Consultation Report

Draft Regional Active Travel Strategy for the west of Scotland 2024-2038

Change List

Ver	Date	Description of the change	Reviewed	Approved by
P01	08/01/2025	Draft	MR	MB
P02	21/01/2025	Internal Review	MR	MB
PO3	10/03/2025	Final Issue to Client	MR	MR

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1 Introduction

1.1 Overview

The draft Regional Active Travel Strategy (Regional ATS) for the west of Scotland was published for consultation in July 2024 by Strathclyde Partnership for Transport (SPT). During the eight-week consultation period, SPT's local authority partners and other stakeholders, including members of the public, had the opportunity to provide feedback on the draft strategy.

This report provides detail on the consultation process and the stakeholder response received during this period. The key findings of the consultation are summarised, and the resulting changes recommended for inclusion in the final version of the Regional ATS are also outlined.

1.2 The Draft Strategy

1.2.1 Context

The Regional ATS has been prepared to help deliver 'A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038'[1]. The Regional Transport Strategy (RTS) is a long-term strategy for the west of Scotland, which sets the vision and direction for transport in the region for the next 10-15 years, as follows:

"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 principles behind the development of the Regional ATS are underpinned by the vision of the National Transport Strategy (NTS2)[2], which is that 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".*

1.2.2 Proposed Policy Interventions

The draft Regional ATS proposes a mix of physical and non-physical policy interventions which are aimed at increasing levels of walking, wheeling and cycling. There are a total of 23 interventions, which can be categorised under the following 5 broad categories: 'Creating an Attractive Environment for Walking, Wheeling and Cycling', 'Integrating Active Travel with Public Transport and Freight Movements', 'Increasing Affordable Access to Bikes', 'Promotion, Travel Behaviour Change, and Information' and 'Governance and Funding'.

A Regional Active Travel Network is proposed as part of the Regional ATS, having been identified as a central component in achieving a step change in active travel provision and quality in Strathclyde. The intention of the network is to facilitate cross-boundary travel across the region, connecting major settlements via strategic corridors.

Regional Active Travel Strategy

The 5 Intervention Categories

1. Creating an Attractive Environment for Walking, Wheeling and Cycling
2. Integrating Active Travel with Public Transport and Freight Movements
3. Increasing Affordable Access to Bikes
4. Promotion, Travel Behaviour Change, and Information
5. Governance and Funding

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[1] Strathclyde Partnership for Transport (2023) A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038, available at: https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/

[2] Transport Scotland (2020) National Transport Strategy 2, available at: https://www.transport.gov.scot/publication/national-transport-strategy-2/

1.3 Approach to Consultation

Engagement and consultation are a high priority in the development of the Regional ATS, to ensure the strategy meets the ambitions of the whole Strathclyde region and recognises the varying needs of the many demographics who live, work, and visit Strathclyde.

Consultation on the draft Regional ATS ran for eight weeks from Monday 8th July 2024 to Sunday 1st September 2024. This was the second of two consultation exercises organised in relation to the Regional ATS, and in addition to extensive consultation exercises carried out in the development of the RTS.

A tailored approach was adopted to engage stakeholders in a way which met their needs, level of interest, and level of influence on the draft strategy. Stakeholders with similar levels of interest and influence were grouped to ensure a consistent level of engagement, as follows:

- **Primary Stakeholders**
  Stakeholders that have a significant influence on the project direction.

- **Actively Interested Stakeholders**
  Stakeholders that are not directly involved with the detailed project, but influential in specific areas.

- **General Public**
  All other stakeholders, including the public, businesses, third sector and public sector stakeholders not engaged at other levels.

1.4 Report Structure

The remainder of this report is structured as follows:

- **Chapter 2** provides an overview of this, and previous consultation exercises undertaken as part of the Regional ATS development process.

- **Chapter 3** outlines the consultation response to the draft Regional ATS, including a geographical breakdown of responses.

- **Chapter 4** summarises the results of the consultation on the draft Regional ATS.

- **Chapter 5** outlines the consultation's key findings and includes recommendations to be adopted in the final Regional ATS.

2 The Consultation Process

2.1 Overview

This chapter summarises the programme of consultation undertaken in the development of the Regional ATS. SPT consulted on the Regional ATS 'Case for Change' in late 2023, and on the 'Draft Strategy' document mid-2024.

Further information on the 'Case for Change' consultation, including the full set of results, is presented in the Regional ATS Case for Change Report (Sweco, 2024).

2.2 Summary of the Regional ATS Case for Change Consultation

SPT's previous consultation on the Regional ATS 'Case for Change' report took place between 16th October 2023 and 12th November 2023. The consultation principally aimed to gather information and opinions on problems and opportunities regarding active travel across the region.

The identification and analysis of problems and opportunities is the first step in assessing potential solutions to transport issues, as per Scottish Transport Appraisal Guidance (STAG)[3], and the outputs of this consultation shaped the objectives and approach to the appraisal of the Regional ATS policy interventions.

The 'Case for Change' consultation received the following responses across the identified stakeholder groups:

- **Primary Stakeholders:** 11 responses from SPT's local authority partners

- **Actively Interested Stakeholders:** 34 responses from organisations including transport and active travel groups, seldom heard and health groups, community and neighbourhood groups, environment groups, and businesses.

- **General Public:** 222 responses from individuals.

The problems and opportunities identified by respondents were categorised under the following themes:

Behaviour Change

Including the barriers to taking up cycling, and influences for young and school age children

Infrastructure

Including the need for continuous and joined-up routes, and segregration from motor vehicles

Safety

Including personal safety at night, and motorist behaviour

Integration with Public Transport

Including better coordination of routes to link with public transport

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[3] Transport Scotland (2022) Scottish Transport Appraisal Guidance – Managers Guide, available at: https://www.transport.gov.scot/publication/scottish-transport-appraisal-guidance-managers-guide/

2.3 Regional ATS Draft Strategy Consultation

The Regional ATS 'Draft Strategy' consultation took place between 8th July 2024 and 1st September 2024. This consultation, which is the primary focus of this report, invited feedback and contributions from all stakeholder groups to the draft Regional ATS and proposed Regional Active Travel Network. The aim of the 'Draft Strategy' consultation was to achieve an effective strategy that has been developed collaboratively and is widely supported by SPT's partners and the people, communities and businesses of the west of Scotland.

This section continues to describe the methods used to communicate the consultation with a wide audience and to accurately capture the feedback provided.

2.3.1 Communications

SPT aimed to consult as widely as possible on the draft Regional ATS and publicised the consultation period by:

- Advising Council Officers of the upcoming consultation

- Publishing updates on SPT's website via the homepage and dedicated active travel strategy page

- Creating an ArcGIS StoryMap webpage with interactive mapping for public information

- Publishing a press release to launch the consultation

- Circulating emails to stakeholders with information on the consultation and directions on how to participate

- Posting updates to SPT's social media accounts and encouraging sharing amongst partner accounts

2.3.2 Methods of Engagement

Feedback and contributions to the draft Regional ATS and proposed Regional Active Travel Network were gathered through the following channels:

- Online and manual survey forms

- Written submissions (additional feedback supplied by email)

- Workshop attendance (invited stakeholders only)

- Editable online map (invited stakeholders only)

Information on how the feedback was processed is provided at **Section 2.4**.

Survey Form

A public survey was produced for the consultation and was comprised of a series of open and closed questions on the content and proposals contained within the strategy document. Respondents were encouraged to read the strategy in advance of completing the survey, or view a summary of the strategy and proposed Regional Active Travel Network on the ArcGIS StoryMap webpage.

The questions, provided at **Appendix A**, focused on the proposed policy interventions and Regional Active Travel Network. Levels of support, perceptions of likely efficacy of the policies and comments on the proposals were gathered, as well as some location-based and travel questions (where appropriate), to better understand feedback by respondent type.

The survey opened to the public on 8th July 2024 and was accessible via a link on SPT's website.

Written Submissions

A dedicated project inbox remained open to the public and stakeholders throughout the strategy development, from the 'Case for Change' consultation in October 2023. The inbox was monitored by the Sweco project team and all stakeholder groups were encouraged to submit further written responses to the proposals, and any other information they felt relevant or queries, to this location.

Primary Stakeholder Workshops

Four workshops were organised during the consultation period for SPT's local authority partners on the following topics:

- **Regional ATS Policies**
  This workshop – which all stakeholders were invited to – aimed to facilitate discussion and provide primary stakeholders with opportunities to further inform regional active travel policy; fill gaps between knowledge and policy; and validate the policy output resulting from the strategy development. The workshop followed the structure of the proposed policy groups: (1) 'Creating an Attractive Environment for Walking, Wheeling and Cycling', (2) 'Integrating Active Travel with Public Transport and Freight Movements', (3) 'Increasing Affordable Access to Bikes', (4) 'Promotion, Travel Behaviour Change, and Information' and (5) 'Governance and Funding'.

- **Regional Active Travel Network**
  This workshop aimed to facilitate discussion on cross-boundary active travel routes throughout the SPT region, and to provide SPT's local authority partners with opportunities to inform high-level route development, address local routing priorities, and validate the proposed network nodes. Three network-focused workshops took place due to the scale of the study area, based on the following geographies: (1) Ayrshire, (2) Glasgow City Region (a) and (3) Argyll and Bute/ Glasgow City Region (b).

Each workshop was scheduled for 90 minutes and took place online via MS Teams. The slide deck for the Regional ATS Policy Workshop, and an example of the Regional Active Travel Network Workshop from 22/08/2024 are provided at **Appendix B**.

Verbal and written feedback were received through the workshops, and in some cases further written feedback was received from SPT's local authority partners and Sustrans representatives in the days after the workshops.

Online Map

The stakeholder workshops relating to the Regional Active Travel Network included an interactive session and made use of an online mapping tool. This tool allowed attendees to submit location-based comments on an interactive map. The interactive map remained open for comments until the end of the consultation period to allow local authorities to submit feedback after the workshop, at their own convenience.

2.4   Analysis and Reporting

2.4.1   Approach to Analysis

The online survey was hosted by the ArcGIS platform Survey123 and all online survey data was downloaded by Sweco and analysed internally with spreadsheet software. Separate written entries and submissions were added to the online data to achieve one complete dataset for cleaning and analysis.

Qualitative survey responses were read in full and coded according to the ideas mentioned within. Coding was based solely on what the responses stated, and no interpretation or assessment of validity took place in relation to the responses. This sought to ensure that the process of coding was as objective as possible.

For the workshops, a write-up of each session was produced to capture the key points raised. Participants were asked for their permission to record each workshop and they were informed that this recording was being made for the purposes of accurately writing up the notes of the session.

2.4.2 Reporting

The consultation results, both quantitative and qualitative, are reported upon in this document. The results are presented according to the core strategy elements: Policy Intervention Groups 1-5 and the Regional Active Travel Network.

While this consultation has proven to be effective in engaging a variety of stakeholders and in gauging levels of support towards the core strategy elements, the following considerations should be kept in mind when reading the results:

- Sample sizes can vary across questions due to some questions being optional.

- Where percentages do not total 100% this is likely due to the multiple response nature of the question, or the rounding of numbers.

3 The Consultation Response

3.1 Overview

This chapter provides a summary of the response received to the draft Regional ATS consultation, including the number of survey responses received and details of the stakeholder groups who participated in this round of consultation.

A detailed analysis of the survey results and feedback received is set out in subsequent chapters.

3.2 Survey Responses

A total of 62 survey responses were received from the general public.

The spread of survey respondents across the SPT region has been assessed, from individuals who answered the question *'Which local authority do you live in?'*. The results are presented in Figure 3-1 and indicate the highest response rates were seen in Glasgow City (52%) and East Dunbartonshire (16%). No response was received from individuals living in East Ayrshire and West Dunbartonshire.

Figure 3-1: Survey Respondents by Local Authority Area (SPT Region)
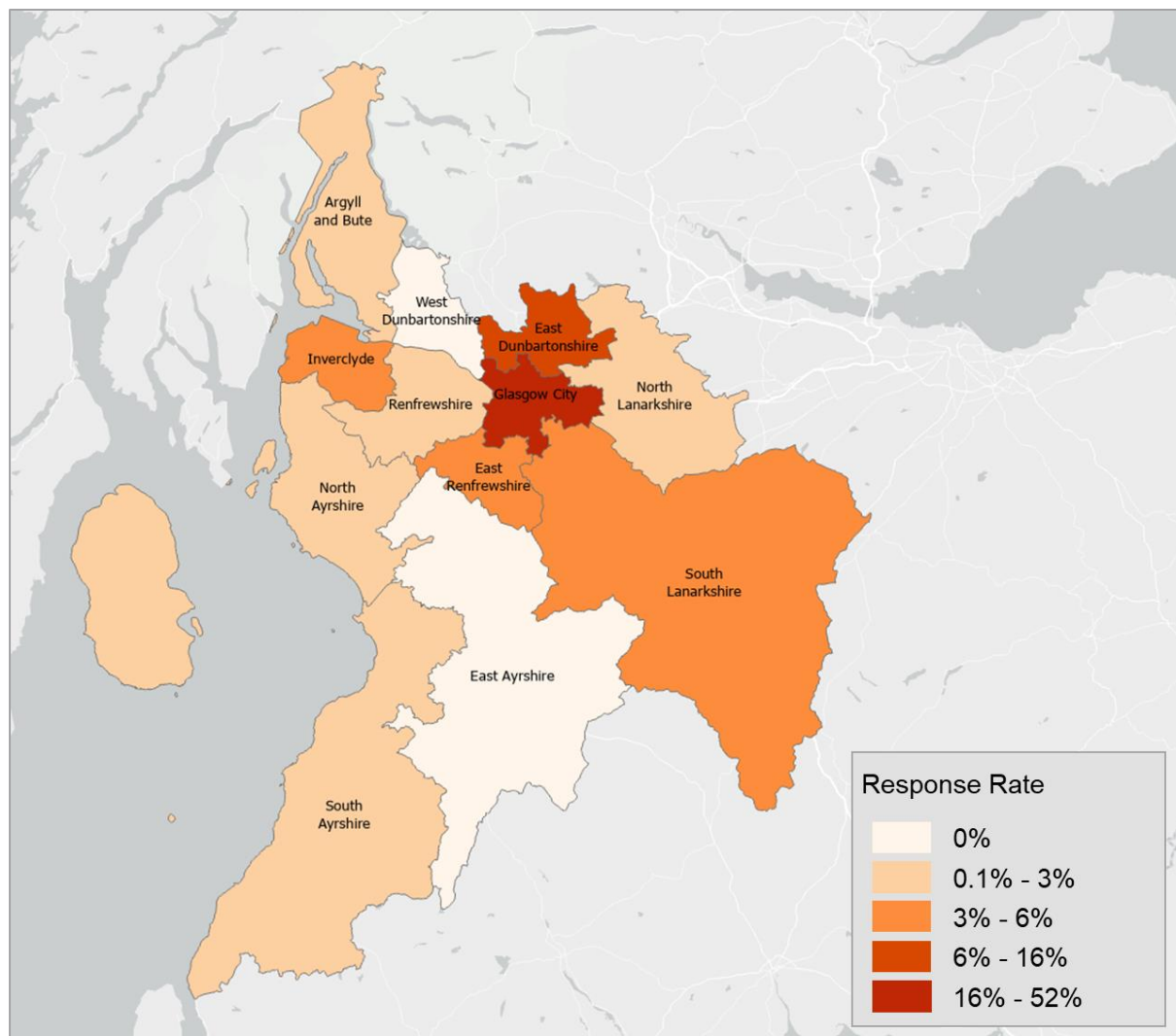
Note: A further 2% of responses were received from outside the SPT region

Further information on survey respondents, including demographic information, is provided in **Appendix C**.

For 'actively interested' stakeholders, the survey form offered the option to provide more specific feedback. This question set, which is included in **Appendix A**, was completed by a total of 21 organisations, as listed below:

- Age Scotland
- Bike for Good
- Clyde Metro (Glasgow City Council on behalf of Glasgow City Region)
- CoMoUK
- Cycling UK
- Get Glasgow Moving
- Glasgow & Clyde Valley Green Network
- GoBike
- Historic Environment Scotland
- Inverkip and Wemyss Bay Community Council
- Maybole Community Council

- Milngavie Community Council
- NatureScot
- Neilston Community Council
- NHS Ayrshire & Arran Health Board
- Paths for All
- Scotland's Railway
- Scottish Cycling
- SEStran
- Tactran
- University of Glasgow

The overall number of survey and written responses received to the consultation from the public and actively interested stakeholders is 83.

3.3 Primary Stakeholder Workshops

The workshops were attended by representatives from the following Local Authorities:

- **Regional ATS Policy Workshop**
  Date: 21/08/2024

  Attendees: North Ayrshire Council, Argyll and Bute Council, East Dunbartonshire Council, West Dunbartonshire Council, North Lanarkshire Council, South Lanarkshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, Renfrewshire Council.

- **Regional Active Travel Network Workshop – Ayrshire**
  Date: 22/08/2024

  Attendees: East Ayrshire Council[4], North Ayrshire Council.

- **Regional Active Travel Network Workshop – Glasgow City Region (a) & Argyll and Bute**
  Date: 26/08/2024

  Attendees: Argyll and Bute Council, East Dunbartonshire Council, West Dunbartonshire Council, North Lanarkshire Council, South Lanarkshire Council.

- **Regional Active Travel Network Workshop – Glasgow City Region (b)**
  Date: 27/08/2024

  Attendees: East Renfrewshire Council, Glasgow City Council, Inverclyde Council, Renfrewshire Council.

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[4] The Ayrshire Roads Alliance (ARA) delivers shared Council roads and transportation services to communities across East and South Ayrshire. Unfortunately, ARA was unable to attend the workshops and while a representative of East Ayrshire attended, Ayrshire Councils did not formally respond to the consultation.

4 The Consultation Results

4.1 Overview

This chapter presents the feedback received during the Regional ATS 'Draft Strategy' consultation from the general public, actively interested stakeholders and primary stakeholders. It brings together the feedback received, from the survey, in written responses and during the workshops, and presents the overall response according to the following themes:

- Policy Group 1: Creating an Attractive Environment for Walking, Wheeling and Cycling
- Policy Group 2: Integrating Active Travel with Public Transport and Freight Movements
- Policy Group 3: Increasing Affordable Access to Bikes
- Policy Group 4: Promotion, Travel Behaviour Change, and Information
- Policy Group 5: Governance and Funding
- Regional Active Travel Network
- Regional Design Standards

Additional feedback is also charted.

The level of support for each of these proposals is quantified, as per the response to the survey from the general public and actively interested stakeholders, while comments received from each of the stakeholder groups, including SPT's local authority partners, are summarised.

Further analysis of the feedback was undertaken to identify the key themes from the consultation, and this is detailed in **Section 5.2 Key Findings**.

