

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



Change List

Ver	Date	Description of the change	Reviewed	Approved by
P01	10/10/2024	Internal Draft	MB	RM
P02	11/10/2024	Draft Issue – Final Strategy	MB	RM
P03	22/10/2024	Draft Issue – Complete Chapter 9 & 10	MB	RM
P04	23/10/2024	Draft Issue – Addition of Appendices	MB	RM
P05	30/10/2024	Final Draft Issue	MB	RM
P06	13/11/2024	Final Draft – Network Changes	MB	RM

Sweco UK Limited
Project Name

Reg. No. 2888385
 SPT REGIONAL ACTIVE TRAVEL
 STRATEGY

Author

Megan Blake

Date

2024-11-13

Document reference

65210782-SWE-XX-XX-T-TP-0003 P06 - SPT Regional Active Travel Strategy

Table of Contents

1	Introduction	6
1.1	About SPT	6
1.2	About the Regional Transport Strategy	7
1.2.1	The Regional Transport Strategy Targets	8
1.3	The Need for a Regional Active Travel Strategy	8
2	About the Regional Active Travel Strategy	10
2.1	Overview	10
2.2	Why Active Travel?	10
2.3	The Importance of Active Travel at the Regional Level	11
2.4	Development of the Strategy	11
3	The Regional Landscape	13
3.1	About the Region	13
3.2	The Challenges in Strathclyde	13
3.2.1	Car-based Travel	13
3.2.2	The Environment and Transport Emissions	13
3.2.3	Health and Wellbeing	14
3.2.4	Social Inclusion	14
3.2.5	Poverty, Deprivation and Inequality	15
3.3	Summary	15
4	Active Travel in Strathclyde Today	16
4.1	The Transport Baseline and Trends	16
4.2	Provision for Walking, Wheeling and Cycling	17
4.3	Case Study: Glasgow Bike Sharing Scheme	18
4.4	Summary	19
5	What do People in Strathclyde Think?	20
6	The Policy Response	22
6.1	Overview	22

6.2	Transport Policy	22
6.3	Land Use Policy	24
6.4	Summary	25
7	The Vision for Active Travel in Strathclyde	27
7.1	The Vision	27
7.2	Targets	27
7.3	Objectives	28
8	Delivering the Vision.....	29
8.1	Overview	29
8.2	Governance.....	29
8.3	Delivery Plan Framework.....	30
8.3.1	About the Delivery Plan Framework	30
8.3.2	Policy Interventions.....	32
8.4	The Regional Active Travel Network.....	43
8.4.1	Overview.....	43
8.4.2	Regional and Local Networks.....	43
8.4.3	Development of the Network	45
	Initial Analysis.....	45
	Network Development.....	45
8.4.4	The Final Network.....	46
9	Infrastructure Delivery Plan	49
9.1	Overview	49
9.2	Route Opportunity Assessment	49
9.3	Delivery Phasing	51
9.3.1	Estimated Construction Costs	51
	Central Corridors.....	53
	Eastern Corridors.....	55
	Western Corridors.....	59
	Southern Corridors.....	62
9.4	Funding	65

9.5	Working with Communities.....	65
10	Regional Design Standards.....	66
10.1	Overview	66
10.2	Design in Urban and Rural Settings.....	66
10.3	Standards for Walking and Wheeling.....	67
10.3.1	Tactile Paving	68
10.4	Standards for Cycling.....	68
10.4.1	Levels of Service	68
10.5	Route Types.....	70
10.5.1	Core Routes.....	70
	Key Considerations	71
10.5.2	Supporting Routes	72
10.6	Constraints	72
10.7	Cross Boundary Working	73
10.8	Construction	73
	Material Types.....	73
	Material Colouring	74
	Depths	74
	Kerbing and Upstands.....	74
10.9	Maintenance.....	75
11	Monitoring & Evaluation	76
11.1	Monitoring & Evaluation Framework	76
	Appendix A – Regional ATS Action Plan: 2024/25 – 2026/27	79

1 Introduction

1.1 About SPT

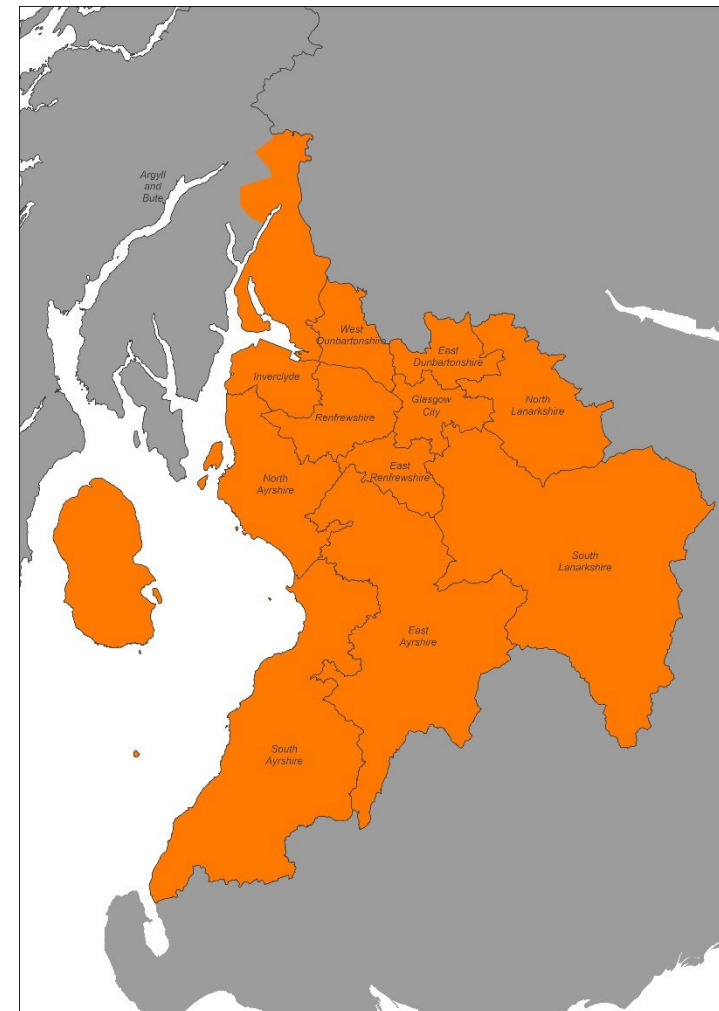
Strathclyde Partnership for Transport (SPT) is the statutory Regional Transport Partnership (RTP) for the west of Scotland. Regional Transport Partnerships were established by the Transport (Scotland) Act 2005 to bring together local authorities and other key regional stakeholders to strengthen the planning 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 Glasgow 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.



The SPT Area

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. Receipt of SPT’s Capital Programme is subject to the outcome of the Scottish Government’s annual budget setting process.

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, active travel delivery partners, Network Rail, NHS Health Boards, 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 RTS which sets the long-term direction for transport in the region. Entitled ‘A Call to Action: The Regional Transport Strategy for the west of Scotland (2023 – 2038)’, the RTS 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.

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

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

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

1.2.1 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 the private car as the main mode.
---	---	---

1.3 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 vision, targets and objectives of 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 opportunities for behaviour change 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; 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 SPT area through the provision of a well-connected, continuous cross-boundary active travel network and supporting measures that inform and empower people to travel in healthier and greener ways.

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 proposed 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 plan for delivery 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 have been 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 a Delivery Plan Framework, an Infrastructure Delivery Plan and a Monitoring and Evaluation Plan, as set out in this document.

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

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 – with the correct level of support, everyone should have access to active travel in some form.

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 The Importance of Active Travel at the Regional Level

Journeys between the places where people live and the places they want to travel every day often cover short distances. Across the region, personal travel data shows 27% of journeys are under 1km; 44% of journeys are under 2km; while 67% of journeys are under 5km¹. These shorter trips offer a real opportunity for a significant shift to active travel, where the shorter distances make walking, wheeling and cycling more achievable for a greater range of abilities.

Many of these journeys cross local authority boundaries and cross-boundary travel patterns are commonly seen in travel to work, education, hospital and healthcare locations, and retail. For travel to work, around one in every three trips within the region, before the Covid-19 pandemic, was to a Glasgow-based workplace². Meanwhile, there are more than a dozen hospitals of regional importance across the region and travel catchments for these, for patients, visitors and staff, are increasingly large³.

To maximise the opportunity for people to switch to active travel for these everyday journeys, a coordinated regional approach is needed, particularly to help address the gaps and diversity of provisions in the existing active travel network. The Regional ATS prioritises cross-boundary active travel links to provide integrated and consistent routes, infrastructure, and support for active travel, so we can help people to go to the places they need to by low carbon, affordable, and accessible means.

2.4 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 engagement.

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

¹ Transport Scotland (2023) Transport and Travel in Scotland 2021- Table LA19 Scottish Household Survey Travel Diary - Distance Travelled, available at: <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2021/>

² National Records for Scotland (2014) Scotland Census 2011, Location of usual residence and place of work, available at: <https://www.nomisweb.co.uk/census/2011/wu01uk>

³ Strathclyde Partnership for Transport (2021) The new Regional Transport Strategy for the West of Scotland: 'Case for Change' report

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 <https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/active-future/> ..

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 region is diverse and includes the most densely populated city in Scotland as well as remote rural settlements and island communities. 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

As a result of the diversity across the region, 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 area for both personal travel and journeys to places of work and study. Meanwhile, levels of walking are lower in comparison to other Regional Transport Partnership (RTP) areas, and the popularity of cycling as a means of travel in Strathclyde is also low. This is in accordance with 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, and '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 Scotland⁴ and there are currently 12 separate Air Quality Management Areas (AQMAs) enforced in the SPT region⁵. 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 both whilst moving and sitting idle.

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

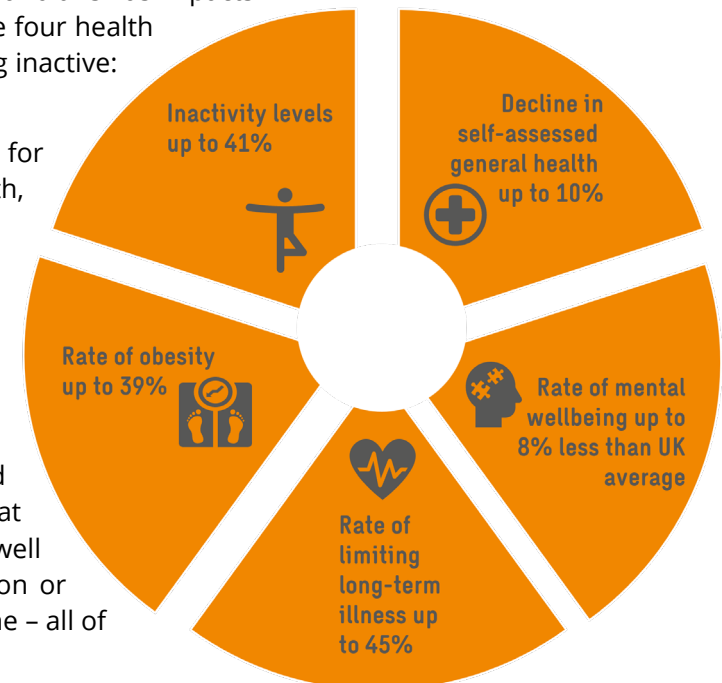
Increased levels of car use are linked to lower physical activity rates as driving a car is a sedentary activity, and this has impacts on our health. The percentage of adults meeting physical activity guidelines is lower in three out of the four health boards in Strathclyde when compared with the Scottish 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 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%⁶.

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 area.



⁴ Transport Scotland (2023) Scottish Transport Statistics 2023, available at <https://www.transport.gov.scot/publication/scottish-transport-statistics-2023/chapter-13-environment/>

⁵ The Scottish Government (2024) Scotland’s Environment, Air Quality Management Areas, available at <https://www.scottishairquality.scot/laqm/aqma>

⁶ Scottish Government (2023) The Scottish Health Survey 2022

3.2.5 Poverty, Deprivation and Inequality

Large challenges around poverty, deprivation and inequality also exist throughout Strathclyde. 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 Strathclyde⁷. The rate of child poverty is also higher in the 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.

3.3 Summary

The SPT area 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 concerns; 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 more sustainable 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 people.

⁷ Scottish Government (2020) Scottish Index of Multiple Deprivation

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 2022⁸.

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 use⁹ meaning a significant number of people are unable to use cycling as a mode of transport, unless via bike hire or other access to bike 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 before the Covid-19 pandemic, 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



62%

of households don't have access to a bike for private use

⁸ Transport Scotland (2023) Transport and Travel in Scotland 2016, 2017, 2022

⁹ Scottish Government (2022) Scottish Household Survey 2021, Table LA8

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.

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 region¹⁰.

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-road¹¹, 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.

¹⁰ Department for Transport (2023) Road Safety Data, 2019, 2020, 2021

¹¹ Sustrans (2024) National Cycle Network (NCN) Open Data

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 across **Map 1**.

