

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 SEPTEMBER 2023

ACTIVE TRAVEL UPDATE

REPORT BY STRATEGY OFFICER (SUSTAINABLE TRANSPORT)

Purpose

This report asks the Partnership to note: progress in Tactran's Regional Active Travel Network and Delivery Plan; progress in the 2023/24 Active Travel Capital programme; note the creation of a Regional Active Travel Group and update on the Active Travel Transformation Project.

Summary

This report provides an update on various Active Travel initiatives, noting:

- Consultants ARUP have undertaken a review of the Regional Active Travel Network including providing digital mapping and dashboard facility.
- Progress in the 2023/24 Active Travel Capital programme.
- An update on the Active Travel Transformation Project, regarding future year funding and that a regional active travel group has been formed in order to take this forward.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes progress and approves Tactran's Regional Active Travel Network and Delivery Plan, as included at Appendix A;
- (ii) notes progress in the 2023/24 Active Travel Capital programme;
- (iii) notes the creation of a Regional Active Travel Group and update on the Active Travel Transformation Fund.

2 BACKGROUND

2.1 At its meeting on 14 March 2023 the Partnership received an update on the Regional Active Travel Network and Delivery Plan, being taken forward by appointed consultants, ARUP (Report RTP/23/03 refers). This has been funded with £85,000 from Sustrans in 2022/23 and is complete. Tactran submitted a further application to Transport Scotland for the 2023/24 Active Travel Capital Programme, which included an additional £22,000 to develop this further.

2.2 At its meeting on 13 June 2023 June the Partnership noted an award for Capital Funding of £649,750 to Tactran for Active Travel projects in 2023/24 and approved criteria for funding (Report RTP/23/14 refers).

- 2.3 At its meeting on 14 March 2023 (RTP/23/03 refers) the Partnership was informed of an update to the Scottish Government's Active Travel Transformation Project and associated funding of £190m in 2023/24 and at least £320m by 2024/25.

3 DISCUSSION

Regional Active Travel Network and Delivery Plan

- 3.1 At its meeting on 14 March 2023 the Partnership received an update on the Regional Active Travel Network and Delivery Plan, being taken forward by appointed consultants, ARUP (Report RTP/23/03 refers). The aim is for this work is to provide an active travel network and evidence base that will:
- Assist Tactran and partners to identify priorities for route development;
 - Assist Tactran and partners to track progress in delivering the regional active travel network;
 - Provide supporting evidence for grant bids for route development; and
 - Support high level Scottish Government, regional and local issues, including social, economic and environmental goals.
- 3.2 This is now complete and will be presented by consultants ARUP at the Partnership meeting on 12 September 2023. Tactran Regional Active Travel Network document is included at Appendix A, which the Partnership is asked to approve.
- 3.3 Additional funding of £22,000 has been received from Transport Scotland in 2023/24, to develop this network further to include local authority mapping, which aligns with and supports the regional network.

2023/24 Regional Active Travel Capital Programme

- 3.4 At its meeting on 14 March 2023 (RTP/23/03 refers), the Partnership noted 14 active travel projects which had been endorsed by the Board and submitted to Transport Scotland on 16 December 2022.
- 3.5 At the same meeting, the Partnership Board endorsed 3 criteria for identifying suitable projects, which were established in consultation with partnership authorities and Transport Scotland. These are detailed below:
- A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
 - B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN);
 - C: Develop and implement access to key services and regional hubs within the Tactran Region.

3.6 The 14 projects, including resources, were granted funding to a total of £649,750 from Transport Scotland. Tactran has now subsequently awarded funding to its partnership authorities which includes:

Organisation	Project	Criteria	Proposed Grant
Angus Council	Coherent network of routes across the town of Brechin	A	£25,000
Angus Council	Coherent network of routes across the town of Forfar	A	£25,000
Angus Council	Coherent network of routes across the town of Monifieth	A	£25,000
DCC	D&A College Campus, linking to NCN1.	B, C	£18,000
DCC	Strathmartine Active Travel Audit High Impact Actions.	A	£40,000
DCC	Coldside Active Travel Audit High impact actions.	A	£40,000
DCC	Lochee Active Travel Audit High impact actions	A	£40,000
DCC	Maryfield Active Travel Audit High impact Actions	A	£40,000
PKC	Kinross Park and Ride Sustainable Transport Hub – (construction)	C	£50,000
PKC	Woodside – Coupar Angus shared use path beside A94 extension (construction)	B	£100,000
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000
Tactran	Active travel mapping and delivery plan – develop interface options (further development of 2022/23 digital mapping project)	A, B, C	£22,000
Tactran	Programme management and support – people resource	A, B, C	£84,750
Total submission costs			£649,750

Table 1: Projects submitted to Transport Scotland on 16 December 2022.

- 3.7 The above table details additional funding for the Active Travel Mapping and Delivery Plan and Programme Management and Support for active travel delivery. Tactran has appointed consultancy ARUP through Scotland Scape framework to support the delivery and strategic planning of active travel in the region. This will include establishing an active travel project pipeline which will form future bids to the Active Travel Transformation Fund and to Tactran's Regional Active Travel Capital Programme fund.

Active Travel Transformation Project

- 3.8 The Scottish Government announced record funding for Active Travel in its draft budget proposal, with almost £190m allocated to Active Travel for 2023/24. Commitment has also been made to a generational shift in funding to ensure that at least £320m or 10% of the total transport budget is allocated to Active Travel by 2024-25.
- 3.9 The Active Travel Transformation Project was initiated in February 2022 which focussed on a phased project plan. This set out to develop evidenced proposals for an alternative holistic system for Active Travel delivery and make recommendations on the delivery model required to implement this system.
- 3.10 A national Active Travel Delivery Partnership has been formed which comprises key partners including RTP and local authority representatives as well as third sector organisations. Tactran has formed a working group of RTP Officers to consider these discussions and form collective responses to the Transport Scotland delivery partnership. Tactran continues to participate in the associated discussions and meetings and continues to work jointly with the other RTPs on how a regional model for Active Travel delivery may operate.
- 3.11 As part of the ongoing Active Travel Transformation Project, in January 2023 Tactran responded to Transport Scotland's Partner Assessment and Project Pipeline application request. The primary purpose of this was to allocate funding for delivery of eligible construction-ready Active Travel schemes in 2023/24. However, it also asked for specific organisation information for those organisations that are developing Active Travel projects for future years. Therefore, Tactran completed the application form, mainly for future years, noting that the work on the Regional Active Travel Network and Delivery Plan will assist in providing a prioritise pipeline of Active Travel projects.
- 3.12 Tactran has formed a Regional Active Travel Delivery Group and Regional Active Travel Governance Group with its partnership authorities. These groups will discuss and take forward the strategic planning of regional active travel projects for future funding opportunities. The inception meeting of the delivery group will take place in September 2023.

4 CONSULTATIONS

- 4.1 Tactran Officers have consulted with partner authorities as well as Sustrans and Transport Scotland in identifying priorities and projects.

5 RESOURCE IMPLICATIONS

- 5.1 Tactran has been awarded a grant of circa £649,750 from Transport Scotland for active travel projects in 2023/24.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Merry Smith Strategy Officer (Sustainable Transport)

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

Report to Partnership RTP/23/03, 2022/23 Active Travel Update, 14 March 2023

Report to Partnership RTP/23/14, Budget and Monitoring, 13 June 2023

TACTRAN REGIONAL ACTIVE TRAVEL NETWORK

JULY 2023



CONTENTS

This project has been funded by the Scottish Government and delivered through Sustrans' Strategic Partnerships programme in partnership with Tactran to plan future walking and cycling networks.



The network will deliver around **360km of high quality** active travel infrastructure across the region.

The delivery of the full network across the Tactran region will see a return of over **£334 MILLION** in benefits, as informed by benefit appraisal using the DfT AMAT.



The network connects to **18 train stations** and **12 strategic bus stations / stops** across the region, enabling multi-modal journeys.

The network connects to **12 hospitals and 13 employment areas**, with over **1,000 employees** each, as well as connecting into **6 town centres** with greater employment opportunities.

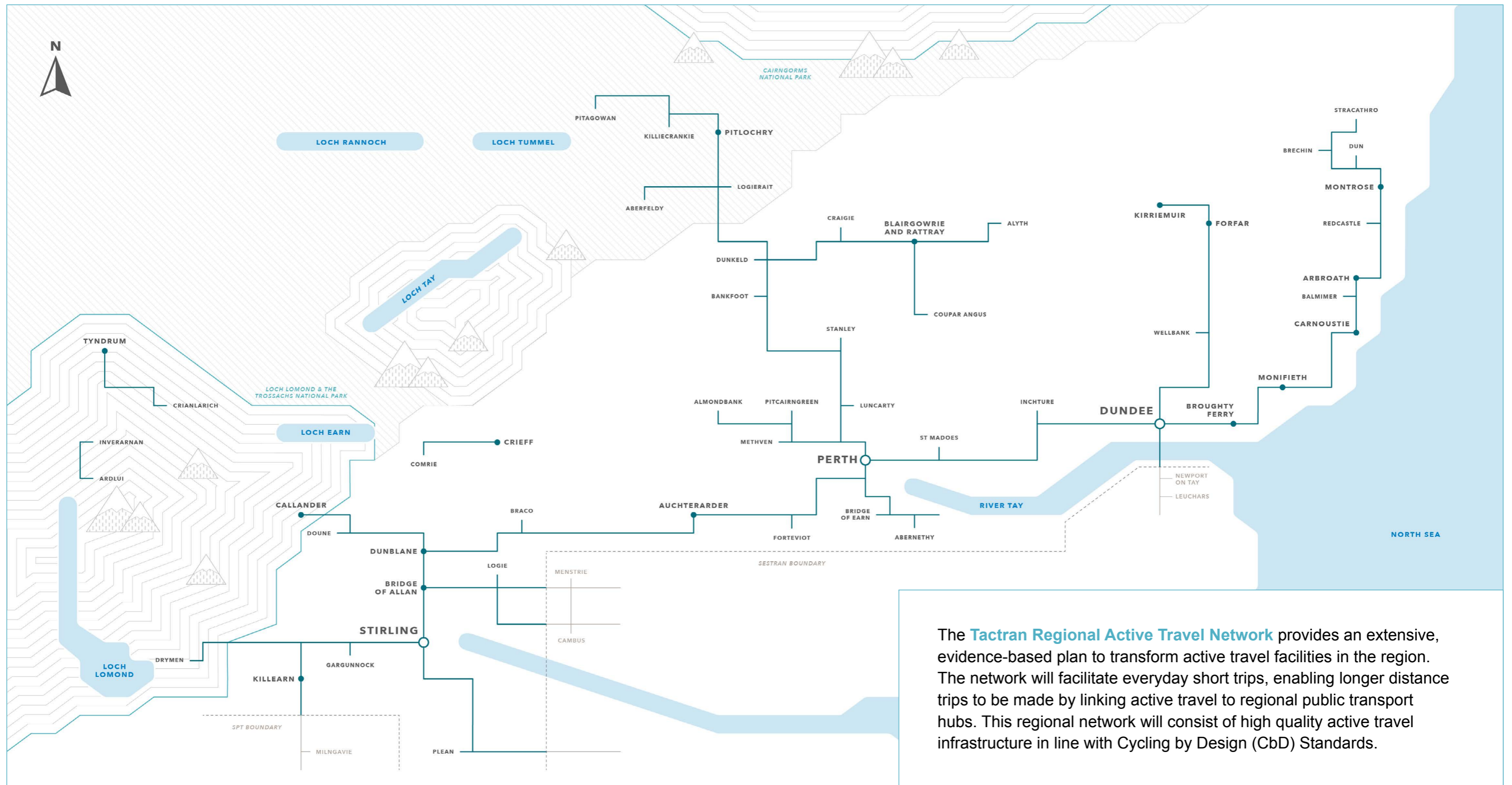


The network connects to over **50 points of education** across the region, enabling safe active travel access to schools and opportunities to further education.

The network connects to **13 tourist and visitor destinations** helping to improve visitor experience and attract more people to the region whilst aiding economic growth.



OVERVIEW



OVERVIEW

INTRODUCTION

The regional active travel network has established a framework for coordinating the development of regional active travel routes to connect cities, towns, neighbourhoods, settlements, public transport hubs, and other prominent trip locations within the Tactran region.

The Tactran region comprises Angus, Dundee, Perth and Kinross, and Stirling Council local authority areas, where there is an urban and rural split with 29% of the population living in locations classified as remote or rural. Regional travel demands for the population consist of work and shopping trips within two travel-to-work areas covering Tayside (Angus, Dundee, Perth and Kinross and North Fife) and Forth Valley (Stirling, Clackmannanshire and Falkirk). However, many communities within the region look towards either Aberdeen, Glasgow, Edinburgh, or even Oban as their closest or most easily accessible centres for key facilities, shopping, employment and further education. This is indicated by movement data and through discussions with stakeholders. Therefore, links to neighbouring regional transport partnership areas have been considered.

METHODOLOGY

The regional active travel network has been developed collaboratively with stakeholders. The following project stages informed the development of the network:

- **Desktop Review**
- **Virtual Site Reviews**
- **Engagement**
- **Route Development / Sifting**
- **Multi-criteria assessment (MCA) / Benefit Analysis**

This multi-stage approach allowed for a comprehensive assessment of the regional active travel potential within the region. The gathered information was then utilised to develop a network that can be implemented in phases. This approach harnesses the power of secondary data, combined virtual site reviews, and local knowledge derived through stakeholder conversations, to inform a strong evidence base that has informed the regional network plan.

REPORTING AND WEB MAP

This report details the methodology and decision making that fed into the development of the Tactran Regional Active Travel Network.

In addition to this, there has also been a **Story Map** and **Web Map** produced. These provide an overview of the project as well as an interactive user experience where users can view the proposed and existing routes visually, and easily compare this to a selection of contextual information, such as the services and infrastructure which helped inform the decision making process. Viewers can also view data in the context of how the proposed network works together to achieve the key goals and themes identified in this process by turning on relevant thematic data from the contents table. Users can select routes of interest and view key route details within a pop-up environment.



OVERVIEW



TRANSPORT PLANNING OBJECTIVES

Transport Planning Objectives (TPOs) were developed in collaboration with Tactran at the very early stages of the Tactran Regional Active Travel Network project. The TPOs have been used to inform decision making associated with the development of the network as well as the MCA used to prioritise and phase the routes within the network. The TPOs focus on climate change, improved health and wellbeing, reduced inequalities and aim to deliver sustainable, inclusive economic growth within the Tactran region.

The objectives are directly related and aligned to both the national policy documents, such as **STPR2** and **NTS2**, as well as the regional policy documents, such as the **Tactran Regional Transport Strategy (RTS)**.

<p>Take climate action</p> 	<ul style="list-style-type: none"> • Enable and encourage multi-modal journeys. • Enable and encourage shorter trips to local facilities by active travel.
<p>Improve health and wellbeing</p> 	<ul style="list-style-type: none"> • Improve health outcomes for local communities by increasing physical activity. • Reduce fatalities and injuries by creating safe and accessible active travel routes. • Improve air quality by enabling and encouraging more journeys by active modes.
<p>Reduce inequalities</p> 	<ul style="list-style-type: none"> • Improve access for everyone to key destinations and services by active modes. • Provide alternative travel options for those facing economic hardship. • To connect disadvantaged young people and rural communities to opportunities for further education and employment.
<p>Deliver sustainable, inclusive economic growth</p> 	<ul style="list-style-type: none"> • Develop an active travel network that will contribute to local tourism growth. • Create an inclusive, future proof network that supports access to opportunities. • Help reduce congestion in urban and promote modal shift to active modes.

