Our vision is a Perth and Kinross where everyone can live life well, free from poverty and inequality

Committee or Board:	**Economy & Infrastructure Committee**
Date of Meeting:	**28 May 2025**
Report Title:	**Active Travel Prioritisation Delivery Plan**
Report Number:	**25/132**
Report Author:	**Blair Watt, Road Safety Project Officer**
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1. Purpose

1.1 The purpose of this report is to update Committee on Active Travel in Perth and Kinross. It provides an update on projects completed in 2024/25, details the funding provided by Transport Scotland in 2025/26 and seeks Committee approval of the Active Travel Prioritisation Delivery Plan.

1.2 Sections

1. Purpose
2. Recommendation(s)
3. Background/Context
4. Proposals
5. Conclusion
6. Impact Value Assessment
7. Appendices

2. Recommendations

It is recommended that the Committee:

2.1 Notes the changes in Active Travel Infrastructure funding.

2.2 Notes the projects implemented from Tier 1 and other external grant funding for 2024/25 as detailed at Appendix 1.

2.3 Approves the Prioritisation Delivery Plan as detailed in Appendix 2.

2.4 Approves delegation of projects for delivery to the Strategic Lead Environment & Infrastructure, within available funding, based on the prioritised list of projects which have been subject to the criteria set out in the Prioritisation Delivery Plan.

3. Background/Context

3.1 In 2024/25, Transport Scotland changed the funding arrangements for Active Travel in Scotland. The previous Cycling, Walking and Safer Routes (CWSR) programme was ended and the Active Travel Infrastructure Fund created. The distribution of the funding has also changed. Tier 1 funding, awarded to all local authorities, is now provided to the Council as part of its block grant rather than as an individual CWSR grant. This provides greater flexibility than with the previous CWSR. Tier 2 funding, designed for larger scale active travel projects and is match funded, is allocated through an application process.

3.2 Tier 1 funding must be spent on Active Travel related initiatives or local authorities risk losing or a reduction in funding.

3.3 The methodology for awarding Active Travel funding to local authorities has also changed. The methodology has been designed to ensure that allocations are consistent with our shared policy priorities and are focused on inequality and delivering modal shift – enabling more people to make the switch from their cars to Active Travel, while ensuring that all areas of Scotland are supported. It also introduces a minimum £200,000 allocation for each local authority which has led to local authorities with smaller populations and less areas of deprivation seeing a reduction in funding.

3.4 In 2024/25 Perth and Kinross Council received a capital grant of £738,757 for Active Travel Infrastructure. As the previous years funding was £982,182, this is a reduction of £243,425 or 25% from the previous year's CWSR funding.

3.5 Transport Scotland's long-term vision for active travel in Scotland 2030 is to make walking or cycling the most popular choice for shorter everyday journeys, by making it safer, easier and available to everyone. It is intended to achieve many outcomes, including better health, having attractive, safe communities and increased economic activity.

Tier 1 Active Travel Infrastructure Fund (ATIF) 2024/25

3.6 At its meeting on 29 May 2024 (Report No 24/162 refers), the Economy and Infrastructure Committee approved a list of works to be funded from the anticipated 2024/25 Scottish Government grants of £982,000 for CWSR projects. However, the actual grant received was significantly lower (£738,757). This was due to the changes detailed above.

3.7 The Traffic and Network team were successful in applications for externally sourced grant funding. This led to a collaborative approach to a number of projects.

3.8 In total, £549,716 of actual works was funded in 2024/25 from Tier 1 and other external funding grants. In addition, £420,025 was received in external grant funding. £170,257 was received through working with Cycling Scotland to install cycle parking through Perth and Kinross. £80,000 was received from Paths for All for Construction of the shared-use path at Jeanfield Swifts stadium. £120,403 was provided in Transport Scotland's Local Authority Direct Award grant. £49,365 was secured from Sustrans NCN development fund for a feasibility study on Tay Street and construction of shared-use path from the Fife Council boundary to Benarty Road. This coincided with work carried out by Fife Council linking Kelty to Cowdenbeath.

3.9 Staff costs of £86,049 were claimed against Tier 1 funding. This is a reduction from previous years due to staff redeployment to national and local priorities such as the introduction of national pavement parking ban, CTLR mitigation measures and national 20mph speed limit strategy.

3.10 Several projects initiated during 2024/25 did not progress as planned for various reasons such a building warrants, available budget or land issues. Additionally, some projects that commenced construction in 2024/25 were not completed until early 2025/26. Consequently, this resulted in an underspend of £182,992. The funding was carried forward into 2025/26 to ensure the completion and delivery of these previously agreed projects.

3.11 Due to changes in funding introduced by Transport Scotland, Tactran confirmed that they were not provided with any infrastructure funding for 2024/25 so no applications were submitted by them.

3.12 The projects delivered during 2024/25 have provided improvements for the most vulnerable road users in our communities. The measures include improvements to dropped kerbs, signalized junction to assist pedestrians, provision of missing link footways and shared use link to assist and encourage pedestrians and cyclists in local communities to use active travel for everyday journeys. A contribution was also made to feasibility and design work on making Dunkeld train station more accessible for walkers, wheelers and cyclists. A breakdown of each project and its costs can be found in appendix 1.

3.13 Walking and cycling benefits the individual with not just physical health benefits but also provides benefits for mental health, the environment and keeping people’s transport costs down. Perth and Kinross is committed to making it easier for everyone to incorporate Active Travel choices into their daily routines.

Tier 2 Active Travel Infrastructure Fund (ATIF) 2024/25

3.14 PKC did not have any projects that were “construction ready” so no applications were submitted for Tier 2 funding in 2024/25.

