ActiveScore
Introductory Information Pack & Typical Assessment Report

Thank you for downloading our ActiveScore Information Pack.

Inside, you'll find an overview of our scoring criteria, guidance to benchmark and estimate a likely rating, required evidence types, and our "sample" assessment. Together, these materials are designed to support you in understanding the criteria, gathering initial evidence, and navigating the early stages of the certification process.

Information Pack Contents

ActiveScore Assessment: Overview of Topics & Scoring Criteria
Providing a high-level look at the scoring criteria to help you benchmark a property and anticipate a likely rating. Use this snapshot together with the attached sample ActiveScore assessment for a complete understanding of the ActiveScore certification standard.

ActiveScore Assessment: Accepted Evidence
Providing a list of typically accepted documentation types to evidence each topic. Our assessor team will work individually with a client to help identify alternative evidence as needed.

ActiveScore: Certification Process Overview
Introduces the steps of our certification process and timing.

ActiveScore Typical Assessment Report
A sample report based on our Commercial Office assessment, the most widely used and comprehensive version of our standard. While other asset types (e.g., residential, institutional, industrial) are typically adapted slightly, this sample reflects the full scope of ActiveScore's rigorously developed topic areas, guidance, and scoring structure.

ActiveScore Assessment: Overview of Topics & Scoring Criteria

Instructions: This overview provides a high-level reference to support scoring and should be used alongside the full ActiveScore assessment, which offers comprehensive criteria details and guidance.
The total anticipated points depend on how fully and confidently the measures listed under Scoring Criteria are met.
The more criteria a property satisfies per topic, the higher the expected point total within the available range.

	Topics	Scoring Criteria	Points
Cycle Parking	**1. Location of Occupant Active Travel Parking** *Providing abundant, on-site active travel parking that is both covered from the elements and secure from theft.*	• Proximity of occupant travel parking to building entrance • Protected from the elements or indoor placement • Secured from theft	0-5
	2. Location of Visitor Bicycle Parking *Providing convenient visitor parking, along with easily accessible information on how to use it.*	• Availability of visitor cycle parking (on street or within the property) • Proximity to main building entrance • Promotion of information for visitor parking facilities across website and other channels	0-5
	3. Proportion of Bicycle Parking to Local Standard *Providing abundant occupant and visitor bicycle parking using localized regional planning standard or building regulations.*	• Cycle parking quantity of both occupant and visitor parking • Cycle parking proportional to local standard(s)/requirement(s)	0-10
	4. Proportion of Bicycle Parking to ActiveScore Standard *Achieving an optimal ratio of cycle parking spaces based on ActiveScore's universal standard, developed from global benchmarks.*	• Cycle parking as a proportion of occupancy • Parking targets based on ActiveScore's standard	0-5
Infrastructure	**5. Variety of Cycle Parking** *Offering an array of mobility parking options, including for oversized bicycles, e-bikes, scooters, and other micro-mobility.*	• Parking variety for various types of bicycles and mobility options: bicycle, e-bikes, folding bikes, cargo bikes, scooters, or other.	0-10
	6. Access, Routes, and Wayfinding *Designating a clearly navigable, safe, and barrier-free route from the street or sidewalk to the cycle store.*	• Route from the street to active travel storage and facilities • Availability of wayfinding • Appropriate route surface • Dedicated right-of-way; vehicle-free route • Step-free access to parking facilities	0-5
	7. Security and Lighting *Implementing two or more security measures within active travel parking facilities to safeguard from tampering or theft.*	• Implementing multiple security measures, such as bright and/or motion-sensitive lighting, closed-circuit Television (CCTV), and/or authorized access through gates, locked doors, and other barriers.	0-5
	8. Look and Feel *Celebrating active travel through cohesive, intentional cycle parking design.*	• Parking facility interior design quality and cohesion • Material quality • Routine maintenance and upkeep	0-5
Facilities	**9. Lockers** *Providing secure storage of personal possessions for all active travelers.*	• Quantity of lockers, ratio per cycle rack • Variety of lockers with varying heights and sizes • Accessible to all users (including gender-neutral and users with accessibility needs)	0-5
	10. Showers *Providing shower facilities for all active travelers.*	• Quantity of showers calculated as a percentage of active travel parking racks • Facility available to all users (including gender-neutral access and accommodation for persons with disabilities) **Shower facilities are excluded from consideration in residential properties*	0-5
	11. Changing Room and Amenities *Providing well-equipped changing rooms for all active travelers.*	• Dedicated space for changing and grooming • Amenities, including benches, vanity units, hairdryers, access to drinking water, towel service • Facility available to all users (including gender-neutral access and accommodation for persons with disabilities) **Changing room facilities are excluded from consideration in residential properties*	0-5
	12. Drying/Airing Provision *Supporting active travel through dedicated clothes drying infrastructure.*	• Provision of dedicated drying room or cabinet • Facility accessible to all users (including gender-neutral access and accommodation for persons with disabilities)	0-5
Services	**13. Maintenance and Repair Station** *Equipping active travelers with a variety of tools and repair items for both regular upkeep and unexpected repairs.*	• Dedicated bicycle repair area • Availability of maintenance and repair items: bicycle stand, pump (or air line), tools, and puncture repair kit	0-5
	14. Hire and Pool Bicycle/Scooter Schemes *Supplying on-site bicycles and/or scooters for short-distance travel.*	• Availability of on-site bicycle or scooter for occupant use • Alternative of proximity to one or more off-site bicycle or scooter share schemes	0-5
	15. Occupier Engagement Services *Hosting and promoting support services to encourage active travel adoption.*	• Mobile bicycle mechanic and related services • Insurance and collision consultation • Bicycle registration and/or security markings • Discounts and incentives for active travel • Building and occupant-focused events • Commuter checklists and resources • Distribution of cycling routes and maps • Dry-cleaning service (on-site or nearby retailer) • Ironing service (on-site or nearby retailer)	0-5
Performance	**16. Information and Communication** *Widely promoting active travel facilities and services.*	• Easily accessible and advertised information • Leveraging multiple communication channels, including digital displays, print media, social media, email communications, and tenant welcome packs • Integration of active travel information and promotion within a smart building application (app)	0-5
	17. Community Building *Fostering a community of active travel advocates through ongoing engagement.*	• Appointment of an Active Travel Champion to coordinate services and performance-based initiatives • Creation of one or more active lifestyle groups • Information and promotion of services and community activities	0-5
	18. Performance and Innovation *Implementing measures to track performance and drive continuous improvement.*	• Comprehensive travel planning • Dissemination of property travel plan • Digital satisfaction surveys • Digital travel surveys • Innovative approaches	0-5
		Total Anticipated Points (out of 100)	

ACTIVE SCORE CERTIFIED 0 - 39 | ACTIVE SCORE SILVER 40 - 59 | ACTIVE SCORE GOLD 60 - 79 | ACTIVE SCORE PLATINUM 80 - 99 | ACTIVE SCORE PLATINUM 100

ActiveScore Assessment: Accepted Evidence

ACTIVESCORE

Topics	Accepted Evidence *We recommend providing a mix of documentation types for each topic to best demonstrate compliance. If any of the materials outlined are unavailable, our team will gladly help identify alternative supporting evidence.*	
	Assets Under Development or Construction	**Operational and Occupied Assets**