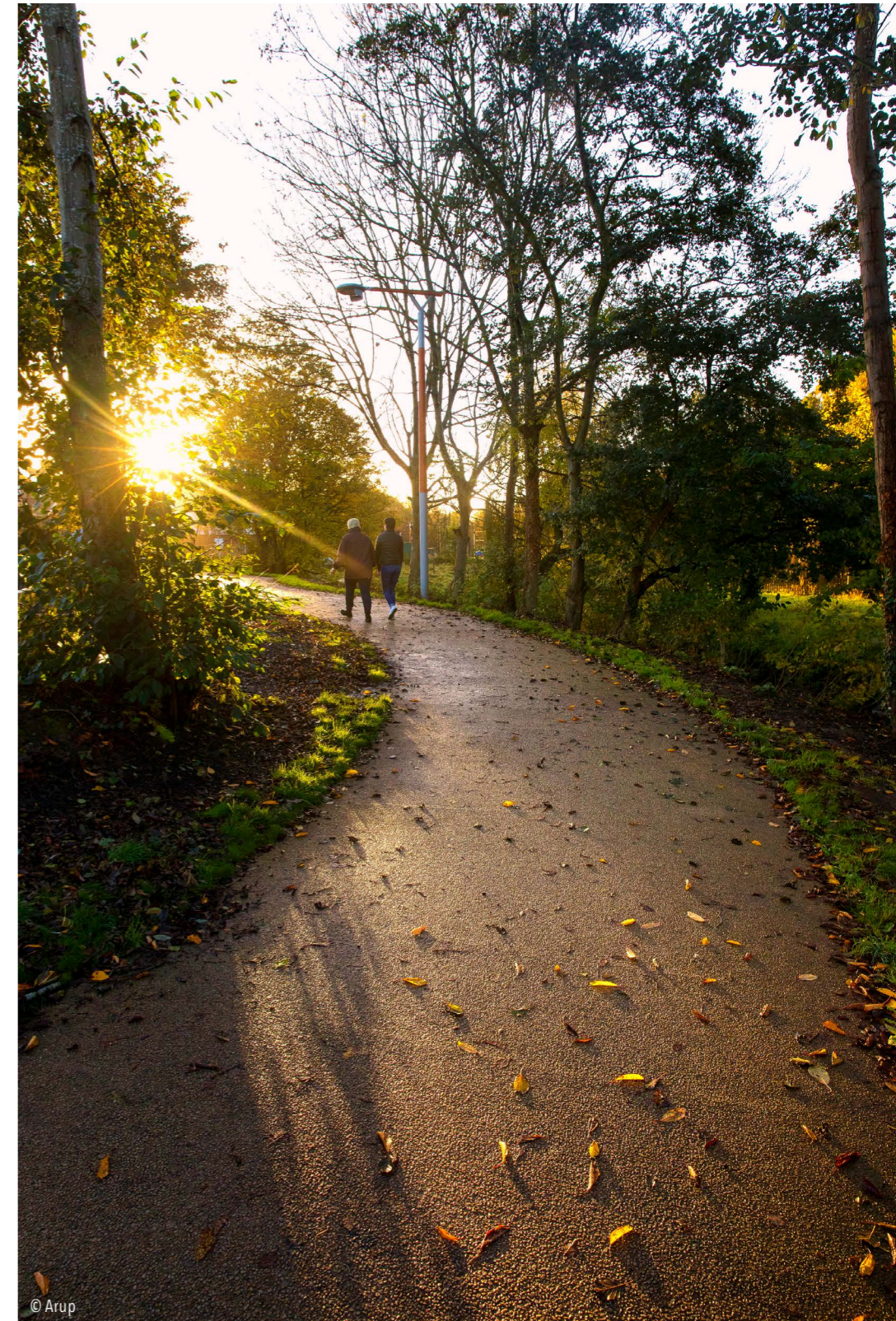
OVERVIEW

TACTRAN ACTIVE TRAVEL AUDITS

In 2017, active travel audits were undertaken for a number of settlements throughout the Tactran Region, this included the following settlements:

- **Stirling (King's Park and Braehead)**
- **Crieff**
- **Scone**
- **Perth (Bridgend)**
- **Dundee (Lochee, Coldside and North East)**
- **Monifieth**
- **Forfar**
- **Arboath**
- **Brechin**
- **Montrose**

The active travel audits propose a range of improvements for active travel within each of the settlements, ranging from mixed traffic streets to segregated infrastructure. This regional active travel network builds on the previous active travel audits completed in 2017 by providing longer distance routes that will provide connectivity between the settlements. Tactran will seek to develop elements of the active travel audits and the network in tandem where appropriate and complimentary.



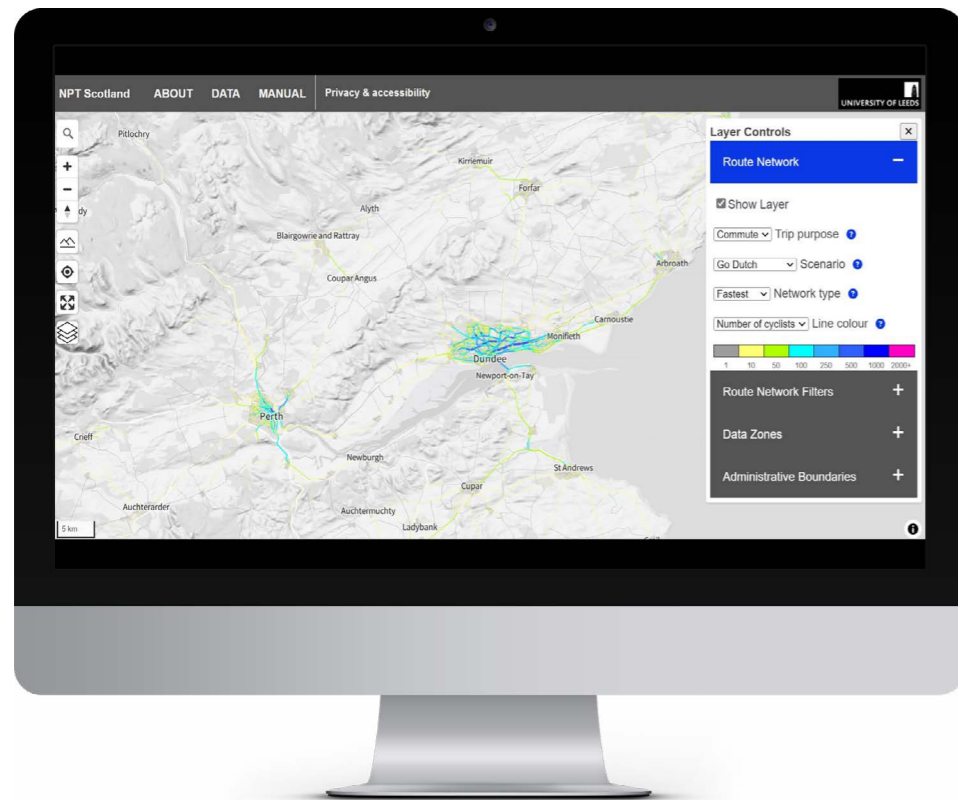
DESKTOP REVIEW

INTRODUCTION

The desktop review stage of the network development lays the foundations to understanding the characteristics of the Tactran region and the existing active travel infrastructure.

Information from multiple data sources were compiled and analysed to build a comprehensive spatial database; a summary of the data which was obtained and analysed can be seen in the adjacent graphic. This database was used throughout the route development to inform the sifting process, as outlined in the route development section.

To review the existing movement patterns within the Tactran region, **census data** was used for commuting journeys, in addition to the new **Sustrans Scotland Network Planning Tool**. This identified key travel movements which allowed us to understand the level of demand to various settlements and destinations.



DESKTOP REVIEW

VIRTUAL SITE REVIEWS

As part of the desktop review stage 'virtual site reviews' were undertaken to understand and assess the characteristics of the settlements within the Tactran region and the corridors connecting them. The process involved the use of Google StreetView, complemented by other data and mapping sources, to explore the settlements in the region and assess the current active travel provisions. This strengthened existing knowledge of the area gained through past projects and work undertaken in the Tactran region, as well as first-hand experience of travel in the settlements.

The process was undertaken methodically by reviewing each local authority area before looking at how each area connects to the next in a regional context. Commute data, using the **Sustrans Network Planning Tool (NPT)** and **Datashine**, allowed known travel patterns to be considered and therefore existing connections to key public transport hubs could then be identified.

KEY FINDINGS

The main points from the reviews are summarised below:

The coastal corridor in Angus is a well used existing route connecting key settlements. This local authority area doesn't have a city as it's own hub but is well connected to Dundee. Ensuring the coastal route connects to Dundee will enable daily trip making by active modes.

There is a triangle of interdependent settlements in Perth and Kinross consisting of Pitlochry, Aberfeldy, and Dunkeld. Improved connections between these settlements would have social and economic benefits.

Towns to the north of Stirling, including Bridge of Allan and Dunblane, have strong identity and services but are well connected to Stirling through public transport provision. By improving routes to public transport, longer distance trips can be made sustainably.

Throughout the Tactran region, settlements with good rail links can be utilised to enable longer distance trips which act as a pull factor to surrounding communities.

Cross boundary connections to destinations beyond the Tactran region should not be ignored as this network should link neighbouring networks where possible. This will help connect destinations in other regions and encourage sustainable travel.

Connecting smaller settlements along route sections can enable shorter everyday trips to be made by active modes. This will allow active travel to be the mode choice for many.

ENGAGEMENT

INTRODUCTION

Stakeholder engagement was an important step in the process of developing the regional network as it allowed discussion to take place where we could listen and understand from those with detailed knowledge of the Tactran region. During the conversations, stakeholders shared their experience about the areas, settlements and active travel in the Tactran region. Engagement was undertaken with a list of stakeholders agreed in advance with Tactran. The stakeholders consisted of representatives from local authorities, national park authorities, Sustrans, Cycling Scotland, Network Rail, Green Action Trust, health boards, local trusts, cycling hubs and local community groups.

Engagement was undertaken using the three steps, outlined below.



1:1 meetings were held with stakeholders, followed by a Show and Tell Workshop which provided stakeholders with an update on the progress of the project, and provide an opportunity for feedback on emerging findings. Finally, the draft reporting was shared with stakeholders before becoming publicly available. The adjacent table details which stakeholders were involved in the project, together with the date of their engagement, and whether or not they attended the Show and Tell Workshop.

More information on the key outcomes and headlines from the above steps can be found on page 10.

Organisation	1:1 Meeting Date	Attended Show and Tell Workshop
Angus Council	No meeting	Yes
Dundee City Council	Tues 7th March	Yes
Stirling Council	Wed 15th March	Yes
Perth & Kinross Council	Frid 10th March Mon 23rd May	Yes
Loch Lomond and Trossachs	Tues 14th March	Yes
Cairngorms National Park	Wed 15th March	Yes
Sustrans	Thur 16th March	Yes
Cycling Scotland	Frid 10th March Mon 13th March	Yes
Network Rail	Tues 14th	Yes
NHS Tayside	Tues 14th	No
NHS Forth Valley	No meeting	Yes
Angus Strathmore Cycle Hub	Tues 11th April	No
Kilmadock Development Trust	Frid 28th April	No
Angus Cycle Hub	Mon 13th March	Yes
Recyke a Bike	Frid 10th March	No
Perth Countryside Trust	Thur 16th March	No
CSGN	Thur 13th April	No

ENGAGEMENT



1:1 MEETINGS

Meetings were held with a list of agreed stakeholders over the months of March, April and May 2023. The items discussed within the meetings included:

- **Active travel and other transport strategies, plans and projects**
- **Aspirational routes**
- **MCA requirements**
- **Web Map content**
- **Ensuring the network is inclusive**

A summary of the feedback from stakeholders covering the above topics can be found on page 11.

INCLUSIVITY WORKSHOP

A workshop was arranged and held with representatives from:

- **Stirling Access Panel**
- **Dundee Access Panel**
- **Perth and Kinross Council Equalities Team**
- **NHS Tayside (Staff Equality and Disability Network)**

The key points of discussion were as follows:

- **Locations which should be considered and connected throughout the network. The use of shared-use facilities for mobility and visually impaired users**
- **How we ensure the planning and design of active travel infrastructure is inclusive.**

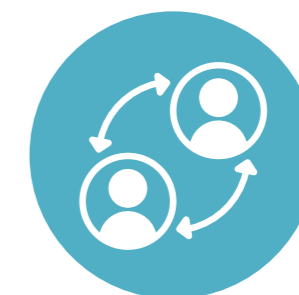
A summary of the feedback from stakeholders can be found on page 11.

SHOW AND TELL WORKSHOP

Stakeholders were invited to a Show and Tell Workshop where Tactran and Arup provided an update on the Tactran Regional Network for walking, wheeling and cycling. This session focused on the following:

- **An update on the development of the Tactran Regional Network routes**
- **A discussion on the emerging MCA**
- **A discussion on the emerging web map and its content**

There were a number of key outcomes and feedback from this session which informed the development of the above. A summary of the feedback from stakeholders can be found on page 11.



ENGAGEMENT

ENGAGEMENT FEEDBACK

Headline feedback from all three engagement stages (the 1:1 conversations, Inclusivity Workshop and Show and Tell Workshop) can be seen outlined in the graphic below. More details of each of the stages can be found outlined in Appendix A.

Strategies / Plans

The following plans, strategies and projects were noted in conversations with stakeholders and have therefore been considered in the developments of the network.

- Stirling City Region Deal and Walk, Cycle, Live active travel routes.
- Dundee Active Freeways programme and Dundee Green Transport Hubs.
- Perth People Place and Cross Tay Link Road.
- Arbroath Active Travel Active Town.
- Broughty Ferry and Monifieth active travel improvements.
- Cairngorms active travel network.
- Lochearnhead Active Travel and Placemaking Project.
- River Tay Way active travel route and Bridge of Earn to Newburgh active travel route.

Multi-criteria Assessment

The following criteria were identified by stakeholders as important to incorporate within the MCA.

- Fit with existing policy / strategy.
- Access to key services, including: healthcare, education, employment, public transport and town centres.
- Tourism and visitor locations enhanced by routes.
- Demand and household or population density.
- Enabling the '20-minute neighbourhood' principle.
- Elevation.
- Distance.
- Reallocation of road space and supporting a reduction in vehicle kilometres.

Web Map

The following information was identified through conversations with stakeholders as desirable to have incorporated into the Web Map.

- Local routes and links to understand relation to the network and where delivery could be aligned
- Strategic development areas to ensure future proofing.
- Origin-Destination and key trip generators data to understand where there is demand.
- Catchment areas for schools to ensure safe routes to schools are delivered.
- Areas of multiple deprivation.
- Greenspace and leisure destinations to boost visitors and improve health and wellbeing.
- Trip end facilities and behaviour change initiatives.

Inclusivity

The following points were raised by stakeholders with regard to inclusivity:

- Elevation and distance noted as major barriers to making an active travel network inclusive.
- Connectivity to 'Keep Safe Places' throughout the region to ensure mobility impaired and other vulnerable groups have somewhere safe to go when in need.
- Facilitation of adapted cycle parking at key public transport interchanges as well as at any other key facilities.
- Design of routes should meet CbD standards, delineation for visually impaired people is very important as well as changes in materials to alert users of any potential dangers.
- Signage and wayfinding should be easy to understand and follow for all types of people, making it frequent and large enough for people to interpret.
- Reducing conflict of shared spaces through behaviour change initiatives and education to compliment the network.

ROUTE DEVELOPMENT

INTRODUCTION

Following the desktop review, virtual site reviews, and stakeholder engagement sessions, the route development stage of informing the regional network was undertaken. The desktop review stage allowed for key destinations and movement corridors in the Tactran region to be explored. The virtual site review stage allowed for key characteristics of existing infrastructure to be assessed to help determine where the gaps and barriers exist across the region. The engagement stage allowed for valuable conversations to be held with stakeholders where they shared their local knowledge and detailed insight of specific areas including aspirational routes they have identified.

