SPT Regional Active Travel Strategy – Network Development Technical Note

1 Network Development

1.1 Overview

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

The Regional Active Travel Network (RATN) focuses on strategic corridors and routes that connect key settlements and trip generators, facilitating travel across the region. The RATN is intended to deliver regional transportation and long-term planning objectives, and will be further developed in coordination with the constituent local authorities to ensure it is cohesive and joined-up with local networks.

The network development process was based on a high-level origin-destination (O-D) schematic network, developed by SPT in partnership with Sustrans, which established the key origins and destinations to be connected by the network, and that will generate demand for cycling. This work was enriched by data from a comprehensive desktop review and stakeholder engagement, to understand where existing, committed or planned infrastructure exists and to identify the gaps in the proposed network. From there, the following five steps were carried out:

Each step is described in detail in the following sections.

1.2 Origin-Destination Network

The development of the network began in line with the following aims:

- To connect key settlements and trip generators throughout the SPT region
  Identifying the key origins and destinations that will generate the demand for cycling

- To identify and fill key gaps in the existing network across the SPT region
  Prioritising the use of existing infrastructure and demand flows

Through partnership working with Sustrans that began in 2022, the key settlements and destinations that generate demand for active travel were identified, mapped and connected by an emerging 'straight-line' network, or origin-destination (O-D) network. This approach was found to be most appropriate due to the scale of the region and the nature of the population spread, as it is largely clustered in distinct settlements.

The key settlements and trip generators were later defined and categorised as 'Primary Localities' or 'Secondary Localities', according to the following general principles:

- **Primary Localities** are settlements with populations over 10,000 and Glasgow Airport (as a national trip generator).

- **Secondary Localities** are settlements with populations over 4,500; public transport hubs; key hospitals; some town centres within local development plans; significant destinations within Loch Lomond & The Trossachs National Park; and HM Naval Base (HMNB) Clyde.

The original localities, or nodes on the network, determined in this exercise by Sustrans are included in Table 1 and Table 2:

Table 1: Original Primary Localities

Reference	Primary Locality Name	Reference	Primary Locality Name
1	Helensburgh	36	Larkhall
2	Kilmarnock	37	Carluke
3	Bearsden	38	Clydebank
4	Bishopbriggs	39	Dunbarton
5	Kirkintilloch	40	Glasgow Airport
6	Milngavie	41	Vale of Leven
7	Newton Mearns	42	Giffnock
8	Barrhead	43	Kilsyth
9	Greenock	44	Partick/ Byres Road
10	Port Glasgow	45	Pollok
11	Gourock	46	Shawlands
12	Irvine	47	Parkhead
13	Kilwinning	48	Easterhouse
14	Saltcoats	49	Garscadden/ Scotstounhill Ward
15	Ardrossan	50	Drumchapel/ Anniesland Ward
16	Largs	51	Cardonald Ward

Reference	Primary Locality Name	Reference	Primary Locality Name
17	Cumbernauld	52	Greater Pollok Ward
18	Coatbridge	53	Victoria Park Ward
19	Airdrie	54	Govan Ward
20	Motherwell	55	Newlands/ Auldburn Ward
21	Wishaw	56	Partick East/ Kelvindale Ward
22	Viewpark	57	Maryhill Ward
23	Paisley	58	Pollokshields Ward
24	Renfrew	59	Hillhead Ward
25	Johnstone	60	Canal Ward
26	Bellshill	61	Anderston/ City/ Yorkhill Ward
27	Erskine	62	Langside Ward
28	Ayr	63	Southside Central Ward
29	Prestwick	64	Linn Ward
30	Troon	65	Dennistoun Ward
31	East Kilbride	66	Calton Ward
32	Hamilton	67	Springburn/ Robroyston Ward
33	Rutherglen	68	East Centre Ward
34	Cambuslang	69	Shettleston Ward
35	Blantyre	70	Baillieston Ward

Table 2: Original Secondary Localities

Reference	Secondary Locality Name	Reference	Secondary Locality Name
1	Garelochhead	**32**	Linwood
2	HMNB Clyde	**33**	Bothwell
3	Tarbet	**34**	Stonehouse
4	Balmaha	**35**	Balloch
5	Milton of Campsie	**36**	Uddingston
6	Stepps	**37**	Wemyss Bay
7	Lanark	**38**	Kilmacolm
8	Biggar	**39**	Duntocher and Hardgate
9	Clarkston	**40**	Neilston
10	Bishopton	**41**	Torrance
11	West Kilbride	**42**	Brodick
12	Stevenston	**43**	Lochranza

Reference	Secondary Locality Name	Reference	Secondary Locality Name
13	Dalry	**44**	Lamlash
14	Kilbirnie	**45**	Lennoxtown
15	Beith	**46**	Drymen
16	Stewarton	**47**	Bridge of Weir
17	Galston	**48**	Hulford
18	Strathaven	**49**	Netherlee
19	Cumnock	**50**	Moodiesburn
20	Dalmellington	**51**	Lenzie
21	Maybole	**52**	Old Kilpatrick
22	Girvan	**53**	McInroy's Point Ferry
23	Braehead	**54**	Kilcreggan
24	Chapelhall	**55**	Lesmahagow
25	Holytown	**56**	Douglas
26	New Stevenston	**57**	Abington
27	Newarthill	**58**	University Hospital Ayr
28	Newmains	**59**	Strathclyde Business Park
29	Shotts	**60**	University Hospital Crosshouse
30	Elderslie	**61**	University Hospital Hairmyres
31	Houston	**62**	Queen Elizabeth University Hospital

1.3 Automated Modelling – Phase 1

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

The network routes were classified as 'Core' or 'Supporting' based on the type of locations they linked along with the importance of a link to regional connectivity and the level of demand for walking, wheeling, and cycling. Core Routes connect key settlements (Primary Localities) and see a higher cycling demand. Core Routes are designed to provide direct and efficient connections, while Supporting Routes are feeder routes that connect Core Routes and Secondary Localities. Supporting Routes may see lower cycling demand but play a vital role in creating a comprehensive regional network.

Cross Region routes were also identified, where connections extend beyond Strathclyde to other regions. The modelling exercise was run first on the Primary O-D pairs connecting Primary Localities. A second run on the model tool was undertaken for the Secondary O-D pairs connecting Secondary Localities and Core Routes. A final run was undertaken for the Cross Region O-D corridors.

1.4 Early Engagement

An exhaustive data gathering exercise was conducted through engagement with local authorities and third sector delivery partners, such as Sustrans. The objective was to collect information on existing active travel infrastructure, as well as committed and planned routes, ideally in GIS format. An overview of the outputs from Phase 1, along with an initial version of the proposed network for their respective areas, were shared with stakeholders as drawings and GIS data files, and feedback and input were requested to be incorporated during the reconciliation of the network (Phase 2).

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

1.5 Reconciliation of the Network – Phase 2

Spatial modelling was employed to generate a first draft of the RATN. The modelling incorporated feedback and data provided by stakeholders at early engagement phase, including planned and committed local networks, and a gap analysis was completed to determine the gaps, or 'missing links', with a view to identifying potential routes and creating a more inter-connected network for the region.

1.6 Final Engagement

The results of the network reconciliation, including a draft of the proposed RATN, were circulated to constituent authorities, key stakeholders and the public for their input. Collaborative workshops were held with constituent authorities and Sustrans, while other stakeholders and the public were invited to provide feedback in respective survey forms.

1.7 Consolidation of the Network – Phase 3

The feedback and new or updated data gathered during the final round of engagement was collated and reviewed, before a sifting exercise was undertaken to determine alignment with regional transport objectives and the resulting actions. Actions included the addition, alteration and removal of some route sections and locality locations.

The list of the final localities, connected by the RATN and as confirmed through the Draft Regional ATS engagement period, is provided in Table 3.

Table 3: RATN Final Localities

Reference	Locality Name	Locality Category		Reference	Locality Name	Locality Category
1	Largs	Primary		1	Lochranza	Secondary
2	Ardrossan	Primary		2	Brodick	Secondary
3	Gourock	Primary		3	Lamlash	Secondary
4	Saltcoats	Primary		4	Girvan	Secondary
5	Greenock	Primary		5	Wemyss Bay	Secondary
6	Helensburgh Waterfront	Primary		6	West Kilbride	Secondary
7	Kilwinning	Primary		7	McInroy's Point Ferry	Secondary
8	Irvine	Primary		8	Garelochhead	Secondary
9	Port Glasgow	Primary		9	Kilcreggan	Secondary
10	Troon	Primary		10	Inverclyde Royal Hospital	Secondary
11	Ayr	Primary		11	HMNB Clyde	Secondary
12	Prestwick	Primary		12	Stevenston	Secondary
13	Vale of Leven	Primary		13	Dalry	Secondary
14	Dunbarton	Primary		14	Maybole	Secondary
15	Kilmarnock	Primary		15	Kilbirnie	Secondary
16	Johnstone	Primary		16	Ayrshire Central Hospital	Secondary
17	Erskine	Primary		17	Tarbet	Secondary
18	Glasgow Airport	Primary		18	Beith	Secondary
19	Paisley	Primary		19	Kilmacolm	Secondary
20	Clydebank	Primary		20	University Hospital Ayr	Secondary
21	Barrhead	Primary		21	Vale of Leven Hospital	Secondary
22	Renfrew	Primary		22	Bridge of Weir	Secondary
23	Yoker	Primary		23	Balloch	Secondary
24	Drumchapel	Primary		24	University Hospital Crosshouse	Secondary
25	Knightswood	Primary		25	Houston	Secondary

Reference	Locality Name	Locality Category		Reference	Locality Name	Locality Category
26	Cardonald/ Halfway	Primary		26	Stewarton	Secondary
27	Scotstoun/ Whiteinch	Primary		27	Balmaha	Secondary
28	Pollock	Primary		28	Linwood	Secondary
29	Newton Mearns	Primary		29	Bishopton	Secondary
30	Bearsden	Primary		30	Elderslie	Secondary
31	Anniesland	Primary		31	Hulford	Secondary
32	Milngavie	Primary		32	Old Kilpatrick	Secondary
33	Govan	Primary		33	Royal Alexandra Hospital	Secondary
34	Hyndland	Primary		34	Neilston	Secondary
35	Partick/ Byres Road	Primary		35	Dalmellington	Secondary
36	Giffnock	Primary		36	Golden Jubilee National Hospital	Secondary
37	Cessnock	Primary		37	Drymen	Secondary
38	Cranstonhill/ Yorkhill	Primary		38	Duntocher and Hardgate	Secondary
39	Maryhill	Primary		39	Galston	Secondary
40	Shawlands	Primary		40	Braehead	Secondary
41	Kelvinbridge	Primary		41	Queen Elizabeth University Hospital	Secondary
42	Woodlands	Primary		42	Gartnavel General Hospital	Secondary
43	Albert Drive	Primary		43	West Glasgow Ambulatory Care Hospital	Secondary
44	Strathbungo	Primary		44	Cumnock	Secondary
45	Cathcart/Muirend	Primary		46	Eaglesham	Secondary
46	St George's Cross	Primary		47	Netherlee	Secondary
47	Battlefield	Primary		48	New Victoria Hospital	Secondary
48	Victoria Road	Primary		49	Glasgow Royal Infirmary	Secondary
49	Mount Florida	Primary		50	University Hospital Hairmyres	Secondary
50	Govanhill	Primary		51	Stobhill Hospital	Secondary

Reference	Locality Name	Locality Category		Reference	Locality Name	Locality Category
51	City Centre	Primary		52	Torrance	Secondary
52	Possilpark	Primary		53	Lennoxtown	Secondary
53	Gorbals	Primary		54	Milton of Campsie	Secondary
54	Croftfoot	Primary		55	Lenzie	Secondary
55	The Barras	Primary		56	Stepps	Secondary
56	Castlemilk	Primary		57	Uddingston	Secondary
57	Springburn	Primary		58	Moodiesburn	Secondary
58	Bridgeton	Primary		59	Strathaven	Secondary
59	Bishopbriggs	Primary		60	Bothwell	Secondary
60	Duke Street	Primary		61	Strathclyde Business Park	Secondary
61	Rutherglen	Primary		62	University Hospital Monklands	Secondary
62	Alexandra Parade	Primary		63	Stonehouse	Secondary
63	Parkhead	Primary		64	New Stevenston	Secondary
64	East Kilbride	Primary		65	Holytown	Secondary
65	Tollcross	Primary		66	Chapelhall	Secondary
66	Cambuslang	Primary		67	University Hospital Wishaw	Secondary
67	Shettleston	Primary		68	Newarthill	Secondary
68	Kirkintilloch	Primary		69	Lesmahagow	Secondary
69	Easterhouse	Primary		70	Newmains	Secondary
70	Barrachnie	Primary		71	Douglas	Secondary
71	Baillieston	Primary		72	Shotts	Secondary
72	Blantyre	Primary		73	Lanark	Secondary
73	Viewpark	Primary		74	Abington	Secondary
74	Kilsyth	Primary		75	Biggar	Secondary
75	Hamilton	Primary				

Reference	Locality Name	Locality Category		Reference	Locality Name	Locality Category
76	Bellshill	Primary				
77	Coatbridge	Primary				
78	Motherwell	Primary				
79	Larkhall	Primary				
80	Airdrie	Primary				
81	Cumbernauld	Primary				
82	Wishaw	Primary				
83	Carluke	Primary				
84	Clarkston	Primary				

The conclusion of this stage is considered as the 'Final Network', with an acknowledgement that the RATN remains 'live' in that future changes are anticipated as new development arises and local networks are progressed. SPT will complete regular reviews of the RATN and complete updates as required.

The 'Final Network' features a mix of existing infrastructure, committed routes and new connections which seek to address missing links in the current active travel network across the SPT region.