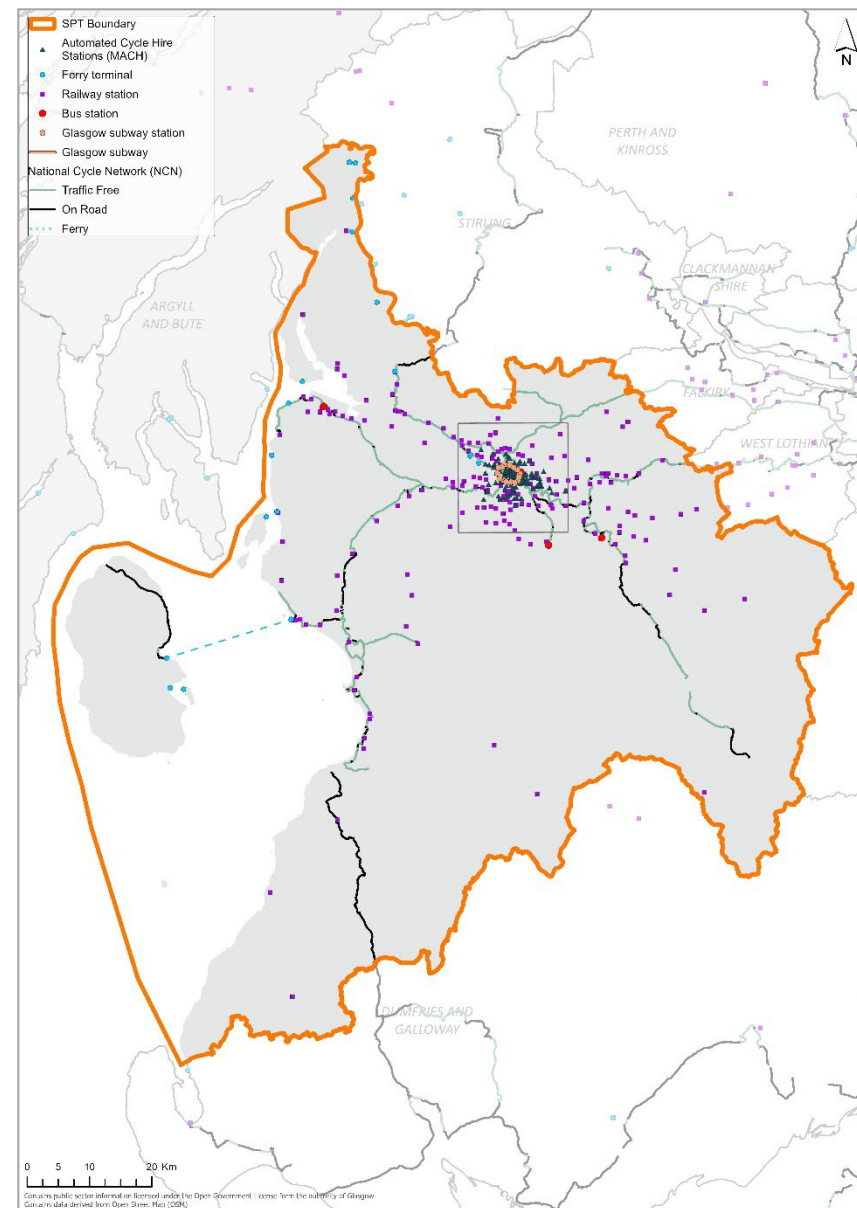
4.3 Case Study: Glasgow Bike Sharing Scheme

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 currently 113 hire stations in place across the city with 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 the 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 2023¹².

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 and ambition 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.



Map 1: Existing National Cycle Network and Public Transport Infrastructure

¹² Glasgow City Council (2023) Online News Archive: 'Glasgow Bike Hire Scheme Hits 2.5million Hires'

The scheme is led by Glasgow City Council and it is understood that the contract is restricted to bike stations within the city boundary. To enable expansion of this bike sharing scheme across the region, neighbouring Local Authorities would require to select the same supplier and, from there, discussions on allowing bikes to be left at cross boundary locations could take place. This is addressed in the Regional ATS Delivery Plan.

4.4 Summary

Levels of walking, wheeling, and cycling vary across the SPT region, with urban areas such as 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.



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

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 for these modes, 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 lack of consistency in provision for active travel modes.

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:

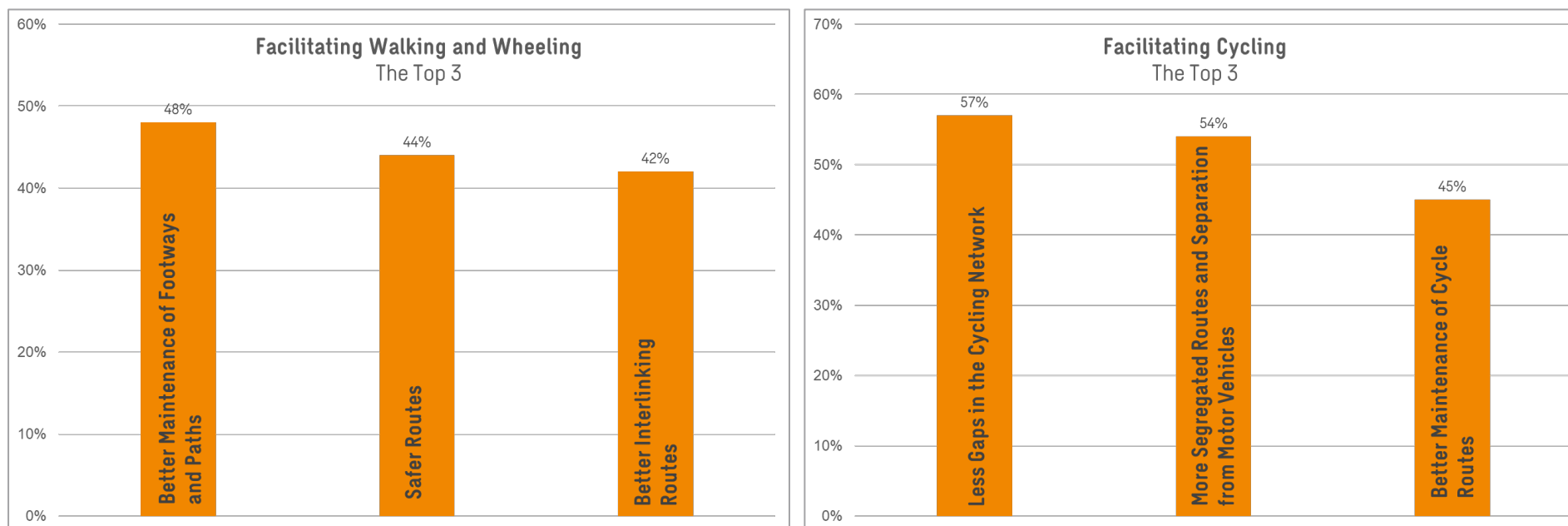
- Active travel, particularly cycling, is not yet normalised.
- There are differences in design standards between local authorities which means users experience different levels of service across a journey.
- There is big capital investment for active travel projects but no ongoing maintenance budget; overgrown vegetation and uneven surfaces are key problems.
- Active travel routes do not 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.
- Active travel routes do not serve essential services and areas people want to visit and there is a lack of a connected network.
- 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 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 in is a common goal for the Policies and Actions identified in the Delivery Plan Framework.



Source: Active Travel for the west of Scotland - Public Survey, November 2023

6 The Policy Response

6.1 Overview

The Scottish Government outlines 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

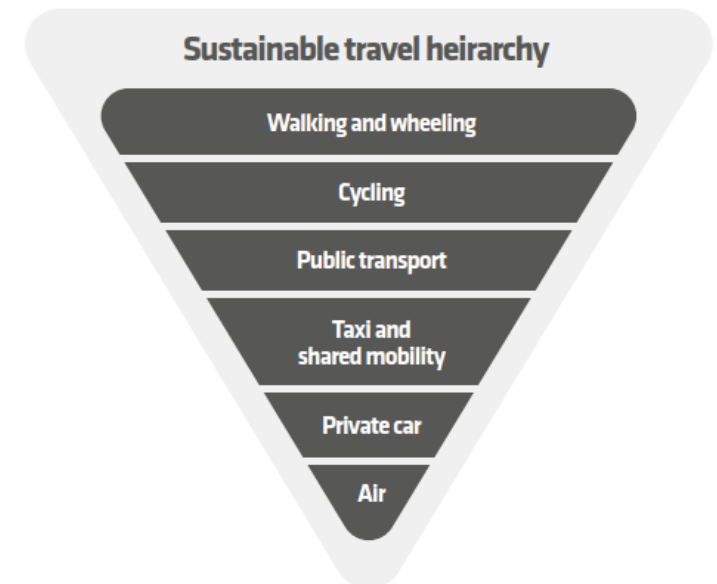
National Transport Strategy 2 (NTS2) sets out what transport will look like in Scotland and has the following vision: ***“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”.***

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 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.

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.

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:

<p style="text-align: center;">RTS:</p> <p style="text-align: center;">Key Priorities</p> <ul style="list-style-type: none"> A Healthier Environment Inclusive Economic Growth Improved Quality of Life 	<p style="text-align: center;">RTS:</p> <p style="text-align: center;">Key Targets</p> <ul style="list-style-type: none"> By 2030, car kilometres in the region will be reduced by at least 20% By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline 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 Regional ATS.

National	• Update to the Climate Change Plan 2018 –2032	• Cleaner Air for Scotland 2
	• Public Health Priorities for Scotland	• Scotland’s Road Safety Framework to 2030
	• Climate Ready Scotland: Climate Change Adaptation Programme 2019-2024	• A Railway for Everyone: A Strategy for Accessibility on Scotland’s Railway
Regional	• Argyll and Bute Rural Deal	• Ayrshire Growth Deal
	• Ayrshire, Argyll & Bute, and Loch Lomond and Trossachs National Park	• Clydeplan: Glasgow City Region Strategic Development Plan
	• Climate Ready Clyde Adaptation Strategy	• Glasgow and Clyde Valley Green Network Blueprint
	• Flood Risk Management Plans	• Regional City / Growth Deals – Glasgow City Region City Deal
	• Regional Economic Strategies	• Regional Transport Strategies (neighbouring regions)

Local	• 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	

7 The Vision for Active Travel in Strathclyde

7.1 The Vision

The vision for active travel in Strathclyde directly aligns 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.

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

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

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 Regional ATS 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, detailed in **Chapter 8.3**. The physical interventions will also be subject to a specific Infrastructure Delivery Plan, as detailed in **Chapter 9**.

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 continue to take cognisance of local established and committed delivery plans in delivering the regional vision, including links to wider local and regional workstreams.

8.2 Governance

The successful delivery of the Regional ATS will be dependent on a wide range of factors, but fundamental to that success will be an effective transport governance framework, with clear roles and responsibilities for those tasked with delivering change.

The governance context at the outset of the strategy is complex and governance arrangements for delivering active travel projects sit with various stakeholders. As a result, proposed interventions may require to be developed, funded and delivered by several stakeholders. Interventions will also reflect the needs and requirements of the local area and wider communities; thereby, no one project will be the same.

SPT acknowledges that Local Authorities have their own priorities and ambitions for active travel, especially for infrastructure interventions. SPT will seek to work with constituent councils to ensure that local actions transcend boundaries and provide regional benefits for the west of Scotland, taking the lead in facilitation when multiple stakeholder working is required.

SPT will regularly review governance arrangements and keep the Regional ATS, including the Action Plan, up-to-date, to reflect any changes.

Further details are provided in the Delivery Plan Framework, and this 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 Delivery Plan Framework

8.3.1 About the Delivery Plan Framework

The Delivery Plan Framework will ensure the Regional ATS vision and objectives are delivered, and that the region achieves 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, which will collectively incentivise modal shift to sustainable modes of transport.

The policy interventions are presented under the following 5 broad categories:

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

4. Promotion, Travel Behaviour Change, and Information

2. Integrating Walking, Wheeling and Cycling with Public Transport

5. Funding and Governance

3. Increasing Affordable Access to Bikes

For each policy 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/initiative, as follows:

Timescale	Duration	Description
Short Term	Over the next three to five years	Actions or projects that are affordable, easier 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.
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 projects and their requirements.

8.3.2 Policy Interventions

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 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

Potential Funding Streams: 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 and facilitating knowledge sharing between Local Authorities on routes requiring upgrade.

Key Audience: Communities across the SPT Region, Local Authorities

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

Timescale: Medium Term

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

1c. Facilitate Complementary Active Travel Infrastructure

Key Audience: Communities across the SPT Region

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

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

Timescale: Medium Term

Potential Funding Streams: 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 green infrastructure.

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, GCV Green Network Partnership

Timescale: Medium Term

Potential Funding Streams: 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: Medium Term

Potential Funding Streams: 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-Medium Term

Potential Funding Streams: 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, recognising the different maintenance requirements of active travel. SPT recognise a key challenge for maintenance lies within the funding landscape and requirement for revenue funding to support such work. This will remain in cognisance.

