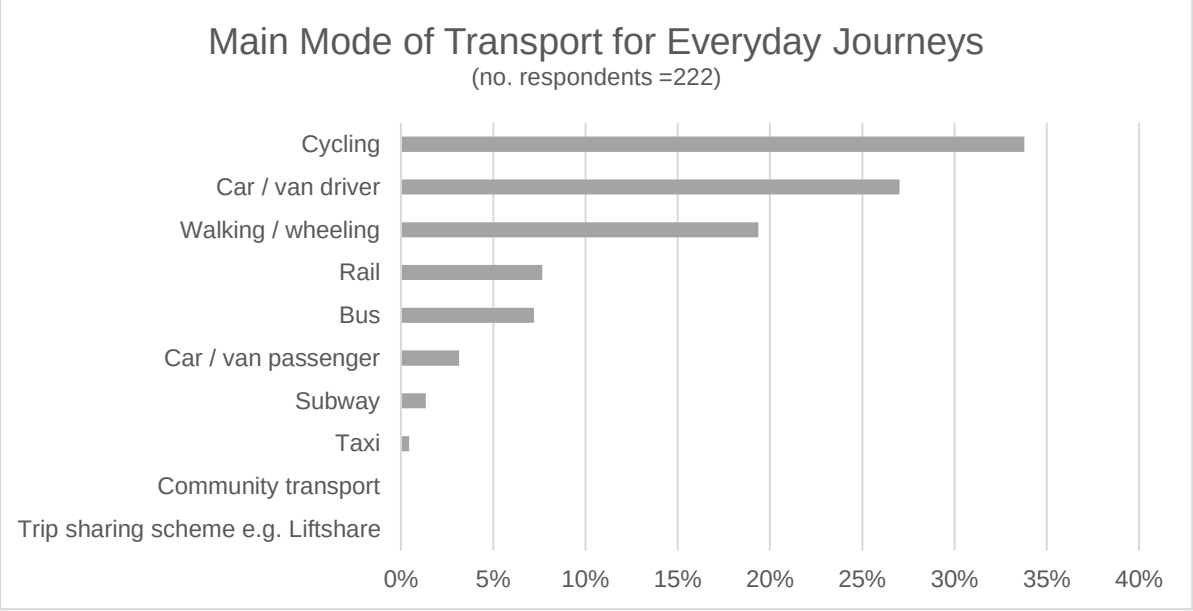

***Figure 4.1** – Main Mode of Transport for Everyday Journeys*

In rural locations, there is a greater dependency on car/van driver or passenger with 46% of people travelling this way as their main method of transport for everyday journeys.

All respondents were asked what length of time they would typically use their main method of transport for. The average journey time was 48 minutes with the median value being 35 minutes.

The most common purpose of a trip for all respondents when using their main method of travel was school or work (73% of respondents).

All respondents were asked if they used a second method of transport for their everyday journeys; 55% said yes. Walking/wheeling was the second most common method of transport (29%), followed by rail (25%) and cycling (24%).

The average length of time respondents used their second most common method of transport for was 33 minutes with a median value of 20 minutes.

***Key Point**: Earlier baseline data presented in Section 3.2 from the Scottish Household survey showed that only 2% of SPT residents cycled as their main mode of travel. Therefore, there is need to highlight the inherent bias of the data presented in the findings from the public engagement. Those who already cycle as their main and second mode of transport are considerably overrepresented, and on that basis the results must be interpreted with this in mind.*

4.2.2.3 Walking / Wheeling

Barriers

All respondents were asked what their main barriers were to walking/wheeling. 48% of respondents cited the lack of continuous and joined up walking/wheeling routes as a barrier, 42% the conditions of footway and 27% the uneven surfaces along paths. Commonly cited 'other' reasons were vehicles parking on pavements and personal safety in relation to motor traffic travelling at speed or being inconsiderate towards pedestrians. In rural areas the top barrier was also lack of continuous and joined up walking and wheeling routes, followed by conditions of footway, but also that other ways of travelling were more convenient. Full results of barriers can be viewed in **Appendix D**.

Respondents were asked to rank their top three barriers to walking/wheeling in order of importance to address. A weighted scoring system was applied to the rankings to determine most important. It must be noted that not all respondents provided their top three priorities. The greatest number of responses was received for answers to the 1st priority, and this reduced for the 2nd priority and then reduced again for the 3rd. Therefore, the fullness of the results is reduced.

As can be viewed on **Figure 4.2**, the most important barrier to address is a lack of continuous and joined up walking/wheeling routes (weighted score 258), followed closely by conditions of footway (weighted score 234) and then feeling unsafe walking or wheeling at night (weighted score 100). The results of this are consistent with rural areas.

***Figure 4.2** – Walking/wheeling priorities to address*

44% of respondents (n=98) provided a written response to highlight any further detail on walking/wheeling barriers. The most common themes from the comments were:

- A lack of clear, direct and well-connected walking/wheeling routes;
- A lack of priority at crossings for pedestrians;
- Conflict between pedestrians and cyclists on shared use paths is a barrier for those less confident in walking / wheeling, and especially on footways that are not designated as shared use and generally narrower;
- Walking/wheeling routes are poorly maintained (potholes, poor surfaces, flooding, not gritted, leaves on paths and litter such as broken glass);
- There is low perceived safety due to limited passing surveillance and lighting;
- The presence of traffic and traffic noise makes walking/wheeling next to roads undesirable and off-putting;
- Parked cars are a physical barrier to mobility on pavements; and

- There is a general feeling that infrastructure is designed for private vehicles and not active travel.

Suggestions

332 comments were left in relation to active travel suggestions that would best address the priorities and barriers identified for walking/wheeling. The most common suggestions were:

- Increase the provision of clearly routed direct and well-connected walking/wheeling routes;
- Increase and improve the maintenance of walking/wheeling routes;
- Prioritise pedestrian movement at crossing facilities, a reduction of wait times and removal of staggered crossings were mentioned;
- Stricter laws on pavement parking, essentially ban it; and
- Provide more infrastructure for those with reduced mobility, e.g. dropped kerbs and accessible footbridges.

4.2.2.4 Cycling

Barriers

All respondents were asked what their main barriers are to cycling. The most common barriers were a lack of continuous joined up cycling routes (70%), lack of routes separate from vehicles (65%) and behaviour of motorists (63%). The least common barrier was unable to maintain a bike (2%). Of those that selected 'other' the most common barrier detailed was a lack of cycle parking facilities, either at home or at a destination. In rural areas, the top three barriers were the same as the SPT region as a whole. The full results can be viewed in **Appendix C**.

Respondents were asked to rank their top three barriers to cycling in order of importance to address. A weighted scoring system was applied to the rankings to determine most important. It must be noted that not all respondents provided their top three priorities. The greatest number of responses was received for answers to the 1st priority, and this reduced for the 2nd priority and then reduced again for the 3rd. Therefore, the fullness of the results is reduced. As can be viewed on **Figure 4.3**, the most important barrier to address is a lack of continuous and joined up cycle routes (weighted score 259), followed closely by behaviour of motorists (weighted score 237) and lack of routes separate from vehicles (weighted score 175).

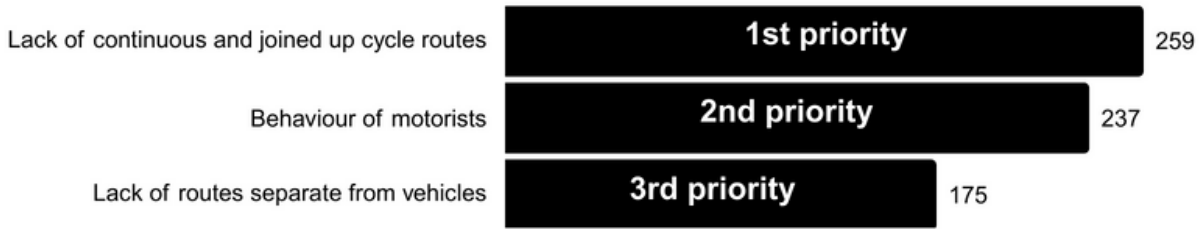

Figure 4.3 *– Cycling priorities to address*

33% of respondents (n=74) provided a written response to highlight any further detail on cycling barriers. The most common themes from the comments were:

- A lack of connected segregated cycle routes;
- Safety concerns around the behaviour of drivers towards cyclists;
- A lack of priority for cyclists at junctions;
- Cycling routes are poorly maintained (potholes, poor surfaces, flooding, not gritted, leaves on paths and litter such as broken glass);
- There is a lack of bike parking;
- Cars parking in cycle lanes meaning cyclists must leave cycle lanes to manoeuvre around them; and
- There is a general feeling that infrastructure is designed for private vehicles and not active travel.

Suggestions

302 comments were left in relation to active travel suggestions that would best address the priorities and barriers identified for cycling. The most common suggestions were:

- Prioritise the movement of cyclists at junctions;
- Increase the number of connected, segregated cycle routes; and
- Increase the provision of secure cycle parking facilities, especially at public transport services.

4.2.2.5 Active Travel and Public Transport

Barriers

All respondents were asked what their main barriers are to undertaking active travel trips that include public transport, the results can be viewed in **Figure 4.4**.

The most common barrier was the affordability of public transport (49%), followed by limitations on taking bikes on bus (36%) and then the lack of cycle spaces on trains (33%). In rural areas the affordability of public transport was the top barrier again, the second most common barrier was 'a lack of cycle spaces on trains and third most, limitations of taking bikes on buses.

Respondents were asked to rank their top three barriers to cycling in order of importance to address. A weighted scoring system was applied to the rankings to determine most important. It must be noted that not all respondents provided their top three priorities. The greatest number of responses was received for answers to the 1st priority, and this reduced for the 2nd priority and then reduced again for the 3rd. Therefore, the fullness of the results is reduced. As can be viewed on **Figure 4.4**, the most important barrier considerably is the affordability of public transport (weighted score 299) and then the lack of cycle spaces on busses and a lack of cycle spaces on trains.

It must be noted that although the affordability of public transport presents a real and apparent barrier for people undertaking active travel trips that include public transport, this is not something that will be able to be addressed in the Regional ATS.