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

2 Route Opportunity Assessment

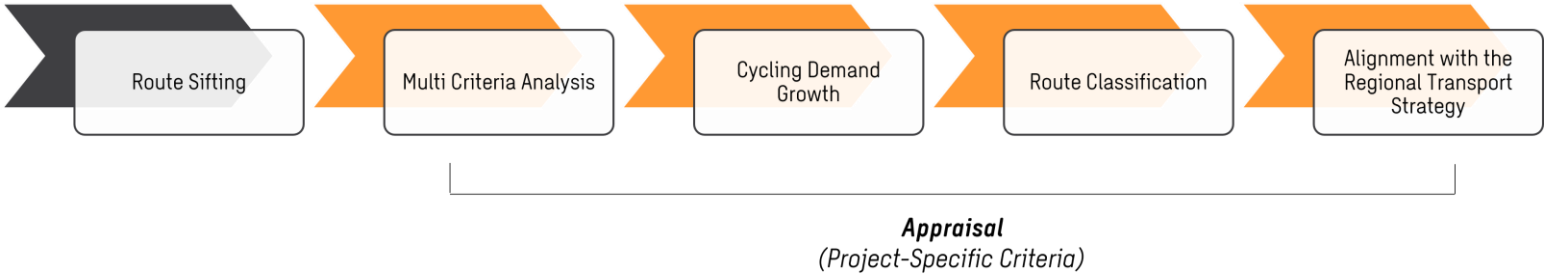
2.1 Overview

An opportunity assessment was carried out on the routes identified as part of the RATN. This assessment, which considered factors including existing infrastructure, cycling potential and alignment with broader transportation objectives, informed the Infrastructure Delivery Plan and the outcomes are intended to help decision-makers make informed choices about where to allocate resources and implement changes to deliver the RATN.

Each proposed route was scored and assigned to one of the following delivery phases, according to its level of opportunity:

- Phase 1 – short-term delivery
- Phase 2 – mid-term delivery
- Phase 3 – mid-term to long-term delivery

To achieve an overall score, and determine priorities for infrastructure delivery, an appraisal was undertaken employing the following criteria:



- **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 completed by Sustrans and 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 47-52).

The following sections present the methodology associated with each appraisal criteria in the route opportunity assessment.

2.2 Route Sifting

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

2.3 Multi-Criteria Analysis

The outcomes of the route sifting exercise, i.e. the proposed network, were taken forward to be scored using a Multi-Criteria Analysis (MCA). The MCA aimed to identify the level of opportunity for delivering the network based on the scoring against a range of criteria which fall into the following categories: transport infrastructure, commute travel, natural environment, community and socio-economic factors.

Full details of the criteria and respective weighting employed in the route scoring are provided in Table 4.

Table 4: Multi-Criteria Analysis and Weighting

Category	Factor/Tool	STAG Criteria	RTS Objective Alignment	Overall Factor Weight	Data Source
Transport Infrastructure	Proximity to Accidents	Security	OBJ 1	3.37%	Road accident locations, Department for Transport
	Connection to Road Network	Economy - Transport Economic Efficiency (TEE)	OBJ 5	2.55%	Road network, Ordnance Survey
	Proximity to Main Road Network	Economy - Transport Economic Efficiency (TEE)	OBJ 2	1.93%	Road network, Ordnance Survey
	Connection to NMU Network	Equality and Accessibility - Active Travel Network Coverage	OBJ 5	12.51%	Core paths, Cycling network, National cycle network. Improvement Service and Sustrans
	Connection to Public Transport Network	Equality and Accessibility - Public Transport Network Coverage	OBJ 4, OBJ 5	12.51%	OpenStreetMap

Category	Factor/Tool	STAG Criteria	RTS Objective Alignment	Overall Factor Weight	Data Source
Commute Travel	Promote Active Travel Commute	Equality and Accessibility - Comparative Access by People Group	OBJ 3	6.92%	Census 2011
	Promote Active Travel Commute to School	Equality and Accessibility - Comparative Access by People Group	OBJ 3	4.40%	Census 2011
	Proximity to Residential Locations	Equality and Accessibility - Active Travel Network Coverage	OBJ 1, OBJ 3	5.26%	OpenStreetMap
	Car Ownership	Equality and Accessibility - Comparative Access by People Group	OBJ 2, OBJ 3, OBJ 4	1.17%	Census 2011
Natural Environment	Average Land Surface Slope	Environment - Geology and Soils	OBJ 1, OBJ 3	2.82%	OS Terrain 50, Ordnance Survey
	Proximity to Flood Risk Areas	Environment - Water, Drainage and Flooding	OBJ 1, OBJ 3	2.91%	Coastal, river and surface water flood extent maps, Scottish Environment Protection Agency
	Proximity to Green Infrastructure	Environment - Land Use (including Agriculture and Forestry)	OBJ 3	0.74%	OS Open Greenspace, Ordnance Survey
	Proximity to Nature Conservation Areas	Environment - Biodiversity and Habitats	OBJ 3	0.74%	Environmental Designated Sites, NatureScot; Improvement Service
	Proximity to Restricted Access Land	Security		0.28%	OpenStreetMap
	Proximity to Cultural Heritage Areas	Environment - Historic Environment	OBJ 3	0.65%	Historic Environment Scotland

Category	Factor/Tool	STAG Criteria	RTS Objective Alignment	Overall Factor Weight	Data Source
Community Socio-economic	Connection to Deprived Communities	Equality and Accessibility - Comparative Access by People Group	OBJ 1	18.15%	Scottish Index of Multiple Deprivation (SIMD), Scottish Government
	Proximity to Key Locations	Health, Safety and Wellbeing - Access to Health and Wellbeing Infrastructure	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Commercial Locations	Economy - Wider Economic Impacts (WEIs)	OBJ 1, OBJ 5	9.09%	OpenStreetMap
	Proximity to Historic Locations	Environment - Historic Environment	OBJ 3, OBJ 5	1.90%	Historic Environment Scotland
	Connection to Rural Communities	Equality and Accessibility - Comparative Access by Geographic Location	OBJ 1, OBJ 5	2.98%	Urban-rural classification, Scottish Government

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

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

The Regional Transport Strategy (RTS) objectives referenced are provided in Table 5.

Table 5: SPT Regional Transport Strategy Objectives

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

The results of the MCA, as per each of the four categories, are provided in Table 6.

Table 6: MCA Category Results

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
10_10	Braehead to Queen Elizabeth University Hospital	48.42	39.78	61.89	11.6	42.47	Good
101_10	Shettleston to Cambuslang	54.86	47.8	54.84	56.42	51.13	Very Good
101_11	Shettleston to Cambuslang	70.5	26.74	69.35	20.24	42.23	Good
108_10	Baillieston to Coatbridge	77.33	41.38	54.73	92.18	55.83	Very Good
108_11	Baillieston to Coatbridge	45.72	47.8	54.11	59.13	49.14	Very Good
11_10	Dalry to Beith	49.87	44.47	59.9	40.74	47.54	Very Good
11_11	Kilbirnie to Beith	43.14	50.88	64.25	29.54	49.13	Very Good
111_10	Clydebank to Renfrew	61.06	47.8	57.2	67.76	53.85	Very Good
111_11	Glasgow Airport to Renfrew	42.67	47.8	68.23	56.16	50.12	Very Good
112_10	Old Kilpatrick to Erskine	47.44	40.45	78.84	10.65	44.43	Good
113_10	Bearsden to Drumchapel	57.4	63.34	71.11	49.17	61.84	Very Good
114_10	Shettleston to Cambuslang	54.86	47.8	54.84	56.42	51.13	Very Good
115_10	Paisley to Pollok	53.65	7.9	62.19	59.19	30.3	Constraint
116_10	Bothwell to Motherwell	85.78	44.47	66.17	82.73	60.26	Very Good
117_10	Coatbridge to Cumbernauld	68.19	44.47	59.72	81.18	55.16	Very Good
118_10	Bishopton to Glasgow Airport	76.43	44.47	67.74	38.51	54.6	Very Good
118_11	Bishopton to Glasgow Airport	94.21	39.78	65.55	57.91	57.49	Very Good
119_10	Abington to Biggar	66.33	44.47	52.88	38.67	50.22	Very Good
12_10	Maybole to Ayr	50.74	60.14	76.08	79.94	61.81	Very Good
120_10	Kilcreggan to Coulport	68.47	53.84	45.03	17.7	53	Very Good
121_10	Tarbet to Arrochar	88.13	58.53	48.16	46.57	62.98	Very Good
122_10	Helensburgh to Loch Lomond	78.78	49.16	70.05	31.92	57.47	Very Good
123_10	Millport to Largs (via Cumbrae Slip)	60.63	58.53	39.17	43.61	55.1	Very Good
124_10	Saltcoats to Dalry	61.53	64.82	52.2	61.55	62.04	Very Good
125_10	Eaglesham to University Hospital Hairmyres	51.45	44.47	56.74	42.73	47.64	Very Good
126_10	Newton Mearns to East Kilbride	83.12	46.07	59.1	58.54	57.52	Very Good
127_10	Eaglesham, Waterfoot, Clarkston	78.78	58.53	64.55	62.22	64.37	Very Good
128_10	Eaglesham towards Stewarton	69.98	49.16	56.64	43.98	54.59	Very Good
13_10	Girvan to Maybole	65.91	49.16	70.44	59.42	56.84	Very Good
13_11	Girvan to Maybole	55.53	66.04	66.65	14.22	59.34	Very Good
14_10	Dalmellington to University Hospital Ayr	57.97	41.38	55.07	49.6	47.81	Very Good

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
15_10	Cumnock to Ayr	53.62	53.84	67.07	39.28	54.39	Very Good
15_11	Cumnock to Ayr	53.15	59.55	66.56	73.09	60.16	Very Good
15_12	Ayr to Prestwick	77.33	52.49	70.74	82.3	63.27	Very Good
16_10	Cumnock to Galston	61.53	39.78	67.07	52.57	49.66	Very Good
16_11	Kilmarnock to Hulford	43.4	39.78	57.13	56.02	44.37	Good
16_12	Kilmarnock to Hulford	63.27	44.59	75.56	76.4	55.86	Very Good
17_10	Kilmarnock to Hulford	63.27	44.59	75.56	76.4	55.86	Very Good
17_11	Kilmarnock to Hulford	46.56	39.78	57.13	55.04	45.02	Very Good
18_10	Kilmarnock to Hulford	67.72	39.78	62.68	51.07	50.37	Very Good
19_10	Galston to Strathaven	62.64	44.47	52.09	35.34	48.98	Very Good
20_11	Johnstone to Neilston	77.33	47.8	65.04	53.46	57.51	Very Good
20_12	Johnstone to Neilston	81.95	52.36	60.69	52.61	56.09	Very Good
21_10	Paisley to Barrhead	53.65	7.9	62.19	59.19	30.3	Constraint
21_11	Paisley to Barrhead	52.1	15.09	59.21	62.15	33.71	Constraint
21_12	Elderslie to Paisley	86.41	37.85	62.79	78.76	55.99	Very Good
21_13	Paisley to Pollok	59.81	39.78	45.66	57.91	46.76	Very Good
22_10	Newton Mearns to Neilston	83.12	55.45	57.3	67.48	63.14	Very Good
23_10	Giffnock to Shawlands	61.53	49.16	60.6	17.27	50.94	Very Good
24_10	Netherlee to Cathcart/Muirend to Mount Florida	62.6	49.16	75.44	20.24	53.48	Very Good
24_11	Netherlee to Giffnock	45.77	49.16	60.6	17.27	47.28	Very Good
24_12	Netherlee to Giffnock	58.5	49.16	87.03	28.87	54.84	Very Good
25_10	Netherlee to Croftfoot to Castlemilk	51.3	50.88	73.25	46	53.65	Very Good
26_10	Barrhead to Clarkston	56.66	50.76	60.28	52.51	53.59	Very Good
26_11	Pollok to Clarkston	48.38	44.47	73.85	18.25	47.23	Very Good
27_10	Giffnock to Pollock	61.53	49.16	58.14	17.27	50.6	Very Good
28_10	Newton Mearns to East Kilbride	66.86	57.05	68.41	57.4	56.65	Very Good
30_10	Netherlee to Cathcart/Muirend to Mount Florida	62.6	49.16	75.44	20.24	53.48	Very Good
31_10	East Kilbride to Strathaven	86.68	46.07	62.36	63.95	59.25	Very Good
32_10	Abington to Douglas	55.86	39.78	43.71	55.64	45.39	Very Good
33_10	Douglas to Lesmahagow	91.82	39.78	58.67	83.07	58.1	Very Good
35_10	Strathaven to Stonehouse	86.68	46.07	62.08	52.01	58.21	Very Good
37_10	East Kilbride to Blantyre	60.15	47.68	65.34	65.83	54.53	Very Good
38_10	East Kilbride to Blantyre	60.15	47.68	65.34	65.83	54.53	Very Good