Key Audience: Communities across the SPT Region

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

Timescale: Medium Term

Potential Funding Streams: Scottish Government Active Travel Funding Streams/ Local Authority 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 reliance 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, and to make low-carbon journeys convenient. Joining-up journeys in this way is key to providing an attractive alternative to car use and encouraging people to use more active and sustainable ways of getting around Strathclyde and beyond. The implementation of hubs will also add to the region's integrated and quality transport offering, considering the needs of all.

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

Potential Funding Streams: 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: Medium – Long Term

Potential Funding Streams: 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

Key Audience: Communities across the SPT Region

Key Stakeholders: SPT, Public Transport Operators, Local Authorities

Timescale: Medium Term

carriage of wheelchairs and bikes on bus, rail and ferry services. **Potential Funding Streams:** Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/ Public Transport Operator Funding

2d. Increase Provision of Active Travel Hubs
 Delivery of new, and the improvement of existing, active travel hubs in all local authority areas in the Strathclyde region. Supporting infrastructure for e-bikes to be a key consideration at all hub locations. **Key Audience:** Communities across the SPT Region
Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
Timescale: Short-Medium Term
Potential Funding Streams: 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. Futureproofing for bike sharing docking stations and e-bike charging facilities should be considered. **Key Audience:** Communities across the SPT Region
Key Stakeholders: SPT, Local Authorities, Public Transport Operators
Timescale: Medium Term
Potential Funding Streams: Scottish Government Active Travel Funding Streams/ Local Authority Capital Funds/

2f. Promote the Use of Active Travel in Freight and Logistics Movements
 Develop a First Mile/ Last Mile policy for freight and logistics movements which incorporates active travel. **Key Audience:** Communities across the SPT Region
Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Freight and logistics companies
Timescale: Medium Term
Potential Funding Streams: Scottish Government Active Travel Funding Streams/ Local Authority Revenue Funds/ Wider Grant Funding

3. Increasing Access to Bikes

A large proportion of households in Strathclyde (62%) do not have access to a bike for private use, meaning cycling is not 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. This includes the upfront costs of accessing a bike; making bike access an option for everyone to, ultimately, reduce transport poverty in the region. This incorporates standard, non-standard adapted and e-bikes.

<p>3a. Extension of Bike Hire Schemes</p> <p>Increase 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. Schemes could offer concessionary rates to reduce financial barriers to bike access.</p>	<p>Key Audience: Communities across the SPT Region</p> <p>Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups, Bike hire providers</p> <p>Timescale: Medium Term</p> <p>Potential Funding Streams: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding</p>
<p>3b. Extension of Bike Access Schemes</p> <p>Increase provision of bike access schemes, including subscriptions to schemes that provide a bike for sole use, low-cost bikes, bike swap and bike provision initiatives to all local authority areas in the region. Schemes could offer concessionary rates to reduce financial barriers to bike access.</p>	<p>Key Audience: Communities across the SPT Region</p> <p>Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups</p> <p>Timescale: Short Term</p> <p>Potential Funding Streams: Scottish Government Active Travel Funding Streams/ Local Authority Capital and Revenue Funds/ Wider Grant Funding</p>
<p>3c. Extension of Bike Recycling Schemes</p> <p>Delivery of bike recycling schemes in all local authority areas in the region.</p>	<p>Key Audience: Communities across the SPT Region</p> <p>Key Stakeholders: SPT, Local Authorities, Third Sector Delivery Partners, Community Groups</p> <p>Timescale: Short Term</p>

Potential Funding Streams: 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. Opportunities to target areas where there is active travel route implementation or existing infrastructure should be considered.

Key Audience: Communities across the SPT Region

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

Timescale: Short Term/ Ongoing

Potential Funding Streams: 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

Potential Funding Streams: 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

Potential Funding Streams: 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, and where there is active travel route implementation or existing infrastructure.

Key Audience: Communities across the SPT Region

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

Timescale: Short Term/ Ongoing

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

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

Develop and deliver training and a range of other measures to support young children and 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

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

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

Key Audience: Communities across the SPT Region

Provide targeted support to individuals and groups, including those with protected characteristics, amongst whom active travel uptake is particularly low.

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

Timescale: Short Term/ Ongoing

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

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

Provide targeted support to areas where active travel uptake is particularly low, including disadvantaged areas and rural, remote and island communities across the region.

Key Audience: Communities across the SPT Region

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

Timescale: Short Term/ Ongoing

Potential Funding Streams: 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. SPT will work with a range of partners to increase the investment in active travel measures over the ATS period.

5a. Improving and Increasing Funding for Active Travel

SPT will consider the funding and delivery of active travel and behaviour change interventions within future governance arrangement endeavours, and work with our constituent councils within this context to support local needs.

Key Audience: Local Authorities

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

Timescale: Short Term

5b. Governance Arrangements for Active Travel

SPT, in partnership with our constituent councils, will lead work to identify and recommend optimal solutions to the transport governance, roles and responsibilities, drawing upon the existing legislative framework. SPT will facilitate cross-boundary working.

Key Audience: Local Authorities

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

Timescale: Short 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**.

8.4 The Regional Active Travel Network

8.4.1 Overview

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

The RATN 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 communities is to provide direct connections to the closest town centres and public transport hubs to enable access to local services and centres.

The RATN proposals are accompanied by a set of design standards, provided in **Chapter 10**, which seek to provide consistent standards of active travel infrastructure across the region.

8.4.2 Regional and Local Networks

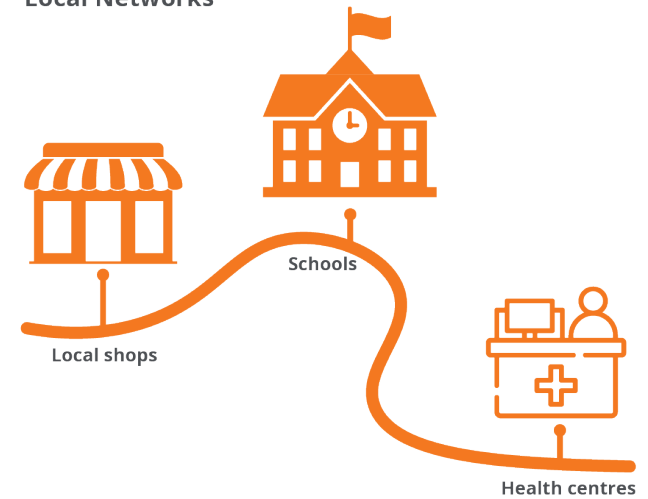
The RATN will provide excellent active travel connectivity between the region’s population centres, strategic trip generators and major transport hubs. In this way, it will promote sustainable, integrated travel throughout the region, benefitting those who live, work and learn in the west of Scotland.

Local active travel networks managed by local roads authorities (most commonly the local authority), connect local destinations. They are designed to meet the needs and priorities of specific localities, and to enhance active travel options within a specific area, promoting local accessibility and addressing the unique characteristics and requirements of local communities.

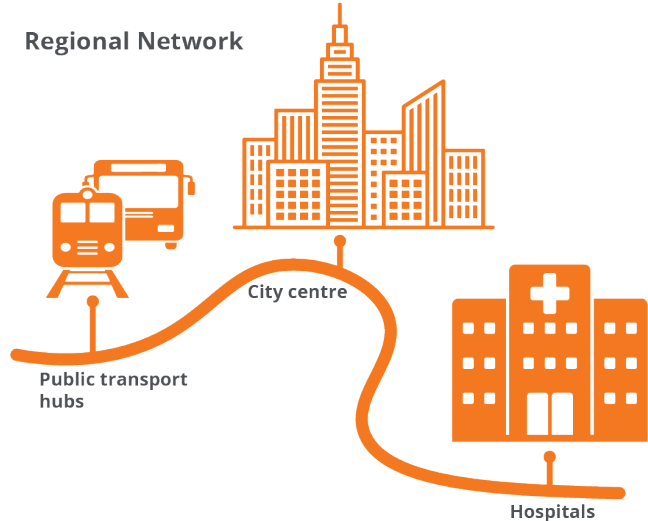
There are two key differences between local and regional networks:

- The type of destinations they connect
- The density of routes within each network.

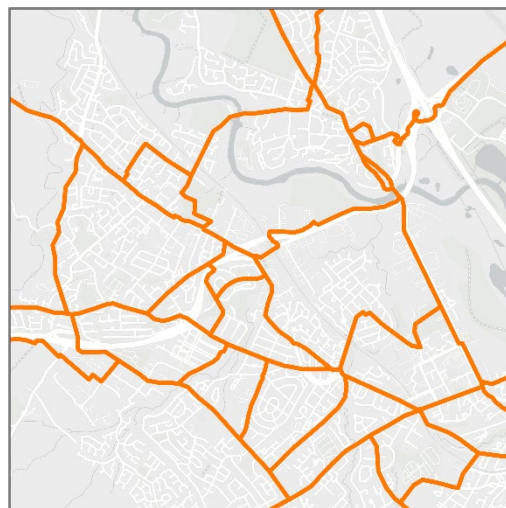
Local Networks



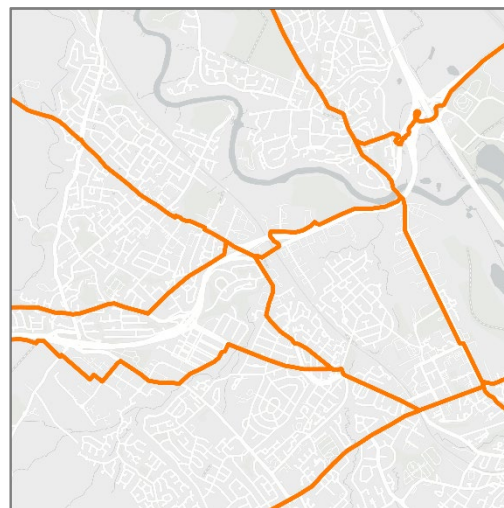
Regional Network



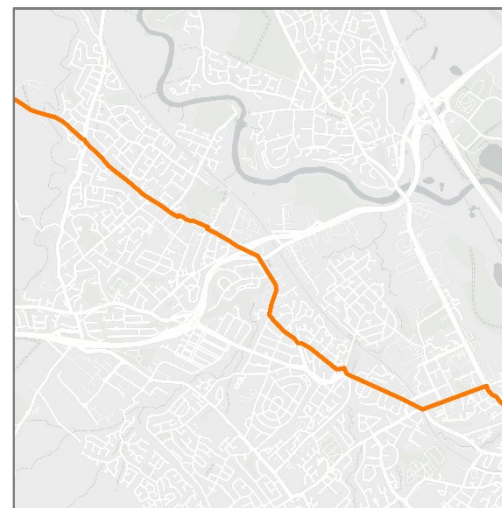
Local networks will vary depending on local requirements, but typically aim to connect every settlement and, especially in urban areas, can form a dense grid of routes. Conversely, regional networks are often less dense and span a larger geographical area with a focus on regionally significant destinations and strategic corridors.



Local Network



Regional Network



National Network

It is recognised that much more can be done to provide a safer and more accessible and inclusive active travel network for the west of Scotland. Integration with other sustainable transport modes including bus, rail, ferry, subway, and the potential Clyde Metro¹³ is also a central focus, to make it easier for people to undertake those medium and long-distance journeys without the private car.

The RATN is formed of strategic routes and regional connectors which provide solutions that are appropriate to all urban and rural geographies across the region.

¹³ 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 long-term actions of the Regional ATS and wider relevant workstreams.

8.4.3 Development of the Network

Initial Analysis

Initial analysis, carried out by SPT in partnership with Sustrans, on the region's population spread, key settlements and trip generators was the starting point in the development of the RATN. This work aimed to establish the key origins and destinations that will generate demand for cycling, with a view to connecting the city of Glasgow, towns, neighbourhoods, settlements, public transport hubs and regionally significant destinations in the SPT area, and to other Regional Transport Partnership areas.

