

Regional Active Travel Strategy & Delivery Plan – draft for consultation

Date of meeting 28 June 2024

Date of report 6 June 2024

Report by Head of Policy & Planning

1. Object of report

The object of this report is to:

- Update the Partnership on the development of the SPT Regional Active Travel Strategy and Delivery Plan (ATS); and
- Recommend approval of the ATS attached at Appendix 1 for public consultation.

2. Background to report

“A Call to Action: The Regional Transport Strategy (RTS) for the west of Scotland 2023-2038” identified promoting active travel and modal shift from private car use to more sustainable methods of travel as key ways of achieving the vision of the RTS, and addressing issues facing the region's transport system. In support of this, the ATS has been developed, seeking to alleviate key issues such as car dependency, reduce transport-related carbon emissions and to improve health and wellbeing by setting out an ambitious approach to active travel across the region.

Members will recall previous reports relevant to and regarding the development of the ATS, including the initial report to the Strategy & Programmes Committee in February 2023¹ commencing the preparation of the ATS, and a project update to the same committee in September 2023².

The draft ATS for consultation is attached at Appendix 1 and the following sections of this report provide a summary of its content.

3. Outline of proposals

3.1 Rationale

The SPT region exhibits a range of transport related challenges, and in the RTS these were grouped into five key issues to be addressed:

- Transport Emissions
- Access for All
- Regional Connectivity

¹ https://www.spt.co.uk/media/d0kdpw40/sp170223_agenda10.pdf

² https://www.spt.co.uk/media/42gjxbqp/sp080923_agenda10.pdf

- Active Living
- Public Transport Quality and Integration

The dominance of road transport and car use underpins many of these issues, with private car/van being by far the most used mode of transport across the region for commuting, personal and freight trips.

With the region being such a diverse area, there are significant disparities in factors which affect transport choice, including geographical and socio-economic factors, and the domination of the private car on the transport network, leading to inequalities for residents who do not have access to a car, limiting opportunities for employment and education, as well as access to essential services. This also means some residents across the region suffer from 'forced' car ownership whereby they are reliant on owning a car to access amenities necessary to live and work due to lack of available public transport. This car dependence has a more significant impact in areas of higher deprivation as the cost of car ownership and use can be more of a burden on household budgets than other households. Active travel can aid in this inequality of access to transport, providing an affordable and accessible form of transport for all.

3.2 Strategy and Network Development

The draft ATS has been developed in close collaboration with SPT's councils, and has taken account of public and stakeholder views through workshops and engagement meetings. It is also supported by a suite of evidence drawn from policy documents and data analysis.

Strategy development has been undertaken consistent with Scottish Transport Appraisal Guidance (STAG) and with Transport Scotland's (TS) Active Travel Strategy Guidance³ published in February 2023, which was produced by TS in collaboration with key industry delivery partners to provide advice on the development of active travel strategies, providing the national policy context for active travel.

The initial stage of the ATS was the development of a 'Case for Change', based on engagement with the public and key stakeholders, and an extensive review of current policy, plans and frameworks as well as a detailed analysis of pre-existing data across the region. Key transport problems and opportunities relating to active travel were identified, objectives set, and a long-term vision for active travel in the region was developed. The problems and opportunities identified within the Case for Change informed the actions and interventions later developed in the delivery plan for the ATS and aligned with four key themes:

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

Following the Case for Change, an Options Appraisal was undertaken to assess the active travel interventions identified and define the content of the draft ATS and its Regional Active Travel Network and Delivery Plan. SPT will lead or support partners with the interventions in the Delivery Plan and ensure a strong focus on an integrated, complementary package of measures that will collectively incentivise modal shift to more sustainable modes of transport.

The ATS and Delivery Plan will help guide and co-ordinate strategic, cross-boundary active travel infrastructure projects and investments in the region, providing active travel delivery partners and funders with an improved understanding of the region's level of ambition and investment requirements, priorities, and timescales for achieving a step

³ <https://www.transport.gov.scot/media/52980/active-travel-strategy-guidance-2023.pdf>

change in active travel provision and quality. Having an agreed regional plan for active travel will support future planning including, for example, the People and Place Programme 2024/2025 funded by TS and developed and delivered by SPT in partnership with councils, third-sector partners and others.

The draft Regional Active Travel Network has been developed building on a concept network previously developed by SPT, councils, ClydePlan, Sustrans and the Glasgow and Clyde Valley Green Network. The network consists of pre-existing established routes, planned and proposed routes, and previously unidentified gaps where infrastructure is required to deliver a well-connected, continuous network across the region.

A route hierarchy has been established which outlines priority for delivery, classifying the routes into short, medium, and long-term delivery categories. The route hierarchy has considered infrastructure delivery plans already committed within each council area as well as gaps identified to ensure routes are delivered in a manner which results in a coherent, well-connected network of strategic corridors. Each route has been individually outlined, providing details on the delivery partners, estimated costs and timescales, as well as the standard of the route to provide a co-ordinated overarching approach to network delivery.

To complement this, the ATS also details a minimum standards hierarchy for active travel infrastructure in the region. This has been developed utilising already existing policy and guidance for walking, wheeling, and cycling infrastructure to seek to facilitate consistent standards on cross-boundary, strategic routes across the region. This will ensure the network is easily understandable and recognisable, creating a safer user environment and encouraging confident utilisation.

A Monitoring and Evaluation Plan has been included within the draft ATS. This has been developed utilising information from the RTS Monitoring and Evaluation Plan which is currently under development. This will align directly with RTS monitoring, ensuring the ATS is working directly to deliver the desired outcomes of the RTS.

3.3 Next Steps

The consultation period on the draft ATS will be for six weeks over the period July – August 2024 and, prior to that, officers will further refine the text and presentation of the draft ATS. Further details on how both public and stakeholders can participate in the consultation will be made available on SPT's website and advertised and communicated with key stakeholders prior to commencement. The draft ATS and associated documentation will be made available on SPT's website for the start of the consultation period. The results of the consultation and its impact upon the ATS will be reported to the Partnership later in 2024. Following that, the final ATS will be developed and presented to the Partnership for approval early in 2025.

4. Partnership action

The Partnership is recommended to:

- Note the content of this report; and
- Approve the draft ATS attached at Appendix 1 for public consultation.

5. Consequences

Policy consequences

Delivering active travel investment across the region in line with RTS policies will help to achieve the RTS vision and SPT's commitment to delivering sustainable and low carbon transport.

Legal consequences	<i>None at present.</i>
Financial consequences	<i>Delivery of both infrastructure and non-infrastructure actions developed through the strategy will be dependent on funding availability.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Active travel (walking, wheeling and cycling) is an accessible, low-cost mode of transport for everyday journeys, facilitating access to essential services, such as healthcare, education and places of employment for all. The strategy has undergone an Equality Impact Assessment.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>Delivery of the ATS will contribute to reducing transport related emissions through encouraging modal shift from private car use to more sustainable modes of transport like active travel. The strategy also aligns with SPT's Climate Change Strategy and Net-Zero Action Plan, contributing to SPT's wider efforts to reduce emissions.</i>

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

65210782-SWE-XX-XX-T-TP-0003



Change List

Ver	Date	Description of the change	Reviewed	Approved by
A	10/05/2024	Draft Issue	MB	LM
B	28/05/2024	Updated Draft	MB	LM
C	04/06/2024	Final Draft Issue	MB	CC

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Appendix A: Action Plan

Appendix B: Technical Appendix

1 Introduction

1.1 About SPT

Strathclyde Partnership for Transport (SPT) is the statutory Regional Transport Partnership (RTP) for the west of Scotland. Regional Transport Partnerships were established by the Transport (Scotland) Act 2005 to bring together local authorities and other key regional stakeholders to strengthen the planning and delivery of regional transport. SPT is the largest of Scotland's seven RTPs and is a 'Model 3' RTP, with powers in the planning, operation and delivery of transport services, infrastructure and projects.

SPT's constituent local authorities include East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire and West Dunbartonshire local authorities and the Helensburgh & Lomond ward in Argyll and Bute.

SPT provides a range of transport services including:

- Managing, owning and operating the Subway and six regional bus stations;
- Managing socially necessary bus services, including the demand responsive transport services MyBus/ MyBus Rural;
- Managing and maintaining bus stop and shelter infrastructure and arranging school transport on behalf of councils;
- Providing travel information, including the bus Real-Time Passenger Information system;
- Providing the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of councils and administering the multi-modal ZoneCard ticket on behalf of participating transport operators; and
- Smartcard ticketing, through our joint venture, Nevis Technologies Limited, the major supplier of commercial smart ticketing in Scotland.

SPT also invests in a large number of projects across all local authority areas to deliver high-quality public transport and active travel infrastructure. Such projects have been funded through SPT's Capital Programme (previously Capital Plan) and fall in line with the Regional Transport Strategy. In doing so, these projects support the delivery of a regional sustainable transport network, reduce private car dependency and support healthier and greener travel choices for people living in the west of Scotland.

Historically, SPT's Capital Programme has assisted council partners to develop and improve national and local active travel networks, helping to create safe and accessible routes for walking, wheeling and cycling throughout the SPT area. In the years preceding this document, SPT's active travel investment increased markedly from 14% of SPT total capital spend in 2018/19 to over 35% in 2023/24.

SPT's Partnership Board comprises 20 Councillor members representing the 12 constituent local authorities and between seven and nine appointed members. In addition to our partner councils, SPT works with Transport Scotland, public transport operators, Sustrans, Network Rail, ClydePlan, NHS and many others. SPT is also a statutory Key Agency in Development Planning and statutory participant in Community Planning.

1.2 About the Regional Transport Strategy

SPT has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS).

In 2023, SPT published the Regional Transport Strategy (RTS) which sets the long-term direction for transport in the region. The RTS, entitled ‘A Call to Action: The Regional Transport Strategy for the west of Scotland (2023 – 2038)’, outlines the following vision to define the future transport system for the people, communities and businesses of the west of Scotland:

“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 RTS Vision is supported by 3 Priorities, which summarise the wider environmental, societal and economic goals for the region that the RTS will help to deliver. The priorities are:

A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.

Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.

Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

The RTS was approved by SPT Partnership in March 2023 and approved as a statutory document by Scottish Ministers in July 2023.

1.3 The Regional Transport Strategy Targets

The RTS Targets set out the transformational change in travel behaviours that are required to achieve the RTS Vision and provide the key basis for evaluating progress of the RTS over time. The RTS aligns with two national climate change targets for reducing transport carbon emissions and car kilometres. The RTS also sets out a third target for modal shift from private car travel to more sustainable ways of travelling, including using public transport or walking, wheeling and cycling.

The Targets are a complementary set and achieving them requires the RTS to be delivered as an integrated set of Policies. This approach ensures that efforts to meet overall climate change targets are not highly focused on single solutions.

The Targets are:

T1: By 2030, car kilometres in the region will be reduced by at least 20%.

T2: By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.

T3: By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

1.4 The Need for a Regional Active Travel Strategy

The Regional Active Travel Strategy (Regional ATS) is part of SPT's coordinated approach to achieve the Regional Transport Strategy.

The Regional ATS sets out a strategic approach to plan active travel infrastructure and behavioural interventions to deliver the step-change in active travel, specified by the RTS, to achieve a significant modal shift from the private car to more sustainable modes of transport.

Specifically, delivery of improved active travel achieves the five policies under the RTS theme 'Enabling Active Travel':



- **Policy 13**
Development of a Regional Active Travel Network
- **Policy 14**
Accelerated Delivery of Walking, Wheeling and Cycling Infrastructure Facilities
- **Policy 15**
Access to Bikes
- **Policy 16**
Integration of Walking, Wheeling and Cycling with Other Sustainable Transport Modes
- **Policy 17**
Integration of Micromobility and Walking, Wheeling and Cycling.

Active travel also makes an essential contribution to the RTS policy themes 'Accessing & Using Transport', 'Increasing Resilience and Adapting to Climate Change', 'Moving Goods more Sustainably', and 'Connecting Places', amongst others and is linked to the following policies:

- | | |
|---|--|
| • Policy 8
Road Space Reallocation | • Policy 11
Behaviour Change |
| • Policy 12
Shared Transport and Shared Journeys | • Policy 28
Interchanges and Sustainable Mobility Hubs |
| • Policy 29
Road Safety and Vulnerable Road Users | • Policy 30
Safe Speeds |

The Regional ATS is intended to provide an effective tool to support decision-makers, help secure resources and provide the basis for funding applications to accelerate the delivery of new active travel infrastructure; maintain and improve existing infrastructure; support the development of schemes to increase equal access to bikes; and improve bike maintenance skills and cycle training across the region.

The constituent local authorities also produce and implement Active Travel Strategies. Local Active Travel Strategies allow authorities to detail how they will deliver on national objectives at a local level and how active travel relates to, and delivers on, a Council's high-level aims and strategies; those of the local Health & Social Care Partnership; and those of the community.

The Regional ATS, meanwhile, brings together these strategies and plans, and builds on work carried out to-date with SPT's partners, in order to facilitate cross boundary schemes, establish regional standards and enable greater joint working. The Regional ATS considers strategic routes that span the region and seeks to remove any 'false' boundaries and barriers a user may experience when crossing between local authority areas. It sets out how the people and places of the west of Scotland will be better connected by active travel and provides a strong justification for active travel interventions by delivering benefits across the region.

To date, with the exception of Argyll and Bute, all constituent local authorities have developed or are developing an Active Travel Strategy or Action Plan.

2 About the Regional Active Travel Strategy

2.1 Overview

The Regional ATS has been developed to set out a long-term vision for active travel in the west of Scotland.

The strategy aims to transform the way people travel around the Strathclyde Region through the provision of a well-connected, continuous cross-boundary active travel network and supporting measures that inform and empower people to travel actively.

The Regional Active Travel Network proposals build on the work carried out to-date with SPT's partners on the regional active travel concept network. The network will comprise of high quality active travel infrastructure which achieves more segregation from vehicular traffic and integration with existing and emerging public transport connections, places of study and work, and open greenspaces, such as playing fields and parks.

Critical to the success of the strategy is the comprehensive plan of behaviour change measures; these will provide practical tools and programmes for encouraging active travel journeys. This will include targeted support for areas with low active travel uptake.

The interventions prioritised by the Regional ATS are driven by an evidence-led approach and will be shaped by the views and priorities of communities across the west of Scotland. The Regional ATS sets out a strategic approach to plan infrastructure and behavioural interventions to support active travel in the region. Its delivery will be guided by an Infrastructure Delivery Plan and a Monitoring and Evaluation Plan, as included in this document.

What do we mean by active travel?

Active travel refers to journeys undertaken by people-powered modes, including walking, people using wheelchairs, and cycling (including e-bikes).

What are the benefits of active travel?

Active travel is the most reliable, efficient and healthy way to travel short distances for everyday journeys. Walking, wheeling and cycling have a wide range of benefits including improving health and wellbeing; being low cost ways of getting from A to B; and helping reach net-zero carbon goals. It's inclusive too – almost everyone has access to active travel in some form.

2.2 Why Active Travel?

Active travel refers to journeys undertaken by people-powered modes, including walking, people using wheelchairs (wheeling) and cycling (including e-bikes). It is a low-carbon way to get around and offers many benefits compared with other forms of transport.

National policy objectives focus on meeting climate change targets, moving to a more inclusive economy and reducing inequalities, improving quality of life through better health, and creating more prosperous, liveable communities. Active travel has an important role in delivering on these objectives and when people feel empowered to walk, wheel and cycle, instead of using the private car, we can work towards reducing inequalities by widening access to employment, education and services and narrowing health inequalities through increased physical activity levels, increased social connections and improvements in air quality.

Ensuring Strathclyde’s transport network contributes towards the delivery of national policies is essential, and that’s why the Vision, Objectives and Targets of this strategy align closely with them.

2.3 Development of the Strategy

The Regional ATS has been developed in line with the national Active Travel Strategy Guidance (Transport Scotland et al., February 2023). It is supported by a suite of evidence drawn from published policy documents, data acquisition as well as stakeholder and public consultation.

Development of the Strategy has followed the Scottish Transport Appraisal Guidance (STAG) approach. STAG is recognised as a best practice and objective-led approach to transport appraisal. It provides a consistent framework to identify and appraise transport (including active travel) interventions. This objective-led process is designed to provide investment decision-makers with the information they need in a clear, structured format.

A ‘Case for Change’, which constitutes the first phase of STAG, was prepared in early 2024 on the active travel network in the region. Along with engagement with the public and key stakeholders, this involved an extensive review of current policy, plans and frameworks as well as a detailed analysis of data from the region. Key transport problems and opportunities relating to active travel were identified, objectives were set, and a long-term vision for active travel in the region was developed.

Following the Case for Change, an Options Appraisal Report was prepared to appraise the active travel interventions and define the content of the Regional ATS and Infrastructure Delivery Plan.

Further information on how the Strategy was developed and the background reports can be found on SPT’s website [\[insert link\]](#).

3 The Regional Landscape

3.1 About the Region

The SPT area covers 7000 sq. km and is home to over two million people – more than two fifths of the Scottish population – who make approximately three-quarters of a million walking and cycling journeys, half a million public transport journeys and two-and-a-half million car journeys every day. The SPT region is diverse and includes the most densely populated city in Scotland as well as remote rural settlements. It has areas with the lowest car ownership rates in Scotland as well as areas with 2 or more cars for every household. It includes both the most deprived and least deprived council areas in Scotland.

3.2 The Challenges in Strathclyde

Strathclyde faces a range of transport challenges and in the development of the Regional Transport Strategy these were grouped into five key issues to be addressed: Transport Emissions, Access for All, Regional Connectivity, Active Living, and Public Transport Quality and Integration. The dominance of road transport and car use underpins many of these issues, and current transport infrastructure provision largely supports unsustainable travel patterns.

3.2.1 Car-based Travel

Driving a car/ van is the most popular means of travel across the SPT region for both personal travel and journeys to places of work and study. Meanwhile, levels of walking are lower in the SPT region in comparison to other Regional Transport Partnership (RTP) areas and the popularity of cycling as a means of travel in the SPT region is low, similar to other RTPs and in line with the national average.

A range of practical and emotional reasons are recognised to be behind car ownership and use, while some people own a car due to a lack of suitable transport alternatives. This is due to geographical proximity to destinations and low levels of accessibility, often in rural areas, where ‘forced car ownership’ is a concern. It is a particular worry for low-income households, who often own a vehicle despite financial difficulties. In the SPT region this is highlighted by figures which show that 61% of rural households located within the most income deprived areas own a car. It may also occur in households with a disabled person, where accessibility barriers prevent individuals from making journeys by public transport or active travel.

3.2.2 The Environment and Transport Emissions

Our changing climate increasingly presents challenges for regional connectivity, with a need to adapt transport infrastructure and services to the effects of extreme weather and heat as well as increased risks of flooding.

In 2021, road transport was responsible for 21% of all greenhouse gas emissions in Scotland¹ and there are currently 12 separate Air Quality Management Areas (AQMAs) enforced in the SPT region². Environmental baseline data also shows that transportation is the biggest source of unwanted noise in Scotland, with the noise created from the engines of motor vehicles whilst moving and sitting idle.