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
39_10	East Kilbride to Cambuslang	66.35	55.45	67.01	59.19	59.89	Very Good
40_10	Linn ward to Rutherglen	75.87	10.98	64.55	45.08	36.29	Good
41_10	Mount Florida to Rutherglen	77.33	71.24	74.75	48.05	71.19	Excellent
42_10	Biggar to Lanark	77.33	53.84	73.18	60.64	62.53	Very Good
43_10	Lanark to Carluke	43.96	44.47	72.41	58.38	49.36	Very Good
44_10	Larkhall to Carluke	80.23	60.14	60.51	73.15	65.95	Excellent
45_10	Larkhall to Wishaw	78.78	64.82	68.32	78.82	69.72	Excellent
46_10	Hamilton to Motherwell	51.04	41.38	67.46	60.97	48.86	Very Good
47_10	Bothwell to Bellshill	85.76	58.53	82.31	43.18	66.84	Excellent
48_10	Bothwell to Bellshill	53.71	49.16	62.19	31.43	50.53	Very Good
49_10	Bothwell to Uddingston	85.76	58.53	82.31	43.18	66.84	Excellent
5_10	Johnstone to Kilbirnie	61.53	50.88	46.93	50.49	52.78	Very Good
50_10	Uddingston to Viewpark	65.37	53.84	72.23	53.46	59.02	Very Good
51_10	Wishaw to Newmains	50.63	57.05	83.63	44.82	58.19	Very Good
52_10	Newmains to Shotts	74.98	44.47	58.22	78.82	56.33	Very Good
53_10	Holytown to Shotts	87.61	41.38	73.25	79.79	59.73	Very Good
54_10	Motherwell to Newarthill	50.63	42.99	61.57	54.03	48.25	Very Good
55_10	Motherwell to New Stevenston	56.4	47.68	66.22	53.46	52.74	Very Good
56_10	New Stevenston to Newarthill	53.52	41.38	66.78	44.82	47.99	Very Good
56_11	New Stevenston to Newarthill	44.97	44.47	72.23	59.13	49.64	Very Good
57_10	Bellshill to New Stevenston	52.6	47.68	72.23	50.49	52.44	Very Good
58_10	New Stevenston to Holytown	55.87	44.47	72.84	59.13	52.25	Very Good
59_10	Holytown to Chapelhall	57.83	44.47	75.31	65.83	51.55	Very Good
6_10	Johnstone to Kilbirnie	61.53	50.88	46.93	50.49	52.78	Very Good
6_11	Bridge of Weir to Houston	81.02	49.16	64.09	70.46	60.4	Very Good
60_10	Chapelhall to Airdrie	45.38	39.78	65.85	51.07	45.62	Very Good
60_11	Chapelhall to Airdrie	63.77	57.05	89.9	57.44	63.17	Very Good
61_10	Bellshill to Viewpark	58.79	50.76	72.23	43.85	55	Very Good
61_11	Bellshill to Coatbridge	39.71	52.36	62.08	65.83	51.89	Very Good
62_10	Coatbridge to Moodiesburn	81.67	46.07	59.21	81.39	59.11	Very Good
63_10	Airdrie to Cumbernauld	82.47	50.76	54.03	91.13	61.96	Very Good
63_11	Coatbridge to Airdrie	54.3	50.76	65.94	64.45	54.82	Very Good
65_10	Coatbridge to Stepps	81.67	49.16	80.58	86.85	64.2	Very Good

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
68_10	Cumbernauld to Kilsyth	53.71	46.07	60.28	51.73	50.28	Very Good
69_10	Moodiesburn to Kirkintilloch	45.67	46.07	59.21	50.55	48.16	Very Good
7_10	Johnstone to Kilbirnie	61.53	50.88	46.93	50.49	52.78	Very Good
7_11	Linwood to Johnstone	65.63	47.8	64.53	36.19	53.27	Very Good
70_10	Stepps to Lenzie	77.33	49.16	67.35	40.9	57.52	Very Good
71_10	Lenzie to Kirkintilloch	60.77	46.07	84.57	50.55	51.02	Very Good
74_10	Torrance to Kirkintilloch	85.23	63.22	61.89	29.53	65.33	Excellent
75_10	Milngavie to Torrance	77.33	63.22	59.65	33.1	63.48	Very Good
76_10	Torrance to Kirkintilloch	57.87	46.07	87.03	20.21	52.28	Very Good
76_11	Torrance to Kirkintilloch	85.23	63.22	61.89	29.53	65.33	Excellent
78_10	Duntocher and Hardgate to Bearsden	49.87	55.45	67.71	54.7	55.78	Very Good
79_10	Duntocher and Hardgate to Drumchapel	44.3	15.79	59.66	47.18	31.08	Constraint
8_10	Bishopton to Linwood	81.67	46.07	67.74	58.24	58.34	Very Good
80_10	Old Kilpatrick to Duntocher and Hardgate	42.75	46.07	62.47	51.16	47.98	Very Good
82_10	Tarbert to Balloch	80.12	37.95	68.59	50.62	53.03	Very Good
83_10	HMNB Clyde to Helensburgh Waterfront	36.32	46.07	44.24	26.64	41.92	Good
84_10	Garelochhead to HMNB Clyde	51.58	66.04	38.47	5.33	53.8	Very Good
85_10	Kilcreggan to Garelochhead	73.12	49.16	40.66	29.67	51.92	Very Good
86_10	Lamlash to Brodick	76.02	63.22	43.13	63.81	63.48	Very Good
9_10	Erskine to Glasgow Airport	40.93	44.47	66.28	23.98	44.93	Good
A_10	Old Kilpatrick to Erskine	75.82	39.78	74.19	5.93	46.82	Very Good
A_11	Ardrossan to West Kilbride	73.77	60.14	72.83	71.23	65.98	Very Good
A_12	Erskine to Renfrew	55.79	47.68	68.74	43.24	52.09	Very Good
A_13	Port Glasgow to Bishopton	78.78	44.47	68.59	25.39	54.16	Very Good
A_14	Bishopton to Old Kilpatrick	78.78	44.47	68.59	25.39	54.16	Very Good
A_15	West Kilbride to Largs	73.77	60.14	72.83	71.23	65.98	Very Good
A_16	Braehead to Renfrew	40.01	44.47	59.7	41.19	45.26	Very Good
B_10	Glasgow Airport Link	45.83	55.45	70.59	62.09	55.86	Very Good
B_11	Glasgow Airport Link	79.71	50.18	55.95	64.45	58.54	Very Good
C_10	Glasgow Airport Link	42.7	53.84	67.1	5.93	49.06	Very Good
C_11	Paisley to Cardonald/Halfway	89.58	49.28	63.86	78.76	60.29	Very Good
C_14	Kilwinning to Dalry	83.12	39.78	64.71	75.85	56.3	Very Good
C_15	Dalry to Kilbirnie	92.1	39.78	52.2	49.28	54.44	Very Good

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
C_16	Dalry to Kilbirnie	54.05	39.78	44.18	37.78	43.53	Good
C_17	Dalry to Kilbirnie	43.14	50.88	64.25	29.54	49.13	Very Good
CRR_1_10	Girvan to Stranraer	47.36	49.16	41.31	15.4	44.83	Good
CRR_1_11	Girvan to Stranraer	31.6	44.47	64.18	11.26	41.41	Good
CRR_1_12	Girvan to Stranraer	62.22	49.16	58.49	76.48	55.77	Very Good
CRR_10_10	Airdrie to Bathgate	52.2	49.28	65.32	49.78	52.21	Very Good
CRR_10_11	Airdrie to Bathgate	62.97	64.82	67.4	87.46	66.64	Excellent
CRR_11_10	Shotts to Livingston	41.47	55.45	63.15	56.02	53.31	Very Good
CRR_11_11	Shotts to Livingston	77.33	63.22	63.49	85.2	68.38	Excellent
CRR_12_10	Lanark to Livingston	69.43	64.82	59.9	86.85	67.06	Excellent
CRR_13_10	Biggar to Peebles	76.21	60.14	54.28	45.62	61.85	Very Good
CRR_14_10	Abington to Moffat	54.69	39.78	40.22	31.06	42.57	Good
CRR_15_10	Cumnock to Sanquhar	57.32	46.07	52.71	50.21	49.94	Very Good
CRR_16_10	Dalmellington to St John's Town of Dalry	50.63	56.35	42.4	60.94	53.48	Very Good
CRR_17_10	Stirling to Falkirk	47.99	50.76	66.84	60.37	53.14	Very Good
CRR_2_10	Tarbet to Crianlarich	80.12	73.23	68.59	60.94	60.03	Very Good
CRR_3_10	Drymen to Stirling	61.53	46.07	72.73	50.83	53.73	Very Good
CRR_3_11	Balloch to Stirling	85.77	42.99	64.03	49.08	56.34	Very Good
CRR_4_10	Milngavie to Drymen	78.78	60.14	64.89	32.64	62.82	Very Good
CRR_4_11	Balmaha to Drymen	79.57	53.84	61.64	45.97	60.23	Very Good
CRR_5_10	Drymen to Lennoxtown	51.12	53.84	55.24	27.17	51.17	Very Good
CRR_5_11	Drymen to Milngavie	94.21	63.22	55.24	38.43	67.24	Excellent
CRR_7_10	Kilsyth to Falkirk	52	47.68	60.34	52.71	50.85	Very Good
CRR_7_11	Kilsyth to Stirling	47.99	50.76	66.84	60.37	53.14	Very Good
CRR_8_10	Kilsyth to Falkirk	52	47.68	60.34	52.71	50.85	Very Good
CRR_8_11	Kilsyth to Falkirk	44.56	42.99	71.56	55.82	48.36	Very Good
CRR_9_10	Kilsyth to Falkirk	44.56	42.99	71.56	55.82	48.36	Very Good
D_10	Barrhead to Pollok	44.95	49.28	60.28	68.8	51.42	Very Good
D_11	Stewarton to Neilston	61.53	50.76	59.9	53.59	54.76	Very Good
D_12	Stewarton to Fenwick	61.8	47.68	56.92	55.45	52.88	Very Good
D_13	Kilmarnock to Newton Mains	90.65	44.47	72.28	87.46	62.63	Very Good
D_14	Kilmarnock	61.53	50.76	59.9	53.59	54.76	Very Good
F_10	Prestwick to Kilmarnock	80.23	55.45	75.46	75.51	63.64	Very Good

Route Section ID	Route Name	Score					MCA Rating
		Transport	Travel	Natural Env.	Community	MCA Total	
F_11	Kilmarnock to Newton Mearns	54.73	44.47	42.68	17.7	44.36	Good
F_12	Kilmarnock to Newton Mearns	90.65	44.47	72.28	87.46	62.63	Very Good
F_13	Newton Mearns to Giffnock	61.53	49.16	66.05	24.89	50.6	Very Good
G_10	East Kilbride to Rutherglen	75.87	4.81	65.62	2.97	29.54	Constraint
H_11	Cambuslang to Blantyre	78.27	66.55	70.38	64.65	69.43	Excellent
H_12	Larkhall to Hamilton	71.4	55.45	77.27	57.81	62.36	Very Good
I_10	Carluke to Wishaw	80.23	64.82	79.58	78.82	71.09	Excellent
I_11	Wishaw to Motherwell	80.23	64.82	79.58	78.82	71.09	Excellent
I_12	Bellshill to Motherwell	65.37	53.84	81.87	53.46	59.02	Very Good
I_13	Bellshill to Motherwell	65.37	53.84	81.87	53.46	59.02	Very Good
I_14	Bellshill to Viewpark	65.37	53.84	81.87	53.46	59.02	Very Good
I_15	Shettleston to Cambuslang	54.86	47.8	54.84	56.42	51.13	Very Good
J_10	Coatbridge to Airdrie	54.3	50.76	65.94	64.45	54.82	Very Good
J_11	Baillieston to Coatbridge	77.33	41.38	54.73	92.18	55.83	Very Good
J_12	Coatbridge to Moodiesburn	80.23	39.78	77.82	55.72	55.75	Very Good
J_13	Coatbridge to Moodiesburn	80.23	39.78	77.82	55.72	55.75	Very Good
L_11	Cumbernauld to Moodiesburn	85.23	49.16	62.64	87.46	59.29	Very Good
L_14	Moodiesburn to Stepps	85.23	46.07	75.31	84.49	62.41	Very Good
L_15	Stepps to Lenzie	62.73	39.78	72.84	25.91	48.5	Very Good
L_16	Stepps to Bishopbriggs	51.66	49.16	63.15	25.91	49.72	Very Good
L_17	Stepps to Bishopbriggs	66.52	53.84	84.35	63.68	61.81	Very Good
N_10	Cumbernauld to Kilsyth	70.92	47.68	59.83	52.71	55.17	Very Good
N_11	Kirkintilloch to Bishopbriggs	52.63	46.07	87.03	25.88	51.54	Very Good
N_12	Springburn to Bishopbriggs	44.95	49.28	74.52	41.9	51.13	Very Good
O_10	Bearsden to Maryhill	53.29	61.74	71.21	31.81	58.57	Very Good
O_11	Milngavie to Bearsden	53.29	61.74	71.21	31.81	58.57	Very Good
O_12	Milngavie to Bearsden	72.12	53.97	64.48	39.01	58.38	Very Good
O_13	Duntocher and Hardgate to Bearsden	53.29	61.74	71.21	31.81	58.57	Very Good
R_10	Helensburgh to Dumbarton	65.87	60.14	78.79	51.23	63.29	Very Good

The results of the MCA, as per each of the twenty factors, are provided in Table 7.