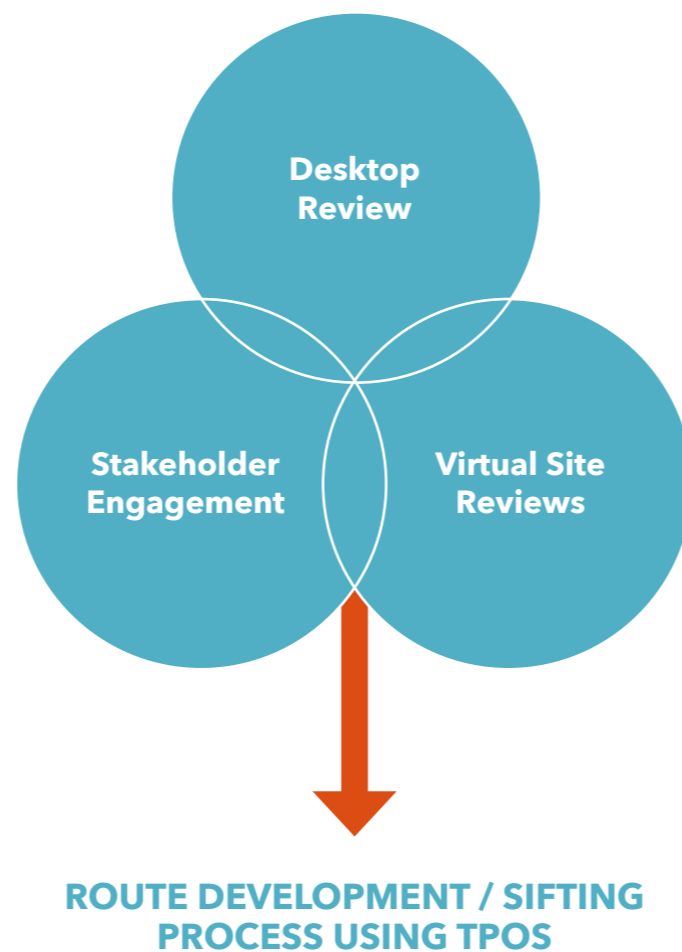
As previously stated, to get the most value out of the data gathered in the previous stages, information was compiled digitally to be spatially assessed.

To process the evidence base in a logical way and to ensure consistency when reviewing data, a two sift approach was employed to develop the network. These 'sift' exercises were as follows:

Sift 1: Long list of routes sifted to identify which are of regional significance.

Sift 2: Short list of routes taken forward with options for each identified and then assessed using a set criteria.

When undertaking Sift 2, there were a number of routes where it was difficult to determine the preferred option using the set criteria, therefore uMove (an Arup tool) was utilised to help inform this process. More information on these stages and uMove can be found on the page 13.



ROUTE DEVELOPMENT



SIFTING PROCESS

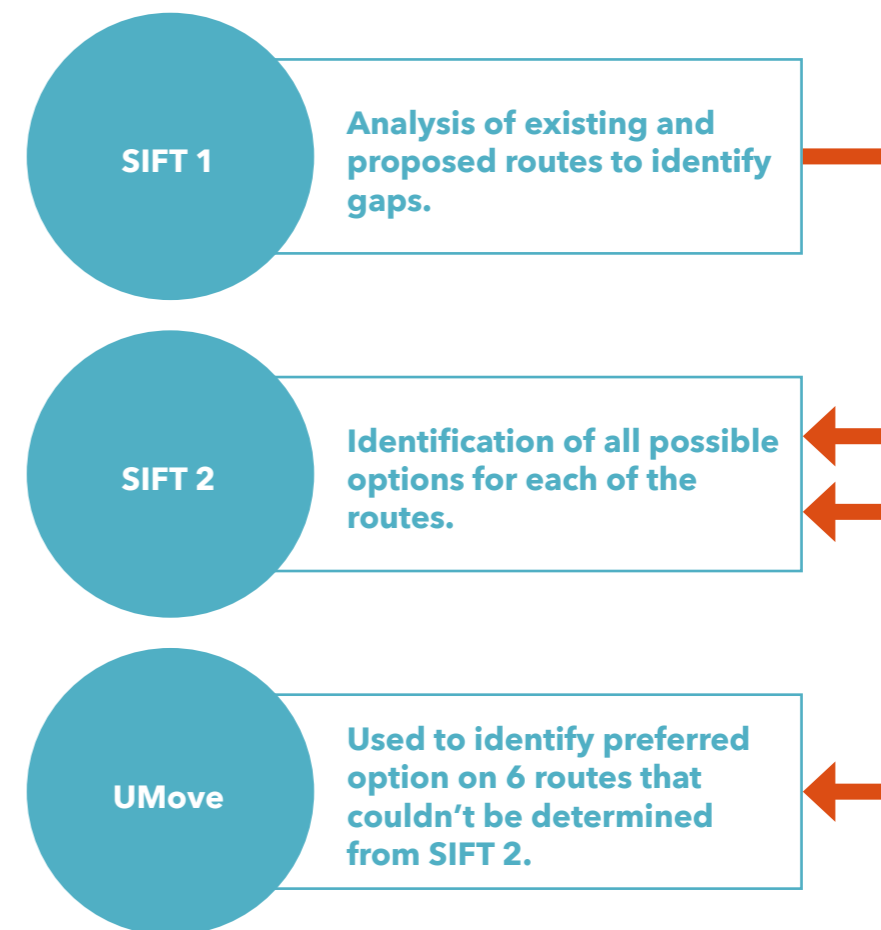
Sift 1 involved identifying gaps in the existing active travel provision and assessing the potential demand and need for a route to connect settlements. To achieve this, current and potential future demand using the Sustrans Network Planning Tool (NPT) was looked at. This tool provides insight into current and future levels of cycling taking account of elements including topography and land use. The 'Go Dutch' feature of the tool was used in the sifting assessment as this provides potential user numbers which helps ensure that routes are future proofed.

In addition to the NPT, the location of regional significant facilities such as education and employment centres, healthcare facilities, and public transport hubs were considered. Where these services are shared between settlements, prominent feeder settlements were also examined to ensure that the catchments for everyday trips were captured. After going through this process, the remaining routes were taken forward to the next sift.

Sift 2 identified the potential route options based on a range of data sources which looked at direct, preferred, and existing routes between settlements. The route options were then evaluated based on the following:

- Elevation
- Distance
- SIMD
- Facilities and connected communities
- Future development areas

As previously noted, for those routes where it was difficult to determine between options, uMove was used. **uMove** is a GIS based Arup tool that determines the preferred route based on a number of factors such as elevation, vehicle traffic volumes and land use that equate to either walking or cycling quality.



PRIORITISATION

MCA

The MCA was developed and used to score the routes that form the network. These scores obtained were then used to inform a phasing and delivery plan for the network.

The MCA was developed in collaboration with Tactran and stakeholders through 1:1 conversation, and the Show and Tell Workshop. More information on the key items discussed in relation to the MCA can be seen on page 11.

There were a number of criteria that were considered as part of the MCA but not taken forward for various reasons, and this included the following:

- **A reduction in vehicle kilometres: unfortunately, the data and tools required to calculate this as a criteria were not available and therefore not included in the MCA. However, it was felt that the remaining criteria would contribute to a reduction in vehicle kilometres by encouraging modal shift.**
- **Public and political support given that many of the routes have not yet been consulted on with the wider public or politicians, it is not possible to identify the level of support at this time. This will potentially be possible in future stages.**
- **Transport expenditure: this data was not available for the Tay Cities area so was not included as a sub criteria under Social Equality.**

In addition to the above, the criteria has been set to align with the TPOs on page 5. For example, car or van ownership has been scored to prioritise routes that connect communities with low ownership. This is so it may potentially create more transport opportunities, thus better aligning with the TPOs.













PRIORITISATION

The following MCA was developed in collaboration with Tactran and stakeholders. The table below outlines the scoring criteria used to prioritise the routes and shows the TPOs it aligns with.



		Low Score = 1	Medium Score = 3	High Score = 5	Alignment with TPOs
Demand	Demand through Sustrans NPT	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of <50 daily	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of between 51-150 daily	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of >150 daily	
	Leisure attractions (AVLA stats)	The route passes no visitor or leisure attractions	The route passes a smaller scale visitor or leisure attraction (<150,000 per year)	The route passes a larger scale visitor or leisure attraction (>150,000 per year)	
Deliverability	Landownership	The route cannot be delivered within local authority land, and major landownership/permissions issues are likely to occur	The route can be delivered mostly within local authority land; however, some minor landownership/permissions issues may occur	The route can be delivered within local authority land, and no landownership/permissions issues are anticipated	
	Feasibility	The corridor in which the intervention is proposed is very constrained	The corridor in which the intervention is proposed is fairly constrained	The corridor in which the intervention is proposed is not constrained	
	Benefit Cost	The route has a BCR of <1	The route has a BCR of 1-2	The route has a BCR of >2	
	Funding	The intervention is not linked to another project with committed capital funding	The intervention is within the same local authority area or linked to another project with committed capital funding	The intervention is within the same settlement or linked to another project with committed capital funding	
	Maintenance	There is no maintenance currently undertaken within this corridor; therefore, a new maintenance budget would be required	There is maintenance required but this is likely to be minimal (cutting back vegetation, clearing debris, refuse collection)	There is already maintenance undertaken along this corridor therefore no new maintenance budget is required	
Social Equality	SIMD	This route passes mainly through areas of low socioeconomic deprivation, or relative affluence 8-10	The route passes mainly through areas of medium socioeconomic deprivation, linking residents to everyday activity destinations 4-7	The route passes mainly through areas of high socioeconomic deprivation, linking residents to everyday activity destinations 1-3	
	Car or van ownership	The intervention is in an area with >25% people without a car therefore the impact of active travel improvements will be lower in terms of economic hardship	The intervention is in an area with 25%-50% people without a car; therefore, the impact of active travel improvements will be medium in terms of economic hardship	The intervention is in an area with >50% people without a car; therefore, the impact of active travel improvements will be higher in terms of economic hardship	

PRIORITISATION

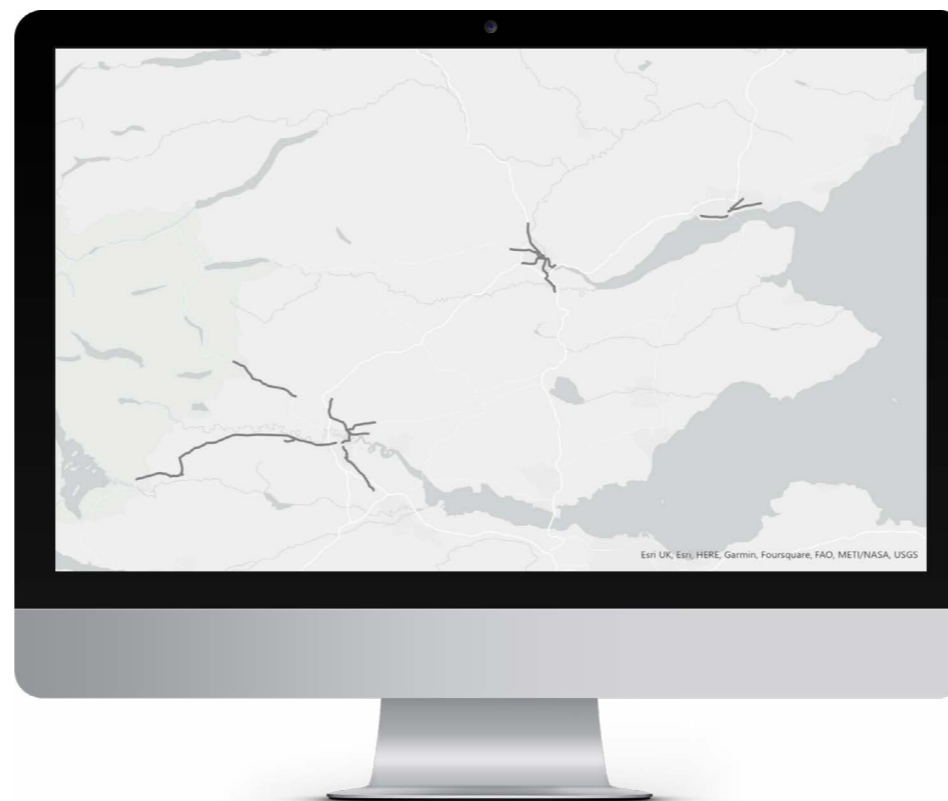
		Low Score = 1	Medium Score = 3	High Score = 5	Alignment with TPOs
Places	Healthcare	The route is >400m to the nearest healthcare facilities	The route is up to 400m to the nearest healthcare facilities.	The route is directly linked to a healthcare facilities.	   
	Town Centres	The route is >400m to the nearest town centre	The route is up to 400m to the nearest town centre	The route is directly linked to a town centre	
	Education	The route is >400m to the nearest education facilities	The route is up to 400m to the nearest education facilities.	The route is directly linked to a education facility/ facilities.	
	Employment	The route is >400m to the nearest employment point	The route is up to 400m to the nearest employment point	The route is directly linked to a employment point	
	Future Development	The route is >400m to the nearest future development	The route is up to 400m to the nearest future development	The route is directly linked to a future development	
	Keep Safe Destinations	The route is >400m to the nearest keep safe destination	The route is up to 400m to the nearest keep safe destination	The route is directly linked to a keep safe destination	
	Existing Infrastructure	The route links to no existing infrastructure	The route links to existing infrastructure that would require upgrades to meet CbD Guidance	The route links to existing infrastructure that meets CbD Guidance	
	Greenspace/Leisure	The route is >400m to the nearest greenspace/leisure	The route is up to 400m to the nearest greenspace/leisure	The route is directly linked to greenspace/leisure	
Safety	Barriers	The intervention will provide minor benefits to overcoming barriers to active travel in the local area (Off-road and/or existing requires resurfacing and signage)	The intervention will provide moderate benefits to overcoming barriers to active travel in the local area (Minor Road and/or infrastructure existing but poor quality)	The intervention will provide major benefits to overcoming barriers to active travel in the local area (Major Road and/or no infrastructure existing)	
	Accidents	The intervention is not located in/or near an accident cluster (no accidents)	The intervention is located within 200m of an accident cluster (1-3 number of slight or serious accidents)	The intervention is located in, or at, an accident cluster (3+ number of slight or serious, or any fatal accidents)	
Public Transport	Bus Stops	The route is >1km to the nearest bus stop	The route is between 400m-1km to the nearest bus stop	The route is <400m to the nearest bus stop	
	Park and Ride	The route is >1km to the nearest Park & Ride	The route is between 400m-1km to the nearest Park & Ride	The route is <400m to the nearest Park & Ride	
	Rail	The route is >1km to the nearest railway station	The route is between 400m-1km to the nearest railway station	The route is <400m to the nearest railway station	
	Ferry Terminals	The route is >1km to the nearest ferry terminal	The route is between 400m-1km to the nearest ferry terminal	The route is <400m to the nearest ferry terminal	
Enjoyability	Topography	The route has an elevation difference of >50m	The route has an elevation difference of 10m-50m	The route has an elevation difference of <10m	   
	Attractiveness	The intervention is located along a major road (A Road or Motorway etc.)	The intervention is located along a minor road (B Road or less busy A Road)	The intervention is located along an off-road quiet route or quiet country road	