4. Proposal – Active Travel Prioritisation Delivery Plan

4.1 Perth and Kinross Council commissioned Arup to develop an Active Travel Prioritisation Delivery Plan for Active Travel routes identified in master plans and strategies across the PKC area, as well as other route proposals developed by internal PKC teams and local community groups.

4.2 A number of Active Travel Masterplans (ATMs) have been developed for the PKC region. These include:

- Perth Cycle Network Masterplan (2018) which aims to create a coherent cycle network in Perth.
- Kinross-shire Active Travel Masterplan (2024) which identifies and prioritises active travel interventions to encourage short everyday journeys.
- Tactran Regional Active Travel Network (2023) which establishes a framework for developing regional active travel routes, with the aim of providing connections between settlements, neighbourhoods and major trip destinations.

4.3 The purpose of this commissioned work was to develop a robust and evidence-led Multi-Criteria Assessment (MCA) to prioritise routes in the ATMs and additional routes identified by PKC teams and local community groups.

4.4 The methodology used to develop the prioritisation is informed by and aligns with key policies and objectives outlined in the Perth and Kinross Mobility Strategy. This strategy sets out future direction and policy focus for transport in the Perth and Kinross Council area.

4.5 The delivery plan scores projects against a set criteria that aligns with the Mobility Strategy and national guidance/best practice on Active Travel Infrastructure. The Criteria includes:

- Deliverability – How deliverable is a route? Within adopted road? Cost/ Additional permissions?
- Social Deprivation – Will the route serve areas with high levels of deprivation?
- Potential users – How many people will be able to access the route?
- Public Transport – Does the route connect to the wide public transport network?
- Safety – Will the route serve areas with high levels of deprivation?
- Connectivity – does it link into key trips generators? Health Services? Employment? Leisure Facilities? Education? Etc
- Air Quality Management – Will the route reduce traffic in area with poor air quality?
- Rurality – Does the route provide connections to rural areas?

4.6 Each criteria was given a score of high/medium/low (5/3/1) depending on how the proposed route serviced the different criteria. For example, a route that serviced no school was given a score of one, a route that serviced one or two schools was given a score of three and a route that serviced more than two schools was given five.

4.7 So that the MCA can be tailored to suit different planning objectives, a variable weighting approach was tested. This allows different criteria to be given a higher or lower weighting in the final score.

4.8 A range of different approaches were tested including weighting all criteria equally, prioritising deliverability over other criteria and weighting each criteria according to how well they aligned with the Mobility Strategy transport planning objectives.

4.9 The Prioritisation Delivery Plan will be used to identify projects for delivery for future years.

4.10 Funding for the delivery plan will come from Tier 1 Active Travel Infrastructure Fund and applications will be submitted to Transport Scotland for Tier 2 active travel funding. Depending on the scale of some projects Capital budget may need to be identified to provide match funding.

4.11 New projects will be added to the Prioritised Delivery Plan as and when they are identified. These projects may be identified by internal PKC teams or local community groups. The list will be managed by the Active Travel Co-Ordinator within the Traffic and Network team which will ensure there is a consistent approach to scoring of each project.

4.12 This report seeks approval of the Prioritisation Delivery Plan so that it can be used to identified and progress Active Travel infrastructure in Perth and Kinross.

4.13 The full report on the Perth and Kinross Active Travel Prioritisation Delivery Plan including the prioritised list of projects can be found in appendix 2.

Tier 1 Active Travel Infrastructure Fund (ATIF) 2025/26

4.14 In 2025/26 Perth and Kinross Council (PKC) has been awarded £796,000 from Transport Scotland for Tier 1. This funding will be used to deliver Active Travel projects where we have given a previous commitment to and projects identified as part of the Prioritised Delivery Plan as detailed above.

4.15 Depending on the success of our Tier 2 applications, Tier 1 may be utilised for construction of unsuccessful Tier 2 projects or to procure additional resources to carry out feasibility and design for projects identified in the delivery plan.

Tier 2 Active Travel Infrastructure Fund (ATIF) 2025/26

4.16 Transport Scotland opened funding for Tier 2 active travel infrastructure 2025/26 on 16 January 2025, with applications required to be submitted by 14 February 2025.

4.17 Transport Scotland confirmed that only local authorities, Regional Transport Partners (TACTRAN for PKC) or National Park could apply for Tier 2. They also provided an update on Sustrans Place for Everyone fund (PfE).

4.18 Transport Scotland confirmed that from 2025/26 PfE will cease to exist and projects would transition to the new Tier 2 application process administered by Transport Scotland. This has resulted in significant changes to Sustrans operations and has removed the ability for local community groups to engage with Sustrans to pursue local priorities.

4.19 Projects must be designed and constructed in accordance with guidelines provided in Cycling by Design 2021.

4.20 Tier 2 caters to two types of applications. Projects that are at a construction ready stage can apply for match funding of construction costs, which will likely be 70% but may vary depending on the type of project. Transport Scotland will not cover the cost of higher amenity materials than they deem necessary. This is to ensure best value for ATIF. Alternatively, projects that require design work will be funded at 100% and divided into two stages: Stage 0-2 (feasibility, business case, and concept design) and Stage 3-4 (detailed design and works package ready for construction)

4.21 The Traffic and Network team have submitted six bids to the Tier 2 Active Travel Infrastructure Fund 2025/26. These include two bids for construction ready projects and four bids for design. In total, £1,190,000 was applied for Tier 2 funding. The bids are as follow:

- Scone to Scone Airport Active Travel route - £490,000 construction bid
- Dunkeld train station accessibility improvements - £150,000 construction bid submitted on behalf of Network Rial.
- Errol to Grange Corridor - £100,000 Stage 3-4 design bid
- Glasgow Road Corridor - £300,000 Stage 0-2 design bid
- Marshall Place Corridor - £100,000 Stage 0-2 design bid
- Kinross Park and Ride to High Street corridor - £50,000 Stage 0-2 design bid.