4.2 Policy Group 1: Creating an Attractive Environment for Walking, Wheeling and Cycling

Policy Group 1, 'Creating an Attractive Environment for Walking Wheeling and Cycling', aims to improve people's lives by making sustainable, liveable, and productive places in which walking, wheeling, and cycling can become the most popular modes of travel for everyday journeys. The policy interventions included in this group are as follows:

- 1a. Create the SPT Regional Active Travel Network
- 1b. Enhance Current Active Travel Infrastructure to Minimum Standards
- 1c. Facilitate Complementary Active Travel Infrastructure
- 1d. Increase Placemaking and Use of Greenspaces along Active Travel Routes
- 1e. Increase Resting Places along Active Travel Routes
- 1f. Ensure all Active Travel Routes are Inclusive and Accessible
- 1g. Ensure all Active Travel Routes are Well Maintained

4.2.1 Level of Support

The results presented in Figure 4-1 show a strong level of support from the general public and actively interested stakeholders in relation to Policy Group 1. As shown, 78% of the public 'strongly' support the proposals and this figure rises to 94% in feedback gained from actively interested stakeholders. Considering overall levels of support, 86% of the general public and 100% of actively interested stakeholders support the proposals to create an attractive environment for walking, wheeling and cycling. Opposition from the public totals to 6% of the survey sample, with a consistent 3% indicating they somewhat oppose or strongly oppose this set of proposals.

Figure 4-1: Level of Support for Policy Group 1

1. Creating an Attractive Environment for Walking, Wheeling, and Cycling
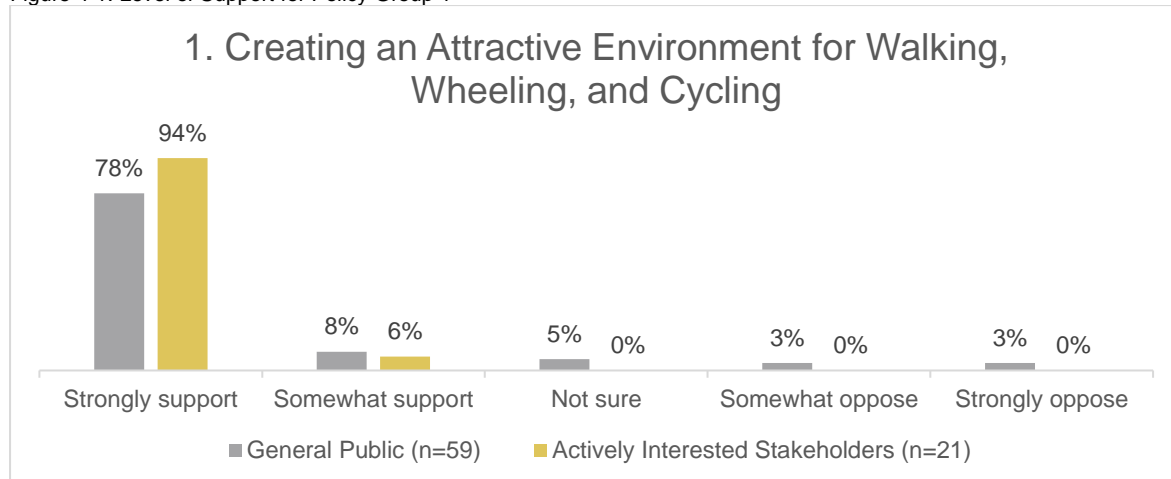
4.2.2 Stakeholder Comments

General Public

- Many individuals made the case for segregated, connected cycle paths to key destinations.
- It was stressed that infrastructure improvements must precede any marketing efforts to promote active travel.
- Some individuals emphasised the importance of considering local walking routes as well as regional travel.
- A specific intervention mentioned was the need for greater prioritisation for pedestrians at traffic lights.
- The need for timely investment and long-term maintenance was highlighted as key, therefore Policy 1g: Ensure all Active Travel Routes are Well Maintained, was well received.
- Overall, the focus of comments was on creating safe, enjoyable environments for walking and cycling to foster a real shift in travel habits.

Actively Interested Stakeholders

- The need for a straightforward and direct active travel network that prioritises safety and comfort was emphasised.
- Some organisations felt that bolder actions are necessary to reduce car usage, as 'half-hearted' infrastructure efforts can negatively impact active travel initiatives. Examples of the impact of fully completed projects, including the South City Way in Glasgow City, were linked to increased levels of cycling and overall of infrastructure.
- A call for the Regional Active Travel Network (Policy 1a) to support both commuting and leisure trips was submitted, to ensure the policy outcomes include enhancing local economies and access to services and education.
- Policy 1d: Increase Placemaking and Use of Greenspaces along Active Travel Routes, was recognised by organisations as having double benefit to the public's health and wellbeing, by supporting active travel and increasing use of greenspaces.
- Interventions noted to support policy group 1 were the inclusion of public toilet facilities and seating (aligning with policy 1e), along active travel routes.

Primary Stakeholders

- The focus of current funding opportunities is recognised to be on new infrastructure and the emphasis brought by Policy 1b: Enhance Current Active Travel Infrastructure to Minimum Standards on upgrading existing infrastructure is welcomed.

- It was noted that political support for 'ambitious' infrastructure designs varies and the current use of differing design standards across local authority areas in the region is an issue. Use of Cycling by Design standards is encouraged.

- Some local authorities highlighted the competing priorities for road space, noting potential difficulties in reallocating road space to encourage walking and cycling.

- A need for regional standards in the design of green infrastructure was expressed in relation to Policy 1d: Increase Placemaking and Use of Greenspaces along Active Travel Routes. Gaps in current policy regarding biodiversity, emissions reduction, and the conversion of grey to green spaces were noted. Additionally, incorporating green infrastructure solutions, such as trees and rain gardens, into construction and maintenance practices, while highlighting the importance of ecological connectivity as outlined in NPF4, was viewed with importance.

- The maintenance of active travel infrastructure was highlighted as a key challenge for local authorities. The practice of designing infrastructure with consideration for reducing the lifetime maintenance requirements was highlighted as beneficial. Other suggestions to navigate this issue include the development of a regional maintenance scope, where expertise and resources could be shared, especially for routes that are cross-boundary.

- Notable opportunities for collaboration and continuity across the region include Sustrans officers placed within local authorities, and regional signage design.

4.3 Policy Group 2: Integrating Active Travel with Public Transport and Freight Movements

Policy Group 2, Integrating Active Travel with Public Transport and Freight Movements, aims to make it easier for walkers, wheelers, and cyclists to access public transport, and to make low-carbon journeys convenient. Joining-up journeys in this way is key to providing an attractive alternative to car use and encouraging people to use more active and sustainable ways of getting around Strathclyde and beyond. The implementation of hubs will also add to the region's integrated and quality transport offering.

The policy interventions included in this group are as follows:

- 2a. Increase Provision of Multimodal Transport Hubs
- 2b. Improve Mobility Accessibility of Public Transport Stops, Services and Terminals
- 2c. Provide Wheeling and Cycling Space on Public Transport
- 2d. Increase Provision of Active Travel Hubs
- 2e. Increase Provision of Cycling and Wheeling Storage
- 2f. Promote the Use of Active Travel in Freight Movements

4.3.1 Level of Support

Figure 4-2 illustrates that 92% of the general public and 99% of actively interested stakeholders either strongly or somewhat support the policies to improve integration between active travel, public transport and freight. Some uncertainty (2%) and opposition (6%) was registered by the public.

Figure 4-2: Level of Support for Policy Group 2

2. Integrating Active Travel with Public Transport and Freight Movements

	Strongly support	Somewhat support	Not sure	Somewhat oppose	Strongly oppose
General Public (n=59)	85%	7%	2%	3%	3%
Actively Interested Stakeholders (n=21)	88%	11%	1%	0%	0%
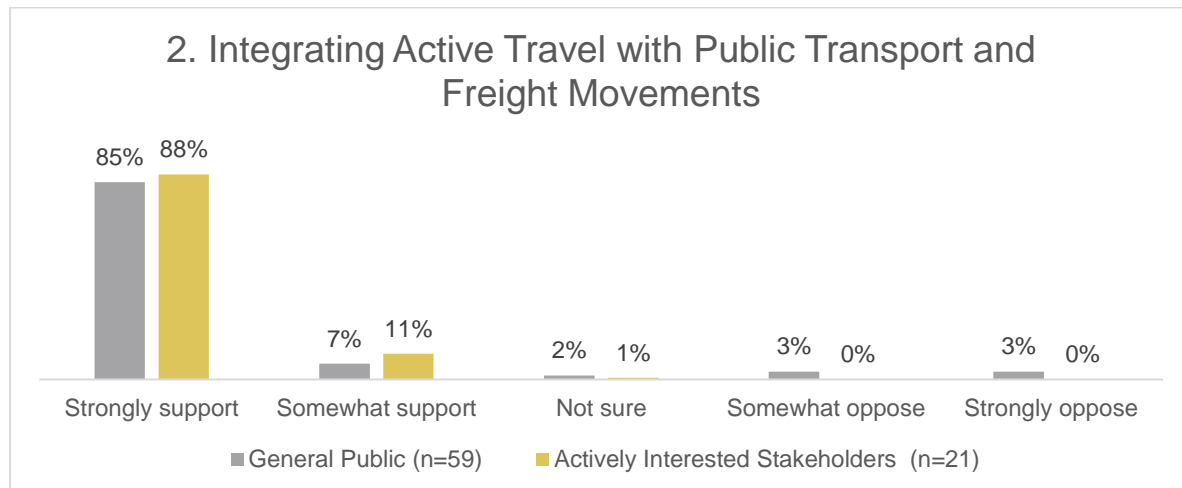
4.3.2   Stakeholder Comments

General Public

- Many individuals emphasised the importance of continuous investment in public transport to support its attractiveness and the overall attractiveness of an integrated active travel – public transport offering. The attractiveness of public transport is measured by individual respondents in terms of: service frequency, hours of operation and ticket pricing.

- Issues integrating bike and rail were highlighted, while bike and bus journeys were cited as "impossible". Support for Policy 2c: Providing Wheeling and Cycling Space on Public Transport was made clear.

Organisations

- Policy 2b: Improve Mobility Accessibility of Public Transport Stops, Services and Terminals and Policy 2e: Increase Provision of Cycling and Wheeling Storage are viewed as key interventions in allowing sustainable transport modes to compete with the attractiveness of the private car. Cycle parking at public transport nodes is noted as a current challenge.

- The importance of progressing active travel improvements and public transport improvements hand-in-hand was emphasised.

- Some organisations mentioned examples of declining public transport services and the requirement for people to walk, wheel or cycle further to reach connections.

Primary Stakeholders

- Some concerns were raised over Policy 2a: Increase Provision of Multimodal Transport Hubs around how the hubs would integrate with current transport operations and how the hubs could contribute to placemaking.

- A suggestion was made to include large delivery companies, such as Amazon, Evri and DPD, as stakeholders in Policy 2f: Promote the Use of Active Travel in Freight Movements. This policy was welcomed in any case to reduce the carbon footprint of freight transport.

4.4 Policy Group 3: Increasing Affordable Access to Bikes

Policy Group 3, Increasing Affordable Access to Bikes, includes interventions to tackle barriers to cycling, including the upfront costs of buying a bike, making owning a bike an option for everyone, which would consequently reduce transport poverty in the region. The policies incorporate standard, non-standard adapted and e-bikes.

The policy interventions included in this group are as follows:

- 3a. Extension of Bike Hire Schemes
- 3b. Extension of Bike Subscription Schemes
- 3c. Extension of Bike Recycling Schemes

4.4.1 Level of Support

The support for Policy Group 3 is quantified in Figure 4-3 and shows 90% of the public and 100% of actively interested stakeholders strongly support/ somewhat support these proposals. A low level of uncertainty and opposition (10%) is found amongst the response from the public, highlighting a potential lack of awareness around the affordability of cycling and how this manifests as a social issue in the west of Scotland.

Figure 4-3: Level of Support for Policy Group 3
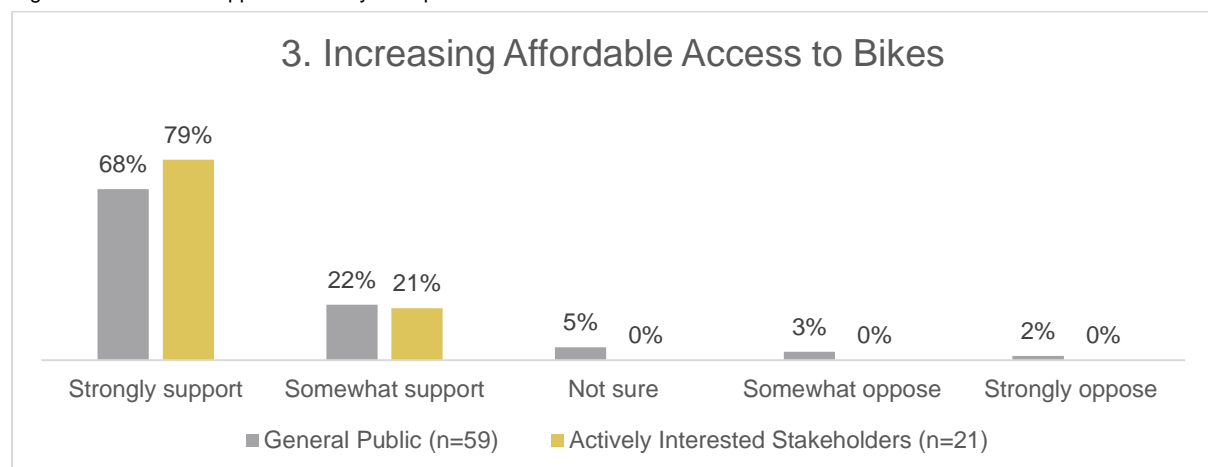
4.4.2 Stakeholder Comments

General Public

- Individuals highlighted that bike hire schemes are not widely available in the region and that for those wishing to use the Glasgow City Nextbike scheme, the cost is often prohibitive. A suggestion was made to bring the scheme "in-house", and a regional approach be adopted rather than it being privately owned.
- Also in relation to Policy 3a: Extension of Bike Hire Schemes, some comments were received which expressed opposition to projects that would increase the number of public bikes "littering" streets.

Actively Interested Stakeholders

- A suggestion was made to offer support in accessing bikes to school children, allowing them to borrow a bike from their school to use daily. The cost and health benefits of active journeys to school were noted and the opportunity to roll out such a scheme in tandem with initiatives, such as a 'Bike Bus', was highlighted.
- Considerations on the language around, and accessibility of, bike access schemes were made. Bike hire schemes, for example, need to be easy-to-use and accessible, and not only available via digital means.
- Policies supporting the offering of good value, low-priced bikes were welcomed.

Primary Stakeholders

- Questions were raised around Policy 3a: Extension of Bike Hire Schemes, including the feasibility of 'bike hire' schemes in sparsely populated, rural areas and the cross-boundary operation of a regional scheme.
- It was agreed the effectiveness of Policy Group 3 is likely to be maximised as part of a more integrated transport system and Clyde Metro was mentioned.
- An opportunity to add definition to Policy 3b: Extension of Bike Subscription Schemes was identified, in terms of the types of subscription services proposed.
- Policy 3b: Extension of Bike Recycling Schemes was welcomed and North Ayrshire Council offered experience of a successful scheme.
- The importance of encouraging young people to cycle was emphasised in relation to these proposals.

4.5 Policy Group 4: Promotion, Travel Behaviour Change and Information

Policy Group 4 is focused on overcoming social barriers to active travel and aims to promote wider inclusion and increase the diversity of users. Interventions include behavioural interventions and promotion, marketing and branding activities to encourage uptake of active travel, as follows:

- 4a. Regional Behaviour Change Programmes
- 4b. Support Workplace Incentivisation and Behaviour Change
- 4c. Support Provision of Active Travel Officers
- 4d. Deliver Active Travel Education and Training Programmes
- 4e. Targeted Support for School Age Children to Walk, Wheel and Cycle More
- 4f. Targeted Support for Areas with Low Active Travel Uptake

4.5.1 Level of Support

Figure 4-4 illustrates that 85% of the general public and 98% of actively interested stakeholders responding to the survey strongly or somewhat support the proposals of Policy Group 4. Amongst the response from the public, 8% were unsure while 7% somewhat or strongly oppose these proposals.

Figure 4-4: Level of Support - Policy Group 4

4. Promotion, Travel Behaviour Change, and Information

	Strongly support	Somewhat support	Not sure	Somewhat oppose	Strongly oppose
General Public (n=59)	71%	14%	8%	2%	5%
Actively Interested Stakeholders (n=21)	92%	6%	2%	0%	0%
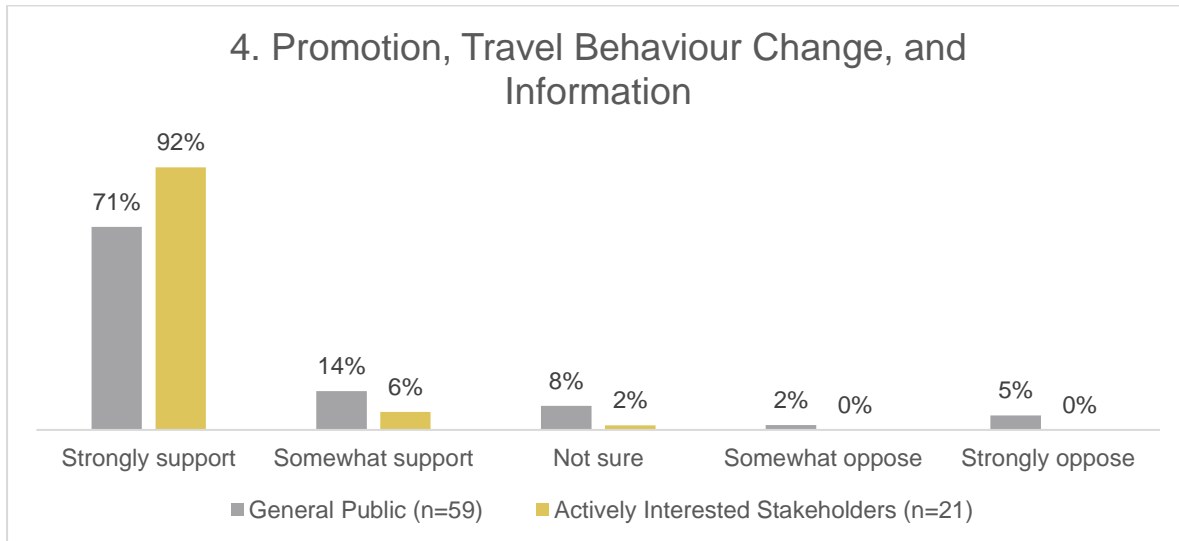
4.5.2   Stakeholder Comments

General Public

- Individuals expressed the need for quality infrastructure to support behaviour change initiatives and that promotion is meaningless if there are no safe routes to walk, wheel or cycle on. Some think that more should be done to reduce the convenience of driving to encourage an increase in active travel.

Actively Interested Stakeholders

- This policy group was well received by most stakeholders and Policy 4e: Targeted Support for School Age Children to Walk Wheel and Cycle More was particularly supported. It was agreed by many that the normalisation of active travel will only truly happen as a generational shift and focusing on education and training for children and young people is key.
- Bike sharing is viewed as an important part of behaviour change and that it should feature to reduce anti-social behaviour related to bike hire schemes
- Groups with low mobility levels were recommended as an additional focus of Policy Group 4, similar to Policy 4f: Targeted Support for Areas with Low Active Travel Uptake.
- One organisation believes more needs to be done to target the improper use of footways

Primary Stakeholders

- One local authority welcomes the addition of Policy 4c: Support for Provision of Active Travel Officers and is keen to collaborate with other local authorities to establish how Active Travel Officers can work to achieve modal shift across the region.
- Targeting behaviour change initiatives at locations where there is existing infrastructure or where a new route is proposed was agreed as most effective approach.