A total of 48 'Primary Localities' and 57 'Secondary Localities' were established as proposed nodes on the network, according to the following definitions:

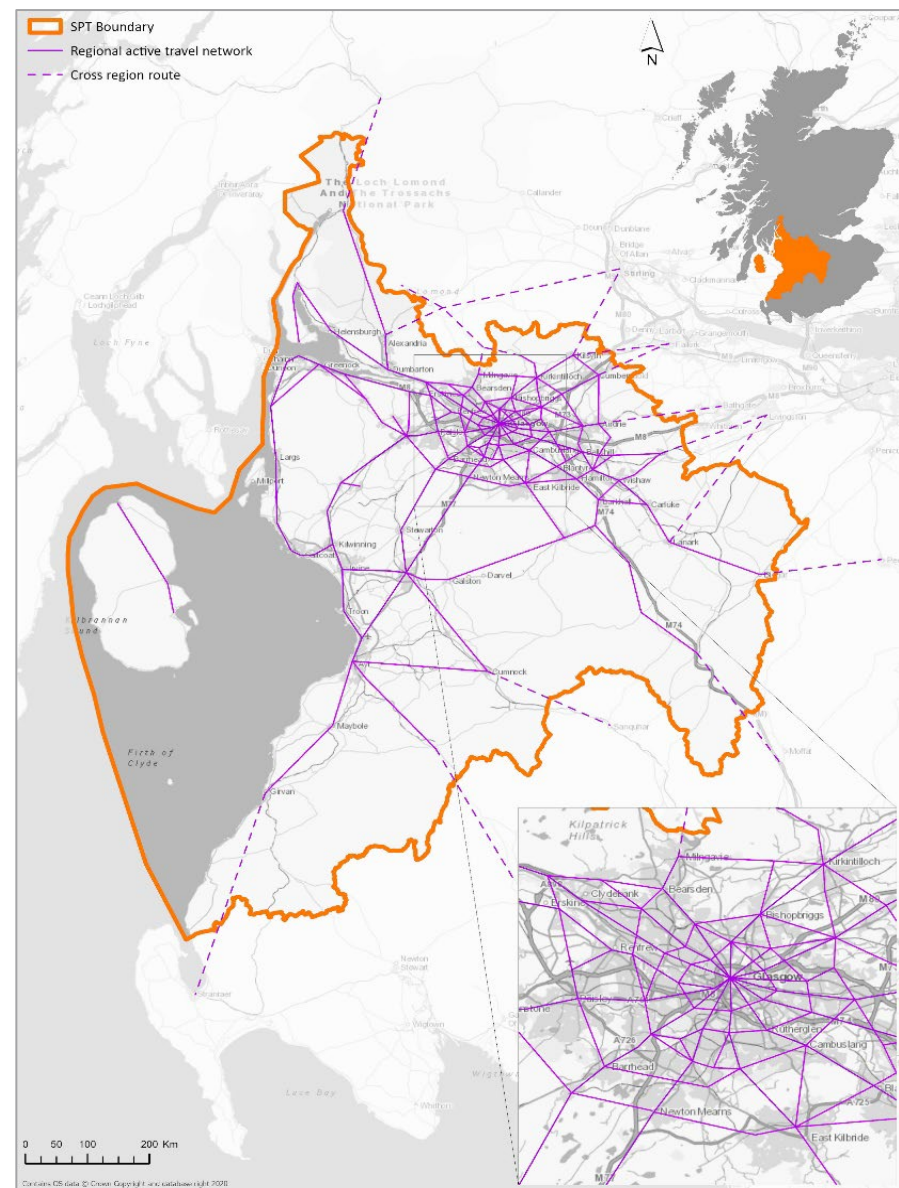
- **Primary Localities** are settlements with populations over 10,000 and Glasgow Airport (as a national trip generator)
- **Secondary Localities** are settlements with populations over 4,500; public transport hubs; key hospitals; some town centres within local development plans; significant destinations within Loch Lomond & The Trossachs National Park; and HM Naval Base (HMNB) Clyde.

A full list of the initial, and finalised, localities is provided in the supporting Technical Note.

An emerging 'straight-line' network, or origin-destination (O-D) network, was formed to connect each locality as shown in **Map 2**.

Network Development

To further develop the network, an evidence-led and collaborative approach was adopted involving desktop data gathering and analysis, and stakeholder engagement. Information gathered from the desktop review and stakeholder engagement sessions, including existing, planned and aspirational infrastructure; local and strategic priorities; and future development areas, informed the route development stage.

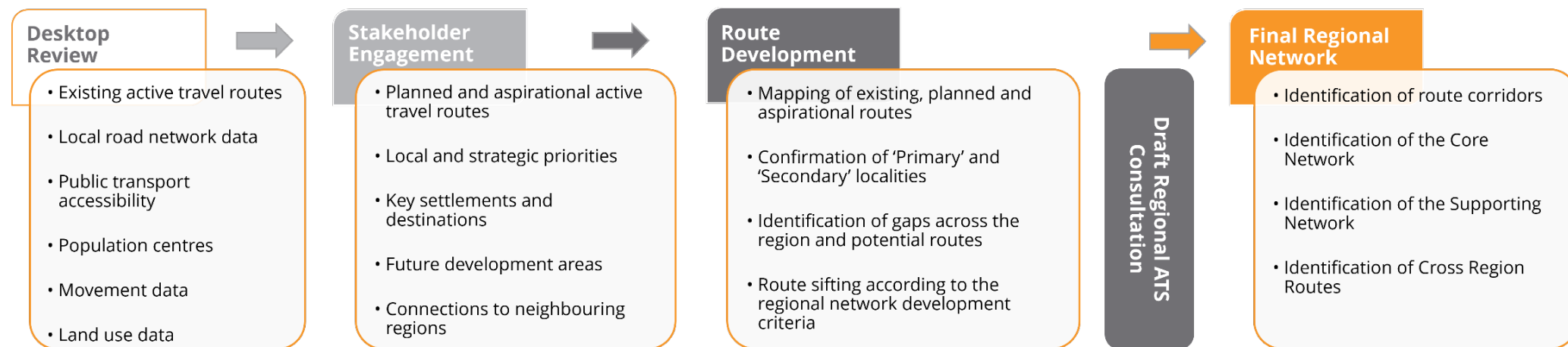


Map 2: The Emerging Straight-Line Network

Spatial mapping was used to assess the information geographically and consolidate the range of data gathered, before a bespoke routing tool was employed to identify route corridors and establish a high-level network. The route corridors were assessed on their suitability to connect the identified localities and to fill in missing 'gaps' in the region, which do not exist within current and future active travel networks. Additional development criteria also consisted of: the directness of a route, the use of existing infrastructure (cycle paths, road network, etc.) and alignment with regional transport objectives.

A final round of stakeholder and public engagement on the RATN and Draft Regional ATS document took place before the consolidation of the network and publication of the 'Final Network'.

The overall network development process is summarised below:



Further detail on the network development process can be found in the supporting Technical Note.

8.4.4 The Final Network

The 'Final Network' is comprised of a series of strategic corridors classified as 'Core Routes', 'Supporting Routes' and 'Cross Region Routes' which compliment local networks and provide cross boundary links across the region, connecting people to services they otherwise may not be able to access and reducing reliance on private car as a transport mode.

The categorisation between Core and Supporting routes is based on a corridor's importance to regional connectivity and level of demand for walking, wheeling and cycling:

- **Core Routes** are corridors which connect key settlements and see a higher cycling demand. They are designed to provide direct and efficient connections.

- **Supporting Routes** are feeder routes that connect Core 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.
- **Cross Region Routes** are corridors which connect the SPT Region to the neighbouring regions, namely the South East of Scotland, Tayside and Central Scotland.

Please see the Regional Design Standards at **Chapter 10** for further information on these classifications.

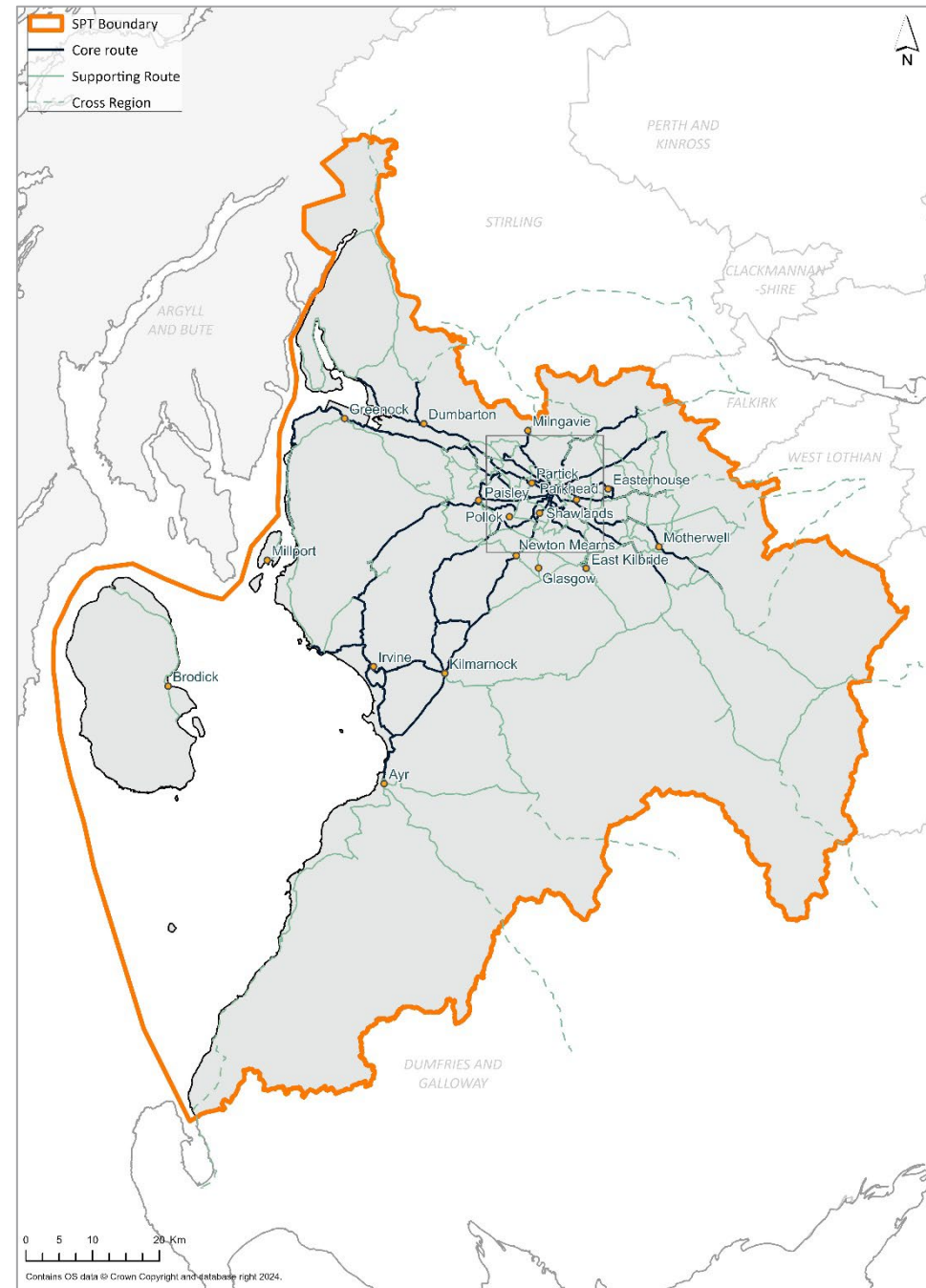
The 'Final Network' features a mix of existing infrastructure, committed or planned routes, and new connections, as presented in **Map 3**. It is acknowledged that the RATN remains 'live' to incorporate future changes from new development and the progression of local networks.

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

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

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

Final routing decisions will be based on a thorough understanding of the local context and alignment with the specific needs and priorities of each community.



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

9 Infrastructure Delivery Plan

9.1 Overview

The Regional ATS is supported by an Infrastructure Delivery Plan which is designed to facilitate implementation of the proposed active travel infrastructure, and guide associated investment in the region. The Infrastructure Delivery Plan adopts a phased approach to delivery of the RATN and recommends that routes are delivered in accordance with three phases.

SPT acknowledges that there may be circumstances that result in deviation from the Infrastructure Delivery Plan, such as where there are competing local priorities, varying community support or local funding.

9.2 Route Opportunity Assessment

A comprehensive route opportunity assessment was completed in relation to the RATN and the results are intended to inform the use of resources to create a connected and accessible RATN that can play an essential role in delivering a step-change in the region's active travel provision.

The assessment considered factors including existing infrastructure, potential cycling demand growth and alignment with broader transportation objectives.

The outcomes of the assessment support the phasing of the network and the delivery of individual routes within the proposed phasing. The delivery phases are as follows:

- Phase 1: short-term delivery
- Phase 2: mid-term delivery
- Phase 3: mid-term to long-term delivery.

The following table summarises the assessment process and the metrics used. More information on the assessment process can be found in the supporting Technical Note.

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

Criteria for Delivery Phasing

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).

9.3 Delivery Phasing

The results of the route opportunity assessment are summarised in this section across tables, which present the proposed delivery phasing alongside information on route classifications, relevant stakeholders and estimated construction costs, and corresponding mapping.

Routes are considered on a locality-to-locality basis and are grouped according to the following geography:

- **Central Corridors**
Including connections from the Glasgow City Network to East Dunbartonshire, West Dunbartonshire, North Lanarkshire, South Lanarkshire, East Renfrewshire, and Renfrewshire.
- **Eastern Corridors**
Including connections across East Dunbartonshire, North Lanarkshire and South Lanarkshire, and cross region routes to the neighbouring RTP areas of Tactran, SEStran and SWestrans, as well as Loch Lomond and Trossachs National Park (LLTNP).
- **Western Corridors**
Including connections across Argyll and Bute, West Dunbartonshire, East Dunbartonshire, Renfrewshire, North Ayrshire and Inverclyde, and cross region routes to the Tactran region through the Stirling local authority area.
- **Southern Corridors**
Including connections across Renfrewshire, East Renfrewshire, South Lanarkshire, East Ayrshire, South Ayrshire, and North Ayrshire, and cross region routes to the SWestrans region through the Dumfries and Galloway local authority area.