Table 7: MCA Individual Factor Results

Route Section ID	Route Name	Transport Scores					Commute Travel Scores				Natural Environment Scores						Community Socio-Economic Scores					Category Scores			
		Proximity to Accidents	Connectivity to Road Network	Proximity to Main Road Network	Connectivity to Existing NMU Network	Connectivity to Public Transport	Promoting Active Commutes	Promoting Active Travel to School	Proximity to Residential Properties	Car Ownership	Average Slope	Proximity to Flood Risk Areas	Proximity to Green Spaces	Proximity to Nature Conservation Sites	Proximity to Restricted Access Areas	Proximity to Cultural Heritage Sites	Connecting Deprived Communities	Proximity to Key Locations	Proximity to Commercial Location	Proximity to Historic Location	Connecting Rural Communities	Transport Score	Travel	Natural Env.	Community Socio-Economic
10_10	Braehead to Queen Elizabeth University Hospital	5	2	5	1	3	1	5	0	0	5	2	2	0	5	1	0	1	2	0	0	48.42	39.78	61.89	11.6
101_10	Shettleston to Cambuslang	2	3	1	3	3	1	5	0	5	3	3	3	1	5	0	5	2	4	0	0	54.86	47.8	54.84	56.42
101_11	Shettleston to Cambuslang	5	5	1	2	5	1	3	0	0	5	4	4	0	5	0	0	2	3	0	0	70.5	26.74	69.35	20.24
108_10	Baillieston to Coatbridge	1	5	1	4	5	1	5	0	1	3	4	2	1	5	0	4	5	5	4	5	77.33	41.38	54.73	92.18
108_11	Baillieston to Coatbridge	1	5	1	0	5	1	5	0	5	3	5	2	0	5	0	5	3	3	0	0	45.72	47.8	54.11	59.13
11_10	Dalry to Beith	4	5	1	1	3	1	5	1	0	3	4	2	2	5	1	4	0	0	0	4	49.87	44.47	59.9	40.74
11_11	Kilbirnie to Beith	1	5	1	1	3	1	5	1	4	5	3	2	0	5	1	4	0	1	0	0	43.14	50.88	64.25	29.54
111_10	Clydebank to Renfrew	5	1	5	3	3	1	5	0	5	5	1	4	2	2	0	5	4	4	0	0	61.06	47.8	57.2	67.76
111_11	Glasgow Airport to Renfrew	5	1	5	2	1	1	5	0	5	5	1	4	2	5	0	5	3	2	0	0	42.67	47.8	68.23	56.16
112_10	Old Kilpatrick to Erskine	5	1	5	4	0	2	5	0	0	5	1	5	4	5	1	0	0	2	4	0	47.44	40.45	78.84	10.65
113_10	Bearsden to Drumchapel	5	4	5	2	2	1	5	4	3	3	4	3	2	5	5	4	2	3	2	0	57.4	63.34	71.11	49.17
114_10	Shettleston to Cambuslang	2	3	1	3	3	1	5	0	5	3	3	3	1	5	0	5	2	4	0	0	54.86	47.8	54.84	56.42
115_10	Paisley to Pollok	2	3	2	2	4	0	0	1	2	3	3	3	2	5	2	4	2	2	1	4	53.65	7.9	62.19	59.19
116_10	Bothwell to Motherwell	1	5	5	5	4	1	5	1	0	3	1	5	4	5	1	5	3	3	5	5	85.78	44.47	66.17	82.73
117_10	Coatbridge to Cumbernauld	2	5	4	4	2	1	5	1	0	3	3	2	2	5	2	4	4	4	2	5	68.19	44.47	59.72	81.18
118_10	Bishopton to Glasgow Airport	1	5	4	4	4	1	5	1	0	5	3	1	2	5	1	0	2	2	3	5	76.43	44.47	67.74	38.51
118_11	Bishopton to Glasgow Airport	5	5	1	5	5	1	5	0	0	5	3	1	2	5	0	0	5	4	0	5	94.21	39.78	65.55	57.91
119_10	Abington to Biggar	3	5	3	3	3	1	5	1	0	3	3	1	2	5	0	2	0	1	4	5	66.33	44.47	52.88	38.67
12_10	Maybole to Ayr	4	4	2	0	5	1	5	4	1	5	2	3	1	5	5	5	5	5	3	0	50.74	60.14	76.08	79.94
120_10	Kilcreggan to Coulport	5	5	5	3	2	1	5	3	0	1	1	1	3	5	3	0	0	0	0	5	68.47	53.84	45.03	17.7
121_10	Tarbet to Arrochar	1	5	3	5	5	1	5	4	0	3	1	1	2	5	0	0	3	4	0	5	88.13	58.53	48.16	46.57
122_10	Helensburgh to Loch Lomond	1	5	2	4	5	1	5	2	0	3	3	2	4	5	4	0	0	4	2	5	78.78	49.16	70.05	31.92
123_10	Millport to Largs (via Cumbrae Slip)	1	5	4	2	4	1	5	4	0	1	1	1	3	4	2	0	3	3	0	5	60.63	58.53	39.17	43.61

Route Section ID	Route Name	Transport Scores					Commute Travel Scores				Natural Environment Scores						Community Socio-Economic Scores					Category Scores			
		Proximity to Accidents	Connectivity to Road Network	Proximity to Main Road Network	Connectivity to Existing NMU Network	Connectivity to Public Transport	Promoting Active Commutes	Promoting Active Travel to School	Proximity to Residential Properties	Car Ownership	Average Slope	Proximity to Flood Risk Areas	Proximity to Green Spaces	Proximity to Nature Conservation Sites	Proximity to Restricted Access Areas	Proximity to Cultural Heritage Sites	Connecting Deprived Communities	Proximity to Key Locations	Proximity to Commercial Location	Proximity to Historic Location	Connecting Rural Communities	Transport Score	Travel	Natural Env.	Community Socio-Economic
124_10	Saltcoats to Dalry	1	5	1	2	5	1	5	5	1	3	2	2	1	5	1	4	2	2	0	5	61.53	64.82	52.2	61.55
125_10	Eaglesham to University Hospital Hairmyres	4	3	1	2	3	1	5	1	0	3	3	2	1	5	2	3	1	1	0	4	51.45	44.47	56.74	42.73
126_10	Newton Mearns to East Kilbride	1	5	5	4	5	1	5	1	1	3	4	2	1	5	2	1	3	5	2	5	83.12	46.07	59.1	58.54
127_10	Eaglesham, Waterfoot, Clarkston	1	5	2	4	5	1	5	4	0	3	4	3	2	5	2	2	3	4	2	5	78.78	58.53	64.55	62.22
128_10	Eaglesham towards Stewarton	1	5	5	3	4	1	5	2	0	3	4	1	1	5	2	1	2	2	2	5	69.98	49.16	56.64	43.98
13_10	Girvan to Maybole	4	5	3	2	4	1	5	2	0	3	2	4	4	5	3	4	1	2	3	5	65.91	49.16	70.44	59.42
13_11	Girvan to Maybole	3	5	1	2	3	4	5	1	0	5	1	4	0	5	2	0	0	4	2	0	55.53	66.04	66.65	14.22
14_10	Dalmellington to University Hospital Ayr	1	5	4	1	5	1	5	0	1	3	3	1	2	5	1	4	0	1	2	5	57.97	41.38	55.07	49.6
15_10	Cumnock to Ayr	1	5	1	1	5	1	5	3	0	3	3	2	3	5	4	2	0	2	2	5	53.62	53.84	67.07	39.28
15_11	Cumnock to Ayr	5	1	5	2	3	2	5	2	2	3	3	3	2	5	4	5	4	5	2	0	53.15	59.55	66.56	73.09
15_12	Ayr to Prestwick	1	5	1	4	5	1	5	1	5	5	1	3	0	5	5	5	5	5	5	0	77.33	52.49	70.74	82.3
16_10	Cumnock to Galston	1	5	1	2	5	1	5	0	0	3	3	2	3	5	4	4	0	2	2	5	61.53	39.78	67.07	52.57
16_11	Kilmarnock to Hulford	2	3	4	1	3	1	5	0	0	3	2	4	1	5	1	5	1	1	0	4	43.4	39.78	57.13	56.02
16_12	Kilmarnock to Hulford	2	4	1	3	4	1	5	0	3	5	2	4	0	5	5	5	5	5	0	0	63.27	44.59	75.56	76.4
17_10	Kilmarnock to Hulford	2	4	1	3	4	1	5	0	3	5	2	4	0	5	5	5	5	5	0	0	63.27	44.59	75.56	76.4
17_11	Kilmarnock to Hulford	2	4	4	1	3	1	5	0	0	3	2	4	1	5	1	4	2	1	0	4	46.56	39.78	57.13	55.04
18_10	Kilmarnock to Hulford	4	3	5	2	5	1	5	0	0	5	2	2	1	5	0	5	2	1	0	1	67.72	39.78	62.68	51.07
19_10	Galston to Strathaven	2	5	2	3	3	1	5	1	0	3	3	1	1	5	1	1	1	1	2	5	62.64	44.47	52.09	35.34
20_11	Johnstone to Neilston	1	5	1	4	5	1	5	0	5	5	3	2	1	5	0	5	2	3	0	0	77.33	47.8	65.04	53.46
20_12	Johnstone to Neilston	5	5	5	3	5	1	5	2	2	3	4	2	3	5	0	4	3	3	2	5	81.95	52.36	60.69	52.61
21_10	Paisley to Barrhead	2	3	2	2	4	0	0	1	2	3	3	3	2	5	2	4	2	2	1	4	53.65	7.9	62.19	59.19
21_11	Paisley to Barrhead	3	3	3	2	3	1	0	1	2	3	3	3	1	5	2	4	2	3	1	4	52.1	15.09	59.21	62.15
21_12	Elderslie to Paisley	1	4	4	5	5	1	3	1	4	3	3	3	0	5	5	5	5	5	2	0	86.41	37.85	62.79	78.76
21_13	Paisley to Pollok	1	4	2	2	5	1	5	0	0	1	3	2	3	5	0	0	5	4	0	5	59.81	39.78	45.66	57.91

Route Section ID	Route Name	Transport Scores					Commute Travel Scores				Natural Environment Scores						Community Socio-Economic Scores					Category Scores			
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22_10	Newton Mearns to Neilston	1	5	5	4	5	1	5	3	1	3	3	4	1	5	0	4	2	4	0	5	83.12	55.45	57.3	67.48
23_10	Giffnock to Shawlands	1	5	1	2	5	1	5	2	0	3	3	3	0	5	4	0	2	2	0	0	61.53	49.16	60.6	17.27
24_10	Netherlee to Catchcart/Muirend to Mount Florida	5	5	1	1	5	1	5	2	0	3	4	5	4	5	2	0	2	3	0	0	62.6	49.16	75.44	20.24
24_11	Netherlee to Giffnock	1	4	5	1	3	1	5	2	0	3	3	3	0	5	4	0	2	2	0	0	45.77	49.16	60.6	17.27
24_12	Netherlee to Giffnock	2	4	5	1	5	1	5	2	0	5	4	4	3	5	4	0	3	4	0	0	58.5	49.16	87.03	28.87
25_10	Netherlee to Croftfoot to Castlemilk	2	3	4	2	3	1	5	1	4	3	4	5	4	5	1	5	1	2	1	0	51.3	50.88	73.25	46
26_10	Barrhead to Clarkston	4	2	5	1	5	1	5	2	1	3	3	4	2	5	0	5	1	3	1	1	56.66	50.76	60.28	52.51
26_11	Pollok to Clarkston	1	5	1	1	4	1	5	1	0	3	4	5	2	5	4	1	1	2	0	0	48.38	44.47	73.85	18.25
27_10	Giffnock to Pollok	1	5	1	2	5	1	5	2	0	3	3	2	0	5	4	0	2	2	0	0	61.53	49.16	58.14	17.27
28_10	Newton Mearns to East Kilbride	4	5	4	3	4	1	5	3	2	3	4	4	3	5	4	4	2	3	2	4	66.86	57.05	68.41	57.4
30_10	Netherlee to Catchcart/Muirend to Mount Florida	5	5	1	1	5	1	5	2	0	3	4	5	4	5	2	0	2	3	0	0	62.6	49.16	75.44	20.24
31_10	East Kilbride to Strathaven	1	5	2	5	5	1	5	1	1	3	4	3	2	5	1	1	5	3	2	5	86.68	46.07	62.36	63.95
32_10	Abington to Douglas	1	4	1	5	0	1	5	0	0	1	3	0	4	5	0	5	0	0	4	5	55.86	39.78	43.71	55.64
33_10	Douglas to Lesmahagow	2	5	4	5	5	1	5	0	0	3	2	1	4	5	1	5	4	2	3	5	91.82	39.78	58.67	83.07
35_10	Strathaven to Stonehouse	1	5	2	5	5	1	5	1	1	3	4	2	2	5	2	1	3	2	4	5	86.68	46.07	62.08	52.01
37_10	East Kilbride to Blantyre	2	2	5	4	2	1	5	1	2	3	4	3	3	5	1	5	2	2	1	4	60.15	47.68	65.34	65.83
38_10	East Kilbride to Blantyre	2	2	5	4	2	1	5	1	2	3	4	3	3	5	1	5	2	2	1	4	60.15	47.68	65.34	65.83
39_10	East Kilbride to Cambuslang	4	3	4	4	2	1	5	3	1	3	4	4	2	5	2	4	2	2	1	4	66.35	55.45	67.01	59.19
40_10	Linn ward to Rutherglen	2	2	5	4	5	0	0	2	1	3	4	3	2	5	2	5	0	4	0	0	75.87	10.98	64.55	45.08
41_10	Mount Florida to Rutherglen	1	5	1	4	5	1	5	5	5	5	4	2	2	5	2	5	0	5	0	0	77.33	71.24	74.75	48.05
42_10	Biggar to Lanark	1	5	1	4	5	1	5	3	0	5	3	2	3	5	1	1	4	3	4	5	77.33	53.84	73.18	60.64
43_10	Lanark to Carluke	3	3	1	2	2	1	5	1	0	3	4	2	4	5	4	5	1	1	2	4	43.96	44.47	72.41	58.38
44_10	Larkhall to Carluke	1	5	3	4	5	1	5	4	1	3	3	2	3	5	1	4	3	4	0	5	80.23	60.14	60.51	73.15
45_10	Larkhall to Wishaw	1	5	2	4	5	1	5	5	1	3	4	3	4	5	1	4	4	4	0	5	78.78	64.82	68.32	78.82

