A meeting of the **TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP** will be held **via Microsoft Teams** on **TUESDAY 12 MARCH 2024** at **10.30 AM.**

Members and officers, if they attend the meeting in person, are encouraged to use the most sustainable means of travel to/from Partnership meetings. Information on public transport travel options along with multi-modal journey planning information is available by visiting www.travelinescotland.com

For any queries, please contact Ashley Roger on 01738 475775 or Scott Hendry on (01738) 475126.

SCOTT HENDRY
Secretary to Partnership

Members:	**Officers:**
Bryan Doyle	Mark Speed, Director
Amy McDonald	Scott Hendry, Secretary to Partnership
Paul Reid	Scott Walker, Treasurer to Partnership
Alan Stewart	Lisa Simpson, Legal Adviser to Partnership
	Niall Gardiner, Senior Partnership Manager
	Jonathan Padmore, Senior Strategy Officer
	Ashley Roger, Office Manager
	Merry Smith, Strategy Officer (Sustainable Transport)
	Claudia Stuerck, Strategy Officer (Strategic Connectivity)
	James Cooper, Project Manager (Tayside Bus Alliance)
Angus Council	Angus Council
Councillor Heather Doran	Graeme Dailly, Infrastructure & Environment
Councillor Mark McDonald	Craig Hudson, Infrastructure
Dundee City Council	Dundee City Council
Councillor Mark Flynn	Ewan Macnaughton, City Development
Councillor Dorothy McHugh	Ewan Gourlay, City Development
Councillor Siobhan Tolland	
Perth and Kinross Council	Perth and Kinross Council
Councillor Hugh Anderson	Ben Wilson, Communities
Depute Provost Andrew Parrott	
Councillor Richard Watters	
Stirling Council	Stirling Council
Councillor Jennifer Preston	Ann Jacob Chandler, Corporate Operations
Councillor Rachel Nunn	David Hopper, Corporate Operations
	Scottish Government
	Bethany Sharp & Sharon Dickson

12 MARCH 2024

AGENDA

1.   Declarations of Interest

2.   Minutes of Meeting of 12 December 2023 and 30 January 2024 (copy herewith)

3.   Review of Risk Register – Report by Director (copy herewith RTP/24/02)

4.   Audit Strategy 2023/24 – Submission by Audit Scotland, External Auditors (Copy to follow RTP/24/03)

5.   Active Travel Update – Report by Director and Strategy Officer (Sustainable Transport) (Copy herewith RTP/24/04)

6.   Bus Initiatives Update – Report by Tayside Bus Alliance Project Manager (Copy herewith RTP/24/05)

7.   2023/24 Budget and Monitoring – Joint Report by Director and Treasurer (copy herewith RTP/24/06)

8.   2024/25 Budget and Programme – Joint Report by Director and Treasurer (copy herewith RTP/24/07)

9.   Director's Report – (copy herewith RTP/24/08)

10. Members' Issues and AOCB

11. Dates of Next Meetings

     12 March 2024
     11 June 2024
     10 September 2024
     10 December 2024

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the Tayside and Central Scotland Transport Partnership held in the Council Chambers, 2 High Street, Perth and via MS Teams on Tuesday 12th December 2023 at 10.30am.

Present: Councillors Mark McDonald and Heather Doran (Angus Council); Councillor Mark Flynn (Dundee City Council); Councillors Hugh Anderson and Richard Watters and Depute Provost Andrew Parrott (Perth & Kinross Council); Councillor Rachel Nunn and Jen Preston (Stirling Council); Bryan Doyle and Alan Stewart (Members).

In Attendance: M Speed (Director); N Gardiner, J Padmore, J Cooper, A Roger and C Stuerck (Tactran); S Hendry (Secretary); E MacNaughton and E Gourlay (Dundee City Council); B Wilson, N Moran, J Salisbury and E Williamson (Perth & Kinross Council); S Dickson (Transport Scotland); M Bruce and J Grant (Audit Scotland).

Apologies for absence were received from: Councillors Dorothy McHugh and Steven Rome (Dundee City Council) and Amy McDonald (Member).

1.   **DECLARATIONS OF INEREST**

There were no declarations of interest made.

2.   **MINUTE OF MEETING OF 12 SEPTEMBER 2023**

The minute of meeting of the Tayside and Central Scotland Transport Partnership of 13 September 2023 was submitted and approved as a correct record.

3.   **DRAFT AUDITED ANNUAL ACCOUNTS 2022/23 AND DRAFT AUDIT REPORT TO THE MEMBERS OF TACTRAN AND THE CONTROLLER OF AUDIT FOR THE YEAR ENDED 31 MARCH 2023**

There was submitted a report by the Treasurer and Director (RTP/23/30) presenting the Partnership's 2022/23 Audited Annual Accounts (unsigned) in accordance with the Local Authority Accounts (Scotland) Regulations 2014.

D Coyne introduced the report and provided an update and advised that the audit will be unqualified.

M Bruce presented the Audit Report and confirmed all is correct and approved and advised the audit is now concluded.

J Grant introduced the Annual Audit Plan and detailed the standard risks identified within the report and advised the pensions liability has been adjusted based on the actuarial calculations and this does not impact the Tactran resources. J Grant advised all 4 recommendations have been accepted.

Councillor Nunn asked if outputs and their impact were considered. M Bruce confirmed outputs and impacts are not considered as part of the audit recommended for a smaller sized body/organisation. The Director advised this information is captured within the Annual Report under item 4.