Cycle Parking

Topics	Assets Under Development or Construction	Operational and Occupied Assets
1. Location of Occupant Active Travel Parking *Providing abundant, on-site active travel parking that is both covered from the elements and secure from theft.*	• Floor plans and/or architectural drawings • Site plans annotated to identify location if located exterior to the asset	• Photographs showing quantity and proximity to main building entrance • Site or floor plans annotated to identify location • Street or aerial imagery annotated to identify location
2. Location of Visitor Bicycle Parking *Providing convenient visitor parking, along with easily accessible information on how to use it.*	• Floor plans and/or architectural drawings • Site plans and/or annotated maps • Photographs • Street or aerial imagery (Google, other) if infrastructure is existing	• Photographs showing quantity and proximity to main building entrance • Site or floor plans annotated to identify location • Street or aerial imagery annotated to identify location
3. Proportion of Bicycle Parking to Local Standard *Providing abundant occupant and visitor bicycle parking using localized regional planning standard or building regulations.*	• Floor plans and/or architectural drawings, clearly identifying number and type of bicycle racks • 3D renders and CGIs	• Floor plans and/or architectural drawings, clearly identifying number and type of bicycle racks • Photographs identifying number and type of bicycle racks
4. Proportion of Bicycle Parking to ActiveScore Standard *Achieving an optimal ratio of cycle parking spaces based on ActiveScore's universal standard, developed from global benchmarks.*	• Floor plans and/or architectural drawings, clearly identifying number and type of bicycle racks • 3D renders and CGIs	• Floor plans and/or architectural drawings, clearly identifying number and type of bicycle racks • Photographs identifying number and type of bicycle racks

Infrastructure

Topics	Assets Under Development or Construction	Operational and Occupied Assets
5. Variety of Cycle Parking *Offering an array of mobility parking options, including for oversized bicycles, e-bikes, scooters, and other micro-mobility.*	• Floor plans and/or architectural drawings • Detail plan identifying rack layout, design, and orientation • Procurement and product specifications (cut sheet(s)) of intended or ordered equipment	• Floor plans and/or architectural drawings, clearly identifying number and type of bicycle racks • Photographs identifying number and type of bicycle racks
6. Access, Routes, and Wayfinding *Designating a clearly navigable, safe, and barrier-free route from the street or sidewalk to the cycle store.*	• Floor plans and/or architectural drawings annotated to detail the user journey from entrance to cycle room • 3D renders and CGIs • Graphics and signage package • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings • Photographs detailing the route experience from entrance to cycle room
7. Security and Lighting *Implementing two or more security measures within active travel parking facilities to safeguard from tampering or theft.*	• Floor plans and/or architectural drawings identifying physical layers of security • Lighting plans • Security equipment procurement confirmation and product specifications	• Floor plans and/or architectural drawings identifying physical layers of security • Photographs demonstrating light levels, identifying closed-circuit tele vision, and limited access measures, including gates, locks, and keycard controls.
8. Look and Feel *Celebrating active travel through cohesive, intentional cycle parking design.*	• Floor plans and/or architectural drawing • 3D renders and CGIs • Graphics and signage package • Procurement confirmation and product specifications • Anticipated cleaning policy and/or detailed maintenance schedule	• Floor plans and/or architectural drawings • Photographs • Detailed cleaning protocol and schedule

Facilities

Topics	Assets Under Development or Construction	Operational and Occupied Assets
9. Lockers *Providing secure storage of personal possessions for all active travelers.*	• Floor plans and/or architectural drawings clearly identifying the location, quantity, and variety of lockers • 3D renders and CGIs • Graphics and signage package • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings clearly identifying the location, quantity, and variety of lockers • Photographs showing the location, quantity, and variety of lockers
10. Showers *Providing shower facilities for all active travelers.*	• Floor plans and/or architectural drawings clearly identifying the location, quantity, and designation of showers according to gender, gender-neutral, and/or universal access. • 3D renders and CGIs • Graphics and signage package • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings clearly identifying the location, quantity, and designation of showers according to gender, gender-neutral, and/or universal access. • Photographs showing the location, quantity, and designation of showers according to gender, gender-neutral, and/or universal access
11. Changing Room and Amenities *Providing well-equipped changing rooms for all active travelers.*	• Floor plans and/or architectural drawings clearly identifying the location of changing room(s) and access for all users • 3D renders and CGIs • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings clearly identifying the location and designation of changing rooms/areas according to gender, gender-neutral, and/or universal access. • Photographs showing all available amenities
12. Drying/Airing Provision *Supporting active travel through dedicated clothes drying infrastructure.*	• Floor plans and/or architectural drawings clearly identifying the location of dedicated drying provisions • 3D renders and CGIs • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings clearly identifying the location of dedicated drying area(s) • Photographs of the dedicated drying area(s)

Services

Topics	Assets Under Development or Construction	Operational and Occupied Assets
13. Maintenance and Repair Station *Equipping active travelers with a variety of tools and repair items for both regular upkeep and unexpected repairs*	• Floor plans and/or architectural drawings clearly identifying the location of a dedicated maintenance and repair station • 3D renders and CGIs • Procurement confirmation and product specifications	• Floor plans and/or architectural drawings clearly identifying the location of a dedicated maintenance and repair station • Photographs showing the availability of tools and other equipment, including a puncture repair kit, which may be located either within the repair station or with reception
14. Hire and Pool Bicycle/Scooter Schemes *Supplying on-site bicycles and/or scooters for short-distance travel.*	• Submission of a detailed ActiveScore Soft Measures - Statement of Intent, outlining anticipated offering details (if on site) • Procurement confirmation and product specifications (if on site) • Photographs and/or Street view images showing nearby sharing schemes (if off site) • Screenshot information of nearby sharing schemes (if off site)	• Photographs of on-site available pool bicycle or scooters • Photographs and/or Street view images showing nearby sharing schemes (if off site) • Screenshot information of nearby sharing schemes (if off site)
15. Occupier Engagement Services *Hosting and promoting support services to encourage active travel adoption.*	• Submission of a detailed ActiveScore Soft Measures - Statement of Intent, outlining planned services and related details	• Copies or screenshots of tenant communications taken from emails, building apps, or other media • Consolidated calendar highlighting services and dates • Formal agreements with third-party service providers

Performance

Topics	Assets Under Development or Construction	Operational and Occupied Assets
16. Information and Communication *Widely promoting active travel facilities and services.*	• Submission of a detailed ActiveScore Soft Measures - Statement of Intent, outlining planned information and communication details	• Copies or screenshots of tenant communications • Photographs showing display screens or other posted information
17. Community Building *Fostering a community of active travel advocates through ongoing engagement.*	• Submission of a detailed ActiveScore Soft Measures - Statement of Intent, outlining planned measures	• Identifying information (name, email) of appointed Active Travel Champion • Copies or screenshots of active lifestyle group-related promotional communications
18. Performance and Innovation *Implementing measures to track performance and drive continuous improvement.*	• Submission of a detailed ActiveScore Soft Measures - Statement of Intent, outlining planned measures	• Copy of property travel plan • Copies of digital satisfaction and/or travel surveys, including annotated results • Supporting information highlighting innovative approaches, including narrative descriptions, photographs, and/or planning documents to evidence implemented or anticipated innovative approaches

ActiveScore: Certification Process Overview

Step 1:
Client invoiced

Step 2:
Information Gathering (1-2 weeks)

After a client formally engages and is issued an invoice, they will be invited to an online questionnaire to detail all active travel infrastructure and services in place or proposed.

Within the form, supporting evidence and documentation will be uploaded, including maps, photos, floor plans, specifications, etc.

Step 3:
Preliminary Assessment (1-2 weeks)

ActiveScore will review the information provided and issue a Preliminary Assessment of the development. This report will detail the following:

- any gaps in the information
- the current award level
- suggestions for improvement

Step 4:
Finding Improvements (1-2 weeks)

In the Preliminary Assessment, suggested improvements are identified to help enhance the active travel offering and increase the formal score. If improvements are pursued, additional evidence can be submitted to qualify for more topics and earn additional points. *This process can be repeated up to two times.*

Step 5:
Formal Assessment

ActiveScore will issue a formal assessment along with a certificate and relevant marketing material.

ActiveScore
Typical Assessment Report

This sample is based on our Commercial Office assessment, the most widely used and comprehensive version of our standard. While other asset types (e.g., residential, institutional, industrial) are typically adapted slightly, this sample reflects the full scope of ActiveScore's rigorously developed topic areas, guidance, and scoring structure.