¹ Transport Scotland (2023) Scottish Transport Statistics 2023, available at <https://www.transport.gov.scot/publication/scottish-transport-statistics-2023/chapter-13-environment/>

² The Scottish Government (2024) Scotland’s Environment, Air Quality Management Areas, available at <https://www.scottishairquality.scot/laqm/aqma>

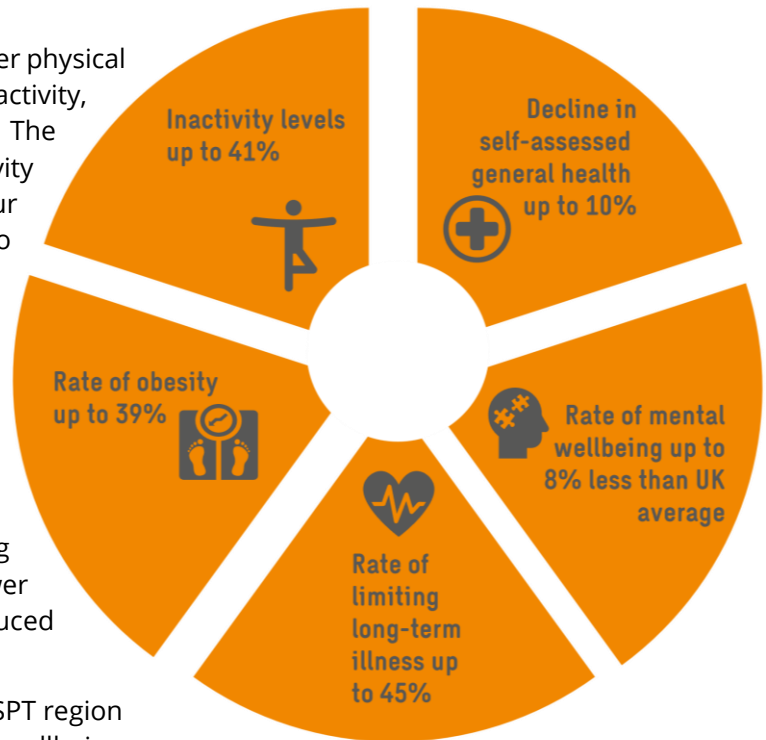
Air and noise pollution have knock-on effects to the health of local people and can have a disproportionate impact on more vulnerable population groups and urban communities.

3.2.3 Health and Wellbeing

Increased levels of car use are linked to lower physical activity rates as driving a car is a sedentary activity, and this has impacts on our health. The percentage of adults meeting physical activity guidelines is lower in three out of the four health boards in Strathclyde compared to the Scottish average. Some groups are more at risk of being inactive: those with a disability and/or long-standing poor health; older age groups; women and teenagers.

Incorporating walking, wheeling and cycling into everyday routines delivers substantial benefits for individual wellbeing and public health outcomes, including lower levels of disease and premature death, reduced stress and better mental health.

The latest figures for general health in the SPT region suggest a downtrend and wider health and wellbeing indicators raise concern. In some of the region’s local authority areas rates of obesity are up to 39%, while the proportion of residents affected by long-term illnesses is up to 45%³.



3.2.4 Social Inclusion

Experiencing social isolation or loneliness has serious impacts on mental and physical health and wellbeing. Social isolation refers to the ‘quality and quantity of the social relationships a person has at individual, group, community and societal levels’ and can be influenced by individual circumstances as well as psychological and cultural factors. There is no typical profile for those experiencing social isolation or loneliness, but risks include socioeconomic disadvantage, poor physical or mental health and living alone – all of which are existing challenges or characteristics for the SPT region.

3.2.5 Poverty, Deprivation, and Inequality

The SPT region has large challenges around poverty, deprivation and inequality. Overall, 15% of the regional population is income deprived, compared to 10% in the rest of Scotland, and nearly two-thirds of the most income deprived areas in Scotland are located in the SPT region⁴. The rate of child poverty is also higher in the SPT region than in Scotland as a whole, although there are large variations within the region. There are also inequalities in key labour market indicators including rates of employment & underemployment.

³ Scottish Government (2023) The Scottish Health Survey 2022

⁴ Scottish Government (2020) Scottish Index of Multiple Deprivation

3.3 Summary

The SPT region is home to over two million people who live in settings ranging from Scotland's most densely populated city to remote rural settlements. A wide range of challenges face the region including, but not limited to, poverty, deprivation, and inequality; social inclusion; health and wellbeing; the environment and climate change. Transport contributes to each of these challenges in some way and the RTS categorised the specific transport challenges into five key issues: 'transport emissions', 'access for all', 'regional connectivity', 'active living', and 'public transport quality and integration'.

The dominance of car use contributes to these challenges, and the existing transport infrastructure supports the car over modes such as active travel. Incorporating active travel modes like walking, wheeling and cycling can have substantial benefits for individual well-being and public health outcomes. It is recognised, however, that there are barriers to overcome in reducing car use such as geographical proximity, low accessibility, and lack of suitable alternatives that can particularly effect low-income households and households with disabled individuals.

4 Active Travel in Strathclyde Today

4.1 The Transport Baseline and Trends

There are significant disparities in the transport baseline across Strathclyde, where factors including geography and socioeconomic status influence how people travel every day. The car-based transport network has led to inequalities for residents who do not have access to a car and there is limited infrastructure and support to enable easy, safe, and low-cost walking, wheeling and cycling journeys.

Many journeys within the region are short trips, of less than 5km, yet a large proportion of people are currently making these journeys by car. These shorter trips present an opportunity to encourage people to switch to active travel, as the shorter distance makes walking, wheeling, and cycling more achievable for a greater range of abilities. In some cases, even the shorter trips in the region can cross different local authority areas where further challenges arise in the lack of integrated, consistent routes and infrastructure.

The number of people who walk, wheel and cycle varies across the different local authority areas, as there is a real mix of urban and rural environments in the region. The highest proportion of active travel is seen in the more urban areas, such as Glasgow, where the proximity of housing, schools, workplaces, key services, and amenities is typically closer to home.

Overall, walking has increased in popularity as both a form of transport and a leisure activity. In the period 2016 – 2022, the percentage of people walking more than one day a week for transport increased from 66.6% to 68% while for leisure this increased more significantly from 56.8% to 70%. Cycling, however, is a much less popular mode of transport across the region and commuting by bike increased from 0.8% of travel to work journeys in 2017 to 1% in 2022⁵.

There are recognised barriers to cycling in the region, not least inequalities in access to bikes. Statistics show that 62% of households do not have access to a bike for private use⁶ meaning a significant number of people are unable to use cycling as a mode of transport, unless via bike hire schemes. A trend between access to bikes and levels of deprivation is apparent and support for deprived communities to access cycles is a fundamental action of the Regional ATS.

Significant cross-boundary commuting happens within the region where, for example and pre-covid, approximately one in every three people commuting to work in the region were travelling to Glasgow. Over 42% of employee jobs are located in Glasgow, while nearly 2 in every 10 people in the region live in small towns, rural or remote places. Better integration between active travel and the public transport network has an important role to play in facilitating these longer distance, strategic trips.

⁵ Transport Scotland (2023) Transport and Travel in Scotland 2016, 2017, 2022

⁶ Scottish Government (2022) Scottish Household Survey 2021, Table LA8

4.2 Provision for Walking, Wheeling and Cycling

The RTS identified on-going challenges for active travel including:

- Lack of a comprehensive cycling network with fully segregated infrastructure and challenges in delivering this infrastructure
- Maintenance of existing infrastructure including pavements
- Inequalities in access to bikes
- Cars parked on pavements blocking access to people who are walking and wheeling
- Safety problems for vulnerable road users

For walking, the region’s local road network generally provides footways, but their width and quality are highly variable. The walking experience is mixed across the region and often urban streets are noisy, congested and unpleasant for walking. This often makes the overall feel of our streets unwelcoming and there is an opportunity to deliver better and more pleasant street environments where everyone feels welcome, safe and relaxed. Rural roads, meanwhile, may feel less safe and harder to cross, and pedestrians represent one of the most-impacted road user groups and were involved in 20% of all road casualties in the region⁷.

The SPT region has a good existing core path network, however it is apparent that its coverage is lacking in some local authority areas, particularly in the more rural parts of the region. Some of the core paths end abruptly or are unconnected to other routes.

For cycling, Scottish Government active travel funding streams and work undertaken by constituent local authorities and Third Sector Delivery Partners has seen the delivery of quality active travel infrastructure at the local level, but there is a need for increased connectivity on the regional level and continuity in infrastructure provision.

The National Cycle Network (NCN) traverses the region, however there are 15 urban areas that remain unconnected by the NCN, and the network is distinctly sparser in rural areas. This means users must travel further to reach a dedicated active travel route. Furthermore, just over 34% of the NCN in the SPT region is on-road⁸, meaning cyclists must share road space with vehicles and this is likely to create an unpleasant environment for cyclists and deter some people from cycling on the network.

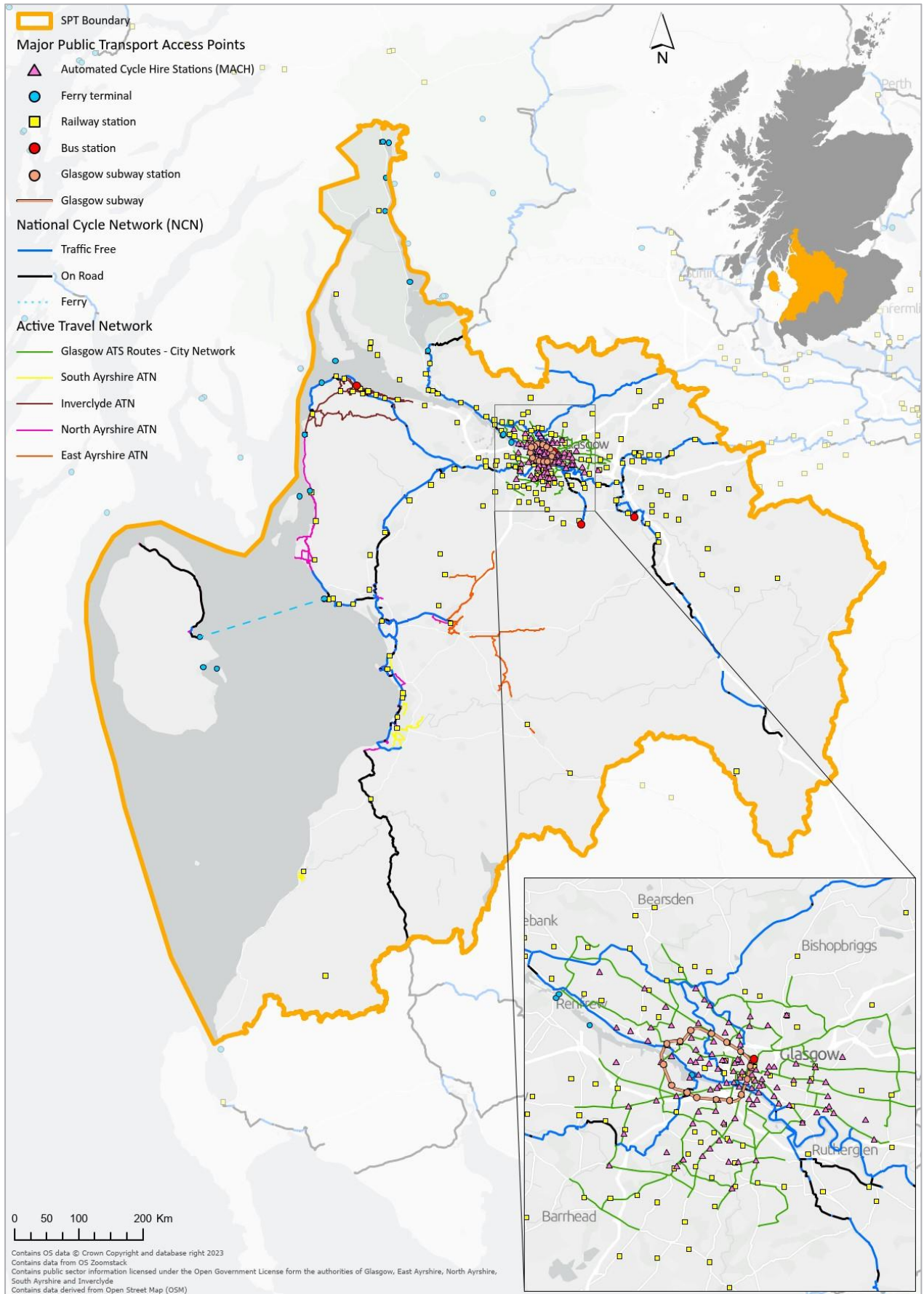
Bike sharing and subscription schemes have opened in the region giving people more flexible access to active travel, however these services only cover certain areas and people on low incomes may not find services affordable.

The region’s existing network of active travel infrastructure, including the National Cycle Network (NCN); Local Active Travel Networks (ATNs); Cycle Hire Scheme Points; and Major Public Transport Access Points, is presented in **Map 1**.

⁷ Department for Transport (2023) Road Safety Data, 2019, 2020, 2021

⁸ Sustrans (2024) National Cycle Network (NCN) Open Data

Map 1: Existing Network of Sustainable Transport Infrastructure



4.3 Case Study - Glasgow Bike Sharing Scheme

Glasgow is home to the biggest bike sharing scheme in Scotland with its original target of providing 1,000 bikes at 100 hire stations in the city now exceeded. There are 113 hire stations in place across the city and 1,000 standard bikes and 159 e-bikes available for hire. The network extends from Mount Vernon in the east of the city to Scotstoun and Anniesland in west, and from Springburn, Possil and Maryhill in the north to Corkehill and Cathcart in the south.

Since the scheme started in 2014, almost 240,000 people have registered with nextbike, the operating company, and an average of 2,880 people registered every month in 2023⁹.

The bike sharing scheme makes an important contribution to creating an active and sustainable transport system for the city. It tackles some of the common barriers to cycling seen in the region, including access to a bike (without the need to buy); space to store a bike; and resources to maintain a bike. The affordability of the scheme is being helped by initiatives like the Bikes For All programme, which offers free membership, usually costing £60 annually, to those who may be on low or no income.

In light of the success of the Glasgow bike sharing scheme, there is a real opportunity to extend the scheme to peripheral parts of Glasgow and the rest of the region. This is especially important in areas where low levels of car and bike ownership and low public transport accessibility combine to create transport poverty. Where this happens, people struggle to reach transport services necessary to access jobs, amenities, education and learning support.



Photo Credit: [Chris Arthur-Collins](#) on [Unsplash](#)

The scheme is led by Glasgow City Council, and it is understood that contractual restrictions need to be investigated to enable expansion of this specific scheme across the region. This is addressed in the Regional ATS Delivery Plan.

4.4 Summary

Levels of walking, wheeling, and cycling vary across different areas in the SPT region, with urban areas like Glasgow showing higher rates of active travel, likely due to increased proximity to key destinations. As a mode of transport, walking has seen an increase over the past decade, while cycling remains less popular.

There are barriers to walking, wheeling, and cycling in our built environment and, in many cases, existing infrastructure does not provide a high level of service nor a welcoming environment and there are established concerns surrounding safety and adequate maintenance. Looking across the region, the Core Path Network and National Cycle Network do not provide adequate coverage to connect communities and there is a real lack of consistency in provision for active travel modes.

⁹ Glasgow City Council (2023) Online News Archive: ‘Glasgow Bike Hire Scheme Hits 2.5million Hires’

Addressing the gaps in the network and providing integrated and consistent infrastructure will be key to better connecting local authorities and supporting local and cross-boundary trips in the region.

Initiatives like the successful bike sharing scheme in Glasgow are contributing to an active and sustainable transport system and addressing further barriers to cycling, including lack of access to bikes which effects 62% of households in the region.

5 What do People in Strathclyde Think?

As part of the development of the RTS, an extensive consultation exercise was carried out between 29th April and 14th June 2021. Feedback was received on active travel, according to the following four themes: Experiences and Perceptions; Infrastructure; Prioritising People and Places; and Behaviour Change.

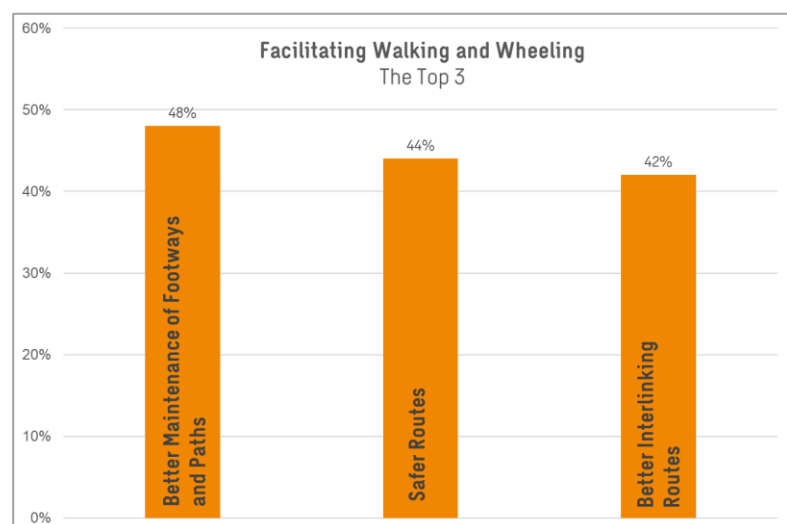
Further consultation with stakeholders and the public was carried out to inform the Regional ATS between 16th October and 12th November 2023. These themes were found to be recurring, while additional feedback was gained on the barriers and enablers for active travel, to inform the development of the Regional Active Travel Network and Infrastructure Delivery Plan.

The following represents a summary of the **barriers** to active travel in the region:

- Active travel, particularly cycling, is not yet normalised.
- There are differences in design standards between local authorities which means users experience different levels of service across a journey.
- There is big capital investment for active travel projects but no ongoing maintenance budget; overgrown vegetation and uneven surfaces are key problems.
- Active travel routes do not serve essential services and areas people want to visit and there is a lack of a connected network.
- Active travel routes do not link to public transport stops, stations and terminals, and the availability of bike parking or shared bike hire schemes at public transport stops is poor.
- Road space reallocation is challenging due to hard boundaries, densely developed areas and political pressure. There is an opportunity to focus more strongly on off-road routes.

The following represents a summary of the likely **enablers** to active travel in the region:

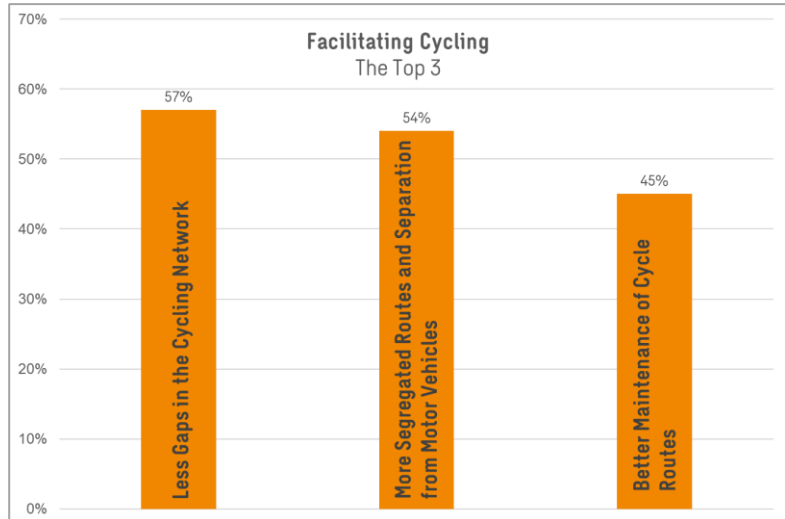
- The maintenance of footways and paths affects how useable they are for different people and a maintenance programme should focus on improving surface quality and removing trip hazards.
- People will be less willing to walk, wheel, cycle or use public transport if they feel unsafe on a street. Lighting, overlooked routes, safe places to cross and low motorised vehicle volumes and speeds all help active travel users feel safer.
- The lack of continuous and joined-up walking, wheeling



Source: SPT Active Travel in the west of Scotland Public Survey (2023)

and cycling routes provides further evidence to support delivery of a connected cross-boundary network.