4.22 At the time of writing 28 April 2025 we are still awaiting confirmation of the status of our bids.

5. Conclusion

5.1 Implementation of the Active Travel Prioritisation Delivery Plan will create a prioritised list of projects for introduction through Active Travel budgets. Projects will be added and progressed to the prioritised list as and when they are requested with delivery subject to available funding.

5.2 The list, which will be a live document and available at any time for Elected Members to view, will create a project pipeline for Perth and Kinross so that applications can be made to external funders.

5.3 Progression of projects will be delegated to the Strategic Lead Environment & Infrastructure from the prioritised list within the available funding. The additional flexibility provided by Tier 1 funding being awarded as block grant will help to support the delivery of projects between financial years without the restrictions of needing to spend by the end of any one financial year.

6. Impact and Value Assessment

Active_Travel_Prioritisation_Delivery_Plan.pdf

7. Appendices

7.1 Appendix 1 - 2024/25 Completed Projects list

7.2 Appendix 2 - Active Travel Prioritised Delivery Plan

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Appendix 1 – Active Travel Infrastructure 2024/25

Active Travel Infrastructure – Tier 1		
Project		**Costs**
Signalised junction West Moulin Road/Atholl Road in Pitlochry.		**£78,020**
Construction of signalised junction at the junction of West Moulin Road and Atholl Road in Pitlochry to improve pedestrian safety.		
Auchterarder Shared Use Path		**£129,504**
Construction of shared use path and green route on at the A824 from the town boundary to B8062 Grand Eagles junction to improve safety and encourage more walking, wheeling and cycling.		
Auchterarder High Street – Dropped kerb improvements		**£13,705**
Removal of existing uneven dropped kerbs across private access and construction of continuous footways to improve access for walking and wheeling, particularly those with mobility issues.		
Jeanfield Swifts Shared Use Path		**£98,600** (part funded by Paths for All)
Construction of shared use path to provide missing link between existing cycle infrastructure and Riverside stadium to encourage more active travel.		
Forgandenny Footpath		**£38,354**
Construction of footway along B935 to improve pedestrian safety to core of the village.		
Dunkeld train station access improvements		**£50,000**
Contribution to Network Rail for feasibility and design work for the improvement of infrastructure to Dunkeld train station.		
Perth Road Birnam – Puffin Crossing and footways		**£20,008**
Installation of a puffin crossing and footways on Perth Road Birnam to improve pedestrian safety accessing to and from the school. (Project spans two financial years)		
Wardside Muthill – footway improvements		**£96,525**
Construction of new footway and resurfacing existing footway to improve pedestrian safety into Muthill Primary School.		
Stormont Road Scone – Dropped kerbs improvements		**£25,000**
Installation of dropped kerbs along Stormont Road to improve pedestrian access particularly for those with mobility issues.		
Staff costs		**£86,049**
Staff costs and miscellaneous design costs for projects not listed		
Total		**£635,765**
Sustrans National Cycle Network Development Fund		
Project		**Costs**
Tay Street Feasibility		**£49,365**
Feasibility study and business case to look at Active Travel infrastructure improvements to Tay Street to link the North and South Inch which forms part of the national cycle network 77 and 775.		
Cycling Scotland – Cycle Parking Grant Fund		
Location	**Cycle Parking Provided**	**£170,257**
Aberfeldy, Breadalbane Terrace	Secure cycle parking for 10 bikes, PKC housing	

Aberfeldy, Chapel Street	Secure cycle parking for 6 bikes, managed by Tay Valley Connnections	
Aberfeldy, Town Hall	Secure cycle parking for 6 bikes, managed by Tay Valley Connnections	
King George V Playing fields	Bike shelter for 10 bikes	
Crieff, Milnab St	Secure cycle parking for 10 bikes, PKC housing	
Crieff, Murrayfield Loan	Secure cycle parking for 10 bikes, PKC housing	
Errol, Park carpark, next to Errol Parish Church	Secure cycle parking for 6 bikes, managed by Errol Community Council	
Errol, next to bus stop near Lass o Gowrie	Sheffield stand	
Fearnan	Two Sheffield stands	
Glendoick	Two Sheffield stands	
Community School of Auchterarder	Secure cycle storage for 20 bicycles with steel cladding	
Arngask Village Hall (Glenfarg)	Secure cycle parking for Glenfarg Freewheelers and bike shelter for village hall and nearby bus stop	
Perth, Bells (Giraffe)	Secure cycle parking for 12 bikes for Giraffe	
Perth, Carers Hub in North Muirton	Secure cycle parking for 6 bikes for PKAVS	
Pitlochry, Kennedy Place hardstanding	Secure cycle parking for 10 bikes, PKC housing	
Denmarkfield allotments	Bike stand and planters for community allotments	
Rattray, 1-30 Glenalmond Terrace	Secure cycle parking for 10 bikes, PKC housing	
Rattray, 78-82 Glenalmond Road	Secure cycle parking for 10 bikes, PKC housing	
St Madoes	Bike shelter by main bus stop	
Walnut Grove	Hardstanding for bookable secure bike parking to be installed in 2025/25	
Watergate	Toast rack for staff cycle parking	
Pomarium Street	Secure cycle parking for asylum seeker pool bikes	
Jeanfield Swift - Riverside - NCN	Hamble cycle shelter	
Riverside Church	Barratt Shelter with 4 stand toast rack (large space left for oversized bike)	
South Inch	Barratt Shelter with 5 stand toast rack	
Victoria Street / Scott Street, PKC Housing	10 cycle hamble c/w sliding gates and padlock (12 keys)	
Dunkeld Road Shops	2 lots of two sub surface stainless steel sheffield stands	
St Johnstouns Building	10 cycle hamble c/w sliding gates and padlock (12 keys)	
Bells Sports Centre	Install new stands and flashings to the door, to allow the Bike Nests to hold larger e-bikes	