***Figure 4.4** – Journeys that include public transport priorities to address*

26% of respondents (n=58) provided a written response to highlight any further detail on active travel and public transport barriers. The most common and reoccurring themes from the comments were:

- The cost of public transport is too great;
- The frequency of services does not make it attractive;
- Key destinations are not well served;
- Public transport is not reliable (travel times, arriving on time); and
- There is poor integration between different public transport modes.

Suggestions

165 comments were left in relation to active travel suggestions that would best address the priorities and barriers identified for active travel trips with public transport. The most common suggestions were:

- Improve affordability, frequency, reliability and capacity of public transport services;
- Extend operating hours of public transport;
- Provide more interchange hubs that have sufficient and secure cycle parking;
- Create an integrated ticketing system;
- Provide greater space for cycles on buses; and

- Provide safe active travel routes that are connected to public transport stops, stations and terminals.

4.2.2.6 Future Travel

All respondents were asked what would enable them to walk/wheel more if they do not currently walk/wheel as often as they would like to. The most common enabler for more uptake in walking/wheeling would be better maintenance of footways/paths, followed by safer routes and then better interlinking between communities. In rural areas the top three enablers were the same as the overall SPT region.

All respondents were asked what would enable them cycle more if they do not currently cycle often as they would like to at present. The most common enablers of cycling would be less gaps in the cycling network, more segregated cycle routes separate from vehicle traffic, and better maintenance of cycle routes. Again, in rural areas, the top three enablers are the same as the overall SPT region.

4.2.2.7 Consultation Summary

The lack of continuous and joined up walking, wheeling and cycling routes was a central issue identified during the consultation. This provides further evidence to support the argument for a connected cross-boundary network, which can be addressed in the ATS's network delivery plan. A lack of cycle routes separate from vehicles was also highlighted as an issue, which again can be addressed as part of the ATS's network delivery plan, ensuring such routes are prioritised.

There is an issue with walking and wheeling environments as conditions of footway and feeling unsafe at night scored highly in priorities to address. Creating accessible environments that people feel comfortable in will be a common goal for measures identified during the Regional ATS production. Regular maintenance of active travel infrastructure can help to create such quality environments, for example, repairing uneven surfaces or removing overgrown vegetation to improve ingress of light and the openness of routes to make users feel safer.

There are barriers to undertaking trips by cycling and public transport. The Regional ATS can address this by recognising the importance of multi-modal integration and targeting key interchange points and improving connections to these to make integration between modes more convenient.

5 Problems and Opportunities

Deriving evidenced problems and opportunities is a key element of any STAG-related project. This chapter summarises the key problems and opportunities relating to active travel, which have been identified using the following 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. A full list of documents can be found in **Appendix A**.
- **Baseline Data**: Baseline data on transport and socio-economic activities has been 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. A full list of the 45 stakeholders that participated is provided in **Appendix B**.
- **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.

5.1 Problems

The main problems associated with active travel that have been identified are detailed below in their respective categories:

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 A Call to Action consultation and stakeholder feedback highlighted the on-the-ground problems from 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. The aforementioned aspects lead to safety concerns and generally deter active travel trips due to the unpleasant environments.
- **Active travel is not an attractive mode of transport** – National policy such as NTS2 and NPF4, highlight 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 main travel mode for the SPT region. Additionally, data on percentage of journeys undertaken by road network (distance by mode) show that a large number of 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 public consultation back this problem up. Essentially any barrier highlighted presents a problem to active travel uptake and can reduce its attractiveness for 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. Analysing the core path network and NCN it is apparent that rural areas have a sparser network of active travel routes, meaning users have further distances to travel to reach an active travel route. It is apparent from Scottish Household Survey 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 which makes some journeys unfeasible. Additionally, when comparing the overall results from the public consultation – which saw active modes being the most common main and secondary method of travel – with those just from

rural areas only there was a big jump in car van driver or passenger as main mode of travel; 27% to 46%.

- **People, particularly vulnerable groups feel unsafe when travelling at night** – Let's get Scotland Walking – The National Walking Strategy states that there are socio-cultural barriers to walking which impact its' uptake. Stakeholders stated that poor lighting is a considerable barrier to 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. Public consultation feedback prioritised feeling unsafe walking/wheeling at night as the third most important factor to address. Again, given that feeling unsafe travelling at night presents a problem for people who travel actively more frequently, it could suggest that this problem would be compounded 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 the moment there is a lack of coordination of 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 a number one problem to address. If a lack of continuous and joined up routes presents a problem for people who travel actively more frequently (given the inherent bias in results) it could suggest that this problem would be compounded for less-experienced users.
- **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 roadsides. A lack of cycle routes separated from vehicles 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 cited as a deterrent to undertaking trips by active travel, particularly cycling, unless you are a very confident user. The consultation exercise backed up this problem were a lack of routes separate from vehicles was the 3rd priority for cycling. Again, given the inherent bias in the responses to the consultation from people who travel actively more frequently, this barrier may be compounded for less experienced cyclists who would feel uncomfortable using unsegregated infrastructure.
- **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 stop or wheelchair user accessing subway stations. Stakeholders 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 authorities in the SPT region, meaning Glasgow City provides a better integrated public transport offer. Cycle share schemes have the potential to integrate well with bus and rail services; easy cycle access increases the effective catchment area of stops and stations compared with walking. 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.
- **Undertaking active travel trips can bring the risk of accident and personal injury from vehicles –** Scotland's Road Safety Framework to 2030 cites the following issues which affirm this statement: 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 as a result of interaction between pedestrians and cyclists on shared use paths.

- **Bikes are not accessible to all –** this is mentioned in three national policies and the barriers to buying or accessing cycles, especially for those on lower incomes, are clear. 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. Mode share data also shows that only 2% of people use bike as their main mode of travel in the region. In addition, only Glasgow City has a local authority wide shared bike scheme, meaning that there are very limited options for those who do not have 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** – taking climate action is an objective of NTS2. The high mode share of road transport and low proportion of electric vehicles means that in 2019 road transport was responsible for 23% of all greenhouse gas emissions in Scotland[33]. Additionally, baseline data shows that transportation is the biggest source of unwanted noise in Scotland[34] and contributes to the designation of all local authority AQMAs.

Health

- **Current mode share has a negative impact on health** – improving health and wellbeing is an objective of NTS2. Transport contributes to air and noise pollution, both of which can negatively impact on the health of local people. General health in the SPT region is showing a small decline and at least 32% of the population of 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 mode of transport, and 30% don't walk regularly for pleasure. This highlights a behavioural issue with attitudes to walking.

Summary

Table 5.1 shows the key problems and the evidence for each.

***Table 5.1** – Active Travel Problem and Evidence Summary Table*

No.	Active Travel Problem	Evidence
ATTRACTIVENESS OF ACTIVE TRAVEL		
1	Active travel routes are not well maintained, e.g. surfaces, vegetation overgrowth, litter	• Policy summary problems and issues No.3 and No.7 • A Call to Action consultation • Stakeholder feedback • Public feedback (2nd walking / wheeling priority)
2	Active travel is not an attractive option for some journeys	• Policy summary problems and issues No.1, No.2 and No.3, No.8 • 2011 Census data (method of travel to a place of work or study) • 2021 Scottish Household Survey (main mode of travel) • Percentage of journeys undertaken by road network distance by mode • A Call to Action consultation • Stakeholder feedback

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

No.	Active Travel Problem	Evidence
3	Active travel is not viewed as feasible option for journeys in some rural areas	• Policy summary problems and issues No.4, No.8 • Active travel network analysis • Mode share data for more rural local authorities • Stakeholder feedback • Public feedback
4	People, particularly vulnerable groups (e.g. women, young, elderly, ethnic minorities etc), feel unsafe when travelling at night	• Policy summary problems and issues No.3 • Stakeholder feedback • A Call to Action consultation • Public feedback (walking / wheeling and cycling barriers)
ACCESSIBILITY, CONNECTIVITY AND SAFETY		
5	Active travel routes are not well connected	• Policy summary problems and issues No.1, No.2 and No.7 • Active travel network analysis • Stakeholder feedback • Public feedback (1st walking / wheeling priority and 1st cycling priority)
6	There is a lack of segregated active travel routes	• Policy summary problems and issues No.4, No.6 • NCN on-road routes proportion • A Call to Action consultation • Stakeholder feedback • Public feedback (3rd cycling priority)
7	There are barriers to undertaking trips by cycling and public transport	• Policy summary problems and issues No.7 and No.8 • Lack of cycle hire station availability • Stakeholder feedback • Public feedback (active travel and public transport barriers)
8	Undertaking active travel trips can bring the risk of accident and personal injury due to interaction with vehicles	• Policy summary problems and issues No.4 • Road network accident data • A Call to Action consultation • Stakeholder feedback
9	Bikes are not accessible to all	• Policy summary problems and issues No.1, No.2 and No.6, No.8 • 2021 Scottish Household Survey (number of bikes per household) • A Call to Action consultation • Stakeholder feedback
10	Public transport stops/stations/terminals are not accessible to all	• Policy summary problems and issues No.7 and No.8 • Stakeholder feedback • Public feedback (active travel and public transport barriers)
ENVIRONMENT		
11	Current mode share has negative environmental impacts including increased air and noise pollution and increased carbon emissions	• Policy summary objectives No.1, No.5, No.8 and No.15 • Baseline data for noise, air quality • Transport Scotland Transport Statistics
HEALTH		
12	The current mode share and low active travel uptake is associated with poor air quality, high noise levels and low levels of physical activity	• Policy summary objectives No.1, No.7, No.8 • Public Health Priorities for Scotland • Baseline data for noise, air quality, flooding • Baseline data for health, obesity, physical inactivity and limiting long-term illness • Baseline data for frequency of walking

5.2 Opportunities

The key opportunities associated with active travel that have been identified 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 have shown there are a large number of trips undertaken that are short-distance and that some of these are being undertaken by private vehicles.
- **Standardise or provide a hierarchy of infrastructure** – Due to the variation in 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 quality that fits the needs of its users and potential users across all authorities.
- **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. 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 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.
- **Opportunity to 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 the gaps in available infrastructure.
- **Extend schemes to improve bike accessibility** – Improving accessibility to bikes has been highlighted as an important intervention to reducing transport poverty and achieving a modal shift, as highlighted through engagement and national policy. In light of 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 setting up accessible bike schemes throughout 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'[35] 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 neighbourhood is a clear priority in policy and would allow for an increase in short, everyday journeys 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 set out in policy such as reducing transport emissions by at least 53% from the 2019 baseline by 2030 through 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.