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46_10	Hamilton to Motherwell	1	5	1	2	3	1	5	0	1	3	2	4	3	5	3	4	2	3	0	4	51.04	41.38	67.46	60.97
47_10	Bothwell to Bellshill	2	4	2	5	5	1	5	4	0	5	2	4	3	5	4	0	5	5	0	0	85.76	58.53	82.31	43.18
48_10	Bothwell to Bellshill	4	4	4	2	2	1	5	2	0	3	3	3	2	5	2	0	2	2	0	4	53.71	49.16	62.19	31.43
49_10	Bothwell to Uddingston	2	4	2	5	5	1	5	4	0	5	2	4	3	5	4	0	5	5	0	0	85.76	58.53	82.31	43.18
5_10	Johnstone to Kilbirnie	1	5	1	2	5	1	5	1	4	3	3	1	0	5	0	5	2	2	0	0	61.53	50.88	46.93	50.49
50_10	Uddingston to Viewpark	1	4	4	3	4	1	5	3	0	5	5	3	1	5	0	5	2	3	0	0	65.37	53.84	72.23	53.46
51_10	Wishaw to Newmains	2	5	1	1	4	1	5	3	2	5	5	4	4	5	0	5	1	2	0	0	50.63	57.05	83.63	44.82
52_10	Newmains to Shotts	1	5	3	4	4	1	5	1	0	3	4	1	3	5	0	4	4	4	0	5	74.98	44.47	58.22	78.82
53_10	Holytown to Shotts	3	5	5	4	5	1	5	0	1	5	5	1	3	5	0	5	3	4	0	5	87.61	41.38	73.25	79.79
54_10	Motherwell to Newarthill	2	5	1	1	4	1	5	0	2	3	4	3	1	5	2	5	2	2	0	1	50.63	42.99	61.57	54.03
55_10	Motherwell to New Stevenston	3	4	2	1	5	1	5	1	2	3	4	4	1	5	3	5	2	3	0	0	56.4	47.68	66.22	53.46
56_10	New Stevenston to Newarthill	2	5	3	1	4	1	5	0	1	5	5	2	0	5	0	5	1	2	0	0	53.52	41.38	66.78	44.82
56_11	New Stevenston to Newarthill	3	5	1	0	4	1	5	1	0	5	5	3	1	5	0	5	3	3	0	0	44.97	44.47	72.23	59.13
57_10	Bellshill to New Stevenston	3	4	3	1	4	1	5	1	2	5	5	3	1	5	0	5	2	2	0	0	52.6	47.68	72.23	50.49
58_10	New Stevenston to Holytown	2	5	1	1	5	1	5	1	0	5	4	3	2	5	0	5	3	3	0	0	55.87	44.47	72.84	59.13
59_10	Holytown to Chapelhall	3	5	5	2	5	1	5	1	0	5	4	4	2	5	0	5	4	4	1	4	57.83	44.47	75.31	65.83
6_10	Johnstone to Kilbirnie	1	5	1	2	5	1	5	1	4	3	3	1	0	5	0	5	2	2	0	0	61.53	50.88	46.93	50.49
6_11	Bridge of Weir to Houston	2	5	2	4	5	1	5	2	0	3	3	2	2	5	4	1	5	4	5	5	81.02	49.16	64.09	70.46
60_10	Chapelhall to Airdrie	2	5	1	1	3	1	5	0	0	3	4	2	4	5	1	5	2	1	0	1	45.38	39.78	65.85	51.07
60_11	Chapelhall to Airdrie	2	5	1	2	5	1	5	3	2	5	5	3	4	5	4	3	4	5	0	0	63.77	57.05	89.9	57.44
61_10	Bellshill to Viewpark	3	3	4	2	4	1	5	2	1	5	5	3	1	5	0	4	2	2	0	0	58.79	50.76	72.23	43.85
61_11	Bellshill to Coatbridge	1	3	3	1	3	1	5	2	2	3	4	2	2	5	2	5	2	2	1	4	39.71	52.36	62.08	65.83
62_10	Coatbridge to Moodiesburn	1	5	5	5	5	1	5	1	1	3	3	3	1	5	2	3	5	5	3	5	81.67	46.07	59.21	81.39
63_10	Airdrie to Cumbernauld	2	5	3	4	5	1	5	2	1	3	4	2	2	4	0	5	5	4	0	5	82.47	50.76	54.03	91.13
63_11	Coatbridge to Airdrie	1	3	4	2	4	1	5	2	1	3	4	3	1	5	4	5	3	4	2	0	54.3	50.76	65.94	64.45

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65_10	Coatbridge to Stepps	1	5	4	4	5	1	5	2	0	5	3	5	3	5	1	4	5	4	2	5	81.67	49.16	80.58	86.85
68_10	Cumbernauld to Kilsyth	4	4	4	2	2	1	5	1	1	3	3	4	2	5	0	4	1	1	2	4	53.71	46.07	60.28	51.73
69_10	Moodiesburn to Kirkintilloch	4	1	5	2	2	1	5	1	1	3	3	3	1	5	2	4	1	1	1	4	45.67	46.07	59.21	50.55
7_10	Johnstone to Kilbirnie	1	5	1	2	5	1	5	1	4	3	3	1	0	5	0	5	2	2	0	0	61.53	50.88	46.93	50.49
7_11	Linwood to Johnstone	1	5	2	3	4	1	5	0	5	5	3	3	0	5	0	5	0	1	0	0	65.63	47.8	64.53	36.19
70_10	Stepps to Lenzie	1	5	1	4	5	1	5	2	0	3	3	3	3	5	3	0	2	4	0	5	77.33	49.16	67.35	40.9
71_10	Lenzie to Kirkintilloch	4	5	5	2	4	1	5	1	1	5	4	3	3	5	4	4	1	2	1	4	60.77	46.07	84.57	50.55
74_10	Torrance to Kirkintilloch	1	5	1	5	5	1	5	5	0	5	2	2	0	5	1	0	0	2	5	5	85.23	63.22	61.89	29.53
75_10	Milngavie to Torrance	1	5	1	4	5	1	5	5	0	3	1	3	2	5	3	0	0	4	3	5	77.33	63.22	59.65	33.1
76_10	Torrance to Kirkintilloch	4	2	4	2	4	1	5	1	1	5	4	4	3	5	4	0	2	1	2	1	57.87	46.07	87.03	20.21
76_11	Torrance to Kirkintilloch	1	5	1	5	5	1	5	5	0	5	2	2	0	5	1	0	0	2	5	5	85.23	63.22	61.89	29.53
78_10	Duntocher and Hardgate to Bearsden	4	5	1	1	3	1	5	3	1	3	4	4	2	4	4	4	1	2	2	4	49.87	55.45	67.71	54.7
79_10	Duntocher and Hardgate to Drumchapel	2	3	1	1	4	0	0	2	4	3	4	4	1	5	0	5	1	2	2	0	44.3	15.79	59.66	47.18
8_10	Bishopton to Linwood	1	5	4	4	5	1	5	1	1	5	3	1	2	5	1	4	1	2	2	5	81.67	46.07	67.74	58.24
80_10	Old Kilpatrick to Duntocher and Hardgate	3	3	2	1	3	1	5	1	1	3	3	4	2	5	1	4	1	2	2	3	42.75	46.07	62.47	51.16
82_10	Tarbert to Balloch	2	5	5	4	4	1	4	1	0	3	1	3	5	5	3	2	2	2	2	5	80.12	37.95	68.59	50.62
83_10	HMNB Clyde to Helensburgh	4	1	4	1	2	1	5	1	1	1	1	1	2	5	4	2	1	1	1	1	36.32	46.07	44.24	26.64
84_10	Garelochhead to HMNB Clyde	5	3	5	1	3	4	5	1	0	1	1	1	3	5	0	0	0	1	2	0	51.58	66.04	38.47	5.33
85_10	Kilcreggan to Garelochhead	2	5	2	3	5	1	5	2	0	1	1	1	3	5	1	1	0	1	2	5	73.12	49.16	40.66	29.67
86_10	Lamlash to Brodick	2	5	4	3	5	1	5	5	0	1	1	2	3	5	1	0	5	4	5	5	76.02	63.22	43.13	63.81
9_10	Erskine to Glasgow Airport	4	2	5	1	2	1	5	1	0	5	1	2	3	5	0	0	1	1	1	4	40.93	44.47	66.28	23.98
A_10	Old Kilpatrick to Erskine	5	5	5	4	3	1	5	0	0	5	2	5	4	5	0	0	0	2	1	0	75.82	39.78	74.19	5.93
A_11	Ardrossan to West Kilbride	1	5	4	3	5	1	5	4	1	5	1	2	3	5	3	3	3	4	4	5	73.77	60.14	72.83	71.23
A_12	Erskine to Renfrew	4	4	4	2	3	1	5	1	2	5	4	3	3	5	0	4	2	2	2	0	55.79	47.68	68.74	43.24

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A_13	Port Glasgow to Bishopton	1	5	2	4	5	1	5	1	0	3	1	3	5	5	3	0	0	1	4	5	78.78	44.47	68.59	25.39
A_14	Bishopton to Old Kilpatrick	1	5	2	4	5	1	5	1	0	3	1	3	5	5	3	0	0	1	4	5	78.78	44.47	68.59	25.39
A_15	West Kilbride to Largs	1	5	4	3	5	1	5	4	1	5	1	2	3	5	3	3	3	4	4	5	73.77	60.14	72.83	71.23
A_16	Braehead to Renfrew	5	1	5	1	2	1	5	1	0	5	2	2	0	5	0	1	4	4	0	0	40.01	44.47	59.7	41.19
B_10	Glasgow Airport Link	5	2	5	2	1	1	5	3	1	5	2	4	2	5	0	5	3	4	0	0	45.83	55.45	70.59	62.09
B_11	Glasgow Airport Link	4	5	5	3	5	2	5	1	3	5	3	2	0	5	3	5	3	4	2	0	79.71	50.18	55.95	64.45
C_10	Glasgow Airport Link	5	2	1	3	0	1	5	3	0	5	2	5	0	5	0	0	0	2	0	0	42.7	53.84	67.1	5.93
C_11	Paisley to Cardonald/Halfway	1	5	4	5	5	1	5	1	4	3	3	4	1	5	5	5	5	5	2	0	89.58	49.28	63.86	78.76
C_14	Kilwinning to Dalry	1	5	5	4	5	1	5	0	0	3	2	2	3	5	4	4	4	3	0	5	83.12	39.78	64.71	75.85
C_15	Dalry to Kilbirnie	5	5	5	4	5	1	5	0	0	3	2	2	1	5	1	0	4	3	0	5	92.1	39.78	52.2	49.28
C_16	Dalry to Kilbirnie	3	4	4	1	4	1	5	0	0	1	2	3	1	5	2	3	2	1	0	1	54.05	39.78	44.18	37.78
C_17	Dalry to Kilbirnie	1	5	1	1	3	1	5	1	4	5	3	2	0	5	1	4	0	1	0	0	43.14	50.88	64.25	29.54
CRR_1_10	Girvan to Stranraer	5	1	1	2	3	1	5	2	0	1	1	4	0	5	2	0	0	4	3	0	47.36	49.16	41.31	15.4
CRR_1_11	Girvan to Stranraer	5	0	5	1	1	1	5	1	0	5	1	3	0	5	2	0	0	3	2	0	31.6	44.47	64.18	11.26
CRR_1_12	Girvan to Stranraer	3	5	2	2	4	1	5	2	0	3	1	1	4	5	2	5	2	4	2	5	62.22	49.16	58.49	76.48
CRR_10_10	Airdrie to Bathgate	2	3	1	2	4	1	5	1	3	3	5	3	0	5	4	4	2	4	0	0	52.2	49.28	65.32	49.78
CRR_10_11	Airdrie to Bathgate	1	5	2	2	5	1	5	5	1	5	4	2	1	5	0	4	5	5	0	5	62.97	64.82	67.4	87.46
CRR_11_10	Shotts to Livingston	4	4	1	1	2	1	5	3	1	3	4	3	3	5	0	5	1	1	0	4	41.47	55.45	63.15	56.02
CRR_11_11	Shotts to Livingston	1	5	1	4	5	1	5	5	0	3	3	2	4	5	1	5	5	2	0	5	77.33	63.22	63.49	85.2
CRR_12_10	Lanark to Livingston	1	5	1	3	5	1	5	5	1	3	4	2	2	5	1	4	5	4	2	5	69.43	64.82	59.9	86.85
CRR_13_10	Biggar to Peebles	4	4	5	4	3	1	5	4	1	3	3	1	1	5	2	0	2	4	4	5	76.21	60.14	54.28	45.62
CRR_14_10	Abington to Moffat	4	4	1	4	0	1	5	0	0	1	3	1	2	5	0	0	1	1	4	5	54.69	39.78	40.22	31.06
CRR_15_10	Cumnock to Sanquhar	2	5	2	1	5	1	5	1	1	3	2	1	2	5	1	4	0	2	0	5	57.32	46.07	52.71	50.21
CRR_16_10	Dalmellington to St John's Town of Dalry	2	5	1	1	4	2	5	2	0	1	3	1	2	5	1	4	2	1	2	5	50.63	56.35	42.4	60.94
CRR_17_10	Stirling to Falkirk	3	3	2	1	4	1	5	2	1	3	3	4	2	5	3	4	2	2	2	4	47.99	50.76	66.84	60.37
CRR_2_10	Tarbet to Crianlarich	2	5	5	4	4	5	5	1	0	3	1	3	5	5	3	4	2	2	2	5	80.12	73.23	68.59	60.94