The Chair asked for an explanation of the adjusted pensions liability which M Bruce provided.

The Chair formally thanked the Treasurers team and Audit Scotland for their hard work in finalising the audit.

Resolved:
(i)   To note the contents of Audit Scotland's Draft Annual Audit Report for the year ended 31 March 2023, as attached at Appendix 2;
(ii)   To approve the 2022/23 Audited Annual Accounts at Appendix 3 and to authorise the Partnership Chair, Director and Treasurer to sign them; and
(iii)   To authorises the Treasurer to sign the Letter of Representation as attached at Appendix 4.

4.   **TACTRAN ANNUAL REPORT**

There was submitted a report by the Director (RTP/23/31) introducing the Tactran Annual Report for 2022/23.

Councillor Flynn requested the wording on page 17 around active travel be amended from 'intended to seek approval' to 'approval was sought' or similar. This was agreed.

Councillor Flynn noted that on page 26 there was mention of discussions with HIAL and Dundee City Council regarding Dundee Airport and asked if he could have more information regarding Tactran's involvement. The Director advised the engagement is through the Tay Cities Deal in regard to the airport project. Councillor Flynn requested further information and more frequent feedback on the engagement around Dundee Airport.

B Doyle requested an update on the Bridge of Earn Rail LRDF Study. N Gardiner advised that there has been no official comment back from Transport Scotland and this has again been raised several times with the Transport Scotland Rail Policy Division and they are aiming to provide comment early next year.

Councillor Nunn requested more detail on outcomes as well as outputs and it was agreed this would be included within future Monitoring Reports.

Councillor Anderson asked how the changes to Sustrans funding will affect funding in the future for Tactran's Active Travel Development Fund. The Director advised that following the Verity House Agreement the majority of infrastructure funding will be distributed directly to the Local Authorities. RTPs will be directly funded by Transport Scotland for the behaviour change element

of the Active Travel budget. The amount will be confirmed after 19 December Scottish Government Budget setting. The direct funding to RTPs is to deliver active travel behaviour change and achieve mode shift targets. There are significant implications to the third sector which could mean a lot of organisational change over the next 12 – 24 months.

Councillor Anderson asked if Tactran were able to engage with Transport Scotland in relation to capacity improvements at Broxden junction. The Director advised he will discuss with Councillor Anderson separately.

Councillors McDonald and Doran asked in relation to Flourish Marketing and the Get on the Go Campaign: further evidence of outcomes from social media campaign with Flourish Marketing; what work Flourish have undertaken in relation to engagement; and assurance that the correct groups are being targeted and engaged; further information and actual figures be provided to fully understand what the project is achieving. The Director suggested a meeting is scheduled with both Councillors and M Scott to discuss further.

Councillor Nunn noted that given the number of different pieces of work such as the STPR it could be quite confusing what is and is not included. The Director advised the Delivery Plan for the RTS will identify and cover all of the above.

Resolved:
(i)   To approve for publication and submission to Scottish Ministers the Tactran Annual Report for 2022/23.

5.   **2023/24 BUDGET AND PROGRAMME**

There was submitted a joint report by the Director and Treasurer (RTP/23/32) providing a monitoring update on the Partnership's Revenue and Capital expenditure and seeking the Partnership's approval of a revised 2023/24 RTS Revenue Programme.

The Chair asked about the funding situation regarding Tayside Bus Alliance Project Manager. The Director explained there are two Bus Alliances within the Tactran region and J Cooper is the Tayside Bus Alliance Project Manager and this post is funded by Transport Scotland. The Tayside Bus Alliance proposal has been submitted to Transport Scotland and an announcement on funding is due soon. Discussions with Transport Scotland are ongoing to fund the post going forward.

Councillor Watters asked for an update on the Kinross Park & Ride Sustainable Transport project. N Gardiner advised PKC Officers had advised that due to some planning issues the Kinross P&R project will be delayed into next financial year and that Executive Committee approval had been sought and approved to reallocate the funding to another Perth & Kinross project this financial year. It is understood that it is the intention to seek funding to deliver the Kinross P&R project next year.

Resolved:

(i)	To note the position regarding Core Revenue expenditure as at 31 October 2023 as detailed in Appendix A;
(ii)	To note progress on and to approve a revised 2023/24 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendices B and C;
(iii)	To note progress on the 2023/24 Capital Programme and related expenditure as discussed within the report and detailed in Appendix D and to agree to delegate authority to the Executive Committee for any required reallocation of funding within the Capital Programme; and
(iv)	To agree to delegate authority to approve the use of the remaining Contingency budget in the RTS Revenue Programme budget to the Partnership Director and Treasurer.

6. 2024/25 CORE REVENUE BUDGET

There was submitted a joint report by the Director and Treasurer (RTP/23/33) seeking the Partnership's approval of a proposed 2024/25 Core Revenue Budget.

Councillor Flynn asked if funding Tactran was a statutory requirement for the Councils or is there leeway since Tactran will be receiving additional funding for Active Travel Behaviour Change projects. The Director advised it is a statutory requirement and Transport Scotland has already raised the issue of Tactran receiving sufficient funding from the constituent councils.