4.6 Policy Group 5: Governance and Funding

Policy Group 5 recognises that appropriate delivery and funding models must be in place to enable local transport authorities to deliver high quality infrastructure and active travel measures. It comprises the following intervention:

- 5a. Funding Improvements for Active Travel

4.6.1 Level of Support

Figure 4-5 shows that 83% of the general public are in strong support of this policy group, while 10% are somewhat supportive and 5% strongly opposed. All actively interested stakeholders are in support (86% strongly supportive and 14% somewhat support).

Figure 4-5: Level of Support for Policy Group 5
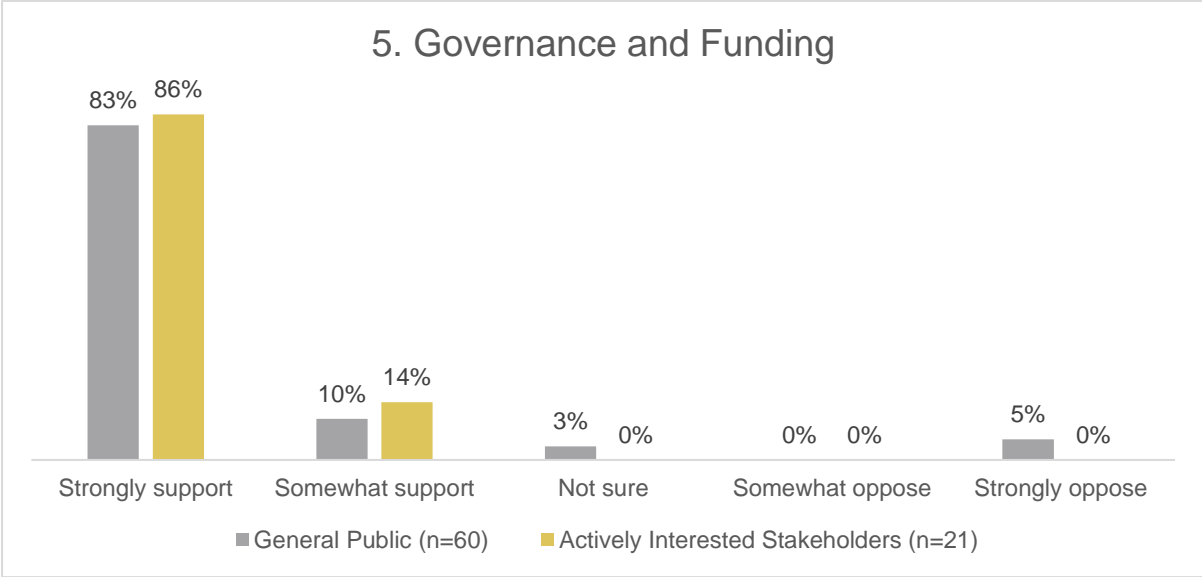
4.6.2 Stakeholder Comments

General Public

- Some individuals advocated for more involvement from those experienced in delivering active travel projects in SPT's governing structure.

Actively Interested Stakeholders

- One organisation stated it is vital that SPT's expenditure aligns with the sustainable transport hierarchy. This organisation also believes SPT must govern a cycle hire scheme so that it can be consistently rolled out across the whole of Strathclyde allowing for cross-boundary travel. Governance from SPT can ensure an integrated payment system across other modes, including public transport, and feedback made reference to the concurrent Regional Bus Strategy being developed by SPT. An integrated approach to delivering the Bus Strategy and Regional ATS is anticipated to achieve regional ambitions and Policy Group 2: Integrating Active Travel with Public Transport and Freight Movements, in part.

- Some organisations recommended SPT engages further with active travel organisations and delivery partners that can assist with decision making and provide expertise. Others believe there needs to be a greater understanding of active travel within SPT to deliver the ATS.

- A suggestion for health boards to be considered as a key stakeholder in the delivery of the ATS was made. The same organisation raised concerns over the prioritisation active travel will receive given the current financial landscape, but advocates for continued investment given the health, social, economic and environmental benefits increased active travel can bring.

Primary Stakeholders

- Some local authorities feel Policy Group 5 omits details of governance for active travel interventions and recommend details on the SPT's role in the delivery of active travel to be included.

- Other suggestions included: the inclusion of text to provide an indication of funding to bring existing routes up to standard; and to include 'delivery options' against some policies to make it clear that they will need engagement/ support /buy-in from the private sector, or public transport operators.

4.7   Policy Overview

To conclude, the policy-related questions in the survey, the public and actively interested stakeholders were each asked about the potential of the Regional ATS to achieve meaningful modal shift, as follows:

- *General Public:* "Would implementing the proposed policies encourage you to increase the amount you currently travel by active modes?"

Actively Interested Stakeholders: "Overall, do you think implementing the proposed policies would be effective for reducing car use and encouraging increase of active modes of transport?"

Figure 4-6 charts the perceptions of the general public and actively interested stakeholders in relation to the anticipated efficacy of the proposed policies, from 'yes - very likely' to 'no - very unlikely'.

Figure 4:6 Proposed Policies - Levels of Efficacy on Increasing Active Travel

Implementation of proposed policies to encourage travel by active modes

- Yes - Very Likely: General Public 60%, Actively Interested Stakeholders 68%
- Yes - Likely: General Public 17%, Actively Interested Stakeholders 16%
- Not sure: General Public 10%, Actively Interested Stakeholders 11%
- No - Not Likely: General Public 10%, Actively Interested Stakeholders 5%
- No - Very Unlikely: General Public 3%, Actively Interested Stakeholders 0%

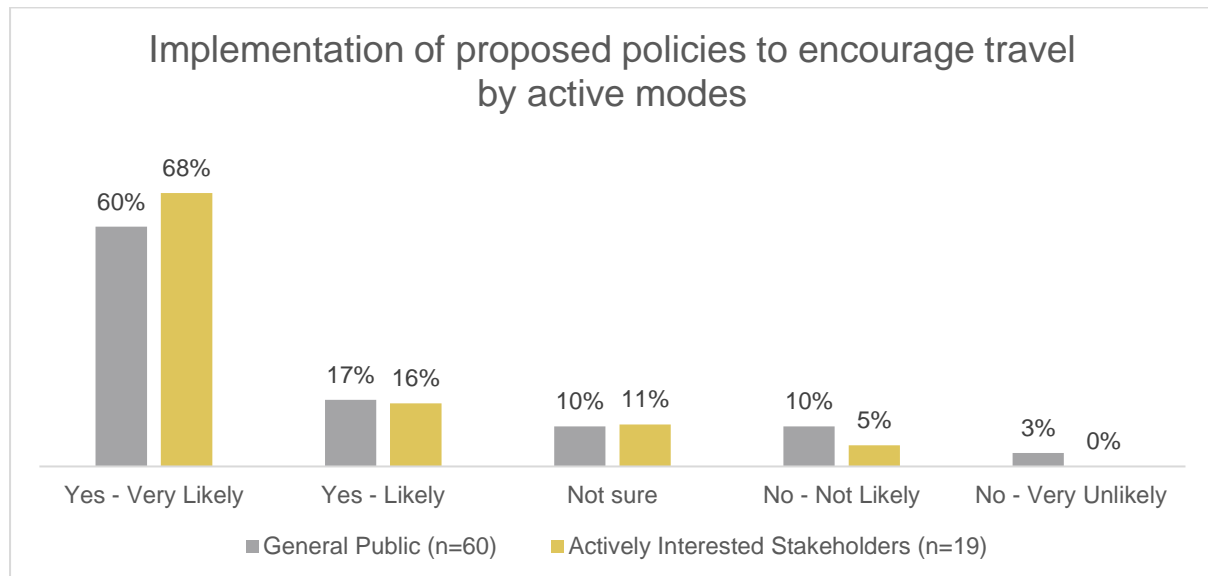General Public (n=60) Actively Interested Stakeholders (n=19)

Figure 4-6 illustrates that 77% of the public would be 'very likely' or 'likely' to increase the amount they travel by active modes, should the Regional ATS be implemented. The rate of perceived success of the Regional ATS, in terms of modal shift, increases amongst actively interested stakeholders as 84% of respondents selected 'very likely' and 'likely'.

A downturn is seen amongst the response from the public when considering the policies overall, and 13% of the public think the Regional ATS is 'not likely' or 'very unlikely' to encourage a change in their personal travel behaviour. The question's focus on personal travel habits and motivation may be connected to this downturn and further engagement, including learning of existing travel behaviour, capabilities and attitudes, will be undertaken to inform behaviour change interventions and maximise the efficacy of the strategy.

4.8 Regional Active Travel Network

The Regional Transport Strategy (RTS) identifies the development of a Regional Active Travel Network (RATN) as a central component to delivering a step change in active travel provision and quality in Strathclyde. The RATN features in Policy Group 1, however the survey and primary stakeholder engagement expanded upon this specific proposal due to its scale and significance in delivering a step change in active travel provision and quality in Strathclyde.

The RATN aims to provide excellent active travel connectivity between the region's population centres, strategic trip generators and major transport hubs.

4.8.1 Levels of Support

The survey presented the public and actively interested stakeholders with a Likert scale, from 'strongly agree' to 'strongly disagree', in relation to the following statements:

- "The Regional Active Travel Network will support cross-boundary trips by active travel."

- "The Regional Active Travel Network connects the key destinations across the Strathclyde region."

Individual respondents were also asked "Would implementing the proposed network encourage you to increase the amount you currently travel by active modes?" and could respond with options ranging from 'yes – very likely" to "no – very unlikely".

The response to these questions is charted across Figure 4-7, Figure 4-8 and Figure 4-9.

Figure 4-7: Perceptions of the RATN - Cross-Boundary Trips

The Regional Active Travel Network will support cross-boundary trips by active travel

	Strongly agree	somewhat agree	Not sure	Slighlty disagree	Strongly disagree
General Public (n=62)	39%	34%	15%	5%	8%
Actively Interested Stakeholders (n=21)	57%	14%	19%	5%	0%
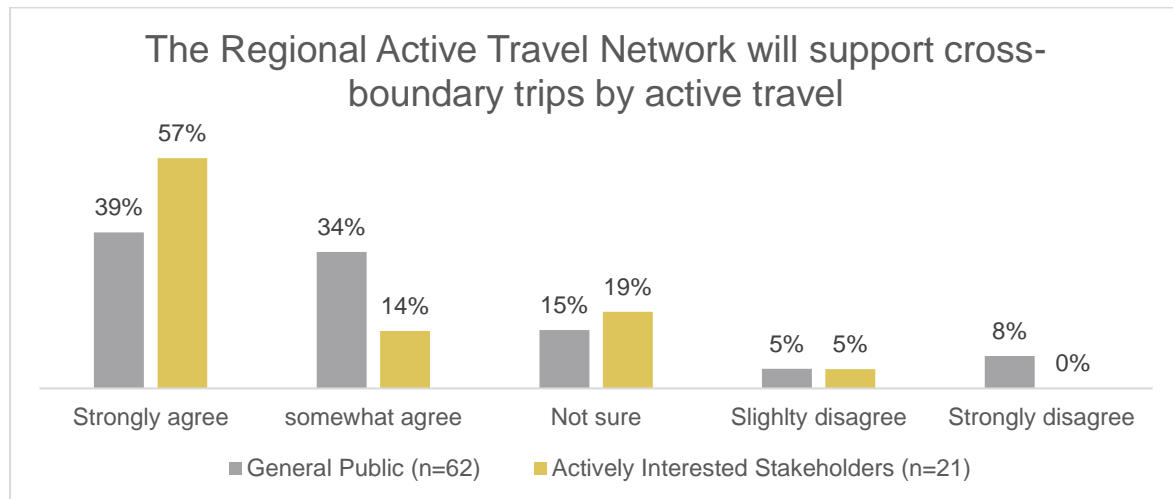
Figure 4-1: Perceptions of the RATN - Connecting Key Destinations

The Regional Active Travel Network connects the key destinations across the Strathclyde region

	Strongly agree	somewhat agree	Not sure	Slighlty disagree	Strongly disagree
General Public (n=62)	32%	31%	19%	6%	11%
Actively Interested Stakeholders (n=21)	52%	19%	19%	5%	0%
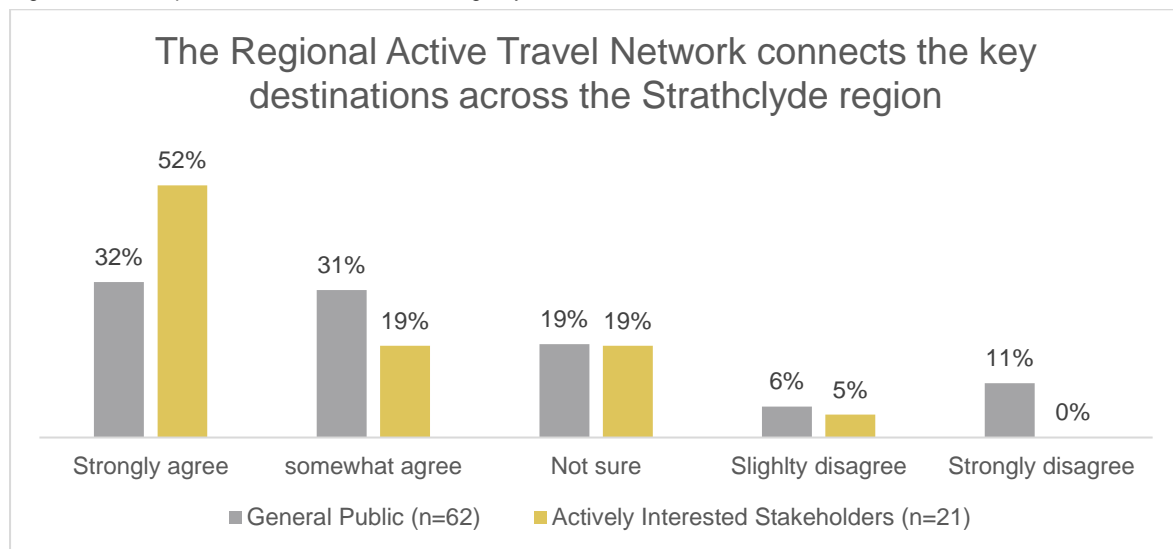
Figure 4-2: Individuals - Perceptions of the RATN - Modal Shift

Would implementing the proposed network encourage you to increase the amount you currently travel by active modes?
(n=61)

Yes - Very Likely	Yes - Likely	Not sure	No - Not Likely	No - Very Unlikely
38%	23%	18%	11%	10%
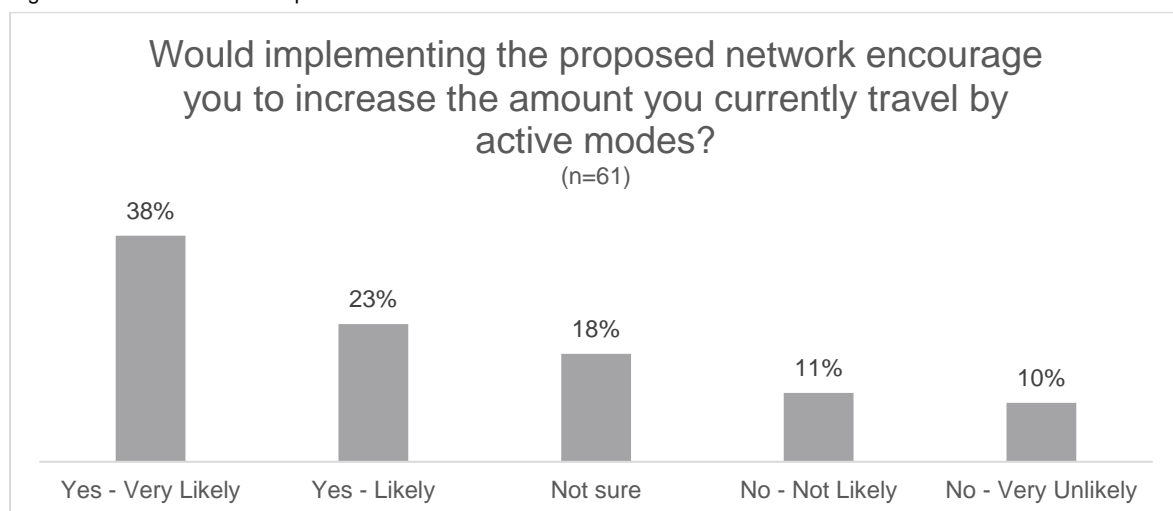
The RATN performs well across these questions as 73% of the public and 71% of actively interested stakeholders agree the network will support cross-boundary trips by active travel; 63% of the public and 71% of actively interested stakeholders agree the network connects key destinations across the region;

and 61% of the public are likely to increase their levels of activity after implementation of the proposed network.

A notable level of uncertainty is also charted across the RATN's potential to support cross-boundary trips by active travel and to connect key destinations across the region, and most disagreement from the public was found in relation to the destinations connected by the network. Some individuals expanded on their opinions on destinations, as outlined in **Section 4.8.2**, and a mostly local-centric outlook was found.

4.8.2 Stakeholder Comments

General Public

- Many individuals provided feedback on local aspects of the RATN. For example, on the priority assigned to specific routes; the omission of existing active travel routes; or further detail on route characteristics.
- One individual suggested that the RATN should connect more hospitals and public transport stations.

Actively Interested Stakeholders

- Many organisations provided specific feedback on the RATN, for example, on cross-boundary routes; the priorities of neighbouring areas and regions; missing routes; route priorities and updates required in relation to completed infrastructure projects.
- One organisation requested further detail on the development of the RATN and the data used in its development.
- Other feedback urged SPT to consider the interaction of the RATN and environmentally sensitive sites, and the provision of complimentary off-road (green network) routes to give wider choices for users.

Primary Stakeholders

Argyll and Bute Council

- DM Coulport and Luss were identified as key destinations for the RATN to connect. It was also recommended that Helensburgh Waterfront is a more suitable connection for the network than Helensburgh Upper.
- The importance of connecting the following locations was emphasised: Tarbert – Arrochar; Helensburgh – HMNB Clyde – Garelochhead; Kilcreggan Ferry Terminal; and Tarbert – Crianlarich.
- A route along the eastern extent of Loch Lomond was recommended for removal, especially north of Rowardennan.

East Dunbartonshire Council

- Clarification on the network's purpose, particularly in comparison with that of local networks, was requested and communication of this to the public was recommended.

East Renfrewshire Council

- Clarkston was identified as a Primary Locality, rather than a Secondary Locality, due to its population.
- Eaglesham was identified as a key destination for the RATN to connect.

Glasgow City Council

- The localities within Glasgow City should reference the 'Major Town Centres', 'Local Town Centres', 'Other Retail and Commercial Centres', and 'Local Shopping Facilities' identified in the Glasgow City Development Plan (Glasgow City Council, 2017).
- The RATN should reference the Glasgow City Network and regional routes should make connections with the Glasgow City Network where appropriate.
- Glasgow City Council note a commitment to delivering cycling infrastructure on-road.
- The classification of some routes as 'committed' should change. Whilst some routes are part of the proposed Glasgow City Network, route alignments are not all committed.

Inverclyde Council

- Inverclyde Council would welcome a coastal route.
- The importance of connecting Finlaystone Country Park was emphasised.

North Ayrshire Council

- Amendments and additions to the RATN were requested, including: Dalry – Saltcoats, Seamill – Inverkip, Kilwinning – Lochwinnoch, Cumbrae Ferry Terminal – Millport.
- North Ayrshire Council questioned the appropriateness of assigning priorities to routes as this may imply priority for funding, and specifically priority for new infrastructure over improvements to existing routes.
- The route between Kilwinning and Lochwinnoch is a top priority for North Ayrshire Council.