Local Authority Direct Award Grant – Transport Scotland	
Project	**Costs**
Active Travel Prioritisation Delivery Plan	**£24,997**
Commissioning of Arup to produce the Active Travel Prioritisation Delivery Plan report and methodology	
Cycle Path Maintenance	**£10,000**
Working in partnership with Roads Maintenance and CTLR contractor to carry out cycle path maintenance.	
A94 and A824 Detailed Design work	**£85,406**
Commissioning of consultants to carry out design work on A824 and A94 active travel routes.	

Total spent on Active Travel in Perth and Kinross 2024/25	**£975,790**

Appendix 2

ARUP

Perth & Kinross Council

Perth & Kinross Active Travel Prioritisation Delivery Plan

Summary Report

Reference: REP / 001

1 | 24 March 2025

Job number 305915-00

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1. Introduction

Arup has been commissioned by Perth and Kinross Council (PKC) to develop an Active Travel Prioritisation Delivery Plan for active travel routes identified in masterplans and strategies across the PKC area, as well as other route proposals developed by the PKC Network Team and local community groups.

1.1 Project Background

A number of Active Travel Masterplans (ATMs) have previously been developed for the Perth and Kinross region. These include:

- Perth Cycle Network Masterplan (2018), which aims to create a coherent cycle network in Perth by defining route alignments, identifying major destinations, and assessing the likely benefits.
- Kinross-shire Active Travel Masterplan (2024), which identifies and prioritises active travel interventions to encourage short everyday journeys, as well as placemaking interventions.
- Tactran Regional Active Travel Network (2023), which establishes a framework for developing regional active travel routes, with the aim of providing connections between settlements, neighbourhoods, and major trip destinations. This covers the local authorities of Angus, Dundee City, Perth and Kinross, and Stirling.

The interventions proposed in these masterplans are a starting point to enable PKC to identify funding opportunities to develop feasibility and design of potential options, undertake public and stakeholder consultation, and move towards implementation.

The purpose of this commission is to develop a robust and evidence-led Multi-Criteria Assessment (MCA) to prioritise routes in the ATMs and additional routes identified by the PKC Network Team and local community groups. The methodology used to develop the prioritisation is informed by and aligns with key policies and objectives outlined in the Perth and Kinross Mobility Strategy. This strategy sets out future direction and policy focus for transport in the Perth and Kinross Council area.

1.2 Report Structure

This report summarises the methodology of the Multi-Criteria Assessment and the recommended prioritised delivery of interventions.