Resolved:

(i)	To approve the proposed 2024/25 Core Revenue Budget as detailed in Appendix A to the report;
(ii)	To request that partner Councils make provision for their proposed respective funding contributions within their 2024/25 Revenue Budgets;
(iii)	To agree to receive a report with a finalised 2024/25 Core Revenue Budget and proposed 2023/24 Regional Transport Strategy Revenue Programme Budget at its next meeting; and
(iv)	To note the estimated Reserves balance at 1 April 2024.

7. TACTRAN ENABLE MAAS PROGRAMME

There was submitted a report by the Senior Strategy Manager (RTP/23/34) providing an update on the Tactran ENABLE Mobility as a Service (MaaS) programme and sharing the project Monitoring and Evaluation report submitted to Transport Scotland in September 2023.

The Chair asked why the figures from the National Park trials are higher and in terms of recommendations, what is the timescale for the report being published? J Padmore advised the approach taken on gathering the figures was based on users' destinations so as the national park is more leisure based, the regularity of the trip is more frequent than travelling to NHS Tayside; Transport Scotland's report is due out once all Monitoring & Evaluation reports have been submitted, therefore, expected Spring 2024.

Councillor Nunn asked if learning from this will be shared with other relevant work being undertaken e.g. National Ticketing workstream. The Director advised all work streams are being considered and he is a member of the National Ticketing workgroup.

Councillor Nunn asked whether consideration was being given to how the IMPs project was taking account of other Apps that are available. J Padmore explained that this was part of the joint IMPs project and that it is being investigated with Sestran.

B Doyle asked for a better understanding of the MaaS project finance opportunities. J Padmore gave an explanation of the project and it was agreed to provide more detail at an appropriate time. The Director noted that consideration may need to be given in how to tie in with Active Travel Behaviour change initiatives.

Resolved:
(i)   To note the Monitoring and Evaluation Report of the Tactran ENABLE Mobility as a Service Programme;
(ii)   To note the ongoing work between Tactran and Sestran officers to continue to develop and grow the project until a time when Transport Scotland determine their preferred way forward; and
(iii)   To agree to consider options for meeting the costs of the Tactran ENABLE programme at a future Partnership meeting, once Transport Scotland's programme evaluation report has been published.

8.   **DIRECTORS REPORT**

There was submitted a report by the Director (RTP/23/35) asks the Partnership to note updates on Bus Alliances, Community Bus Fund, Hydrogen Decarbonisation Project and Social Media Strategy. The Partnership is also asked to note a response to ScotRail's Fife and Tay Cities Timetable Consultation.

Councillor Flynn asked if the Tayside Bus Alliance had met with Ellie Harrison and to confirm the Bus Alliance is going down the right path in relation to Bus Service Improvement Partnerships (BSIP) and Transport Act 2019 bus service options. The Director confirmed Tactran Officers had met with Ellie Harrison. He also noted that the Tayside Bus Alliance was formed to participate in the Bus Partnership Fund and that alliances were required to work towards a BSIP. However, the Community Bus Fund award that has been received is working in parallel to this and taking all options into account to ensure the best model is identified going forward.

Councillor Nunn requested that the Forth Valley Connectivity Report produced by Stirling University be considered. J Cooper noted he was aware of the report and will contact Stirling University in this regard.

Councillor Watters asked about how Transport Scotland will divide up the active travel funding. The Director said a model yet to be identified but not expecting a bidding situation.

Resolved:
(i)   To note updates on Bus Alliances, Community Bus Fund, Hydrogen Decarbonisation Project and Digital Media Strategy; and
(ii)   To note the response to the ScotRail's Fife and Tay Cities Timetable Consultation, as detailed in Appendix B.

9.   **A NEW REGIONAL TRANSPORT STRATEGY**

There was submitted a report by the Senior Strategy Manager (RTP/23/36) providing feedback on the public and stakeholder engagement undertaken on the draft Tayside and Central Scotland Regional Transport Strategy.   The report asked members to consider the proposed responses to the issues raised to inform a final draft of the Regional Transport Strategy and its companion impact assessment reports to be presented to the Partnership in early 2024.

J Padmore gave a presentation outlining the purpose of the report and the consultation process and responses received.

Cllr McDonald welcomed the report and asked for more detail on the emerging issues. He referenced sections 3.2 to 3.4 of the draft RTS, noting that although he welcomed acknowledgment and the needs of the rural areas, Angus Council believe road user charging or parking charges would increase road km in their area. Given the feedback from the away day he asked for this to be reflected in the final document. He did not think the Board agreed to the concept that the stick measures are going to be fundamental to the RTS. He asked if there can be more detail into how rural Scotland can be kept away from reduction of car km and for that to be reflected in the final document.

The Director said that in order to make the changes that are required and to meet objectives it is understood the alternatives can do a certain amount and some of the 'sticks' are required. However, the demand management has to be bespoke to the communities being served e.g. if no alternative to the private car that will be taken into account. Within the delivery plan, charging across the region will have mitigation to ensure any charging will not produce more social deprivation. There will be a need to create a demand management plan which will take time to consider all options and consequences. There is a recognition that urban areas will be able to contribute more to the 20% reduction to enable rural areas to do less. The Chair said Perth & Kinross Council have the same concerns and believes the RTS does address the issues.

Councillor McDonald said the draft RTS does not answer his concerns and it is not reflected in the document and the public's reaction to road charging is not accepted. Asking the Councils to implement parking and road charging is not beneficial to a significant part of the Tactran region and would have economic detriment and would encourage more car km as opposed to less. The measures do not benefit Angus.