PRIORITISATION

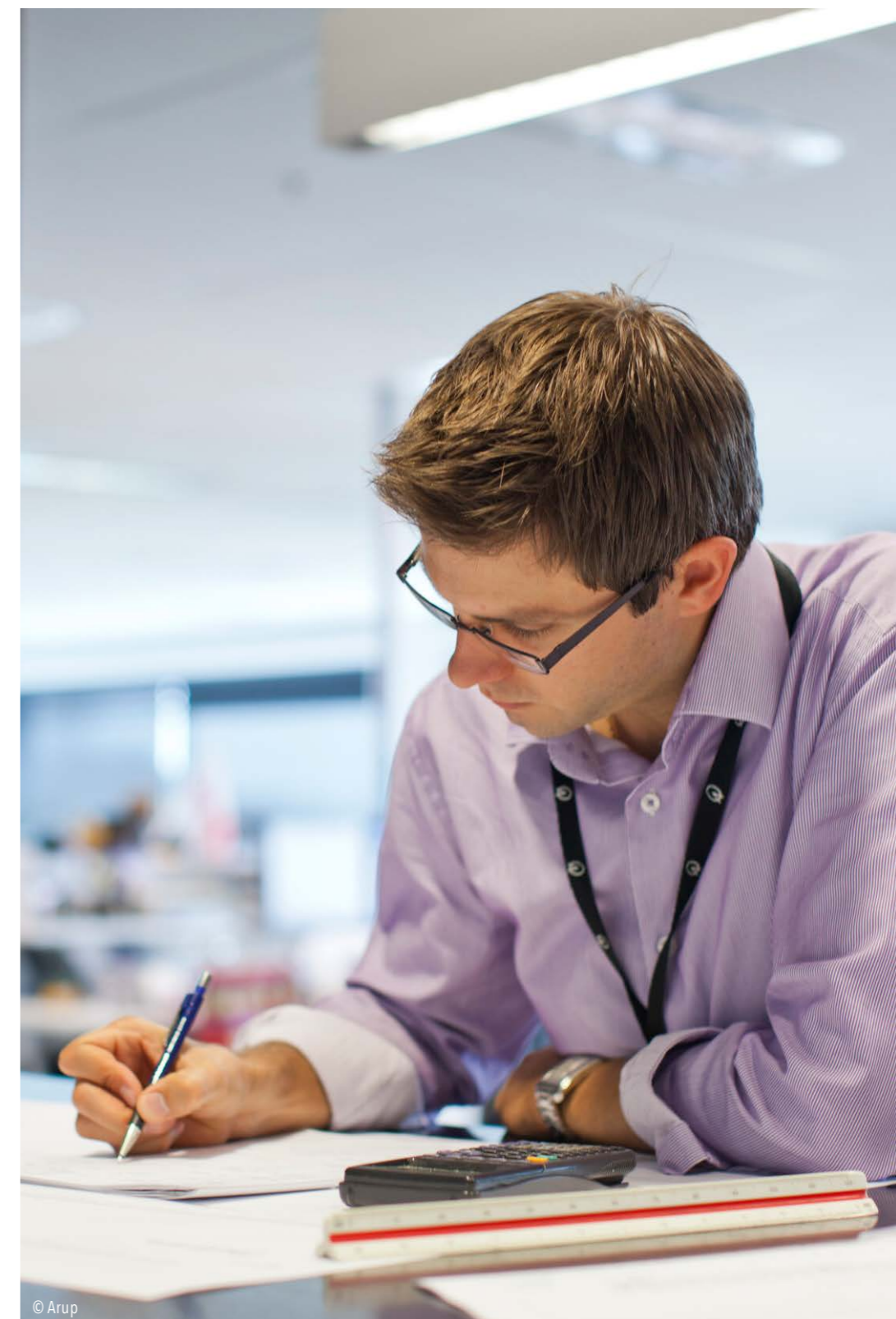
PLANNED ROUTES

The routes identified as regionally important, but already identified within existing strategies or plans, have not been included in the scoring or prioritisation process, but, may be delivered through a separate programme of works. However, these routes have been included in the benefit appraisal assessment, which feeds into the benefits outlined on page 2 and Appendix B. These will contribute to the success of the overall network, and the benefits it delivers for the region. A list of the routes and associated programmes, can be seen outlined in the table below:

Route ID	Associated Programme
Fintry - Dundee	Dundee Active Freeways
Stobswell - Fintry	
Ninewells - Dundee	
Stirling - Menstrie	Stirling City Region Deal
Stirling - Cambus	
Dunblane - Stirling University	
Stirling University - Stirling	
Callendar - Doune	
Doune - Dunblane	
Stirling - Gargunnoch	
Gargunnoch - Drymen	Stirling Aspirational
Stirling - Plean	
Drymen - Killearn	Perth People Place
Luncarty - Perth	
Almonbank - Perth	
Perth - Walnut Grove	
Perth - Broxden	



While analysis has been undertaken to inform the route options, complemented by a strong evidence base, detailed feasibility studies have not yet been undertaken for many of the routes in the network. Consequently, the routes shown are indicative and subject to further investigation before being progressed to the next design stage.



PRIORITISATION

PROPOSED ROUTES

The results of the MCA can be seen in the adjacent table and take the average score from each of the criteria with no weighting applied. A sensitivity check was undertaken to determine the impact of each criteria on route scores, and whether it dramatically increased or decreased the score. This check did not identify any major issues with the final scores.

The adjacent scores fed through to the phasing which has been developed for the network, the phasing is outlined in page 19. More information on the scoring, including the data used and any assumptions made, can be found in Appendix B, and the routes can be found mapped within the [Web Map tool](#). The Route ID naming convention consists of a letter denoting the local authority area and a number unique to that route:

Route ID	Route Description	Total Score
A1	Brechin-Dun	19
A2	Dun-Montrose	20
A3	Stracathro-Brechin	17
A4	Kirriemuir-Forfar	20
A5	Montrose-Redcastle	16
A6	Redcastle-Arbroath	16
A7	Arbroath-Balmimer	16
A8	Balmimer-Carnoustie	18
A9	Carnoustie-Monifieth	22
A10	Forfar-Wellbank	16
A11	Monifieth-Broughty Ferry	21
D1	Broughty Ferry-Dundee	24
D2	Wellbank-Fintry	18
P1	Walnut Grove-St Madoes	14
P2	St Madoes-Inchture	18
P3	Alyth-Blairgowrie	20
P4	Couper Angus-Blairgowrie	20
P5	Blairgowrie-Craigie	16
P6	Craigie-Dunkeld	12
P7	Aberfeldy-Logierait	17

Route ID	Route Description	Total Score
P8	Logierait-Dunkeld	17
P9	Logierait-Pitlochry	17
P10	Pitlochry-Killiecrankie	19
P11	Killiecrankie-Pitgowan	20
P12	Stanley-Bankfoot	14
P13	Bankfoot-Dunkeld	20
P14	Stanley-Luncarty	14
P15	Crieff-Comrie	18
P16	Methven-Almondbank	15
P17	Broxden-Forteviot	17
P18	Forteviot-Auchterarder	18
P19	Auchterarder-Braco	17
D3	Inchture-Ninewells	20
S1	Braco-Dunblane	19
S2	Doune-Dunblane	19
S3	Crianlarich-Tyndrum	19
S4	Inverarnan-Ardlui	20
P20	Bridge of Earn-Abernethy	22
P21	Abernethy - Newburgh	18

A refers to Angus, D refers to Dundee City, P refers to Perth and Kinross, S refers to Stirling.

PRIORITISATION

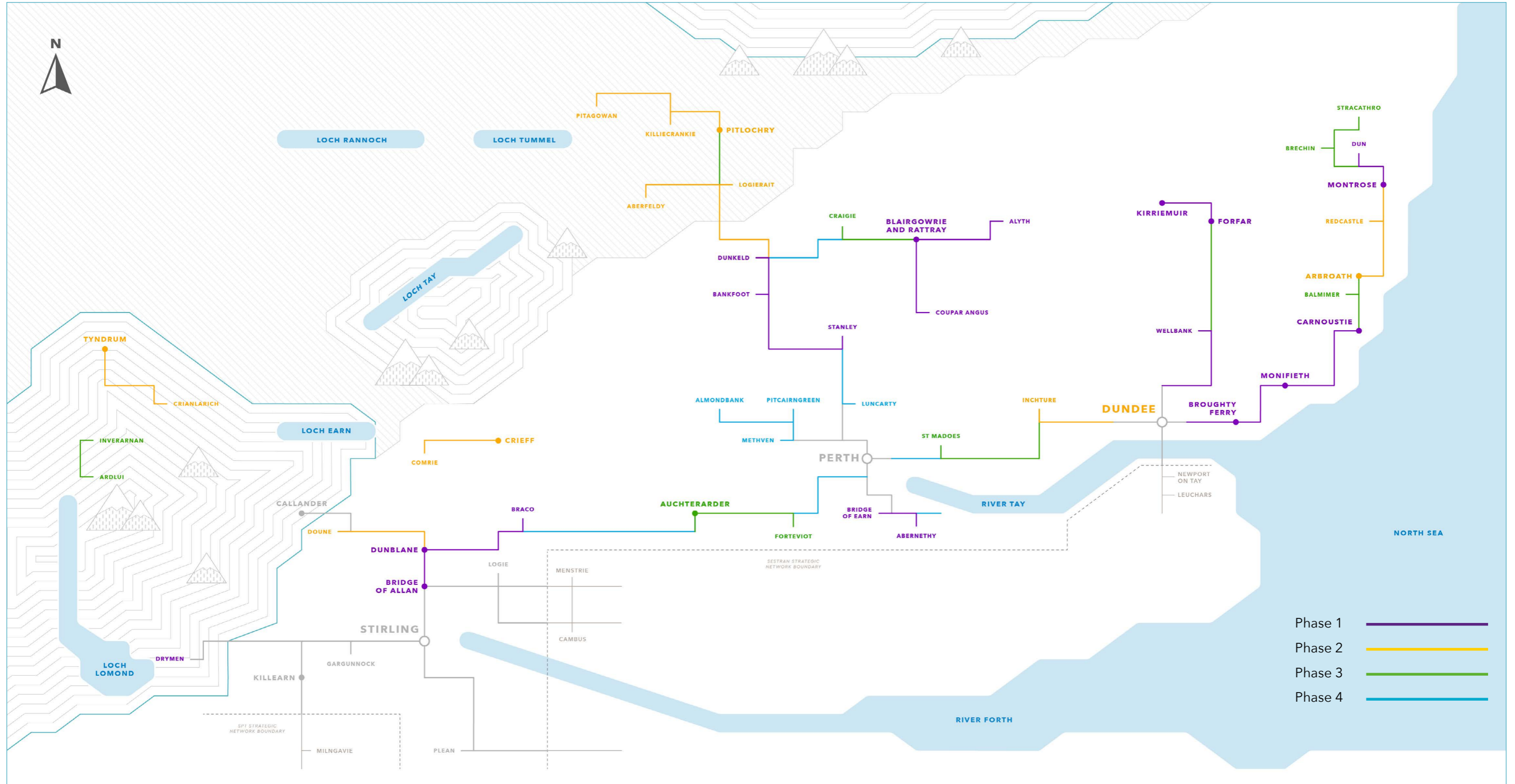
PHASING

The tables below outline which phase each of the routes fall under, based on the results from the MCA. A total of four phases have been suggested, and it is recommended that the routes be delivered in accordance with this phasing. However, there may be circumstances that result in deviation from the phasing, such as where there is a high-level of local support or local funding. As noted previously, the routes identified in existing strategies or programmes have not been included in the phasing, yet these have been noted as priority routes for local authorities and should be progressed as such.

Route ID	Route Description	Total Score (criteria averaged)	New Phase	Notes
D1	Broughty Ferry-Dundee	24	1	Part of this may fall under the Dundee strategy
P20	Bridge of Earn-Abernethy	22	1	Already under construction/constructed
A9	Carnoustie-Monifieth	22	1	
A11	Monifieth-Broughty Ferry	21	1	Already under construction/constructed
S4	Inverarnan-Ardlui	20	1	
P13	Bankfoot-Dunkeld	20	1	
P4	Couper Angus-Blairgowrie	20	1	
A2	Dun-Montrose	20	1	
P3	Alyth-Blairgowrie	20	1	
P11	Killiecrankie-Pitgowan	20	1	
A4	Kirriemuir-Forfar	20	1	Being explored by Sustrans
A1	Brechin-Dun	19	2	
S3	Crianlarich-Tyndrum	19	2	Part is already constructed as an off-road path
S2	Doune-Dunblane	19	2	
P10	Pitlochry-Killiecrankie	19	2	
S1	Braco-Dunblane	19	2	
D2	Wellbank-Fintry	18	2	
P2	St Madoes-Inchture	18	2	Being explored as part of Tay City Way project
P18	Forteviot-Auchterarder	18	2	Already under construction/constructed
P21	Abernethy - Newburgh	18	2	

Route ID	Route Description	Total Score (criteria averaged)	New Phase	Notes
P15	Crieff-Comrie	18	2	
A8	Balmimer-Carnoustie	18	2	
P14	Stanley-Luncarty	18	3	
P9	Logierait-Pitlochry	17	3	
A3	Stracathro-Brechin	17	3	
P8	Logierait-Dunkeld	17	3	
P7	Aberfeldy-Logierait	17	3	
P19	Auchterarder-Braco	17	3	
P17	Broxden-Forteviot	17	3	
A5	Montrose-Redcastle	16	3	
P5	Blairgowrie-Craigie	16	3	
A10	Forfar-Wellbank	16	3	
A7	Arbroath-Balmimer	16	3	Part of this route within the centre of Arbroath is at detailed or technical design/construction
A6	Redcastle-Arbroath	16	4	Part of this route within the centre of Arbroath is at detailed or technical design/construction
P16	Methven-Almondbank	15	4	
P12	Stanley-Bankfoot	14	4	Being explored as part of Tay City Way project
D3	Inchture-Ninewells	14	4	
P1	Walnut Grove-St Madoes	14	4	
P6	Craigie-Dunkeld	12	4	

PRIORITISATION



SUMMARY & NEXT STEPS

Arup was appointed by Tactran to support the delivery of the Regional Active Travel Network. This commission was delivered through a collaborative approach with Tactran, their local authority partners and key stakeholders.

The Tactran Regional Active Travel Network provides an extensive, evidence-based plan to transform active travel provision in the region. Connections to public transport hubs enable longer trips to be made sustainably via active and public transport modes, whilst connected routes to communities and regionally important destinations allow for shorter everyday journeys to be made actively.

The phased programme of works provides a useful starting point for Tactran and partners to progress individual routes toward feasibility, engagement and design stages, as and when funding becomes available. The network has been informed by a strong evidence base including desktop analysis and stakeholder engagement, however, further feasibility work is required to determine final route alignment options.

Moving forward, the web map allows for the status of individual routes to be updated as their development status changes. Future funding applications for individual routes can utilise the baseline data / evidence base that has informed the development of the regional active travel network.

The scale and long term delivery programme of the network means that the routes and phasing should be reviewed periodically. However, the fundamental elements of the network development planning process, and route selection criteria, are such that the basic building blocks are likely to remain relevant.

In summary, the network will create a high quality, coherent and consistent active travel network for the region, and bring a wide range of positive social, economic and environmental impacts for local areas and the wider region. The network plan can be utilised to inform the future planning and delivery of active transport infrastructure throughout the region.

It is considered that the delivery of this network, and other local active travel improvements across the region, will assist in enabling a transformational shift towards more active and sustainable modes of travel. The delivery of new routes and infrastructure improvements, alongside marketing and promotional campaigns for behaviour change initiatives, has the potential to transform travel behaviour across the Tactran region.



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APPENDIX A

Additional Stakeholder Information

ADDITIONAL STAKEHOLDER INFORMATION

Data / Information

Stirling will be developing mapping in the next week or so which will provide detail on the committed and aspirational active travel routes.

Stirling can provide information on cycle counts - this is currently open source data.

Any future developments to take account of - DCC planning team should be able to provide this.

Cycle counter data - available but not very comprehensive - DCC to share.

Raw data from walking and cycling index - DCC to share.

Sustran Places for Everyone programmes linking to specific locations but also considers wider catchment - DCC to share.

Bus network details and planned infrastructure - any bus priority corridors.

P&R / mobility hubs - no P&R plans - Bell Street car park is to be a green transport hub - DCC to share info.

Greenmarket Car Park - ground floor to become cycle parking to replace vehicle parking currently.

Proposed 20mph zones - DCC to share.

LL&T hope to get funding to have a Active Travel Strategy next year, there are currently living more locally/place plans being developed for settlements across the region.