1. Introduction
2. Multi-Criteria Assessment Methodology
3. Prioritisation
4. Summary

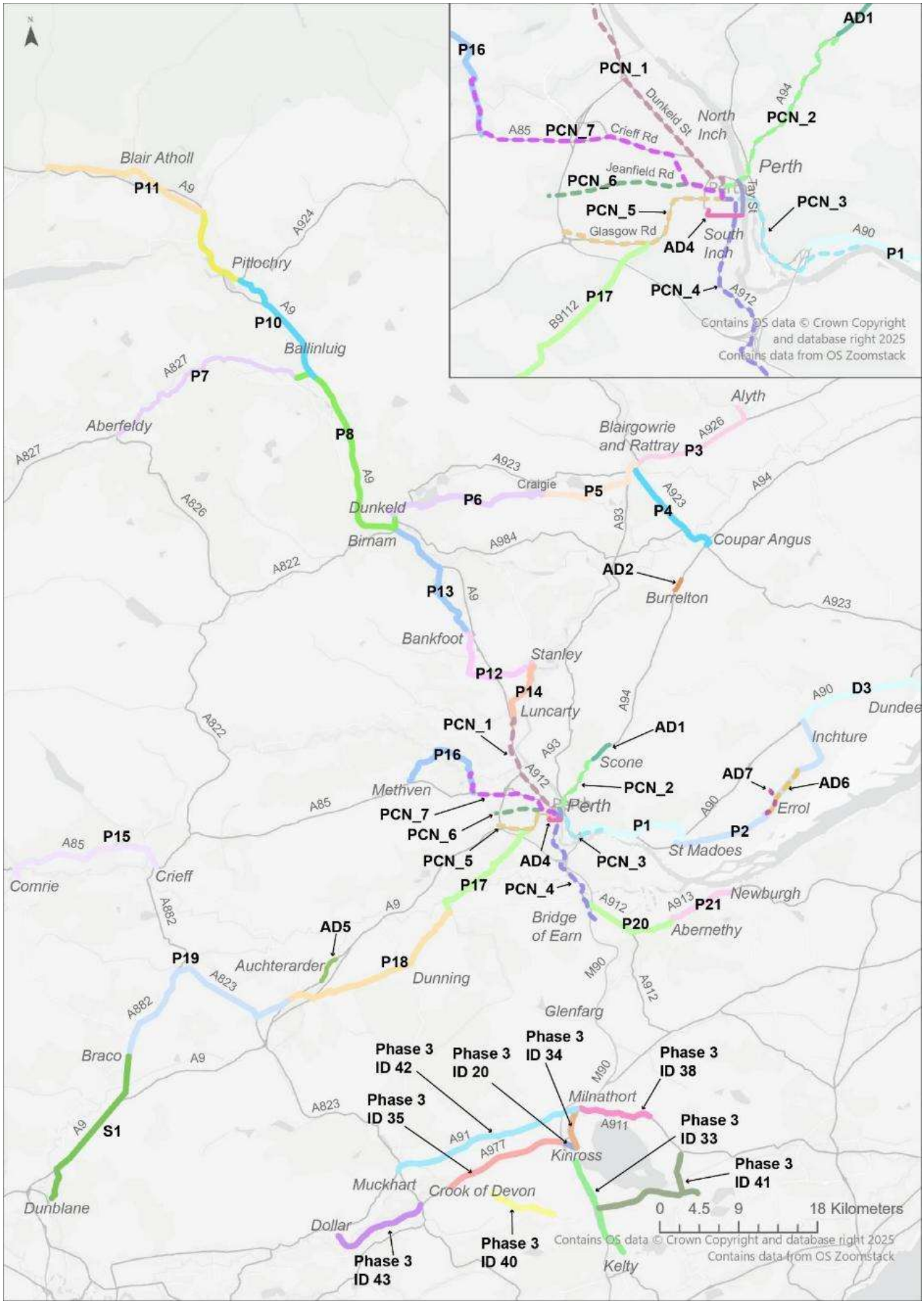

Figure 1. Map of all routes within the Multi Criteria Assessment Framework. The colours of the routes are to visually distinguish between routes and have no other meaning. Routes with dashed lines are those which overlap at some point with others.

2. Multi-Criteria Assessment Methodology

This section outlines the evidence-led methodology that has been used to analyse and prioritise the routes. It was agreed with PKC officers that a data led MCA was the most appropriate method to compare the routes as it enables a consistent and transparent approach to comparing and prioritising interventions, while also allowing for policy objectives to underpin and inform the process. The stages of the development of the MCA, weighting and tiering can be seen in Figure 2.

Figure 2. Project Stages.

2.1 Specifying the List of Routes

It was agreed that only route-based interventions would be included as part of the prioritisation, and that other types of active travel proposals (such as wayfinding, new crossings, cycle parking, etc.) would be excluded. This was to ensure consistency in the scoring approach while also supporting the delivery of the larger scale route-based interventions.

It was also decided that only the primary routes from the Perth Cycle Masterplan would be brought into the prioritisation assessment. The secondary routes followed very similar alignments to the primary routes and therefore would not provide significant differentiation in the scoring.

The finalised list of 47 routes contained projects from the following strategies:

- Perth Cycle Network;
- Tactran regional Active Travel Network;
- Kinross-shire Active Travel Masterplan; and
- Additional Routes provided by PKC for inclusion in the MCA.

2.2 Data Collection / Compilation

Prior to undertaking the analysis and scoring, data was collated to understand the current transport, demographic and economic context of the council area, as well as to inform the assessment process. Data was sourced from a variety of publicly available open sources, as well as existing data from previous ATMs.

The routes were mapped in ArcGIS Pro, along with any supporting data sources. Table 1 outlines the data which was used in the MCA.

Table 1: Data sources.

Type of Data	Source
Adopted Road Boundary	PKC
Typical Costs of Cycling Interventions	Department for Transport (DfT), Office for National Statistics, recent project experience
Railway Lines	ArcGIS Open Data
Trunk Roads	Transport Scotland
SIMD	Scottish Government
Population	National Records Scotland

Transport Hubs	UK Government
Collision Hotspots	Department for Transport (DfT)
Amenities, Leisure, GPs, Hospitals, Green Spaces, Schools	Open Street Map and Open Data – Improvement Service
Employment	Tactran Story Map
National Cycle Routes and Core Paths	Sustrans Open Data, Scottish Government
Air Quality Management Area	PKC
Rural Areas	National Records Scotland
Car / Van Ownership	National Records Scotland
Visitor Attractions	Association of Leading Visitor Attractions
Urban / Rural Area Classifications	Scottish Government
Planned Developments	PKC
Active Travel Route Extents	PKC, Tactran
Roads and Highways	OS Open Data

2.2.1 ArcGIS Pro and Feature Manipulation Engine

An ArcGIS Pro database was set up for use during the project. Any spatial data utilised was collated into this database, to allow visual mapping of data alongside the routes.

Given the number of projects being assessed and the data-driven approach to the MCA, a Feature Manipulation Engine (FME) workspace was used to automate most of the processes outlined in Table 3. FME is a software platform developed for geospatial data integration and can be used to automate data processing and transformation tasks. This significantly improved the efficiency and accuracy of the assessment process.

2.3 Cost

High level cost estimates for each route were developed using DfT cost estimates (2017) amended for inflation using the 'Building Cost Inflation Index', as well as recent project experience. All estimates were based on routes adhering to Cycle by Design guidance, such as having a protected space for cycling alongside roads with high vehicle numbers and/or speeds.

2.4 Active Mode Appraisal Toolkit

After assessment of the available data and discussion with the PKC client team, it was agreed that the Active Mode Appraisal Toolkit (AMAT) would not be used to calculate the Benefit Cost Ratio (BCR) of the routes. This decision was taken both due to the lack of high-quality data required to accurately calculate the BCR, but also as the MCA itself provided an assessment of the impact and costs of the proposed routes.

2.5 Questions and Criteria

The assessment criteria for the MCA were developed through:

- Reviewing assessment criteria used in the Perth, Kinross-shire, and Tactran active travel masterplans;
- Aligning with Transport Planning Objectives in the PKC Mobility Strategy;
- Applying best practise criteria relating to the delivery and impact of active travel routes; and

- Working with available data. For example, there was no available data relating to existing active travel conditions on each route or potential political support meaning evidence led scores could not developed based on these factors.