Councillors Flynn and McDonald left the meeting.

Councillor Nunn asked if the roles and responsibilities of the Scottish Government have been articulated in the document? J Padmore confirmed it is detailed within the documents in the actions near the end of the document and greater detail will be within the Delivery Plan. Councillor Nunn said this is fundamental to success and would like it to be a clearly defined ask within the document. N Gardiner noted that under each action the partners required to deliver the action are identified within the document.

Councillor Doran said it was important to outline who has the responsibility as opposed to just who the partners are, so it helps people understand Tactran's role in delivering the Strategy. Councillor Doran also shares the same concerns as Councillor McDonald in relation to charging and is also concerned that the targets seem to be pushing people out of rural areas as the interventions appear to benefit urban areas. The impact a transport strategy can have on where people live needs to be considered. The Chair said the impact off each intervention will be looked at and properly considered before it is progressed to ensure the impact is positive.

The Director advised when it comes to the interventions, impact assessments will be undertaken for each intervention, including economic impact assessments, and there are robust requirements to mitigate any negative impact.

Councillor Doran thanked the National Youth Parliament for their input regarding anxiety and felt this could be stretched to include women travelling on transport on their own.

Councillor Nunn welcomed the comments on the delivery plan and focussing on solutions that have the most impact, but it would be helpful for Stirling Council to have conversations with each Local Authority to see how this helps all of the Councils.

Cllr Anderson said IT and technology must have an impact on the strategy due to the reduction in requirement to travel to work. The Director advised reducing the need to travel forms a significant part of the RTS and also includes wider aspects such as more healthcare in the communities and working with Community Planning Partners to consider how to achieve a shift in delivering public sector services.

The Director advised for the Special Partnership meeting scheduled for 30 January 2024, due the Christmas and New Year break, the papers will be circulated on 23 January 2024.

Resolved:
(i)   That the public and stakeholder responses to the Draft Tayside and Central Scotland Regional Transport Strategy (RTS) and its

accompanying impact assessment reports included in this report and Appendices A, B and C to this report had been considered;

(ii) To approve the suggested amendments to the draft RTS and its companion impact assessment reports as identified in Tables 6 and 7 of this report; and

(iii) To agree for a final draft of the RTS to be brought to the Special Partnership Meeting on 30 January 2024 for Members to consider its submission to the Minister for Transport.

10. MEMBERS ISSUES AND AOCB

None

11. DATES OF NEXT MEETINGS

12 March 2024
11 June 2024
10 September 2024
10 December 2024

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the Tayside and Central Scotland Transport Partnership held virtually via MS Teams on Tuesday 30th January 2024 at 10.30am.

Present: Councillors Mark McDonald and Heather Doran (Angus Council); Councillors Dorothy McHugh and Steven Rome (Dundee City Council); Councillors Hugh Anderson and Richard Watters and Depute Provost Andrew Parrott (Perth & Kinross Council); Alan Stewart (Member).

In Attendance: M Speed (Director); N Gardiner, J Padmore, M Smith, J Cooper and C Stuerck (Tactran); S Hendry (Secretary); G Dailly (Angus Council); E MacNaughton (Dundee City Council); B Wilson, N Moran and E Williamson (Perth & Kinross Council); S Dickson and J Inglis (Transport Scotland).

Apologies for absence were received from: Councillor Mark Flynn (Dundee City Council); Councillors Rachel Nunn and Jen Prescott (Stirling Council) and Amy McDonald (Member).

1. **DECLARATIONS OF INEREST**

   There were no declarations of interest made.

2. **A NEW REGIONAL TRANSPORT STRATEGY: DRAFT FOR SUBMISSION TO THE MINISTER FOR TRANSPORT**

   There was submitted a report by the Senior Strategy Manager and Strategy Officer (Strategic Connectivity) (RTP/24/01) seeking; (i) approval of the Integrated Impact Assessment and Strategic Environmental Appraisal reports that have informed the development of the Final Draft of a Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS); (ii) approval to submit the Final Draft of the RTS to the Minister for Transport for approval and (iii) noting the next steps as they relate to preparing a RTS Delivery Plan and a consultation summary for circulation to public and stakeholders.

   The Director provided a short introduction to the report and thanked the Board Members, local authorities and partner organisations for their work undertaken to this stage.

   J Padmore provided a short presentation on the process and key decisions that informed the development of the RTS and associated Strategic Environmental Assessment and Integrated Impact Assessments.

   Councillor Doran asked for confirmation that the wording agreed, in relation to reducing car km driven in rural areas not undermining the viability of living in those rural locations, was included in the document. J Padmore confirmed that the wording discussed was included both in Appendix C of the report outlining the changes made and in the RTS itself. He noted for Member awareness that

the example of charging mechanisms not undermining viability of town centres in rural areas had been widened to any location whether town centre or any rural location.

Post Meeting note: When submitting apologies for absence Councillor Nunn had confirmed via email that she approved the final draft of the RTS to be submitted to the Minister for Transport.

Resolved:
(i)   To approve the Integrated Impact Assessment report undertaken to inform a Tayside and Central Scotland Regional Transport Strategy 2024-2034, available in the Members area of the Tactran website;
(ii)   To approve the Strategic Environmental Appraisal report undertaken to inform a Tayside and Central Scotland Regional Transport Strategy 2024-2034, available in the Members area of the Tactran website;
(iii)   To approve the Final Draft of the Tayside and Central Scotland Regional Transport Strategy 2024-2034 for submission to the Minister for Transport as included at Appendix D; and
(iv)   To note the next steps in relation to preparing the RTS Delivery Plan and a summary of consultation to circulate to those that participated in the engagement on the draft Strategy in 2023.