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

- **Maximise use of blue and green infrastructure along active travel routes** – In line with National Planning Framework, 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 self-reported general health, lack of physical activity, 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.

Summary

Table 5.2 shows opportunities that have been realised during the Case for Change.

***Table 5.2** – Active Travel Opportunity and Evidence Summary Table*

No.	Active Travel Opportunity	Evidence / Justification
ATTRACTIVENESS OF ACTIVE TRAVEL		
1	Increase rates of active travel for shorter, everyday journeys	• SHS mode share data • 2011 Census travel distance and mode share data
2	Standardise or provide a hierarchy of infrastructure	• To reduce the impact of differences in design standards for users, highlighted by local authorities
3	Deliver active travel provisions at a regional level	• Cross-boundary travel to work corridors highlighted in RTS • Active travel network analysis • Stakeholder and public feedback
4	Use increased funding to improve active travel	• Scottish Government's proposals to increase investment in active travel
5	Present active travel as an affordable alternative to other modes of transport	• Lack of affordability of public transport identified as a barrier during engagement • Car ownership data
ACCESSIBILITY, CONNECTIVITY AND SAFETY		
6	Increase the number of segregated routes	• Current low level of segregated routes across the region • Scotland's Road Safety Framework
7	Deliver a connected active travel network	• Network analysis
8	Opportunity to improve perceived and actual safety of active travel	• Road accident data analysis • Suggestions from stakeholders and public engagement
9	Improve the feasibility of multimodal journeys using active travel	• Lack of integrated multi-modal travel • Feedback from stakeholders
10	Extend schemes to address social inequality and transport poverty	• Socio-economic baseline data • SHS self-assessed health data • STPR2 recommendation 9 • Success of bike schemes in Glasgow City
11	Link interventions and measures detailed in the ATS to the 20-minute neighbourhood concept	• Policy objectives • Varied accessibility of services throughout the region
ENVIRONMENT		
12	Reduce transport-related emissions	• Targets are set out in national policy • Baseline data for air quality

No.	Active Travel Opportunity	Evidence / Justification
13	Maximise use of blue and green infrastructure along active travel routes	• Stakeholder and public feedback relating to traffic reducing the safety and attractiveness of active travel • CSGN
HEALTH		
14	Improve health through active travel	• Self-assessed general health data, obesity data, physical inactivity data, limiting long-term illness data

6 Objective Setting

The problems and opportunities discussed in the previous section align with four key themes:

- 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

Transport Planning Objectives (TPOs) have been set to address problems and opportunities in line with each of these themes:

- **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.

The rationale for and relationship of the TPOs to the key active travel problems and opportunities is summarised in **Table 6.1**.

***Table 6.1** – Summary of Active Travel Problems, opportunities and TPOs*

TPO	Problems	Opportunities
TPO 1: To make active travel an attractive travel choice for everyday journeys.	• Active travel routes are not well maintained • Active travel is not an attractive mode of transport • Active travel is not viewed as feasible option for journeys in some rural areas • People, particularly vulnerable groups feel unsafe when travelling at night	• Increase in focus and funding provides greater opportunity to deliver change • Standardise or provide a hierarchy of infrastructure to encourage high quality infrastructure • Deliver active travel provisions at a regional level to ensure a joined up approach • Short trips currently undertaken provide an opportunity to increase active mode share for everyday journeys
TPO 2: To improve the accessibility, connectivity and safety of active travel and multimodal journeys involving active travel to key destinations.	• Active travel routes are not well-connected • Lack of segregated active travel routes • There are barriers to undertaking integrated active travel and public transport trips • Public transport stops / stations / terminals are not accessible to all • Risk of accident and personal injury vehicles due to interaction with vehicles • Bikes are not accessible to all	• Provide an active travel network that connects people to jobs, education and amenities • Support 20-minute neighbourhood concept • Provide more segregated active travel routes • Improve the feasibility of multimodal journeys using active travel • Improve perceived and actual safety of active travel • Extend bike schemes to address social inequality and transport poverty

TPO	Problems	Opportunities
TPO 3: Increase active travel journeys to reduce transport related carbon emissions.	• The current mode share and low active travel uptake is associated with poor air quality, high noise levels and low levels of physical activity	• Reduce transport related emissions, improve local air quality and reduce transport's contribution to climate change • Maximise use of blue and green infrastructure along active travel routes
TPO 4: Increase active travel journeys to improve the region's health.	• The current mode share and low active travel uptake is associated with poor air quality, high noise levels and low levels of physical activity	• Improve health through uptake of active travel • Reduce harmful impact of air pollution and noise from road traffic

7 Option Generation and Sifting

The option generation process has been informed by the problems identified; the policy review; the extensive consultation and engagement undertaken; and a review of baseline evidence.

Table 7.1 presents the initial option generation and sifting and assesses performance against the TPOs, impact on the problems/opportunities and if the option is within scope to be delivered as part of the Regional ATS.

Table 7.2 then provides the consolidated long list of options alongside a description and rationale for the option to be taken forward to the next stages and which 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 list in **Table 7.2** includes options which combine one or more from the option generation list in **Table 7.1**.

Table 7.1 – *Initial Option Generation and Sifting*

No.	Option	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*	Addresses problems and opportunities	In scope
1	Deliver active travel promotional, marketing and branding activities	✓	✓	✓	✓	✓	✓
2	Deliver active travel user campaigns	✓	✓	✓	✓	✓	✓
3	Deliver more driver behaviour change campaigns	✓	✓	✓	✓	✓	✓
4	Support the delivery of increased cycle maintenance training	X	✓	✓	✓	✓	✓
5	Increase incentives for active travel use from employers	✓	X	✓	✓	✓	✓
6	Increase provision of active travel hubs	✓	✓	✓	✓	✓	✓
7	Support the increased delivery of cycle training programmes	✓	✓	✓	✓	X	✓
8	Support active travel hubs at a regional level	✓	✓	✓	✓	X	✓
9	Support provision of Active Travel Officers	X	✓	✓	✓	X	X
10	Targeted support for areas with low active travel up-take	X	✓	✓	✓	✓	✓
11	Support the delivery of active travel networks through green and blue spaces	✓	X	✓	✓	✓	✓
12	Support large employers with behaviour change programmes	X	✓	✓	✓	X	✓
13	Take advantage of technology to support behaviour change and inclusivity	X	✓	✓	✓	X	✓
14	Improve accessibility for all at public transport stations, services and terminals	✓	✓	✓	✓	✓	✓*
15	Extension of bike hire schemes	✓	✓	✓	✓	✓	✓
16	Increase provision of multi-modal transport hubs	✓	✓	✓	✓	✓	✓
17	Improve surface quality of active travel routes	✓	✓	✓	✓	✓	X
18	Support the delivery of improved lined marking of active travel routes	✓	✓	✓	✓	✓	X
19	Improve lighting provision on active travel routes	✓	✓	✓	✓	✓	✓
20	Increase showering and changing facilities	✓	X	X	X	X	X
21	Increase active travel signage	X	✓	✓	✓	X	X
22	Enhance current active travel infrastructure to minimum standards	✓	✓	✓	✓	✓	✓
23	Infrastructure changes to reduce car priority (e.g. traffic free streets, closing 'rat runs')	✓	✓	✓	✓	✓	X

No.	Option	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*	Addresses problems and opportunities	In scope
24	Increase resting places along active travel routes	✓	✓	✓	✓	✓	✓
25	Increase provision of cycling and wheeling storage	✓	✓	✓	✓	✓	✓
26	Provide more dropped kerbs	✓	✓	✓	✓	✓	✓
27	Provide more public toilets	✓	✓	✓	✓	✓	X
28	Provide wind barriers and covers from weather	✓	X	✓	✓	✓	X
29	Provide wheeling and cycling space on public transport	✓	✓	✓	✓	✓	✓
30	Support separation of active travel users from traffic	✓	✓	✓	✓	✓	X
31	Reallocate road space for active travel	✓	✓	✓	✓	✓	X
32	Design routes so that natural surveillance is present	✓	✓	✓	✓	✓	✓
33	Increase time for pedestrian phase of crossings	✓	✓	✓	✓	✓	X
34	More police presence	X	✓	X	X		X
35	Provision of more pedestrian crossings	✓	✓	X	✓	✓	X
36	Support separation of pedestrians and cyclists	✓	✓	✓	✓	✓	✓
37	Reduce speed limits	✓	✓	✓	✓	✓	X
38	Introduce traffic calming measures	✓	✓	✓	✓	✓	X
39	Vegetation management to make areas more pleasant/have more natural light	✓	✓	✓	✓	✓	X
40	A reporting system so active travel users can submit evidence of dangerous driving	X	X	X	X	✓	X
41	Allow cycle use on all pavements	X	X	X	X	X	X
42	Extension of bike recycling schemes	✓	✓	✓	✓	✓	✓
43	Extension of bike subscription schemes	✓	✓	✓	✓	✓	✓
44	Disability Discrimination Act assessments of active travel infrastructure	X	✓	✓	✓	X	✓*
45	Enforcement of bylaws and rules surrounding street furniture and clutter	✓	✓	✓	✓	X	X
46	Support the development of active travel routes that serve essential services	✓	✓	✓	✓	✓	✓
47	Ensure housing developers build inclusive, well-connected housing developments	X	✓	✓	✓	X	X

No.	Option	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*	Addresses problems and opportunities	In scope
48	Give greater priority to cycles at junctions	✓	✓	✓	✓	✓	X
49	Provide greater internal resource to deliver active travel related projects	X	✓	X	X	✓	✓
50	Deliver improved maintenance schemes	✓	✓	✓	✓	✓	X
51	Improve to public transport services (reduction in cost, increased frequency, increased destination coverage)	X	✓	X	X	X	X
52	Delivery integrated ticketing system for public transport	X	✓	X	X	X	X
53	Improve funding streams for active travel maintenance	X	✓	✓	✓	✓	✓
54	Enforce laws on cycle lane parking	✓	✓	X	X	✓	X
55	Support multi-year funding for active travel schemes for local authorities	X	✓	✓	✓	✓	✓
56	Remove litter and hazards	✓	✓	✓	✓	✓	X
57	Deliver integrated public transport timetables	X	✓	X	X	X	X
58	SPT incentive for active travel and public transport use (similar to cheaper park and ride ticket for subway)	✓	✓	✓	✓	X	✓
59	Implement strict controls on street furniture from retail	X	✓	✓	✓	X	X
60	Implement strict penalties for dangerous motorists	X	✓	X	X	X	X