The eight assessment criteria selected to inform the MCA are shown in Table 2 below.

Criteria	Sub-Criteria	Question
Deliverability	Adopted Road	How much of the route is on PKC adopted road?
	Cost	What is the anticipated cost of the route?
	Additional Permissions	Will the route require significant additional permissions? E.g. from Network Rail or Transport Scotland?
Social Deprivation	SIMD 1-2	Will the route serve areas with high levels of deprivation?
Potential Users	Population	How many people will be able to access the route?
Public Transport	Transport Hubs	Does the route connect to the wider public transport network?
Safety	Collision Hotspots	Will the route improve safety in an area with frequent road traffic accidents?
Connectivity	Amenities / Leisure	Does the route connect people to amenities and leisure facilities?
	Employment	Does the route connect people to their workplaces?
	Access to GPs	Does the route connect people to GPs?
	Access to Hospitals	Does the route connect people to hospitals?
	Education	Does the route provide a safe connection to schools and educational facilities?
	Planned Developments	Will the route provide connections to new developments?
	Other Active Travel Infrastructure	Does the route connect with the wider active travel network?
Air Quality Management	AQMA	Will the route help to reduce traffic in areas with poor air quality?
Rurality	Rural area	Does the route provide connections to rural areas?

Table 2: Assessment Criteria.

For each of the criteria and sub-criteria a data-driven methodology was developed to quantify the impact of each proposed route. Refining the criteria was an iterative process dependant on the usability and availability of recent, high-quality data, as well as continuous input from PKC officers.

The scoring approach for each of the criteria has been specified in as much detail as possible, to remove any subjectivity from the scoring. Table 3 shows the MCA criteria name, the relevant question, and the methodology used for scoring.

2.6 Scoring Method / Weighting

Each of the sub-criteria was given a score of high/medium/low (5/3/1) based on the methodology outlined in Table 3. Key scoring metrics (such as counts of amenities, population, and distance to key sites) were

calculated using an automated FME workflow, as described in Section 2.2.1. Scores of 5/3/1 were then assigned in the MCA Workbook Excel file based on the scoring thresholds set out in Table 3.

Given that some of the criteria have multiple sub-criteria, the following formula was used to ensure that each of the criteria had an equal weighting in the final score:

Criteria Score = Sum of sub-criteria scores / Number of Sub-Criteria

The final score for each route was the sum of all the criteria scores, divided by the length of the route. The "*per KM*" approach was agreed in collaboration with PKC officers to ensure that the prioritisation was not biased towards longer routes.

2.6.1 5/3/1 Criteria

The following approach was taken to ensure consistency when choosing thresholds for the scores of one, three, or five:

- Where the raw data for a given criteria was within a small range of integer values, the score thresholds were chosen manually to obtain a reasonable spread. For example, almost all routes were near either zero, one, or two schools, and so the following thresholds were chosen to assign scores in a way which split the data evenly:
    - Score 1: Near zero schools.
    - Score 3: Near one or two schools.
    - Score 5: Near more than two schools.
- Where the raw data for a given criteria had a broad range of values, the score thresholds were set at the 30th and 70th percentile values of the range of the data recorded. This approach was chosen to maintain consistency when scoring across a varied range of criteria, and to ensure that outlying values did not unfairly skew the thresholds for what was considered a high, medium or low score. An exception was made to this approach when the raw data for a given criteria contained a significant number of zero-values. In this case, a score of one was given to any route with a value of zero, and the cut-off between a score of three and five was the 50th percentile non-zero value.

Details of the scoring thresholds for each criteria can be found in Table 3.

2.6.2 Weightings

To tailor the results of the MCA to support different planning objectives, a variable weighting approach was tested, where different criteria could be given a higher or lower weighting in the final score. A range of different approaches were tested, including weighting all criteria equally, prioritising deliverability over all other criteria, and weighting each criteria according to how well they aligned with the PKC Mobility Strategy Transport Planning Objectives. It was found that varying the weightings had a negligible impact on the final rankings, and so an equal weighting was chosen for the final prioritisation results.

Note that the weightings can still be adjusted in the accompanying Excel Workbook.

2.7 Collaboration

As previously mentioned, the development of the MCA was an iterative process which involved regular collaboration with the PKC officers to refine and finalise the methodology. In addition to an online inception meeting there were regular online catch-up meetings to discuss project progress and make key decisions.

An in-person workshop was held on 6th February 2025 in the PKC office in Pullar House, Perth with PKC officers, including representatives from planning, roads, and greenspace teams. The purpose of this workshop was to share the draft MCA and prioritisation, and to discuss potential changes to weighting the scores.

Table 3: Scoring Criteria.

Criteria	Sub-Criteria	Methodology	1	3	5
Deliverability	Adopted Road	The total length of the route which is not within the PKC Adopted Highway Boundary, and is not on a trunk road.	Greater than 0.8km.	Between 0.1 and 0.8km (where 0.1km is the lowest non-zero value, and 0.8km is the 50th percentile non-zero value).	0km.
	Cost	High level cost estimate for delivering the route to Cycle by Design guidance (e.g. protected space for cycling alongside roads with high vehicle volumes and/or speeds). Cost estimates developed using DfT cost estimates (2017) amended for inflation using the 'Building Cost Inflation Index' combined with recent project experience.	The estimated cost of the route is greater than £8,695,520.	The estimated cost is between £5,553,160 and £8,695,520 (where £8,695,520 is the 70th percentile value).	The estimated cost of the route is less than £5,553,160 (the 30th percentile value).
	Additional Permissions (such as Network Rail or Transport Scotland)	The number of times a route crosses under or over a railway. The length of route within 100m of a trunk road.	The route crosses a railway line in more than one location.	The route crosses a railway line in one location.	The route does not cross a railway line.
			More than 0.8km of route aligns with a trunk road.	Between 0.04km and 0.8km of the route (where 0.04km is the smallest non-zero length, and 0.8km is the 50th percentile non-zero length) aligns with a trunk road.	The route does not align with a trunk road.
Social Deprivation	SIMD 1-2	The length of each route within Data Zones with SIMD score of 1-2.	0km.	Between 0.01km and 0.17km (where 0.01km is the lowest non-zero score, and 0.17 is the 50th percentile non-zero score).	Greater than 6.315km.