3.   **MEMBERS ISSUES AND AOCB**

The Director advised that Transport Scotland is proposing to provide funding directly to Regional Transport Partnerships in 2024/25 for Active Travel Behaviour Change initiatives and a model for delivery is being worked on in partnership with Local Authority officers, with Transport Scotland providing £50,000 this financial year to assist in developing a programme. It is anticipated that Tactran will receive £1.9m in 2024/25. He noted that Community funding for smaller projects may also be directly funded by Transport Scotland and that Transport Scotland are also exploring options to directly fund Local Authorities for staffing in relation to embedded active travel officers.

The Director noted that Transport Scotland has suspended the Bus Partnership Fund for a year but has asked the Tayside Bus Alliance to submit proposals to continue development of a number of corridors where there is strong integration between Active Travel and Bus Priority. J Cooper confirmed he is working with Dundee City Council and Perth and Kinross Council officers for proposals for 3 corridors: Arbroath Road and Lochee Road in Dundee and Dunkeld Road in Perth.

The Director noted that the above initiatives are still being developed and once a definitive position is confirmed either a report will be provided at the March Partnership meeting or a briefing note in advance of the meeting, depending on timing.

The Chair welcomed the potential addition funding for Active Travel.

Cllr Watters asked for an update regarding Active Travel infrastructure funding for Local Authorities in 2024/25. The Director advised that the current position is that discussions are continuing between Transport Scotland and CoSLA regarding providing funding directly to Local Authorities for Active Travel infrastructure. M Smith noted that this funding is likely to be included in Local Authority block funding from Government.

The Chair thanked Officers and Members for their work in getting the RTS to the stage it is at for submission to the Minister for Transport.

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

REVIEW OF RISK REGISTER

REPORT BY DIRECTOR

Purpose

This report presents the Partnership's Risk Register for annual review and approval by the Partnership.

Summary

The majority of risks and their ratings on the register remain the same with dates changed as required. Changes to the risk register are as follows:

1.2 **Strategic/ Financial.** Noted that Tactran will be handing over secretariat for RTP's to Hitrans.

2.3 **Political/Financial.** Engage with Local Authority and other Partners to deliver new programme of active travel behaviour change initiatives.

3.2 **HR.** Support sought through SLA with partner LA's and RTP's.

4.5 **Strategic Outlook.** Uncertainty over impact on travel demand and supply during Scotland's recovery from covid downgrade to Amber from Red.

4.5 **Hybrid Working**. Tactran has converted to hybrid working with most business undertaken online.

1   RECOMMENDATIONS

1.1   That the Partnership: -

   (i)   reviews the Risk Register which forms Appendix A to the report; and

   (ii)   agrees to receive a further report reviewing and updating the Risk Register not later than March 2025.

2   BACKGROUND

2.1   At its meeting on 21 June 2011 the Partnership approved a Risk Management Policy and Strategy (Report RTP/11/14 refers). This recognises that compliance with the principles of best value and good corporate governance requires a formalised approach to the management of strategic, operational, and financial risks which the Partnership may face, in a proactive and controlled manner.

2.2   The Risk Management Policy and Strategy was reviewed and updated in December 2016, as part of the Partnership's agreed approach to undertaking periodic comprehensive review of its Core Governance Policies (Report RTP/16/34 refers).

2.3   The Risk Register, which supports implementation of the Risk Management Policy and Strategy, is reviewed formally by the Partnership at least annually. The Partnership last reviewed its Risk Register at its meeting on 14 March 2023 (Report RTP/23/01 refers).

3   DISCUSSION

3.1   The Risk Register reflects the Partnership's status along with primary statutory duties and responsibilities in relation to:

- the future of the Partnership's role and responsibilities in the context of the published National Transport Strategy and STPR2 national review.

- the role of the Partnership with regard to the collaboration arrangements for the respective City Deals.

- development, monitoring and overseeing the implementation of the Regional Transport Strategy.

- engaging in and supporting Community Planning.

- acting as a Key Agency in the Development Planning process; and

- ensuring advice is made available on the issues arising from Brexit.

3.2   The Register identifies and takes account of relevant strategic, operational and governance risks, including any key risks identified during annual audit processes by external auditors and through other internal and external review processes.

3.3   The main areas of identified risk are categorised in relation to (1) Reviews, Collaboration & Governance; (2) RTS Development and Delivery; (3) Management and Operation of the Partnership; and (4) Financial. The various risks are monitored and updated by the Director and Treasurer.

3.4   Risk Controls and Actions were previously updated in March 2018, March 2019, March 2020, March 2021, March 2022 and March 2023 to reflect major actions such as renewal of the RTS and review of the RTS Delivery Plan and Monitoring Framework. The Register has been further updated to reflect completion of and progress against these key activities during 2023/24.

3.5   The Partnership is asked to review the Risk Register at Appendix A and to approve this as a basis for ongoing review during 2024/25, and to receive a further report reviewing the Register within 12 months.

4   CONSULTATIONS

4.1   The Risk Register has been developed and updated having regard to the Partnership's core statutory duties and responsibilities, taking account of emerging operational and legislative issues and other areas of risk identified during annual audit processes.

