

Project Justification: This section of the application is worth 66% of the overall score. Up to 10 marks are given for each Objective, up to a maximum of 100 marks.

| Vision | Aims | Objectives: to increase the number of projects which [...] | Guidance notes (Some things you should consider in order to demonstrate that you are fulfilling the Objective) |
|---|---|--|--|
| By 2020, 10% of everyday journeys taken in Scotland will be by bike | Create infrastructure that encourages people to cycle, walk or use another active travel mode as their preferred mode of travel for everyday journeys | <p>....result in an increased number of everyday journeys travelled by foot or by bicycle</p> <p>Note that up to 20 marks are available for fulfilment of this priority objective</p> <p>...prioritise active travel modes over and above other modes.</p> | <p>Successful projects will be of a standard that will be suitable for people who do not already travel by bicycle (or travel actively) for everyday journeys to use it and will provide a direct, convenient and attractive active travel link between the places people live and the places people want to go. Please explain how your project does this. Use this section to clearly state the key objectives of the overall scheme.</p> <p>The need for signage - both directional and promotional - should be addressed within all applications for construction projects.</p> <p>Applicants should consider the needs of all users and pay due regard to accessibility for people with physical impairments or visual impairments</p> <p>Community Links funded projects must be intended to result in a net increase of journeys made by active mode over trips made by motor vehicle.</p> |
| | Meet the needs of communities – provide communities with the opportunity to shape their local environment and link the places people live in with the places they want to get to | <p>...demonstrate strong local need, demand and involvement.</p> <p>...are accompanied with wide range of smarter measures which promote the individual project and active travel in general.</p> <p>...contribute to an overarching smarter choices strategy (for the individual project or over a geographical area such as a town or a Local Authority area).</p> | <p>How has the project addressed community demand for making walking and cycling easier?</p> <p>Please consider balancing the cost of your project against the relative health inequalities within your local authority. Applications for projects that directly address physical inactivity in areas of deprivation identified within the Scottish Index of Multiple Deprivation (SIMD), will be scored more highly.</p> <p>Successful applicants will have fully considered the level of community consultation and engagement appropriate to the project they are applying for. Have the community been involved in the development of the design? Have the community led the project? If so please provide details.</p> <p>In order to achieve a modal shift from the car to walking and cycling for shorter journeys it is recognised that the Community Links programme needs to have complementary people focused measures (behaviour change and smarter measures). Partners are encouraged to combine measures that encourage use of the infrastructure delivered in these proposals and help to achieve more sustainable travel habits. Successful projects should have a comprehensive and innovative behaviour change strategy to coincide with the capital works.</p> <p>Projects which tie into or complement an ongoing smarter choices programme with dedicated funding towards behaviour change will be judged more favourably than stand-alone projects. Where you have submitted an application to Paths for All Smarter Choices funding, which complements your proposed Community Links project, please provide details.</p> |
| | Encourage innovation – support partner organisations in raising the standard of infrastructure for walking and cycling in Scotland | ...include new, innovative and imaginative concepts which exceed the accepted standards for road and street design. | Full marks will be given to those projects that use ideas, solutions or concepts that have not been previously used in Scotland that prioritise people wishing to travel by bicycle and other active travel modes or encourage use of the infrastructure delivered in these proposals. The aim here is to set useful precedents and create exemplar projects. |
| | Encourage placemaking which facilitates greater use of public space and higher levels of active travel | ...include street design that facilitates greater use of public space and higher levels of active travel while reducing the dominance of motor transport. | Where projects involve remodelling of streetscape, they should follow the policies and guidance set out in <i>Designing Streets</i> ; the Scottish Government's policy statement for street design. <i>Designing Streets</i> emphasises place-making over systems focused upon the dominance of motor vehicles. Street user hierarchy should consider pedestrians first and private motor vehicles last. Street design should be inclusive, providing for all people regardless of age or ability. Please use this section to state the design principles used in this project. |
| | Create an enabling environment for active travel | ...allow other initiatives, which make positive use of public space, to flourish. | Examples of 'enabling' projects include 20 mph speed limit areas, carriageway narrowing and filter permeability. Examples initiatives which make positive use of public space would be 'Playing Out Streets', Homezones, 'walking and cycling friendly roads' or Dutch style 'Cycle Streets'. |
| | | ...are identified in a local or regional cycling/active travel strategy which forms the delivery plan for the local authority area. | Is this project identified in an action within your local authority or regional transport partnership cycling/active travel strategy? If so please quote the relevant action. Is this project identified as a priority within any other local, regional or national plans or strategies (e.g. Local or Strategic Development Plans, Core Path Plans, NPF3, etc.). If so please quote/reference the relevant section. |

Deliverability: This section of the application is worth 33% of the overall score. In addition, a mark of zero in any one of these fields will mean that the application is screened out or that further information is requested

| Deliverability indicator | Criteria (Maximum of 50 Marks) |
|---|--|
| Certainty of match funding | Match funding is an essential component of the programme and can directly affect the deliverability of the project: <ul style="list-style-type: none"> · 0 marks - if no match funding has been identified · 5 mark - if the match funding has been applied for but not yet confirmed · 10 marks - if the match funding is secure and already in place |
| Required permissions (Landownership) | Has landowner(s) consent been granted to allow the project to be delivered? <ul style="list-style-type: none"> · Maximum of 10 marks available based upon how far consent/permissions have been progressed (Note: Design and feasibility projects will automatically score 10) |
| Required permissions (Planning permission) | Have necessary planning permissions been obtained to allow the project to be delivered? <ul style="list-style-type: none"> · Maximum of 10 marks available based upon how far consent/permissions have been progressed (Note: Design and feasibility projects will automatically score 10) |
| Required permissions (Others) | Have other necessary permissions been obtained to allow the project to be delivered (e.g. Traffic Regulation Orders, ecology surveys etc.)? <ul style="list-style-type: none"> · Maximum of 10 marks available based upon how far consent/permissions have been progressed) (Note: Design and feasibility projects will automatically score 10) |
| Evidence of the design For all construction project applications, Sustrans requires sufficient supporting maps, feasibility studies, engineering plans, cross sections and technical drawings in order to properly review proposals. | <ul style="list-style-type: none"> · 0 marks – if no plans of the proposals are uploaded with the application · 5 marks – if a map only is uploaded with the application · 10 marks – if a map, cross section drawings and technical design drawings are uploaded with the application (Note: Design and feasibility projects will automatically score 10) |