TABLE OF CONTENTS *with Key Information*

1. Cover Page
Property name, address, and version awarded

2. Key Information Page
Overview of the project, including region, building use, scale, and description

3. Scorecard Page
Overall score and award achieved, broken down by section, outlining opportunities to improve and strengths to celebrate

4. Assessment Topics and Scoring
Topics address the themes of infrastructure, occupier engagement services, and future-proofing, and are organised by the following sections:

- *Parking*
- *Infrastructure*
- *Facilities*
- *Services*
- *Performance*

Each section includes quantitative and qualitative topics. Each topic contains a blank notes section for additional information or remarks. Guidance for client corresponding to each topic provides further reference information to apply and score.

5. Clean Air Calculator & Health of Our Cities
Our report will automatically populate a Clean Air Calculator, gauging project-specific emissions savings. These results, coupled with the Health of Our cities information, can help overhaul ESG and CSR reporting and messaging.

For more detailed information, tailored asset applications, or access to our full suite of resources, we invite you to contact us directly at info@activetravelscore.com or enrol in our AP Programme. Enrollment is free and open to all, providing deeper insight into our standard and exclusive access to tools and resources.

Building Name

0
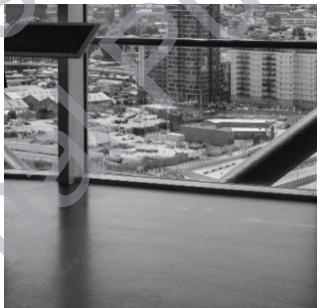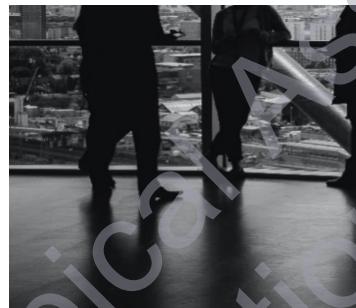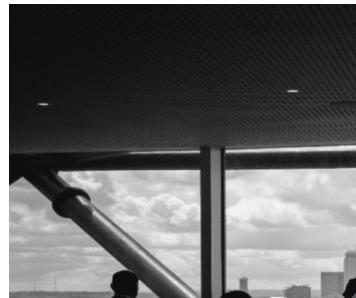
ActiveScore Report 2025

ACTIVESCORE

Commencement:
Organisation name:
Site or building: Building Name
Address:
Region:
Maximum occupancy:
Floor area: - sq ft
Floor area: - *sq m*
Occupancy ratio: *#DIV/0!* *1 per xm2*
Date:
Stage:

Infrastructure Existing/Proposed
Occupant bicycle parking
Visitor bicycle parking
Number of showers
Number of lockers

Building Overview

is a commercial development of 0 sqft, located in .

Add simple bespoke sentence regarding the surrounding area or amenities such as roof terrace, or gym etc

ACTIVESCORE — Score Card for : Building Name

	Topic	Score	Max	Auditor notes	Suggestions for improvement
1.	Location of occupant active travel parking	not scored		None	To achieve full marks for this topic, the occupant active travel parking needs to be located within the building, covered and secure.
2.	Location of visitor bicycle parking	not scored		None	To achieve full marks for this topic, the visitor bicycle parking needs to be visibly located within 15m of main entrance to the building.
3.	Proportion of bicycle parking to local standard	not scored		An insufficient quantity of both occupant and visitor bicycle parking vs the local standard is provided.	To achieve full marks for this topic, a further 0 secure occupant bicycle spaces and 0 visitor bicycle spaces are required.
4.	Proportion of bicycle parking to ActiveScore standard	not scored		#N/A	#N/A
5.	Variety	not scored		None	To achieve full marks for this topic, a greater variety needs to be provided, this includes all of the following: 15% irregular, 5% oversized, 20% E-Bikes, and parking for alternative modes of active travel (i.e. folding bicycles, scooters, etc.).
6.	Access, Routes, and Wayfinding	not scored		None	To achieve full marks for this topic, the route from the public street to the active travel facilities and into the building needs to be easy to follow with clear wayfinding, appropriate surfaces, vehicle-free, and step-free.
7.	Security and Lighting	not scored		None	To achieve full marks for this topic, the active travel storage facilities need to be secured with 2 layers of security (two locked doors/barriers/gates) from the street, full CCTV coverage, and motion sensitive lighting.
8.	Look and Feel	not scored		None	To achieve full marks for this topic, the entire active travel facilities (storage and shower/changing areas) need to be cohesively designed to create a welcoming environment throughout. Consider wall/floor graphics and paint and graphical wayfinding.
9.	Lockers	not scored		None	To achieve full marks for this topic, a total of 0 ventilated locker compartments (with at least 0 compartments offering hanging space within) need to be provided for all genders and users.
10.	Showers	not scored		None	To achieve full marks for this topic, a total of 0 showers need to be provided - with at least 1 cubicle for gender-neutral users and 1 cubicle for accessible users.
11.	Changing rooms and amenities	not scored		None	To achieve full marks for this topic, changing facilities for all genders and users need to be provided with all amenities available including benches, vanity units, hairdryers, towel service, and access to clean drinking water.
12.	Drying/Airing provision	not scored		None	To achieve full marks for this topic, effective drying facilities need to be provided for all genders and users, such a dedicated drying room or drying cabinet.
13.	Maintenance and repair station	not scored		None	To achieve full marks for this topic, repair facilities need to be provided with all amenities available including a designated repair area, stand, pump/airline, variety of tools, and a puncture repair kit.
14.	Hire and pool bicycle/scooter schemes	not scored		None	To achieve full marks for this topic, a variety of pool bicycles/scooters need to be provided on-site for occupant use. Consider brands like Brompton or Zwings, these can be an excellent marketing opportunity.
15.	Occupier Engagement Services	not scored		None	To achieve full marks for this topic, 5 occupier engagement services (such as those listed in the 'guidance for client' section) which must include a dry-cleaning & ironing service, need to be offered and promoted regularly.
16.	Information and Communication	not scored		None	To achieve full marks for this topic, a smart building app, or 3 media platforms (such as screens, print media, social media, newsletters, or welcome packs) need to be used to inform all occupants and visitors of the active travel facilities and services.
17.	Community Building	not scored		None	To achieve full marks for this topic, a well-publicised dedicated active travel community needs to be provided. This can be made up of an active travel champion and an active lifestyle group (such as Strava or Love to Ride).
18.	Performance and Innovation	not scored		None	To achieve full marks for this topic, all 5 approaches to performance and innovation need to be implemented and reported to occupants.

ACTIVESCORE 0 / 0

AWARD Certified

INCOMPLETE

ACTIVE SCORE CERTIFIED	ACTIVE SCORE SILVER	ACTIVE SCORE GOLD	ACTIVE SCORE PLATINUM	ACTIVE SCORE PLATINUM 100
0 - 39	40 - 59	60 - 79	80 - 99	100

Total marks out of 100 to achieve each award

1. Location of occupant active travel parking

Summary	Auditor Notes	Range	Score
External active travel parking for occupants on-site		0 - 2	
External active travel parking with roof and/or protection from weather		2 - 3	
Active travel parking that is covered and secure within 50m (160ft) of the building entrance		3 - 4	
Active travel parking that is covered, secure, and in the building		4 - 5	

Guidance for client

See note [1]. Guidance states that active travel parking should be secure, convenient, and accessible for all occupants. Security can include CCTV and electronic access - this is further detailed in Topic 7. There is discretion in the scoring system for the auditor to mark for a wide variety of situations.

Suggestions for improvement

To achieve full marks for this topic, the occupant active travel parking needs to be located within the building, covered and secure.