For more detail on the results of the route opportunity assessment, including the overall assessment process and scoring, please see the supporting Technical Note.

9.3.1 Estimated Construction Costs

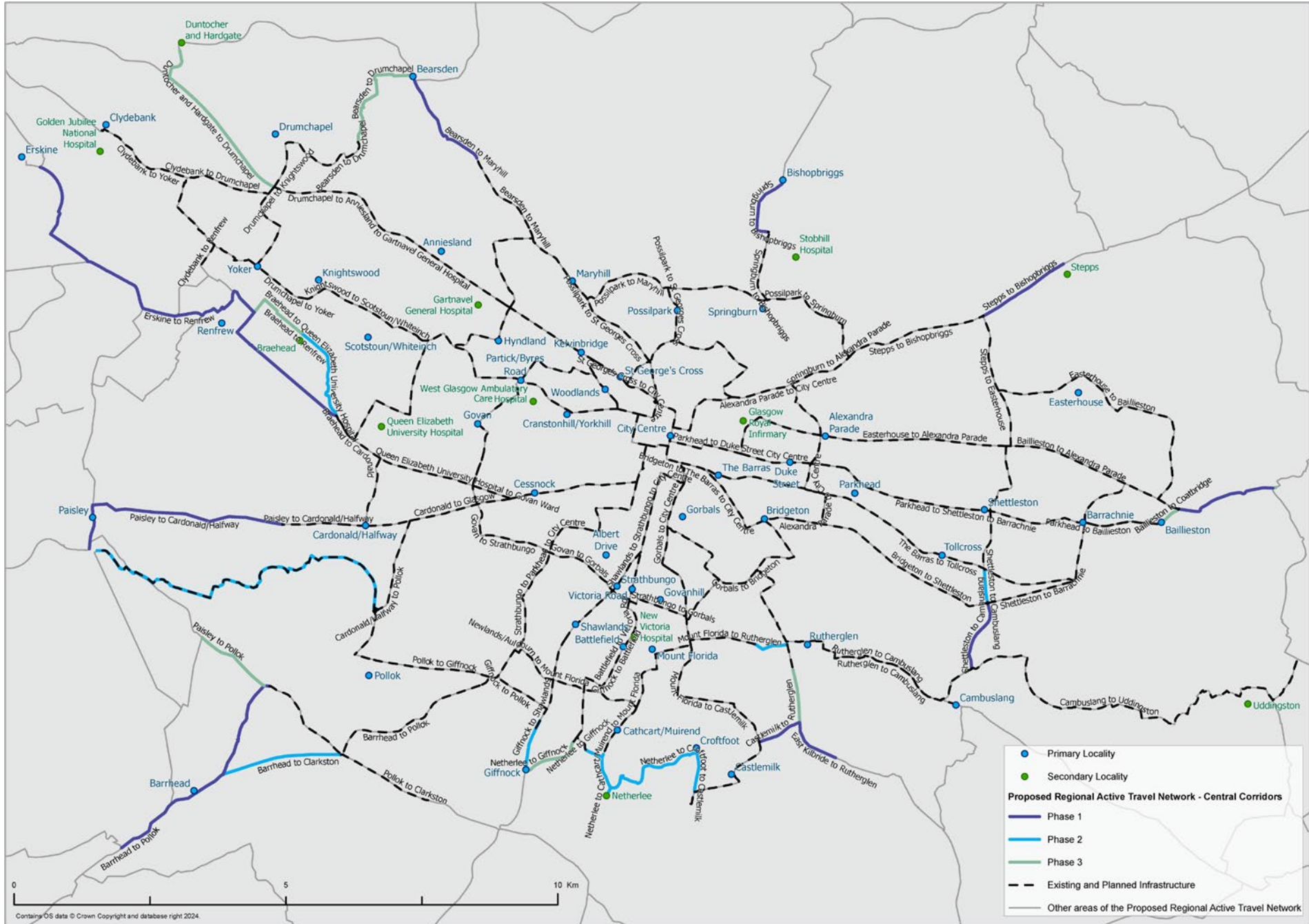
The estimated construction costs are correlated to the respective route classifications, i.e. 'Core Route', 'Supporting Route' or 'Cross Region Route', and the Regional Design Standards. They also account for different ground conditions, based on routes being within urban or rural areas. The costs have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

Band	Estimated Construction Costs
A	£200,000 - £500,000

Band	Estimated Construction Costs
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

Central Corridors

Central	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
	Springburn to Bishopbriggs	Primary	1355.9	C	East Dunbartonshire, Glasgow City	1
	Stepps to Bishopbriggs	Primary	1771.0	C	North Lanarkshire, Glasgow City	1
	East Kilbride to Rutherglen	Primary	1841.3	C	Glasgow City, South Lanarkshire	1
	Bearsden to Maryhill	Primary	1952.3	C	East Dunbartonshire	1
	Shettleston to Cambuslang	Primary	4581.3	C	South Lanarkshire, Glasgow City	1
	Barrhead to Pollok	Primary	4343.0	D	Glasgow City, East Renfrewshire	1
	Paisley to Cardonald/ Halfway	Primary	4401.6	D	Glasgow City, Renfrewshire	1
	Baillieston to Coatbridge	Primary	4260.8	D	North Lanarkshire, Glasgow City	1
	Erskine to Renfrew	Primary	9256.1	E	Renfrewshire	1
	Mount Florida to Rutherglen	Secondary	2469.6	C	Glasgow City, South Lanarkshire	2
	Giffnock to Shawlands	Secondary	948.1	B	East Renfrewshire, Glasgow City	2
	Braehead to Queen Elizabeth University Hospital	Secondary	1859.1	C	Renfrewshire	2
	Netherlee to Giffnock	Secondary	1470.5	C	East Renfrewshire	2
	Netherlee to Cathcart/ Muirend to Mount Florida	Secondary	1625.6	C	East Renfrewshire, Glasgow City	2
	Barrhead to Clarkston	Secondary	2837.3	C	Glasgow City, East Renfrewshire	2
	Netherlee to Croftfoot to Castlemilk	Secondary	3038.1	C	Glasgow City, East Renfrewshire	2
	Paisley to Pollok	Secondary	7108.6	D	East Renfrewshire, Renfrewshire	2
	Braehead to Renfrew	Secondary	1234.1	C	Renfrewshire	3
	Castlemilk to Rutherglen	Secondary	1831.1	C	Glasgow City, South Lanarkshire	3
Paisley to Cardonald/ Halfway	Secondary	1470.8	C	Renfrewshire, Glasgow City	3	
Bearsden to Drumchapel	Secondary	2164.6	C	East Dunbartonshire, Glasgow City	3	
Duntocher and Hardgate to Drumchapel	Secondary	3447.4	C	Glasgow City, West Dunbartonshire	3	

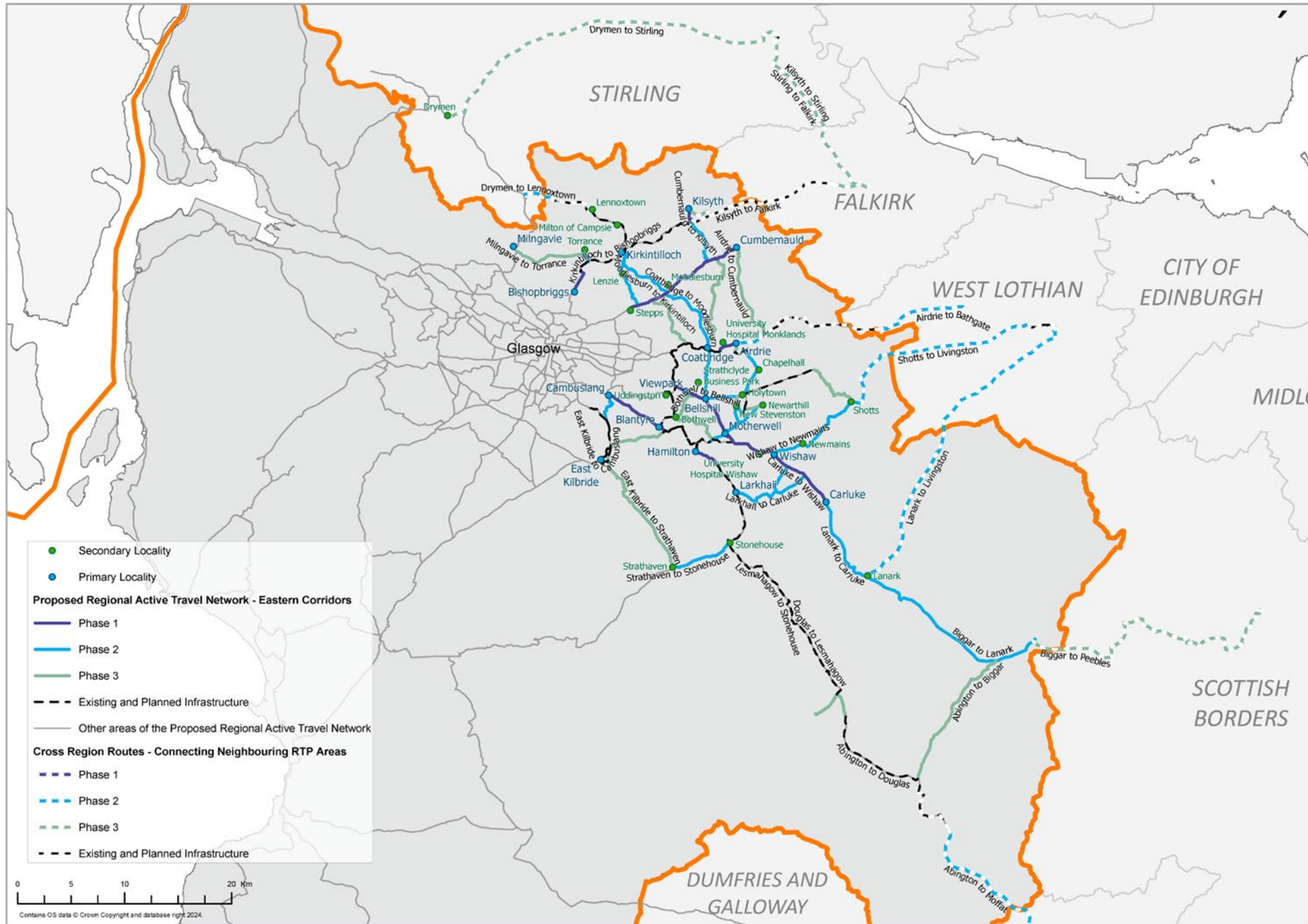


Eastern Corridors

	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
East	Moodiesburn to Kirkintilloch	Primary	6259.5	D	North Lanarkshire	1
	Cambuslang to Blantyre	Primary	5956.7	D	South Lanarkshire	1
	Cumbernauld to Kilsyth	Primary	7463.6	D	North Lanarkshire	1
	Coatbridge to Stepps	Primary	6561.2	D	North Lanarkshire	1
	Larkhall to Carluke	Primary	11585.3	E	South Lanarkshire	1
	Carluke to Wishaw	Primary	6843.1	F	North Lanarkshire, South Lanarkshire	1
	Wishaw to Motherwell	Primary	5533.2	F	North Lanarkshire, South Lanarkshire	1
	Kilsyth to Stirling	Primary	17249.5	F	East Dunbartonshire, Glasgow City	1
	Bellshill to Motherwell	Secondary	2535.1	C	South Lanarkshire	1
	Bellshill to Viewpark	Secondary	7772.3	D	South Lanarkshire	2
	Uddingston to Viewpark	Secondary	1107.3	B	North Lanarkshire	2
	New Stevenston to Holytown	Secondary	1462.6	C	North Lanarkshire	2
	Hamilton to Motherwell	Secondary	1638.1	C	North Lanarkshire	2
	Moodiesburn to Stepps	Secondary	1668.4	C	North Lanarkshire	2
	Chapelhall to Airdrie	Secondary	2877.0	C	North Lanarkshire	2
	Wishaw to Newmains	Secondary	2985.6	C	North Lanarkshire	2
	Kirkintilloch to Bishopbriggs	Secondary	2324.7	C	South Lanarkshire	2
	Larkhall to Hamilton	Secondary	2398.5	C	North Lanarkshire, South Lanarkshire	2
	Motherwell to New Stevenston	Secondary	3624.5	C	North Lanarkshire	2
	Douglas to Lesmahagow	Secondary	2948.5	C	South Lanarkshire	2
Torrance to Kirkintilloch	Secondary	4990.1	D	East Dunbartonshire	2	
Stepps to Lenzie	Secondary	4628.4	D	East Dunbartonshire, North Lanarkshire	2	
Strathaven to Stonehouse	Secondary	6148.0	D	South Lanarkshire	2	