Route Section ID	Route Name	Transport Scores					Commute Travel Scores				Natural Environment Scores						Community Socio-Economic Scores					Category Scores			
		Proximity to Accidents	Connectivity to Road Network	Proximity to Main Road Network	Connectivity to Existing NMU Network	Connectivity to Public Transport	Promoting Active Commutes	Promoting Active Travel to School	Proximity to Residential Properties	Car Ownership	Average Slope	Proximity to Flood Risk Areas	Proximity to Green Spaces	Proximity to Nature Conservation Sites	Proximity to Restricted Access Areas	Proximity to Cultural Heritage Sites	Connecting Deprived Communities	Proximity to Key Locations	Proximity to Commercial Location	Proximity to Historic Location	Connecting Rural Communities	Transport Score	Travel	Natural Env.	Community Socio-Economic
CRR_3_10	Drymen to Stirling	1	5	1	2	5	1	5	1	1	5	2	1	3	5	3	1	3	2	3	5	61.53	46.07	72.73	50.83
CRR_3_11	Balloch to Stirling	5	3	5	4	5	1	5	0	2	3	1	3	2	5	5	0	5	5	5	0	85.77	42.99	64.03	49.08
CRR_4_10	Milngavie to Drymen	1	5	2	4	5	1	5	4	1	3	3	2	3	5	3	1	0	2	2	5	78.78	60.14	64.89	32.64
CRR_4_11	Balmaha to Drymen	2	5	1	4	5	1	5	3	0	3	2	1	5	5	1	0	3	3	2	5	79.57	53.84	61.64	45.97
CRR_5_10	Drymen to Lennoxtown	1	5	1	4	0	1	5	3	0	3	4	1	2	5	0	0	0	2	3	5	51.12	53.84	55.24	27.17
CRR_5_11	Drymen to Milngavie	5	5	1	5	5	1	5	5	0	3	4	1	2	5	0	0	0	5	5	5	94.21	63.22	55.24	38.43
CRR_7_10	Kilsyth to Falkirk	4	3	5	2	2	1	5	1	2	3	2	2	3	5	2	5	0	1	2	4	52	47.68	60.34	52.71
CRR_7_11	Kilsyth to Stirling	3	3	2	1	4	1	5	2	1	3	3	4	2	5	3	4	2	2	2	4	47.99	50.76	66.84	60.37
CRR_8_10	Kilsyth to Falkirk	4	3	5	2	2	1	5	1	2	3	2	2	3	5	2	5	0	1	2	4	52	47.68	60.34	52.71
CRR_8_11	Kilsyth to Falkirk	3	1	4	1	4	1	5	0	2	3	5	4	2	5	3	5	2	3	2	0	44.56	42.99	71.56	55.82
CRR_9_10	Kilsyth to Falkirk	3	1	4	1	4	1	5	0	2	3	5	4	2	5	3	5	2	3	2	0	44.56	42.99	71.56	55.82
D_10	Barrhead to Pollok	1	3	3	1	4	1	5	1	3	3	3	4	2	5	0	5	2	3	1	4	44.95	49.28	60.28	68.8
D_11	Stewarton to Neilston	1	5	1	2	5	1	5	2	1	3	4	2	2	5	1	2	2	3	2	5	61.53	50.76	59.9	53.59
D_12	Stewarton to Fenwick	4	5	2	1	5	1	5	1	2	3	4	2	1	5	1	4	3	4	0	0	61.8	47.68	56.92	55.45
D_13	Kilmarnock to Newton Mains	5	5	4	4	5	1	5	1	0	3	3	5	3	5	3	4	5	5	0	5	90.65	44.47	72.28	87.46
D_14	Kilmarnock	1	5	1	2	5	1	5	2	1	3	4	2	2	5	1	2	2	3	2	5	61.53	50.76	59.9	53.59
F_10	Prestwick to Kilmarnock	2	5	3	4	5	4	5	3	5	5	4	4	2	5	5	5	4	5	2	5	80.23	55.45	75.46	75.51
F_11	Kilmarnock to Newton Mearns	2	5	2	2	3	1	5	1	0	1	3	2	2	5	0	0	0	0	0	5	54.73	44.47	42.68	17.7
F_12	Kilmarnock to Newton Mearns	5	5	4	4	5	1	5	1	0	3	3	5	3	5	3	4	5	5	0	5	90.65	44.47	72.28	87.46
F_13	Newton Mearns to Giffnock	1	5	2	2	5	1	5	2	1	3	3	4	1	5	4	2	2	2	0	0	61.53	49.16	66.05	24.89
G_10	East Kilbride to Rutherglen	2	2	5	4	5	0	0	0	3	3	4	4	3	5	0	0	0	1	0	0	75.87	4.81	65.62	2.97
H_11	Cambuslang to Blantyre	3	5	3	5	4	1	5	4	5	5	4	3	2	5	1	5	3	4	0	4	78.27	66.55	70.38	64.65
H_12	Larkhall to Hamilton	2	4	3	3	5	1	5	3	1	3	2	5	4	5	5	4	3	4	2	0	71.4	55.45	77.27	57.81
I_10	Carluke to Wishaw	1	5	3	4	5	1	5	5	3	5	5	3	3	5	2	5	4	4	0	5	80.23	64.82	79.58	78.82
I_11	Wishaw to Motherwell	1	5	3	4	5	1	5	5	3	5	5	3	3	5	2	5	4	4	0	5	80.23	64.82	79.58	78.82

Route Section ID	Route Name	Transport Scores					Commute Travel Scores				Natural Environment Scores						Community Socio-Economic Scores					Category Scores			
		Proximity to Accidents	Connectivity to Road Network	Proximity to Main Road Network	Connectivity to Existing NMU Network	Connectivity to Public Transport	Promoting Active Commutes	Promoting Active Travel to School	Proximity to Residential Properties	Car Ownership	Average Slope	Proximity to Flood Risk Areas	Proximity to Green Spaces	Proximity to Nature Conservation Sites	Proximity to Restricted Access Areas	Proximity to Cultural Heritage Sites	Connecting Deprived Communities	Proximity to Key Locations	Proximity to Commercial Location	Proximity to Historic Location	Connecting Rural Communities	Transport Score	Travel	Natural Env.	Community Socio-Economic
I_12	Bellshill to Motherwell	4	5	4	3	4	1	5	3	4	5	5	4	2	5	3	5	2	3	0	0	65.37	53.84	81.87	53.46
I_13	Bellshill to Motherwell	4	5	4	3	4	1	5	3	4	5	5	4	2	5	3	5	2	3	0	0	65.37	53.84	81.87	53.46
I_14	Bellshill to Viewpark	4	5	4	3	4	1	5	3	4	5	5	4	2	5	3	5	2	3	0	0	65.37	53.84	81.87	53.46
I_15	Shettleston to Cambuslang	2	3	1	3	3	1	5	0	5	3	3	3	1	5	0	5	2	4	0	0	54.86	47.8	54.84	56.42
J_10	Coatbridge to Airdrie	1	3	4	2	4	1	5	2	1	3	4	3	1	5	4	5	3	4	2	0	54.3	50.76	65.94	64.45
J_11	Baillieston to Coatbridge	1	5	1	4	5	1	5	0	1	3	4	2	1	5	0	4	5	5	4	5	77.33	41.38	54.73	92.18
J_12	Coatbridge to Moodiesburn	1	5	3	4	5	1	5	0	0	5	4	3	0	5	5	1	5	5	5	0	80.23	39.78	77.82	55.72
J_13	Coatbridge to Moodiesburn	1	5	3	4	5	1	5	0	0	5	4	3	0	5	5	1	5	5	5	0	80.23	39.78	77.82	55.72
L_11	Cumbernauld to Moodiesburn	4	5	5	5	5	1	5	2	2	3	4	4	2	5	0	5	5	5	1	5	85.23	49.16	62.64	87.46
L_14	Moodiesburn to Stepps	1	5	1	5	5	1	5	1	1	5	4	4	2	5	0	4	5	4	0	5	85.23	46.07	75.31	84.49
L_15	Stepps to Lenzie	2	2	5	3	4	1	5	0	0	5	4	3	2	5	0	0	3	3	0	0	62.73	39.78	72.84	25.91
L_16	Stepps to Bishopbriggs	2	1	5	2	4	1	5	2	0	3	4	3	3	5	0	0	3	3	0	0	51.66	49.16	63.15	25.91
L_17	Stepps to Bishopbriggs	2	2	4	3	5	1	5	3	0	5	3	5	5	5	0	4	3	2	0	4	66.52	53.84	84.35	63.68
N_10	Cumbernauld to Kilsyth	4	5	1	3	4	1	5	1	2	3	2	3	2	5	2	5	0	1	2	4	70.92	47.68	59.83	52.71
N_11	Kirkintilloch to Bishopbriggs	4	2	4	2	3	1	5	1	1	5	4	4	3	5	4	0	3	1	2	1	52.63	46.07	87.03	25.88
N_12	Springburn to Bishopbriggs	1	3	3	1	4	1	5	1	3	5	4	4	1	5	1	2	4	2	0	0	44.95	49.28	74.52	41.9
O_10	Bearsden to Maryhill	2	5	1	2	3	1	5	4	2	3	3	4	2	5	5	0	3	3	2	1	53.29	61.74	71.21	31.81
O_11	Milngavie to Bearsden	2	5	1	2	3	1	5	4	2	3	3	4	2	5	5	0	3	3	2	1	53.29	61.74	71.21	31.81
O_12	Milngavie to Bearsden	5	2	5	4	3	1	5	2	3	3	2	4	2	5	3	4	0	3	0	1	72.12	53.97	64.48	39.01
O_13	Duntocher and Hardgate to Bearsden	2	5	1	2	3	1	5	4	2	3	3	4	2	5	5	0	3	3	2	1	53.29	61.74	71.21	31.81
R_10	Helensburgh to Dumbarton	1	5	4	2	5	1	5	4	1	5	1	2	5	5	3	2	2	3	0	5	65.87	60.14	78.79	51.23

2.4 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.

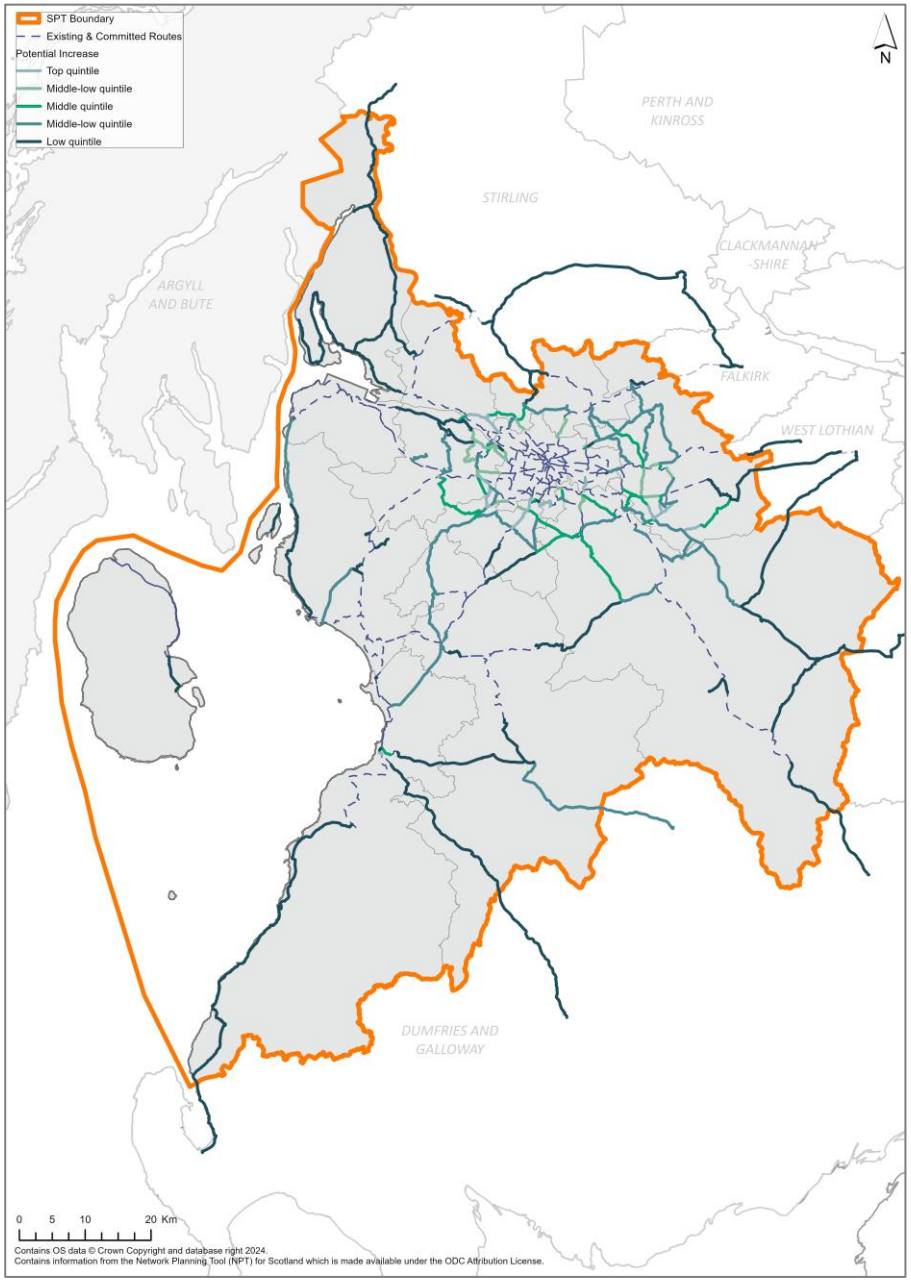
The NPT is a planning support system, research project, and web application to support strategic active travel network planning. The 2023 version, used for this assessment, focused on cycle network planning, and builds on the Propensity to Cycle Tool for England and Wales. NPT provides evidence on levels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

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

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

The results of the NPT analysis are shown in **Map 1**.