North Lanarkshire Council

- The RATN should reference the North Lanarkshire's Active Travel Strategy 2021-2031, including routes between Bellshill and Coatbridge, as well as Muirhead and Coatbridge.
- Suggestions for the RATN to link community hubs and growth areas within North Lanarkshire were made.
- Clarification and communication of the indicative nature of the RATN routes was recommended.

Renfrewshire Council

- Amendments and additions to the RATN were requested, including: Paisley – Barrhead, Bishopton – Linwood, the Glasgow Airport Link, Johnstone – Neilston and Linwood – Bishopton.
- Kilwinning – Glasgow and Ayr – Glasgow network routes, which are routed through Renfrewshire, were identified as top priorities for cross-boundary active travel in this part of the region.

South Lanarkshire Council

- The RATN should reference South Lanarkshire's Active Travel Studies, of which there are 9.
- The inclusion of some hospitals but exclusion of other hospitals was questioned.
- Clarification and communication of the indicative nature of the RATN routes was recommended.

West Dunbartonshire Council

- The Golden Jubilee Hospital, Vale of Leven Hospital and Lomond Shores were identified as key destinations for the RATN to connect.

- The RATN should reference West Dunbartonshire Council's developing Active & Sustainable Travel Strategy and Action Plan.

4.9 Regional Design Standards

Regional Design Standards were developed as part of the Regional ATS with the aim of achieving a standardised approach to the design and delivery of active travel infrastructure. The Regional Design Standards bring together existing guidance, including Inclusive Mobility (Department for Transport, 2021) and Cycling by Design (Transport Scotland, 2021), to establish a unified approach to active travel infrastructure design, both for new infrastructure and for the upgrade of current, existing infrastructure.

4.9.1 Stakeholder Comments

There were no specific questions in the survey for the general public and actively interested stakeholders around the Regional Design Standards. Some written comments were received from these stakeholders, however the majority of feedback on this proposal came from Local Authorities.

General Public

- One individual commented on the appropriateness of the Regional Design Standards for urban areas, but not for rural areas.

Actively Interested Stakeholders

- One organisation questioned the merits of the Regional Design Standards when Cycling by Design establishes national standards.
- Other organisations agreed with the inclusion of the design standards to ensure consistency in infrastructure across the region.
- One further organisation suggested that the Regional Design Standards could be strengthened with the inclusion of green infrastructure. An example was provided of using green spaces to achieve physical segregation between walking, wheeling and cycling routes and motorised traffic.

Primary Stakeholders

- Some local authorities questioned the merits of the Regional Design Standards when Cycling by Design establishes national standards.

- One local authority suggested further detail is provided on the Regional Design Standards to explain the interaction with local authority design requirements. Specifications for construction and maintenance were also noted, and the need to consider local authority standards.

4.10 Additional Feedback

Feedback was also received during the consultation on additional topics not directly related to any of the categories discussed in this report so far. This feedback is summarised by stakeholder group.

General Public

- Mobility: Some individuals highlighted that active travel is not accessible to everyone in the community and elderly people or disabled people may not be able to participate due to restricted mobility/ health reasons.

- Public Transport: Several individuals provided commentary on the lack of quality public transport services in the Strathclyde region and that investment should be directed towards this. Other individuals highlighted that quality public transport is an essential part of encouraging a modal shift to active and sustainable travel.

Actively Interested Stakeholders

- Targets/Objectives and Monitoring & Evaluation: Employing the objectives of Regional Transport Strategy does not seem appropriate for the Regional ATS as they are too broad and are meant to be delivered by 2030, yet the ATS runs until 2038. For the RATN, it was suggested that completion dates are included to monitor success. Additionally, it was suggested that more detailed monitoring evaluation is needed to monitor the success of the ATS itself, as most of the current metrics are dependent on the success or failure of local authority active travel strategies and network developments.

- Railway Connections: The strategy should focus on increasing passenger numbers through sustainable travel, particularly by promoting rail use. It needs to emphasise better transport integration by enhancing the connection between bus and rail services and improving access to rail stations through active modes such as walking, wheeling, and cycling. Additionally, it should align with Scotland's Railways strategy, specifically the Railway for Everyone initiative aimed at improving accessibility. Finally, it is recommended that the strategy prioritises the development of roads and streets within a 5km radius of rail stations to facilitate more active and sustainable travel options to rail services.

- Road space Reallocation: Comments on road space reallocation emphasised the need for a definitive and region-wide approach to strategically manage road space needed for the RATN. The importance of aligning projects like the Clyde Metro with the Regional Active Travel Strategy was highlighted to prevent prioritising public transport or general traffic over active travel routes. A comment suggested adopting Glasgow City Council's Street Space Allocation Framework as a foundational tool for road space reallocation decisions.

- A comment was made commending the link between the Regional ATS and local active travel strategies, however a request was made to expand the strategy document's policy chapter.

- A comment was made around the proposed interventions reading like objectives and a recommendation made to re-frame these in the strategy document.

Primary Stakeholders

- Road space Reallocation: A comment highlighted the importance of integrating various transport initiatives, such as Clyde Metro, with the Regional ATS. The need for a coordinated approach to prevent conflicts over road space and to ensure that different projects are not developed in isolation is stressed. Ultimately, all transport projects should be interconnected to achieve a cohesive transportation network.

- One local authority suggested the strategy document is rationalised to increase its accessibility.

5 Key Findings and Recommendations

5.1 Overview

Based on the findings of the analysis set out in Chapter 3 of this report, a number of key themes and recurring comments have been identified and are summarised in this chapter. A series of recommendations are then outlined for amendments to be made to the final Regional ATS, based upon these findings.

5.2 Key Findings

5.2.1 General Public

Active Travel Infrastructure

- A high number of respondents stated the region's streets and public spaces should be better catered for, and prioritise people who walk, wheel or cycle.

- The provision of active travel infrastructure is seen as a big priority and many believe changes to the physical environment can positively change travel behaviour.

- Many members of the public referred to the importance of feeling safe when walking, wheeling and cycling on the region's current and future active travel network.

- The maintenance of active travel infrastructure was highlighted as an important issue and some expressed the overdue nature of maintenance and investment in existing infrastructure.

Integrated Travel

- Several members of the public highlighted the need to improve the region's public transport offering, mostly in terms of service frequency, hours of operation and ticket pricing, to create an attractive integrated and sustainable travel offering that allows people to move around without a car.

- A key issue which prevents integration between cycling and public transport is the lack of space for bikes on trains and buses. Combined bike and bus journeys were cited by some individuals as "impossible".

- The increased availability of bike hire is welcomed as part of an integrated sustainable transport network, but the cost for users and impact on public spaces are key considerations for some members of the public.

5.2.2 Actively Interested Stakeholders

Active Travel Infrastructure

- Directness, safety and comfort were highlighted as key design considerations for active travel infrastructure to ensure that cycling, in particular, is a practical and attractive choice for everyday journeys.

- To see a step-change in active travel, and reduce car use, several organisations agreed bold actions are required. Evidence from completed schemes, such as the South City Way in Glasgow City, was highlighted to show dedicated cycling infrastructure can give people the confidence to cycle and does increase the number of people cycling.

Travel Behaviour Change

- The importance of supporting active travel amongst children was highlighted and Policy 4e: Targeted Support for School Age Children to Walk, Wheel and Cycle More was well received. It was agreed that behaviour change techniques which focus on the promotion of active and healthy lifestyles can help embed a culture of sustainable travel in the early years, which can positively impact future travel behaviour.

- Access to bikes, namely through an improved bike sharing offering and increased cycle safety, was recognised by some organisations as fundamental to a successful travel behaviour change campaign.

Placemaking and Greenspaces

- The introduction and expansion of greenspaces, particularly along active travel routes, is recognised by several organisations to provide double benefit to public health and wellbeing.

- Well-designed active travel routes and associated placemaking are recognised to create more active communities, often resulting in increased footfall. Some organisations stressed the importance of including public toilet facilities and seating in development proposals, to allow people to circulate in communities and enjoy public spaces.

Governance and Funding

- One organisation advocated for SPT to govern the cost of transport in alignment with the sustainable transport hierarchy. Linked to this, is a recommendation for SPT to govern a regional cycle hire scheme and an integrated multi-modal payment system, to fully achieve Policy Group 2: Integrating Active Travel with Public Transport and Freight Movements.

- Several organisations suggested that that a more joined-up, collaborative, participative and transparent approach is required for transport provision across the region and that they would welcome further opportunities for engagement.

5.2.3 Primary Stakeholders

Active Travel Infrastructure

- While support for increased and improved active travel infrastructure was commended by all local authorities, it was noted that political support for ambitious designs varies and the current use of differing design standards across councils is an issue.

- Some local authorities questioned the requirement for the Regional ATS to include Design Standards, when Cycling by Design provides guidance for cycling infrastructure design and should achieve consistency across local authorities.

- There was widespread consensus that authorities are constrained in resources for the maintenance of active travel infrastructure. One local authority offered their approach to designing infrastructure with consideration for reducing lifetime maintenance requirements.

Placemaking and Greenspaces

- One local authority suggested a regional design standard for green infrastructure, to address gaps in current policies regarding biodiversity, emissions reduction, and the conversion of grey to green spaces.

- The inclusion of coherent signing across the region was suggested by several councils, to strengthen Policy Group 1: Creating an Attractive Environment for Walking, Wheeling and Cycling.

Access to Bikes

- Some local authorities raised questions on a regional bike hire scheme, including its feasibility in less densely populated areas and functionality across local authority boundaries.

- One local authority recommended that the intention of Policy Group 3: Increasing Affordable Access to Bikes to further reduce the financial barriers to owning a bike should be clarified.

- Policy 3c: Extension of Bike Recycling Schemes was welcomed by several local authorities. One local authority offered their experiences of such a scheme and highlighted its success in improving access to bikes, and upskilling and creating employment opportunities.

- Several local authorities highlighted the importance of getting young people cycling. A more focused policy to enable this was suggested for inclusion in Policy Group 3: Increasing Affordable Access to Bikes.

Travel Behaviour Change

- Several of the councils noted the potential for collaboration across the region through Active Travel Officers and Policy 4c: Support for Provision of Active Travel Officers.

- There was a consensus that the targeting of behaviour change initiatives is most effective at locations where there is existing or proposed active travel infrastructure.

Governance and Funding

- Several local authorities requested greater clarity over how SPT will manage the delivery of the Regional ATS and suggested information on SPT's role is added to the strategy document.

- Most of the authorities noted the focus of current active travel funding to be on new infrastructure and welcomed the consideration of funding for repairs and upgrades to existing routes.

5.2.4   Summary

The key issues raised by each stakeholder group are summarised in Table 5-1.

Table 5-1: Key Issues by Stakeholder Group

Key Issue	Individuals	Organisations	Primary Stakeholders
Active Travel Infrastructure	✓	✓	✓
Integrated Travel	✓		
Travel Behaviour Change		✓	✓
Placemaking and Greenspaces		✓	✓
Access to Bikes			✓
Governance and Funding		✓	✓

5.3   Recommendations

Based on findings from the consultation exercise, several amendments are recommended for the Regional ATS and RATN. These include amendments to policy and changes to the network, in terms of localities and route corridor alignments.

5.3.1 Delivery Plan Framework

Policy Group 1: Creating an Attractive Environment for Walking, Wheeling and Cycling

- Amend Policy 1b: Enhance Current Active Travel Infrastructure to Minimum Standards to expand on the intention of the Regional Design Standards, including facilitating knowledge sharing between Local Authorities for routes requiring upgrading.

Policy Group 2: Integrating Active Travel with Public Transport and Freight Movements

- Consider amending Policy 2e: Increase Provision of Cycling and Wheeling Storage to include a reference to the futureproofing of new cycling and wheeling storage, including bike sharing docking stations and e-bike charging facilities.

Policy Group 3: Increasing Affordable Access to Bikes

- Consider amending the policy group name to "Increasing Access to Bikes" and clarify how each policy contained will remove the financial barriers to accessing and/or owning a bike.

- Amend Policy 3b: Extension of Bike Subscription Schemes to better reflect the range of initiatives that are suggested, such as bike swap schemes or access to low-cost bikes.

- Consider the inclusion of concessionary rates to strengthen the affordability of bike access schemes, where appropriate.

Policy Group 4: Promotion, Travel Behaviour Change and Information

- Amend Policy 4a: Regional Behaviour Change Programmes to consider opportunities to target areas where there are existing, new or proposed active travel infrastructure.

- Amend Policy 4e: Targeted Support for School Age Children to Walk, Wheel and Cycle More to include young children and school pupils.

- Consider adding an additional policy to ensure there is appropriate support for individuals and groups, including those with protected characteristics, amongst whom active travel uptake is particularly low.

Policy Group 5: Governance and Funding

- Amend Policy 5a: Funding Improvements for Active Travel to strengthen SPT's commitment to work with local authority partners and Transport Scotland to address the need for appropriate funding for active travel.

- Consider adding an additional policy to outline governance arrangements with respect to the Regional ATS and to clarify SPT's role in the delivery of the Regional ATS.

- Consider adding further detail on governance to recognise the interaction between local and regional priorities and ambitions, especially in relation to infrastructure interventions, and in regard to SPT's role.

5.3.2 The Regional Active Travel Network

Overview

- Consider revising the introductory text around the RATN to improve clarity and reduce the use of jargon.

- Expand the preamble to the RATN to establish the differences between local and regional active travel networks.

Development of the Network

- Consider expanding the accompanying text for this section to reference the starting point and initial work on developing the RATN. Explain processes, which readers without a technical background may not be familiar with.

- Review the network terminology, including the use of the 'Primary' and 'Secondary' route classifications, to better reflect purpose and lessen the emphasis on route hierarchy.

- Clarify that the RATN provides an indication of possible routes for active travel and should be used to inform network development only. Add a statement to make clear that specific routing is subject to further comprehensive studies, as identified in the Delivery Plan.

- Clarify that the RATN will remain 'live' and will be periodically updated to reflect any changes, as per the Action Plan.

Mapping

- Review the approach to mapping the RATN and replace the number-based system used to identify Primary and Secondary Localities.

- Review the detail included on maps of the RATN and further context to route corridors, including origin-destination points.

- Amend the approach to mapping Cross Region Routes to ensure a clearer delineation between routes within the SPT region and routes which extend to other Regional Transport Partnership (RTP) areas.

Localities

- Review the approach to connecting hospitals and ensure the main hospitals of the NHS Greater Glasgow & Clyde and Lanarkshire Health Boards are connected by the RATN.

- Review the approach to assigning localities within Glasgow City to reflect the Network of Centres (Supplementary Guidance to the City Development Plan, 2017).

- Amend the location of the locality within Helensburgh to Helensburgh Waterfront to better serve the amenities and concentration of development at the Waterfront.

- Consider the addition of a locality at Eaglesham as a significant population centre missing from the network in East Renfrewshire.

- Amend the classification of Clarkston from a Secondary to a Primary Locality.

Route Corridors

Individual comments received from local authorities can be viewed in **Appendix D** along with the action/comment with respect to the final RATN.

Argyll and Bute

- Add connections between Helensburgh - Loch Lomond, Tarbet – Arrochar and Kilcreggan – RNAD Coulport.

- Consider revising the route prioritisation assigned to the following routes: Helensburgh Waterfront - HMNB Clyde, Garelochhead – HMNB, Garelochhead to Kilcreggan Ferry and Tarbet – Crianlarich.

- Consider the routing around Loch Lomond and maintain the route along the western extent of the loch, connecting Luss with Tarbet and Crianlarich.

East Ayrshire

- Consider the addition of routes and destinations featured in the East Ayrshire Council Active Travel Strategy, where appropriate in the regional context.

East Dunbartonshire

- Consider the plans and priorities of East Dunbartonshire Council, as included within the East Dunbartonshire Active Travel Strategy 2023-2030.

East Renfrewshire

- Amend route corridors, including Neilston – Uplawmoor; Irvine – Glasgow; East Kilbride – Newton Mearns; Paisley – Barrhead, to reflect feasibility work undertaken by the Council.

- Ensure recent upgrades to active travel infrastructure are reflected in the network as 'Existing and Planned Infrastructure', including the A77 Active Corridor Phases 1, 2, and 2a, and the Aurs Road Upgrade.

- Ensure the network reflects Strategic Cycle Corridors identified in East Renfrewshire's Local Development Plan 2.

Glasgow City

- Ensure the network reflects Glasgow's City Network and the Council's commitment to delivering it on-road.

- Amend route corridors, including connections to West Dunbartonshire via the A82 Great Western Road and to South Lanarkshire via Carmyle, to reflect feasibility work undertaken by the Council.

- Remove the Duntocher and Hardgate - Drumchapel/ Anniesland Ward route corridor as this is not part of Glasgow's City Network.

Inverclyde

- Consider the prioritisation of routes within Inverclyde.

- Amend route corridor Kilwinning – Glasgow to connect Finlaystone Country Park, as a significant trip generator.

North Ayrshire

- Add connections between Saltcoats – Dalry, Cumbrae Slip – Millport and from Seamill north towards the Inverclyde council area.

- Consider assigning route prioritisation to existing routes where low levels of service are found, and funding is required.

North Lanarkshire

- Ensure the network reflects the North Lanarkshire's Strategic Active Travel Network, as included in North Lanarkshire Active Travel Strategy 2021-2031, and the prioritisation of routes assigned by the Council.

- Consider the addition of other stakeholders, such as Scottish Canals, for route corridors where appropriate.

- Ensure recent upgrades to active travel infrastructure are reflected in the network as 'Existing and Planned Infrastructure', including projects being progressed through the Glasgow City Region City Deal.

- Consider connecting locations throughout North Lanarkshire, including the proposed location for the new University Hospital Monklands; Community Hubs; Ravenscraig and further Growth Areas.

Renfrewshire

- Amend route corridors, including Kilwinning – Glasgow and Paisley – Barrhead, to reflect the Council's aspirations and feasibility work undertaken to date.

- Ensure recent upgrades to active travel infrastructure, including Paisley – Renfrew and Netherton Avenue, and existing infrastructure, including NCN7 (Blackhall – Govan), are reflected in the network as 'Existing and Planned Infrastructure'.

- Consider the addition of routes connecting Johnstone – Neilston, Linwood – Bishopton, and the Hurlet to reflect the Council's aspirations.

South Ayrshire

- Consider the addition of routes and destinations featured in the South Ayrshire Council Active Travel Strategy, where appropriate in the regional context.

South Lanarkshire

- Consider the active travel studies and feasibility work undertaken by South Lanarkshire Council to further develop the network in South Lanarkshire.

West Dunbartonshire

- Consider the feasibility work undertaken by West Dunbartonshire Council's developing Active Travel Strategy to further develop the network in West Dunbartonshire.

- Consider the routing of the Tarbet – Crianlarich and Old Kilpatrick - Duntocher and Hardgate corridors, in light of feasibility work undertaken by West Dunbartonshire Council.

- Amend route corridors, including Helensburgh – Dumbarton, to reflect the Council's aspirations and feasibility work undertaken to date.

5.3.3   Infrastructure Delivery Plan

- Amend the language used in the Infrastructure Delivery Plan to remove terms such as "priority" and "prioritisation".

- Consider amending the structure of the Infrastructure Delivery Plan to reflect the geography of the region.

- Considering updating the naming of route corridors to better reflect the connections on a locality-to-locality basis.

5.3.4 Regional Design Standards

- Ensure the strategy recognises that SPT's constituent local authorities may have developed their own design standards.