The consultation exercises identified the barriers, issues and needs commonly experienced in the region. The Regional ATS acts on them, providing a mechanism to address problems and maximise opportunities for active travel. Policies drawn directly from the consultation include the development of a connected cross-boundary active travel network; increasing segregated infrastructure for cyclists; better integrating walking, wheeling and cycling with public transport; and improving surface and lighting. Creating accessible environments that people feel comfortable is a common goal for the Policies and Actions identified in the Delivery Plan Framework.



Source: SPT Active Travel in the west of Scotland Public Survey (2023)

6 The Policy Response

6.1 Overview

The Scottish Government outline a strong ambition for increased levels of walking, wheeling and cycling, and this is recognised by and shared across various policy areas. National, regional and local policies and strategies collectively aim to promote active travel to achieve a broad range of policy objectives, including social, environmental, economic and health outcomes.

6.2 Transport Policy

National Transport Strategy 2 (NTS2), sets out what transport will look like in Scotland and has the following vision: ***“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”.***

The vision is supported by four underpinning priorities: **reducing inequalities, taking climate action, helping deliver inclusive sustainable growth and improving our health and wellbeing.** Active travel has an important role to play in the delivery of each priority as the most accessible, low carbon and physical way to travel.

NTS2 highlights the importance of the Sustainable Transport Hierarchy and states that ***“We will design our transport system so that walking, cycling and public and shared transport take precedence ahead of private car use”.***

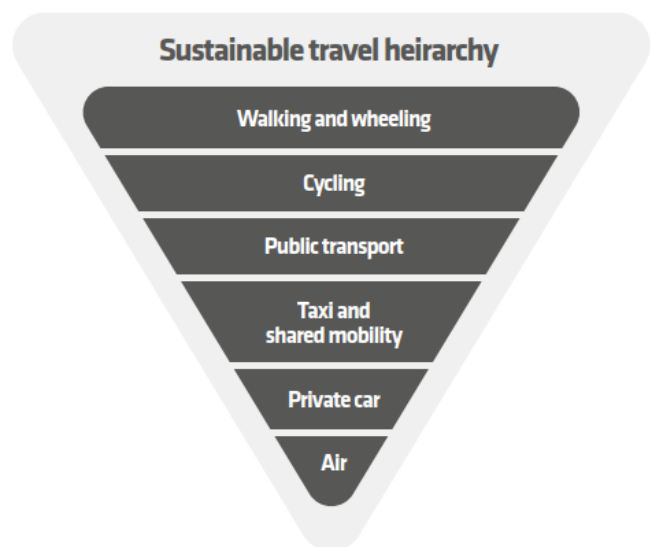
NTS2 is supported by ‘The National Walking Strategy: Let’s Get Scotland Walking’ and the ‘Cycling Framework and Delivery Plan for Active Travel in Scotland’.

The National Walking Strategy envisions widespread integration of walking into daily journeys, outdoor enjoyment and well-designed places.

The Cycling Framework for Active Travel shares the Scottish Government’s long-term vision for active travel in Scotland: ***“That Scotland’s communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys”.***

Many of the Delivery Plan actions relate to the content of Active Travel Strategies, including:

- Create active travel strategies and maps for local authorities, outlining plans to enhance



National Walking Strategy: Key Aims

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

active travel networks and facilities until 2030, employing a data-driven approach to network planning.

- Develop an integrated cycling network in urban and rural areas, separate from traffic, connected with public transport, and interfacing with trunk roads and the NCN.
- Prioritise investment in integrated cycling infrastructure, connecting towns, cities, inter-urban/rural routes, and public transport, building on local networks, the NCN, and the Strategic Transport Projects Review 2, Active Freeways proposals.

Cycling Framework for Active Travel in Scotland:

Top Priority

“The top priority for the achievement of our vision is for more dedicated, high quality, safe cycling infrastructure delivered by effective resourcing ensuring fair access and supported with training and education”.

At the regional level the RTS, A Call to Action: The Regional Transport Strategy for the west of Scotland for 2023-2038, presents the vision that the “west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.” The three key priorities and targets are outlined.

RTS Key Priorities	RTS Key Targets
A Healthier Environment	By 2030, car kilometres in the region will be reduced by at least 20%.
Inclusive Economic Growth	By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.
Improved Quality of Life	By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

6.3 Land Use Policy

National Planning Framework 4 (NPF4) is the national spatial strategy for Scotland. NPF4 sets out spatial strategy principles for 2045 which coincides with Scotland’s “net zero” goals. By applying the spatial principles, it will support the planning and delivery of sustainable places; liveable places; and productive places.

NPF4 outlines six national developments which support the delivery of liveable places, one of which is the ‘National Walking, Cycling and Wheeling Network’. The National Walking, Cycling and Wheeling Network “strengthens and extends a national active travel network to reduce emissions from transport, focusing on areas where improvements to accessibility are most needed which increases accessibility and reduces emissions from transport”. The Regional ATS supports the delivery of this network in the west of Scotland, principally through the SPT Regional Active Travel Network.

The Regional ATS also promotes the principles of local living and placemaking which are championed by NPF4. This includes the 20-minute neighbourhood principle, where people can access most of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options. Furthermore, national development ‘Central Scotland Green Network’ represents a greener approach to development to improve placemaking; contribute to the roll-out of 20 minute neighbourhoods; and benefit biodiversity connectivity. A development contributing to ‘Central Scotland Green Network’ may include ‘routes for active travel and/or

recreation’ and ‘development to create and/or enhance multifunctional green infrastructure including for: emissions sequestration; adaptation to climate change; and biodiversity enhancement’, amongst others.

6.4 Summary

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

In addition to the policies and plans detailed in **Sections 6.2** and **6.3**, the following national, regional, and local documents are also linked to the ATS.

National	<ul style="list-style-type: none"> • Update to the Climate Change Plan 2018 –2032 • Cleaner Air for Scotland 2 • Climate Ready Scotland: Climate Change Adaptation Programme 2019-2024 • Public Health Priorities for Scotland • Scotland’s Road Safety Framework to 2030
Regional	<ul style="list-style-type: none"> • Argyll and Bute Rural Deal • Ayrshire Growth Deal • Ayrshire, Argyll & Bute, and Loch Lomond and Trossachs National Park • Climate Ready Clyde Adaptation Strategy • Clydeplan: Glasgow City Region Strategic Development Plan • Flood Risk Management Plans • Glasgow and Clyde Valley Green Network Blueprint • Regional City / Growth Deals – Glasgow City Region City Deal • Regional Economic Strategies • Regional Transport Strategies (neighbouring regions)
Local ¹⁰	<ul style="list-style-type: none"> • East Ayrshire Active Travel Strategy • East Dunbartonshire Active Travel Strategy 2015-2020 • East Dunbartonshire Active Travel Strategy 2023-30: Evidence Summary and Approach • East Renfrewshire Active Travel Action Plan • Glasgow’s Active Travel Strategy 2022-2031 • Inverclyde Active Travel Strategy 2018 • North Ayrshire Local Transport and Active Travel Strategy 2023 <i>DRAFT</i> • North Lanarkshire Active Travel Strategy 2021-2031 • Renfrewshire Local Transport Strategy, Refresh 2017 • South Ayrshire Active Travel Strategy 2021-2031 • South Lanarkshire Local Transport Strategy, 2013-2023 • South Lanarkshire Cycling Strategy 2015-2020 • West Dunbartonshire Strategic Plan 2022-2027

¹⁰ Argyll and Bute Council have no transport or active travel strategy

7 The Vision for Active Travel in Strathclyde

7.1 The Vision

The vision for active travel in Strathclyde accords with the vision of the Regional Transport Strategy:

“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 vision is supported by 3 Priorities, which summarise the wider environmental, societal and economic goals for the region that the RTS and Regional ATS will help to deliver. The priorities are:

A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.

Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.

Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

The vision and accompanying priorities are intended to guide future actions and investment towards a low carbon transport future. They also intended to provide guidance for partners and stakeholders for their own decision-making on transport strategies, projects, and programmes in the region.

7.2 Targets

The targets give focus to the strategy and help capture the nature and scale of the change required to achieve the vision. The targets will form the basis of the strategy’s Monitoring and Evaluation Framework, ensuring that the Action Plan remains on track.

The targets are as in the RTS, as follows:

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

7.3 Objectives

The objectives are the specific changes to the transport system and travel behaviour that the RTS and Regional ATS aim to achieve. The objectives directly respond to the problems and opportunities set out earlier in the Strategy.

The objectives are:

- **Objective 1:** To improve accessibility, affordability, availability, and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs.

- **Objective 2:** To reduce carbon emissions and other harmful pollutants from transport in the region.
- **Objective 3:** To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.
- **Objective 4:** To make public transport a desirable and convenient travel choice for everyone.
- **Objective 5:** To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.

8 Delivering The Vision

8.1 Overview

The delivery of the Active Travel Strategy will only be achieved through close partnership working between SPT, constituent councils, Transport Scotland, Third Sector Delivery Partners, other transport industry partners, and a wide range of stakeholders including local communities.

The strategy includes a mix of physical and non-physical interventions, and their delivery will be organised according to an overarching Delivery Plan Framework. The physical interventions will also be subject to a specific Infrastructure Delivery Plan, detailed below.

The respective Delivery Plans reflect the need to accelerate the delivery of active travel infrastructure and facilities.

The Delivery Plans also recognise that, in most cases, the powers to deliver infrastructure improvements lie with the roads authority, most commonly the local authority. SPT will assist its constituent local authorities with implementation of the Delivery Plan Framework and Infrastructure Delivery Plan where possible.

8.2 Delivery Plan Framework

The Delivery Plan Framework will ensure the ATS vision and objectives are delivered, and that the region reaches the targets set to increase active travel uptake. SPT will lead, or support its partners, with the implementation of the Delivery Plan.

The Delivery Plan has a strong focus on delivering inclusive and accessible infrastructure as part of a package of measures, including supporting behavioural interventions, that will collectively incentivise modal shift to sustainable modes of transport.

The interventions are presented under the following 5 broad categories:

- Creating an Attractive Environment for Walking, Wheeling and Cycling
- Integrating Walking, Wheeling and Cycling with Public Transport
- Increasing Affordable Access to Bikes
- Promotion, Travel Behaviour Change, and Information
- Funding and Governance

For each intervention, information on the key audience, stakeholders, likely funding streams and proposed delivery timescale is provided. The proposed delivery timescales are defined in the short, medium or long term. This approach considers the affordability, deliverability and level of impact of each action/ project, as follows:

Timescale	Duration	Description
Short Term	Over the next three to five years	Actions or projects that are affordable, easy to deliver and have a low-medium positive impact towards the vision for active travel.
Medium Term	Over the next ten years	Actions or projects that require mid-level investment, may require to navigate constraints, and have a medium-high positive impact towards the vision for active travel.

Timescale	Duration	Description
Long Term	Over the next fifteen years	Actions or projects likely at the strategic level which require high-level investment, likely require to navigate constraints, and have a high positive impact towards the vision for active travel.

The timescales are indicative and may vary depending on specific actions or project and their requirements.

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 interventions listed under this heading 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.

1a. Create the SPT Regional Active Travel Network

Delivery of a Regional Active Travel Network, improving connectivity of active travel routes within and between local authorities in Strathclyde. This should link with existing routes and key destinations.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Long Term

Funding Opportunity: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1b. Enhance Current Active Travel Infrastructure to Minimum Standards

Delivery of upgrades to existing active travel infrastructure to meet the Regional Design Standards (minimum standards).

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Medium Term

Funding Opportunity: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1c. Facilitate Complementary Active Travel Infrastructure

Delivery of new local links which facilitate access to the Regional Active Travel Network.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Medium Term

Funding Opportunity: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1d. Increase Placemaking and Use of Greenspaces along Active Travel Routes

Delivery of increased placemaking and provision of attractive public spaces along the regional active travel network, maximising the use of greenspace.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1e. Increase Resting Places along Active Travel Routes

Delivery of increased provision of resting places along the regional active travel network.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1f. Ensure all Active Travel Routes are Inclusive and Accessible

Delivery of improved surface quality and increased provision of dropped kerbs, lighting and signage along the regional active travel network to ensure suitability for all user groups and a range of cycles and mobility equipment.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

1g. Ensure all Active Travel Routes are Well Maintained

Delivery of a long-term plan for the maintenance of the regional active travel network and critical pedestrian routes, including education and health facilities and sheltered housing, recognising the different maintenance requirements of active travel.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

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 interventions listed under this heading 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.

2a. Increase Provision of Multimodal Transport Hubs

Delivery of multimodal transport hubs across local authorities in the SPT region, in particular those with low multi-modal connectivity.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Public Transport Operators

Timescale: Medium Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding

2b. Improve Mobility Accessibility of Public Transport Stops, Services and Terminals

Delivery of improved and enhanced integration of walking, wheeling and cycling with public transport including: routes to stops, stations, terminals and hubs; cycle hire; and provision of safe and secure cycle parking and storage facilities at transport hubs.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Public Transport Operators

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Wider Grant Funding

2c. Provide Wheeling and Cycling Space on Public Transport

Delivery of improved or increased support for wheelchair users and cyclists, and provision for the carriage of wheelchairs and bikes on bus, rail and ferry services.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Public Transport Operators, Local Authorities

Timescale: Medium Term

Funding Opportunity: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Public Transport Operator Funding

2d. Increase Provision of Active Travel Hubs

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

Delivery of new and the improvement of existing active travel hubs in all local authority areas in the Strathclyde region.

Timescale: Medium Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds

2e. Increase Provision of Cycling and Wheeling Storage

Delivery of secure storage facilities at key public transport stops and at key destinations throughout Strathclyde. All storage facilities to allow space allocations for adapted and non-standard bikes. This could also include delivery of storage facilities within regional education facilities.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Public Transport Operators

Timescale: Medium Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/

2f. Promote the Use of Active Travel in Freight Movements

Develop a First Mile/ Last Mile policy for freight movements which incorporates active travel.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

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 interventions listed under this heading 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.

3a. Extension of Bike Hire Schemes

Extend provision of bike hire schemes to all local authority areas in the region. This could include provision at key regional service locations, namely education and healthcare services, to ensure active travel to public services is viable.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

Timescale: Medium Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding

3b. Extension of Bike Subscription Schemes

Extend provision of bike subscription schemes to all local authority areas in the region.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding

3c. Extension of Bike Recycling Schemes

Delivery of extended provision of bike recycling schemes in all local authority areas in the region.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

Timescale: Short Term

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding

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 interventions listed under this heading 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.

4a. Regional Behaviour Change Programmes

Develop regional behaviour change programmes that promote and incentivise active travel.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

4b. Support Workplace Incentivisation and Behaviour Change

Deliver partnership working with key employers in the region to incentivise active travel and achieve behaviour change through a variety of schemes and activities.

Key Audience: Employees across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Workplaces

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

4c. Support Provision of Active Travel Officers

Review current Active Travel Officer duties and placements to ensure that existing and current resources can deliver interventions that reflect the needs and aspirations of each Local Authority.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

4d. Deliver Active Travel Education and Training Programmes

Develop and deliver cycling and bike maintenance training to potential user-groups of all ages across the SPT region. This should include targeted events and/or opportunities at wider strategic destinations such as health care facilities and further education campuses.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Organisations

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

4e. Targeted Support for School Age Children to Walk, Wheel and Cycle More

Develop and deliver training and a range of other measures to support school pupils to walk, wheel or cycle for all or part of their everyday journeys.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Schools, Community Organisations

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

4f. Targeted Support for Areas with Low Active Travel Uptake

Provide targeted support to areas where active travel uptake is particularly low, including deprived areas across the region and isolated rural areas.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Organisations

Timescale: Short Term/ Ongoing

Funding Stream: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

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.

5a. Funding Improvements for Active Travel

SPT will consider the funding and delivery of active travel and behaviour change interventions within future governance arrangement endeavours.

Key Audience: Local Authorities

Key Stakeholders: SPT, Third Sector Delivery Partners, Transport Scotland, Scottish Government

Timescale: Medium Term

The Delivery Plan Framework is accompanied by an action plan which provides more detail on the steps needed to fulfil the policies and achieve the vision for active travel in Strathclyde. The action plan can be found at **Appendix A**.

8.3 The Regional Active Travel Network

8.3.1 Overview

The RTS identifies the development of a Regional Active Travel Network as a central component in achieving a step change in active travel provision and quality in Strathclyde.

The Regional Active Travel Network will achieve excellent active travel connectivity in the region by connecting the City of Glasgow, towns, neighbourhoods, settlements, and public transport hubs to allow for cross-boundary, integrated travel and the benefits of this are intended to be realised across the region. The network focuses on strategic corridors and routes that connect major destinations and facilitates travel across the region, taking into account regional transportation objectives, long-term planning objectives and coordination with the constituent authorities to ensure it is cohesive and joined-up with local networks. The local networks managed by local roads authorities, most commonly the local authority, connect local destinations and are designed to meet the needs and priorities of specific localities, enhance active travel options within a specific area, promote local accessibility and address the unique characteristics and requirements of the local community.

The Regional Active Travel Network will build upon positive interventions completed through Scottish Government active travel funding streams and work undertaken by local authority partners and Third Sector Delivery Partners. It will be developed in line with the advancement of Active Freeways, as introduced by the Scottish Government's Strategic Transport Projects Review 2 (STPR2), for high-demand travel corridors in urban areas. The approach for rural, remote and island areas is to provide direct connections to the closest town centres and public transport hubs to enable access to local services and centres.

The Network proposals are also accompanied by a set of design standards which seek to provide consistent standards of active travel infrastructure across the region.

8.3.2 Development of the Network

There are some good facilities for active travel throughout Strathclyde, including the National Cycle Network and Core Path Network, but it is recognised that much more can be done to provide joined-up routes, increase segregation from motorised traffic and create a convenient, safe, accessible and inclusive network for active modes. Integration with other sustainable transport modes including bus, rail, ferry, subway, and the proposed Clyde Metro¹¹ is also a central focus to make it easier for everyone to leave the car behind for those medium and long-distance journeys.

The proposed Regional Active Travel Network is formed of strategic routes in built-up areas and of regional connectors which link communities, providing a solution that is appropriate to urban and rural geographies and people of all abilities across the region.

An evidence-led and collaborative approach was adopted to create the regional network, using the following data sourced from local authority partners and Scottish open-source datasets:

- Existing active travel routes
- Local road networks
- Scottish Index of Multiple Deprivation
- Aspirational active travel routes
- Public transport accessibility
- Land Use and Topology

¹¹ Clyde Metro is a proposed multimodal mass-transit system for Glasgow and the surrounding area. The proposal was brought forward by the Strategic Transport Projects Review 2 (STPR2) (Transport Scotland, 2022) which helps to deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy (NTS2) (Scottish Government, 2020). Any potential links between the Regional Active Travel Network and Clyde Metro will be considered a long-term action of the Regional ATS.

The development of the active travel network was a multi-stage process which included working from a high-level Origin-Destination (O-D) matrix to mapping existing and planned infrastructure. The three stages of development are summarised as follows:

Stage 1 - Automated Modelling: A bespoke tool was used to map the O-D connection to the shortest most likely existing infrastructure (cycle paths, road network, etc.).

Stage 2 - Engagement: An exhaustive data gathering exercise was undertaken with constituent local authorities and Third Sector Delivery Partners to obtain files on existing active travel infrastructure and committed/ planned routes. The results of Stage 1 and an early version of the proposed network were shared with stakeholders and feedback was requested.