2. Location of visitor bicycle parking

Summary	Auditor Notes	Range	Score
No specific information or provision of visitor bicycle parking		0 - 2	
Limited information and general on-street bicycle parking nearby (25-50m/80-160ft) or shared within the occupant parking		2 - 3	
Information and provision of visitor bicycle parking within the site		3 - 4	
Information and provision of visitor bicycle parking within 15m (50ft) of the main entrance		4 - 5	

Guidance for client

See note [1]. Visitors cover a wide range of individuals: contractors, clients, deliveries etc. Information for visitors needs to be available for staff to pass on. Provision of visitor bicycle parking with step free access close to the main entrance is important in any case. Some visitors may be given access to occupant active travel parking but this is not a substitute for dedicated visitor bicycle parking.

Suggestions for improvement

To achieve full marks for this topic, the visitor bicycle parking needs to be visibly located within 15m of main entrance to the building.

3. Proportion of bicycle parking to local standard

Summary	Auditor Notes	Range	Score
0 - 40% of the occupant target		0 - 4	
40 - 60% of occupant target		4 - 6	
60 - 80% of occupant target and 50% of visitor target		6 - 8	
80 - 100% of occupant target and ≥50% of visitor target		8 - 10	

Auditor Notes:

Parking	Target	Actual	%
Occupant	0	0	######
Visitor	0	0	######

An insufficient quantity of both occupant and visitor bicycle parking vs the local standard is provided.

Guidance for client

#N/A

Suggestions for improvement

To achieve full marks for this topic, a further 0 secure occupant bicycle spaces and 0 visitor bicycle spaces are required.

4. Proportion of bicycle parking to ActiveScore standard

Summary	Auditor Notes	Range	Score
#N/A		0 - 2	
#N/A		2 - 3	
#N/A		3 - 4	
#N/A		4 - 5	

Auditor Notes:

	Target	Actual
spaces	0	0
% occupancy	#N/A	0%

#N/A

Guidance for client

#N/A

Suggestions for improvement

#N/A

5. Variety

Summary	Auditor Notes				Range	Score
Limited variety of bicycle racks with two locking points, with one alternative parking provision					0 - 4	
Some variety of active travel parking for different types of bicycles, including two alternative parking provisions	**Storage**	**Target**	**Actual**	**%**	4 - 6	
	Irregular (15%)	0		0%		
	Oversized (5%)	0		0%		
	E-Bike (20%)	0		0%		
Good variety of parking including some irregular, oversized, E-Bike, and alternative modes of active travel (i.e. folding bicycles, scooters, etc.)	Other active travel	Yes	No		6 - 8	
Parking for all modes of active travel including 15% irregular, 5% oversized, 20% E-Bike charging, and alternative modes					8 - 10	

Guidance for client

See note [4]. Bicycle stands should have locking points so that both wheels and the frame can be secured. A variety of parking should be provided to accommodate all modes of active travel including: 15% Sheffield stands at 1000mm (40 inch) centres for irregular/bulky parking (e.g. fat bikes, bikes with baskets etc.), 5% Sheffield stands at 2000mm (80 inch) centres and 2500mm (100 inch) clear length, catering for longer (e.g. tandems, cargo bikes etc.) and wider (e.g. trikes, recumbents etc.) cycles, 20% E-Bike charging points and alternative active travel such as folding bike lockers, and scooter racks/lockers. If occupant bicycle parking quantities exceed the targets set in Topics 3 & 4, 15% irregular, 5% oversized, and 20% e-bike charging are expected vs the highest target only. For further information please see our best-in-class document.

Suggestions for improvement

To achieve full marks for this topic, a greater variety needs to be provided, this includes all of the following: 15% irregular, 5% oversized, 20% E-Bikes, and parking for alternative modes of active travel (i.e. folding bicycles, scooters, etc.).

6. Access, Routes, and Wayfinding

Summary	Auditor Notes	Range	Score
Complex route with no wayfinding, unsuitable surface, shared with vehicles, and stepped		0 - 2	
Clear route with 2 of the following: wayfinding, appropriate surface, vehicle-free, and step-free		2 - 3	
Clear route with 3 of the following: wayfinding, appropriate surface, vehicle-free, and step-free		3 - 4	
Marked out route with wayfinding, appropriate surface, vehicle-free, and step-free access direct to the active travel facilities and into the building		4 - 5	

Guidance for client

See note [1+5] on surface quality. Actively travelling to and from the parking should be separated from all vehicular traffic, with level access (step-free), and clear wayfinding in place. All forms of active travel should be considered when designing the route e.g., walking, running, scooting, etc. For larger scale site-wide developments, on-street active travel lanes need to be in place to prevent a route that is shared with vehicles. For further information please see our best-in-class document.

Suggestions for improvement

To achieve full marks for this topic, the route from the public street to the active travel facilities and into the building needs to be easy to follow with clear wayfinding, appropriate surfaces, vehicle-free, and step-free.

7. Security and Lighting

Summary	Auditor Notes	Range	Score
No specific arrangements		0 - 2	
CCTV and well-lit		2 - 3	
1 layer of security, full CCTV coverage, and well-lit		3 - 4	
2 layers of security, full CCTV coverage, and motion sensitive lighting		4 - 5	

Guidance for client

For BREEAM In-Use (TRA 01): for 1 credit, essential compliance to have "well-lit" active travel parking, the Lighting Energy Numeric Indicator (LENI) recommends a minimum of 60 luminaire lumens per circuit watt for general lighting in office, industrial, and storage areas. Lighting should be reactive to cover out-of-hours access. Secure by Design (commercial 2015) Lighting & CCTV - A CCTV system should be co-ordinated with the existing or planned lighting system for the buildings and the external grounds, to ensure that the quality of the lighting is sufficient to support the CCTV. For best practice a facility should have 2 physical layers of security e.g. locked doors, access controlled gates/lifts, or speed gates etc.

Suggestions for improvement

To achieve full marks for this topic, the active travel storage facilities need to be secured with 2 layers of security (two locked doors/barriers/gates) from the street, full CCTV coverage, and motion sensitive lighting.

8. Look and Feel

Summary	Auditor Notes	Range	Score
Clean and tidy		0 - 2	
Minimal design efforts observed		2 - 3	
A considered effort to create a welcoming environment in the active travel storage or shower/changing areas		3 - 4	
A cohesive design throughout all of the active travel facilities		4 - 5	

Guidance for client

Although there are no official guidelines on best practice for designed out end of trip facilities, it does play an important role in making active travel accessible and/or appealing for all. A well thought-out, attractive, vibrant space will often entice users to participate in active lifestyles. For further information please see our best-in-class document.

Suggestions for improvement

To achieve full marks for this topic, the entire active travel facilities (storage and shower/changing areas) need to be cohesively designed to create a welcoming environment throughout. Consider wall/floor graphics and paint and graphical wayfinding.

9. Lockers

Summary	Auditor Notes			Range	Score	Guidance for client
0 - 50% lockers per bicycle space in the building for occupants				0 - 2		See note [6]. At least 1 locker compartment (from a 2-high unit) should be provided for each active travel parking space. An additional 20% lockers will be required for additional users including those who run to work or play sport at lunchtime, these can be made up of 3 or 4-high units. If occupant bicycle parking quantities exceed the targets set in Topics 3 & 4, 120% lockers are expected vs the highest target only. Active commuters should have space to securely store their belongings. Best practice would be to provide lockers with ventilation (e.g. perforated) with digi-locks, and provided for all genders and users. For further information please see our best-in-class document.
50 - 100% lockers per bicycle space				2 - 3		
100 - 120% lockers per bicycle space - with ventilation and room for hanging clothes				3 - 4		
≥120% lockers per bicycle space provided for all genders and users (at least 100% of which are 2-high, 20% can be smaller compartments)				4 - 5		

Auditor Notes table:

Type	Target	Actual	
1 or 2-high	0		
3 or 4-high	0		
Provided for all genders and users?		No	% cs
Total	0	0	0%

Suggestions for improvement

To achieve full marks for this topic, a total of 0 ventilated locker compartments (with at least 0 compartments offering hanging space within) need to be provided for all genders and users.