- Consider the addition of wording to reflect that the specific requirements of each active travel scheme will be assessed on a case-by-case basis to determine the appropriate standards and achieve the highest level of service possible. Make clear the core principles of Cycling by Design should be reflected.

- Ensure design guidance features for both urban and rural settings, recognising local characteristics and the different challenges and opportunities that may be experienced in these environments.

- Consider amending wording around the requirements for Core Routes from 'must' to 'should' be constructed to the highest level of service.

- Provide examples of high-level of service in different settings across the region.

- Consider amending the design criteria for Supporting Routes to better reflect likely project constraints.

- Consider revising the 'Construction & Maintenance' section to include more detail on material types, material colouring, depths, and kerbing and upstands (construction) and planning (maintenance).

The above recommendation set identifies how SPT will adapt the ATS to reflect the feedback received through the engagement process.

Appendix A – Question Sets

Survey 1: The following survey was created for the general public.

The Regional Active Travel Strategy for the west of Scotland (2024 - 2038) is now available in draft format.

The draft Active Travel Strategy (ATS) and accompanying Network & Infrastructure Delivery Plan (DP) have been prepared over recent months, in the time since our last engagement period in late 2023. The ATS and DP build on your feedback, and further engagement with Local Authorities, and present a long-term vision for active travel to fully meet the needs and ambitions of communities and businesses across the region. The ATS and DP have also been shaped by the wider policy landscape and a detailed assessment of existing transport, societal and environmental trends.

We are now running an eight-week engagement period for you to share your views on the draft ATS and DP.

We encourage you to read the draft document prior to completing this survey. You can find the full document here.

A summary of the key points from the draft ATS and DP is also available here: SPT Regional Active Travel Strategy (arcgis.com)

Please submit this survey by **23:59 on Sunday 1st September 2024.**

Should you require this survey in an alternative format, please get in touch with us by email at: TellUs-SPT@sweco.co.uk

About You

Are you responding to this survey as….?*

○ An individual

○ An organisation

○ A business

What local authority do you live in?*

○ Argyll and Bute   ○ East Dunbartonshire   ○ East Ayrshire

○ East Renfrewshire   ○ Glasgow City   ○ Inverclyde

○ North Ayrshire   ○ North Lanarkshire   ○ Renfrewshire

○ South Ayrshire   ○ South Lanarkshire   ○ West Dunbartonshire

○ I do not live in the Strathclyde region

How often do you use each mode of transport to travel in a typical week?

This can include commuter journeys to work or school, or leisure trips (e.g. to shops, parks and cafés).

*Wheeling refers to an alternative to foot-based pedestrian mobility and includes: using a wheelchair or mobility scooter.

	0 days per week	1 day per week	2-3 days per week	4-5 days per week	6-7 days per week
Walking and Wheeling*	○	○	○	○	○
Cycling	○	○	○	○	○
Public Transport	○	○	○	○	○
Private Car	○	○	○	○	○

Policy Measures

The following questions ask to what extent do you support or oppose the following groups of policy measures featured in the draft Regional Active Travel Strategy.

Policies can be defined as a set of principles, guidelines and rules developed by an organisation to address specific issues or achieve certain goals. The policies outlined below have been developed to ensure the ATS vision and objectives are delivered, and that the region reaches the targets set for increasing rates of walking, wheeling and cycling.

The ATS vision is:
"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."

1. Creating an Attractive Environment for Walking, Wheeling, and Cycling

Many of Strathclyde's streets are unattractive for walking, wheeling, and cycling, with poor design and priority is often given to the needs of motor vehicles. The measures listed under this category are guided by National Planning Framework 4 (NPF4) which aims to improve people's lives by making sustainable, liveable, and productive places. It is the aim of the Regional ATS to create a regional active travel network which is safe and attractive for all users, and that offers an inclusive way for people to travel actively regardless of age, gender, or disability.

The policies in this category are as follows:

- 1a. Create the SPT Regional Active Travel Network
- 1b. Enhance Current Active Travel Infrastructure to Minimum Standards
- 1c. Facilitate Complementary Active Travel Infrastructure
- 1d. Increase Placemaking and Use of Greenspaces along Active Travel Routes
- 1e. Increase Resting Places along Active Travel Routes
- 1f. Ensure all Active Travel Routes are Inclusive and Accessible
- 1g. Ensure all Active Travel Routes are Well Maintained

Strongly support — Somewhat support — Not sure — Somewhat oppose — Strongly oppose
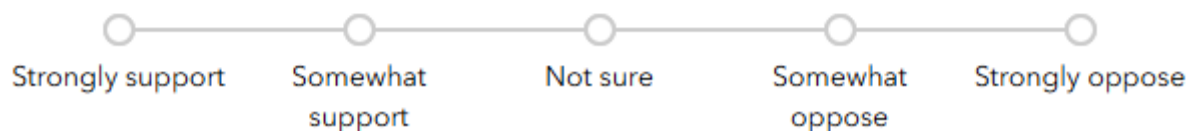
2. Integrating Active Travel with Public Transport and Freight Movements

The use of public transport significantly increases the range of destinations that are accessible, without relying on the private car. It's also true that almost all public transport journeys include a walk, wheel, or cycle to or from the stop or station. The measures listed under this category are intended to make it easier for walkers, wheelers, and cyclists to access public transport. Joining-up journeys in this way is key to providing an attractive alternative to car use and encouraging people to use more active and sustainable ways of getting around Strathclyde and beyond.

The policies in this category are as follows:

- 2a. Increase Provision of Multimodal Transport Hubs
- 2b. Improve Mobility Accessibility of Public Transport Stops, Services and Terminals
- 2c. Provide Wheeling and Cycling Space on Public Transport
- 2d. Increase Provision of Active Travel Hubs
- 2e. Increase Provision of Cycling and Wheeling Storage
- 2f. Promote the Use of Active Travel in Freight Movements

Strongly support	Somewhat support	Not sure	Somewhat oppose	Strongly oppose
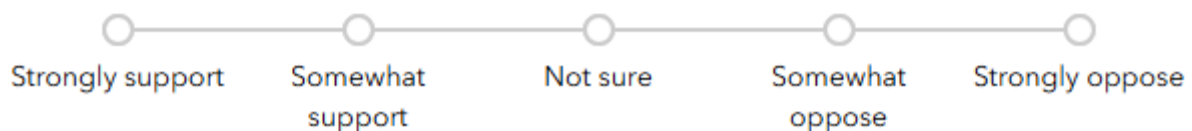
3. Increasing Affordable Access to Bikes

A large proportion of households in Strathclyde (62%) do not have access to a bike for private use, meaning cycling isn't a viable choice for many unless a bike hire scheme, such as the Glasgow City public cycle hire scheme, is available nearby. The measures listed under this category are intended to tackle barriers to cycling, including the upfront costs of buying a bike, and make owning a bike an option for everyone to, ultimately, reduce transport poverty in the region. This incorporates standard, non-standard adapted and e-bikes.

The policies in this category are as follows:

- 3a. Extend Bike Hire Schemes
- 3b. Extend Bike Subscription Schemes
- 3c. Extend Bike Recycling Schemes

Strongly support	Somewhat support	Not sure	Somewhat oppose	Strongly oppose
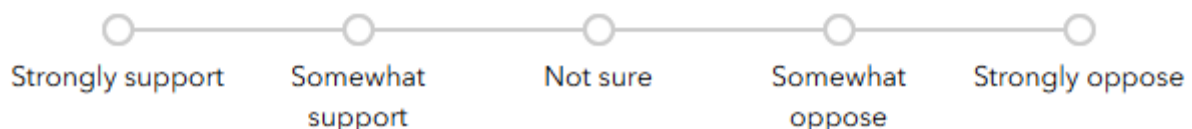
4. Promotion, Travel Behaviour Change, and Information

It is recognised that the most efficient way to boost active travel is a mix of complementary measures. While infrastructure can increase walking, wheeling and cycling, behavioural interventions can empower communities to take up active travel and ultimately increase the impact of the Regional ATS. The measures listed under this category are focused on overcoming social barriers to active travel and aim to promote wider inclusion and increase the diversity of users. They comprise behavioural interventions and promotional, marketing and branding activities to encourage uptake of active travel.

The policies in this category are as follows:

- 4a. Develop Regional Behaviour Change Programmes
- 4b. Support Workplace Incentivisation and Behaviour Change
- 4c. Support Provision of Active Travel Officers
- 4d. Deliver Active Travel Education and Training Programmes
- 4e. Provide Targeted Support for School Age Children to Walk, Wheel and Cycle More
- 4f. Provide Targeted Support for Areas with Low Active Travel Uptake

Strongly support   Somewhat support   Not sure   Somewhat oppose   Strongly oppose
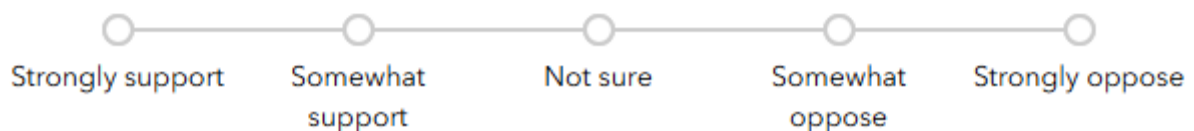
5. Governance and Funding

SPT recognises that appropriate delivery and funding models must be in place to enable local transport authorities to deliver high quality infrastructure and active travel measures. Achieving this requires cross-cutting investment and cross-discipline working and SPT will work with a range of partners to increase the investment in active travel measures over the ATS period.

The policies in this category are as follows:

- 5a. Funding Improvements for Active Travel
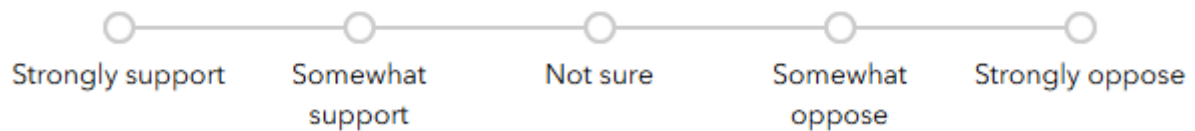
| ○——————○——————○——————○——————○ |
| Strongly support | Somewhat support | Not sure | Somewhat oppose | Strongly oppose |

Would implementing the proposed policies encourage you to increase the amount you currently travel by active modes?

| ○——————○——————○——————○——————○ |
| Yes - Very Likely | Yes - Likely | Not sure | No - Not Likely | No - Very Unlikely |
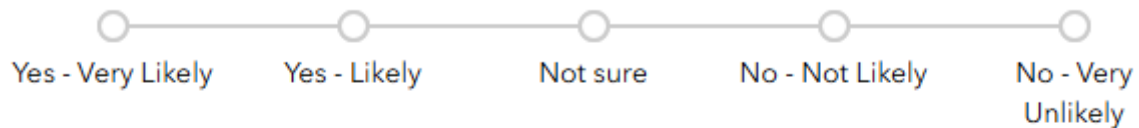
Please provide any thoughts you may have on the proposed policy measures:

The Regional Active Travel Network

A Regional Active Travel Network was identified as a central component in achieving a step change in active travel provision and quality in Strathclyde. The intention of the network is to facilitate cross-boundary travel across the region, connecting major settlements via strategic corridors.

To what extent do you support or oppose the following statement? "The Regional Active Travel Network will support cross-boundary trips by active travel."

Strongly agree — Somewhat agree — Not sure — Slightly disagree — Strongly disagree

To what extent do you support or oppose the following statement? "The Regional Active Travel Network connects the key destinations across the Strathclyde region. "

○――――――○――――――○――――――○――――――○

Strongly agree   Somewhat agree   Not sure   Slightly disagree   Strongly disagree

Would implementing the proposed network encourage you to increase the amount you currently travel by active modes?

○――――――○――――――○――――――○――――――○

Yes - Very Likely   Yes - Likely   Not sure   No - Not Likely   No - Very Unlikely

Closing Comments

Do you have any final comments about the draft Regional Active Travel Strategy or Regional Active Travel Network?

Survey 2: The following survey was available to primary stakeholders and actively interested stakeholders.

Strathclyde Partnership for Transport Regional Active Travel Strategy

Draft Feedback

Q1. Name of organisation:

| |
| |

Q2. What local authority(ies) does the organisation operate in?

Area	Mark as appropriate
Argyll and Bute	
East Dunbartonshire	
East Ayrhsire	
East Renfrewshire	
Glasgow City	
Inverclyde	
North Ayrshire	
North Lanarkshire	
Renfrewshire	
South Ayrhsire	
South Lanarkshire	
West Dunbartonshire	
Operates Regionally	
Operates Nationally	

Q3. To what extent do you support or oppose policy measures detailed in the draft Regional Active Travel Strategy? Use the table on the following page for your response.

If you wish, please also explain why you support or oppose any of the policy measures.

| |
| |

Active Travel Strategy

Policy	Strongly support	Somewhat support	Not sure	Somewhat oppose	Strongly oppose
1a. Create the SPT Regional Active Travel Network	X				
1b. Enhance Current Active Travel Infrastructure to Minimum Standards		X			
1c. Facilitate Complementary Active Travel Infrastructure			X		
1d. Increase Placemaking and Use of Greenspaces along Active Travel Routes				X	
1e. Increase Resting Places along Active Travel Routes					X
1f. Ensure all Active Travel Routes are Inclusive and Accessible					
1g. Ensure all Active Travel Routes are Well Maintained					
2a. Increase Provision of Multimodal Transport Hubs					
2b. Improve Mobility Accessibility of Public Transport Stops, Services and Terminals					
2c. Provide Wheeling and Cycling Space on Public Transport					
2d. Increase Provision of Active Travel Hubs					
2e. Increase Provision of Cycling and Wheeling Storage					
2f. Promote the Use of Active Travel in Freight Movements					
3a. Extension of Bike Hire Schemes					
3b. Extension of Bike Subscription Schemes					
3c. Extension of Bike Recycling Schemes					
4a. Regional Behaviour Change Programmes					
4b. Support Workplace Incentivisation and Behaviour Change					
4c. Support Provision of Active Travel Officers					
4d. Deliver Active Travel Education and Training Programmes					
4e. Targeted Support for School Age Children to Walk, Wheel and Cycle More					
4f. Targeted Support for Areas with Low Active Travel Uptake					
5a. Funding Improvements for Active Travel					

Active Travel Strategy

The Regional Active Travel Network

A Regional Active Travel Network was identified as a central component in achieving a step change in active travel provision and quality in Strathclyde. The intention of the network is to facilitate cross-boundary travel across the region, connecting major settlements via strategic corridors.

To what extent do you agree or disagree with the following statements.

Q4. "The Regional Active Travel Network will support cross-boundary trips by active travel."

Strongly agree	Agree	Not sure	Slightly disagree	Strongly disagree
☐	☐	☐	☐	☐

Q5. "The Regional Active Travel Network connects the key destinations across the Strathclyde region. "

Strongly agree	Agree	Not sure	Slightly disagree	Strongly disagree
☐	☐	☐	☐	☐

Q6. If you wish, please use the box below to explain any of your responses to Q4 or Q5.

Regional Design Standards

The Regional Design Standards have been established to improve standards of active travel infrastructure and to ensure a coordinated and consistent approach is taken towards infrastructure delivery across the region.

The Regional Design Standards aim to make active travel routes recognisable, easier to navigate and accessible, generating a network which works to the same standards across the region, and supporting councils to deliver high-quality schemes that enable more people to walk, wheel or cycle for everyday trips.

Q7. Please provide any feedback you may have on the proposed design standards.

Appendix B– Regional Active Travel Network Workshop 22/08/2024

Appendix C – Public Survey Demographic Information

Age

Figure A shows responses to the question: how old are you?
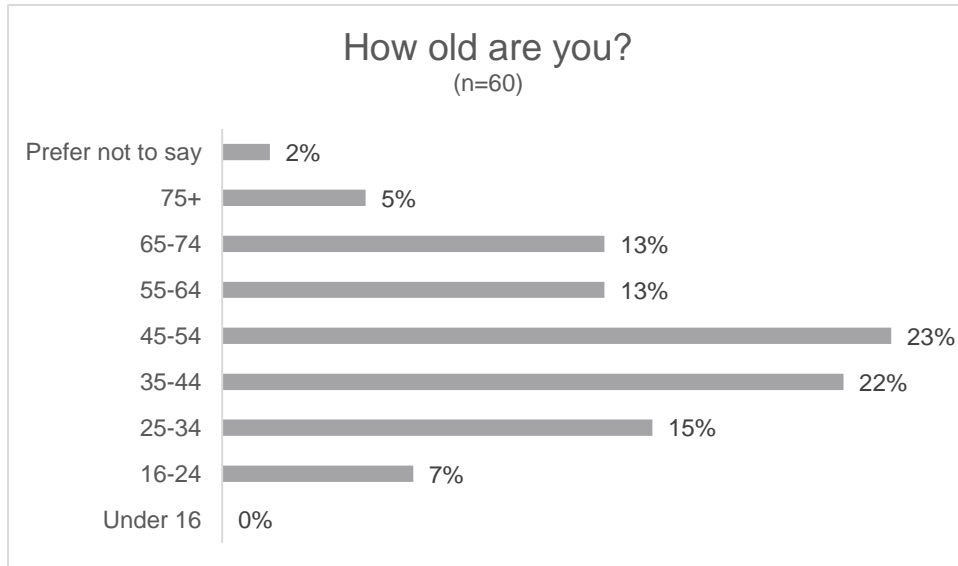
Figure A: How old are you?

Gender

Figure B shows responses to the question: what gender do you identify the most with?
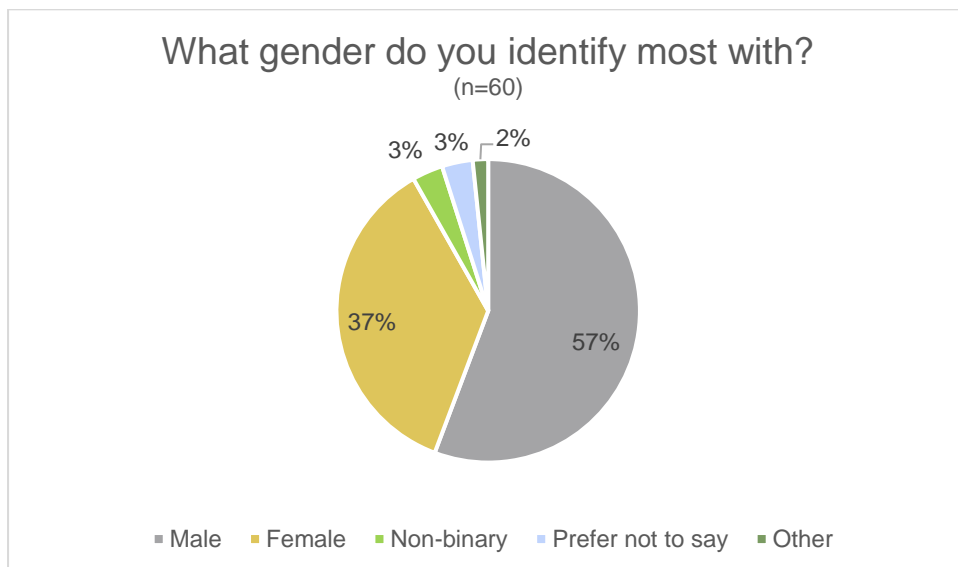
Figure B: What gender do you identify the most with?