✓* denotes options which have shared responsibility for delivery (SPT and Local Authorities)

Table 7.2 – *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 between local authorities in the region. This should link with existing routes and key destinations.	A cross-boundary active travel network would support the feasibility of active travel as a mode of transport for everyday 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.	SPT / Local Authority

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
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
14 **44**	Improve mobility accessibility of public transport stops, services and terminals	Infrastructure	Improve accessibility of public transport stops / services / terminals by providing step-free access.	Improving access to public transport services would improve the integration of active travel and public transport services and support a modal shift to sustainable transport. This would also support the mobility of potential users who have no or limited access to private motorised vehicles.	SPT
8 **16**	Increase provision of multi-modal transport hubs	Infrastructure	Support the delivery of multi-modal hubs across local authorities in the SPT region with low multi-modal connectivity.	Improving the integration of active travel and public transport services would be key in achieving a modal shift whilst maintaining accessibility of key services, particularly for those with reduced	SPT

No.	Option	Option Type	Option Description	Rationale	Delivery Responsibility
				mobility, no or limited access to private vehicles, and / or who travel to and from in rural areas.	
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 improve 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 on 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 branding activities that can be delivered by each local authority as well as target driver behaviour change, taking advantage of technology to maximise inclusivity.	This would raise awareness of using active travel as a mode of transport and its benefits whilst encouraging uptake through promotional, marketing, and branding activities.	SPT
5 **12** **20**	Support workplace incentivisation and behaviour change	Revenue measures	Support key employers in each authority to incentivise active travel and achieve behaviour change through a variety of schemes and activities.	This would likely result in in-house incentivisation and normalisation of active travel as a mode of transport. This would increase its perceived attractiveness and feasibility.	SPT
9	Support provision of Active Travel Officers	Revenue measures	Support the introduction of more active travel officers in workplaces, in each local authority, to inform and support employees travel actively.	This would likely result in in-house incentivisation and normalisation of active travel as a mode of transport. This would increase its perceived attractiveness and feasibility.	SPT / Local Authority
4 **7**	Deliver active travel education and training programmes	Revenue measures	Develop and deliver cycling and bike maintenance training to potential	This will provide more potential bike users with the necessary skills and confidence	SPT / Local Authority

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

8 Next Steps

Following on from the work undertaken within this report, the next steps in the development of the Regional ATS and Delivery Plan Framework and Infrastructure Delivery Plan will be to:

- Define the vision for the Regional ATS;
- Develop the strategy objectives;
- Develop the Regional Active Travel Network routes and prioritisation
- Define the delivery timescales for each intervention;
- Appraise the affordability, feasibility, and public acceptability of options;
- Carry out a preliminary appraisal of the long list, following the STAG process.

Appendix A – Policy Documents

National

- A Long-term Vision for Active travel in Scotland 2030
- Cleaner Air for Scotland (CAFS 2)
- Climate Change Plan 2018-2032 (2020 update)
- Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (draft)
- Let's Get Scotland Walking – The National Walking Strategy
- National Planning Framework 4 (NPF4)
- National Transport Strategy 2 (NTS2)
- Public Health Priorities for Scotland
- Scotland's Road Safety Framework to 2030
- Strategic Transport Projects Review (STPR2)
- Sustrans: Reducing car use: What do people who live and drive in cities and towns think?

Regional

- A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038
- SPT A Catalyst for Change (2008-2021)
- SPT RTS Delivery Plan 2018.19 - 2021.22 update
- SPT Walking And Cycling Action Plan Summary (from A Catalyst for Change)

Local

- Argyll and Bute Local Development Plan 2, Helensburgh & Lomond Map Book
- East Ayrshire Active Travel Strategy
- East Ayrshire Local Development Plan, 2017
- East Dunbartonshire Active Travel Strategy 2015-2020
- East Dunbartonshire Active Travel Strategy 2023-30: Evidence Summary and Approach
- East Dunbartonshire Local Development Plan 2, 2022
- East Renfrewshire Active Travel Action Plan
- East Renfrewshire Local Development Plan 2, 2022
- Glasgow City Development Plan, 2017
- Glasgow's Active Travel Strategy 2022-2031
- Inverclyde Active Travel Strategy 2018
- Inverclyde Local Development Plan, Proposed Plan 2021
- North Ayrshire Local Development Plan, 2019
- North Ayrshire Local Transport and Active Travel Strategy 2023
- North Lanarkshire Active Travel Strategy 2021-2031
- North Lanarkshire Local Development Plan, 2022
- Renfrewshire Local Development Plan, 2021
- Renfrewshire Local Transport Strategy, Refresh 2017
- South Ayrshire Active Travel Strategy 2021-2031
- South Ayrshire Local Development Plan 2, 2022
- South Lanarkshire Cycling Strategy 2015-2020
- South Lanarkshire Local Development Plan 2, 2020
- South Lanarkshire Local Transport Strategy, 2013-2023
- West Dunbartonshire Local Development Plan, 2020
- West Dunbartonshire Strategic Plan 2022-2027

Appendix B – Stakeholders Consulted

This appendix contains a list of all stakeholders that were involved in the consultation process. It must be noted that over 120 stakeholders were invited to participate in the consultation but did not respond to the request. The list below contains stakeholders that: attended working groups; attended workshops; attended one-to-one meetings; attended stakeholder drop-in sessions; provided written feedback; and responded the organisation or business survey.

Local Authorities:

- Argyll and Bute Council
- East Ayrshire Council
- East Dunbartonshire Council
- Glasgow City Council
- Inverclyde Council
- North Ayrshire Council
- North Lanarkshire Council
- Renfrewshire Council
- South Ayrshire Council (Ayrshire Roads Alliance)
- South Lanarkshire Council
- West Dunbartonshire Council

Active Travel Groups:

- Bike for Good
- Clyde Cycle Park
- Como UK
- Free Wheel North
- Go Bike
- Living Streets
- Paths for All
- Sustrans

Transport Groups:

- Community Transport Association
- Hitrans
- Nestrans
- Scottish Rail Holdings
- Zetrans

Seldom Heard & Health Groups:

- Disability Equality Scotland
- Glasgow Centre for Population Health
- Mobility & Access Committee for Scotland (MACS)
- NHS Glasgow Health Board
- NHS Lanarkshire Health Board
- NHS South Ayrshire Health Board

Community / Neighbourhood Groups:

- Arrochar Community Council
- Cardinal Newman HS Parent Voice, Bellshill
- Dailly Community Council
- Kirkshaws Neighbourhood Centre
- Lanarkhall & District Volunteer Group
- New Cummock Development Trust
- Rhu and Shandon Community Council
- Voluntary Action North Lanarkshire

Environment Groups:

- Glasgow Clyde Valley Green Network
- Nature Scot
- Our Green Space

Other Groups / Businesses:

- Citizens Advice Bureau, Coatbridge
- Emobix LTD
- ORE Catapult
- Visit Scotland

Appendix C – Stakeholder Engagement

The below sections provide further detail on the outputs of the stakeholder engagement undertaken.

Behaviour Change

- Stakeholders highlighted the behavioural change challenge behind active travel, particularly with cycling, is its social normalisation. Land use and the way we have developed has led to the social normalisation of driving because that is 'normal' (and easiest) to do.
- A second challenge in this is access to services; rural areas or new residential developments can have few services in a reasonable distance/travel time by walking or cycling meaning active travel journeys are not viewed as feasible.
- In general, stakeholders highlighted the convenience of other modes (usually private car) as a barrier to active travel. Travel time and distances were highlighted as a contributing factor, especially in rural areas. External factors such as poor weather will put users off too. Needing to carry equipment to work, requiring a car when at work, and dropping off/picking up children from school were cited as other reasons which make other modes more convenient.
- Continuous data gathering on travel habits is a must so that changes can be monitored. There was a suggestion that SPT should work more closely with large employers to address issues and that there is opportunity to create stronger travel habit change campaigns.

Infrastructure

- Many local authorities highlighted the critical importance of seamless cross-boundary connections. There is a lack of coordination, clarity or agreement on the specific responsibilities of each local authority in developing cross-boundary active travel links. At present very good pieces of infrastructure end abruptly. Included in this challenge are connections to areas outside the SPT region, these must be considered too.
- Some local authorities highlighted that differences in design standards are an issue; although these may differ between local authorities, what users experience on the ground should be the same. The lack of continuous and joined up footway/footpaths and cycle routes was ranked as one of the main barriers and priorities to address by stakeholders.
- Stakeholders identified maintenance and management of active travel infrastructure as it expands. There is often large capital investment in projects available however following completion the challenge is the maintenance budget and keeping new infrastructure in a maintained condition. Challenges can be paths with overgrown vegetation or a failure to remove build-up of debris.
- Included in the maintenance problem was poor road/footway/footpath/cycle path surface quality. Potholes and uneven surfaces with trip hazards or cycle hazards cause a safety issue for users, particularly those who have mobility issues or are wheeling.
- Many local authorities highlighted the challenges behind road space reallocation. A lot of settlements have been very densely developed or have historic centres with hard boundaries, making it challenging to introduce new infrastructure. There is often a lot of political pressure and a strong community response when discussing the reallocation of road space due to fears of congestion and increased travel times. In some instances, it is not feasible to introduce high-level-of-service routes and some arterial roads cannot accommodate this. The redesign of major junctions was also highlighted as a challenge. In terms of opportunities there is a need to recognise the value of off-road routes which some local authorities are focusing on more strongly.
- More signage, route finding and information on existing infrastructure was suggested as a method to increase active travel uptake because at present there is often no information to inform or direct users.
- Street clutter such as bins, physical barriers such as bollards and chains, and obstacles like cars parked on pavements present another challenge for users. The challenges experienced from this are usually compounded for people using wheelchairs, mobility scooters or pushing prams.