Stage 3 - Consolidation of the Network: Spatial modelling was employed to generate a final version of the proposed Regional Active Travel Network. The modelling incorporated feedback and data provided by stakeholders at Stage 2 and included analysis of the committed network (i.e. routes that have already been identified as committed or in progress by partners) against the Stage 1 O-D network to determine the missing links, or 'gaps', to provide a more inter-connected network for the region.

The final Regional Active Travel Network features a mix of existing infrastructure, committed routes and new connections which seek to address the missing links.

8.3.3 The Final Network

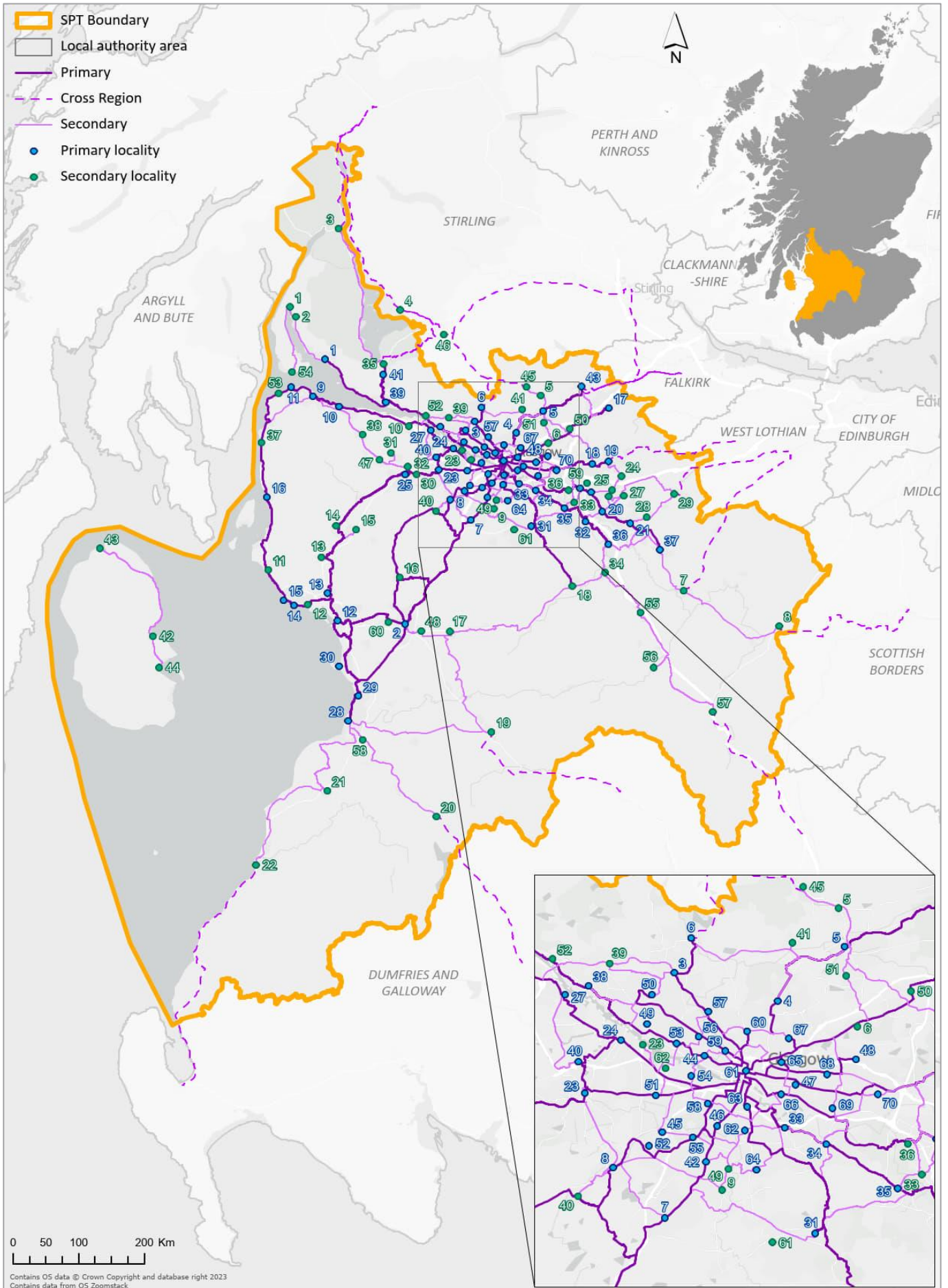
The final network is comprised of a series of strategic corridors classified as 'Primary Routes', 'Secondary Routes' and 'Cross Region Routes', as presented in **Map 2**. It should be viewed with reference to the tables which follow, which provide further details on the localities.

The categorisation between primary and secondary routes is based on a corridor's importance to regional connectivity and level of demand for walking, wheeling and cycling. Primary Routes are corridors which connect key settlements (Primary Localities) and see a higher cycling demand. They are designed to provide direct and efficient connections. Secondary Routes are feeder routes that connect Primary Routes and Secondary Localities. Secondary Routes may see lower cycling demand but play a vital role in creating a comprehensive and accessible active travel network.

Please see the Regional Design Standards [\[insert link\]](#) for further information on these classifications.

It must be noted that the final network, and the strategic corridors it is comprised of, provides an indication of possible routes for active travel. It should be consulted as a high-level overview of the strategic corridors to inform network development. The identified corridors are subject to further assessment, and routing and design details are to be determined in subsequent studies. The exact alignment and design of the routes will be determined through comprehensive studies, ensuring that the final routing decisions are based on a thorough understanding of the local context and are aligned with the specific needs and priorities of each community.

Map 2: The Regional Active Travel Network – The Final Network



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Contains data from OS Zoomstack.

The table below references the Primary Localities connected by the Regional Active Travel Network.

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

The table below references the Secondary Localities connected by the Regional Active Travel Network.

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

9 Infrastructure Delivery Plan

9.1 Overview

The Regional ATS is supported by the Infrastructure Delivery Plan which is designed to facilitate implementation of the proposed active travel infrastructure projects and guide associated investment in the region. The basis of the Infrastructure Delivery Plan is a prioritised active travel network.

9.2 Route Prioritisation

With the increasing emphasis on active travel, it is essential to identify and prioritise the key areas for investment. By conducting a comprehensive route prioritisation exercise, that considers factors such as existing infrastructure, potential demand growth and alignment with broader transportation objectives, decision-makers can make informed choices about where to allocate resources and implement changes.

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

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

- Top Priority
- High Priority
- Medium Priority

The metrics of these classifications are summarised in the table below and full details can be found in the accompanying **Technical Appendix (Appendix B)**. The following tools and policies are referenced:

- **Multi Criteria Analysis Rating**
Sweco UK Ltd.'s Build Your Bike Route (BYBR) Tool Multi Criteria Analysis (MCA) matrix was used to rate the proposed new connections. The MCA is based on 20 factors that can be grouped into four main categories: transport infrastructure, commute travel, natural environment, and community/socio-economic.
- **Network Planning Tool Potential Cycling Demand Growth**
Sustrans' Network Planning Tool (NPT) was employed to inform the current and potential future cycling demand.
- **Network Connections Categorisation**
The network connections categorisation builds on Origin-Destination work done by SPT to categorise proposed new connections as primary; secondary; or cross region.
- **Alignment with the Regional Transport Strategy**
Alignment with Vision and Policies of the Regional Transport Strategy (RTS), particularly under the theme 'Connecting Places' (RTS Policies 46-51).

	Multi Criteria Analysis Rating	NPT Potential Cycling Demand Growth	Network Connections Categorisation	Alignment with RTS
TOP PRIORITY CONNECTION	Excellent Opportunities	Top quintile	Primary	Aligned <i>(meets the Connecting Places Corridors)</i>
HIGH PRIORITY CONNECTION	Very Good Opportunities	Upper-mid quintiles	Cross Region	Aligned <i>(provides similar connectivity outcomes as per the Connecting Places Corridors)</i>
	Good Opportunities			
MEDIUM PRIORITY CONNECTION	Constrained Opportunities	Mid-Low quintiles	Secondary	Not Aligned <i>(does not meet the connectivity outcomes as per the Connecting Places Corridors)</i>
	Very Constrained Opportunities			

Criteria for Route Prioritisation

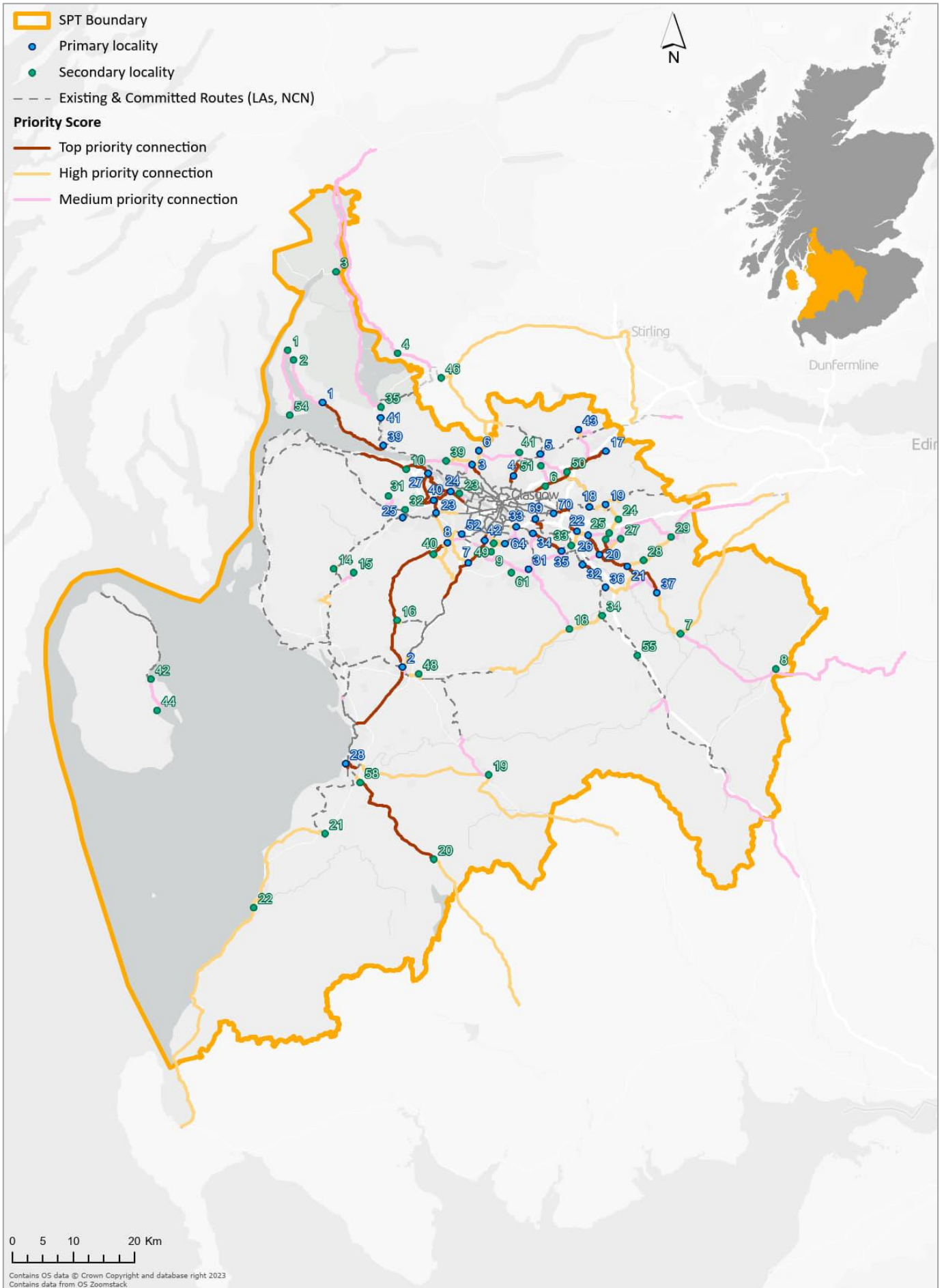
9.3 The Prioritised Network

The results of the route prioritisation exercise are presented in **Map 3** and are listed across the accompanying tables. The accompanying tables present further information on the end-to-end destinations, prioritisation for delivery, relevant stakeholders and estimated construction costs.

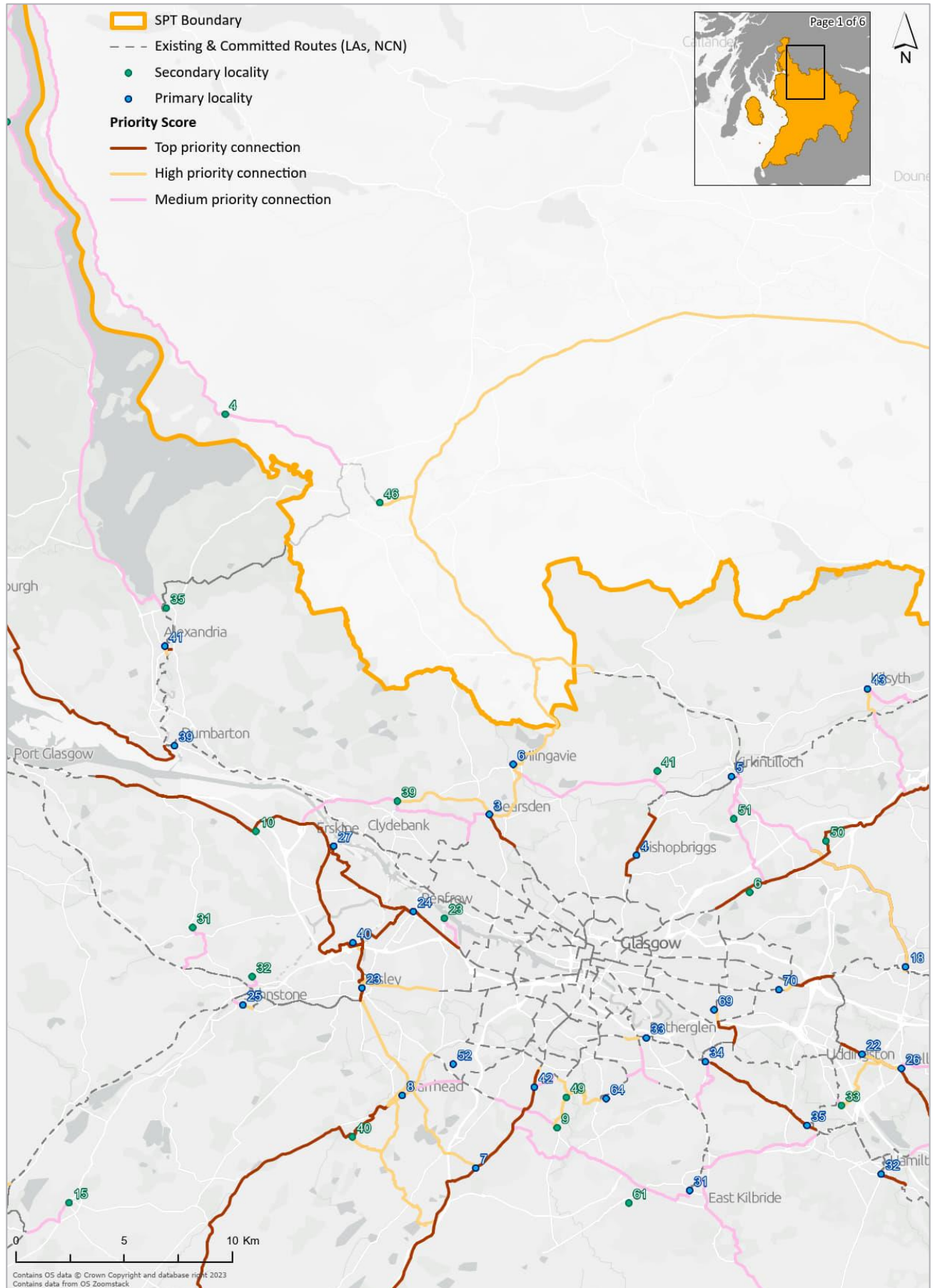
The estimated construction costs are correlated to the respective route classifications, i.e. 'Primary Route', 'Secondary Route' or 'Cross Region Route', and the Regional Design Standards. They also account for different ground conditions, based on routes being within urban or rural areas. The costs have been banded as follows:

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

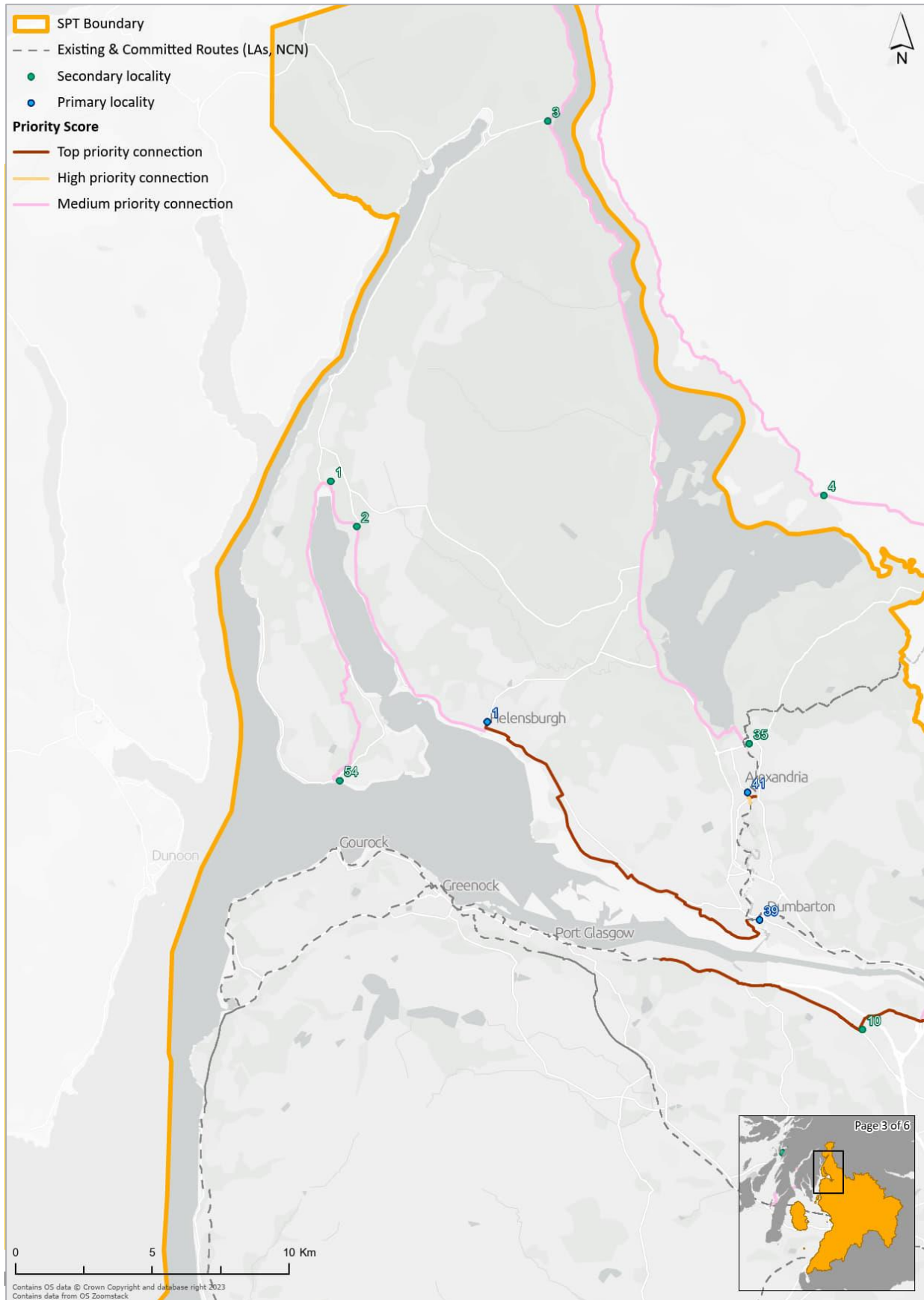
Map 3: The Regional Active Travel Network – The Prioritised Network