Sexual Orientation

Figure C shows responses to the question: which of the following best describes your sexual orientation?
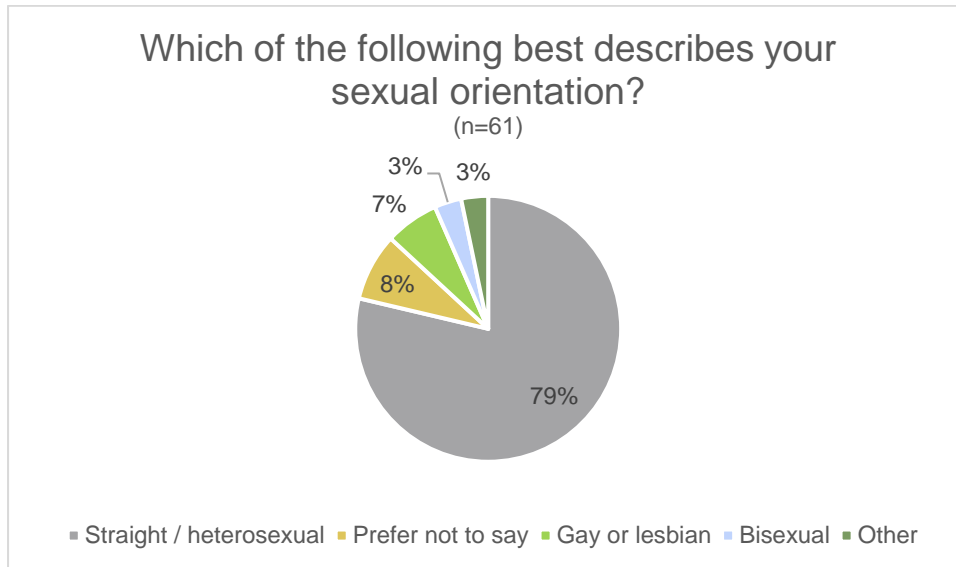
Figure C: Which of the following best describes your sexual orientation?

Ethnicity

Figure D shows responses to the question: which of the following best describes your ethnic background?
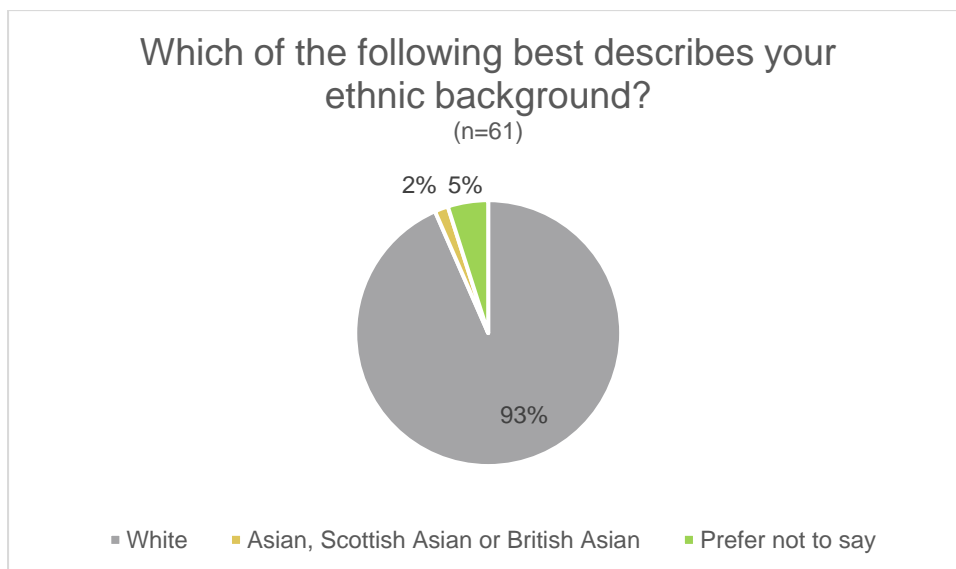
Figure D: Which of the following best describes your ethnic background?

Disability

Figure E shows responses to the question: do you consider yourself to be disabled?
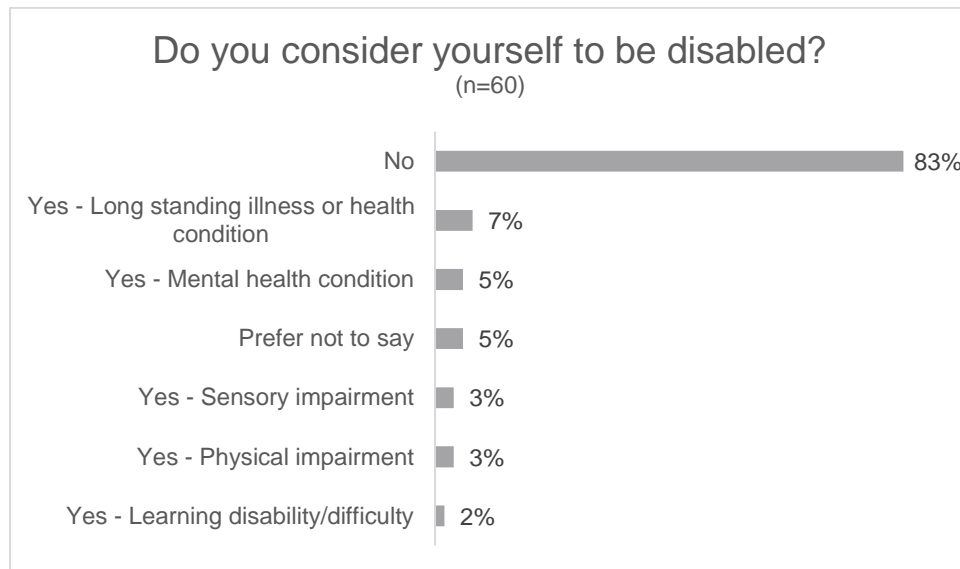
Figure E: Do you consider yourself to be disabled?

Questions to understand how often respondents use different modes of transport were asked during the survey. Table 1 provides an overview of the response. It can be viewed that many respondents walk regularly for transport (32% 4-5 days per week and 49% 6-7 days per week). Cycling is a less common mode of transport but still used by 67% of respondents at least one day per week. Public transport is used by 49% of people at least once a week and private car is broadly speaking, not relied on too heavily by respondents as 26% never use it to travel and 21% only use it one day per week.

Table 1: Individuals response to question "How often do you use each mode of transport to travel in a typical week?"

Frequency	Walking and wheeling (n=57)	Cycling (n=54)	Public Transport (n=57)	Private Car (n=57)
0 days per week	0%	33%	7%	26%
1 day per week	9%	22%	49%	21%
2-3 days per week	11%	17%	19%	23%
4-5 days per week	32%	11%	21%	16%
6-7 days per week	49%	17%	4%	14%

Appendix D – Regional Active Travel Network Changes

Appendix D: Regional Active Travel Network Updates

ID	Feedback from Local Authority	Action / Comment
Argyll and Bute		
1	A818 is important regional link as part of route between Argyll and Bute, Loch Lomond/ LLTNP and West Dunbartonshire. Existing 2m wide shared use path adjacent to A818, would require upgrade if desired to meet Cycle by Design 2021 standards.	A route corridor between Helensburgh and Loch Lomond, along the A818, has been added to the updated RATN.
2	Due to importance of HMNB Clyde as a significant employment and residential location recommend link between Helensburgh - HMNB Clyde - Garelochhead is a High or Top Priority route.	The Route Opportunity Assessment followed an agreed data-driven methodology to determine the phasing of the network. The assessment considers factors including existing infrastructure, potential cycling demand growth and alignment with broader transportation objectives and regional, rather than local, priorities are considered. The results are intended to advise SPT, and the constituent councils, on regional network implementation. The updated RATN includes the following phasing for these routes: • Helensburgh Waterfront - HMNB Clyde: Phase 2 • Garelochhead – HMNB Clyde: Phase 3.
3	Due to importance of Kilcreggan Ferry Terminal as a regional cross-boundary connection the route linking to Kilcreggan Ferry Terminal should be a High Priority route.	A route corridor between Garelochhead and Kilcreggan Ferry Terminal has been added to the updated RATN.
4	There is a low quality West Loch Lomond Cyclepath utilising a mixture of footway adjacent to A82(T), local authority roads and shared use path. Will require significant upgrade to get to a medium or high-level of service under Cycle by Design so should be included within the Regional AT Network plan.	A route corridor between Tarbet and Crianlarich has been added to the updated RATN.
5	Link required between Tarbet and Arrochar, including serving the rail station.	A route corridor between Tarbet and Arrochar has been added to the updated RATN.
6	DM Coulport is a key employment site in the Helensburgh and Lomond Area, with a significant number of staff who commute daily both from Helensburgh/Garelochhead area and also via the Kilcreggan Ferry Terminal	A route corridor between Kilcreggan and RNAD Coulport has been added to the updated RATN.
7	Route on east side of Loch Lomond doesn't link to Tarbet, which is on the west side of Loch. Why has a route on East side of Loch Lomond been included, especially north of Rowardennan where there is no road? Recommend keeping other route on West side of Loch, between Tarbet and Crianlarich, but remove this route on East side.	A route corridor on the east side of Loch Lomond has been removed from the updated RATN.
8	Luss is a key destination especially for leisure/tourism, which is the main industry in the village.	Luss is connected by the route corridor between Balloch and Tarbet.
9	Recommend adjusting specific location of "Helensburgh" locality to either Helensburgh Waterfront (this pin), or Helensburgh Central Rail Station or main shopping area on A818 Sinclair St between West Clyde St and West Princess St.	The location of the Primary Locality in Helensburgh has been relocated to Helensburgh Waterfront in the updated RATN.
10	Long term aspiration to link Arrochar/Tarbet to Rest and be Thankful as part of longer-distance route west into Argyll/Cowal.	The area beyond the SPT boundary in Argyll and Bute was not found to feature key origin and destination points that will generate demand for cycling, and it is not considered to connect regionally significant destinations in the SPT area or in the neighbouring Regional Transport Partnership areas. This link has therefore not been added to the RATN at this stage.
East Ayrshire		

11	East Ayrshire Council and ARA were not available to participate in this consultation exercise.	The East Ayrshire Active Travel Strategy was reviewed, and the aspirational active travel network was reflected in the RATN where appropriate in the regional context.

The updated RATN includes the following route corridors:
   • A connection to Whitlee Windfarm from East Ayrshire
   • An alteration in the network to better connect to Fenwick
   • A more direct connection to University Hospital Crosshouse from Kilmarnock
   • Minor rerouting of the network to link Mauchline. |
| **East Dunbartonshire** | | |
| **12** | Agree with most of what is shown on the network but think what is shown needs to line up with what individual council's plans are. For example, Milngavie to Balmaha is shown as a priority but there are no plans in council to progress that. Concerned that maps will be taken out of context and more clarification is needed as to what they show. | The RATN aims to address the plans and priorities of SPT's constituent councils and builds upon the work undertaken by local authority partners and Third Sector Delivery Partners.

Text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes and will be subject to further studies, as follows:

'It must be noted that the final network provides an indication of possible routes for active travel.

It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only.

The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan.

Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.' |
East Renfrewshire		
13	We would like to see Eaglesham, and potentially other villages included as locality. This supports STPR2 Recommendation 3 re 'Village – Town Active Travel Connections' rather than more populace settlements. If I understand correctly Eaglesham is on the threshold of the Sweco / SPT population criteria, so it's not unreasonable that this should be included.	Eaglesham has been added to the updated RATN as a Secondary Locality.
14	The route between Neilston – Uplawmoor should follow the former railway route. There is project that has done a lot of work looking at this location.	The route corridor between Neilston and Uplawmoor has been updated to follow the former railway line.
15	A77 Active Corridor Phase 1, 2, and 2a have been completed from Ayr Rd/Mearns Rd to Ayr Rd/Hunter Dr which has seen route design greatly improved. Thus this section should be removed and marked as completed network.	The A77 Ayr Road between Mearns Road priority junction and the Hunter Drive/ Mearnswood Place roundabout has been reclassified as existing network in the updated RATN.
16	D13 (Irvine to Glasgow) - This secondary route (designated as a core path) is unlikely to meet necessary Level of Service may not be appropriate as part of regional plans. An alternative route option between Neilston and Newton Mearns is offered via Springfield Road (4a)	The route corridor between Neilston and Newton Mearns has been updated to follow Springfield Road.
17	A link between East Kilbride – Newton Mearns should logically be routed via Clarkston, this is in line with East Ren current network plans. The route is marked with yellow arrow line. (see marked up pdf)	The route corridor between Newton Mearns and East Kilbride has been updated to follow Busby Road, Clarkston.
18	The council is working with Renfrewshire for a link with Paisley (marked with yellow line - see marked up pdf). The former railway line within Barrhead should be removed from plan as this cannot form a continuous route	The route corridor that followed the former railway line within Barrhead has been removed and updated to follow the B771, Paisley Road.
19	Clarkston should be a primary location, not secondary.	Clarkston has been reclassified as a Primary Locality in the updated RATN.
20	Strategic Cycle Corridors (aka committed network) as per East Ren Local Development Plan 2, see attached drawing in email. Routes towards Eaglesham	As per East Renfrewshire's Local Development Plan 2, sections of Strategic Cycle Corridor 2 and 3 have been added to the updated RATN to provide connections to Eaglesham.

21	Lines marked in black dashes will require re-assessment - Route Sections 21_11, D_13, 28_10	Route corridors Route D_13 (Irvine to Glasgow); a section of route 21_11 (Paisley to Barrhead); and route 28_10 (Newton Mearns to East Kilbride) have been removed from the updated RATN and alternative connections included as required.
22	Aurs Road Upgrade The route at the dams is currently under construction between Aurs Rd/Springfield Rd to Aurs Rd/Stewarton Rd (west of M77) (stage 5 - completion date 30/05/2025). The links either side are still stage 3 and would benefit from being marked with higher importance.	The Aurs Road Upgrade plans were reviewed and the alignment of the Newton Mearns - Neilston route corridor has been updated accordingly. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to potential and current routes, including progression through future design stages. The assessment considers factors including existing infrastructure, potential cycling demand growth and alignment with broader transportation objectives and regional, rather than local, priorities are considered. The results are intended to advise SPT, and the constituent councils, on regional network implementation. The updated RATN includes the following phasing for this route: • Newton Mearns – Neilston: Phase 3.
23	What might be considered a secondary route in the regional network may be a primary route for a council. There are certain people in community that will try to find certain wording and use it against the local authority. Need to be careful on terminology.	The updated Regional ATS and accompanying Infrastructure Delivery Plan removes terms such as "priority" and "prioritisation". To inform the Infrastructure Delivery Plan, a route opportunity assessment was undertaken and routes are now assigned a phase, as follows: • Phase 1: short-term delivery • Phase 2: mid-term delivery • Phase 3: mid-term to long-term delivery. The language around proposed route corridors has also been updated and the network comprises of a series of strategic corridors classified as 'Core Routes', 'Supporting Routes' and 'Cross Region Routes'.
24	East Renfrewshire raised point that there may need to be a regional approach to winter maintenance of routes and that it may be more appropriate for local authorities to assist each other with this.	The Regional ATS Action Plan: 2024/25 – 2026/27 outlines action P2 to 'Review local authority adoption standards and maintenance programs and develop a long-term maintenance plan for the Regional Active Travel Network'. This includes cross-boundary working to develop standard practices and work plans relative to maintenance.

Glasgow City

25	It is noted that SPT has accommodated comments from earlier engagement with GCC regarding the network development within GCC boundaries, as the overall map now appears to match our published proposed network, albeit an incomplete version. By not showing the complete proposed network, it infers SPT has prioritised Glasgow's City Network. GCC does not support any prioritisation of GCC's City Network within the regional ATS.	The RATN, in its aim to span the region, is less dense than local networks and has a focus on strategic corridors which connect regionally significant destinations. The RATN employs Glasgow's City Network within the Glasgow city boundary, as directed by GCC, and only routes which connect identified localities have been highlighted for consideration at the regional level, as per the approach taken across each of SPT's constituent authorities. Local networks, by comparison, will typically form a dense grid of routes and aim to connect every settlement as per local requirements. Text has been added to the updated strategy document to clarify the difference between regional and local networks.
26	A fundamental issue is that the GCC City Network is shown as committed, with the green lines as proposed. The concept of the City Network has been approved through committee, but these routes are still proposed and can change pending feasibility and design.	The updated RATN now employs the following terminology: 'Existing and Planned Infrastructure'. It must be noted that the final network provides an indication of possible routes for active travel. It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only. The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.
27	Wards are used in the city as the Localities, some as Secondary and some as Primary. Wards cannot be used as	The Primary Localities featured in Glasgow City (centroids of Wards) have been removed and replaced with locations identified as Major

	Localities as some have more than one key local node. Localities used should be from the publicly available GIS data for the Glasgow City Development Plan Network of Centres showing Major Town Centres, Local Town Centres, Other Retail and Commercial Centres and Local Shopping Facilities. These are more applicable to local nodes, e.g., the locality marker for Dennistoun is shown as being atop the industrial area of Blochairn whereas the dense neighbourhood of Dennistoun is south of the motorway. This locality is also noted as secondary where Dennistoun could be seen as a Primary.	Town Centres and Local Town Centres from the City Development Plan: SG4 Network of Centres. The localities now included are as follows: Albert Drive, Alexandra Parade, Anniesland, Baillieston, Barrachnie, Battlefield, Bridgeton, Cardonald/Halfway, Castlemilk, Cathcart/Muirend, Cessnock, City Centre, Cranstonhill/Yorkhill, Croftfoot, Drumchapel, Duke Street, Easterhouse, Gorbals, Govan, Govanhill, Hyndland, Kelvinbridge, Knightswood, Maryhill, Mount Florida, Parkhead, Partick/Byres Road, Pollock, Possilpark, Scotstoun/Whiteinch, Shawlands, Shettleston, Springburn, St George's Cross, Strathbungo, The Barras, Tollcross, Victoria Road, Woodlands and Yoker.
		Additionally, five hospitals, each classed as one of nine main hospitals in the Greater Clyde and Glasgow Health Board, have been added to the network within the city boundary. These new Secondary Localities are: Gartnavel General Hospital, Glasgow Royal Infirmary, New Victoria Hospital, Stobhill Hospital and West Glasgow Ambulatory Care Hospital.
28	The discussion at the SPT Regional Active Travel Network Workshop held on Tuesday 27th August identified that as part of the development of the network, existing infrastructure including off-road routes were utilised in the primary network. This is contrary to the approved GCC policy and has skewed the routes identified as a priority between Glasgow and neighbouring local authorities. For example, the Great Western Road (A82) is not identified as having any level of priority as part of the RATN between Duntreath Avenue in Glasgow and the junction with the A810 at Duntocher. Within Glasgow it is identified as a proposed route up to Duntreath Avenue. To the west of this there is no mention of it on the map. This is a key route connecting Glasgow with West Dunbartonshire, and yet the identified priority is that of an off-road footpath that goes to the north of Drumchapel via Garscadden Woods and Cleddans Burn to join a farm track in West Dunbartonshire.	The RATN employs Glasgow's City Network within the city boundary and it is recognised that these routes are exclusively on-road, as per Glasgow City Council's commitment.

A route along the A82 Great Western Road has been added to the update RATN, connecting Glasgow City with West Dunbartonshire. To provide a connection between Drumchapel and Bearsden, a section of off-road route adjacent to Garscadden Burn has been retained.

Outwith the local networks, the RATN seeks to address missing 'gaps' in the region and the directness of a route was a key consideration in the network development.