- On a general outlook, stakeholders highlighted that active travel routes need to serve locations and services that people want to visit. This would help create the continuous joined up network as highlighted as a priority.
- New walking/wheeling and cycling infrastructure should be connected and routed through blue/green infrastructure. This negates the need to discuss road space reallocation and if projects are delivered in tandem with blue/green infrastructure improvements it can reap multiple benefits when considering climate resilience.

Safety

Stakeholders and local authorities highlighted safety concerns as a problem resulting from the following possible reasons:

- A lack of suitable pedestrian crossing facilities. If there are no dropped kerbs (and tactile paving) or crossings some users must travel further to cross a road in the hope there will be joined up routes to walk, wheel, or cycle. The alternative route can often be much longer, and in some cases too long for users with mobility constraints.
- The behaviour of motorists – vehicle speeding and driver attitude towards cyclists deters people from making active travel trips. The volume of traffic and congestion can be prohibitive to safe on-road cycling and only the most confident cyclists will feel safe. Most users would not feel comfortable cycling amongst traffic without suitable segregation. The lack of confidence in cycling was noted as contributing factor to this, the barrier would be reduced with less high-trafficked areas and less priority given to vehicles.
- A lack of cycle routes separate from vehicles and a lack of cycle lanes on roads were cited as a main barrier by stakeholders and the provision of a high-quality segregated network would reduce this barrier. When looking at remote routes there should be a goal to integrate the active travel network with blue/green infrastructure. This offers a more attractive route for users.
- Travelling at night – feeling unsafe when travelling at night in areas with poor lighting is a considerable barrier to many, particularly with women and disabled users. There are opportunities to improve this situation with the addition of lighting and improved overall public realm (for example, vegetation management) which in turn can increase route use and perceived safety.
- Providing segregated walking/wheeling and cycling routes was recognised as an opportunity to provide safer routes. Some stakeholders highlighted the presence of cycles on footways as a challenge for those walking/wheeling.

Integration with Public Transport

- Some of the main factors highlighted by stakeholders and local authorities in relation to active travel journeys which include public transport were related to the public transport services specifically; affordability, reliability and integration between different public transport services were noted. The cost of public transport journeys can be a big barrier, particularly those from lower income households. The reliability of services needs to be improved too – arriving on time and more consistent journey times would encourage more uptake. Finally, the integration between services needs to be improved so that journeys which include more than once public transport mode can be made. However, it is noted that although this is a barrier to active travel trips that include public transport it is not within the scope of the Regional ATS.
- For much of the SPT region the rurality of areas acts as a barrier to journeys. Public transport frequency and destination coverage tends to be poorer making public transport journeys unattractive or unfeasible, especially when considering the reliability of the service as highlighted above. However, it is noted that although this is a barrier to active travel trips that include public transport it is not within the scope of the Regional ATS.
- The availability of secure cycle parking or cycle sharing schemes was highlighted by stakeholders. As an example, Glasgow City – the only local authority to have a shared cycle hire scheme – have nearby hire stations at fewer than a third of railway stations and only eight out of 15 subway stations. In addition, the possibility of taking cycles on trains and to a greater extent, on buses, was highlighted as a barrier. More needs to be done to increase awareness of the possibility of taking cycles on public transport but at the same time there needs to be designated space to do this.
- Stakeholders highlighted the lack of accessibility of public transport stops and stations as an issue for users, particularly for those with mobility issues, those using mobility aids/wheeled

chairs or adapted cycles. Subway stations, and often bus stops, have no audible announcements for disabled users. Bus stops often have no visual information boards and there is a lack of accessible infrastructure to allow people to reach them. Stations must have functional escalators and lifts. Ferries have no official parking for large mobility scooters and cycles. On trains, the design of some cycle storage would preclude many disabled users from storing their bikes as they must be suspended from the rear wheel which many people would not manage to do. Finally, one particular area of concern highlighted is the provision of 'floating bus stops' where disabled people need to cross a cycle route from the bus stop to get on the bus and cyclists must stop to allow this to happen – often this relies on eye contact between the cyclist and the bus boarder. If the person is blind or visually impaired, they will have no idea that a cyclist is approaching and there may be a collision. A mechanism is required to ensure that cycling infrastructure that is safe for everyone who engages with the route is implemented.

- In general, there is a consensus that active travel routes do not always well serve public transport stations, stops and terminals. Making it easier for users to reach public transport was recognised as an important prerequisite for active travel journeys that include public transport.

Other Problems and Opportunities

- If more journeys are to be made by active travel, then public toilets should be a key consideration along routes. The lack of toilets that are clean and that people feel comfortable to use is a big issue.
- There is an opportunity in relation to the new experimental traffic order process which allows the testing of measures in a semi-permanent way. There is opportunity to engage with the community on interventions that have been introduced temporarily to understand the benefits/objections. This can improve the speed of active travel infrastructure delivery which at present takes too long for major projects.
- Some people in the most deprived communities may not have the financial capability to access shared cycle hire schemes.

Appendix D – Public Engagement

The below section provides further detail on the results of the public engagement undertaken.

Demographics

Of the 98% of respondents that indicated their gender, 55% selected male, 37% female, 1% non-binary and 6% either 'prefer not to say' or 'other. 97% of respondents indicate their age, the breakdown can be viewed on **Figure D.1.** The most responses were received from the 45-54 age bracket (27%).

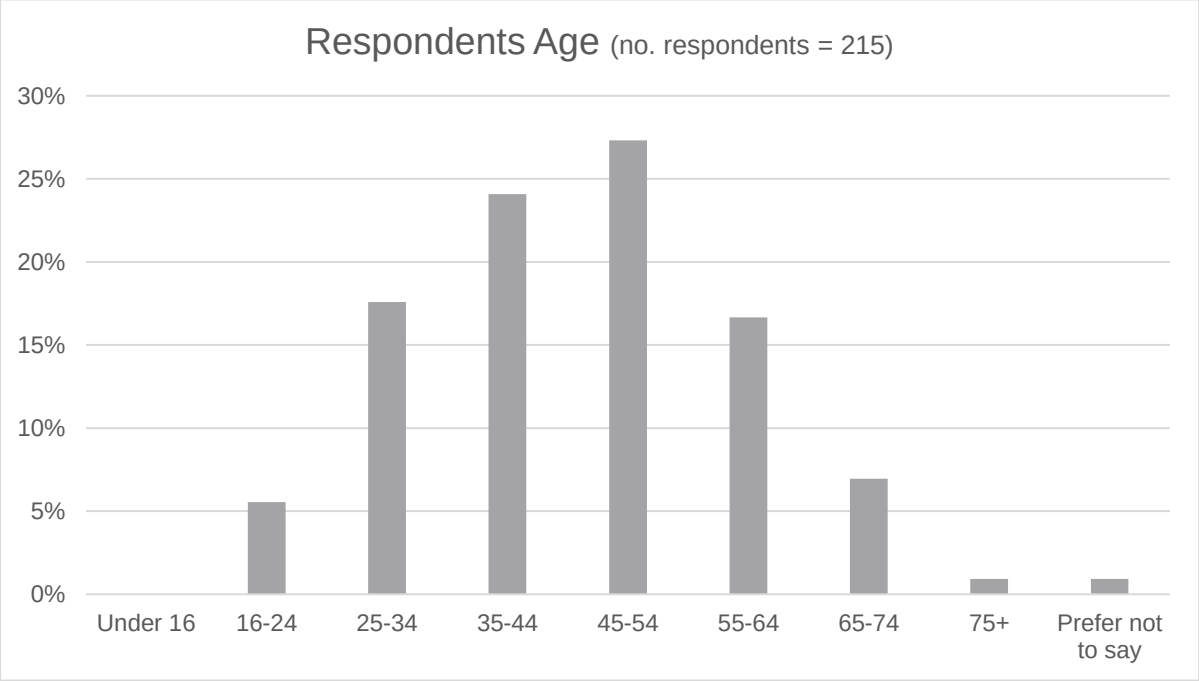

***Figure D.1** – Respondents age*

Local Authority Breakdown

Figure D.2 shows the local authority breakdown of respondents.

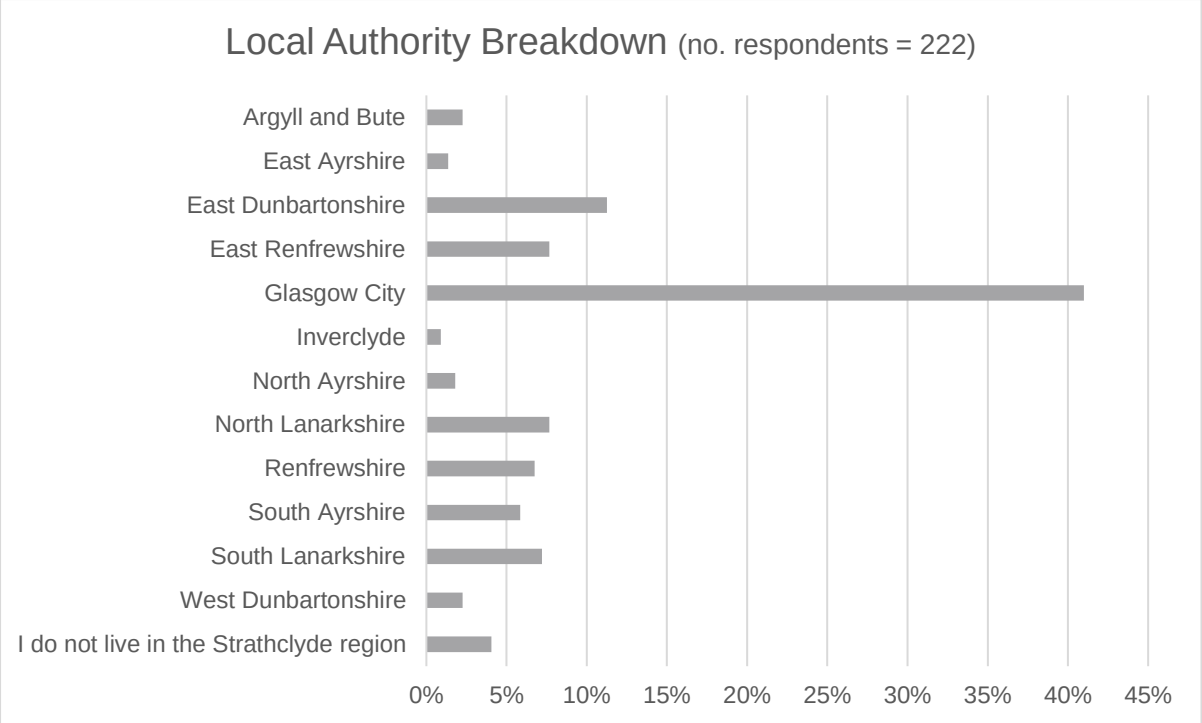

***Figure D.2** – Local authority breakdown of respondents*

Purpose of trips

Figure D.3 shows the purpose of respondent's trips when using their main method of transport.