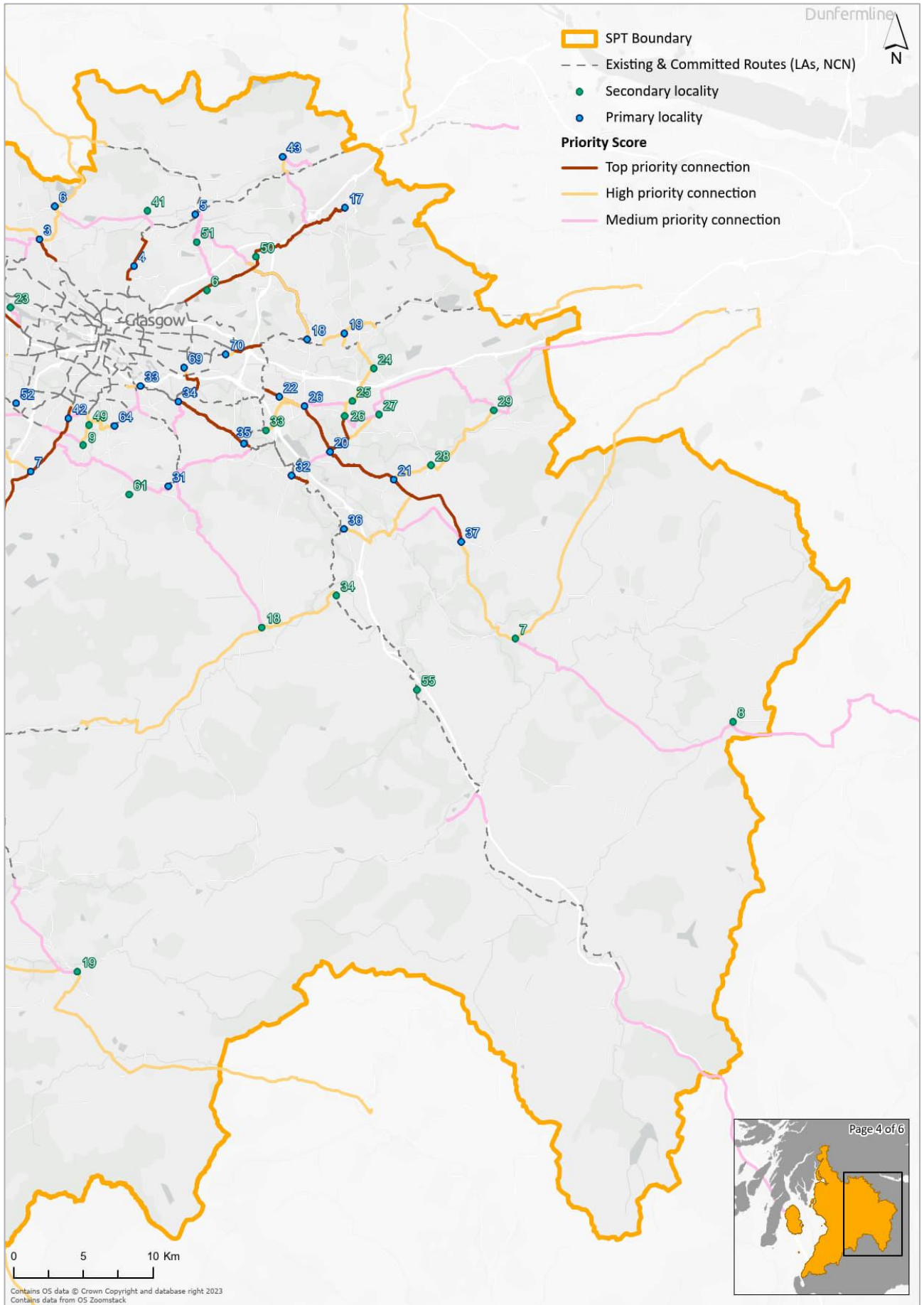
Map 3-A: The Regional Active Travel Network – The Prioritised Network - Greater Glasgow & The Clyde Valley



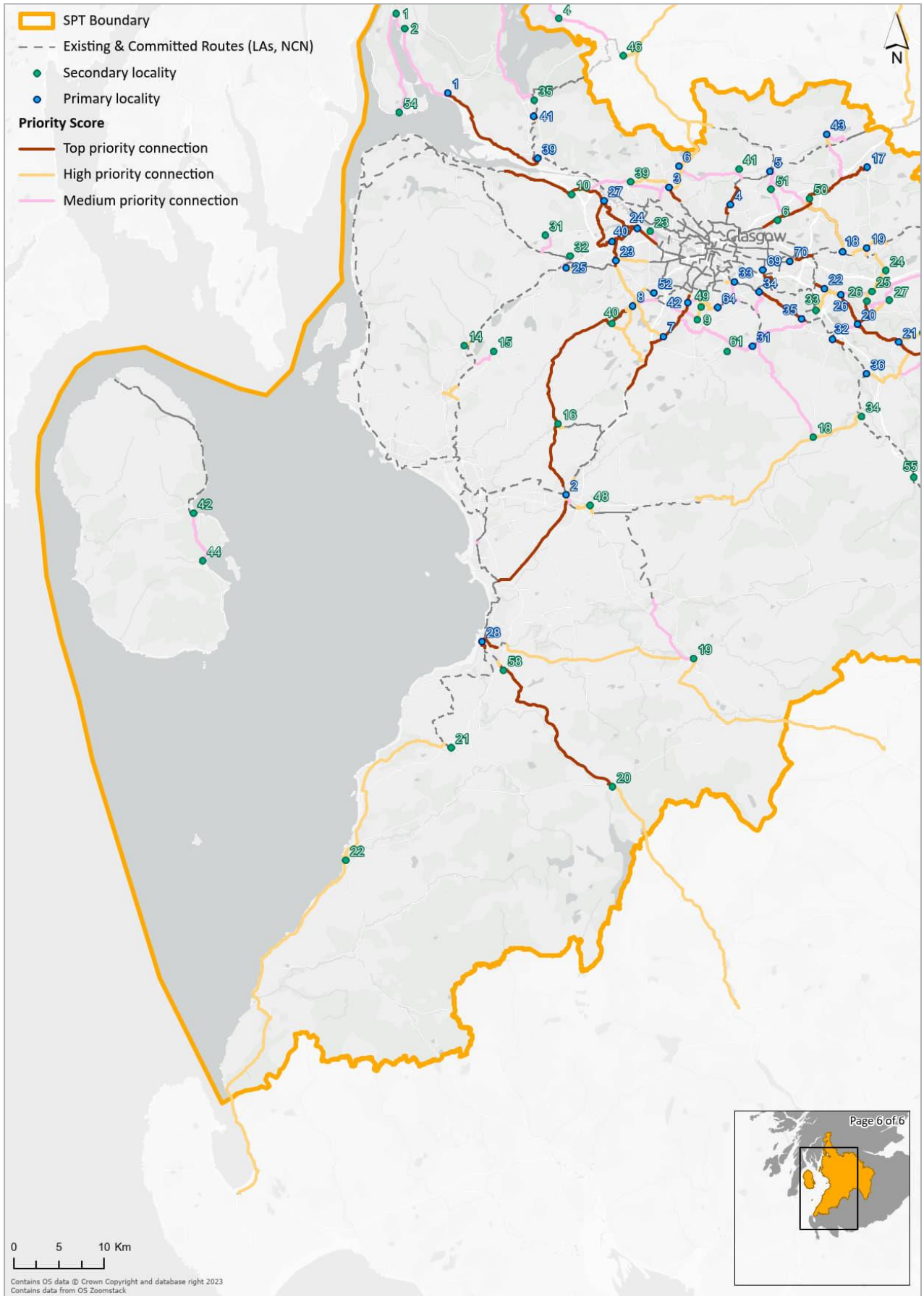
Map 3-B: The Regional Active Travel Network – The Prioritised Network – West Dunbartonshire & Inverclyde



Map 3-C: The Regional Active Travel Network – The Prioritised Network – Greater Glasgow & Lanarkshire



Map 3-E: The Regional Active Travel Network – The Prioritised Network – Ayrshire & Surrounding Areas



The Prioritised Network

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
5	Bridge of Weir to Johnstone	5_10	Renfrewshire	496.76	Medium	Secondary	A
6	Houston to Johnstone	6_10	Renfrewshire	496.76	Medium	Secondary	A
6	Houston to Johnstone	6_11	Renfrewshire	3105.91	Medium	Secondary	C
7	Linwood to Johnstone	7_10	Renfrewshire	496.76	Medium	Secondary	A
7	Linwood to Johnstone	7_11	Renfrewshire	776.06	Medium	Secondary	B
8	Bishopton to Linwood	8_10	Renfrewshire	776.06	Medium	Secondary	B
8	Bishopton to Linwood	8_11	Renfrewshire	11291.95	Top	Secondary	E
9	Erskine to Glasgow Airport	9_10	Renfrewshire	7865.37	High	Secondary	D
10	Braehead to Cardonald Ward	10_10	Renfrewshire	1684.6	Medium	Secondary	C
11	Kilbirnie to Beith	11_11	North Ayrshire	1041.68	Medium	Secondary	B
11	Kilbirnie to Beith	11_10	North Ayrshire	2732.57	Medium	Secondary	C
12	Maybole to Ayr	12_10	South Ayrshire	1044.54	Top	Secondary	B
13	Girvan to Maybole	13_11	South Ayrshire	647.66	High	Secondary	B
13	Girvan to Maybole	13_10	South Ayrshire	21055.14	High	Secondary	F
14	Dalmellington to Ayr	14_14	South Ayrshire	528.71	High	Secondary	A
14	Dalmellington to Ayr	14_13	South Ayrshire	1057.5	Top	Secondary	B
14	Dalmellington to Ayr	14_10	East Ayrshire	1313.16	Top	Secondary	C
14	Dalmellington to Ayr	14_11	South Ayrshire, East Ayrshire	19699.91	Top	Secondary	F
15	Cumnock to Ayr	15_12	South Ayrshire	324.22	Top	Secondary	A

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
15	Cumnock to Ayr	15_11	South Ayrshire	1816.01	Top	Secondary	C
15	Cumnock to Ayr	15_10	South Ayrshire, East Ayrshire	22681.58	High	Secondary	F
16	Cumnock to Kilmarnock	16_12	East Ayrshire	385.37	Medium	Secondary	A
16	Cumnock to Kilmarnock	16_11	East Ayrshire	2657.14	High	Secondary	C
16	Cumnock to Kilmarnock	16_10	East Ayrshire	9724.17	Medium	Secondary	E
17	Kilmarnock to Hulford	17_11	East Ayrshire	385.37	Medium	Secondary	A
17	Kilmarnock to Hulford	17_12	East Ayrshire	1643.84	High	Secondary	C
18	Hulford to Galston	18_10	East Ayrshire	1012.03	High	Secondary	B
19	Galston to Strathaven	19_12	South Lanarkshire, East Ayrshire	18661.02	High	Secondary	F
20	Johnstone to Neilston	20_11	Renfrewshire	476.48	High	Secondary	A
20	Johnstone to Neilston	20_12	East Renfrewshire	2686.12	Top	Secondary	C
20	Johnstone to Neilston	20_10	East Renfrewshire, Renfrewshire	5926.01	High	Secondary	D
21	Paisley to Barrhead	21_10	Renfrewshire	601.95	High	Secondary	B
21	Paisley to Barrhead	21_11	East Renfrewshire, Renfrewshire	6750.61	High	Secondary	D
22	Neilston to Newton Mearns	22_10	East Renfrewshire	9561.66	High	Secondary	D
23	Pollok Giffnock	23_10	East Renfrewshire, Glasgow City	948.05	High	Secondary	B
24	Giffnock to Netherlee	24_12	East Renfrewshire, Glasgow City	335.04	High	Secondary	A
24	Giffnock to Netherlee	24_10	East Renfrewshire	790.66	High	Secondary	B

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
24	Giffnock to Netherlee	24_11	Glasgow City, East Renfrewshire	1137.81	Medium	Secondary	C
25	Netherlee to Linn Ward	25_10	Glasgow City, East Renfrewshire	2800.38	High	Secondary	C
26	Barrhead to Clarkston	26_10	Glasgow City, East Renfrewshire	2846.31	Medium	Secondary	C
26	Barrhead to Clarkston	26_11	East Renfrewshire	3110.33	Medium	Secondary	C
27	Newlands/Auldburn Ward to Giffnock	27_10	East Renfrewshire	795.46	High	Secondary	B
28	Newton Mearns to East Kilbride	28_11	East Renfrewshire	2581.85	High	Secondary	C
28	Newton Mearns to East Kilbride	28_10	South Lanarkshire, East Renfrewshire	11129.32	Medium	Secondary	E
29	Clarkston to Linn Ward	29_10	Glasgow City, East Renfrewshire	4273.44	High	Secondary	C
30	Netherlee to Newlands/Auldburn Ward	30_10	East Renfrewshire	789.54	High	Secondary	B
31	Strathaven to East Kilbride	31_10	South Lanarkshire	13864.64	Medium	Secondary	F
32	Abington to Douglas	32_10	South Lanarkshire	2270.98	Medium	Secondary	C
32	Abington to Douglas	32_11	South Lanarkshire	2948.52	Medium	Secondary	C
33	Douglas to Lesmahagow	33_10	South Lanarkshire	2948.52	Medium	Secondary	C
35	Strathaven to Stonehouse	35_10	South Lanarkshire	6723.95	High	Secondary	D
37	East Kilbride to Hamilton	37_10	South Lanarkshire	5791.86	Medium	Secondary	D
38	East Kilbride to Blantyre	38_10	South Lanarkshire	5791.86	Medium	Secondary	D
39	East Kilbride to Cambuslang	39_10	South Lanarkshire	3168.04	Medium	Secondary	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
40	Linn Ward to Cambuslang	40_12	Glasgow City, South Lanarkshire	1831.14	Medium	Secondary	C
41	Langside Ward to Rutherglen	41_10	South Lanarkshire	638.52	High	Secondary	B
42	Biggar to Lanark	42_10	South Lanarkshire	19601.48	Medium	Secondary	F
43	Lanark to Carluke	43_10	South Lanarkshire	9188.76	High	Secondary	D
44	Larkhall to Carluke	44_10	South Lanarkshire, North Lanarkshire	11585.29	Medium	Secondary	E
45	Larkhall to Wishaw	45_10	North Lanarkshire, South Lanarkshire	9540.84	High	Secondary	E
46	Hamilton to Motherwell	46_10	North Lanarkshire, South Lanarkshire	1638.13	Medium	Secondary	C
47	Blantyre to Bothwell	47_10	South Lanarkshire	324.96	Medium	Secondary	A
48	Bothwell to Bellshill	48_10	North Lanarkshire, South Lanarkshire	4485.56	High	Secondary	C
49	Bothwell to Uddingston	49_10	South Lanarkshire	324.96	Medium	Secondary	A
50	Uddingston to Viewpark	50_10	North Lanarkshire	1107.29	Top	Secondary	B
51	Wishaw to Newmains	51_10	North Lanarkshire	2985.58	High	Secondary	C
52	Newmains to Shotts	52_10	North Lanarkshire	7091.27	High	Secondary	D
53	Newarthill to Shotts	53_10	North Lanarkshire	13043.27	Medium	Secondary	F
54	Motherwell to Newarthill	54_10	North Lanarkshire	4853.91	High	Secondary	C
55	Motherwell to New Stevenston	55_10	North Lanarkshire	3624.49	Top	Secondary	C
56	New Stevenston to Newarthill	56_10	North Lanarkshire	3346.36	Medium	Secondary	C
57	Bellishill to New Stevenston	57_10	North Lanarkshire	4153.14	Medium	Secondary	C
58	New Stevenston to Holytown	58_10	North Lanarkshire	1462.58	High	Secondary	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
59	Holytown to Chapelhall	59_10	North Lanarkshire	472.77	High	Secondary	A
59	Holytown to Chapelhall	59_11	North Lanarkshire	2713.22	High	Secondary	C
60	Chapelhall to Airdrie	60_11	North Lanarkshire	910.15	High	Secondary	B
60	Chapelhall to Airdrie	60_10	North Lanarkshire	1966.88	High	Secondary	C
61	Bellishill to Coatbridge	61_11	North Lanarkshire	232.84	Medium	Secondary	A
61	Bellishill to Coatbridge	61_10	North Lanarkshire	3265.75	High	Secondary	C
62	Coatbridge to Moodiesburn	62_10	North Lanarkshire	8362.39	Top	Secondary	E
63	Airdrie to Cumbernauld	63_10	North Lanarkshire	1971.67	Medium	Secondary	C
63	Airdrie to Cumbernauld	63_11	North Lanarkshire	8595.23	High	Secondary	E
68	Cumbernauld to Kilsyth	68_10	North Lanarkshire	6007.37	Medium	Secondary	D
69	Moodiesburn to Kirkintilloch	69_10	East Dunbartonshire, North Lanarkshire	6259.46	Medium	Secondary	D
70	Steps to Lenzie	70_10	East Dunbartonshire, North Lanarkshire	3795.51	Medium	Secondary	C
71	Lenzie to Kirkintilloch	71_11	East Dunbartonshire	1182.67	Medium	Secondary	C
71	Lenzie to Kirkintilloch	71_10	East Dunbartonshire	1328.59	Medium	Secondary	C
74	Kirkintilloch to Torrance	74_10	East Dunbartonshire	1324.45	Medium	Secondary	C
75	Torrance to Milngavie	75_10	East Dunbartonshire	7235.23	Medium	Secondary	D
76	Torrance to Bishopbriggs	76_11	East Dunbartonshire	1324.45	Medium	Secondary	C
76	Torrance to Bishopbriggs	76_10	East Dunbartonshire	2341.18	High	Secondary	C
78	Duntocher and Hardgate to Bearsden	78_10	East Dunbartonshire, West Dunbartonshire	5100.85	High	Secondary	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
79	Duntocher and Hardgate to Drumchapel/Anniesland Ward	79_10	Glasgow City, West Dunbartonshire	5004.09	Medium	Secondary	C
80	Old Kilpatrick to Duntocher and Hardgate	80_10	West Dunbartonshire	3614.23	Medium	Secondary	C
82	Tarbert to Balloch	82_10	West Dunbartonshire, Argyll and Bute	27395.55	Medium	Secondary	F
83	HMNB Clyde to Helensburgh	83_10	Argyll and Bute	10273.17	Medium	Secondary	D
84	Garelochhead to HMNB Clyde	84_10	Argyll and Bute	2253.64	Medium	Secondary	C
85	Kilcreggan to Garelochhead	85_10	Argyll and Bute	13090.02	Medium	Secondary	F
86	Lamlash to Brodick	86_10	North Ayrshire	6222.55	Medium	Secondary	D
101	Rutherglen to Shettleston Ward	101_11	Glasgow City	598.24	High	Secondary	B
101	Rutherglen to Shettleston Ward	101_10	Glasgow City, South Lanarkshire	1743.17	High	Secondary	C
108	Uddingston to Baillieston Ward	108_11	Glasgow City	462.35	High	Secondary	A
108	Uddingston to Baillieston Ward	108_10	Glasgow City, North Lanarkshire	1870.67	Top	Secondary	C
111	Garscadden/Scotstounhill Ward to Braehead	111_10	Renfrewshire	1684.6	Medium	Secondary	C
112	Old Kilpatrick to Erskine	112_11	West Dunbartonshire, Renfrewshire	621.45	Medium	Secondary	B
112	Old Kilpatrick to Erskine	112_10	Renfrewshire	906.71	Medium	Secondary	B
113	Bearsden to Drumchapel/Anniesland Ward	113_11	East Dunbartonshire, Glasgow City	2164.62	Medium	Secondary	C
114	Cambuslang to Baillieston Ward	114_11	Glasgow City, South Lanarkshire	1743.17	High	Secondary	C
A	Kilwinning to Glasgow	A_13	Renfrewshire	2719.85	Top	Primary	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
A	Kilwinning to Glasgow	A_10	Renfrewshire	6165.69	Top	Primary	D
A	Kilwinning to Glasgow	A_12	Inverclyde, Renfrewshire	12845.85	Top	Primary	F
B	Glasgow Airport Link	B_11	Renfrewshire	2604.31	High	Primary	C
B	Glasgow Airport Link	B_10	Renfrewshire	4054.94	Top	Primary	C
C	Ayr to Glasgow	C_10	South Ayrshire	182.75	Medium	Primary	A
C	Ayr to Glasgow	C_13	Renfrewshire	600.33	Top	Primary	B
C	Ayr to Glasgow	C_16	North Ayrshire	697.14	High	Primary	B
C	Ayr to Glasgow	C_17	North Ayrshire	1041.68	High	Primary	C
C	Ayr to Glasgow	C_14	North Ayrshire	1207.68	High	Primary	C
C	Ayr to Glasgow	C_15	North Ayrshire	1639.57	High	Primary	C
C	Ayr to Glasgow	C_11	Glasgow City, Renfrewshire	3801.28	High	Primary	C
CRR_1	Girvan to Stranraer	CRR_1_10	South Ayrshire	338.23	High	Cross Region	A
CRR_1	Girvan to Stranraer	CRR_1_11	South Ayrshire	790.75	High	Cross Region	B
CRR_1	Girvan to Stranraer	CRR_1_12	Dumfries and Galloway, South Ayrshire	47436.35	High	Cross Region	F
CRR_10	Airdrie to Bathgate	CRR_10_10	North Lanarkshire, West Lothian	3012.48	High	Cross Region	C
CRR_10	Airdrie to Bathgate	CRR_10_11	North Lanarkshire, West Lothian	9098.32	High	Cross Region	E
CRR_11	Shotts to Livingston	CRR_11_11	North Lanarkshire, West Lothian	3337.49	High	Cross Region	C
CRR_11	Shotts to Livingston	CRR_11_10	North Lanarkshire, West Lothian	17775.92	Medium	Cross Region	F