	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
East	Lanark to Carluke	Secondary	9188.8	D	South Lanarkshire	2
	Newmains to Shotts	Secondary	7091.3	D	North Lanarkshire	2
	Milngavie to Torrance	Secondary	7235.2	D	East Dunbartonshire, North Lanarkshire	2
	East Kilbride to Blantyre	Secondary	11583.7	E	South Lanarkshire	2
	Larkhall to Wishaw	Secondary	9540.8	E	South Lanarkshire	2
	Coatbridge to Cumbernauld	Secondary	10200.7	E	North Lanarkshire	2
	Kilsyth to Falkirk	Cross Region	11626.7	E	Stirling, Falkirk, Tactran	2
	Airdrie to Bathgate	Cross Region	11473.5	F	North Lanarkshire	2
	East Kilbride to Strathaven	Secondary	13864.6	F	North Lanarkshire, South Lanarkshire	2
	Biggar to Lanark	Secondary	19836.9	F	South Lanarkshire	2
	Shotts to Livingston	Cross Region	21113.4	F	West Lothian, North Lanarkshire	2
	Abington to Moffat	Cross Region	23566.6	F	South Lanarkshire, Dumfries and Galloway	2
	Lanark to Livingston	Cross Region	32361.2	F	South Lanarkshire, West Lothian, SEStran	2
	Bellshill to New Stevenston	Secondary	4034.8	C	South Lanarkshire	2
	Lenzie to Kirkintilloch	Secondary	2502.9	C	East Dunbartonshire	3
	New Stevenston to Newarthill	Secondary	2872.0	C	North Lanarkshire	3
	Abington to Douglas	Secondary	2271.0	C	South Lanarkshire	3
	East Kilbride to Cambuslang	Secondary	3168.0	C	South Lanarkshire	3
	Holytown to Chapelhall	Secondary	3186.0	C	North Lanarkshire	3
	Bothwell to Bellshill	Secondary	4485.6	C	North Lanarkshire, South Lanarkshire	3
Coatbridge to Airdrie	Secondary	3934.9	C	North Lanarkshire	3	
Drymen to Lennoxton	Cross Region	2926.1	C	Stirling, Tactran, LLTNPA	3	
Motherwell to Newarthill	Secondary	4853.9	C	North Lanarkshire	3	
Bothwell to Motherwell	Secondary	5449.9	D	North Lanarkshire, South Lanarkshire	3	

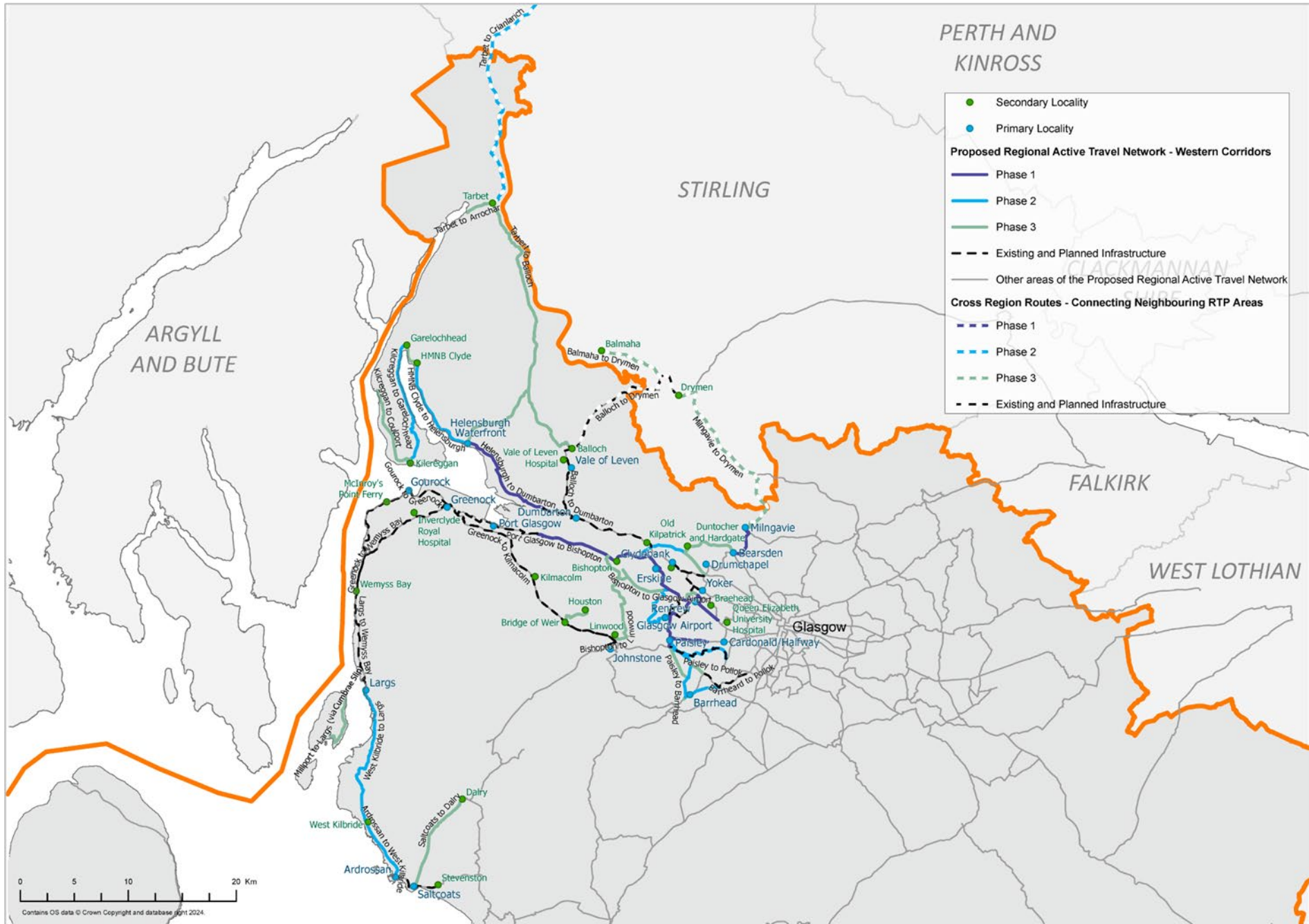
East	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
	Holytown to Shotts	Secondary	5861.2	D	North Lanarkshire	3
	Coatbridge to Moodiesburn	Secondary	8595.2	E	North Lanarkshire	3
	Airdrie to Cumbernauld	Secondary	9604.1	E	South Lanarkshire	3
	Cumbernauld to Moodiesburn	Secondary	10412.0	E	South Lanarkshire	3
	Abington to Biggar	Secondary	14364.0	F	South Lanarkshire	3
	Stirling to Falkirk	Cross Region	17851.7	F	Stirling, Tactran, LLTNPA	3
	Biggar to Peebles	Cross Region	30971.7	F	South Lanarkshire, Scottish Borders, SEStran	3
	Drymen to Stirling	Cross Region	35585.1	F	Stirling, Tactran, LLTNPA	3
	Bellshill to Coatbridge	Secondary	4856.5	C	South Lanarkshire	3



Western Corridors

	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
West	Milngavie to Bearsden	Secondary	3761.3	C	East Dunbartonshire	1
	Old Kilpatrick to Erskine	Secondary	4477.7	C	Inverclyde, Renfrewshire	1
	Glasgow Airport Link	Primary	4339.4	D	Renfrewshire	1
	Paisley to Cardonald/ Halfway	Primary	4401.6	D	East Renfrewshire, Renfrewshire	1
	Erskine to Renfrew	Secondary	9256.0	E	Renfrewshire	1
	Helensburgh to Dumbarton	Primary	10822.2	F	West Dunbartonshire, Argyll and Bute	1
	Bishopton to Old Kilpatrick	Primary	2526.6	F	Inverclyde, Renfrewshire	1
	Port Glasgow to Bishopton	Secondary	8305.4	F	Inverclyde, Renfrewshire	1
	Barrhead to Clarkston	Secondary	2837.2	C	Glasgow City, East Renfrewshire	2
	Old Kilpatrick to Duntocher and Hardgate	Secondary	4176.4	C	West Dunbartonshire	2
	Paisley to Pollok	Secondary	8579.4	E	East Renfrewshire, Renfrewshire, Glasgow City	2
	Erskine to Glasgow Airport	Secondary	9564.9	D	Renfrewshire	2
	HMNB Clyde to Helensburgh	Secondary	10273.1	D	Argyll and Bute	2
	Paisley to Barrhead	Primary	12475.4	E	Renfrewshire	2
	Kilcreggan to Garelochhead	Secondary	13090.0	F	Argyll and Bute	2
	Ardrossan to West Kilbride	Secondary	6257.7	F	North Ayrshire	2
	West Kilbride to Largs	Secondary	14181.3	F	North Ayrshire	2
	Tarbet to Crianlarich	Secondary	22557.5	F	Stirling, Argyll and Bute, Tactran, LLTNPA	2
	Linwood to Johnstone	Primary	776.1	B	Renfrewshire	3
	Clydebank to Renfrew	Secondary	845.7	B	West Dunbartonshire, Renfrewshire	3
Glasgow Airport to Renfrew	Secondary	1175.4	C	Renfrewshire	3	
Garelochhead to HMNB Clyde	Secondary	2253.6	C	Argyll and Bute	3	

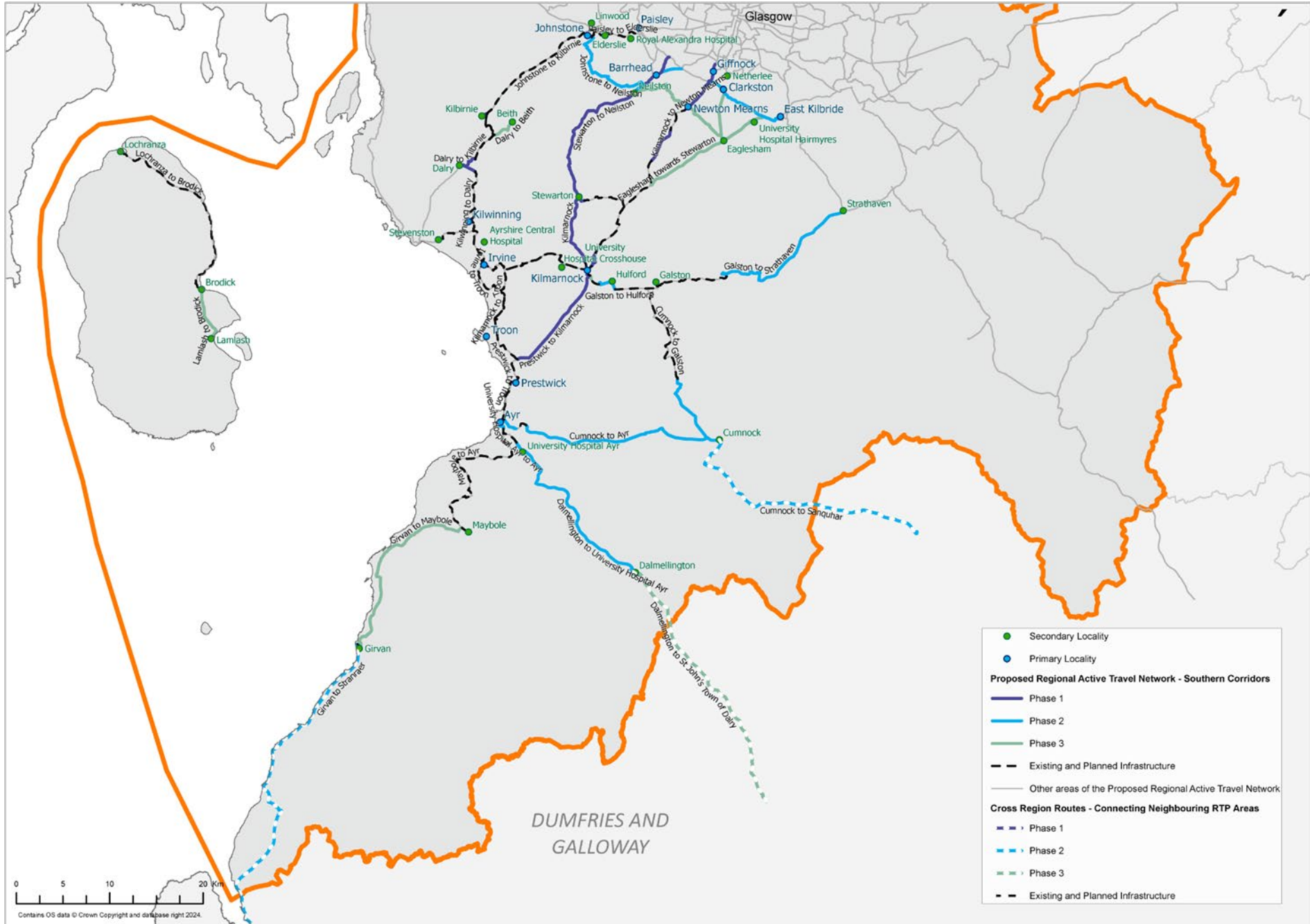
West	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
	Duntocher and Hardgate to Drumchapel	Primary	3447.4	C	Glasgow City, West Dunbartonshire	3
	Tarbet to Arrochar	Primary	2683.4	C	Argyll and Bute, LLTNPA	3
	Bridge of Weir to Houston	Secondary	3083.4	C	Renfrewshire	3
	Duntocher and Hardgate to Bearsden	Primary	5100.8	C	East Dunbartonshire, West Dunbartonshire	3
	Millport to Largs (via Cumbrae Slip)	Primary	3853.7	C	North Ayrshire	3
	Balmaha to Drymen	Cross Region	6246.6	D	Stirling, Tactran, LLTNPA	3
	Bishopton to Glasgow Airport	Secondary	8035.0	E	Renfrewshire	3
	Helensburgh Waterfront to Loch Lomond	Secondary	8045.2	E	Argyll and Bute, LLTNPA	3
	Kilcreggan to Coulport	Secondary	8262.8	E	Argyll and Bute	3
	Saltcoats to Dalry	Primary	9851.8	E	North Ayrshire	3
	Bishopton to Linwood	Primary	11803.3	E	Renfrewshire	3
	Milngavie to Drymen	Primary	19038.1	F	Stirling, East Dunbartonshire, Tactran, LLTNPA	3
Tarbert to Balloch	Secondary	27395.5	F	West Dunbartonshire, Argyll and Bute	3	