10. Showers

Summary	Auditor Notes			Range	Score	Guidance for client
0 - 5% showers per bicycle space in the building for occupants				0 - 2		See note [7]. BREEAM Guidance - 1 shower should be provided for each 10 occupant bicycle parking spaces until 8 showers. If occupant bicycle parking quantities exceed the targets set in Topics 3 & 4, 10% showers are expected vs the highest target only. One disabled shower and changing room should be accessible from the wider building and active travel parking facilities. Cubicles should have space for changing within or be in a gender specific changing room. Showers need to be provided for all genders and users - male, female, gender neutral, and accessible (DDA) separately.
5 - 10% showers per bicycle space				2 - 3		
≥10% comfortable showers per bicycle space for male, female, and DDA users or 8+				3 - 4		
≥10% private showers per bicycle space for all genders and DDA users or 8+				4 - 5		

Auditor Notes table:

User/Type	Target	Actual	
Male/Female	0		
Gender-neutral	1		
Accessible	1		% cs
Total	0	0	0%

Suggestions for improvement

To achieve full marks for this topic, a total of 0 showers need to be provided - with at least 1 cubicle for gender-neutral users and 1 cubicle for accessible users.

11. Changing rooms and amenities

Summary	Auditor Notes	Range	Score	Guidance for client
Basic changing facility with up to 2 of the following amenities: benches, vanity units, hairdryers, towel service, access to clean drinking water		0 - 2		BREEAM: Changing facilities that are appropriately sized for the likely/required number of users. Changing areas must include benches, vanity units, hairdryers, towel service, and access to clean drinking water (taps or refill stations). A provision of freshly laundered towels shows a high standard of provision. Communal facilities are not recommended as there is no privacy for users, whereas dedicated spaces segregate individuals. Changing facilities need to be provided for all genders and users - male, female, gender neutral and accessible (DDA) separately.
2 - 3 of the above listed amenities		2 - 3		
4 - 5 of the above listed amenities		3 - 4		
Changing facilities for all genders and users with all 5 listed amenities available		4 - 5		

Suggestions for improvement

To achieve full marks for this topic, changing facilities for all genders and users need to be provided with all amenities available including benches, vanity units, hairdryers, towel service, and access to clean drinking water.

12. Drying/Airing provision

Summary	Auditor Notes	Range	Score	Guidance for client
No specific drying arrangements, a service offering may be available		0 - 2		Provision of facilities to dry clothes can help those who actively commute, or those who have an active lifestyle. Airing wet clothes is important and service approaches are popular among clients. Heated lockers are not the ideal provisions as it defines the amount of people who have access to the drying provisions. Airing rooms can only be considered in the place of a drying room in unique cases e.g. equatorial countries. See note [8].
Informal drying provision - clothes stands or heated lockers used		2 - 3		
Specific drying provision - drying room or cabinet		3 - 4		
A well-ventilated and heated drying provision available for all genders and users		4 - 5		

Suggestions for improvement

To achieve full marks for this topic, effective drying facilities need to be provided for all genders and users, such a dedicated drying room or drying cabinet.

13. Maintenance and repair station

Summary	Auditor Notes	Range	Score
Basic repair provision with up to 2 of the following amenities: designated repair area, stand, pump/airline, variety of tools, puncture repair kit		0 - 2	
2 - 3 of the above listed amenities		2 - 3	
3 - 4 of the above listed amenities		3 - 4	
Maintenance facilities with all 5 listed amenities available		4 - 5	

Guidance for client

Good practice is to provide a designated area where bicycles and scooters can be adjusted or repaired, and best practice is to include a bicycle stand, pump (or air line), a variety of tools, and a puncture kit which can be kept centrally e.g. at reception. There are commercially available work stations with integrated bicycle pump and tools attached. For further information please see our best-in-class document.

Suggestions for improvement

To achieve full marks for this topic, repair facilities need to be provided with all amenities available including a designated repair area, stand, pump/airline, variety of tools, and a puncture repair kit.

14. Hire and pool bicycle/scooter schemes

Summary	Auditor Notes	Range	Score
No specific arrangements		0 - 2	
One bicycle or scooter hire option available nearby		2 - 3	
More than one bicycle or scooter hire option available nearby		3 - 4	
Variety of pool bicycles/scooters available on-site for occupant use		4 - 5	

Guidance for client

See note [4]. Pool bicycles/scooters are a centrally provided hire option. Use varies from longer term loans, to attending meetings or for emergency use to get home. If possible, they should be supplied with lights, helmets, and locks. On-street bicycle/scooter hire is counted (if within a 5 minute walk), but best provision is a range of sizes and types of active transport, including folding bicycles for multi-modal commuting. For further information please see our best-in-class document.

Suggestions for improvement

To achieve full marks for this topic, a variety of pool bicycles/scooters need to be provided on-site for occupant use. Consider brands like Brompton or Zwings, these can be an excellent marketing opportunity.

15. Occupier Engagement Services

Summary	Auditor Notes	Range	Score
Basic offering with up to 2 services such as those listed in 'guidance for client'		0 - 2	
2 - 3 services available annually and promoted to occupants		2 - 3	
3 - 4 services available annually and promoted to occupants		3 - 4	
A considered service offering of 5 services (which must include dry-cleaning & ironing) available annually and promoted to occupants		4 - 5	

Guidance for client

There are a wide range of services and suppliers that will ensure active lifestyles are accessible for all. Below we have listed some examples of common services, including:
- Regular Dr Bike (mobile bicycle mechanic on-site)
- Insurance and collision advice
- Security Marking (bicycle registration)
- Bicycle training or advice
- Discounts/Incentives for actively travelling
- Community events such as Cycle to Work day
- Commuter checklists e.g. recommended equipment
- Cycling maps and routes
- Dry-cleaning & ironing service (can be provided by the building, or a local company advertised)

Suggestions for improvement

To achieve full marks for this topic, 5 occupier engagement services (such as those listed in the 'guidance for client' section) which must include a dry-cleaning & ironing service, need to be offered and promoted regularly.

16. Information and Communication

Summary	Auditor Notes	Range	Score
No specific arrangements		0 - 2	
1 media platform used to inform all occupants and visitors of the active travel facilities and services		2 - 3	
2 media platforms used to inform all occupants and visitors of the active travel facilities and services		3 - 4	
A smart building app, or 3 media platforms used to inform all occupants and visitors of the active travel facilities and services		4 - 5	

Guidance for client

Active travel facilities and services should be clearly advertised and easily accessible for both active commuters and non-active commuters within the building. Information and communication should be supported by a variety of media. These provisions can range from: smart building apps, digital display screens, print media, social media, email newsletters or new tenant welcome packs.

Suggestions for improvement

To achieve full marks for this topic, a smart building app, or 3 media platforms (such as screens, print media, social media, newsletters, or welcome packs) need to be used to inform all occupants and visitors of the active travel facilities and services.

17. Community Building

Summary	Auditor Notes	Range	Score
No specific arrangements		0 - 2	
Appointed active travel champion or active lifestyle group		2 - 3	
Appointed active travel champion and active lifestyle group		3 - 4	
Well-publicised dedicated active travel community (including both a champion and active lifestyle group)		4 - 5	

Guidance for client

An active travel community will help provide information, encouragement, and support to existing active commuters or those who wish to start. Setting up an active user group such as a bicycle user group or lunchtime running group will form a platform for active commuters to meet - with the aim of enabling as many people as possible to adopt an active lifestyle and to take it up for leisure. Buddying will give confidence to those who are new to commuting by an active transport mode. An active travel champion is an appointed person who can assist with booking events, renting out any on-site hire bike/scooter provisions, offering advice and support, managing/setting up the active bicycle user group, and encouraging occupants to engage with the active travel facilities etc.