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
CRR_12	Lanark to Livingston	CRR_12_10	South Lanarkshire, West Lothian	32361.23	High	Cross Region	F
CRR_13	Biggar to Peebles	CRR_13_10	South Lanarkshire, Scottish Borders	30971.72	Medium	Cross Region	F
CRR_14	Abington to Moffat	CRR_14_10	South Lanarkshire, Dumfries and Galloway	23566.62	Medium	Cross Region	F
CRR_15	Cumnock to Sanquhar	CRR_15_10	Dumfries and Galloway, East Ayrshire	29891.05	High	Cross Region	F
CRR_16	Dalmellington to St John's Town of Dalry	CRR_16_10	Dumfries and Galloway, East Ayrshire	30706.49	High	Cross Region	F
CRR_2	Tarbert to Crianlarich	CRR_2_10	Stirling, Argyll and Bute	22300.77	Medium	Cross Region	F
CRR_2	Tarbert to Crianlarich	CRR_2_11	West Dunbartonshire, Argyll and Bute	27535.21	Medium	Cross Region	F
CRR_2	Tarbert to Crianlarich	CRR_2_13	Stirling, Argyll and Bute	50626.16	Medium	Cross Region	F
CRR_3	Balloch to Stirling	CRR_3_13	Stirling	602.25	High	Cross Region	B
CRR_3	Balloch to Stirling	CRR_3_12	Stirling	35585.09	High	Cross Region	F
CRR_4	Milngavie to Balmaha	CRR_4_11	Stirling	6246.59	Medium	Cross Region	D
CRR_4	Milngavie to Balmaha	CRR_4_10	Stirling, East Dunbartonshire	19038.07	High	Cross Region	F
CRR_5	Lennoxton to Strathblane	CRR_5_11	Stirling	337.54	High	Cross Region	A
CRR_5	Lennoxton to Strathblane	CRR_5_10	Stirling, East Dunbartonshire	2926.06	High	Cross Region	C
CRR_7	Kilsyth to Stirling	CRR_7_10	North Lanarkshire	2728.61	Medium	Cross Region	C
CRR_7	Kilsyth to Stirling	CRR_7_11	Stirling, Falkirk	16727.14	High	Cross Region	F
CRR_8	Kilsyth to Falkirk	CRR_8_10	North Lanarkshire	2728.61	Medium	Cross Region	C
CRR_8	Kilsyth to Falkirk	CRR_8_11	Falkirk	3469.86	Medium	Cross Region	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
CRR_9	Cumbernauld to Falkirk	CRR_9_10	Falkirk	2699.66	Medium	Cross Region	C
D	Irvine to Glasgow	D_12	East Ayrshire	1898.29	High	Primary	C
D	Irvine to Glasgow	D_11	East Ayrshire	1982.29	High	Primary	C
D	Irvine to Glasgow	D_14	Glasgow City, East Renfrewshire, East Ayrshire, North Ayrshire	2597.24	High	Primary	C
D	Irvine to Glasgow	D_13	East Renfrewshire	16027.96	High	Primary	F
F	Prestwick to Glasgow	F_16	South Ayrshire	183.49	Medium	Primary	A
F	Prestwick to Glasgow	F_18	East Ayrshire	713.46	Top	Primary	B
F	Prestwick to Glasgow	F_19	East Ayrshire	723.57	High	Primary	B
F	Prestwick to Glasgow	F_13	East Renfrewshire	781.75	Top	Primary	B
F	Prestwick to Glasgow	F_12	East Ayrshire	1982.59	High	Primary	C
F	Prestwick to Glasgow	F_14	East Renfrewshire	4920.93	Top	Primary	D
F	Prestwick to Glasgow	F_11	East Renfrewshire	7653.77	Top	Primary	E
F	Prestwick to Glasgow	F_17	East Ayrshire, South Ayrshire	11382.01	Top	Primary	F
G	East Kilbride to Glasgow	G_10	Glasgow City, South Lanarkshire	1841.28	Medium	Primary	C
H	Larkhall to Glasgow	H_13	South Lanarkshire	449.32	Top	Primary	B
H	Larkhall to Glasgow	H_12	South Lanarkshire	1406.52	Top	Primary	C
H	Larkhall to Glasgow	H_10	South Lanarkshire	5506.91	Top	Primary	D
I	Carluke to Glasgow	I_16	North Lanarkshire	1108.7	Top	Primary	C
I	Carluke to Glasgow	I_12	North Lanarkshire	1797.48	Top	Primary	C

Reference	Route	Route Section ID	Stakeholders	Length (m)	Priority Score	Route Classification	Estimated Cost of Construction (Bands A-E)
I	Carlisle to Glasgow	I_14	North Lanarkshire	2059.95	Top	Primary	C
I	Carlisle to Glasgow	I_13	North Lanarkshire	2077.71	Top	Primary	C
I	Carlisle to Glasgow	I_15	South Lanarkshire, Glasgow City	1743.17	Top	Primary	C
I	Carlisle to Glasgow	I_11	North Lanarkshire	5684.58	Top	Primary	D
I	Carlisle to Glasgow	I_10	North Lanarkshire, South Lanarkshire	7580.88	Top	Primary	E
J	Airdrie to Glasgow	J_12	North Lanarkshire	465.68	High	Primary	B
J	Airdrie to Glasgow	J_10	North Lanarkshire	1963.25	High	Primary	C
J	Airdrie to Glasgow	J_11	North Lanarkshire, Glasgow City	1929.98	Top	Primary	C
L	Cumbernauld to Glasgow	L_11	North Lanarkshire, Glasgow City	587.95	Top	Primary	B
L	Cumbernauld to Glasgow	L_10	North Lanarkshire	14794.01	Top	Primary	F
N	Kilsyth to Glasgow	N_10	North Lanarkshire	1456.22	High	Primary	C
N	Kilsyth to Glasgow	N_11	East Dunbartonshire, Glasgow City	3680.59	Top	Primary	C
O	Milngavie to Glasgow	O_11	East Dunbartonshire	2170	Top	Primary	C
O	Milngavie to Glasgow	O_10	East Dunbartonshire	3754.13	High	Primary	C
Q	Balloch to Glasgow	Q_11	West Dunbartonshire	258.04	Top	Primary	A
Q	Balloch to Glasgow	Q_12	West Dunbartonshire	690.5	High	Primary	B
R	Helensburgh to Dumbarton	R_10	West Dunbartonshire, Argyll and Bute	15317.44	Top	Primary	F

9.4 Funding

The Infrastructure Delivery Plan provides indicative investment requirements and a clear indication of the scale of activity necessary to take forward the actions required to implement the strategy.

The funding landscape will constantly change throughout the lifespan of the Regional Active Travel Strategy. Consequently, SPT will work with relative stakeholders to explore viable funding opportunities to develop and implement the Regional ATS Delivery Plan and the actions it identifies on a year-by-year basis.

9.5 Working with Communities

The successful delivery of the Regional ATS will also require close engagement with communities across Strathclyde to understand their needs and to develop measures that are tailored to them. The Place Principle, adopted by Scottish Government and COSLA in 2019, sets out the need for partners to work collaboratively, across sectors, to improve outcomes for places and provides a collective focus to address inequalities, improve lives and create more successful places. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.

SPT, as a statutory participant in Community Planning, will continue working within Community Planning Partnerships to facilitate the tailored delivery of the RTS and ATS within communities in order to help reduce inequalities and improve quality of life.

10 Regional Design Standards

10.1 Overview

For active travel projects to be a success, they must be designed and built to a suitable level of quality, to encourage their use by a range of different users. The Regional Design Standards have been established to drive up standards of active travel infrastructure and support councils to deliver high-quality schemes that enable more people to walk, wheel or cycle for everyday trips.

10.2 Standards for Walking & Wheeling

To ensure our walking and wheeling infrastructure provides an inclusive environment for people to access and use as an attractive mode of transport, it needs to be free from barriers to access and use. The primary design standards that need to be considered include *Inclusive Mobility* (Department for Transport, 2012). This guidance document outlines the design requirements that must be followed to ensure good access for all users.

The main design points to consider are:

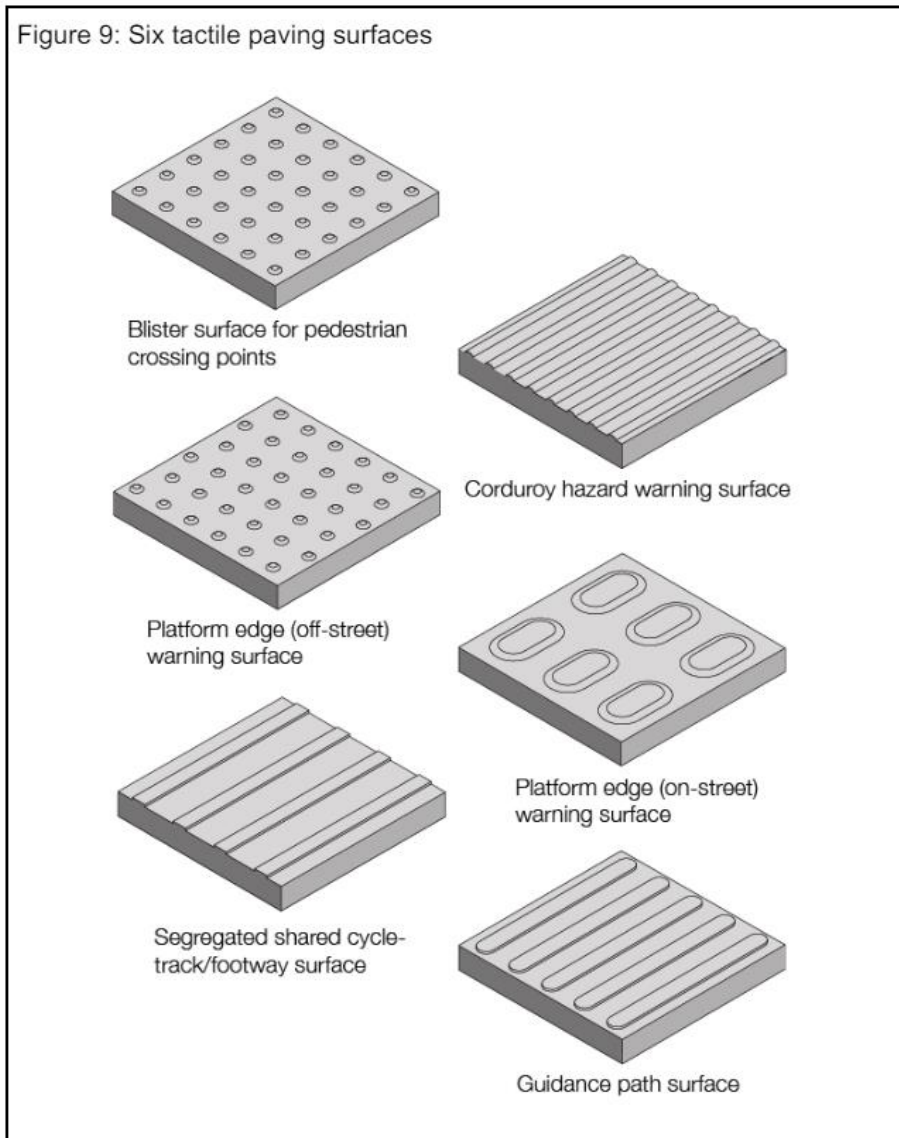
- Minimum Footway widths of 2,000mm
- Longitudinal gradients to be below 5%
- Any longitudinal gradients above 5% to be designed as ramps with landing areas and elevation gains, as per Inclusive Mobility Ramps Section
- Crossfalls to be as low as possible with a **maximum** gradient of 2.5%
- Avoidance of Shared Use Spaces as far as possible
- Reduction in street furniture, including signs, posts, bins bollards etc.
- Contrast banding to be allied to vertical features, such as street lighting columns or traffic sign posts.
- Correct use of Tactile paving

Tactile paving provides important information to visually impaired users about the environment they are navigating. The correct and consistent use of tactile paving is important for an inclusive environment. The Department for Transport's *Guidance on the Use of Tactile Paving (2021)* document outlines the correct types of paving to be used, and when it is appropriate.

Examples of Tactile paving to be integrated include:

- Blister tactiles at pedestrian crossing points
- Ladder and Tram tactiles at the interface between shared use spaces and segregated cycle tracks
- Corduroy tactiles to warn of hazards such as steps.

Figure 9: Six tactile paving surfaces



Extract from DfT Guidance on the Use of Tactile Paving Surfaces (2021)

10.3 Standards for Cycling

10.3.1 Levels of Service







Cycling by Design (Transport Scotland, 2021) is the national design standard for permanent cycling infrastructure in Scotland and should form the primary standards used in design. Different local authorities may have additional design standard documents they use for design however, to provide a coherent design for active travel infrastructure across all regions, it is highly recommended that *Cycling by Design* is used as the primary standard, which may also be a funding requirement, depending on funding streams.

Cycling by Design categorises active travel routes by a 'Level of Service'. The aim of every active travel project is to provide the highest level of service possible. The Level of Service (LOS) has three indicator levels, High, Medium, and Low, which are defined as:

- A high level of service will be suitable for most users, including new and less confident users.
- A medium level of service may not be suitable for some users, particularly novice users.
- A low level of service will not be suitable for a range of users, including novice and intermediate users.

All projects should evaluate a potential route against the six core principles of active travel, with the overall aim to achieve the highest possible LOS. The six core principles are:

- Safety
- Comfort
- Coherence
- Attractiveness
- Directness
- Adaptability

Principle	●●● High level of service	●● Medium level of service	● Low level of service
 Safety	Cycle users are always protected from motor traffic when required by the conditions set in Table 3.2 in Chapter 3.	In some cases, cycle users are expected to mix with motor traffic in higher speed or volume conditions that are set out in Table 3.2 in Chapter 3.	In some cases, cycle users are expected to mix with motor traffic in significantly higher speed or volume conditions that are set out in Table 3.2 in Chapter 3.
 Coherence	Cycle routes are continuous and fully joined-up. They allow cycle users to maintain consistent speed, are well-signed and intuitive.	Cycle routes contribute to a network, but users experience some disruption when connecting between routes, and navigation may be difficult.	Cycle users must dismount or are 'abandoned' at the end of a route.
 Directness	Cycle route is at least as direct as the equivalent motor traffic journey, with minimal need to stop or give-way. Delay for cycle users at junctions is less than for motor traffic.	Cycle route is up to 20% less direct than the equivalent motor traffic journey, with some need to stop or give-way. Delay for cycle users at junctions is equal to motor traffic delay.	Cycle route is more than 20% less direct than the equivalent motor traffic journey, with frequent need to stop or give-way. Delay for cycle users at junctions is greater than for motor traffic.
 Comfort	Cycle route surfaces are machine laid, smooth and well-maintained (at least as regularly as the road network). Desirable minimum widths and gradients are fully achieved.	Sections of route are hand-laid with frequent joints. Route is maintained less frequently than the road network. Desirable minimum widths or gradients are not achieved for some of the route.	Sections of the route are unbound, bumpy, not regularly maintained or otherwise hazardous. Desirable minimum widths or gradients are not achieved for the majority of the route.
 Attractiveness	Cycle route and parking areas are well lit, overlooked and do not create any personal security issues for users. The cycle route adds to the sense of place in the area, encouraging people to spend time there.	Some sections of the route are infrequently lit or not overlooked. Parking areas are secure but not overlooked or are insufficient in number.	The majority of the route is infrequently lit or not overlooked. Parking areas are not secure or are insufficient in number.
 Adaptability	Cycle route and parking areas have the flexibility to expand, evolve or adapt to changing demands.	Only some of the cycle route or parking areas has the flexibility to expand, evolve or adapt to changing demands.	No scope to amend cycling infrastructure once installed.

Extract from *Cycling by Design (2021) Summary of Level of Service Indicators*

10.4 Route Types

The routes which comprise the proposed Regional Active Travel Network has been classified according to the categories 'Primary Routes' and 'Secondary Routes'. This approach to classification should be followed to ensure a coherent network is achieved across the region. Infrastructure provision and levels of service are allocated based on the route classification and infrastructure needs to be consistently created.