Map 1: NPT Analysis Results



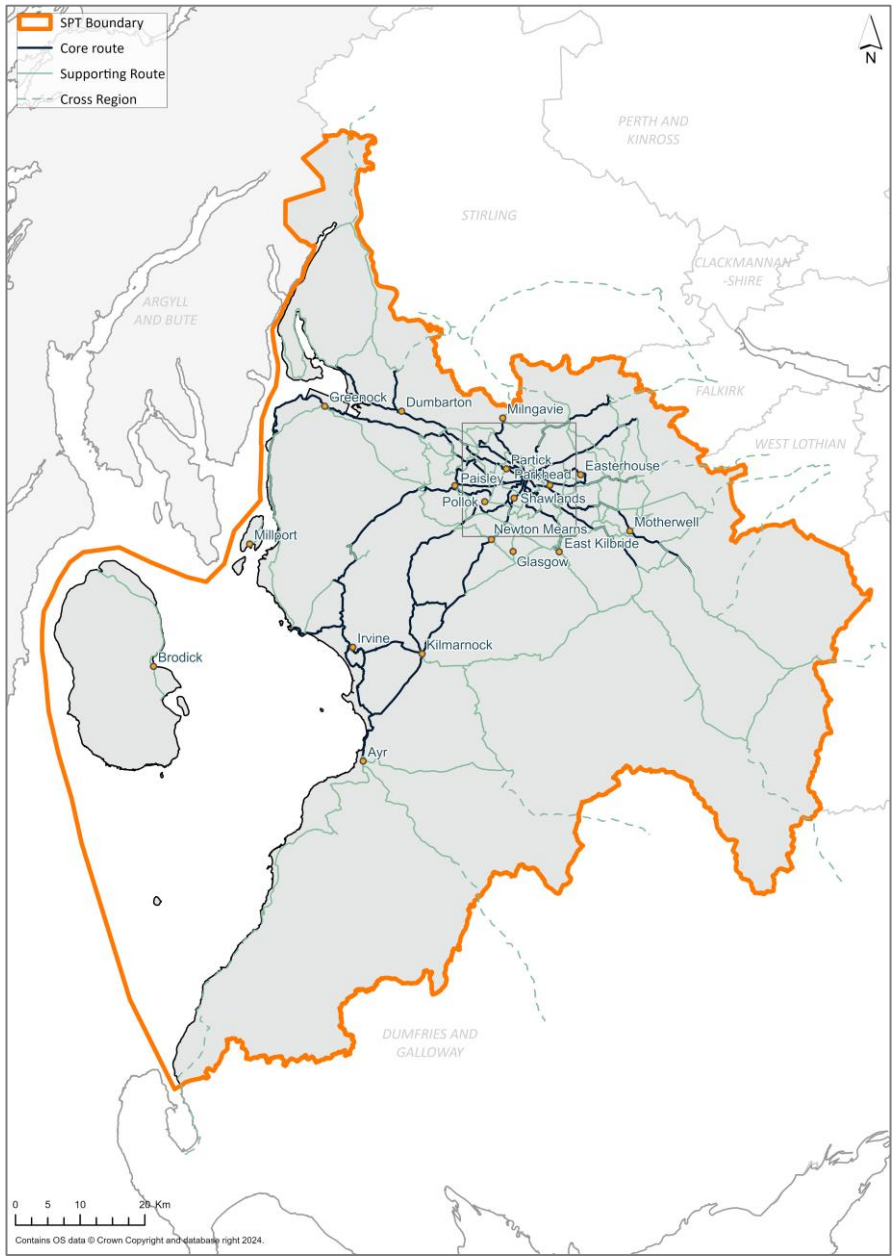
2.5 Route Classification

The classification of routes in the network was based on the type of locations connected, along with the importance of a link to regional connectivity, and the level of demand for walking, wheeling, and cycling. Classifications were determined according to the categories: 'Core Routes', 'Supporting Routes' and 'Cross Region Routes'.

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

The results of the route classification exercise are shown in **Map 2**.

Map 2: Route Classification Results

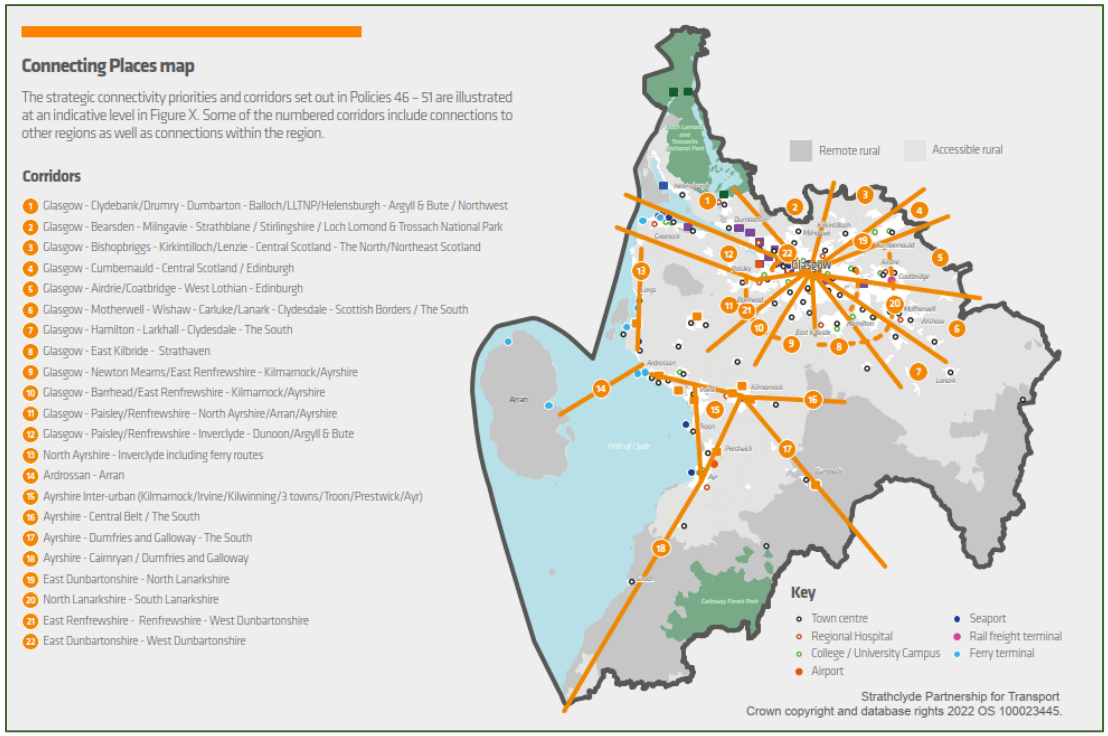


2.6 Alignment with the Regional Transport Strategy

The final step in the route opportunity assessment was to check alignment with SPT's Regional Transport Strategy for the west of Scotland 2023–2038[1]. The alignments were checked in relation to the 'Connecting Places' theme which includes key strategic connectivity priorities for SPT.

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

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



2.7 Final Opportunity Assessment

The final opportunity assessment was undertaken by combining the outputs of the four appraisal criteria into an overall score. The resulting scores were used to inform the phasing of the network's delivery, where a route with strong opportunities are included for delivery in Phase 1 (short-term delivery). Routes were also categorised into Phase 2 (mid-term delivery) and Phase 3 (mid-term to long-term delivery).

The outputs of each appraisal criteria were banded and assigned three possible scores depending on how well each route performed. Scores were assigned according to performance against each criterion as follows:

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

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

The final score for each route was calculated on a simple average, without weighting applied, from the four appraisal criteria. The final scores were then banded according to delivery phases, to present the end result of the route opportunity assessment as: Phase 1, Phase 2, Phase 3.

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

The final scoring bands which determine the delivery phasing are as follows:

Table 8: Scoring bands for delivery phasing

	Final Overall Score
Phase 1	10-14
Phase 2	6-10
Phase 3	4-6

The final route opportunity results are provided in Table 9.

Table 9: Route Opportunity Assessment Results

Link Unique ID	Route Name	Route Classification	MCA Rating	Potential Cycling Demand Increase	MCA Score	Cycling Demand (NPT) Score	Route Classification Score	RTS Alignment Score	Assessment Total Score	Assessment Phase
119_10	Abington to Biggar	Secondary	Very Good	193	2	1	1	1	5	3
32_10	Abington to Douglas	Secondary	Very Good	2	2	1	1	1	5	3
CRR_14_10	Abington to Moffat	Cross Region	Good	26	2	1	2	3	8	2
CRR_10_11	Airdrie to Bathgate	Cross Region	Excellent	637	3	1	2	3	9	2
CRR_10_10	Airdrie to Bathgate	Cross Region	Very Good	1448	2	2	2	3	9	2
63_10	Airdrie to Cumbernauld	Secondary	Very Good	1048	2	2	1	1	6	3
A_11	Ardrossan to West Kilbride	Secondary	Very Good	411	2	1	1	3	7	2
15_12	Ayr to Prestwick	Secondary	Very Good	779	2	1	1	3	7	2
J_11	Baillieston to Coatbridge	Primary	Very Good	816	2	1	6	3	12	1
108_10	Baillieston to Coatbridge	Secondary	Very Good	816	2	1	1	1	5	3
108_11	Baillieston to Coatbridge	Secondary	Very Good	773	2	1	1	1	5	3
CRR_3_11	Balloch to Stirling	Cross Region	Very Good	0	2	1	2	1	6	3
CRR_4_11	Balmaha to Drymen	Cross Region	Very Good	0	2	1	2	1	6	3
26_10	Barrhead to Clarkston	Secondary	Very Good	2467	2	3	1	3	9	2
D_10	Barrhead to Pollok	Primary	Very Good	1487	2	2	6	1	11	1
113_10	Bearsden to Drumchapel	Secondary	Very Good	1392	2	2	1	1	6	3
O_10	Bearsden to Maryhill	Primary	Very Good	2557	2	3	6	3	14	1
61_11	Bellshill to Coatbridge	Secondary	Very Good	2325	2	3	1	1	7	2

I_12	Bellshill to Motherwell	Primary	Very Good	3946	2	3	6	3	14	1
I_13	Bellshill to Motherwell	Primary	Very Good	3055	2	3	6	3	14	1
57_10	Bellshill to New Stevenston	Secondary	Very Good	2230	2	2	1	3	8	2
I_14	Bellshill to Viewpark	Primary	Very Good	2007	2	2	6	3	13	1
61_10	Bellshill to Viewpark	Secondary	Very Good	2007	2	2	1	1	6	3
42_10	Biggar to Lanark	Secondary	Very Good	475	2	1	1	3	7	2
CRR_13_10	Biggar to Peebles	Cross Region	Very Good	163	2	1	2	1	6	3
118_10	Bishopton to Glasgow Airport	Secondary	Very Good	432	2	1	1	2	6	3
118_11	Bishopton to Glasgow Airport	Secondary	Very Good	159	2	1	1	1	5	3
8_10	Bishopton to Linwood	Secondary	Very Good	1188	2	2	1	1	6	3
A_14	Bishopton to Old Kilpatrick	Primary	Very Good	686	2	1	6	3	12	1
47_10	Bothwell to Bellshill	Secondary	Excellent	1619	3	2	1	1	7	2
48_10	Bothwell to Bellshill	Secondary	Very Good	1868	2	2	1	1	6	3
116_10	Bothwell to Motherwell	Secondary	Very Good	809	2	1	1	2	6	3
49_10	Bothwell to Uddingston	Secondary	Excellent	1619	3	2	1	1	7	2
10_10	Braehead to Queen Elizabeth University Hospital	Secondary	Good	2358	2	3	1	1	7	2
A_16	Braehead to Renfrew	Secondary	Very Good	678	2	1	1	1	5	3
6_11	Bridge of Weir to Houston	Secondary	Very Good	892	2	1	1	1	5	3
H_11	Cambuslang to Blantyre	Primary	Excellent	2161	3	2	6	3	14	1
I_10	Carluke to Wishaw	Primary	Excellent	1213	3	2	6	3	14	1
60_10	Chapelhall to Airdrie	Secondary	Very Good	2329	2	3	1	1	7	2
60_11	Chapelhall to Airdrie	Secondary	Very Good	1790	2	2	1	1	6	3
111_10	Clydebank to Renfrew	Secondary	Very Good	1470	2	2	1	1	6	3
J_10	Coatbridge to Airdrie	Primary	Very Good	2525	2	3	6	3	14	1
63_11	Coatbridge to Airdrie	Secondary	Very Good	2525	2	3	1	1	7	2
117_10	Coatbridge to Cumbernauld	Secondary	Very Good	938	2	1	1	1	5	3
J_12	Coatbridge to Moodiesburn	Primary	Very Good	882	2	1	6	1	10	1
J_13	Coatbridge to Moodiesburn	Primary	Very Good	882	2	1	6	1	10	1
62_10	Coatbridge to Moodiesburn	Secondary	Very Good	2094	2	2	1	3	8	2
65_10	Coatbridge to Stepps	Secondary	Very Good	1281	2	2	1	1	6	3
N_10	Cumbernauld to Kilsyth	Primary	Very Good	1557	2	2	6	3	13	1
68_10	Cumbernauld to Kilsyth	Secondary	Very Good	1552	2	2	1	3	8	2
L_11	Cumbernauld to Moodiesburn	Primary	Very Good	1220	2	2	6	2	12	1
15_10	Cumnock to Ayr	Secondary	Very Good	720	2	1	1	3	7	2
15_11	Cumnock to Ayr	Secondary	Very Good	1997	2	2	1	3	8	2