Suggestions for improvement

To achieve full marks for this topic, a well-publicised dedicated active travel community needs to be provided. This can be made up of an active travel champion and an active lifestyle group (such as Strava or Love to Ride).

18. Performance and Innovation

Summary	Auditor Notes	Range	Score
Basic approach to performance and innovation with up to 2 of the following: digital satisfaction survey, travel survey, travel plan, two innovative measures		0 - 2	
2 - 3 of the above listed approaches		2 - 3	
3 - 4 of the above listed approaches		3 - 4	
Performance and innovative measures in place for occupants with all 5 approaches listed available		4 - 5	

Guidance for client

Digital satisfaction surveys and travel surveys should be undertaken (with a response rate of greater than 10%) at least annually to understand occupant travel experiences and habits. Reports should be generated and shared regarding the outcomes of the occupant satisfaction and travel surveys. A travel plan should be developed and shared to new occupants and details active travel (such as within a new tenant handbook).

Examples of innovation could include: active travel parking as a prominent feature architecturally (ground floor or impressive access design), exemplary look and feel, additional infrastructure provisions (such as bicycle wash area), planned architectural changes to improve the route and accessibility of active travel (shortened routes, bridges etc.), innovative service offerings, bicycle parking spaces quantity management system, etc.

Suggestions for improvement

To achieve full marks for this topic, all 5 approaches to performance and innovation need to be implemented and reported to occupants.

[1] Occupant and visitor active travel parking

#N/A

details bicycle parking from a technical perspective through to quantity guidelines. One important principle is that parking is accessible to all users, including a variety of less conventional cycles (e.g. trikes and recumbents) and accessible parking should total at least 5% of the overall active travel parking provision. Access should be step-free. A variety of occupant and visitor parking should be provided in convenient locations to cover those who visit and use the site. Occupant active travel parking refers to long stay parking which is available privately and securely to occupants of the building, while visitor active travel parking refers to short stay bicycle parking available to visitors to the building either provided by the building or by the local authority. Visitor bicycle parking should have step free access and be within 15m (50ft) of the main entrance, or 25m (80ft) where it serves multiple sites. Occupant parking must be well-lit, as outlined by Lighting Energy Numeric Indicator (LENI) the recommended general lighting is a minimum of 60 luminaire lumens per circuit watt for offices, industrial, and storage areas.

[2] Bicycle parking vs. local standard

Occupant bicycle parking refers to long stay bicycle parking while visitor bicycle parking refers to short stay bicycle parking.

#N/A

[3] Bicycle parking vs. ActiveScore standard

#N/A

Other accreditations benchmark against the following:

WELL CERTIFICATION: OPTIMISATION (69): separate and secure bicycle storage for at least 5% of regular building occupants, as well as visitor bicycle storage for at least 2.5% of all peak visitors.

BREEAM: complaint occupant bicycle storage facilities must be provided, 10% bicycle parking spaces for a total occupancy of up to 500, 7% bicycle parking spaces for a total occupancy of 501-1000, and 5% bicycle parking spaces of a total occupancy of 1000+ people. While for visitors, buildings must provide 5% of the number of visitor car parking spaces for visitor bicycle parking.

LEED: provide long-term bicycle storage for at least 5% of all regular building occupants, but no fewer than four storage spaces per building in addition to the short-term bicycle storage spaces. While for visitors, buildings must provide short-term bicycle storage for at least 2.5% of of all peak visitors, and no fewer than four storage spaces per building.

ActiveScore recommends allocating space for future expansion when both bicycle parking against the local standard and ActiveScore standard have not been met, this is in line with the requirements outlined by London Cycling Design Guidance (LCDS).

LCDS recommends that the right amount of active travel parking for a site would be at a level that:

- Meets existing baseline demand
- Meets the potential demand generated by the existing and proposed land uses in the area
- Ensures there further is allowance for spare capacity (ideally, at least 20 per cent)

[4] Variety

#N/A

contains detailed technical advice on bicycle parking with particular reference to Sheffield stands, gas assisted two tier racks and enclosures. It also includes detailed advice on the spacing of stands and recognises new space saving solutions such as wall mounted hangers. All parking should include locking points for the frame and both (all) wheels, be gas assisted if a two tier rack, and be under good surveillance or CCTV. ActiveScore recommends 15% of storage is made up of parking for a variety of irregular/bulky bikes (Sheffield stands at 1000mm or 40 inch centres), plus 5% Sheffield stands at 2000mm (80 inch) centres and 2500mm (100 inch) clear length, catering for longer and wider bicycles, (e.g. tandems, trikes, recumbents and cargo bikes, etc.), and 20% of spaces should offer E-Bike charging (50% of these can be charging lockers). All modes of active travel parking should be considered with racks/locker provisions for scooters, skateboards, and roller-skates etc. ActiveScore also recommends providing an on-site pool of hire bikes/scooters, while there are no ideal quantities, good practice would be to provide 3+ to offer sufficient availability for occupants of the building.

BREEAM Construction Credit (CN 3.8): Compliance requires adequate spacing, with secure and accessible fixings for frame and wheel in a prominent location viewable or overlooked by an occupied building. Parking should include power points to charge e-bikes. Sheffield stands should have >80cm (>30 inch) spacing.

[5] Route

#N/A

deals with the construction of bicycle routes and includes surfacing. The default should be asphalt but any surface should be skid resistant with a PSV (polished stone value) of 55+. The standard adopted by the EU and outlined within German Institute for Normalization (DIN) standard DIN 51130, notes that to achieve effective anti-slip flooring, a recommended R rating of R12 for an angle of inclination of 27° to 35°and R13 for >35° need to be in place to ensure the safety of occupants choosing to actively commute to and from the building. Attention should also be paid to drainage and maintenance, especially to remove sharp fragments and debris, and to keep the surface level. Access hole covers and ironworks need to be well maintained and can be a skid hazard. Wheeling ramps should be at least 100mm (4 inch) wide and 50mm (2 inch) deep, and mounted at least 200mm (8 inch) away from the wall. The route to and from the bicycle store should be accessible for all users and any in place ramps must be wheelchair compliant. Lifts should be in place as an alternative for DDA users who may be obstructed by steps, the lifts should offer sufficient space for irregular/bulky bikes.

[6] Lockers

ActiveScore requires ≥120% lockers per bicycle space, ideally 100% of which are 2-high while the remaining 20% can be made up of smaller compartments, this is in line with the requirements outlined by WELL. For security measures, digi-locks are recommended.

WELL CERTIFICATION: OPTIMISATION (69): one locker for every 5 regular building occupants, or evidence that the lockers provided exceed demand by at least 20%.

BREEAM: for compliance, lockers should be a) at least equal to the number of active travel parking spaces required, b) in or close to the changing room(s) c) sized appropriately for storing active commuter equipment.

[7] Changing rooms and shower provision

ActiveScore requires 10% showers vs bicycle parking spaces, this is in line with the requirements outlined by BREEAM and planning guidance for new developments.

BREEAM: Compliance requires one shower for every 10 bicycle storage spaces (min. 1 shower). Above 8 will comply regardless of number of storage spaces. Changing facilities should be appropriately sized for the number of users (assessor judgement).

BCO guidance - 1 shower per 100 staff. WELL CERTIFICATION: OPTIMISATION (69): one shower with changing facility for the first 100 regular building occupants and one additional shower for every 150 regular building occupants thereafter.

LEED: Compliance requires at least 1x on-site shower for the first 100 occupants and +1 shower for each 150 occupants thereafter.

[8] Drying provision

ActiveScore requires a dedicated drying provision, this is in line with the requirements outlined by BREEAM. Drying cabinets can be installed in the bicycle store as an alternative for a dedicated drying room. Airing cupboards are only sufficient if they offer heating and ventilation within.