Ansons are currently completing the Sustainable Travel and Modal Shift Assessment which will be of interest to this project - this should be ready at the beginning of April.

Heritage Horizons 2030 is the parent project under which all the active travel elements sit.

There are active travel masterplans being developed for the settlements across the area - these would likely be complimentary to the strategic routes. These are completing stages 1&2 currently.

Aecom have developed a strategic network for the area - with a long list and now a short list. CNPA has shared the draft report for information, this is currently going through committee.

Cycling Scotland have developed maps for all behaviour change projects Cycling Scotland have run in the Tactran region, this map also includes mapped Tactran projects. However, it might now be slightly out of date.

Survey results looking at attitudes to travel behaviours.

Cycle parking data is available for the Cycle Hoops, however, this is only in Edinburgh and Glasgow for now.

Visit Angus website provides details of recreational routes, some or part so some can also be everyday.

Arcadis are currently looking at prioritisation of active travel.

Sustrans are developing the Network Planning Tool (NPT) which they have shared an early version of to be used as part of the project.

Online Web Map Input

Local routes/links.

Strategic development areas.

Propensity to Cycle.

O-D data.

20 minute neighbourhoods i.e. catchment mapping.

20 minute neighbourhoods i.e. catchment mapping.

Key trip generators.

Impact of route on areas of multiple deprivation.

Catchment areas for schools.

Local routes included in web map would be useful.

Key trip generators.

Impact of route on areas of multiple deprivation.

Catchment areas for schools.

Local routes included in web map would be useful.

Would be interesting if it could show people what their travel options are.

Behaviour change initiatives relative to the individuals routes and areas.

Strategies/policies.

Who is doing what/what projects are underway and their stage.

Green space/open space that is secure for guide dogs.

Keep Safe Places.

Should be usable by neurodiverse users.

Scot Talk is a good example of an accessible app.

ADDITIONAL STAKEHOLDER INFORMATION

Key Routes to Note

Key Routes to Note

Those corridors identified through Perth People Place and any measures identified and associated with the bus priority work.

Woodside & Burrelton - PKC will be able to provide more information on this.

City Deal Active Travel routes - those identified in the LUF bid are likely to be developed first. Routes decided

Walk Cycle Live projects connecting university and college to the city centre.

Hillfoot to Villages.

South of Stirling - Eastern Villages.

Alloa to Springkerse - this is committed to be Sustrans.

Western Villages > Strathblane > Milngavie - aspirational.

Dunblane > Doune > Callander.

Kingsway A811 - towards Dunbarton - aspirational.

Callendar > Aberfoyle - aspirational

New rail station at Cowie planned

Durieshill Village development will be a key location

Rapnoch > Cornton

Bannockburn > Braehead > St Ninian's > Stirling

LL&T shared aspirational routes with Sustrans, some of these were adopted as part of their network improvements. However, Balloch to Drymen and Aberfoyle to Stirling. It would be good if these could be considered as part of the network.

Existing NCN routes and there is limited space on a lot of the roads within the area, therefore, preferred routes are likely to be off-road.

A disused railway line at Loch Earn is currently under construction in phases to create an active travel route between Lochearnhead and St Fillans.

Active Travel Network proposals - see report shared

Improvements and extensions to the Deeside and Speyside Ways.

Would be interested in a route running Blair Athol > Killiecrankie > Pitlochry.

Coastal route is popular with tour companies.

A92 Improvements at Arbroath.

Tay Way.

The tool identifies where there is demand for routes.

Additional Contacts

Perth & Kinross Countryside Trust.

Stirling Council are planning to have a meeting with local cycle groups to provide an update and get their feedback on Stirling's strategy around active travel. Can feed this into the project.

Transport Scotland was involved in the development of an online map of active travel routes.

Network Rail and Scotrail worth contacting for more up to date passenger numbers.

MCA Input

Policy strategy.

Access to healthcare.

Interdependency.

Accessibility.

Tourism for routes.

Reallocation of road space to reduce car km.

20 minute neighbourhoods - connecting people to services - catchment mapping.

Household density would be useful to include to estimate number of people that might use the route.

Household density would be useful to include to estimate number of people that might use the route.

Visitor movements as well as population.

Heritage has been looked at as a criteria of their work.

Cycling Potential Tool - Cycling Scotland had pulled this together to calculate the benefit routes could bring to local areas. There are details in there of what was included in their MCA.

Elevation.

Distance.

Census OD data.

Tourism.

Community Development Plans.

Health.

Community support.

They use 5km for cycling, 1km for walking and 500m wheeling to the nearest public transport hub.

Links to future developments.

Cultural.

Secure places.

Green space.

Keep Safe Destinations - present in Angus and PKC.

ADDITIONAL STAKEHOLDER INFORMATION

Other Information

Stirling Council would like to see a more granular level developed in the Scotland Network Planning Tool than the propensity to cycle tool used down south.

Stirling Council want to ensure that the network is realistic in terms of what they can deliver.

There is a lot of space on Muir Road for reallocation as it was purpose built for a dual-carriageway.

Tourism opportunity with Bannockburn Visitor Centre.

It will be difficult to stop visitors to the area not travelling to the Cairngorms National Park by car, however, it is possible to influence their behaviours once they are here by offering options for active travel within the park.

Should be noted that it will be difficult and has been in the past for LL&T to meet Sustrans requirements for infrastructure. It should be noted that often something is better than nothing.

Journey planner should include sight of some routes that are existing in the area.

Funding to date has often focused on the urban areas to improve active travel and not rural.

CNPA are thinking about developing an online map also with their routes and plans for the future, therefore they are really interested to see what is being produced.

CNPA are looking to develop a bike hire loan and behaviour change plan to sit alongside the infrastructure proposals.

A study found that an e-bike hire scheme would not be equitable across the whole region and that targeted locations could be looked at.

CNPA are also looking at a monitoring and evaluation plan as well as a behaviour change plan.

Cycling Scotland run bikability, Cycle Friendly campuses, Adult cycle training, Play on pedal and Essential cycle skills all within the Tactran area.

Barriers to Active Travel

Rivers.

Railways.

Major junctions/roads.

Kingsway.

Dock Street.

A90 Riverside.

Mountains/elevation.

Lochs.

Public transport coverage.

Adapted car spaces.

Distances to parking.

Shared routes - there is a conflict between users on NCN and other shared paths.

Gradients.

Busy roads.

Personal Commitments.

ADDITIONAL STAKEHOLDER INFORMATION

....

Cycling Scotland have explored the use of Strava data as baseline active travel users in East Renfrew and have developed factors - they are really interested in Arup's work on this.

Embark is suspended in Dundee like other e-bike schemes.

The tool currently looks at travel to work data but there is scope in the future to look at travel to school data.

There is also plans to develop the tool to look at walking routes also.

The tool will be updated with new census data when it becomes available.

Sustrans have been looking at the NCN to make upgrades: Meadows to Dundee.

Travel planning offer is put on the bottom of patient letters.

Materials are important when it comes to segregation, something to warn mobility and visually impaired users that they are entering an area with bikes or vehicles present is very important. Colour changes don't do anything - it needs to be a texture/surface change.

Agreed that 4m is a good amount of space for a shared use path but it shouldn't be at the detriment of losing trees/shrubbery as this is what people go outside to enjoy.

We need to educate the public and drivers to road safety and how to respect other users.

Glasgow Buchanan St has graduated steps which can be a tripping hazard to users, therefore, good delineation for this type of barrier is necessary.

Broughty Ferry to Monifieth is thought to be a good example of new infrastructure that will be inclusive and suitable for all users.

Once this is constructed - this could be used as a walk shop locations to spot good/bad practice.

Pedestrianised area in Stirling is a bad example as it is not clear to visually impaired users where vehicles can enter the site.

Routes need to be well integrated with public transport infrastructure.

There is a need for DRT in rural areas as a lot of disabled people may not be able to walk or cycle longer distances required to access the nearest public transport node.



APPENDIX B

Network Prioritisation Information

NETWORK PRIORITISATION INFORMATION

ROUTE DETAILS

LA	Authorities	Route Section	Route Description	Part of Existing Project
Angus	Angus	Brechin - Dun	A935	
Angus	Angus	Dun - Montrose	A936	
Angus	Angus	Stracathro - Brechin	A90/B966	
Angus	Angus	Kirriemuir - Forfar	Disused Railway	
Angus	Angus	Montrose - Redcastle	NCN	
Angus	Angus	Redcastle - Arbroath	NCN	
Angus	Angus	Arbroath - Balmimer	NCN	
Angus	Angus	Balmimer - Carnoustie	A92/Arbroath Rd	
Angus	Angus	Carnoustie - Monifieth	NCN	
Angus	Angus	Forfar - Wellbank	Various B Roads	
Angus/Dundee	Angus, Dundee	Monifieth - Broughty Ferry	NCN	
Angus/Dundee	Angus, Dundee	Broughty Ferry - Dundee	NCN	
Angus/Dundee	Angus, Dundee	Wellbank - Fintry	B978	
Dundee	Dundee	Fintry - Dundee	Pitkerro Rd	Dundee Active Freeways
Dundee	Dundee	Stobswell - Fintry	Pitkerro Rd	Dundee Active Freeways
Stirling/SEStran region	Stirling, Clackmannanshire	Stirling - Menstrie	Strathmartine Rd	Stirling CRD Active Travel
Dundee	Dundee	Ninewells - Dundee	Perth Rd	Dundee Active Freeways
Stirling/SEStran region	Stirling, Clackmannanshire	Stirling - Cambus	Strathmore Avenue	Stirling CRD Active Travel
Perth&Kinross	Perth&Kinross, Perth & Kinross, Countryside Trust	Walnut Grove - St Madoes	A90/NCN	Tay Way (P&K Countryside Trust)
Perth&Kinross	Perth&Kinross, Perth & Kinross, Countryside Trust	St Madoes - Inchtute	NCN	Tay Way (P&K Countryside Trust)
Perth&Kinross	Perth&Kinross	Alyth - Blairgowrie	A926	
Perth&Kinross	Perth&Kinross	Coupar Angus - Blairgowrie	A923	

NETWORK PRIORITISATION INFORMATION

LA	Authorities	Route Section	Route Description	Part of Existing Project
Perth&Kinross	Perth&Kinross	Blairgowrie - Craigie	B947/unamed	
Perth&Kinross	Perth&Kinross	Craigie - Dunkeld	unamed	
Perth&Kinross	Perth&Kinross	Aberfeldy - Logierait	A827	
Perth&Kinross	Perth&Kinross	Logierait - Dunkeld	A9	
Perth&Kinross	Perth&Kinross, Cairngorms National	Logierait - Pitlochry	A9	
Perth&Kinross	Perth&Kinross, Cairngorms National Park	Pitlochry - Killiecrankie	A9	
Perth&Kinross	Perth&Kinross, Cairngorms National Park	Killiecrankie - Pitagowan	A9/NCN	
Perth&Kinross	Perth&Kinross, Perth & Kinross Countryside Trust	Stanley - Bankfoot	NCN/Duchess St	Tay Way (P&K Countryside Trust)
Perth&Kinross	Perth&Kinross, Perth & Kinross Countryside Trust	Bankfoot - Dunkeld	NCN	Tay Way (P&K Countryside Trust)
Perth&Kinross	Perth&Kinross, Perth & Kinross Countryside Trust	Stanley - Luncarty	B9099	Tay Way (P&K Countryside Trust)
Perth&Kinross	Perth&Kinross	Luncarty - Perth	A9	Perth People Place
Perth&Kinross	Perth&Kinross	Crieff - Comrie	A85	
Perth&Kinross	Perth&Kinross	Methven - Almondbank	via Pitcairngreen	
Perth&Kinross	Perth&Kinross	Almondbank - Perth	A85	Perth People Place
Perth&Kinross	Perth&Kinross	Perth - Walnut Grove	A85	Perth People Place
Perth&Kinross	Perth&Kinross	Perth - Broxden	A93	Perth People Place
Perth&Kinross	Perth&Kinross	Broxden - Forteviot	B9112	
Perth&Kinross	Perth&Kinross	Forteviot - Auchterarder	B934/B8062	
Perth&Kinross	Perth&Kinross	Auchterarder - Braco	B8062	
Perth&Kinross/Dundee	Perth&Kinross, Dundee, Perth & Kinross Countryside Trust	Inchture - Ninewells	NCN	Tay Way (P&K Countryside Trust)
Perth&Kinross/Stirling	Perth&Kinross, Stirling	Braco - Dunblane	A823	
Stirling	Stirling	Dunblane - Stirling University	A9	Stirling CRD Active Travel
Stirling	Stirling	Stirling University - Stirling	A9	Stirling CRD Active Travel



APPENDIX C

Cost & Benefits

COST & BENEFITS

Route	Route Description	Route Type	Length	Cost	Cost (46% OB)	Range	Sustrans NPT Demand	Predicted Walking Demand	Existing Cycling Numbers	Existing Walking Numbers	Benefits Total (BCR)
1	Brechin-Dun	Remote road side	8.4	£3,864,000	£5,641,440.00	£5M-£10M	49	764	2	31	1.8
2	Dun-Montrose	Remote road side	7	£5,250,000	£7,665,000.00	£5M-£10M	55	858	4	62	1.5
3	Stracathro-Brechin	Remote road side	6.4	£4,800,000	£7,008,000.00	£5M-£10M	24	374	2	31	0.7
4	Kirriemuir-Forfar	Remote off-road	6.8	£5,100,000	£7,446,000.00	£5M-£10M	93	1451	2	31	2.7
5	Montrose-Redcastle	Remote road side	8.5	£6,375,000	£9,307,500.00	£5M-£10M	10	156	5	78	0.1
6	Redcastle-Arbroath	Remote road side	11.5	£5,290,000	£7,723,400.00	£5M-£10M	10	156	5	78	0.2
7	Arbroath-Balmimer	Remote road side	7	£5,250,000	£7,665,000.00	£5M-£10M	12	187	5	78	0.2
8	Balmimer-Carnoustie	Remote road side	5	£3,750,000	£5,475,000.00	£5M-£10M	12	187	5	78	0.3
9	Carnoustie-Monifieth	Remote off-road	8	£6,000,000	£8,760,000.00	£5M-£10M	82	1279	9	140	1.8
10	Forfar-Wellbank	Remote road side	18.6	£8,556,000	£12,491,760.00	>£10M	12	187	1	16	0.2
11	Monifieth-Broughty Ferry	Remote off-road	4	£3,000,000	£4,380,000.00	<£5M	94	1466	7	109	4.4
12	Broughty Ferry-Dundee	Remote off-road	6.4	£4,800,000	£7,008,000.00	£5M-£10M	929	22389	87	2097	38.8
13	Wellbank-Fintry	Remote road side	8	£6,000,000	£8,760,000.00	£5M-£10M	164	3952	10	241	5.7
19	Walnut Grove-St Madoes	Urban road side	6	£4,500,000	£6,570,000.00	£5M-£10M	48	893	7	130	1.6
20	St Madoes-Inchture	Remote road side	15	£6,900,000	£10,074,000.00	>£10M	13	242	3	56	0.3
21	Alyth-Blairgowrie	Remote road side	10	£4,600,000	£6,716,000.00	£5M-£10M	26	484	0	0	1.0
22	Couper Angus-Blairgowrie	Remote road side	7.5	£5,625,000	£8,212,500.00	£5M-£10M	62	1153	1	19	1.9
23	Blairgowrie-Craigie	Remote road side	7	£3,220,000	£4,701,200.00	<£5M	24	446	2	37	1.2
24	Craigie-Dunkeld	Remote road side	11.5	£5,290,000	£7,723,400.00	£5M-£10M	24	446	0	0	0.8
25	Aberfeldy-Logierait	Remote road side	16	£7,360,000	£10,745,600.00	>£10M	11	205	0	0	0.3
26	Logierait-Dunkeld	Remote road side	12.7	£5,842,000	£8,529,320.00	£5M-£10M	11	205	0	0	0.3
27	Logierait-Pitlochry	Remote road side	7.9	£3,634,000	£5,305,640.00	£5M-£10M	4	74	0	0	0.2
28	Pitlochry-Killiecrankie	Remote road side	7	£3,220,000	£4,701,200.00	<£5M	2	37	0	0	0.1
29	Killiecrankie-Pitgowan	Remote road side	12	£5,520,000	£8,059,200.00	£5M-£10M	2	37	0	0	0.1
30	Stanley-Bankfoot	Remote road side	8	£3,680,000	£5,372,800.00	£5M-£10M	4	74	0	0	0.2