5   RESOURCE IMPLICATIONS

5.1   This report has no additional resource implications.

6   EQUALITIES IMPLICATIONS

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

Mark Speed
Director

Report prepared by Mark Speed. For further information contact email MarkSpeed@tactran.gov.uk or telephone 07919 698611

NOTE

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

Report to Partnership RTP/11/14, Review of Governance Policies and Procedures, 21 June 2011

Report to Partnership RTP/16/34, Review of Core Governance Policies and Procedures, 6 December 2016

Report to Partnership RTP/16/04, Review of Risk Register, 8 March 2016

Report to Partnership RTP/17/02, Review of Risk Register, 14 March 2017

Report to Partnership RTP/17/39, Directors Report, 12 December 2017

Report to Partnership RTP/18/07, Review of Risk Register, 27 March 2018

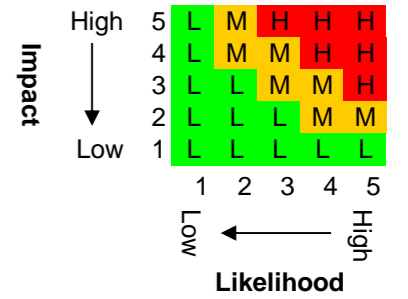Report to Partnership RTP/19/03, Review of Risk Register, 19 March 2019

Report to Partnership RTP/20/11, Review of Risk Register, 19 March 2020

Report to Partnership RTP/21/04, Review of Risk Register, 15 March 2021

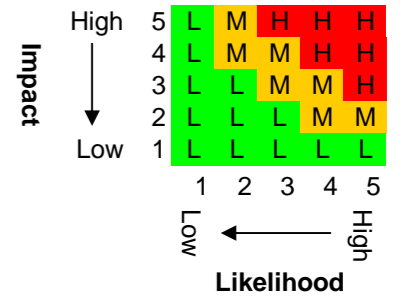Report to Partnership RTP/22/04, Review of Risk Register, 15 March 2022

Report to Partnership RTP/23/01, Review of Risk Register, 14 March 2023

TACTRAN
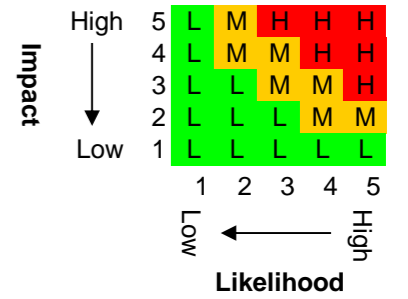**RISK MANAGEMENT - CONTROLS**
DATE   12-Feb-24

Impact					
High 5	L	M	H	H	H
4	L	M	M	H	H
3	L	L	M	M	H
2	L	L	L	M	M
Low 1	L	L	L	L	L
	1	2	3	4	5

Low ← Likelihood → High

Inherent   **Residual**

Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
1 Existential Risks - Reviews, Collaboration & Governance											
1.1	The process and outcome of the NTS2 Review diminishes the role of the Partnership and undermines delivery of the RTS.	**Strategic/Governance**	5	3	H	The published NTS2 references a regional approach to transport governance. Mitigate the uncertainties through positive advocacy with Scottish Ministers, Transport Scotland and COSLA both directly and via the RTP Chairs' Forum. Also, active participation in the Roles & Responsibilities review.	5	2	M	Director/Partnership Board Members	Continue to engage with Scottish Government, Transport Scotland and partner Councils advocating for the positive role of RTPs and extolling the virtues of the regional integration of transport, planning and economic development.
1.2	The process and outcome of the STPR2 Review diminishes the role of the Partnership and reduces its ability to secure funding to deliver the RTS.	**Strategic/Financial**	5	3	H	Mitigate the uncertainties of the STPR2 Review by Tactran handing over to Hitrans acting as Secretariat/Support to the RTWGs and positively influence the STPR.	5	2	M	Director/Partnership Board Members	Continue to engage with Scottish Government, Transport Scotland, Consultants, partner Councils, City Deals and other stakeholders seeking potential capital investment for sustainable transport initiatives.
1.3	The collaborative arrangements established through the respective City Deals and associated Regional Transport Working Groups are not effective and reduce the ability of Partnership to deliver the RTS.	**Strategic/Governance**	5	2	M	Positively shape the governance arrangements for the City Deal Joint Committees and Regional Transport Working Groups to acknowledge the role of transport investment in securing sustainable and inclusive economic growth.	5	2	M	Director/Partnership Board Members	Continue to engage with Scottish Government and Transport Scotland, partner Councils, City Deals and other stakeholders. Governance arrangements are working well in Tay Cities Deal and work ongoing to improve Forth Valley arrangements.
1.4	Partnership Board fails to function collegiately	**Governance**	5	2	H	Induction training undertaken for new Members at start of each new Council election cycle and periodically to take account of changing circumstances. Providing the opportunity to discuss the emerging organisational landscape and relay a Partnership view to partner agencies. The appointment of new Cllr and non-Cllr Member/s as required.	5	1	L	Director/Proper Officers/Partnership Board Members	Induction training delivered to all Board Members on appointment and will be supplemented periodically as required in response to changes to legislative or other controls and issuing of new or amended Guidance. Private & confidential discussion on Governance facilitated for the new Board Members 2023/24.
1.5	The outcome of Brexit, withdrawal from the EU, has an adverse impact on the development, planning and operation of the transport network in the Tactran area.	**Strategic/Governance**	5	5	H	The UK has now formally left the EU. Maintain a regular overview of the implications of Brexit on the development and delivery of the Regional Transport Strategy and to highlight any potential for adverse impacts on the operation of the transport network and key gateway sites in the Tactran area.	5	3	H	Director/Proper Officers/Partnership Board Members	Ensure that partner Local Authorities and owners/operators of key transport gateways, e.g. ports etc. remain aware of the current guidance issued from the Department of Transport and Transport Scotland and to publish links to this guidance on the Tactran web site.
1.6	Inflation	**Strategic/ Governance**	5	5	H	Inflationary pressures risk the delivery of programmes and projects. Maintain a regular overview of implications	5	4	H	Director/ Senior Manager	Review impacts of cost pressures on projects and programmes