Southern Corridors

South	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
	Barrhead to Pollok	Primary	4343.0	D	Glasgow City, East Renfrewshire	1
	Dalry to Kilbirnie	Primary	3378.4	C	North Ayrshire	1
	Kilmarnock to Newton Mearns	Primary	16170.5	F	East Ayrshire	1
	Kilwinning to Dalry	Primary	1207.7	C	North Ayrshire	1
	Newton Mearns to Giffnock	Primary	5702.7	D	East Renfrewshire	1
	Prestwick to Kilmarnock	Primary	13174.8	F	East Ayrshire, South Ayrshire	1
	Stewarton to Fenwick	Primary	949.1	C	East Ayrshire	1
	Stewarton to Neilston	Primary	16270.0	F	East Renfrewshire, East Ayrshire	1
	Ayr to Prestwick	Secondary	324.2	A	South Ayrshire	2
	Barrhead to Clarkston	Secondary	2837.3	C	Glasgow City, East Renfrewshire	2
	Cumnock to Ayr	Secondary	24497.6	F	South Ayrshire, East Ayrshire	2
	Cumnock to Galston	Secondary	9724.2	E	East Ayrshire	2
	Cumnock to Sanquhar	Cross Region	29891.1	F	Dumfries and Galloway, East Ayrshire	2
	Dalmellington to University Hospital Ayr	Secondary	21535.3	F	South Ayrshire, East Ayrshire	2
	Galston to Strathaven	Secondary	18661.0	F	South Lanarkshire, East Ayrshire	2
	Girvan to Stranraer	Cross Region	48565.3	F	Dumfries and Galloway, South Ayrshire	2
	Johnstone to Kilbirnie	Secondary	496.8	A	Renfrewshire, North Ayrshire	2
	Johnstone to Neilston	Secondary	13911.1	E	Renfrewshire, East Renfrewshire	2
Kilmarnock to Hulford	Secondary	5071.7	C	East Ayrshire	2	
Maybole to Ayr	Secondary	1044.5	B	South Ayrshire	2	

South	Route	Route Type	Length (m)	Estimated Cost of Construction (Bands A-F)	Stakeholders	Delivery Phase
	Newton Mearns to East Kilbride	Secondary	18485.1	F	South Lanarkshire, East Renfrewshire	2
	Dalmellington to St John's Town of Dalry	Cross Region	30706.5	F	Dumfries and Galloway, East Ayrshire	3
	Dalry to Beith	Secondary	2732.6	C	North Ayrshire	3
	Eaglesham to Clarkston	Secondary	5310.0	D	East Renfrewshire	3
	Eaglesham to University Hospital Hairmyres	Secondary	5087.0	C	South Lanarkshire, East Renfrewshire	3
	Eaglesham towards Stewarton	Secondary	9364.1	E	East Renfrewshire	3
	Girvan to Maybole	Secondary	21702.8	F	South Ayrshire	3
	Kilbirnie to Beith	Secondary	1041.7	B	North Ayrshire	3
	Newton Mearns to Neilston	Secondary	7897.7	D	East Renfrewshire	3
Lamlash to Brodick	Secondary	6240.9	D	North Ayrshire	3	



9.4 Funding

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

It is likely the funding landscape will continue to change throughout the lifespan of the Regional Active Travel Strategy. Consequently, SPT will work with relevant 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 ATS seeks to encourage a standardised approach to design delivery, through Regional Design Standards, to create a high-quality and coherent active travel network that spans the region.

The Regional Design Standards bring together existing guidance, including *Inclusive Mobility* (Department for Transport, 2021) and *Cycling by Design* (Transport Scotland, 2021), to establish a unified approach to active travel infrastructure design, both for new infrastructure and for the upgrade of current, existing infrastructure. It is recommended that the specific requirements of each scheme are assessed to determine the appropriate standards and achieve the highest level of service possible on a case-by-case basis.

SPT recognises that constituent authorities may have developed their own design standards, however it is likely these reflect the underlying principles included within national guidance documents and the same case-by-case process should be followed to reflect the highest standards possible at all locations.

10.2 Design in Urban and Rural Settings

Successful active travel infrastructure must respond to local characteristics. The west of Scotland has a variety of urban and rural environments, meaning that a uniform approach to active travel infrastructure may be unsuitable. Both urban and rural environments present a range of challenges and opportunities, including:

Urban Areas	Rural Areas
More likely to be delivered through the reallocation of existing space	More likely to require 3 rd party land for delivery
Higher traffic, cycle and pedestrian flows	Lower traffic, cycle and pedestrian flows
Existing assets to tie into, including drainage and lighting	Fewer assets to tie into, including drainage and lighting
More likely to achieve full segregation of modes	Less likely to achieve full segregation of modes
Shorter distances between destinations	Longer distances between destinations
More likely to have signal-controlled crossings	More likely to be new infrastructure, increasing maintenance burden
More likely to have more compliant gradients	More likely to have challenging topography, including steeper gradients

10.3 Standards for Walking and Wheeling

To ensure 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 ensure this level of inclusivity, the primary designs standards that need to be considered include *Inclusive Mobility* (Department for Transport, 2021). 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 (*urban areas*)

- 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

10.3.1 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.

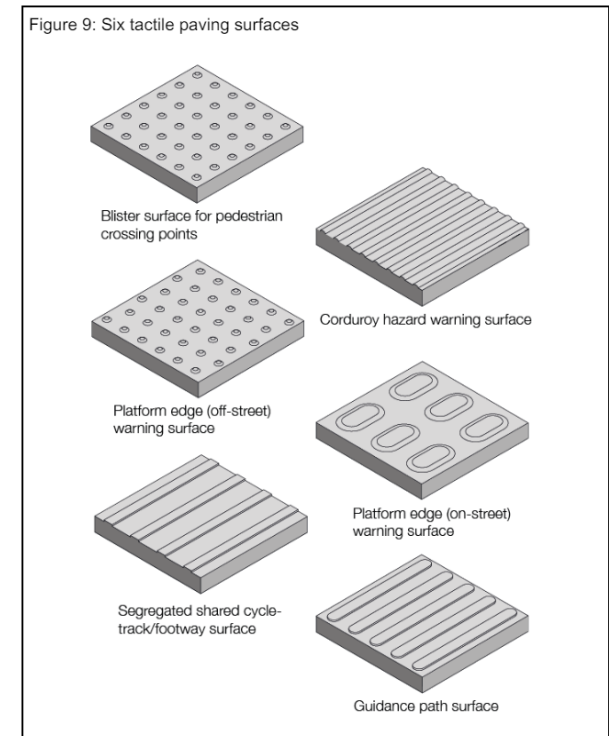
10.4 Standards for Cycling

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 and adoption. However, to provide a coherent design for active travel infrastructure across the region, it is recommended that *Cycling by Design* is used as the primary standard, or that the core principles stated within the guidance are reflected within local authority standards.

10.4.1 Levels of Service

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.



Extract from DfT's *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021)*

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
- Coherence
- Directness
- Comfort
- Attractiveness
- 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*

10.5 Route Types

The routes which comprise the proposed Regional Active Travel Network have been classified according to the categories ‘Core Routes’ and ‘Supporting Routes’.

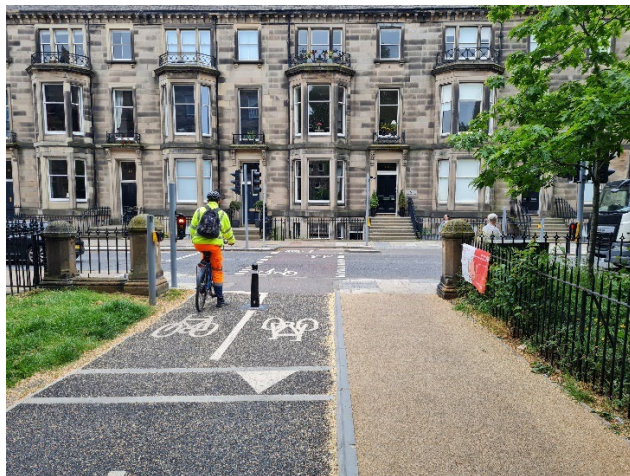
10.5.1 Core Routes

Core Routes will form direct links between the main origin and destination locations in the region. Core Routes should be considered as main arterial routes and should be constructed to provide the highest LOS possible. Design delivery may be impacted by individual project constraints and where the highest LOS cannot be achieved, the reasoning and mitigation should be documented as per *Cycling by Design’s* ‘Design Review’ process and the highest possible LOS delivered as an alternative. Where possible, and geographical constraints allow, lower LOS should be limited to short sections, such as pinch points, to avoid impacting the quality of the wider network and discouraging its use.

Typical examples of what a High LOS could look like in different settings across the region include:

Large Urban Areas	Accessible Urban/ Small Towns	Rural and Remote Areas
Fully segregated design, achieving segregation between modes and considering green infrastructure solutions to achieve segregation as the priority option	Mostly segregated design, achieved through road space reallocation or different routes for different user groups	Segregation to be considered if possible, however if flows are low enough, and/or land is limited, then shared routes to be considered. Follow Cycling by Design’s ‘Design Review’ process
Suitably wide paths and cycle tracks	Path widths varying, with desirable minimums the target and absolute minimum isolated to short sections	Street-lit where possible. Environmental impact of this will need to be considered, along with maintenance requirements
Constructed with a smooth bound surface with consideration given to maintenance requirements	Constructed with a smooth bound surface with consideration given to maintenance requirements	Construction materials should seek a smooth surface for users, with consideration to maintenance requirements especially in remote areas
Street-lit where possible	Street-lit where possible	Drainage likely to be over the edge, with positive drainage systems or green infrastructure considered where possible

Large Urban Areas	Accessible Urban/ Small Towns	Rural and Remote Areas
Designed to be overlooked where possible to promote personal safety, i.e. no dark isolated areas that could make users feel unsafe	Designed to be overlooked where possible to promote personal safety, i.e. no dark isolated areas that could make users feel unsafe	Biodiversity links however are potential wins along rural links, planting of native species of plants to be considered, with lower maintenance burdens as a result, i.e. wilding of routes.
Low gradients and crossfalls where possible	Mostly low gradients and crossfalls where possible	
Adequately drained, considering green infrastructure solutions as the priority option	Adequately drained, considering green infrastructure solutions as the priority option	
Priority junctions to prioritise pedestrians and cycles	Traffic calming such as raised tables at junctions to be considered	



Key Considerations

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.

Typical design considerations include:

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

10.5.2 Supporting Routes

Supporting Routes will form shorter links between destinations and are likely to be less direct than Core Routes. They will most commonly link lesser populated areas, aiming to provide the highest LOS possible to provide communities with high-quality active travel infrastructure that makes walking, wheeling and cycling viable options for everyday trips.

Design delivery may be impacted by individual project constraints and where the highest possible LOS achievable may not equal the highest standard. Where this is the case, it is recommended that *Cycling by Design's* 'Design Review' process is followed to record reasoning and mitigation.

10.6 Constraints

The delivery of active travel infrastructure can face some significant constraints. On the ground, space may be constrained in urban and built-up areas and will, in some cases, require road space to be reallocated away from general traffic towards active and sustainable modes. In rural areas, the main constraints faced by active travel projects are regarding land ownership.

The Core Route Network, and to a lesser extent the Supporting Route Network, is focused on direct links between localities 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 additional land required to meet high LOS design standards must be done in the early stages of a project, to ensure success.

Active travel infrastructure is primarily the responsibility of local authorities, and it is acknowledged that SPT's constituent local authorities face constraints on their own capital and revenue funding, particularly impacting the capacity of local authorities to maintain the infrastructure. In addition to cycle infrastructure and footpaths, maintenance requirements and additional costs are also relevant to supporting infrastructure such as cycle parking and public realm additions including benches and wayfinding.

Section 10.9 provides further information on maintenance considerations for active travel infrastructure.

10.7 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 that facilitate continuous, well-connected journeys that utilise infrastructure of a continuous high standard, making use by the user as convenient and accessible as possible. This strategy aims at providing the tools to succeed in accomplishing this, by providing a coherent design guide to be followed that can be utilised for new infrastructure, and upgrades and maintenance of pre-existing infrastructure.