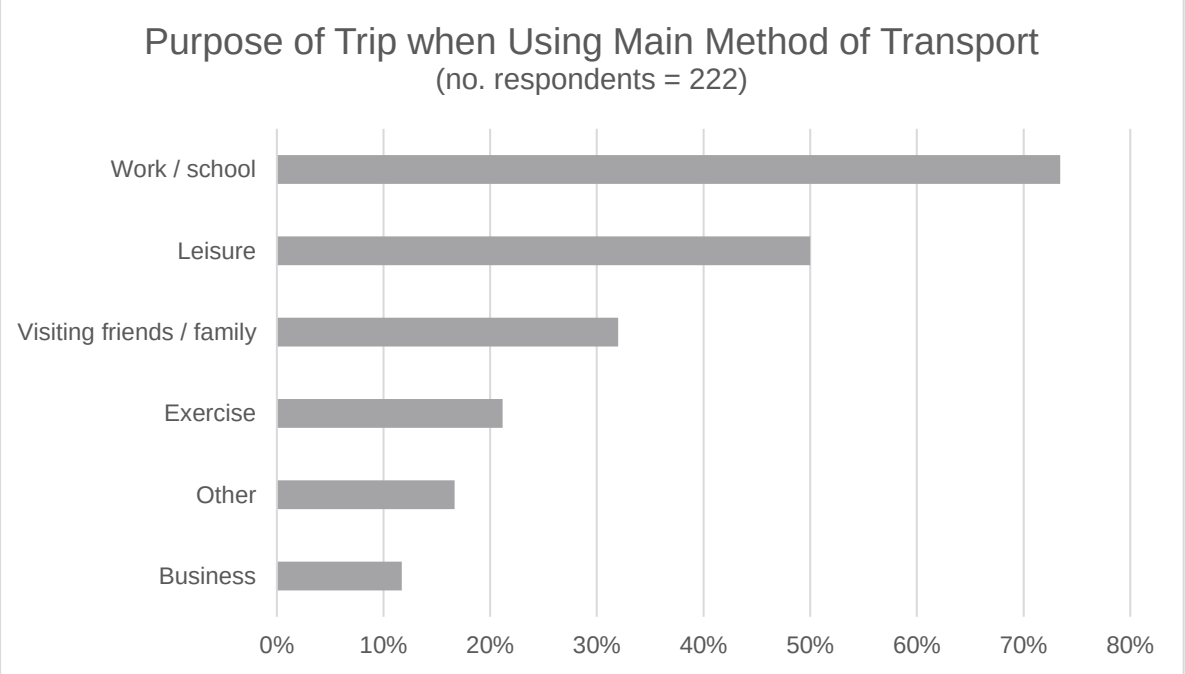

***Figure D.3** – Purpose/s of trip when using main method of transport*

Figure D.4 shows respondents second method of travel for everyday journeys.

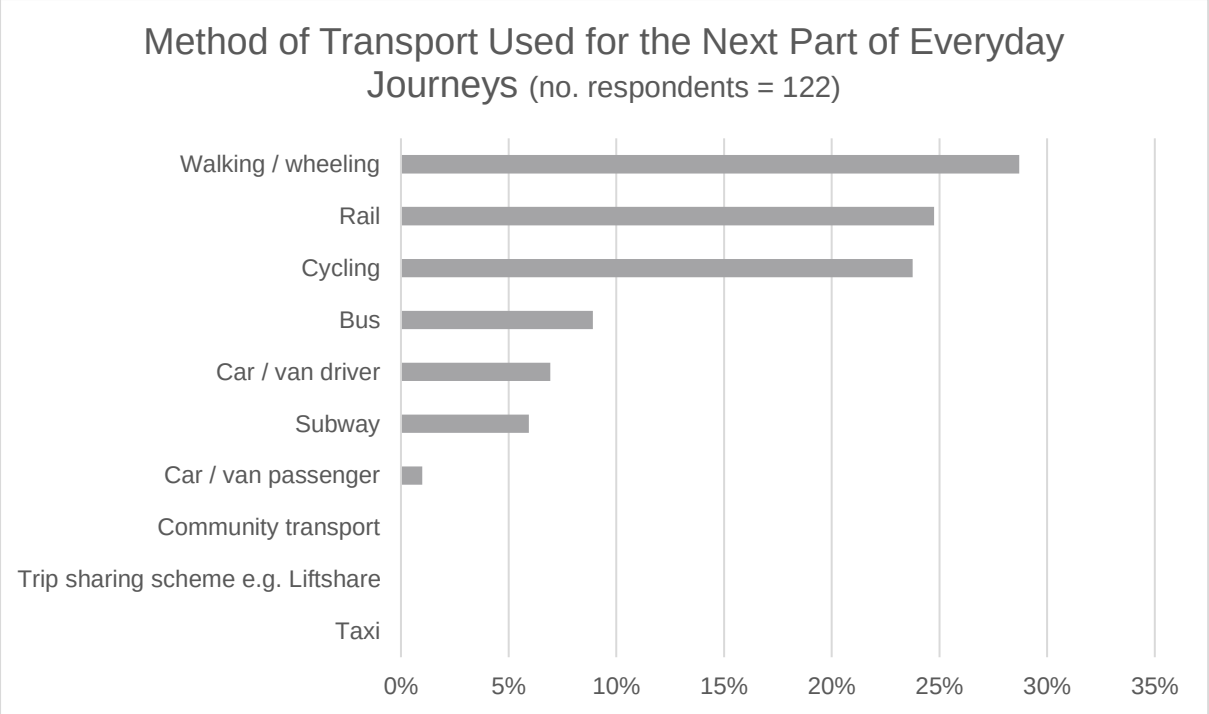

Figure D.4 *– Second method of travel for everyday journeys*

Changes to travel habits

All respondents were asked if they had made any changes to travel habits in response to the climate emergency, COVID-19 or the cost-of-living crisis. 41% of respondents had not made any changes to their travel habits. Starting to cycle for short distance trips (32%) and starting to walk/wheel for short distance trips (25%) were one of two of the more common changes.

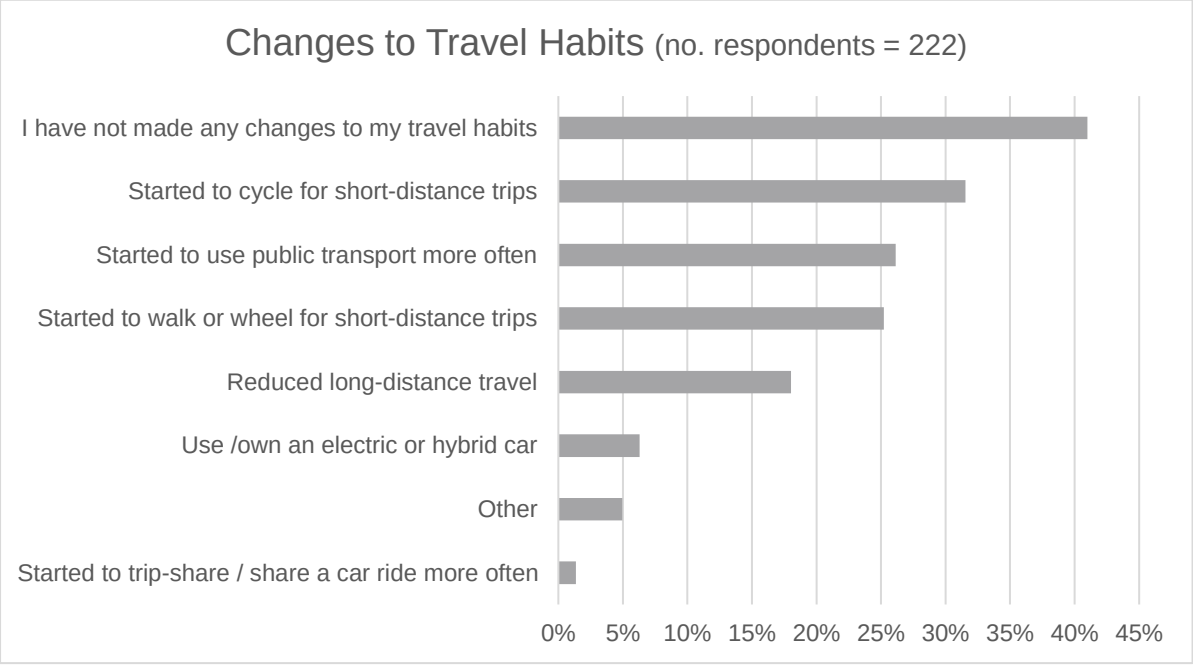

Figure D.5 *– Changes to travel habits*

Figure D.6 shows the walking/wheeling barriers highlighted by respondents.