COST & BENEFITS

Route	Route Description	Route Type	Length	Cost	Cost (46% OB)	Range	Sustrans NPT Demand	Predicted Walking Demand	Existing Cycling Numbers	Existing Walking Numbers	Benefits Total (BCR)
31	Bankfoot-Dunkeld	Remote road side	11.5	£5,290,000	£7,723,400.00	£5M-£10M	11	205	6	112	0.2
32	Stanley-Luncarty	Remote road side	6.5	£2,990,000	£4,365,400.00	<£5M	84	1562	6	112	6.7
34	Crieff-Comrie	Urban road side	11	£10,780,000	£15,738,800.00	>£10M	26	484	2	37	0.4
35	Methven-Almondbank	Remote road side	6	£4,500,000	£6,570,000.00	£5M-£10M	35	651	8	149	1.1
39	Broxden-Forteviot	Remote road side	9	£4,140,000	£6,044,400.00	£5M-£10M	36	670	8	149	1.2
40	Forteviot-Auchterarder	Remote road side	13.5	£6,210,000	£9,066,600.00	£5M-£10M	14	260	5	93	0.3
41	Auchterarder-Braco	Remote road side	17	£7,820,000	£11,417,200.00	>£10M	27	502	2	37	0.6
42	Inchture-Ninewells	Remote road side	12	£9,000,000	£13,140,000.00	>£10M	131	2044	24	374	1.8
43	Braco-Dunblane	Remote road side	15	£6,900,000	£10,074,000.00	>£10M	4	62	0	0	0.1
48	Doune-Dunblane	Remote off-road	8	£6,000,000	£8,760,000.00	£5M-£10M	13	202	2	31	0.3
51	Crianlarich-Tyndrum	Remote off-road	8	£3,680,000	£5,372,800.00	£5M-£10M	10	155	0	0	0.4
52	Inverarnan-Ardlui	Remote road side	3	£1,380,000	£2,014,800.00	<£5M	10	155	0	0	1.1
54	Bridge of Earn-Abernethy	Remote road side	7	£3,220,000	£4,701,200.00	<£5M	50	930	6	112	2.4
55	Abernethy - Newburgh	Remote road side	5.5	£2,530,000	£3,693,800.00	<£5M	15	279	2	37	0.9

	TCoCI (2017)	ECF Costs (euros) (2021)	Yarm Routes (2023)	Cost per unit (per km)
Remote off-road route (likely shared-use away from roads)	£460,000 - £880,000	£200,000 (£175,000)	£440,000	£460,000
Remote road side (likely shared-use path within footway)	£460,000 - £880,000	£200,000 (£175,000)	£440,000	£460,000
Urban road side route (likely segregated)	£1.15M - £1.45M	£1,500,000 (£1.3M)	£1.5M	£1.5M

Typical costs of cycling interventions: interim analysis of Cycle City Ambition schemes (publishing.service.gov.uk)

Rate (based on ratio of walking to cycling from census 2011)	
Angus	15.6
Dundee	24.1
Perth & Kinross	18.6
Stirling	15.5

DATA

DEMAND

Route ID	Route Description	Sustrans NPT Demand	Visitor Attractions
A1	Brechin-Dun	49	smaller
A2	Dun-Montrose	55	smaller
A3	Stracathro-Brechin	24	none
A4	Kirriemuir-Forfar	93	smaller
A5	Montrose-Redcastle	10	none
A6	Redcastle-Arbroath	10	none
A7	Arbroath-Balmimer	12	none
A8	Balmimer-Carnoustie	12	none
A9	Carnoustie-Monifieth	82	smaller
A10	Forfar-Wellbank	12	none
A11	Monifieth-Broughty Ferry	94	none
D1	Broughty Ferry-Dundee	929	larger
D2	Wellbank-Fintry	164	none
P1	Walnut Grove-St Madoes	48	none
P2	St Madoes-Inchture	13	none
P3	Alyth-Blairgowrie	26	none
P4	Couper Angus-Blairgowrie	62	none
P5	Blairgowrie-Craigie	24	none
P6	Craigie-Dunkeld	24	none
P7	Aberfeldy-Logierait	11	none
P8	Logierait-Dunkeld	11	smaller
P9	Logierait-Pitlochry	4	none
P10	Pitlochry-Killiecrankie	2	smaller
P11	Killiecrankie-Pitgowan	2	smaller
P12	Stanley-Bankfoot	4	none

Route ID	Route Description	Sustrans NPT Demand	Visitor Attractions
P13	Bankfoot-Dunkeld	11	smaller
P14	Stanley-Luncarty	84	none
P15	Crieff-Comrie	26	none
P16	Methven-Almondbank	35	none
P17	Broxden-Forteviot	36	none
P18	Forteviot-Auchterarder	14	none
P19	Auchterarder-Braco	27	none
D3	Inchture-Ninewells	131	none
S1	Braco-Dunblane	4	none
S2	Doune-Dunblane	13	smaller
S3	Crianlarich-Tyndrum	0	larger
S4	Inverarnan-Ardlui	0	larger
P20	Bridge of Earn-Abernethy	50	none
P21	Abernethy - Newburgh	15	none
		Above taken directly from Sustrans NPT (Go Dutch)	Smaller = <50,000 Larger = >50,000 None = no visitor attraction

DATA

DELIVERABILITY

Route ID	Route Description	Landownership	Road Space (Feasibility)	Benefit/Cost Ratio	Funding	Maintenance
A1	Brechin-Dun	1party	Fairly	1.8	council	none
A2	Dun-Montrose	1party	Fairly	1.5	council	existing
A3	Stracathro-Brechin	2party	Fairly	0.7	council	none
A4	Kirriemuir-Forfar	2party	Not	2.7	council	minimal
A5	Montrose-Redcastle	2party	Fairly	0.1	council	none
A6	Redcastle-Arbroath	2party	Fairly	0.2	settlement	none
A7	Arbroath-Balmimer	2party	Not	0.2	settlement	minimal
A8	Balmimer-Carnoustie	2party	Not	0.3	council	minimal
A9	Carnoustie-Monifieth	2party	Not	1.8	council	minimal
A10	Forfar-Wellbank	1party	Fairly	0.2	council	none
A11	Monifieth-Broughty Ferry	2party	Fairly	4.4	settlement	minimal
D1	Broughty Ferry-Dundee	2party	Fairly	38.8	council	minimal
D2	Wellbank-Fintry	1party	Fairly	5.7	council	none
P1	Walnut Grove-St Madoes	1party	Constrained	1.6	council	none
P2	St Madoes-Inchture	1party	Fairly	0.3	council	minimal
P3	Alyth-Blairgowrie	1party	Fairly	1.0	council	none
P4	Couper Angus-Blairgowrie	1party	Fairly	1.9	council	none
P5	Blairgowrie-Craigie	1party	Constrained	1.2	council	none
P6	Craigie-Dunkeld	1party	Constrained	0.8	council	none
P7	Aberfeldy-Logierait	2party	Fairly	0.3	council	none
P8	Logierait-Dunkeld	2party	Fairly	0.3	council	none
P9	Logierait-Pitlochry	2party	Fairly	0.2	council	none
P10	Pitlochry-Killiecrankie	1party	Fairly	0.1	council	existing
P11	Killiecrankie-Pitgowan	1party	Fairly	0.1	council	none
P12	Stanley-Bankfoot	2party	Constrained	0.2	settlement	none

DATA

DELIVERABILITY

Route ID	Route Description	Landownership	Road Space (Feasibility)	Benefit/Cost Ratio	Funding	Maintenance
P13	Bankfoot-Dunkeld	1party	Fairly	0.2	settlement	none
P14	Stanley-Luncarty	2party	Fairly	6.7	settlement	none
P15	Crieff-Comrie	1party	Fairly	0.4	council	none
P16	Methven-Almondbank	1party	Constrained	1.1	council	none
P17	Broxden-Forteviot	1party	Fairly	1.2	council	none
P18	Forteviot-Auchterarder	1party	Fairly	0.3	council	none
P19	Auchterarder-Braco	1party	Fairly	0.6	council	none
D3	Inchture-Ninewells	2party	Fairly	1.8	council	none
S1	Braco-Dunblane	2party	Fairly	0.1	council	existing
S2	Doune-Dunblane	2party	Constrained	0.3	council	none
S3	Crianlarich-Tyndrum	2party	Fairly	0.4	council	minimal
S4	Inverarnan-Ardlui	2party	Fairly	1.1	council	none
P20	Bridge of Earn-Abernethy	1party	Fairly	2.4	council	none
P21	Abernethy - Newburgh	1party	Fairly	0.9	council	none
		1 party = council only 2 party = council + 1 other 3rd party 3 party = council + 2 or more 3rd party	Not = off road/ extensive verge space Fairly = on-road with limited verge Constrained = very narrow road or contrained space/trees or walls	Calculated using AMAT (DfT)	Settlement = committed funding in same settlement Council = committed funding in council area Not = no committed funding	Existing = there is maintenance currently undertaken Minimal = low level maintenance required None = there is no maintenance currently undertaken

DATA

SOCIAL EQUALITY

Route ID	Route Description	SIMD	Car or Van Ownership
A1	Brechin-Dun	Medium	Medium
A2	Dun-Montrose	High	Medium
A3	Stracathro-Brechin	Medium	Medium
A4	Kirriemuir-Forfar	Medium	Medium
A5	Montrose-Redcastle	Medium	Medium
A6	Redcastle-Arbroath	Medium	High
A7	Arbroath-Balmimer	High	High
A8	Balmimer-Carnoustie	High	Medium
A9	Carnoustie-Monifieth	High	Medium
A10	Forfar-Wellbank	High	Medium
A11	Monifieth-Broughty Ferry	High	Medium
D1	Broughty Ferry-Dundee	Medium	High
D2	Wellbank-Fintry	Low	High
P1	Walnut Grove-St Madoes	High	Medium
P2	St Madoes-Inchture	High	Low
P3	Alyth-Blairgowrie	Medium	Medium
P4	Couper Angus-Blairgowrie	High	Medium
P5	Blairgowrie-Craigie	High	Low
P6	Craigie-Dunkeld	High	Medium
P7	Aberfeldy-Logierait	High	Medium
P8	Logierait-Dunkeld	Medium	Medium
P9	Logierait-Pitlochry	High	Medium
P10	Pitlochry-Killiecrankie	High	Medium
P11	Killiecrankie-Pitgowan	Medium	Low
P12	Stanley-Bankfoot	High	Medium

Route ID	Route Description	SIMD	Car or Van Ownership
P13	Bankfoot-Dunkeld	Medium	Medium
P14	Stanley-Luncarty	High	Low
P15	Crieff-Comrie	High	Medium
P16	Methven-Almondbank	Medium	Low
P17	Broxden-Forteviot	High	Low
P18	Forteviot-Auchterarder	High	Low
P19	Auchterarder-Braco	High	Low
D3	Inchture-Ninewells	High	Medium
S1	Braco-Dunblane	High	Medium
S2	Doune-Dunblane	High	Medium
S3	Crianlarich-Tyndrum	Medium	Medium
S4	Inverarnan-Ardlui	Medium	Low
P20	Bridge of Earn-Abernethy	Medium	Low
P21	Abernethy - Newburgh	Medium	Low

Low = 1 - 3
 Medium = 4 - 7
 High = 7 - 10

Low = <24%
 Medium = 25%-50%
 High = >50%

DATA

PLACES

Route ID	Route Description	Healthcare	Town Centres (including keep safe destinations)	Education	Employment	Future Development	Existing Infrastructure	Greenspace/ Leisure
A1	Brechin-Dun	>400	direct	>400	0-400	0-400	none	direct
A2	Dun-Montrose	>400	direct	0-400	direct	direct	not compliant	direct
A3	Stracathro-Brechin	direct	direct	0-400	direct	>400	none	0-400
A4	Kirriemuir-Forfar	0-400	direct	>400	direct	direct	none	direct
A5	Montrose-Redcastle	>400	direct	0-400	direct	0-400	not compliant	0-400
A6	Redcastle-Arbroath	0-400	direct	direct	direct	direct	not compliant	direct
A7	Arbroath-Balmimer	>400	direct	>400	direct	0-400	not compliant	direct
A8	Balmimer-Carnoustie	>400	0-400	>400	direct	0-400	not compliant	direct
A9	Carnoustie-Monifieth	>400	direct	>400	direct	direct	not compliant	direct
A10	Forfar-Wellbank	>400	direct	>400	0-400	direct	none	direct
A11	Monifieth-Broughty Ferry	>400	direct	>400	direct	direct	not compliant	direct
D1	Broughty Ferry-Dundee	0-400	>400	direct	0-400	direct	not compliant	direct
D2	Wellbank-Fintry	>400	>400	0-400	0-400	direct	not compliant	direct
P1	Walnut Grove-St Madoes	>400	>400	0-400	>400	>400	not compliant	0-400
P2	St Madoes-Inchture	direct	>400	direct	>400	direct	not compliant	0-400
P3	Alyth-Blairgowrie	0-400	direct	0-400	direct	direct	none	direct
P4	Couper Angus-Blairgowrie	direct	direct	0-400	0-400	direct	none	direct
P5	Blairgowrie-Craigie	direct	direct	0-400	direct	direct	none	0-400
P6	Craigie-Dunkeld	>400	direct	>400	>400	0-400	not compliant	direct
P7	Aberfeldy-Logierait	direct	direct	>400	>400	direct	not compliant	>400
P8	Logierait-Dunkeld	direct	direct	>400	>400	0-400	not compliant	0-400
P9	Logierait-Pitlochry	0-400	direct	0-400	direct	0-400	not compliant	0-400
P10	Pitlochry-Killiecrankie	0-400	direct	>400	direct	0-400	not compliant	direct
P11	Killiecrankie-Pitagowan	>400	>400	>400	>400	>400	not compliant	direct

DATA

PLACES

Route ID	Route Description	Healthcare	Town Centres (including keep safe destinations)	Education	Employment	Future Development	Existing Infrastructure	Greenspace/ Leisure
P12	Stanley-Bankfoot	>400	>400	0-400	>400	0-400	not compliant	0-400
P13	Bankfoot-Dunkeld	0-400	direct	direct	>400	>400	not compliant	0-400
P14	Stanley-Luncarty	>400	>400	0-400	>400	0-400	none	direct
P15	Crieff-Comrie	>400	direct	direct	direct	direct	not compliant	direct
P16	Methven-Almondbank	>400	>400	0-400	>400	direct	not compliant	0-400
P17	Broxden-Forteviot	>400	>400	>400	>400	direct	not compliant	>400
P18	Forteviot-Auchterarder	0-400	direct	0-400	direct	direct	none	0-400
P19	Auchterarder-Braco	0-400	direct	0-400	>400	direct	none	0-400
D3	Inchture-Ninewells	direct	>400	0-400	direct	direct	not compliant	direct
S1	Braco-Dunblane	>400	direct	direct	>400	direct	not compliant	0-400
S2	Doune-Dunblane	direct	direct	0-400	>400	>400	not compliant	>400
S3	Crianlarich-Tyndrum	>400	direct	0-400	>400	0-400	not compliant	direct
S4	Inverarnan-Ardlui	>400		>400	>400	>400	not compliant	direct
P20	Bridge of Earn-Abernethy	>400	direct	>400	>400	direct	not compliant	0-400
P21	Abernethy - Newburgh	>400	direct	0-400	>400	direct	none	direct