It is also recommended that lessons learned by each local authority in the development of active travel infrastructure are shared across the region.

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.

10.8 Construction

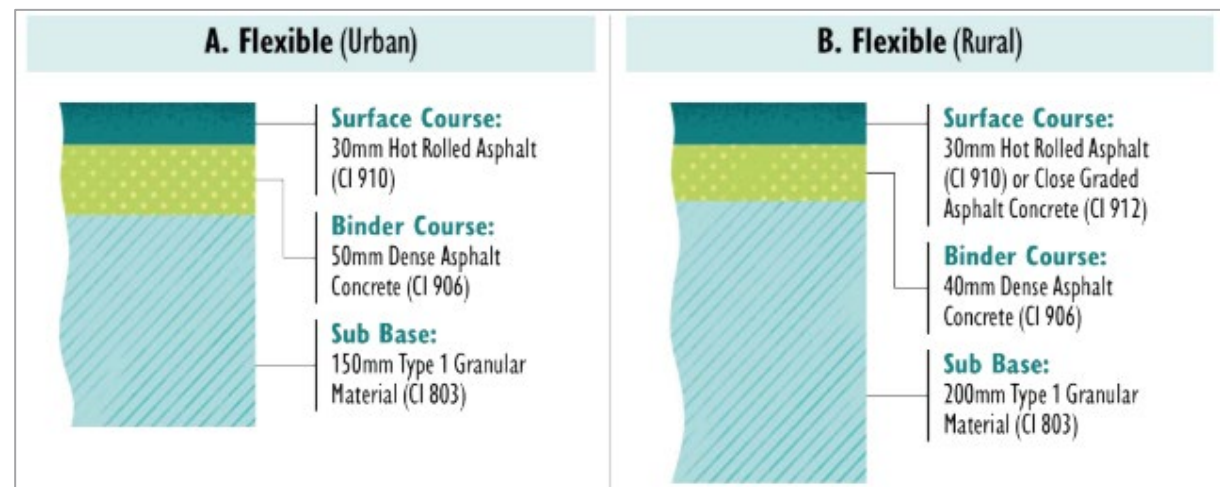
Cycling by Design provides the basic construction depths and materials for active travel routes.

The main details to be considered in the construction of active travel projects are the material types, drainage provision and future maintenance requirements.

Material Types

Material options to be considered include:

- **Asphalt** The default construction material in Scotland which provides a robust, smooth finish, which is easily repaired. When choosing asphalt materials, it is recommended to find lower embedded carbon options



Extract from Cycling by Design (2021) Pavement Construction Options

where possible. This can include lower temperature mixes, or modified mixes with more recycled content.

- **Paving** Concrete pavers and block paving, for example, can be visually effective in comparison to other material choices, and may be a good material for footways to differentiate from cycle tracks and promote mode segregation. Paving may also be the only option in some conservation areas.
- **Resin Bound Surfacing** A great choice for visual contrast, with many more design options available. Resin bound surfaces can include porous designs, providing drainage incorporated into the path itself. Resin can also incorporate recycled aggregates and rubber, making a good choice for lower embedded carbon.

Material Colouring

While material types can be visually effective, colour treatment for active travel infrastructure can bring additional benefits including improved visibility and perceptions of safety where users may interact with other modes. Cycling by Design recommends red for cycle tracks, however examples of different colours can be seen across Scotland. It is recommended that a standardised approach to colour is used across the region, to increase the coherence of the overall network for users.

Depths

For general footway/cycle track design 150mm deep sub-base may be suitable, however in areas of more vehicle over run or access, deeper designs might be required. Another consideration, especially for more rural locations, is frost heave resistance. Paths may require additional sub-base material to be constructed, increasing construction costs.

Kerbing and Upstands

It can be important to provide suitable kerbing between different road users, such as a buffer between the carriageway and a cycle track. There are many new kerbing options available on the market, including 500mm wide concrete units that can be installed into the pavement of the carriageway, or surface mounted kerbing in rubber and concrete. The choice of materials will depend on costs, carbon and site suitability.

Upstands are important to provide a clear separation between users. Cycling by Design highlights the minimum 60mm upstand required for level differences to be fully detectable by blind and partially sighted users.

10.9 Maintenance

In the first instance, active travel routes should be built to a robust construction that considers reducing the lifetime maintenance requirements and costs. This is particularly important in rural areas, where maintenance works may be more difficult and intrusive.

With the expansion of active travel infrastructure across the region, it is recommended that each constituent authority has in place a maintenance strategy for active travel infrastructure. For cross-boundary route sections, covering more than one local authority area, adoption standards and maintenance programs must be in place for each local authority.

Maintenance strategies may include details such as:

- Regular clearance or ‘sweeping’ to be conducted to remove leaves, rubbish etc.¹⁴
- 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 should be included
- The inclusion of additional grass 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.

¹⁴ 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)

Indicators	Baseline (2019)	Data Source
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
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	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	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)

Indicators	Baseline (2019)	Data Source
Modal share of journeys to school	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 – Regional ATS Action Plan: 2024/25 – 2026/27

The Regional ATS is one of many policy documents and wider projects which will help deliver SPT's Regional Transport Strategy (RTS).

The RTS Delivery Plan sets out the actions, projects and services that will be progressed by SPT over the period 2024/25 – 2026/27 to support the delivery of the RTS. It breaks down the long-term policy framework of the RTS into near-term deliverables and actions, whilst the RTS remains flexible and adaptable in the longer term to changing demographic and socio-economic conditions and trends, emerging technologies and new evidence.

The RTS Delivery Plan will be updated on a three yearly basis; enabling it to incorporate the outcomes of key deliverables detailed within the plan and changes to the wider transport and policy environment. The 2024/25 – 2026/27 Delivery Plan includes key workstreams and that may influence the ATS Action Plan, including:

- Strathclyde Regional Bus Strategy (SRBS)
- Buchanan Bus Station (BBS) Masterplan
- Clyde Metro Case for Investment
- Rural Transport Action Plan
- Completion of Subway Modernisation
- Integrated Network Plan
- People & Place Programme

The ATS Action plan sets out a range of activities that will deliver the policies and aims of the ATS. These actions have been assigned to three broad timeline periods, reflecting the timescales of existing and future RTS Delivery Plans:

- **Ongoing:** Actions that are independent of the RTS Delivery Plan cycle. Instead, they are to be considered 'business as usual' activities that are progressed throughout the lifespan of the ATS.
- **RTS Delivery Plan – 2024/25 - 2026/27:** Actions which have been included within the current RTS Delivery Plan – i.e., activities that will be delivered until 2027.
- **Post-2027 RTS Delivery Plan:** Actions that could be incorporated within future RTS Delivery Plans and/ or are dependent upon the outputs of other parallel workstreams (i.e., those listed above).

The Regional ATS Action Plan: 2024/25 – 2026/27 is outlined, as per the relevant delivery periods, below:

Ongoing

Action ID	Action	Description	Policies	Delivery Period	Related Workstream(s)	Involved Stakeholders
O1	Carry out feasibility and assessment studies for implementing new active travel infrastructure	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.	1a, 1c	Ongoing	ATS	SPT, Local Authorities, Third Sector Delivery Partners
O2	Carry out feasibility and assessment studies for upgrading existing active travel infrastructure	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	1b, 1f	Ongoing	ATS	SPT, Local Authorities, Third Sector Delivery Partners

Action ID	Action	Description	Policies	Delivery Period	Related Workstream(s)	Involved Stakeholders
		enjoy. Knowledge sharing on cross-boundary routes should be encouraged.				
03	Update the Regional Active Travel Network Concept Map	Updating the Regional Active Travel Network Concept Map to reflect changes to potential and current routes, including progression through future design stages. This will be completed through knowledge and data sharing with local authorities and other relevant stakeholders.	1a, 1b, 1c	Ongoing	ATS	SPT, Local Authorities, Third Sector Delivery Partners
04	Formalise the knowledge-sharing process and establish collaboration tools for developments in active travel	Facilitating knowledge sharing and collaboration between Local Authorities, and between SPT and Third Sector Delivery Partners and Community Groups, on routes requiring upgrade, the development of new routes and cross-boundary issues.	1a - 4g	Ongoing	ATS	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
05	Identify and establish governance arrangements for active travel	Investigation and monitoring of governance arrangements to oversee implementation of the strategy and subsequent delivery of active travel interventions	5b	Ongoing	ATS, Transport Governance	SPT, Local Authorities

RTS Delivery Plan - 2024/2025 - 2026/2027

Action ID	Action	Description	Policies	Delivery Period	Related Workstream(s)	Involved Stakeholders
-----------	--------	-------------	----------	-----------------	-----------------------	-----------------------

R1	Further development of SPT Active Travel Hub pilot sites	Progress Feasibility and Design of Active Travel Enhancements to and within SPT's Subway and Bus Stations.	2d	RTS Delivery Plan - 2024/2025 - 2026/2027	SRBS, Subway Modernisation, Clyde Metro, ATS	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
R2	Support bike access and bike recycling schemes across the region	Identify Delivery Partners and a funding framework to extend bike access schemes, including the offering of concessionary rates, and bike recycling schemes to all constituent authorities.	3b, 3c	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
R3	Identify Delivery Partners and a funding framework to develop and deliver Behaviour Change Programmes within the region	Programmes should take advantage of technology and maximise inclusivity.	4a, 4b, 4c	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
R4	Review Workplace Travel Plans	Reviews should determine the effectiveness of the current travel planning/ behaviour change schemes and activities 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.	4b	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Workplaces
R5	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	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners

R6	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. Opportunities to be scoped at wider strategic destinations, such as health care facilities and further education campuses, and at locations along existing and new active travel routes.	4d	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
R7	Support young and school age children with active travel uptake	Support the development and delivery of training and a range of other measures to support young children, pupils and schools. Employ partnership and cross boundary working.	4e	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Schools, Community Groups
R8	Support groups with low active travel uptake	Support the development and delivery of training and a range of other measures to support individuals and groups, including those with protected characteristics. Employ partnership and cross boundary working.	4f	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners, Schools, Community Groups
R9	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.	4g	RTS Delivery Plan - 2024/2025 - 2026/2027	People & Place Programme	SPT, Local Authorities, Third Sector Delivery Partners

Post-2027 RTS Delivery Plan

Action ID	Action	Description	Policies	Delivery Period	Related Workstream(s)	Involved Stakeholders
P1	Review current green infrastructure provision and identify opportunity areas to provide placemaking, increased green infrastructure and resting places	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. The use of green infrastructure is to be maximised, where possible.	1d, 1e	Post-2027 RTS Delivery Plan	ATS	SPT, Local Authorities, Third Sector Delivery Partners
P2	Review local authority adoption standards and maintenance programs and develop long-term maintenance plan for the Regional Active Travel Network	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.	1g	Post-2027 RTS Delivery Plan	ATS	SPT, Local Authorities, Third Sector Delivery Partners
P3	Develop an Interchange and Mobility Hub Study and Development Plan	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.	2a	Post-2027 RTS Delivery Plan	SRBS, Clyde Metro	SPT, Local Authorities, Third Sector Delivery Partners, Public Transport Operators
P4	Review existing levels of accessibility at public transport stops, stations, terminals and	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	2b	Post-2027 RTS Delivery Plan; Action may be accelerated as per emerging	SRBS	SPT, Local Authorities, Third Sector Delivery Partners, Public Transport Operators

	hubs, and identification of opportunity areas for improvement	Travel Network and be progressed in line with the Infrastructure Delivery Plan.		SRBS Delivery Plan		
P5	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	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.	2c, 2e	Post-2027 RTS Delivery Plan; Action may be accelerated as per emerging SRBS Delivery Plan	SRBS	SPT, Local Authorities, Public Transport Operators
P6	Develop an Active Travel Hub Study and Development Plan	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.	2d	Post-2027 RTS Delivery Plan	SRBS, Clyde Metro	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups
P7	Develop a partner working group to explore solutions to incorporate active travel into freight and	First Mile/ Last Mile policy for freight and logistics movements which incorporates active travel to be considered.	2f	Post-2027 RTS Delivery Plan	ATS	SPT, Local Authorities, Third Sector Delivery Partners; Freight and Logistics companies

	logistics movements within the region					
P8	Review options to tie-in with the existing bike hire scheme in Glasgow and/ or establish new scheme to deliver a region-wide bike hire scheme	Options to tie-in with the existing bike hire scheme in Glasgow, which is led by Glasgow City Council, should be explored first. 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.	3a	Post-2027 RTS Delivery Plan Term	ATS	SPT, Local Authorities, Third Sector Delivery Partners, Community Groups

The Regional ATS Action Plan will be updated in with the 2027/28 – 2029/30 RTS Delivery Plan.

Together with our clients
and the collective
knowledge of our 22,000
architects, engineers and
other specialists, we co-
create solutions that
address urbanisation,
capture the power of
digitalisation, and make our
societies more sustainable.

Sweco – Transforming
society together