For BREEAM In-Use (TRA 01): Ventilated drying area to hang wet clothes in a sheltered space. 4 credits when in combination with shower facilities, lockers and well-lit active travel parking. Area must be specially designed and designated with adequate heating.

This is a clean air calculator to help assets calculate the Scope 3 emissions (carbon and particulates) of their occupants' journey to and from the development.

Total occupancy	0
Total trips	0

REGIONAL AVERAGE JOURNEY CONSUMPTION

Mode	%*	Journeys	Avg. distance km	CO_2e Emission factor	kg CO_2e	$PM_{2.5}$ Emission factor	g $PM_{2.5}$	Notes
Walk	#N/A	#N/A	#N/A	0	0	0	0	
Bicycle Total	#N/A	#N/A	#N/A	0	0	0	0	
Push Bike	#N/A	#N/A	#N/A	0	0	0	0	
E-Bike	#N/A	#N/A	#N/A	0	0	0	0	
Car Driver Total	#N/A	#N/A	#N/A	0.268551317	#N/A	0.018	#N/A	
Petrol	#N/A	#N/A	#N/A	0.263786972	#N/A	0.018	#N/A	
Diesel	#N/A	#N/A	#N/A	0.273315663	#N/A	0.018	#N/A	
Battery	#N/A	#N/A	#N/A	0	0	0.018	#N/A	
Hybrid	#N/A	#N/A	#N/A	0.1896	#N/A	0.018	#N/A	
Plug-In Hybrid	#N/A	#N/A	#N/A	0.106014534	#N/A	0.018	#N/A	
Car Passenger Total	#N/A	#N/A	#N/A	0.134275659	#N/A	0.018	#N/A	
Petrol	#N/A	#N/A	#N/A	0.131893486	#N/A	0.018	#N/A	
Diesel	#N/A	#N/A	#N/A	0.136657832	#N/A	0.018	#N/A	
Battery	#N/A	#N/A	#N/A	0	0	0.018	#N/A	
Hybrid	#N/A	#N/A	#N/A	0.0948	#N/A	0.018	#N/A	
Plug-In Hybrid	#N/A	#N/A	#N/A	0.053007267	#N/A	0.018	#N/A	
Motorcycle	#N/A	#N/A	#N/A	0.113674	#N/A	0.013	#N/A	
Bus	#N/A	#N/A	#N/A	0.07832	#N/A	0.088	#N/A	
Tram/lightrail/metro	#N/A	#N/A	#N/A	0.0278	#N/A	0.01316	#N/A	
National train	#N/A	#N/A	#N/A	0.03546	#N/A	0.015464	#N/A	
Other	#N/A	#N/A	#N/A	0.134275659	#N/A	0.018	#N/A	
Daily Total	#N/A	#N/A	#N/A		#N/A kg CO_2e		#N/A g $PM_{2.5}$	
Annual		#N/A	#N/A		#N/A t CO_2e		#N/A t $PM_{2.5}$	

YOUR BUILDING'S TARGET JOURNEY CONSUMPTION

Mode	%*	Journeys	Avg. distance km	CO_2e Emission factor	kg CO2e	$PM_{2.5}$ Emission factor	g $PM_{2.5}$	Notes
Walk	#N/A	#N/A	#N/A	0	0	0	0	
Bicycle Total	#DIV/0!	#DIV/0!	#N/A	0	0	0	0	#DIV/0!
Push Bike	#DIV/0!	#DIV/0!	#N/A	0	0	0	0	
E-Bike	#DIV/0!	#DIV/0!	#N/A	0	0	0	0	
Car Driver Total	#N/A	#N/A	#N/A	0.268551317	#N/A	0.018	#N/A	
Petrol	#N/A	#N/A	#N/A	0.263786972	#N/A	0.018	#N/A	
Diesel	#N/A	#N/A	#N/A	0.273315663	#N/A	0.018	#N/A	
Battery	#N/A	#N/A	#N/A	0	#N/A	0.018	#N/A	
Hybrid	#N/A	#N/A	#N/A	0.1896	#N/A	0.018	#N/A	
Plug-in Hybrid	#N/A	#N/A	#N/A	0.106014534	#N/A	0.018	#N/A	
Car Passenger Total	#N/A	#N/A	#N/A	0.134275659	#N/A	0.018	#N/A	
Petrol	#N/A	#N/A	#N/A	0.131893486	#N/A	0.018	#N/A	
Diesel	#N/A	#N/A	#N/A	0.136657832	#N/A	0.018	#N/A	
Battery	#N/A	#N/A	#N/A	0	#N/A	0.018	#N/A	
Hybrid	#N/A	#N/A	#N/A	0.0948	#N/A	0.018	#N/A	
Plug-in Hybrid	#N/A	#N/A	#N/A	0.053007267	#N/A	0.018	#N/A	
Motorcycle	#N/A	#N/A	#N/A	0.113674	#N/A	0.013	#N/A	
Bus	#N/A	#N/A	#N/A	0.07832	#N/A	0.088	#N/A	
Tram/lightrail/metro	#N/A	#N/A	#N/A	0.0278	#N/A	0.01316	#N/A	
National train	#N/A	#N/A	#N/A	0.03546	#N/A	0.015464	#N/A	
Other	#N/A	#N/A	#N/A	0.134275659	#N/A	0.018	#N/A	
Daily Total	#N/A	#N/A	#N/A		#N/A kg CO_2e		#N/A g $PM_{2.5}$	
Annual		#N/A	#N/A		#N/A t CO_2e		#N/A t $PM_{2.5}$	

Tonnes of CO_2e emissions saved	#N/A	#N/A	Tonnes of $PM_{2.5}$ emissions saved
% of CO_2e emissions saved	#N/A	#N/A	% of $PM_{2.5}$ emissions saved

The aim for an asset is to increase the modal share of walking and cycling. This clean air calculator helps calculate the carbon and particulate savings that result from this. If an asset grows in size (number of occupants), then it is possible the transport emissions will also increase, even if more people are walking and cycling. The saving totals are calculated with the assumption bicycle parking is fully utilised. We encourage clients to do their own travel survey to fully utilise this tool.

Data Limitations:

The clean air calculator focuses on primary modes of transport, 'Other' encompasses transport such as taxi/ride share or ferry - for this the CO2 Emission factor is for a taxi (average of car passenger petrol and diesel emissions) as this is the most common 'Other' mode.