16_10	Cumnock to Galston	Secondary	Very Good	673	2	1	1	3	7	2
CRR_15_10	Cumnock to Sanquhar	Cross Region	Very Good	1018	2	2	2	1	7	2
CRR_16_10	Dalmellington to St John's Town of Dalry	Cross Region	Very Good	212	2	1	2	1	6	3
14_10	Dalmellington to University Hospital Ayr	Secondary	Very Good	407	2	1	1	3	7	2
11_10	Dalry to Beith	Secondary	Very Good	781	2	1	1	1	5	3
C_16	Dalry to Kilbirnie	Primary	Good	258	2	1	6	3	12	1
C_15	Dalry to Kilbirnie	Primary	Very Good	409	2	1	6	1	10	1
C_17	Dalry to Kilbirnie	Primary	Very Good	623	2	1	6	3	12	1
33_10	Douglas to Lesmahagow	Secondary	Very Good	147	2	1	1	1	5	3
CRR_5_10	Drymen to Lennoxtown	Cross Region	Very Good	11	2	1	2	3	8	2
CRR_5_11	Drymen to Milngavie	Cross Region	Excellent	13	3	1	2	1	7	2
CRR_3_10	Drymen to Stirling	Cross Region	Very Good	0	2	1	2	1	6	3
O_13	Duntocher and Hardgate to Bearsden	Primary	Very Good	2557	2	3	6	3	14	1
78_10	Duntocher and Hardgate to Bearsden	Secondary	Very Good	2186	2	2	1	1	6	3
79_10	Duntocher and Hardgate to Drumchapel	Secondary	Constraint	3227	1	3	1	1	6	3
125_10	Eaglesham to University Hospital Hairmyres	Secondary	Very Good	1888	2	2	1	1	6	3
128_10	Eaglesham towards Stewarton	Secondary	Very Good	60	2	1	1	1	5	3
127_10	Eaglesham, Waterfoot, Clarkston	Secondary	Very Good	1471	2	2	1	1	6	3
37_10	East Kilbride to Blantyre	Secondary	Very Good	1065	2	2	1	1	6	3
38_10	East Kilbride to Blantyre	Secondary	Very Good	1065	2	2	1	1	6	3
39_10	East Kilbride to Cambuslang	Secondary	Very Good	2374	2	3	1	1	7	2
G_10	East Kilbride to Rutherglen	Primary	Constraint	1357	1	2	6	1	10	1
31_10	East Kilbride to Strathaven	Secondary	Very Good	2047	2	2	1	1	6	3
21_12	Elderslie to Paisley	Secondary	Very Good	4457	2	3	1	3	9	2
9_10	Erskine to Glasgow Airport	Secondary	Good	2238	2	3	1	1	7	2
A_12	Erskine to Renfrew	Primary	Very Good	2473	2	3	6	3	14	1
19_10	Galston to Strathaven	Secondary	Very Good	500	2	1	1	3	7	2
84_10	Garelochhead to HMNB Clyde	Secondary	Very Good	0	2	1	1	1	5	3
27_10	Giffnock to Pollok	Secondary	Very Good	1533	2	2	1	1	6	3
23_10	Giffnock to Shawlands	Secondary	Very Good	2003	2	2	1	3	8	2
13_10	Girvan to Maybole	Secondary	Very Good	97	2	1	1	1	5	3
13_11	Girvan to Maybole	Secondary	Very Good	357	2	1	1	1	5	3

CRR_1_11	Girvan to Stranraer	Cross Region	Good	43	2	1	2	3	8	2
CRR_1_10	Girvan to Stranraer	Cross Region	Good	348	2	1	2	1	6	3
CRR_1_12	Girvan to Stranraer	Cross Region	Very Good	43	2	1	2	3	8	2
B_10	Glasgow Airport Link	Primary	Very Good	1758	2	2	6	1	11	1
B_11	Glasgow Airport Link	Primary	Very Good	1357	2	2	6	3	13	1
C_10	Glasgow Airport Link	Primary	Very Good	640	2	1	6	3	12	1
111_11	Glasgow Airport to Renfrew	Secondary	Very Good	1888	2	2	1	1	6	3
46_10	Hamilton to Motherwell	Secondary	Very Good	1689	2	2	1	3	8	2
R_10	Helensburgh to Dumbarton	Primary	Very Good	194	2	1	6	1	10	1
122_10	Helensburgh to Loch Lomond	Secondary	Very Good	18	2	1	1	1	5	3
83_10	HMNB Clyde to Helensburgh	Secondary	Good	40	2	1	1	3	7	2
59_10	Holytown to Chapelhall	Secondary	Very Good	1524	2	2	1	3	8	2
53_10	Holytown to Shotts	Secondary	Very Good	736	2	1	1	1	5	3
5_10	Johnstone to Kilbirnie	Secondary	Very Good	2295	2	3	1	1	7	2
6_10	Johnstone to Kilbirnie	Secondary	Very Good	2295	2	3	1	3	9	2
7_10	Johnstone to Kilbirnie	Secondary	Very Good	2295	2	3	1	1	7	2
20_11	Johnstone to Neilston	Secondary	Very Good	1559	2	2	1	3	8	2
20_12	Johnstone to Neilston	Secondary	Very Good	1960	2	2	1	3	8	2
11_11	Kilbirnie to Beith	Secondary	Very Good	623	2	1	1	1	5	3
120_10	Kilcreggan to Coulport	Secondary	Very Good	0	2	1	1	1	5	3
85_10	Kilcreggan to Garelochhead	Secondary	Very Good	9	2	1	1	3	7	2
D_14	Kilmarnock	Primary	Very Good	1487	2	2	6	1	11	1
16_11	Kilmarnock to Hulford	Secondary	Good	722	2	1	1	3	7	2
16_12	Kilmarnock to Hulford	Secondary	Very Good	1199	2	2	1	3	8	2
17_11	Kilmarnock to Hulford	Secondary	Very Good	722	2	1	1	3	7	2
17_10	Kilmarnock to Hulford	Secondary	Very Good	1199	2	2	1	1	6	3
18_10	Kilmarnock to Hulford	Secondary	Very Good	487	2	1	1	1	5	3
F_11	Kilmarnock to Newton Mearns	Primary	Good	2	2	1	6	1	10	1
D_13	Kilmarnock to Newton Mearns	Primary	Very Good	1492	2	2	6	1	11	1
F_12	Kilmarnock to Newton Mearns	Primary	Very Good	1492	2	2	6	1	11	1
CRR_7_10	Kilsyth to Falkirk	Cross Region	Very Good	675	2	1	2	1	6	3
CRR_8_10	Kilsyth to Falkirk	Cross Region	Very Good	675	2	1	2	1	6	3
CRR_8_11	Kilsyth to Falkirk	Cross Region	Very Good	0	2	1	2	1	6	3
CRR_9_10	Kilsyth to Falkirk	Cross Region	Very Good	0	2	1	2	1	6	3
CRR_7_11	Kilsyth to Stirling	Cross Region	Very Good	0	2	1	2	3	8	2
C_14	Kilwinning to Dalry	Primary	Very Good	131	2	1	6	1	10	1

N_11	Kirkintilloch to Bishopbriggs	Primary	Very Good	2439	2	3	6	1	12	1
86_10	Lamlash to Brodick	Secondary	Very Good	118	2	1	1	1	5	3
43_10	Lanark to Carluke	Secondary	Very Good	1128	2	2	1	3	8	2
CRR_12_10	Lanark to Livingston	Cross Region	Excellent	437	3	1	2	3	9	2
44_10	Larkhall to Carluke	Secondary	Excellent	1433	3	2	1	2	8	2
H_12	Larkhall to Hamilton	Primary	Very Good	1134	2	2	6	1	11	1
45_10	Larkhall to Wishaw	Secondary	Excellent	1433	3	2	1	3	9	2
71_10	Lenzie to Kirkintilloch	Secondary	Very Good	1369	2	2	1	3	8	2
40_10	Linn ward to Rutherglen	Secondary	Good	1780	2	2	1	1	6	3
7_11	Linwood to Johnstone	Secondary	Very Good	1336	2	2	1	1	6	3
12_10	Maybole to Ayr	Secondary	Very Good	2504	2	3	1	1	7	2
123_10	Millport to Largs (via Cumbrae Slip)	Secondary	Very Good	69	2	1	1	1	5	3
O_11	Milngavie to Bearsden	Primary	Very Good	2059	2	2	6	3	13	1
O_12	Milngavie to Bearsden	Primary	Very Good	1214	2	2	6	1	11	1
CRR_4_10	Milngavie to Drymen	Cross Region	Very Good	735	2	1	2	1	6	3
75_10	Milngavie to Torrance	Secondary	Very Good	1083	2	2	1	1	6	3
69_10	Moodiesburn to Kirkintilloch	Secondary	Very Good	1369	2	2	1	3	8	2
L_14	Moodiesburn to Stepps	Primary	Very Good	1068	2	2	6	2	12	1
55_10	Motherwell to New Stevenston	Secondary	Very Good	2767	2	3	1	1	7	2
54_10	Motherwell to Newarthill	Secondary	Very Good	2767	2	3	1	1	7	2
41_10	Mount Florida to Rutherglen	Secondary	Excellent	2369	3	3	1	1	8	2
24_10	Netherlee to Cathcart/Muirend to Mount Florida	Secondary	Very Good	3898	2	3	1	1	7	2
30_10	Netherlee to Cathcart/Muirend to Mount Florida	Secondary	Very Good	3898	2	3	1	1	7	2
25_10	Netherlee to Croftfoot to Castlemilk	Secondary	Very Good	3898	2	3	1	1	7	2
24_12	Netherlee to Giffnock	Secondary	Very Good	19	2	1	1	3	7	2
24_11	Netherlee to Giffnock	Secondary	Very Good	1822	2	2	1	1	6	3
58_10	New Stevenston to Holytown	Secondary	Very Good	1744	2	2	1	1	6	3
56_11	New Stevenston to Newarthill	Secondary	Very Good	993	2	2	1	2	7	2
56_10	New Stevenston to Newarthill	Secondary	Very Good	1388	2	2	1	1	6	3
52_10	Newmains to Shotts	Secondary	Very Good	2097	2	2	1	3	8	2
28_10	Newton Mearns to East Kilbride	Secondary	Very Good	1999	2	2	1	3	8	2
126_10	Newton Mearns to East Kilbride	Secondary	Very Good	806	2	1	1	1	5	3
F_13	Newton Mearns to Giffnock	Primary	Very Good	2871	2	3	6	3	14	1

22_10	Newton Mearns to Neilston	Secondary	Very Good	1243	2	2	1	1	6	3
80_10	Old Kilpatrick to Duntocher and Hardgate	Secondary	Very Good	3227	2	3	1	1	7	2
112_10	Old Kilpatrick to Erskine	Secondary	Good	2219	2	3	1	1	7	2
A_10	Old Kilpatrick to Erskine	Primary	Very Good	34	2	1	6	1	10	1
21_10	Paisley to Barrhead	Secondary	Constraint	4457	1	3	1	2	7	2
21_11	Paisley to Barrhead	Secondary	Constraint	2111	1	2	1	2	6	3
C_11	Paisley to Cardonald/Halfway	Primary	Very Good	2558	2	3	6	1	12	1
21_13	Paisley to Pollok	Secondary	Very Good	943	2	1	1	1	5	3
115_10	Paisley to Pollok	Secondary	Constraint	4457	2	3	1	2	8	2
26_11	Pollok to Clarkston	Secondary	Very Good	2225	2	3	1	1	7	2
A_13	Port Glasgow to Bishopton	Primary	Very Good	686	2	1	6	3	12	1
F_10	Prestwick to Kilmarnock	Primary	Very Good	926	2	1	6	3	12	1
124_10	Saltcoats to Dalry	Secondary	Very Good	1059	2	2	1	1	6	3
101_11	Shettleston to Cambuslang	Secondary	Good	2397	2	3	1	3	9	2
I_15	Shettleston to Cambuslang	Primary	Very Good	2993	2	3	6	3	14	1
101_10	Shettleston to Cambuslang	Secondary	Very Good	2993	2	3	1	1	7	2
114_10	Shettleston to Cambuslang	Secondary	Very Good	2993	2	3	1	1	7	2
CRR_11_11	Shotts to Livingston	Cross Region	Excellent	565	3	1	2	3	9	2
CRR_11_10	Shotts to Livingston	Cross Region	Very Good	565	2	1	2	3	8	2
N_12	Springburn to Bishopbriggs	Primary	Very Good	2417	2	3	6	2	13	1
L_16	Stepps to Bishopbriggs	Primary	Very Good	692	2	1	6	1	10	1
L_17	Stepps to Bishopbriggs	Primary	Very Good	2137	2	2	6	1	11	1
L_15	Stepps to Lenzie	Primary	Very Good	1237	2	2	6	2	12	1
70_10	Stepps to Lenzie	Secondary	Very Good	977	2	2	1	3	8	2
D_12	Stewarton to Fenwick	Primary	Very Good	882	2	1	6	1	10	1
D_11	Stewarton to Neilston	Primary	Very Good	1487	2	2	6	1	11	1
CRR_17_10	Stirling to Falkirk	Cross Region	Very Good	0	2	1	2	1	6	3
35_10	Strathaven to Stonehouse	Secondary	Very Good	1043	2	2	1	3	8	2
82_10	Tarbert to Balloch	Secondary	Very Good	36	2	1	1	2	6	3
121_10	Tarbet to Arrochar	Secondary	Very Good	36	2	1	1	1	5	3
CRR_2_10	Tarbet to Crianlarich	Cross Region	Very Good	36	2	1	2	3	8	2
74_10	Torrance to Kirkintilloch	Secondary	Excellent	955	3	2	1	1	7	2
76_11	Torrance to Kirkintilloch	Secondary	Excellent	955	3	2	1	1	7	2
76_10	Torrance to Kirkintilloch	Secondary	Very Good	2439	2	3	1	1	7	2
50_10	Uddingston to Viewpark	Secondary	Very Good	3603	2	3	1	1	7	2

A_15	West Kilbride to Largs	Secondary	Very Good	411	2	1	1	3	7	2
I_11	Wishaw to Motherwell	Primary	Excellent	1213	3	2	6	3	14	1
51_10	Wishaw to Newmains	Secondary	Very Good	2747	2	3	1	3	9	2

3 Estimated Costs of Construction

A high-level cost of construction has been estimated for the RATN. The cost results are not part of the prioritisation analysis. They aim to provide another layer of advice to inform the decision-making process for implementation and delivery of the RATN. The estimated costs are based on the following key parameters:

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

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

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

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

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

Table 10: Final Banding and Estimated Costs of Construction for Regional Active Travel Network

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