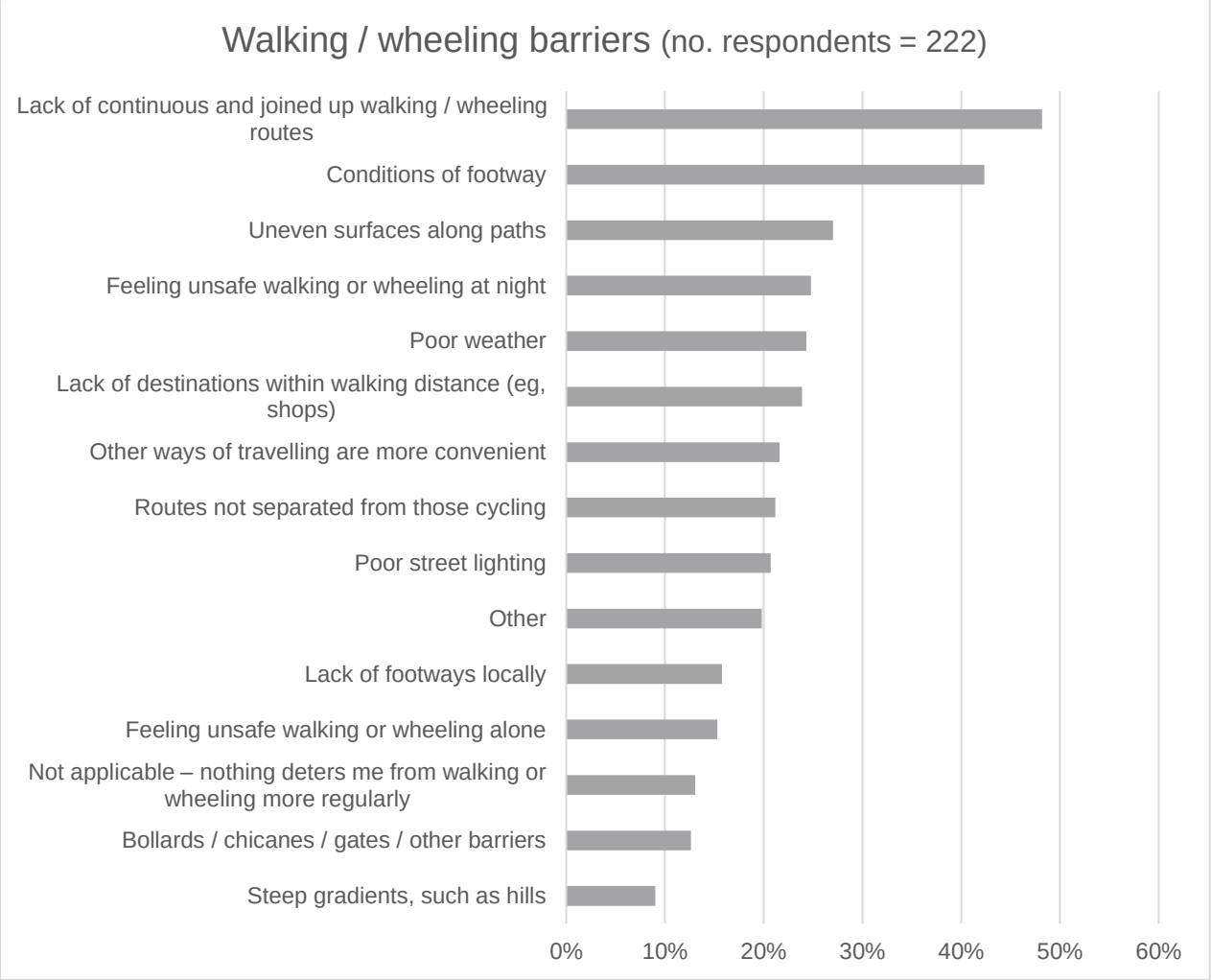

***Figure D.6** – Walking / wheeling barriers*

48% of respondents cited lack of continuous and joined up walking/wheeling routes as a barrier, 42% conditions of footway and 27% uneven surfaces along paths. Commonly cited 'other' reasons where vehicles parking on pavements and personal safety in relation to motor traffic travelling at speed or inconsiderately to pedestrians.

Figure D.7 shows the cycling barriers highlighted by respondents.

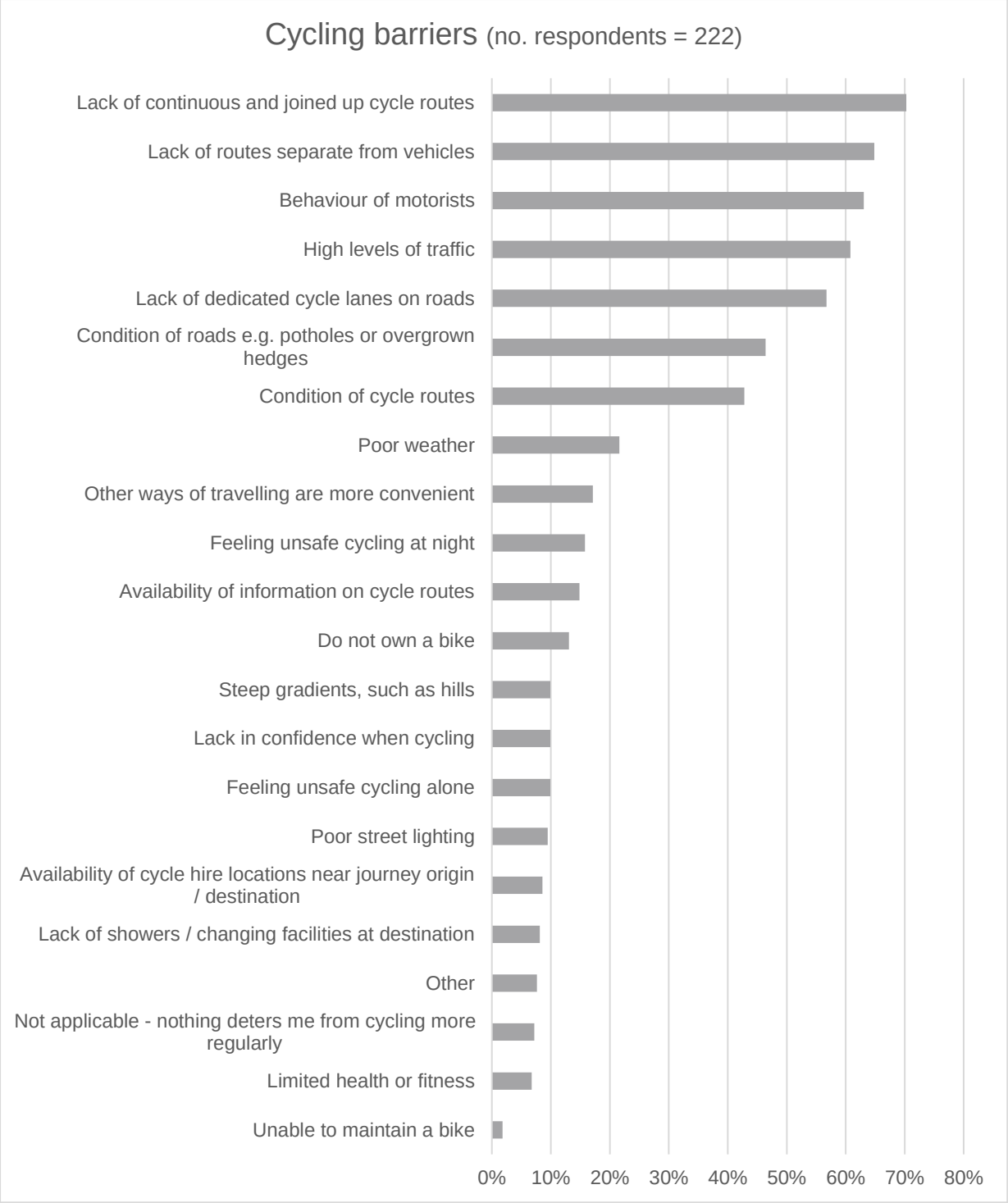

***Figure D.7** – Cycling barriers*

The most common barriers were a lack of continuous joined up cycling routes (70%), lack of routes segregated from vehicles (65%) and behaviour of motorists (63%). The least common barrier was unable to maintain a bike (2%). Of those that selected 'other' the most common barrier detailed was a lack of cycle parking facilities, either at home or at a destination.

Figure D.8 shows the active travel and public transport barriers highlighted by respondents.

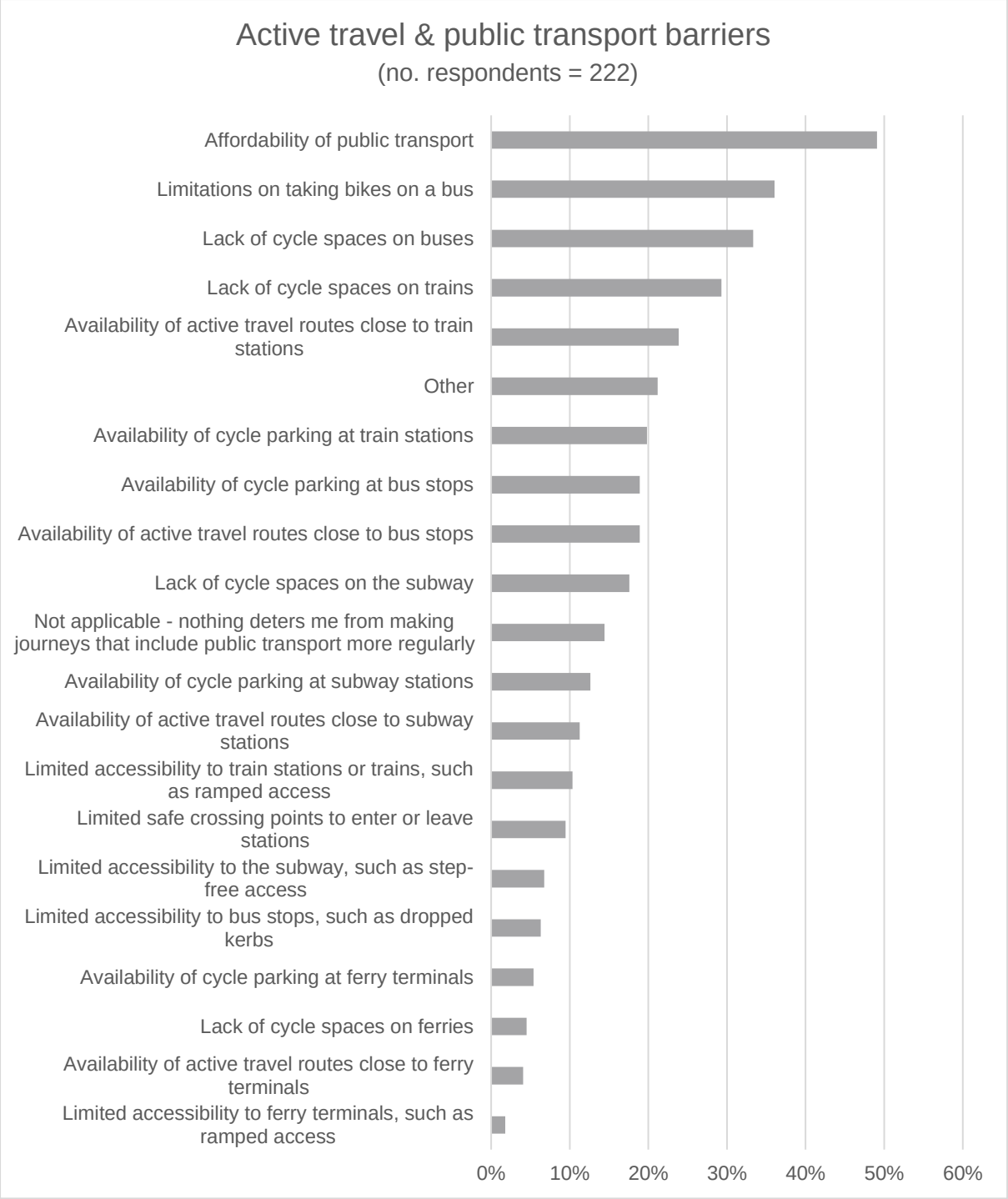

***Figure D.8** – Active travel and public transport barriers*

The most common barrier was the affordability of public transport (49%), followed by limitations on taking bikes on bus (36%) and then the lack of cycle spaces on buses (33%). In rural areas the affordability of public transport was the top barrier again, the second most common barrier was 'other' and the third was a lack of cycle spaces on buses. The comments cited under 'other' were related to the poor journey times of public transport compared to car and the limited amount of public transport services.