Criteria	Sub-Criteria	Methodology	1	3	5
Potential Users	Population	Each route had a 400m buffer applied. For each route, the population metric was the sum of the proportion of the population of each Output Area within the buffer.	Fewer than 888 people.	Between 888 and 3804 people (30th and 70th percentile).	Greater than 3804 people.
Public Transport	Transport hubs	An 800m buffer was applied to each route. The total number of park and rides, railway stations and bus stations within the buffer was used as the scoring metric.	Zero public transport hubs.	One or two public transport hubs.	Greater than two public transport hubs.
Safety	Collision Hotspots	The number of collision "hot-spots" within a 100m buffer of each route, with a hot-spot defined as three or more collisions with a 100m diameter circle.	Zero collision hotspots.	One collision hot spot.	More than one collision hot spot.
Connectivity	Amenities / leisure	The total number of amenities within a 100m buffer of the route. Amenities include community centres, shops, pharmacies, police stations, places of worship, post offices, cafes, cinemas, etc.	Fewer than 3.5 amenities (where 3.5 is the 30th percentile count).	Between 3.5 and 20.5 amenities (where 20.5 is the 70th percentile count).	Greater than 20.5 amenities.
	Employment	The total number of jobs at major employment sites within a 400m buffer of the route.	Zero jobs	Between 640 and 2605 jobs (where 640 is the smallest non-zero value, and 2605 is the 50th percentile non-zero value).	Greater than 2605 jobs.
	Access to GPs	Total number of GPs within an 800m buffer of the route.	No GPs.	One or two GPs.	Greater than two GPs.
	Access to Hospitals	Total number of hospitals within an 800m buffer of the route.	Zero hospitals.	One hospital.	More than one hospital.
	Education	Total number of educational facilities (primary schools, secondary schools, higher and further education facilities) within a 200m buffer of the route.	No educational facilities.	One or two educational facilities.	Greater than two educational facilities.

Criteria	Sub-Criteria	Methodology	1	3	5
Connectivity (continued)	Planned Developments	Total number of "Proposed" or "Major" developments within a 400m buffer of the route.	One or fewer proposals or developments.	Two or three proposals or developments.	Greater than three proposals or developments.
	Other AT Infrastructure	Total length of the route which overlaps with the National Cycle Network, Core Path Network or River Tay Way, with a 100m buffer applied. A separate 5/3/1 score was calculated for the three infrastructure types, and the final score was the average of these three, rounded to the nearest of one, three or five.	0km NCN overlap.	Between 0.2km and 0.66km (where 0.2km is the lowest non-zero value, and 0.66km is the 50th percentile non-zero value).	Greater than 0.66km.
			Less than 1.225km Core Path overlap (where 1.225km is the 30th percentile value).	Between 1.225km and 3.470km Core Path overlap (where 3.470km is the 70th percentile value).	Greater than 3.470km overlap with Core Paths.
			0km RTW overlap.	Between 0.2km and 0.74km RTW overlap (where 0.2km is the smallest non-zero value, and 0.74km is the 50th percentile non-zero value).	Greater than 0.74km RTW overlap.
Air Quality Management	AQMA	Total length of the route within the Perth Air Quality Management Area.	0km in AQMA.	Between 0.090km and 2.88km in AQMA (where 0.09km is the smallest non-zero value, and 2.88km is the 50th percentile non-zero value).	Greater than 2.88km in AQMA.
Rurality	Rural area	The total length of the route in rural Data Zones.	Less than 2.34km in a rural area (where 2.34km is the 30th percentile value).	Between 2.34 km and 7.21km in a rural area (where 7.21km is the 70th percentile value).	Greater than 7.21km in a rural area.

3. Prioritisation

After each route had been scored and weighted the final ranked list was split into three tiers to clearly distinguish a group of priority projects and allow opportunity for a strategic approach to delivery which builds upon the MCA.

The first tier was defined by the significant difference in score between the top seven routes and the remaining list. The second and third tiers were defined to ensure an even split between the remaining tiers.

The final ranked list of routes, including tiering, can be found in Table 4.

4. Summary

The prioritisation methodology resulted in the identification of 7 first tier routes, 20 second tier routes, and 19 third tier routes.

The additional routes provided by the PKC Network Team and those within the Perth Cycle Masterplan all received high scores. This is due to their relatively short length and proximity to areas with high population density and onwards connectivity, meaning they score highly in terms of deliverability and impact.

4.1 Incorporating Additional Routes

The Excel Workbook allows for the incorporation of future additional routes into the existing prioritisation by manually inputting the relevant raw data. Note that this will require the user to generate their own data, however the calculation of scores will be automated by the Workbook.

Note that the existing data and score thresholds specified within the workbook are representative of January and February 2025, and so a fair comparison with newer projects and project data may not be possible if newer data sources are used for future projects and the scoring is not updated for all routes.

Table 4: List of projects ranked by standardised (per km) score, including tiering.