Direct = facility directly links to route
 0-400 = facility within 400m of route
 >400 = facility within more than 400m of route

none = no existing infrastructure linked
 not compliant = linked to existing infrastructure but not guidance compliant
 compliant = linked to existing infrastructure which is guidance compliant

DATA

SAFETY

Route ID	Route Description	Barriers	Accidents
A1	Brechin-Dun	Major	No cluster
A2	Dun-Montrose	Moderate	No cluster
A3	Stracathro-Brechin	Major	No cluster
A4	Kirriemuir-Forfar	Minor	No cluster
A5	Montrose-Redcastle	Minor	Within 200m
A6	Redcastle-Arbroath	Minor	Within 200m
A7	Arbroath-Balmimer	Moderate	No cluster
A8	Balmimer-Carnoustie	Major	No cluster
A9	Carnoustie-Monifieth	Minor	No cluster
A10	Forfar-Wellbank	Major	No cluster
A11	Monifieth-Broughty Ferry	Minor	Fatal
D1	Broughty Ferry-Dundee	Moderate	No cluster
D2	Wellbank-Fintry	Moderate	No cluster
P1	Walnut Grove-St Madoes	Major	No cluster
P2	St Madoes-Inchture	Major	No cluster
P3	Alyth-Blairgowrie	Major	Fatal
P4	Couper Angus-Blairgowrie	Moderate	Fatal
P5	Blairgowrie-Craigie	Moderate	No cluster
P6	Craigie-Dunkeld	Minor	No cluster
P7	Aberfeldy-Logierait	Major	Fatal
P8	Logierait-Dunkeld	Moderate	Fatal
P9	Logierait-Pitlochry	Major	No cluster
P10	Pitlochry-Killiecrankie	Moderate	No cluster
P11	Killiecrankie-Pitgowan	Major	Fatal
P12	Stanley-Bankfoot	Major	No cluster

Route ID	Route Description	Barriers	Accidents
P13	Bankfoot-Dunkeld	Major	Within 200m
P14	Stanley-Luncarty	Major	No cluster
P15	Crieff-Comrie	Major	Fatal
P16	Methven-Almondbank	Minor	No cluster
P17	Broxden-Forteviot	Major	No cluster
P18	Forteviot-Auchterarder	Major	Within 200m
P19	Auchterarder-Braco	Major	No cluster
D3	Inchture-Ninewells	Moderate	Within 200m
S1	Braco-Dunblane	Moderate	Fatal
S2	Doune-Dunblane	Major	Within 200m
S3	Crianlarich-Tyndrum	Minor	No cluster
S4	Inverarnan-Ardlui	Major	No cluster
P20	Bridge of Earn-Abernethy	Major	Fatal
P21	Abernethy - Newburgh	Major	No cluster

Minor = barriers on off-road or quiet route
 Moderate = road with existing footway
 Major = road without footway

No cluster = no nearby accidents
 Within 200m = 1-3 number of slight or serious accidents within 200m
 Fatal = 3+ slight, serious or any fatal accidents

DATA

PUBLIC TRANSPORT

Route ID	Route Description	Bus Stations/ Strategic Stops	Park & Ride	Rail
A1	Brechin-Dun	<400m	>1km	>1km
A2	Dun-Montrose	<400m	>1km	>1km
A3	Stracathro-Brechin	<400m	>1km	>1km
A4	Kirriemuir-Forfar	<400m	>1km	>1km
A5	Montrose-Redcastle	<400m	>1km	400m-1km
A6	Redcastle-Arbroath	400m-1km	>1km	>1km
A7	Arbroath-Balmimer	400m-1km	>1km	400m-1km
A8	Balmimer-Carnoustie	<400m	>1km	<400m
A9	Carnoustie-Monifieth	<400m	>1km	<400m
A10	Forfar-Wellbank	400m-1km	>1km	>1km
A11	Monifieth-Broughty Ferry	400m-1km	>1km	<400m
D1	Broughty Ferry-Dundee	<400m	>1km	400m-1km
D2	Wellbank-Fintry	>1km	>1km	>1km
P1	Walnut Grove-St Madoes	>1km	>1km	>1km
P2	St Madoes-Inchture	>1km	>1km	>1km
P3	Alyth-Blairgowrie	>1km	>1km	>1km
P4	Couper Angus-Blairgowrie	>1km	>1km	>1km
P5	Blairgowrie-Craigie	>1km	>1km	>1km
P6	Craigie-Dunkeld	>1km	>1km	>1km
P7	Aberfeldy-Logierait	>1km	>1km	>1km
P8	Logierait-Dunkeld	>1km	>1km	>1km
P9	Logierait-Pitlochry	<400m	>1km	<400m
P10	Pitlochry-Killiecrankie	<400m	>1km	<400m
P11	Killiecrankie-Pitgowan	>1km	>1km	<400m
P12	Stanley-Bankfoot	>1km	>1km	>1km

Route ID	Route Description	Bus Stations/ Strategic Stops	Park & Ride	Rail
P13	Bankfoot-Dunkeld	>1km	>1km	<400m
P14	Stanley-Luncarty	>1km	>1km	>1km
P15	Crieff-Comrie	>1km	>1km	>1km
P16	Methven-Almondbank	>1km	>1km	>1km
P17	Broxden-Forteviot	>1km	400m-1km	>1km
P18	Forteviot-Auchterarder	>1km	>1km	>1km
P19	Auchterarder-Braco	>1km	>1km	>1km
D3	Inchture-Ninewells	>1km	>1km	400m-1km
S1	Braco-Dunblane	>1km	>1km	<400m
S2	Doune-Dunblane	>1km	>1km	<400m
S3	Crianlarich-Tyndrum	>1km	>1km	<400m
S4	Inverarnan-Ardlui	>1km	>1km	<400m
P20	Bridge of Earn-Abernethy	>1km	>1km	>1km
P21	Abernethy - Newburgh	>1km	>1km	>1km

<400m = PT node less than 400m away
 400m-1km = PT node between 400m-1km
 >1km = PT node greater than >1km away

DATA

ENJOYABILITY

Route ID	Route Description	Topography/ Elevation	Attractiveness
A1	Brechin-Dun	Medium	Minor
A2	Dun-Montrose	Medium	Minor
A3	Stracathro-Brechin	Medium	Major
A4	Kirriemuir-Forfar	High	Quiet
A5	Montrose-Redcastle	High	Minor
A6	Redcastle-Arbroath	High	Minor
A7	Arbroath-Balmimer	Medium	Minor
A8	Balmimer-Carnoustie	Medium	Major
A9	Carnoustie-Monifieth	Low	Quiet
A10	Forfar-Wellbank	Medium	Minor
A11	Monifieth-Broughty Ferry	Medium	Quiet
D1	Broughty Ferry-Dundee	Low	Quiet
D2	Wellbank-Fintry	Medium	Minor
P1	Walnut Grove-St Madoes	Medium	Major
P2	St Madoes-Inchture	Low	Minor
P3	Alyth-Blairgowrie	Medium	Minor
P4	Couper Angus-Blairgowrie	Low	Minor
P5	Blairgowrie-Craigie	Medium	Minor
P6	Craigie-Dunkeld	High	Minor
P7	Aberfeldy-Logierait	Medium	Minor
P8	Logierait-Dunkeld	Medium	Major
P9	Logierait-Pitlochry	Medium	Major
P10	Pitlochry-Killiecrankie	Medium	Major
P11	Killiecrankie-Pitagowan	Medium	Major
P12	Stanley-Bankfoot	Medium	Minor

Route ID	Route Description	Topography/ Elevation	Attractiveness
P13	Bankfoot-Dunkeld	Medium	Minor
P14	Stanley-Luncarty	Medium	Minor
P15	Crieff-Comrie	Medium	Major
P16	Methven-Almondbank	Medium	Minor
P17	Broxden-Forteviot	Medium	Minor
P18	Forteviot-Auchterarder	Medium	Minor
P19	Auchterarder-Braco	Medium	Minor
D3	Inchture-Ninewells	Medium	Minor
S1	Braco-Dunblane	Medium	Minor
S2	Doune-Dunblane	Medium	Quiet
S3	Crianlarich-Tyndrum	Medium	Quiet
S4	Inverarnan-Ardlui	Low	Major
P20	Bridge of Earn-Abernethy	Low	Minor
P21	Abernethy - Newburgh	Medium	Minor

High = >50
 Medium = 10-50
 Low = <10

Quiet = Off-road route or quiet country road
 Minor = B road or quieter A road
 Major = A road or other major road

SCORES

DEMAND

Route ID	Route Description	Sustrans NPT Demand	Visitor Attractions	Average Score
A1	Brechin-Dun	1	3	2
A2	Dun-Montrose	3	3	3
A3	Stracathro-Brechin	1	1	1
A4	Kirriemuir-Forfar	3	3	3
A5	Montrose-Redcastle	1	1	1
A6	Redcastle-Arbroath	1	1	1
A7	Arbroath-Balmimer	1	1	1
A8	Balmimer-Carnoustie	1	1	1
A9	Carnoustie-Monifieth	3	3	3
A10	Forfar-Wellbank	1	1	1
A11	Monifieth-Broughty Ferry	3	1	2
D1	Broughty Ferry-Dundee	5	5	5
D2	Wellbank-Fintry	5	1	3
P1	Walnut Grove-St Madoes	1	1	1
P2	St Madoes-Inchture	1	1	1
P3	Alyth-Blairgowrie	1	1	1
P4	Couper Angus-Blairgowrie	3	1	2
P5	Blairgowrie-Craigie	1	1	1
P6	Craigie-Dunkeld	1	1	1
P7	Aberfeldy-Logierait	1	1	1
P8	Logierait-Dunkeld	1	3	2
P9	Logierait-Pitlochry	1	1	1
P10	Pitlochry-Killiecrankie	1	3	2
P11	Killiecrankie-Pitgowan	1	3	2
P12	Stanley-Bankfoot	1	1	1

Route ID	Route Description	Sustrans NPT Demand	Visitor Attractions	Average Score
P13	Bankfoot-Dunkeld	1	3	2
P14	Stanley-Luncarty	3	1	2
P15	Crieff-Comrie	1	1	1
P16	Methven-Almondbank	1	1	1
P17	Broxden-Forteviot	1	1	1
P18	Forteviot-Auchterarder	1	1	1
P19	Auchterarder-Braco	1	1	1
D3	Inchture-Ninewells	5	1	3
S1	Braco-Dunblane	1	1	1
S2	Doune-Dunblane	1	3	2
S3	Crianlarich-Tyndrum	1	5	3
S4	Inverarnan-Ardlui	1	5	3
P20	Bridge of Earn-Abernethy	3	1	2
P21	Abernethy - Newburgh	1	1	1

SCORES

DELIVERABILITY

Route ID	Route Description	Landownership	Road Space (Feasibility)	BCR/ Relative Cost	Funding	Maintenance	Average Score
A1	Brechin-Dun	5	3	5	3	1	3
A2	Dun-Montrose	5	3	3	3	5	4
A3	Stracathro-Brechin	3	3	3	3	1	3
A4	Kirriemuir-Forfar	3	5	5	3	3	4
A5	Montrose-Redcastle	3	3	1	3	1	2
A6	Redcastle-Arbroath	3	3	1	5	1	3
A7	Arbroath-Balmimer	3	5	1	5	3	3
A8	Balmimer-Carnoustie	3	5	1	3	3	3
A9	Carnoustie-Monifieth	3	5	5	3	3	4
A10	Forfar-Wellbank	5	3	1	3	1	3
A11	Monifieth-Broughty Ferry	3	3	5	5	3	4
D1	Broughty Ferry-Dundee	3	3	5	3	3	3
D2	Wellbank-Fintry	5	3	5	3	1	3
P1	Walnut Grove-St Madoes	5	1	5	3	1	3
P2	St Madoes-Inchture	5	3	1	3	3	3
P3	Alyth-Blairgowrie	5	3	3	3	1	3
P4	Couper Angus-Blairgowrie	5	3	5	3	1	3
P5	Blairgowrie-Craigie	5	1	3	3	1	3
P6	Craigie-Dunkeld	5	1	3	3	1	3
P7	Aberfeldy-Logierait	3	3	1	3	1	2
P8	Logierait-Dunkeld	3	3	1	3	1	2
P9	Logierait-Pitlochry	3	3	1	3	1	2
P10	Pitlochry-Killiecrankie	5	3	1	3	5	3
P11	Killiecrankie-Pitgowan	5	3	1	3	1	3

SCORES

DELIVERABILITY

Route ID	Route Description	Landownership	Road Space (Feasibility)	BCR/ Relative Cost	Funding	Maintenance	Average Score
P12	Stanley-Bankfoot	3	1	1	5	1	2
P13	Bankfoot-Dunkeld	5	3	1	5	1	3
P14	Stanley-Luncarty	3	3	5	5	1	3
P15	Crieff-Comrie	5	3	1	3	1	3
P16	Methven-Almondbank	5	1	3	3	1	3
P17	Broxden-Forteviot	5	3	3	3	1	3
P18	Forteviot-Auchterarder	5	3	1	3	1	3
P19	Auchterarder-Braco	5	3	3	3	1	3
D3	Inchture-Ninewells	3	3	5	3	1	3
S1	Braco-Dunblane	3	3	1	3	5	3
S2	Doune-Dunblane	3	1	1	3	1	2
S3	Crianlarich-Tyndrum	3	3	1	3	3	3
S4	Inverarnan-Ardlui	3	3	3	3	1	3
P20	Bridge of Earn-Abernethy	5	3	5	3	1	3
P21	Abernethy - Newburgh	5	3	3	3	1	3

SCORES

SOCIAL EQUALITY

Route ID	Route Description	SIMD	Car or Van Ownership	Average Score
A1	Brechin-Dun	3	3	3
A2	Dun-Montrose	1	3	2
A3	Stracathro-Brechin	3	3	3
A4	Kirriemuir-Forfar	3	3	3
A5	Montrose-Redcastle	3	3	3
A6	Redcastle-Arbroath	3	1	2
A7	Arbroath-Balmimer	1	1	1
A8	Balmimer-Carnoustie	1	3	2
A9	Carnoustie-Monifieth	1	3	2
A10	Forfar-Wellbank	1	3	2
A11	Monifieth-Broughty Ferry	1	3	2
D1	Broughty Ferry-Dundee	3	1	2
D2	Wellbank-Fintry	5	1	3
P1	Walnut Grove-St Madoes	1	3	2
P2	St Madoes-Inchture	1	5	3
P3	Alyth-Blairgowrie	3	3	3
P4	Couper Angus-Blairgowrie	1	3	2
P5	Blairgowrie-Craigie	1	5	3
P6	Craigie-Dunkeld	1	3	2
P7	Aberfeldy-Logierait	1	3	2
P8	Logierait-Dunkeld	3	3	3
P9	Logierait-Pitlochry	1	3	2
P10	Pitlochry-Killiecrankie	1	3	2
P11	Killiecrankie-Pitagowan	3	5	4
P12	Stanley-Bankfoot	1	3	2

Route ID	Route Description	SIMD	Car or Van Ownership	Average Score
P13	Bankfoot-Dunkeld	3	3	3
P14	Stanley-Luncarty	1	5	3
P15	Crieff-Comrie	1	3	2
P16	Methven-Almondbank	3	5	4
P17	Broxden-Forteviot	1	5	3
P18	Forteviot-Auchterarder	1	5	3
P19	Auchterarder-Braco	1	5	3
D3	Inchture-Ninewells	1	3	2
S1	Braco-Dunblane	1	3	2
S2	Doune-Dunblane	1	3	2
S3	Crianlarich-Tyndrum	3	3	3
S4	Inverarnan-Ardlui	3	5	4
P20	Bridge of Earn-Abernethy	3	5	4
P21	Abernethy - Newburgh	3	5	4