#N/A

#N/A

Improving the health of our cities

UPSTREAM ACTIVITIES → **REPORTING COMPANY** → **DOWNSTREAM ACTIVITIES**
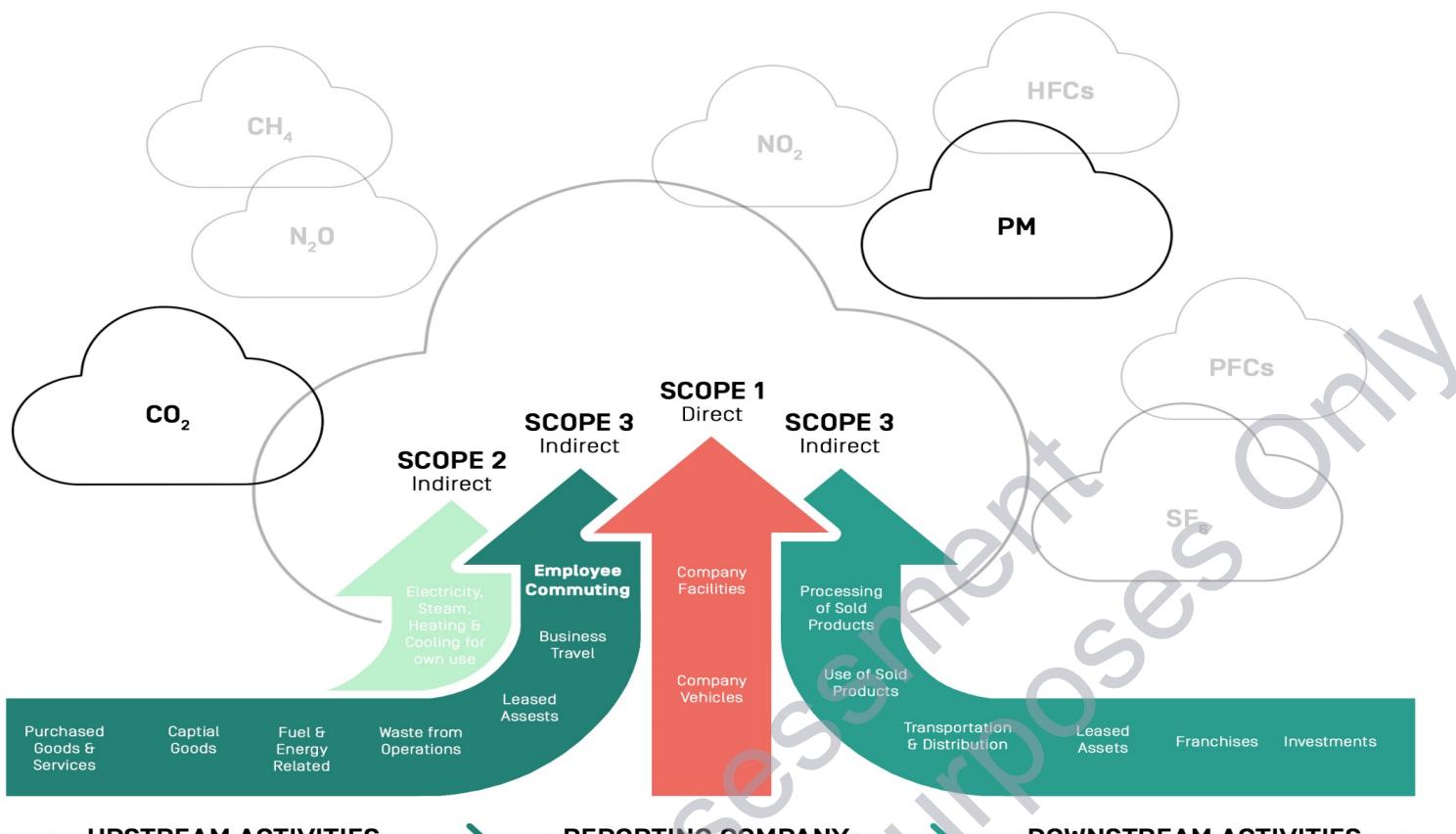
Air pollution is a complete mix of gases and particulates [PM] of both natural and human origin, if not reduced it will continue to cause a major threat to human health and many environmental impacts such as global warming.

Poor air quality is the largest environmental risk to public health, as long term exposure to air pollution can cause chronic conditions including cardiovascular and respiratory disease and lung cancer - as the fine particulates, in particular $PM_{2.5}$, can pass through the lungs into the bloodstream.

Company emissions can be categorised into:
Scope 1 - direct emissions the company makes, such as fuelling the boiler.
Scope 2 - emissions made indirectly, such as the electricity for lighting in the office.
Scope 3 - associated emissions, such as buying products from suppliers and staff commuting.

For most companies, Scope 3 emissions represent a much greater proportion of their carbon footprint than operational emissions [Scope 1 and Scope 2]. They're also something they have much less control over.

In the UK, transport alone makes up 27% of all CO_2e emissions[1] and 16% of all $PM_{2.5}$ emissions.[2]

Incentives to use public transport, car sharing, management's attitude to home working, and most importantly encouraging active travel - can all help reduce staff commuting emissions.

1) Transport and Environment Statistics 2021 Annual Report, Department for Transport [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf]
2) Health matters: air pollution, Public Health England 2018 [https://www.gov.uk/government/publications/health-matters-air-pollution]

Thanks to your commitment to active travel…

CLEAN AIR

#N/A

#N/A

compared to the average office in your region.

[See our Clean Air Calculator for further details]

There is increasing evidence of air pollution having a potential role in causing asthma, impacting all age groups from birth. Around two thirds of people with asthma say poor air quality makes their asthma worse, putting them at risk of an asthma attack.[1]

HEALTH & WELLBEING

Adults participating in daily physical activity have a **30% lower risk of depression.**[2]

On average cyclists take **1.3 fewer sick days** per year than non-cyclists.[3]

82% of commuters surveyed reported being less stressed after cycling to work.[4]

1) Air Pollution and asthma, Asthma UK 2020 [https://www.asthma.org.uk/advice/triggers/pollution/]
2) Key benefits of regular physical activity as outlined in: UK Chief Medical Officers' Physical Activity Guidelines 2019
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/832868/uk-chief-medical-officers-physical-activity-guidelines.pdf]
3) Hendriksen, I. et al [2010]. The association between commuter cycling and sickness absence.
4) Cycling and the mental health benefits, survey results produced by Cyclescheme, 2019 [https://www.cyclescheme.co.uk/community/featured/cycling-and-the-mental-health-benefits]

ACTIVESCORE

Reference: **0**

Score Levels		
From	**To**	**Level**
1	39	Certified
40	59	Silver
60	79	Gold
80	99	Platinum
100	100	Platinum 100

m² to sq ft calc	10.7639
sq ft to m² calc	0.09290304

References
#N/A
#N/A
#N/A
#N/A
#N/A
#N/A

CARBON FACTORS -
2023 UK figures (it is assumed other developed countries' transport carbon factors will be comparable)

Mode	Direct emission factor kg CO2 per passenger km	2023 Defra CO2e Factors, Excel full set (for adv users) - 'Business travel - land' tab
Car: average (petrol)	0.2637869718	
Car: average (diesel)	0.2733156631	
Car: average (hybrid)	0.1896	
Car: average (plug-in hybrid)	0.106014534	
Car: average (battery)	0	
Local London bus (passenger.km)	0.07832	
London underground	0.0278	
National rail	0.03546	
Other (Motorcycle: average)	0.113674	

PARTICULATE (PM$_{2.5}$) EMISSION FACTORS -
2019 - 2021 UK figures (it is assumed other developed countries' transport emission factors will be comparable)

Mode	Direct emission factor g PM2.5 per passenger km	2021 National Atmospheric Emissions Inventory (NAEI) Fleet Weighted Emission Factors
All cars: Urban (+Tyres+Brakes+Abrasion)	0.018	
Buses (+Tyres+Brakes+Abrasion)	0.088	
Light rail (Power line+Tyres+Brakes)	0.01316	2020 EEA Non-exhaust PM-emissions
40% Electric Regional rail (+Power line+Tyres+Brakes)	0.015464	2019 NAEI Railway PM Emission Factors
Other (Motorcycle: Urban (+Tyres+Brakes+Abrasion))	0.013	

Mode of transport used and distance travelled for journeys in your region

	Modal % Split	Journey Distance (km)
	#N/A	#N/A
Car Driver	#N/A	#N/A
Petrol	#N/A	#N/A
Diesel	#N/A	#N/A
Battery	#N/A	#N/A
Hybrid	#N/A	#N/A
Hybrid Plug-in	#N/A	#N/A
Car Passenger	#N/A	#N/A
Petrol	#N/A	#N/A
Diesel	#N/A	#N/A
Battery	#N/A	#N/A
Hybrid	#N/A	#N/A
Hybrid Plug-in	#N/A	#N/A
Motorcycle	#N/A	#N/A
Bicycle	#N/A	#N/A
Push Bike	#N/A	#N/A
E-Bike	#N/A	#N/A
Bus	#N/A	#N/A
National Rail	#N/A	#N/A
Underground / lightrail	#N/A	#N/A
Walk	#N/A	#N/A
Other	#N/A	#N/A
TOTAL %	**#N/A**	

Working days = 261 (weekdays) - Holiday entitlement =	#N/A