Text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes and will be subject to further studies, as follows:

'It must be noted that the final network provides an indication of possible routes for active travel.

It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only.

The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan.

Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.' |
| 29 | Primary Routes (p.75) GCC notes that the High LOS design criteria for Primary Routes (the main direct links between main origin and destination locations) contains key elements also identified by GCC for its City Network. However, a key difference is that GCC commits to the City Network being delivered on-road and does not recognise recreational routes as being part of the core network, as detailed within the published City Network Final Delivery Plan. | The network shown within Glasgow City uses Glasgow City Council's City Network to form routes between localities. In some instances, routes additional to the City Network have been included as part of the RATN to improve cross-boundary connections and overall regional connectivity. In these instances, routes follow road corridors to promote delivery on-road in alignment with Glasgow City Council's commitments.

It is recognised that constituent local authorities may have developed their own design standards, and it is likely that these reflect the underlying principles included within national guidance. It is recommended that the specific requirements of each scheme are assessed to determine the appropriate standards and achieve the highest level of service possible on a case-by-case basis. |
| 30 | The City Network is committed in terms of the Delivery Plan but these routes are still proposed and can change pending feasibility and design. | The updated RATN now employs the following terminology: 'Existing and Planned Infrastructure'.

It must be noted that the final network provides an indication of possible routes for active travel. It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only.

The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan. |

		Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.
31	The Carmyle Route is not an approved route or part of the City Network. Sustrans owned Aqueduct.	Outwith the local networks, the RATN seeks to address missing 'gaps' in the region and routes additional to the City Network have been included as part of the RATN to improve cross-boundary connections and overall regional connectivity. The route corridor connecting Glasgow City with South Lanarkshire which routes through Carmyle has been amended to follow the A763 Clydeford Road, to improve connections with the approved City Network and promote delivery on-road.
32	The GCC routes have been selected from the wider approved proposed City Network plans. Although not noted in any priority, the chosen routes assume priority over the rest of the GCC network. GCC would like to see the full City Network included.	As per comment ID #25.
33	We don't agree with use of Sustrans Network Planning Tool. Glasgow City don't prioritise on demand but are taking forward development of network on an equitable basis. i.e. developing everywhere and not just where there is demand.	The Network Planning Tool (NPT), which predicts the relative demand for cycling on most streets and paths across Scotland, was one of four parameters used to inform the phasing of the network and guide the delivery of the RATN. One the other parameters directly considers issues of equality. The Multi-Criteria Analysis (MCA) scored route corridors against a range of criteria according to the following categories: transport infrastructure, commute travel, natural environment, community and socio-economic factors. 'Connections to Deprived Communities', which utilises Scottish Index of Multiple Deprivation (SIMD) data; 'Access to Health and Wellbeing Infrastructure'; and 'Car Ownership' were just some of the criteria considered to ensure the network is being progressed on an equitable basis. Full details of the criteria and respective weighting employed in the route scoring are provided in the Regional ATS Technical Appendix.
34	We note that the majority of routes flagged as Priority are out with the GCC boundary. However, many of them are immediate connectors to Glasgow from identified Primary and Secondary Localities within the region.	Inside the city boundary, all routes are classified as 'Existing and Planned Infrastructure' owing to their status as committed in the City Network Delivery Plan. The connections from surrounding local authorities to the City are each scored on their own merit and 'Network Connections Categorisation', which considers the primary and secondary categorisations, is one of four parameters used to inform the phasing of the network and guide the delivery of the RATN.
35	Route 29 - Clarkston to Linn Ward. This link is not in the approved City Network Delivery Plan so would not be a priority for GCC.	Outwith the local networks, the RATN seeks to address missing 'gaps' in the region and routes additional to the City Network have been included as part of the RATN to improve cross-boundary connections and overall regional connectivity. This route corridor connects Glasgow City and East Renfrewshire and links to localities identified in East Renfrewshire, including Netherlee and Croftfoot.
36	Route 108 - Uddingston to Baillieston This link is not in the approved City Network Delivery Plan so would not be a priority for GCC.	Outwith the local networks, the RATN seeks to address missing 'gaps' in the region and routes additional to the City Network have been included as part of the RATN to improve cross-boundary connections and overall regional connectivity. This route corridor connects Glasgow City and North Lanarkshire and links to localities identified in North Lanarkshire, including Bargeddie and beyond.
37	Route J - Airdrie to Glasgow This link is not in the approved City Network Delivery Plan so would not be a priority for GCC.	As per comment ID #36.
38	Why not include the Proposed City Network in the delivery plan for Langside Drive?	A route corridor following Langside Drive has been added to the updated RATN.
39	Route 79 - Duntocher and Hardgate to Drumchapel/ Anniesland Ward	The route corridor between Duntocher and Hardgate has been removed from the updated RATN.

	This is a recreational route and not part of the City Network. This will not be prioritised for Active Transport.	
40	NEATR route in development by the GCC Sustainable Transport Team. This route is in the GCC City Network Delivery Plan. Potential connection from Auchinairn Road/Bishopbriggs	In this area, origin-destination corridors were identified between Bishopbriggs, Kirkintilloch and Stepps. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to potential and current routes, including progression through future design stages. SPT will consult with all constituent localities to ensure the RATN accounts for all new infrastructure important to the regional context.
41	Secondary localities: there are colleges and universities that have big populations that are not recognised.	Colleges and universities have not been included at this stage of the RATN due to complexities in varying campuses and student populations. In Glasgow City the main universities, namely the University of Glasgow, University of Strathclyde and Glasgow Caledonian University, are connected by the updated RATN.
Inverclyde		
42	There isn't a lot of prioritisation within Inverclyde but we would welcome a coastal route.	Within Inverclyde, all routes are classified as 'Existing and Planned Infrastructure' owing to their status as committed in the Inverclyde Active Travel Strategy or wider national cycling infrastructure, and therefore have not been included phasing assessment. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure in the regional context.
43	Agree with others in the fact that there will likely be localities missed where there are not perfectly defined boundaries. Uses example of Vale of Leven which is officially four little villages but considered as one town by most people.	The draft Regional ATS consulation welcomed feedback on all elements of the RATN, including the location of localties and how these are connected by the network. In this area, a locality has been added at Vale of Leven hospital.
44	Route A - Kilwinning to Glasgow The route should go to Finlaystone Country Park because it is a significant trip generator. It is listed as the third most visited visitor attraction in the The Inverclyde Heritage Strategy. The A8 road is unpleasant to cycle alongside due to the noise and air pollution.	The route corridor between Kilwinning and Glasgow has been rerouted through Finlaystone Country Park in the updated RATN.
North Ayrshire		
45	We believe the strategy should prioritise the upgrade of existing routes and completion of routes (NCN 753) over the creation of new routes. For example, the strategy looks at providing a route from Kilmarnock to Glasgow via Stewarton. This route connects to a limited number of settlements (Kilmarnock and Stewarton) whereas improving the NCN 7 through the Garnock Valley would connect multiple settlements Kilwinning, Dalry, Beith, Glengarnock, Kilbirnie and Lochwinnoch, all of which are within manageable cycling distances. There would also be regional benefits tying into existing NCN corridors. It would also link into Troon, Prestwick, Ayr, Kilmarnock, Glasgow and beyond connecting four or more Local Authority areas.	The Regional ATS recognises the diversity of provisions in the region's existing active travel network and places a focus on upgrading existing active travel infrastructure. Examples of this include Policy 1b: Enhance Current Active Travel Infrastructure to Minimum Standards and Policy 1f: Ensure all Active Travel Routes are Inclusive and Accessible, which are in place to underpin the prioritisation and funding of upgrades to existing infrastructure. Policies 1b and 1f are outlined for implementation in the short-medium term (over the next three to ten years). SPT will work with its constituent councils, Sustrans and other stakeholders to deliver upgrades to existing active travel infrastructure and will continue to consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure, as per the Regional ATS Action Plan: 2024/25 – 2026/27.
46	The methodology considers existing and committed routes in North Ayrshire to be of an acceptable standard in accordance with Cycling by Design. The NCN 7 through the Garnock Valley from Kilwinning to Lochwinnoch has been categorised as poor by Sustrans NCN team. Its current alignment is on a	The route between Kilwinning and Kilbirnie has been mapped as 'existing and planned infrastructure' in updated RATN, owing to its status as NCN7 and its inclusion in network data received from Sustrans. It is understood that the level of service of this route within North Ayrshire, and particularly through the Garnock Valley, is low and

	national speed limit country road, characterised by poor sight lines and gradients. The Garnock Valley experiences transport inequality due to poor public transport provision and no active travel routes between the towns. Furthermore, car ownership is low with multiple zones classed as SIMD1 and SIMD2. The historical decision to sign this sub-standard route as NCN should not define this as an 'existing' or suitable route. North Ayrshire considers that this route should be considered as a top priority new route. Should this missing link be created it would link with the existing off-road NCN 7 network from just south of Lochwinnoch to Glasgow and beyond. Within North Ayrshire it would link with the existing NCN 7 off-road route in Kilwinning linking in with quality off-road NCN alignments to Ardrossan, the Three Towns, Irvine, Kilmarnock, and through South Ayrshire to Ayr. We are currently working with landowners to seek and secure agreements for a suitable route alignment between Kilwinning and Kilbirnie. We would be keen to ensure that funding streams would be available to assist the construction of this scheme.	it is recognised that this route is a key example of the diversity of provisions in the region's existing active travel network. While it is likely that the funding landscape will continue to change throughout the lifespan of the Regional Active Travel Strategy, SPT will work with constituent authorities to explore viable funding opportunities to develop and implement upgrades to existing infrastructure, as per the Regional ATS Delivery Plan, on a year-by-year basis.
47	We would consider the creation of an Active Travel Route from Kilwinning to Kilbirnie (NCN 7) should be classified as a top priority new route.	The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN and delivery phasing accounts for all strategic priorities and infrastructure in the regional context.
48	The strategy has developed the Final Network however this map (Map 2) has excluded a key aspiration of North Ayrshire Council to provide an active travel link between Dalry and Saltcoats (B714 corridor). Strathclyde Partnership for Transport has over the past number of years funded the improvement of new/upgrade links to the B714. This should be considered in the final network proposals as a top priority connection. This link would provide a high-quality active travel corridor connecting Dalry in the Garnock Valley and Saltcoats and the Three Towns where it would link into our existing active travel network.	A route corridor between Saltcoats and Dalry has been added to the updated RATN.
49	NAC are working on one further route of some significance that I wanted to raise to be included in mapping. It is to try and provide an active travel route adjacent to the road corridor on Cumbrae from the ferry slip at the top of 'phase 4' to Millport town which is the north-west extents of phase 3 in attachment. Would be worth ensuring this route is recorded as being worked upon. Priority would not be as high as the NCN works in original attachment.	A route corridor between Cumbrae Slip and Millport has been added to the updated RATN.
50	The strategy indicates that there is an existing or committed route between Seamill and Inverkip. No NCN route or cycle route exists between these towns. There are currently gaps in the Active Travel Network between Seamill and Hunterston and between Largs and Wemyss Bay over the border in Inverclyde. This should be included as a priority connection and scored accordingly. Sustrans National Cycle Network team and North Ayrshire have a medium to long terms plan to create a quality off-road National Cycle Network Corridor along this alignment however this is not a committed project. When built this active travel route would span North Ayrshire and connect with the active travel network in South Ayrshire to the south and Inverclyde to the north. It would also provide an active travel connection between the ferry ports at Ardrossan, Troon and Wemyss Bay.	It is recognised there is a large gap in the NCN along the coast in the North Ayrshire and Inverclyde areas and the updated RATN allocates the extension of NCN753 from Seamill to Largs to Phase 2 (mid-term delivery) of the Infrastructure Delivery Plan. The route between Largs and Wemyss Bay has been mapped as 'existing and planned infrastructure' in the updated RATN, owing to its inclusion in network data received from Sustrans. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure in the regional context.
51	We are also working with Sustrans NCN team to extend NCN 753. NCN 753 currently is a mostly traffic free route between Inverkip and Gourock where it connects with NCN 75 to Glasgow. The medium to long term plan is to extend the NCN 753 south from Inverkip into North Ayrshire, to connect to the existing off-road active travel route at Seamill. Completion of NCN 753 would require the creation of an off-road route between Seamill and Hunterston and a further off-road section between Largs and Inverkip. We are currently working in tandem with Inverclyde Council and the Sustrans NCN team to fill in the gaps outlined above with view to creating a quality	The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities and Sustrans to ensure the RATN accounts for all strategic priorities and infrastructure in the regional context.

	active travel corridor along the coast from Ayr to Glasgow. As per the previous comments about NCN 7, we would be keen to ensure that this link is looked upon as a new link as no active travel infrastructure is in place in the locations outlined above.	
52	We would recommend that the creation of a new route to extend NCN 753 should be considered as a high / medium priority new route.	The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN and delivery phasing accounts for all strategic priorities and infrastructure in the regional context.
North Lanarkshire		
53	Route CRR - Shotts to Livingston Need to be careful how we present routes like this - it has not been identified in the NLC ATS and need to manage expectations of public. This would require segregated infrastructure given the nature of the road and that would in turn require a lot of land acquisition. The business case for this therefore unlikely to stack up. Would be interested to know what was key in identifying this route?	The RATN aims to address the plans and priorities of SPT's constituent councils and builds upon the work undertaken by local authority partners and Third Sector Delivery Partners. Text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes and will be subject to further studies, as follows: 'It must be noted that the final network provides an indication of possible routes for active travel. It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only. The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.' Outwith the local networks, the RATN seeks to address missing 'gaps' in the region and routes additional to the network in North Lanarkshire have been included as part of the RATN to improve cross-boundary connections and overall regional connectivity. Route corridor Shotts to Livingston was identified as a key connection to Livingston and the neighbouring SEStran Regional Transport Partnership (RTP) area.
54	Monklands Hospital Proposed Location	The updated RATN does not currently take account of the location of the new University Hospital Monklands, however SPT is committed to updating the RATN to incorporate future changes from new development and the progression of local networks.
55	Route J - Airdrie to Glasgow Our key routes that we are currently focusing on are SNR 7 (Coatbridge to Plains, eventually tying into West Lothian) and SNR 9 (South Lanarkshire via A725 to Motherwell via SCP).	Route corridor Airdrie to Bathgate follows North Lanarkshire Council's route SNR 7, while a corridor between Bothwell and Motherwell (SNR 9) has been added to the updated RATN.
56	A number of active travel routes are being taken forward in association with the East Airdrie Link Road project through CRD funding**.**	The East Airdrie Link Road has been added to updated RATN to connect Cumbernauld and Airdrie.
57	The NLC ATS proposes SNR 2 and 3 in this location - this will likely be linked to the East Airdrie Link Road work which is Cities Region Deal (CRD)	Route corridors Coatbridge to Cumbernauld (SNR 2) and Airdrie to Cumbernauld (SNR 3) have been added to the updated RATN.
58	SNR 5 - Existing Infrastructure Upgrades This is existing but has been identified as part of the strategic network routes - this will therefore need to be fully lit with street lighting to meet active travel route requirements. Need to acknowledge the additional stakeholders in such locations i.e. Scottish Canals	The route corridor between Kilsyth and Falkirk has been highlighted as a Cross Region Route in the updated RATN. It is acknowledged that this route will require upgrading and Regional ATS Polices 1b (Enhance Current Active Travel Infrastructure to Minimum Standards) and 1f (Ensure all Active Travel Routes are Inclusive and Accessible) are in place to underpin the prioritisation and funding of upgrades to existing infrastructure. Policies 1b and 1f are outlined for implementation in the short-medium term (over the next three to ten years). SPT will work with its constituent councils, Sustrans and other relevant stakeholders to deliver upgrades to existing active travel infrastructure and will continue to consult with all constituent localities to ensure the

		RATN accounts for all strategic priorities and infrastructure, as per the Regional ATS Action Plan: 2024/25 – 2026/27.
59	**Route 68 - Cumbernauld to Kilsyth / SNR 3 - Cory to Cumbernauld** This has been looked at through feasibility and there are real difficulties with the levels in this location with not many alternatives. This should be acknowledged.	The feasibility work undertaken by North Lanarkshire Council on this route is acknowledged and any developments in the RATN will build upon work undertaken by SPT's local authority partners and Third Sector Delivery Partners. Please refer to comment ID #53 which notes text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.
60	**Route L - Cumbernauld to Glasgow** We have concept design proposals for SNR 6 (Stepps to Cumbernauld) - the route follows the A80 as opposed to going along Gartferry Rd in Moodiesburn	The route corridor between Cumbernauld and Stepps has been amended to follow the A80 Cumbernauld Road in the updated RATN.
61	**SNR 1 Coatbridge to Muirhead via Drumpellier Country Park** Our SNR 1 route connects Coatbridge and Muirhead via Gartcosh rather than Glenboig and Marnoch as the population is larger, there is a railway connection to Glasgow and Edinburgh and there is a lot of development proposed in and around Gartcosh	Route corridors Coatbridge to Stepps (SNR1) has been added to the updated RATN.
62	**SNR 7 Coatbridge to West Lothian** This is existing but has been identified as part of the strategic network routes - this will therefore need to be fully lit with street lighting to meet active travel route requirements. Need to acknowledge the additional stakeholders in such locations i.e. Sustrans	It is acknowledged that this route will require upgrading and Regional ATS Polices 1b (Enhance Current Active Travel Infrastructure to Minimum Standards) and 1f (Ensure all Active Travel Routes are Inclusive and Accessible) are in place to underpin the prioritisation and funding of upgrades to existing infrastructure. Policies 1b and 1f are outlined for implementation in the short-medium term (over the next three to ten years). SPT will work with its constituent councils, Sustrans and other relevant stakeholders to deliver upgrades to existing active travel infrastructure and will continue to consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure, as per the Regional ATS Action Plan: 2024/25 – 2026/27.
63	A connection between North Lanarkshire, South Lanarkshire and Glasgow - the NCN 75 would not be appropriate for such a major route - parts of this is on road and they are very narrow country roads with no lighting. It would be very difficult to implement anything more than what is here also. Our preference is to remain on the A74/A721 aligned with our SNR 8 route which we currently have concept design proposals for.	Owing to network data received from Sustrans, the NCN75 was used for the route connection. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure in the regional context.
64	We have proposals for a strategic route between Coatbridge and Bellshill within our ATS (SNR 2).	The RATN highlights the importance of a route between Coatbridge and Bellshill for regional connectivity.
65	**SNR 8: Bellshill to Newhouse** This feels like an obvious gap - our ATS identified strategic route 8 here and the cities region deal team are looking at a route here - feasibility is currently being commissioned	A route corridor has been added along the A775 Edinburgh Road at Holytown to provide connection to Newhouse in the updated RATN.
66	**SNR 10: Motherwell to Carfin** We have a route here that follows the A723 as you have shown. Would be interested to understand the reasoning for the strategic route running parallel also on Loanhead Rd. It would be good to keep strategic routes consistent. We are happy to look at additional routes as community linkages that tie into the strategic routes - we will be engaging with the public on what these should be.	The feasibility work undertaken by North Lanarkshire Council on this route is acknowledged and any developments in the RATN will build upon work undertaken by SPT's local authority partners and Third Sector Delivery Partners. Please refer to comment ID #53 which notes text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.
67	Strathclyde Watersports Centre redevelopment: New watersports centre is hoped to be a major attraction - our SNR 9 route will connect into this from South Lanarkshire via A725 and M74 underpass.	A route corridor between Bothwell and Motherwell, which follows SNR 9 adjacent to Strathclyde Loch, has been added to the updated RATN.