Reasonable Travel Distances

Respondents were asked what the maximum distance they would consider walking/wheeling and cycling for a journey (one way) was. The median value for walking from 94% (n=209) of respondents

was 4km for walking/wheeling. The median value from 90% (n=199) of respondents was 10km for cycling.

Walking / Wheeling Enablers

All respondents were asked what would enable them to walk/wheel more if they do not currently walk/wheel as often as they would like to at present, the results can be viewed on **Figure D.9**.

The most common enabler for more uptake in walking/wheeling would be better maintenance of footways/paths, followed by safer routes and then better interlinking between communities. In rural areas the top three enablers were safer routes, better interlinking routes between communities and better maintenance of footways/paths.

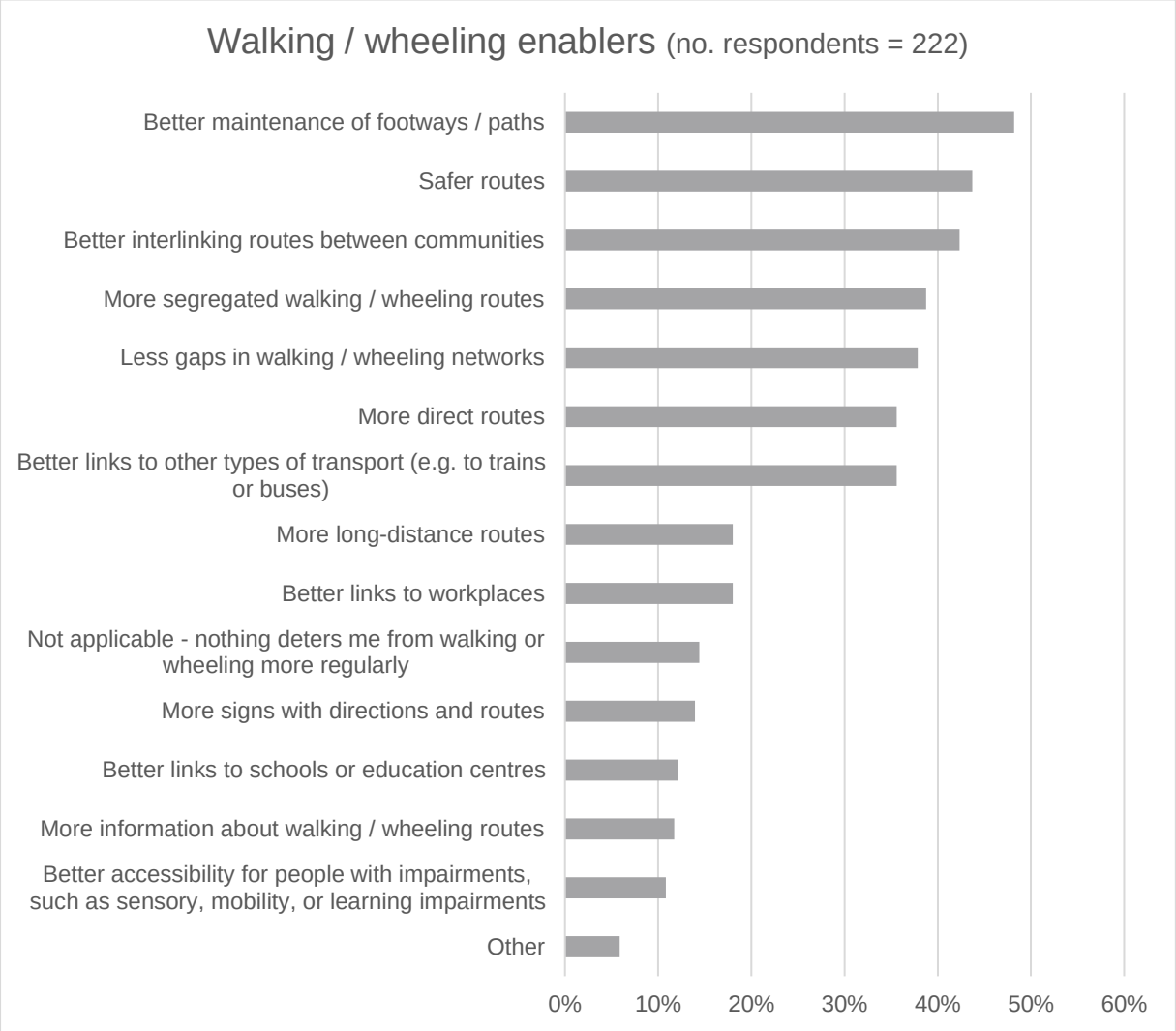

***Figure D.9** – Walking/wheeling enablers*

Cycling Enablers

All respondents were asked what would enable them cycle more if they do not currently cycle often as they would like to at present, the results can be viewed on **Figure D.10**.

As can be viewed on **Figure D.10**, the most common enablers of cycling would be less gaps in the cycling network, more segregated cycle routes separate from vehicle traffic, and better maintenance of cycle routes. In rural areas the most common cycling enablers were safer routes, better links to other transport modes and better interlinking routes between communities.

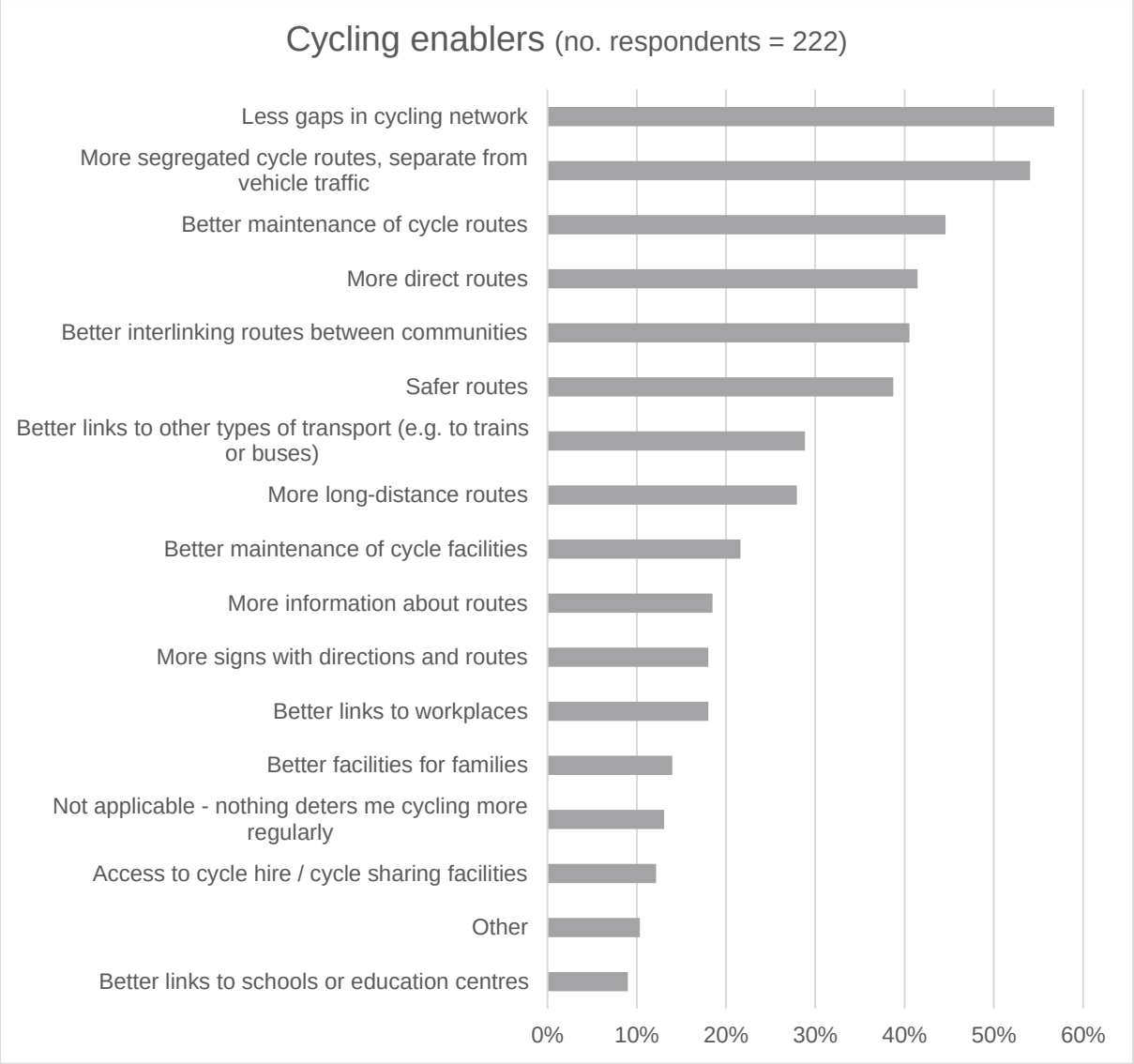

Figure D.10 *– Cycling enablers*

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