SCORES

PLACES

Route ID	Route Description	Healthcare	Town Centres	Education	Employment	Future Development	Existing Infrastructure	Greenspace/Leisure	Average Score
A1	Brechin-Dun	1	5	1	3	3	1	5	3
A2	Dun-Montrose	1	5	3	5	5	3	5	4
A3	Stracathro-Brechin	5	5	3	5	1	1	3	3
A4	Kirriemuir-Forfar	3	5	1	5	5	1	5	4
A5	Montrose-Redcastle	1	5	3	5	3	3	3	3
A6	Redcastle-Arbroath	3	5	5	5	5	3	5	4
A7	Arbroath-Balmimer	1	5	1	5	3	3	5	3
A8	Balmimer-Carnoustie	1	3	1	5	3	3	5	3
A9	Carnoustie-Monifieth	1	5	1	5	5	3	5	4
A10	Forfar-Wellbank	1	5	1	3	5	1	5	3
A11	Monifieth-Broughty Ferry	1	5	1	5	5	3	5	4
D1	Broughty Ferry-Dundee	3	1	5	3	5	3	5	4
D2	Wellbank-Fintry	1	1	3	3	5	3	5	3
P1	Walnut Grove-St Madoes	1	1	3	1	1	3	3	2
P2	St Madoes-Inchture	5	1	5	1	5	3	3	3
P3	Alyth-Blairgowrie	3	5	3	5	5	1	5	4
P4	Couper Angus-Blairgowrie	5	5	3	3	5	1	5	4
P5	Blairgowrie-Craigie	5	5	3	5	5	1	3	4
P6	Craigie-Dunkeld	1	5	1	1	3	3	5	3
P7	Aberfeldy-Logierait	5	5	1	1	5	3	1	3
P8	Logierait-Dunkeld	5	5	1	1	3	3	3	3
P9	Logierait-Pitlochry	3	5	3	5	3	3	3	4
P10	Pitlochry-Killiecrankie	3	5	1	5	3	3	5	4
P11	Killiecrankie-Pitgowan	1	1	1	1	1	3	5	2
P12	Stanley-Bankfoot	1	1	3	1	3	3	3	2

SCORES

PLACES

Route ID	Route Description	Healthcare	Town Centres	Education	Employment	Future Development	Existing Infrastructure	Greenspace/Leisure	Average Score
P13	Bankfoot-Dunkeld	3	5	5	1	1	3	3	3
P14	Stanley-Luncarty	1	1	3	1	3	1	5	2
P15	Crieff-Comrie	1	5	5	5	5	3	5	4
P16	Methven-Almondbank	1	1	3	1	5	3	3	2
P17	Broxden-Forteviot	1	1	1	1	5	3	1	2
P18	Forteviot-Auchterarder	3	5	3	5	5	1	3	4
P19	Auchterarder-Braco	3	5	3	1	5	1	3	3
D3	Inchture-Ninewells	5	1	3	5	5	3	5	4
S1	Braco-Dunblane	1	5	5	1	5	3	3	3
S2	Doune-Dunblane	5	5	3	1	1	3	1	3
S3	Crianlarich-Tyndrum	1	5	3	1	3	3	5	3
S4	Inverarnan-Ardlui	1	5	1	1	1	3	5	2
P20	Bridge of Earn-Abernethy	1	5	1	1	5	3	3	3
P21	Abernethy - Newburgh	1	5	3	1	5	1	5	3

SCORES

SAFETY

Route ID	Route Description	Barriers	Accidents	Average Score
A1	Brechin-Dun	5	1	3
A2	Dun-Montrose	3	1	2
A3	Stracathro-Brechin	5	1	3
A4	Kirriemuir-Forfar	1	1	1
A5	Montrose-Redcastle	1	3	2
A6	Redcastle-Arbroath	1	3	2
A7	Arbroath-Balmimer	3	1	2
A8	Balmimer-Carnoustie	5	1	3
A9	Carnoustie-Monifieth	1	1	1
A10	Forfar-Wellbank	5	1	3
A11	Monifieth-Broughty Ferry	1	5	3
D1	Broughty Ferry-Dundee	3	1	2
D2	Wellbank-Fintry	3	1	2
P1	Walnut Grove-St Madoes	5	1	3
P2	St Madoes-Inchture	5	1	3
P3	Alyth-Blairgowrie	5	5	5
P4	Couper Angus-Blairgowrie	3	5	4
P5	Blairgowrie-Craigie	3	1	2
P6	Craigie-Dunkeld	1	1	1
P7	Aberfeldy-Logierait	5	5	5
P8	Logierait-Dunkeld	3	5	4
P9	Logierait-Pitlochry	5	1	3
P10	Pitlochry-Killiecrankie	3	1	2
P11	Killiecrankie-Pitgowan	5	5	5
P12	Stanley-Bankfoot	5	1	3

Route ID	Route Description	Barriers	Accidents	Average Score
P13	Bankfoot-Dunkeld	5	3	4
P14	Stanley-Luncarty	5	1	3
P15	Crieff-Comrie	5	5	5
P16	Methven-Almondbank	1	1	1
P17	Broxden-Forteviot	5	1	3
P18	Forteviot-Auchterarder	5	3	4
P19	Auchterarder-Braco	5	1	3
D3	Inchture-Ninewells	3	3	3
S1	Braco-Dunblane	3	5	4
S2	Doune-Dunblane	5	3	4
S3	Crianlarich-Tyndrum	1	1	1
S4	Inverarnan-Ardlui	5	1	3
P20	Bridge of Earn-Abernethy	5	5	5
P21	Abernethy - Newburgh	5	1	3

SCORES

PUBLIC TRANSPORT

Route ID	Route Description	Bus Stops	Park & Ride	Rail	Average Score
A1	Brechin-Dun	5	1	1	2
A2	Dun-Montrose	5	1	1	2
A3	Stracathro-Brechin	5	1	1	2
A4	Kirriemuir-Forfar	5	1	1	2
A5	Montrose-Redcastle	5	1	3	3
A6	Redcastle-Arbroath	3	1	1	2
A7	Arbroath-Balmimer	3	1	3	2
A8	Balmimer-Carnoustie	5	1	5	4
A9	Carnoustie-Monifieth	5	1	5	4
A10	Forfar-Wellbank	3	1	1	2
A11	Monifieth-Broughty Ferry	3	1	5	3
D1	Broughty Ferry-Dundee	5	1	3	3
D2	Wellbank-Fintry	1	1	1	1
P1	Walnut Grove-St Madoes	1	1	1	1
P2	St Madoes-Inchture	1	1	1	1
P3	Alyth-Blairgowrie	1	1	1	1
P4	Couper Angus-Blairgowrie	1	1	1	1
P5	Blairgowrie-Craigie	1	1	1	1
P6	Craigie-Dunkeld	1	1	1	1
P7	Aberfeldy-Logierait	1	1	1	1
P8	Logierait-Dunkeld	1	1	1	1
P9	Logierait-Pitlochry	5	1	5	4
P10	Pitlochry-Killiecrankie	5	1	5	4
P11	Killiecrankie-Pitgowan	1	1	5	2
P12	Stanley-Bankfoot	1	1	1	1

Route ID	Route Description	Bus Stops	Park & Ride	Rail	Average Score
P13	Bankfoot-Dunkeld	1	1	5	2
P14	Stanley-Luncarty	1	1	1	1
P15	Crieff-Comrie	1	1	1	1
P16	Methven-Almondbank	1	1	1	1
P17	Broxden-Forteviot	1	3	1	2
P18	Forteviot-Auchterarder	1	1	1	1
P19	Auchterarder-Braco	1	1	1	1
D3	Inchture-Ninewells	1	1	3	2
S1	Braco-Dunblane	1	1	5	2
S2	Doune-Dunblane	1	1	5	2
S3	Crianlarich-Tyndrum	1	1	5	2
S4	Inverarnan-Ardlui	1	1	5	2
P20	Bridge of Earn-Abernethy	1	1	1	1
P21	Abernethy - Newburgh	1	1		1

SCORES

ENJOYABILITY

Route ID	Route Description	Topography/ Elevation	Attractiveness	Average Score
A1	Brechin-Dun	3	3	3
A2	Dun-Montrose	3	3	3
A3	Stracathro-Brechin	3	1	2
A4	Kirriemuir-Forfar	1	5	3
A5	Montrose-Redcastle	1	3	2
A6	Redcastle-Arbroath	1	3	2
A7	Arbroath-Balmimer	3	3	3
A8	Balmimer-Carnoustie	3	1	2
A9	Carnoustie-Monifieth	5	5	5
A10	Forfar-Wellbank	3	3	3
A11	Monifieth-Broughty Ferry	3	5	4
D1	Broughty Ferry-Dundee	5	5	5
D2	Wellbank-Fintry	3	3	3
P1	Walnut Grove-St Madoes	3	1	2
P2	St Madoes-Inchture	5	3	4
P3	Alyth-Blairgowrie	3	3	3
P4	Couper Angus-Blairgowrie	5	3	4
P5	Blairgowrie-Craigie	3	3	3
P6	Craigie-Dunkeld	1	3	2
P7	Aberfeldy-Logierait	3	3	3
P8	Logierait-Dunkeld	3	1	2
P9	Logierait-Pitlochry	3	1	2
P10	Pitlochry-Killiecrankie	3	1	2
P11	Killiecrankie-Pitgowan	3	1	2
P12	Stanley-Bankfoot	3	3	3

Route ID	Route Description	Topography/ Elevation	Attractiveness	Average Score
P13	Bankfoot-Dunkeld	3	3	3
P14	Stanley-Luncarty	3	3	3
P15	Crieff-Comrie	3	1	2
P16	Methven-Almondbank	3	3	3
P17	Broxden-Forteviot	3	3	3
P18	Forteviot-Auchterarder	3	3	3
P19	Auchterarder-Braco	3	3	3
D3	Inchture-Ninewells	3	3	3
S1	Braco-Dunblane	3	3	3
S2	Doune-Dunblane	3	5	4
S3	Crianlarich-Tyndrum	3	5	4
S4	Inverarnan-Ardlui	5	1	3
P20	Bridge of Earn-Abernethy	5	3	4
P21	Abernethy - Newburgh	3	3	3

SCORES

RESULTS

Route ID	Route Description	Total Score (criteria averaged)	Total Average (without Demand)	Total Average (without Deliverability)	Total Average (without Social Equality)	Total Average (without Places)	Total Average (without Safety)	Total Average (without Public Transport)	Total Average (without Enjoyability)
A1	Brechin-Dun	19	17	16	16	17	16	17	16
A2	Dun-Montrose	20	17	16	18	16	18	18	17
A3	Stracathro-Brechin	17	16	15	14	14	14	15	15
A4	Kirriemuir-Forfar	20	17	16	17	16	19	17	17
A5	Montrose-Redcastle	16	15	14	13	13	14	13	14
A6	Redcastle-Arbroath	16	15	13	14	11	14	14	14
A7	Arbroath-Balmimer	16	15	13	15	13	14	14	13
A8	Balmimer-Carnoustie	18	17	15	16	15	15	14	16
A9	Carnoustie-Monifieth	22	19	18	20	18	21	18	17
A10	Forfar-Wellbank	16	15	14	14	13	13	15	13
A11	Monifieth-Broughty Ferry	21	19	18	19	18	18	18	17
D1	Broughty Ferry-Dundee	24	19	21	22	20	22	21	19
D2	Wellbank-Fintry	18	15	15	15	15	16	17	15
P1	Walnut Grove-St Madoes	14	13	11	12	12	11	13	12
P2	St Madoes-Inchture	18	17	15	15	15	15	17	14
P3	Alyth-Blairgowrie	20	19	17	17	16	15	19	17
P4	Couper Angus-Blairgowrie	20	18	17	18	16	16	19	16
P5	Blairgowrie-Craigie	16	15	14	13	13	14	15	13
P6	Craigie-Dunkeld	12	11	10	10	10	11	11	10
P7	Aberfeldy-Logierait	17	16	15	15	14	12	16	14
P8	Logierait-Dunkeld	17	15	15	14	14	13	16	15
P9	Logierait-Pitlochry	17	16	15	15	14	14	14	15
P10	Pitlochry-Killiecrankie	19	17	15	17	15	17	15	17
P11	Killiecrankie-Pitagowan	20	18	17	16	18	15	17	18

SCORES

RESULTS

Route ID	Route Description	Total Score (criteria averaged)	Total Average (without Demand)	Total Average (without Deliverability)	Total Average (without Social Equality)	Total Average (without Places)	Total Average (without Safety)	Total Average (without Public Transport)	Total Average (without Enjoyability)
P12	Stanley-Bankfoot	14	13	12	12	12	11	13	11
P13	Bankfoot-Dunkeld	20	18	17	17	17	16	18	17
P14	Stanley-Luncarty	18	16	14	15	15	15	17	15
P15	Crieff-Comrie	18	17	15	16	14	13	17	16
P16	Methven-Almondbank	15	14	12	11	13	14	14	12
P17	Broxden-Forteviot	17	16	14	14	15	14	15	14
P18	Forteviot-Auchterarder	18	17	16	15	15	14	17	15
P19	Auchterarder-Braco	17	16	14	14	14	14	16	14
D3	Inchture-Ninewells	20	17	17	18	16	17	18	17
S1	Braco-Dunblane	19	18	16	17	15	15	16	16
S2	Doune-Dunblane	19	17	17	17	16	15	17	15
S3	Crianlarich-Tyndrum	16	16	16	16	16	18	17	15
S4	Inverarnan-Ardlui	20	17	18	16	18	17	18	17
P20	Bridge of Earn-Abernethy	22	20	19	18	19	17	21	18
P21	Abernethy - Newburgh	18	17	15	14	15	15	17	15

SCORES

PHASING

Route ID	Route Description	Total Score (criteria averaged)	New Phase	Status
D1	Broughty Ferry-Dundee	24	1	Part of this may fall under the dundee strategy
P20	Bridge of Earn-Abernethy	22	1	Already under construction/constructed
A9	Carnoustie-Monifieth	22	1	
A11	Monifieth-Broughty Ferry	21	1	Already under construction/constructed
S4	Inverarnan-Ardlui	20	1	
P13	Bankfoot-Dunkeld	20	1	
P4	Couper Angus-Blairgowrie	20	1	
A2	Dun-Montrose	20	1	
P3	Alyth-Blairgowrie	20	1	
P11	Killiecrankie-Pitagowan	20	1	
A4	Kirriemuir-Forfar	20	1	Being explored by Sustrans
A1	Brechin-Dun	19	2	
S3	Crianlarich-Tyndrum	19	2	Part is already constructed - off-road path
S2	Doune-Dunblane	19	2	
P10	Pitlochry-Killiecrankie	19	2	
S1	Braco-Dunblane	19	2	
D2	Wellbank-Fintry	18	2	
P2	St Madoes-Inchture	18	2	Being explored as part of Tay City Way project
P18	Forteviot-Auchterarder	18	2	
P21	Abernethy - Newburgh	18	2	Already under construction/constructed
P15	Crieff-Comrie	18	2	

Route ID	Route Description	Total Score (criteria averaged)	New Phase	Status
A8	Balmimer-Carnoustie	18	2	
P14	Stanley-Luncarty	18	3	
P9	Logierait-Pitlochry	17	3	
A3	Stracathro-Brechin	17	3	
P8	Logierait-Dunkeld	17	3	
P7	Aberfeldy-Logierait	17	3	
P19	Auchterarder-Braco	17	3	
P17	Broxden-Forteviot	17	3	
A5	Montrose-Redcastle	16	3	
P5	Blairgowrie-Craigie	16	3	
A10	Forfar-Wellbank	16	3	
A7	Arbroath-Balmimer	16	3	Part of this at detailed or technical design/ construction
A6	Redcastle-Arbroath	16	4	Part of this at detailed or technical design/ construction
P16	Methven-Almondbank	15	4	
P12	Stanley-Bankfoot	14	4	
D3	Inchture-Ninewells	14	4	Being explored as part of Tay City Way project
P1	Walnut Grove-St Madoes	14	4	
P6	Craigie-Dunkeld	12	4	