10.4.1 Primary Routes

Primary Routes will form the main direct links between main origin and destination locations. Primary Routes should be considered as main arterial routes and must be constructed to a High LOS for all design criteria, which will include:

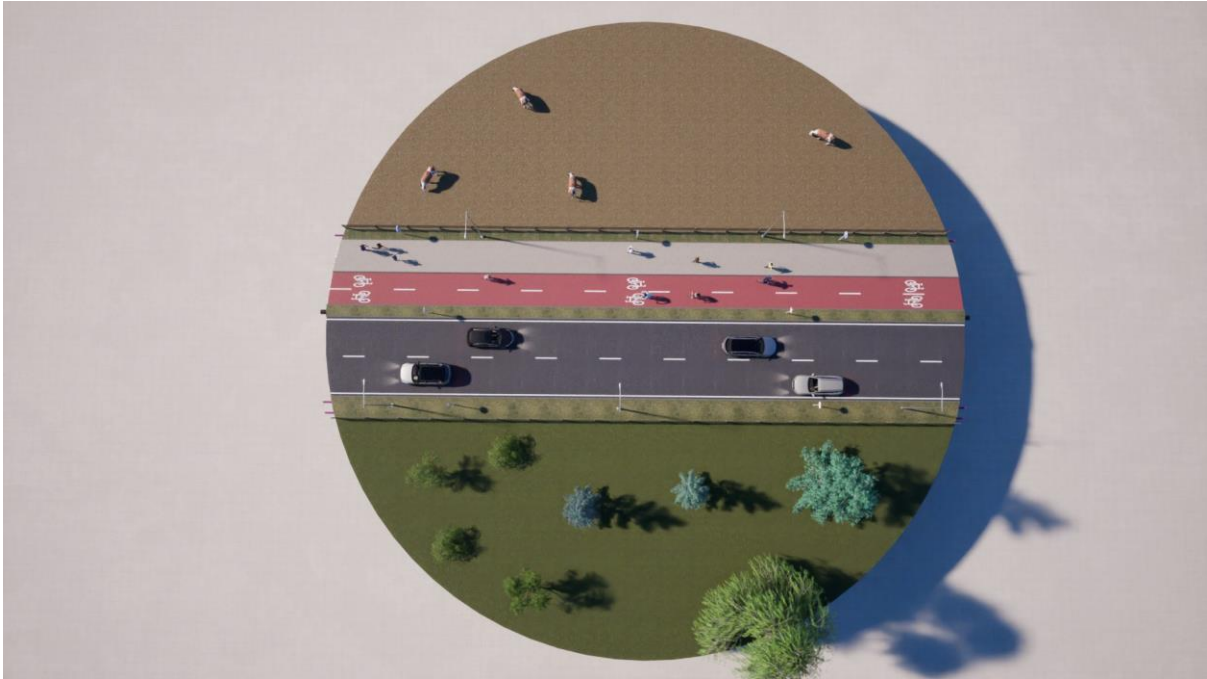
- Fully segregated design, i.e. separated from traffic, and pedestrians and cyclists separated from each other
- Suitably wide paths and cycle tracks
- Constructed with a smooth bound surface
- Street lit where possible
- Designed to be overlooked where possible, i.e. no dark isolated areas that could make users feel unsafe
- Low gradients and crossfalls
- Adequately drained.
- Priority Junctions to prioritise pedestrians and cycles.

Where a High LOS cannot be achieved this must be robustly evidenced and limited to only short sections, such as pinch points. If too many sections along a primary route do not meet a full High LOS, then this will undermine the wider network, discouraging people from using them.

A fully segregated bi-directional cycle track with footway will require a minimum of 5m of space to install, not including verges, fencing or earthworks.

A typical Primary Route will include:

- Segregation from traffic with a buffer
- Segregation between cycles and pedestrians by a kerb, with a level difference of at least 60mm
- A smooth bound cycle track surface, which is typically red in colour
- Directional signage for pedestrians and cycles showing main destinations, with distance or duration optional
- Illumination where possible
- A robust maintenance plan of clearing vegetation, sweeping paths and 'gritting' in winter.



Example of a Primary Fully Segregated Bi-Directional Cycle Route (Source: Sweco UK)



Example of a Primary Fully Segregated Unidirectional Cycle Route in a Rural Environment (Source: Sweco UK)

10.4.2 Secondary Routes

Secondary Routes will form shorter links between destinations and are likely to be less direct than Primary Routes. Secondary Routes should be constructed to a High LOS for all design criteria, which will include:

- Fully segregated design, i.e. separated from traffic, and pedestrians and cyclists separated from each other
- Suitably wide paths and cycle tracks
- Constructed with a smooth bound surface
- Street lit where possible
- Designed to be overlooked where possible, i.e. no dark isolated areas that could make users feel unsafe
- Low gradients and crossfalls
- Adequately drained
- End Trip facilities including cycle parking etc.
- Priority Junctions to prioritise pedestrians and cycles.

It is recognised that Secondary Routes are likely to encounter more constraints than primary routes and will provide connections to additional points of interest. The aim should be to achieve the highest possible LOS across all criteria, however, where this is not possible this must be evidenced and agreed. Secondary Routes will likely link less populated areas with the aim provide the highest LOS possible to ensure these communities are provided with adequate active travel infrastructure that makes walking, wheeling and cycling viable options for everyday trips.

A typical Secondary Route will include:

- Segregation from traffic with a buffer
- Segregation between cycles and pedestrians by a kerb, with a level difference of at least 60mm.
- A smooth bound cycle track surface, that is typically red in colour.
- Directional signage for pedestrians and cycles showing main destinations, with distance or duration optional
- Illumination where possible
- A robust maintenance plan of clearing vegetation, sweeping paths and 'gritting' in winter.
- End Trip facilities including cycle parking etc.

10.5 Constraints

The main constraints active travel projects face in more rural areas is around land ownership. The Primary Route Network, and to a lesser extent the Secondary Route Network, is focused on direct links between areas based on the existing road network. The installation of additional active travel infrastructure within the existing road boundary will not always be possible, especially when installing a High LOS design.

Evaluating land ownership and determining what additional land is required to meet high LOS design standards must be done in the early stages of a project, to ensure success.

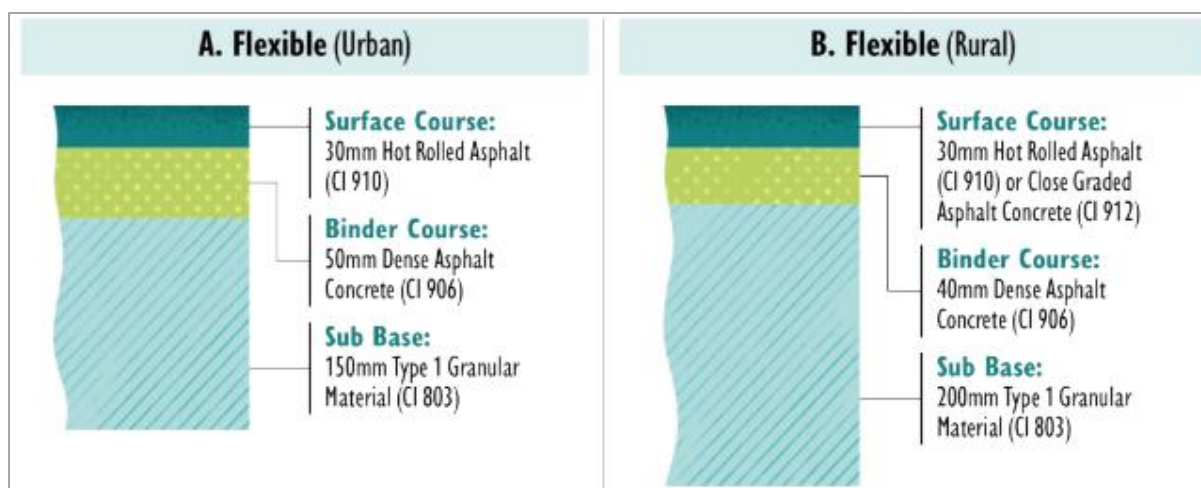
10.6 Cross Boundary Working

To fully realise the modal shift ambitions for the west of Scotland, a fully connected network of active travel infrastructure will be required. This network will need cross boundary routes and connections. This strategy aims at providing the tools to succeed in accomplishing this, by providing a coherent design guide to be followed.

SPT has and will have an ongoing relationship with constituent local authorities to deliver the Regional Active Travel Network and support cross-boundary route development.

10.7 Construction & Maintenance

Active travel routes should be built to a robust construction that provides a smooth-running surface. Cycling by Design provides the basic construction depths and materials, shown below, for active travel routes. Where a route is cross-boundary, and covers more than one local authority area, then adoption standards and maintenance programs must be in place for each local authority.



Extract from Cycling by Design (2021) Pavement Construction Options

Typical maintenance requirements for active travel routes include:

- Regular clearance or 'sweeping' to be conducted to remove leaves, rubbish etc.
- Cleaning of drainage, including 'jetting' operations of gullies, slot drains etc.
- Snow clearance and 'gritting' operations in winter periods
- For illuminated sections, street lighting maintenance will need to be included.
- The inclusion of additional grass areas or planted areas will require cutting back at regular intervals.
- The installation of any SuDS drainage will require additional plans to be implemented for maintenance.

For the machine clearing of cycle tracks and footways, a minimum width for access will be required. Each Local Authority must be consulted to ensure their machinery can access; this is typically 1.5m wide however will require additional checks.

11 Monitoring & Evaluation

It is important to monitor and report on the progress of the Regional ATS on an ongoing and established basis to understand what is working well and what may need additional focus.

SPT will work with its constituent councils and other partners to track progress towards achieving the long-term vision for active travel in Strathclyde. This work will follow an established Monitoring & Evaluation Framework, based on the monitoring of the Regional Transport Strategy and the RTS Evaluation Framework.

11.1 Monitoring & Evaluation Framework

The Monitoring & Evaluation Framework, detailed in the following table, accords with the RTS Targets as follows:

T1: By 2030, car kilometres in the region will be reduced by at least 20%.

T2: By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.

T3: By 2030, at least 45% of all journeys will be made by means other than the private car as the main mode.

Timings for data collection are generally on a yearly basis, unless specified otherwise, and will be considered alongside milestones of the Regional ATS, such as construction of the Regional Active Travel Network.

Indicators	Baseline (2019)	Data Source
Proportion of households with at least once bike available for use	29%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who walk as a means of transport at least 1 day a week	67%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who walk at least 1 day a week for leisure or to keep fit	61%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of journeys 5km or less in distance that are made by walking or cycling	43%	Scottish Household Survey; Transport and Travel in Scotland (Figure is for all of Scotland)
Proportion of journeys under 1km in distance that are made by car	28%	Scottish Household Survey; Transport and Travel in Scotland (Figure is for all of Scotland)
Number and severity of reported road casualties	2020: 52 (Killed); 599 (seriously injured); 3,596 (all severities)	Reported Road Casualties Scotland; Table 37

Indicators	Baseline (2019)	Data Source
Number and severity of reported pedestrian casualties	2020: 18 (Killed); 173 (seriously injured); 422 (all severities)	Reported Road Casualties Scotland; Table 38
Modal share of all journeys	2019: Walk – 20%; Cycle – 1%; Bus – 7%; Rail – 4%; Car/Van Driver – 52%; Car/Van Passenger – 13%; Other – 3%.	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Modal share of journeys to work	2019: Walk – 9%; Cycle – 2%; Bus – 9%; Rail – 10%; Car/Van Driver – 64%; Car/Van Passenger – 5%; Other – 2%.	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Modal share of journeys to school	2019: Walk – 50%; Cycle – 2%; Bus – 20%; Car – 26%; Other – 4%.	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)

SPT will aim to improve data including equality data and monitoring as part of the wider Regional Transport Strategy monitoring process, with indicators disaggregated by protected characteristics, household income and urban/ rural/ island classifications where possible.

Appendix A – Action Plan

Action	Description	Policies
<p>Carry out feasibility and assessment studies for implementing new active travel infrastructure</p>	<p>Studies to be carried out for the routes identified as part of the Regional Active Travel Network and the local links which facilitate access to the network. Projects to be progressed following the Infrastructure Delivery Plan and Regional Design Standards to ensure the network is an inclusive enabling environment for all to enjoy.</p>	<p>1a, 1c</p>
<p>Carry out feasibility and assessment studies for upgrading existing active travel infrastructure</p>	<p>Assessment of current infrastructure provision and route width analysis on routes identified as part of the Regional Active Travel Network. Projects to be progressed following the Infrastructure Delivery Plan and Regional Design Standards to ensure the network is an inclusive enabling environment for all to enjoy.</p>	<p>1b, 1f</p>
<p>Review current green infrastructure provision and identify opportunity areas to provide placemaking, increased green infrastructure and resting places</p>	<p>Landscaping and Placemaking Strategies to be carried out for the routes identified as part of the Regional Active Travel Network and the local links which facilitate access to the network. Opportunity areas to be developed following a design-led approach and focusing on quality, as per NPF4.</p>	<p>1d, 1e</p>
<p>Review local authority adoption standards and maintenance programs and develop long-term maintenance plan for the Regional Active Travel Network</p>	<p>Review to be undertaken of local authority adoption standards and maintenance programs. Cross-boundary working to develop standard practices and work plans relative to the maintenance of the Regional Active Travel Network and critical pedestrian routes.</p>	<p>1g</p>
<p>Develop an Interchange and Mobility Hub Study and Development Plan</p>	<p>Plans to be developed in relation to existing and planned public transport infrastructure and the Regional Active Travel Network. To align with the future national Mobility Hub Delivery Framework.</p>	<p>2a</p>
<p>Review existing levels of accessibility at public transport stops, stations, terminals and hubs, and identification of opportunity areas for improvement</p>	<p>Audit of access to/ around public transport access points including footway/ cycleway quality; dropped kerb provision; crossing provision; and perceptions of safety, and appropriate improvements identified. Projects to take cognisance of the Regional Active Travel Network and be progressed in line with the Infrastructure Delivery Plan.</p>	<p>2b</p>

<p>Review options to influence services and increase support for wheelchair users and cyclists and provide for the carriage of wheelchairs and bikes on public transport, and increased storage options for bikes at public transport access points</p>	<p>SPT will work to review options to influence services which support wheelchair users and cyclists and provide for the carriage of wheelchairs and bikes on public transport. For buses, this work will be within the framework of the emerging Regional Bus Strategy. Assessment of existing cycling and wheeling storage, including regional spread, quantity and provision for adapted and non-standard bikes at public transport access points. SPT to work to provide secure storage facilities at managed stations/ stops and work collaboratively to investigate the addition of storage at non-managed stations/ stops.</p>	<p>2c, 2e</p>
<p>Develop an Active Travel Hub Study and Development Plan</p>	<p>Review existing active travel hubs, including regional spread and offering, and identify opportunity areas for improvement. Feasibility and assessment studies to be carried out to identify appropriate locations and delivery models for new active travel hubs. Projects to take cognisance of the Regional Active Travel Network.</p>	<p>2d</p>
<p>Develop a partner working group to explore solutions to incorporate active travel into freight movements within the region</p>	<p>First Mile/ Last Mile policy for freight movements which incorporates active travel to be considered.</p>	<p>2f</p>
<p>Review options to extend the existing bike hire scheme in Glasgow to the region and/ or establish new bike hire schemes</p>	<p>Options to extend the existing bike hire scheme in Glasgow, which is led by Glasgow City Council, should be explored first and contractual restrictions, if any, established. Feasibility and assessment Studies to be carried out to identify appropriate locations and delivery models for new bike hire schemes. Projects to take cognisance of existing initiatives, the Regional Active Travel Network and Active Travel Hub Feasibility and Assessment Studies.</p>	<p>3a</p>
<p>Support bike subscription and bike recycling schemes across the region</p>	<p>Identify Delivery Partners and a funding framework to extend bike subscription and bike recycling schemes.</p>	<p>3b, 3c</p>
<p>Identify Delivery Partners and a funding framework to develop and deliver Behaviour Change Programmes within the region</p>	<p>Programmes should take advantage of technology and maximise inclusivity.</p>	<p>4a, 4b, 4c</p>
<p>Review Workplace Travel Plans</p>	<p>Reviews should determine the effectiveness of the current travel planning/ behaviour change schemes and activities</p>	<p>4b</p>

	at workplaces, and schedule travel surveys where required. Where appropriate, further and improved behaviour change schemes and activities to be developed for workplaces, taking cognisance of the regional behaviour change programmes.	
Review current Active Travel Officer duties and placements	Review to ensure that existing and current resources can deliver interventions that reflect the needs and aspirations of each Local Authority.	4c
Support the roll-out of regional cycling and bike maintenance training programmes	Identify Delivery Partners and a funding framework for delivering cycle and bike maintenance training to all user groups and considering a range of cycles.	4d
Support school pupils with active travel uptake	Support the development and delivery of training and a range of other measures to support schools and pupils. Employ partnership and cross boundary working.	4e
Monitor and measure behaviour change and provide targeted support to areas with low active travel uptake	Review of data gathered as part of the Monitoring & Evaluation Framework. Liaise with Delivery Partners to adapt and provide additional support in areas where limited travel behaviour change is seen, or where additional challenges are encountered.	4f

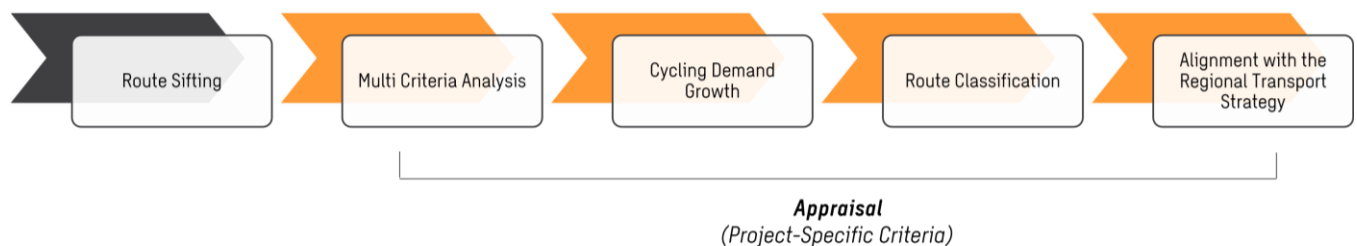
Appendix B – Technical Appendix

Network Appraisal and Prioritisation

Overview

A comprehensive appraisal and prioritisation exercise was carried out around the routes identified as part of the Regional Active Travel Network. This exercise was carried out to help ensure that resources are used optimally to create a connected and accessible network that can play an essential role in delivering the step-change in active travel for the region.

The routes were subject to an initial sift and preliminary appraisal in a staged approach which broadly follows the principles of Scottish Transport Appraisal Guidance (STAG). This Technical Appendix continues to describe the appraisal criteria which have been developed to suit this project’s specific needs, but which address the fundamentals of the STAG Criteria (Environment, Climate Change, Health, Safety & Wellbeing, Economy, and Equality and Accessibility). Factors of Affordability and Deliverability have also been considered.



The Vision and particularly the Objectives of the Regional Transport Strategy, to which the Regional Active Strategy aligns, have been fundamental to the appraisal. The objectives are presented in **Table 1-1**.

Table 1-1: Regional Transport Strategy Objectives

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

At each stage of the appraisal process, the performance of each route was scored and a priority level was assigned to the final average score accordingly, as follows:

- Top Potential
- High Potential
- Medium Potential

The results comprise 'The Prioritised Network' and inform the Infrastructure Delivery Plan.

Process and Metrics Used

Initial Sift

The initial sifting exercise was based on information and data gathered from constituent Local Authorities and Third Sector Delivery Partners. The exercise categorised routes based on their status, i.e. existing, planned, committed infrastructure, and served to separate these from the proposed active travel network, i.e. gaps in the network.

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

Appraisal

The project-specific appraisal criteria, and the metrics employed, are explained below.

(1) Multi Criteria Analysis Rating

Sweco UK Ltd.'s Build Your Bike Route (BYBR) Tool Multi Criteria Analysis (MCA) matrix was used to rate the proposed new routes. The MCA is based on 20 factors that are derived from open data sources and the weights for each of them are calculated using the Analytic Hierarchy Process (AHP) methodology. The AHP was informed by stakeholder engagement, following SPT aspirations.

The factors can be grouped into four main categories: transport infrastructure, commute travel, natural environment, and community/ socio-economic. **Table 1-2** details each factor, explains its alignment with the Regional Transport Strategy and provides the factors' data source and weighting (relative to the appraisal).