68	The locations of Community Hubs at Orbiston, Chryston, Gartcosh, Riverbank, St Kevin's, St Stephen's and Newmains and St Brigid's are noted.	The RATN is intended to connect the region's population centres, strategic trip generators and major transport hubs. This type of destination is considered more appropriate for local networks to connect and these locations have not been added to the RATN at this stage.
69	The locations of Growth Areas at Gartcosh Industrial Park, Eurocentral and Ravenscraig (where a network of local routes are being progressed) are noted.	The RATN provides strategic routes in the vicinity of these locations and will connect to the local network to facilitate uninterrupted connections to local routes and centres.
70	SNR 7: Airdrie and Coatbridge The SNR 7 route is proposed to stay on the A89 - there are concept design and soon to be detailed design proposals for this	The route corridor between Coatbridge and Airdrie has been amended to follow the A89 in the updated RATN.
71	Our prioritisation of SNR routes will be provided in an updated version of the ATS StoryMap. It generally follows: Phase 1: SNR 9 (at detailed), SNR 7 (at detailed), SNR 10 (concept). Phase 2: SNR 6 (concept), SNR 1 (feasibility), SNR 8 (concept). Phase 3: SNR2, SNR3 (East Airdrie Link Road), SNR4 It looks like the priority broadly matches this, however, there are a few differences. Given these projects are already progressing it would make sense to keep the priority the same?	The priorities outlined in North Lanarkshire Council's Active Travel Strategy 2021-2031 have been considered in the development of the Regional ATS and are reflected in the updated RATN where appropriate in the regional context. The Route Opportunity Assessment followed an agreed data-driven methodology to determine the phasing of the network. The assessment considers factors including existing infrastructure, potential cycling demand growth and alignment with broader transportation objectives and regional, rather than local, priorities are considered. The results are intended to advise SPT, and the constituent councils where appropriate, on regional network implementation.
72	Dualling of the existing A723 from Carfin to Holytown (with associated active travel provision) has indeed now been deferred from North Lanarkshire Council's City Deal programme (approval for this received from the GCR City Deal Cabinet in August). The project, or part of the project – e.g. the active travel element – may be taken forward as part of the council's medium to long term financial planning strategy, depending on an assessment of need/priority. At present however, there isn't any certainty on funding for delivery.	As the Carfin to Holytown dualling has only been deferred and not cancelled, the route it is not considered a gap and has been added as existing and planned infrastructure in the RATN. The RATN will be updated periodically to ensure that any future developments are accurately incorporated as new information becomes available.
73	Cities Region Deal (CRD) delivering this route - SNR 9 from Airbles/A723 junction to Windmillhill St.	Route corridor Bothwell to Motherwell has been classified as existing infrastructure along Airbles Road between the A723 and Windmillhill Street in the updated RATN.
74	Need to make clear that the lines on the map are indicative.	Please refer to comment ID #53 which notes text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.
75	One of the routes shown on the network is already built connecting Newhouse to Salsburgh.	Route corridor Holytown to Shotts has been classified as existing infrastructure along the B7066 between Newhouse and Salsburgh in the updated RATN.
76	Questions rationale behind 'existing and committed' routes and uses example of Coatbridge > Bargeddie > Viewpark. States that although it is national cycle network, it wouldn't meet North Lanarkshire's standards for active travel routes unless it was upgraded. Concerned that network shows existing or committed routes that are not up to standard.	The Regional ATS recognises the diversity of provisions in the region's existing active travel network and places a focus on upgrading existing active travel infrastructure. Examples of this include Policy 1b: Enhance Current Active Travel Infrastructure to Minimum Standards and Policy 1f: Ensure all Active Travel Routes are Inclusive and Accessible, which are in place to underpin the prioritisation and funding of upgrades to existing infrastructure. Policies 1b and 1f are outlined for implementation in the short-medium term (over the next three to ten years). SPT will work with its constituent councils, Sustrans and other stakeholders to deliver upgrades to existing active travel infrastructure and will continue to consult with all constituent localities to ensure the RATN accounts for all strategic priorities and infrastructure, as per the Regional ATS Action Plan: 2024/25 – 2026/27.
77	Design standards - North Lanarkshire do have own design standards that are part of ATS but are based on Cycling by Design.	The Regional Design Standards bring together existing guidance, including Inclusive Mobility (Department for Transport, 2021) and Cycling by Design (Transport Scotland, 2021), to establish a unified

| | | approach to active travel infrastructure design, both for new infrastructure and for the upgrade of current, existing infrastructure.

SPT recognises that constituent authorities may have developed their own design standards and that the principles of Cycling by Design are likely to be included. It is recommended that the specific requirements of each scheme are assessed to determine the appropriate standards and achieve the highest level of service possible on a case-by-case basis. |
|---|---|---|
| **Renfrewshire** | | |
| 78 | This section of SPT's regional ATN does not align with the council's aspirational route connecting from Greenock Road to Bishopton via Erskine Bridge. The detail of the Council aspirational route is attached. In the attachment, blue line represents Council's aspirational route going through Erskine Bridge from Greenock Road existing cycle route and ending at Bishopton town centre. The yellow highlighted section of the SPT proposed ATN need to be changed to align with Council's active travel aspiration. | Route corridors Old Kilpatrick to Erskine and Erskine to Glasgow Airport have been amended to follow the Council's aspirations in the updated RATN. |
| 79 | We are currently developing our local transport strategy and looking to align our active travel routes with that. | SPT will consider the updated LTS to ensure the Regional ATS and RATN continue to meet the Council's high-level aims and objectives, and those of the Renfrewshire community.

The RATN will be updated periodically to ensure that any future developments are accurately incorporated as new information becomes available. |
80	This delineated route does not match with Renfrewshire Council's aspirational route from Paisley to Barrhead. The aspirational Paisley to Barrhead route follows NCN at Barrhead Road via disused railway track parallel to Grahamston Road, where it connects with cross boundary point of East Renfrewshire Council. In the attachment the blue line represents Renfrewshire Council's aspirational route from Paisley to Barrhead. The dashed red line represents the route as per draft SPT Regional ATN**.**	Route corridor Paisley to Barrhead has been amended to follow the disused railway track in the updated RATN.
81	This route is not an existing or committed active travel route. This Existing & Committed line need to be removed from the SPT Draft Regional ATN map**.**	The delineated routes between High Street and George Street have been removed from the updated RATN.
82	There is an existing cycle route across New Sneddon St as indicated as blue line in the attached map. This existing cycle route is missing in the draft SPT ATN map. Also, Renfrewshire Council does not have any aspirational route across the A726 as highlighted in yellow in the attached map.	Route corridor 'Glasgow Airport Link' has been amended to follow New Sneddon Street in the updated RATN.
83	This section of Proposed Regional ATN does not align with Council's aspiration. The detail of the Council's aspirational route is attached. In the attached map, Blue line represents council's aspiration. The yellow highlighted section of SPT regional ATN need to be removed.	The RATN aims to address the plans and priorities of SPT's constituent councils and builds upon the work undertaken by local authority partners and Third Sector Delivery Partners.

Text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes and will be subject to further studies, as follows:

'It must be noted that the final network provides an indication of possible routes for active travel.

It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only.

The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan.

Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.' |
| 84 | This proposed route across Sanderling Road and White Cart Road does not align with the Council's aspiration. This section needs to be removed. | A section of the route corridor 'Glasgow Airport Link', between Sanderling Road and White Cart Road, has been removed from the updated RATN. |

85	There is a recently built existing Paisley to Renfrew cycle route and this SPT proposed ATN does not align with the existing cycle infrastructure of the Council. The SPT proposed ATN need to be aligned with Council's existing Paisley to Renfrew Cycle route. The existing route has been given in the attached Map where blue line represents the existing cycle route from Paisley to Renfrew. In the attached map, yellow highlighted section of SPT Regional ATN need to be changed and aligned with blue delineated line.	Route corridor 'Glasgow Airport Link' has been amended to reflect the existing route through Knockhill Park and adjacent residential area in the updated RATN.
86	Renfrewshire Council aspire to connect existing cycle route at Inchinnan Road and Abbotsinch Road via recently built cycle infrastructure at Netherton Avenue. The blue line in the attachment shows the cycle infrastructure in Netherton Avenue connecting existing cycle routed at Inchinnan Road (Northward) and Abbotstinch Road (southward).	Route corridor Glasgow Airport to Renfrew has been amended to reflect the existing cycle infrastructure on Netherton Avenue in the updated RATN.
87	This section of the ATN needs to be changed as per attached map. In the attached map, the blue line represents an aspirational route connecting the Airport link route to existing cycle route at Greenock Road. The yellow highlighted SPT Regional ATN section need to be removed.	Route corridors Erskine to Glasgow Airport and Bishopton to Glasgow Airport have been amended to reflect the Council's aspirational network on Inchinnan Drive and Greenock Road in the updated RATN.
88	The Council's aspirational cross boundary cycle route follows the path across Finlaystone Country Park as per attached map. In the map blue line represent aspirational route. The yellow highlighted SPT regional route need to be changed as per council's aspiration.	Route corridor Port Glasgow to Bishopton has been amended to route through Finlaystone Country Park in the updated RATN.
89	The Council's proposed route connecting Houston from NCN is from Bridge of Weir. The blue line in the attached map shows the proposed active travel route. The yellow highlighted line shows the SPT Regional connectivity link to Houston which is not a preferred route to connect Houston from NCN.	Route corridor Bridge of Weir to Houston has been amended in the updated RATN.
90	The Council's aspiration to connect Linwood from NCN is shown as blue line which further connect ON-X Linwood Leisure Centre. The yellow highlighted line as per draft SPT active travel route is not recommended by council.	The RATN currently connects Linwood as a locality and it is envisioned that the RATN will connect to the local network, as per Renfrewshire's Cycling Strategy 2016-2025, to facilitate uninterrupted connections to local routes and centres, such as the ON-X Leisure Centre. Route corridor Linwood to Johnstone currently follows the A671 road corridor and Clippens Road, providing only an indication of a possible route between these localities. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN and delivery phasing accounts for all strategic priorities and infrastructure.
91	Draft SPT Regional active travel corridor does not have any route connecting from Linwood to Bishopton. Although, an origin destination corridor is there in the strategy.	A route corridor connecting Linwood and Bishopton has been added to the updated RATN.
92	This route is not an aspiration of the Council. The Council recommends the existing Clyde riverside coastal route as shown in blue line in the attachment. The section of the draft SPT ATN route highlighted as yellow is not recommended by the Council. The Council's aspirational route (blue line) connects Braehead with Renfrew, Renfrew-Yoker bridge and Inchinnan Road.	Route corridors Clydebank to Renfrew and Braehead to Renfrew have been amended in the updated RATN to follow the River Clyde, and to provide additional connections along the A741 and to the forthcoming Renfrew-Yoker crossing.
93	In the SPT Regional ATN, there is no aspirational or regional active travel network from Johnstone to Neilston, whereas in the strategy Johnstone and Neilston is a Primary and secondary locality respectively and there is an origin-destination corridor.	A route corridor connecting Johnstone and Neilston has been added to the updated RATN.
94	Could there be a direct connection from paisley to Hurlet? The council has aspirational paisley to Barrhead NCN route which could further connect to Hurlet as a regional route.	Route corridor Paisley to Pollok has been amended to follow the A726 road corridor and connect Hurlet in the updated RATN.

95	Council's top priority route and interested to discuss with Glasgow City Council regarding the cross boundary active travel connectivity. Route along A761 Glasgow Road.	Route corridor Paisley to Cardonald/ Halfway follows the A761 road corridor to connect with Glasgow City Council and this route has been allocated as a Phase 1 route in the updated Infrastructure Delivery Plan.
96	Existing National Cycle route is missing in draft SPT map which further connect Glasgow towards east. Under construction	An existing section of NCN7 between Blackhall and Govan has been added to the updated RATN.
South Ayrshire		
97	South Ayrshire Council and ARA were not available to participate in this consultation exercise.	The South Ayrshire Active Travel Strategy was reviewed, and the aspirational active travel network was reflected in the RATN where appropriate in the regional context. The updated RATN includes the following route corridors: • Maybole to Ayr • Girvan to Maybole • Dalmellington to University Hospital Ayr • Cumnock to Ayr • Ayr to Prestwick • Cumnock to Galston • Girvan to Stranraer • Prestwick to Kilmarnock • Dalmellington to Ayr • University Hospital Ayr to Ayr • Prestwick to Troon • Irvine to Troon.
South Lanarkshire		
98	South Lanarkshire's desire is that the core routes (developed in AT studies by SLC/ Systra) should be used to form routes in SPTs AT strategy.	Active travel routes from the following studies undertaken in South Lanarkshire were reviewed and digitised for input to the RATN: • Carluke Active Travel Network Plan • Lanark Active Travel Network Plan • Hamilton Active Travel Network Plan • East Kilbride Active Travel Network Plan • Rutherglen and Cambuslang Active Travel Network Plan • Strathaven, Stonehouse and the surrounding villages Active Travel Feasibility Study • Larkhall Active Travel Feasibility Study • Bothwell, Blantyre and Uddingston Active Travel Feasibility Study • Clydesdale Active Travel Study Routes and route sections which connect identified localities and which improve regional connectivity were incorporated into the RATN. The updated RATN includes the following route corridors: • Stonehouse to Larkhall • Strathaven to Stonehouse • Larkhall to Hamilton • East Kilbride to Cambuslang • Eaglesham to University Hospital Hairmyres • Carluke to Wishaw • Abington to Biggar • Bothwell to Motherwell.
99	Why have some hospitals been included as secondary localities but others have not?	The approach to the inclusion of hospitals as localities connected by the RATN has been revised. Across the NHS Greater Glasgow and Clyde and Lanarkshire Health Board areas, all main hospitals have been added to the network as Secondary Localities. In the NHS Lanarkshire area, these hospitals are University Hospital Hairmyres, University Hospital Wishaw and University Hospital Monklands.
100	Fundamental issue with the corridors that have been identified as part of the network, some are on A-class road network with many constraints. Would be worried if map was presented in	Text has been added to the strategy document to make clear that route corridors featured in the RATN provide only an indication of possible routes and will be subject to further studies, as follows:

	current form. Suggestion to present connections as straight-line connections from origin to destination.	'It must be noted that the final network provides an indication of possible routes for active travel. It should be consulted as a high-level overview of the region's strategic corridors, to inform network development only. The identified corridors are subject to further assessment. Routing and design details are to be determined in subsequent studies undertaken by relevant stakeholders, as identified in the Delivery Plan. Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.'
West Dunbartonshire		
101	I know some of the priority locations had been missed - as discussed at the meeting - and I just wanted to make sure that the Golden Jubilee & Vale of Leven Hospitals had been picked up on, as well as Lomond Shores in Balloch. These are three key destinations in our authority.	The approach to the inclusion of hospitals as localities connected by the RATN has been revised. Across the NHS Greater Glasgow and Clyde and Lanarkshire Health Board areas, all main hospitals have been added to the network as Secondary Localities. This includes Vale of Leven District General Hospital and the Golden Jubilee University National Hospital. Balloch is recognised as a locality in the RATN and it is envisioned that the RATN will connect to the local network, to facilitate uninterrupted connections to local centres, such as Lomond Shores.
102	We have some concerns that the priorities of routes that have been identified do not reflect our priorities. We are currently writing our own Active Travel Strategy, which is due to be published this year, in which identifies its own priority routes and networks. These have been identified through our work with local residents and stakeholders and are ones that we feel may be possible to develop with our manpower and budget. It would be good if the routes we have identified are represented within your document, so that we are all working off the same page - rather than new ones being identified that we may not have looked at, confusing the reader as to what actually our priorities are.	Details of West Dunbartonshire's aspirational active travel network, as per the developing Active Travel Strategy, were received later in the consultation period and were reviewed and digitised for input to the RATN. Routes and route sections which connect identified localities and which improve regional connectivity were adjusted and added to the RATN. Updates to routes within West Dunbartonshire can be seen regarding the following route corridors: • Old Kilpatrick to Duntocher and Hardgate • Duntocher and Hardgate to Drumpchapel • Balloch to Drymen • Clydebank to Old Kilpatrick • Balloch to Dumbarton • Helensburgh Waterfront to Dumbarton • Dumbarton to Old Kilpatrick.
103	Route CRR - Tarbet to Crianlarich Medium Priority Route out of Balloch: This is extremely difficult for us as the majority of the route falls externally out with our control. There have been discussions held regarding this in the past, but due to the amount of funding it would require nobody would be able to commit to delivering this and the ownership of the land/road.	This route corridor has been retained as it has been recognised as important for regionally connectivity, especially between West Dunbartonshire and Argyll and Bute. It also provides a link from Balloch to Luss, and to other settlements along the west side of Loch Lomond. SPT acknowledges the feasibility work that has been undertaken in relation to this route corridor and the development of the RATN will build upon the work undertaken by Local Authority partners and Third Sector Delivery Partners. SPT will take the lead in facilitation when multiple stakeholder working is required. At this stage, it should also be noted that the RATN provides only an indication of possible routes and will be subject to further studies.
104	Route Q - Balloch to Glasgow Top/High Priority Route in Alexandria: On your map it indicates there is a break in the NCN7 line however, this is not correct, as this runs directly along the river connecting Leven Street to the route via a pass under Bridge Street. However, there is an opportunity to look at connecting this area to Alexandria Town Centre/Station but is not deemed as a high priority at the moment due to the link the NCN7 provides.	The original Balloch to Glasgow route corridor has been updated following receipt of West Dunbartonshire's aspirational active travel network, as per the developing Active Travel Strategy. This route corridor now follows an alignment as per the Council's aspirations and includes the following route sections: Balloch – Dumbarton, Dumbarton - Old Kilpatrick and Old Kilpatrick – Clydebank.
105	Route R - Helensburgh to Dumbarton Top Priority Route from Dumbarton to Cardross: There is a shared cycle route from Dumbarton to the authority border at Argyll and Bute from our end. Possibility to better connect	Route corridor Helensburgh to Dumbarton has been amended in the updated RATN to follow the A814 Cardross Road corridor, as per West Dunbartonshire's Aspirational Network

	Woodyard Road but again not a high priority and dependent on funding available to us.	
106	Route 80 - Old Kilpatrick to Duntocher and Hardgate A82: This route is Amey and subject to being very narrow. There are possibilities for AT here but not as a Medium Priority due to the funding requirements.	SPT acknowledges the feasibility work that has been undertaken in relation to this route corridor and the development of the RATN will build upon the work undertaken by Local Authority partners and Third Sector Delivery Partners. The Regional ATS Action Plan: 2024/25 – 2026/27 outlines an action to update the Regional Active Travel Network Concept Map to reflect changes to routes and priorities. SPT will consult with all constituent localities to ensure the RATN and delivery phasing accounts for all strategic priorities and infrastructure. The updated Regional ATS and accompanying Infrastructure Delivery Plan removes terms such as "priority" and "prioritisation". To inform the Infrastructure Delivery Plan, a route opportunity assessment was undertaken and routes are now assigned a phase, as follows: • Phase 1: short-term delivery • Phase 2: mid-term delivery • Phase 3: mid-term to long-term delivery. The language around proposed route corridors has also been updated and the network comprises of a series of strategic corridors classified as 'Core Routes', 'Supporting Routes' and 'Cross Region Routes'.

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