Tier	Project ID	Masterplan	Description	Overall Score	Per km Score	Route Length (km)
Tier 1						
1	AD3	Additional Routes	Tay Street to North Inch	22.0	27.5	0.8
1	AD4	Additional Routes	Marshall Place Road	21.7	27.1	0.8
1	Phase 2 ID 20	Kinross-shire AT masterplan	Between Kinross Park & Ride and Kinross High Street	18.9	26.9	0.7
1	AD2	Additional Routes	Woodside to Coupar Angus Phase 2	12.0	15.0	0.8
1	AD7	Additional Routes	Errol To Grange	12.6	14.0	0.9
1	AD1	Additional Routes	Scone to Scone Airport	16.3	11.6	1.4
1	Phase 3 ID 34	Kinross-shire AT masterplan	Kinross and Milnathort	24.0	9.6	2.5
Tier 2						
2	PCN_6	Perth Cycle Network	Burghmuir to City Centre - Burghmuir Jeanfield Road	22.7	7.6	3
2	PCN_5	Perth Cycle Network	Broxden to City Centre - Glasgow Road A83	31.9	7.3	4.4
2	PCN_2	Perth Cycle Network	Scone to City Centre - Scone Road A94	31.8	6.8	4.7
2	AD5	Additional Routes	The Feus A824	12.0	6.7	1.8
2	PCN_3	Perth Cycle Network	Walnut Grove to City Centre - Dundee Road A85	27.9	6.6	4.2
2	PCN_7	Perth Cycle Network	Burghmuir to City Centre - Burghmuir Jeanfield Road	33.4	4.7	7.1
2	AD6	Additional Routes	Errol to Errol Station	16.5	4.6	3.6
2	PCN_1	Perth Cycle Network	Luncarty to City Centre - Dunkeld Road A9 A912	30.5	4.1	7.4
2	PCN_4	Perth Cycle Network	Bridge of Earn to City Centre - Edinburgh Road A912	33.1	4.0	8.2
2	Phase 3 ID 38	Kinross-shire AT masterplan	Wester Balgedie and Milnathort	16.3	3.5	4.6
2	P16	Tactran Regional AT Network	Methven to Almondbank	18.8	3.1	6
2	P12	Tactran Regional AT Network	Stanley to Bankfoot (PKC and Cairngorms National Park Authority)	18.7	3.1	6
2	P5	Tactran Regional AT Network	Blairgowrie - Craigie	21.3	3.0	7
2	D3	Tactran Regional AT Network	Inchture to Ninewells (PKC, Dundee & Perth & Kinross Countryside Trust)	21.3	2.8	7.5
2	P21	Tactran Regional AT Network	Abernethy to Newburgh	15.5	2.8	5.5
2	P4	Tactran Regional AT Network	Coupar Angus to Blairgowrie	21.0	2.8	7.5
2	P10	Tactran Regional AT Network	Pitlochry to Killiecrankie (PKC and Cairngorms National Park Authority)	18.4	2.6	7

2	P9	Tactran Regional AT Network	Logierait to Pitlochry (PKC and Cairngorms National Park Authoirty)	22.0	2.5	8.7
2	P3	Tactran Regional AT Network	Alyth - Blairgowrie	21.3	2.5	8.5
2	Phase 3 ID 40	Kinross-shire AT masterplan	Gateside Farm and Cleish	10.7	2.5	4.3
Tier 3						
3	P20	Tactran Regional AT Network	Bridge of Earn to Abernethy	17.2	2.5	7
3	P13	Tactran Regional AT Network	Bankfoot to Dunkeld (PKC and Cairngorms National Park Authority)	24.1	2.4	10
3	P1	Tactran Regional AT Network	Walnut Grove to St Madoes (PKC & Countryside Trust)	15.6	2.4	6.5
3	Phase 3 ID 35	Kinross-shire AT masterplan	Kinross-shire to Fife	17.9	2.3	7.7
3	P14	Tactran Regional AT Network	Stanley to Luncarty (PKC and Cairngorms National Park Authority)	18.1	2.3	8
3	P17	Tactran Regional AT Network	Broxden to Forteviot	19.2	2.1	9
3	Phase 3 ID 33	Kinross-shire AT masterplan	National Cycle Network Route 775 between Glenfarg and Glenfarg Railway Tunnels Circular Route	13.9	2.0	6.8
3	Phase 3 ID 43	Kinross-shire AT masterplan	Gairney Bank, Scotlandwell, and the Westfield Energy Park	13.0	2.0	6.5
3	P15	Tactran Regional AT Network	Crieff to Comrie	20.6	1.9	11
3	P6	Tactran Regional AT Network	Craigie to Dunkeld	18.5	1.8	10
3	S1	Tactran Regional AT Network	Dunblane to Braco	22.1	1.8	12.5
3	P18	Tactran Regional AT Network	Forteviot to Auchterarder	20.6	1.6	12.5
3	Phase 3 ID41	Kinross-shire AT masterplan	Gairney Bank, Scotlandwell, and the Westfield Energy Park	14.7	1.6	9.2
3	P11	Tactran Regional AT Network	Killiecrankie to Pitagowan (PKC and Cairngorms National Park Authority)	19.0	1.6	12
3	P19	Tactran Regional AT Network	Auchterarder to Braco	18.4	1.4	13
3	P2	Tactran Regional AT Network	St Madoes - Inchture (PKC & Countryside Trust)	17.4	1.4	12.5
3	P8	Tactran Regional AT Network	Logierait to Dunkeld	20.8	1.4	15
3	Phase 3 ID 42	Kinross-shire AT masterplan	Kinross-shire and Clackmannanshire	17.1	1.4	12.4
3	P7	Tactran Regional AT Network	Alberfeldy to Logierait	18.7	1.2	16