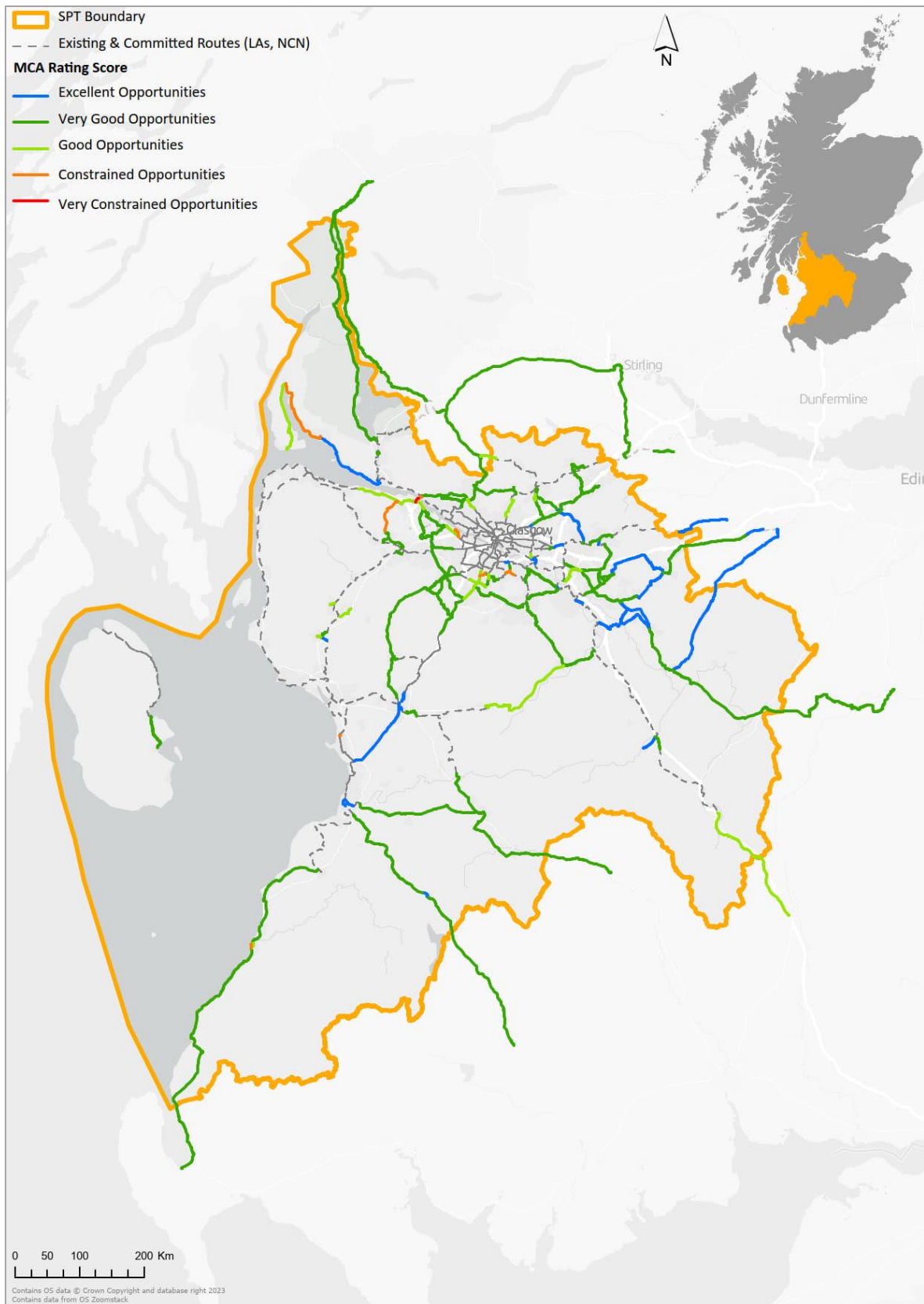
Table 1-2: Multi Criteria Analysis Rating

Category	Factor/ Tool	RTS Objective Alignment	Overall Weighting	Data Source
Transport Infrastructure	Proximity to Accidents	OBJ 1	3.37%	Road accident locations, Department for Transport
	Connection to Road Network	OBJ 5	2.55%	Road network, Ordnance Survey
	Proximity to Main Road Network	OBJ 2	1.93%	Road network, Ordnance Survey

Category	Factor/ Tool	RTS Objective Alignment	Overall Weighting	Data Source
	Connection to NMU Network	OBJ 5	12.51%	Core paths, Cycling network, National cycle network. Improvement Service and Sustrans
	Connection to Public Transport Network	OBJ 4, OBJ 5	12.51%	OpenStreetMap
Commute Travel	Promote Active Travel Commute	OBJ 3	6.92%	Census 2011
	Promote Active Travel Commute to School	OBJ 3	4.40%	Census 2011
	Proximity to Residential Locations	OBJ 1, OBJ 3	5.26%	OpenStreetMap
	Car Ownership	OBJ 2, OBJ 3, OBJ 4	1.17%	Census 2011
Natural Environment	Average Land Surface Slope	OBJ 1, OBJ 3	2.82%	OS Terrain 50, Ordnance Survey
	Proximity to Flood Risk Areas	OBJ 1, OBJ 3	2.91%	Coastal, river and surface water flood extent maps, Scottish Environment Protection Agency
	Proximity to Green Infrastructure	OBJ 3	0.74%	OS Open Greenspace, Ordnance Survey
	Proximity to Nature Conservation Areas	OBJ 3	0.74%	Environmental Designated Sites, NatureScot; Improvement Service
	Proximity to Restricted Access Land		0.28%	OpenStreetMap
	Proximity to Cultural Heritage Areas	OBJ 3	0.65%	Historic Environment Scotland
Community/ Socio-economic	Connection to Deprived Communities	OBJ 1	18.15%	Scottish Index of Multiple Deprivation (SIMD), Scottish Government
	Proximity to Key Locations	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Commercial Locations	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Historic Locations	OBJ 3, OBJ 5	1.90%	Historic Environment Scotland
	Connection to Rural Communities	OBJ 1, OBJ 5	2.98%	Urban-rural classification, Scottish Government

The resulting scores from assessment against the Multi Criteria Analysis (MCA) matrix are presented in **Map 1**. The scoring ranges from excellent (best) to very constrained (worst).

Map 1: Multi Criteria Analysis (MCA) Scoring



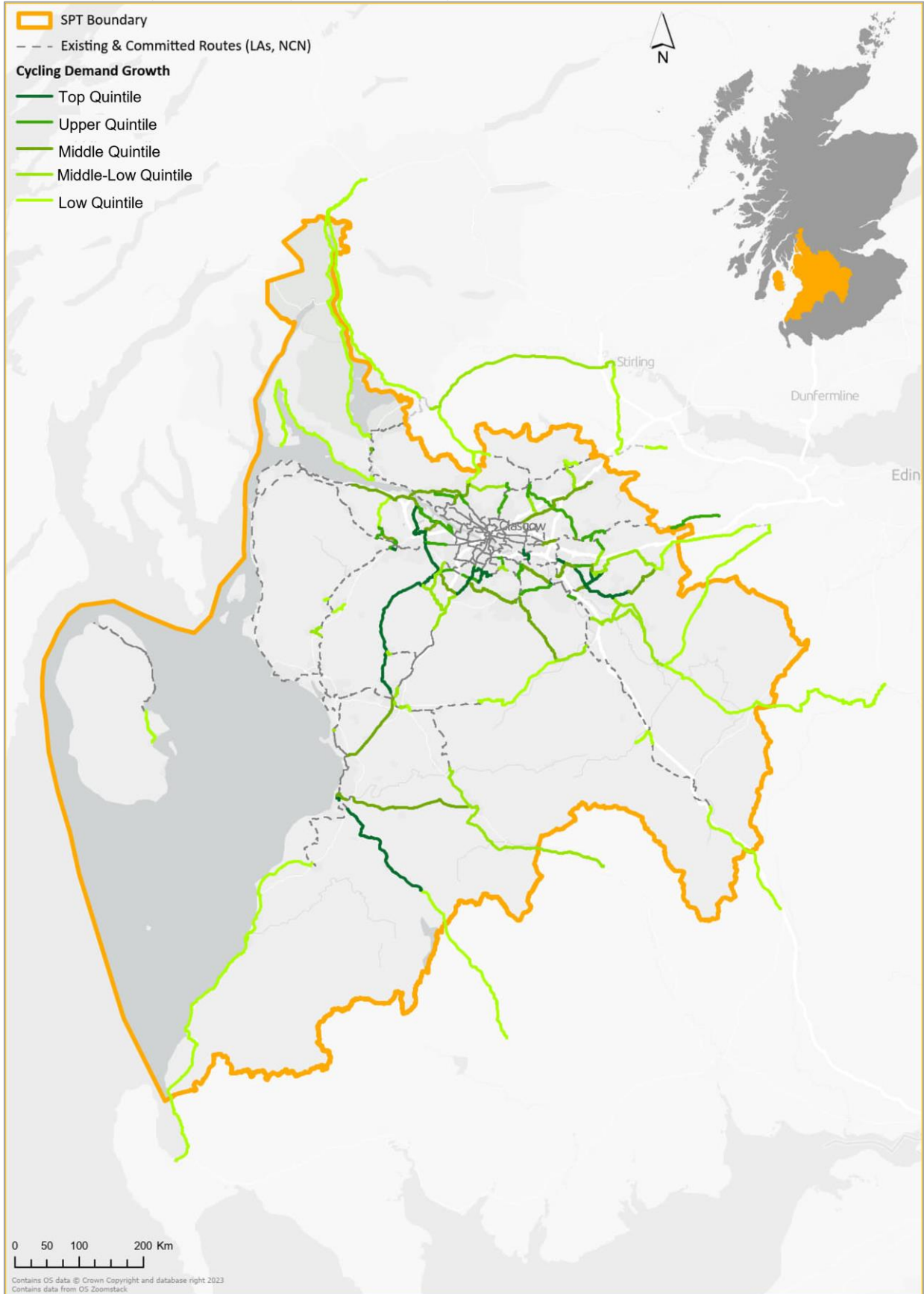
(2) Network Planning Tool Potential Cycling Demand Growth

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

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

In this assessment, the baseline peak flow (i.e. the current level of cycling) on each proposed route was compared with the best-case scenario ‘Go Dutch’, that imagines a future with a high level of cycling, scaling up a baseline similar to levels of cycling in the Netherlands. The calculated potential growth based on the Go Dutch values ensures that the routes are future proofed and the resulting scores are presented according to quintiles distribution as in **Map 2**.

Map 2: Network Planning Tool Potential Cycling Demand Growth Scoring



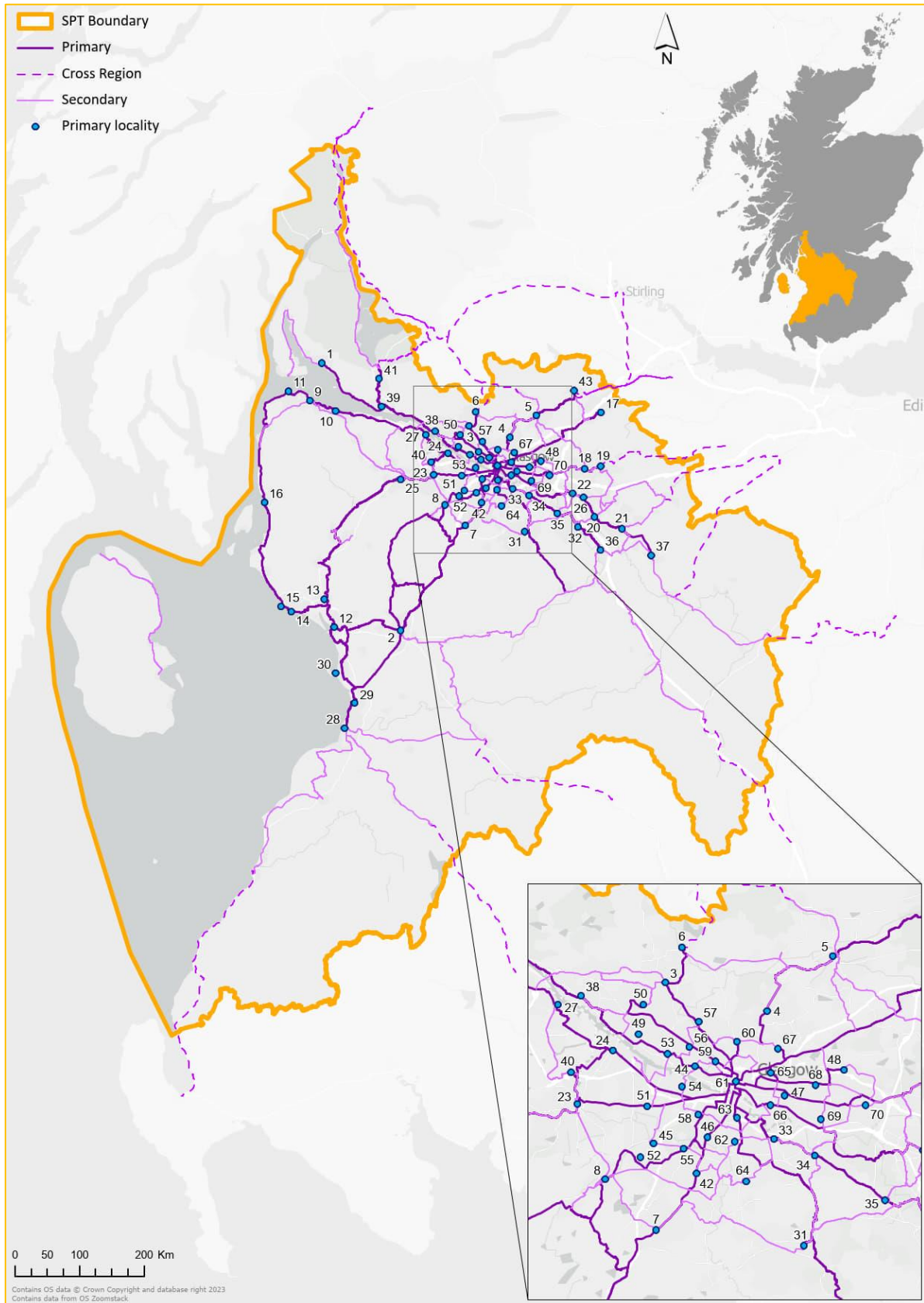
(3) Network Connections Categorisation

The network connections categorisation builds on Origin-Destination work done by SPT to categorise proposed new connections as primary; secondary; or cross region.

This assessment follows the original O-D Network Schema, developed by SPT, which was used as a basis for the development of the proposed network. Where links present a double function due to network connectivity, the higher value will take precedence (e.g. if a link is utilised both as primary and secondary, for scoring purposes the link will be scored as Primary).

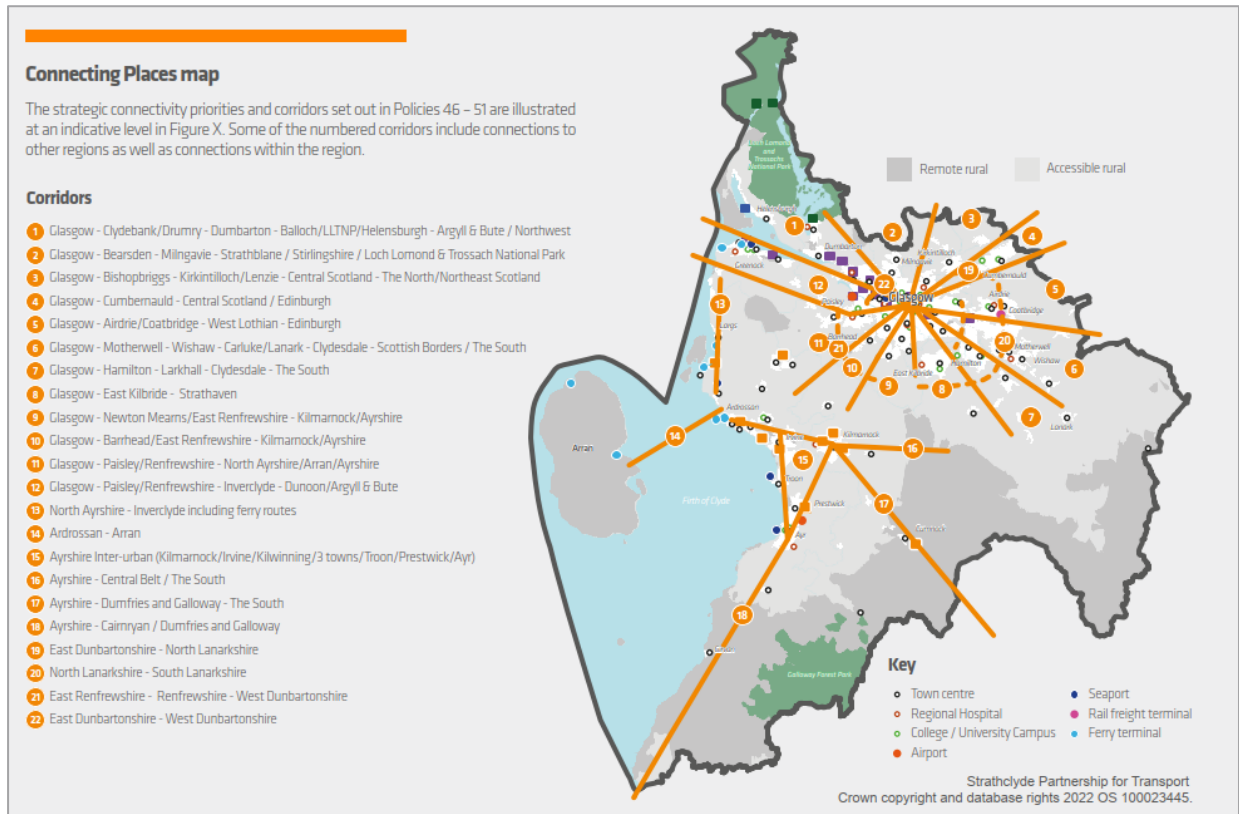
The resulting categorisation is presented in **Map 3**.

Map 3: The Categorised Network



(4) Alignment with the Regional Transport Strategy

The results of the assessment against the preceding appraisal criteria were then consolidated and each route's alignment with the Regional Transport Strategy, particularly the theme 'Connecting Places' (RTS Policies 46-51), was assessed.



Source: *Regional Transport Strategy for the west of Scotland 2023-2038*

Results

Each route was assigned one of three priority levels: top potential, high potential and medium potential based on its final average score against each of the appraisal criteria (with no weighting applied). A final sense check was undertaken to ensure the results are not biased towards any specific criteria.

A summary of the criteria for the final route prioritisation is presented in **Table 1-3**.

Table 1-3: *Criteria for Route Prioritisation*

	Multi Criteria Analysis Rating	NPT Potential Cycling Demand Growth	Network Connections Categorisation	Alignment with RTS
TOP PRIORITY CONNECTION	Excellent Opportunities	Top quintile	Primary	Aligned <i>(meets the Connecting Places Corridors)</i>

HIGH PRIORITY CONNECTION	Very Good Opportunities	Upper-mid quintiles	Cross Region	Aligned <i>(provides similar connectivity outcomes as per the Connecting Places Corridors)</i>
	Good Opportunities			
MEDIUM PRIORITY CONNECTION	Constrained Opportunities	Mid-Low quintiles	Secondary	Not Aligned <i>(does not meet the connectivity outcomes as per the Connecting Places Corridors)</i>
	Very Constrained Opportunities			

The results of the prioritisation exercise are shown in **Map 4** and this informs the Infrastructure Delivery Plan.

Map 4: The Regional Active Travel Network – The Prioritised Network