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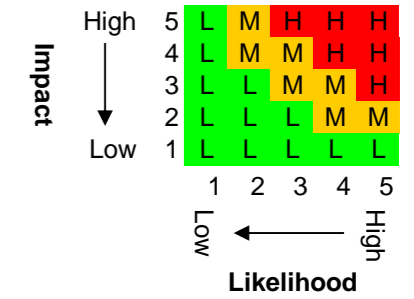**RISK MANAGEMENT - CONTROLS**
DATE   12-Feb-24

	Impact					
High	5	L	M	H	H	H
	4	L	M	M	H	H
	3	L	L	M	M	H
	2	L	L	L	M	M
Low	1	L	L	L	L	L
		1	2	3	4	5
		Low ←				→ High
				Likelihood		

Inherent   **Residual**

Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
2 Strategic Risks - RTS Development and Delivery											
2.1	Councils and other public sector stakeholders may not prioritise the delivery of Regional Transport Strategy objectives and RTS Delivery Plan measures.	**Political/Financial**	5	4	H	Monitoring Framework and Revenue and Capital Programmes monitoring systems in place to review and report on success in delivering RTS. Review of RTS Delivery Plan and RTS Monitoring Framework completed during 2016 having regard to recommendations identified in Annual Audit Reports (ISA 260). RTS Delivery Plan 2016-21 identifies priorities and lead and supporting delivery agencies/partners. Relevant RTS priorities included in City Deals for Tay Cities and Stirling, with potential for Government and other partner delivery commitment and funding through these.	5	2	M	Director/Senior Strategy Manager	Proactive engagement by Tactran officers within partner Councils, Community Planning, Development Planning, City Deals and related CPP Action Programming to promote strategic benefits of RTS in supporting delivery of local and national outcomes. The delivery plan 2016-2021 will continue to be used while the new RTS is developed.
2.2	Lack of delivery funding to support implementation of Regional Transport Strategy.	**Financial/Political**	5	5	H	Investigate alternative sources of delivery and match funding. Working with L A's, TS and other partners to create working partnerships to jointly use resources more effectively.	5	4	H	Director /Partnership Board Members	Investigate and engage with City Deals, Transport Scotland, Councils, operators and other potential partners on availability of match funding.
2.3	New Funding allocated to RTP's for Active Travel Behaviour Change	**Financial/Political**	5	5		Engage with Local Authority and other Partners to deliver new programme of active travel behaviour change initiatives	5	3	M		Ensure consultations with partners continues to ensure a targeted approach to AT behaviour change to deliver on RTS and NTS objectives.
						Engage with partner Council Revenue Budget and Capital Programme processes. Engage with City Deals				Director/Partnership Board Members/Senior Partnership Manager	Liaise with Council Chief Officers and Heads of Finance on annual Revenue and Capital Budget setting processes. Review of RTS Delivery Plan has included agreement on proposed profiling and prioritisation of RTS delivery.
						Make case for prioritising RTS interventions and actions with Councils and with Government				Director/Partnership Board Members	Continue to engage with CPPs, emerging City Deal governance structures, and Development Planning Authorities promoting case for a strategic transport delivery focus
2.4	Case for delivery of RTS not recognised by Stakeholders	**Political/Public**	4	4	H	Ongoing promotion of benefits of RTS through effective promotion, publicity campaigns and communication through website, press releases and stakeholder newsletters	4	2	M	Director/Chair/Partnership Board	Re-write of RTS Delivery Plan will included consultation with all relevant stakeholders and partners on prioritisation and profiling of RTS delivery. Promote case for RTS delivery priorities through City Deals and through influencing forthcoming review of the Strategic Transport Projects Review.
						Promote benefits and case for RTS with Scottish Government, City Deals, Councils, transport providers and business				Director/Chair/Partnership Board	Ongoing discussion with City Deals, Transport Scotland and other stakeholders on promoting and developing business case for RTS priority actions

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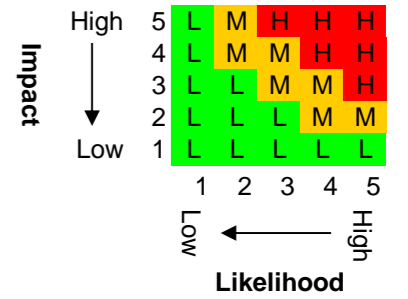**RISK MANAGEMENT - CONTROLS**
DATE   12-Feb-24

Risk matrix:

Impact						
High	5	L	M	H	H	H
	4	L	M	M	H	H
	3	L	L	M	M	H
	2	L	L	L	M	M
Low	1	L	L	L	L	L
		1	2	3	4	5

Low ← → High
Likelihood

Inherent   **Residual**

Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
2.5	RTS policies and priorities not identified in Regional Spatial Strategies and Local Development Plans	**Strategic**	4	1	L	Officers fully engaged in RSS and LDP key stakeholder groupings. Also in the NPF4.	4	1	L	Director/Senior Partnership Manager	Maintain existing officer input to RSS and LDP processes. Relevant RTS Delivery Plan priorities embedded with RSS and LDP Action Plans. Rewrite of RTS Delivery Plan will maintained and strengthened alignment with reviewed RSS and updated LDPs. Also with the NPF4.
											Partnership receives reports at key Main Issues Report, Proposed Plan and Action Programme stages of RSS/LDP/NPF4 processes
2.6	The Partnership fails to engage fully in Community Planning	**Strategic**	4	1	L	Officers proactively engaged in CPPs and relevant Thematic Groupings	4	1	L	Director/Senior Partnership Manager	Maintain and strengthen officer input to CPP governance and delivery activity aligning RTS priorities with supporting CPP and local outcomes. Active engagement of Partnership officers in ongoing review of CPP structures and endorsement by Board of Locality Outcomes Improvement Plans (LOIPs) replacing former SOAs in 2018/19 and through ongoing contribution to the development of emerging Locality Plans and priorities.
										Director	Partnership receives regular reports on SOA approval, development and Action Programming. LOIPs endorsed by Partnership Board on 12/12/17 and ongoing officer engagement on related LOIP action planning. Partnership Board to receive at least annual progress update on contributing to LOIPs.
										Director	Governance procedures and RTS Delivery Plan and priorities have been developed and are regularly reviewed to ensure continued alignment with CPP/LOIP objectives and delivery
2.7	Projects are not delivered in accordance with programme and budget	**Operational/Financial**	4	3	M	Project Risk Assessment carried out as part of Project Management process	4	1	L	Senior Partnership Manager	Review of RTS Delivery Plan to be completed during 2024 will included agreement with partner Councils and other lead/supporting agencies on prioritisation, profiling and programming of RTS delivery moving forward
						Regular monthly monitoring of progress in liaison with project delivery partners and contractors and quarterly reporting to Partnership Board on Revenue expenditure and Capital Programme monitoring as necessary				Senior Partnership Manager	

TACTRAN
RISK MANAGEMENT - CONTROLS
DATE   12-Feb-24

Impact					
High	5	L	M	H	H	H
	4	L	M	M	H	H
	3	L	L	M	M	H
	2	L	L	L	M	M
Low	1	L	L	L	L	L
		1	2	3	4	5

Low ← → High

Likelihood

			Inherent					Residual				
Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
3 Management/ Operational Risks											
3.1	Inadequate staff resource available to carry out actions agreed by Board	**HR/ Financial**	5	3	H	HR support in employing optimum staff complement	4	2	M	Director	Resources planning taken into account in reporting to Board and as part of Board Action reviews. Revised Management and staffing structures approved by Board and successfully implemented during 2018/2019.
3.2	No HR Support for Tactran	**HR/Financial**	4	3	M	HR Support SLA to be sought from partner LA's and RTP's.	4	2	M	Director	An SLA will be sought to cover HR support to Tactran.
						Staff training and development				Director	Ongoing review of staff development and training needs by Director/Team.
3.2	Failure of IT systems including cyber attack	**Technical**	4	3	M	Effective and reliable IT support systems	4	1	L	Office Manager	Employment of effective IT support services through SLA with Perth & Kinross Council
						Secure and effective backup arrangements for hardware and files				Office Manager	Secure backup and file management systems maintained and updated through IT SLA review process and through new, statutory Records Management Plan systems and approaches. SLA updated during 2020/21 to take account of new Public Sector Action Plan on Cyber Resilience
						Systematic updates to server, laptops and website				Office Manager/IT support	Annual review of IT system capability and renewals through SLA with Perth & Kinross IT. Updating of office desktop hardware for all staff undertaken in 2020/21.
3.3	Action by Partnership staff, members or partners exposes Partnership to corporate or financial liability	**Operational/Financial**	5	2	M	Financial Regulations and Scheme of Delegation	5	1	L	Director/Treasurer	Regular reviews of Financial and other Control Systems
						Service procurement and monitoring arrangements in place				Director/Treasurer	Monthly financial monitoring meetings with Finance support staff monitoring

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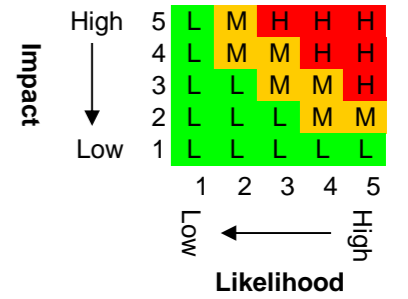**RISK MANAGEMENT - CONTROLS**
DATE   12-Feb-24

Impact					
High 5	L	M	H	H	H
4	L	M	M	H	H
3	L	L	M	M	H
2	L	L	L	M	M
Low 1	L	L	L	L	L
	1	2	3	4	5

Low ← High
Likelihood

Inherent   **Residual**

Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
3.4	Reliance on knowledge and actions of individuals may result in business failure if they leave or are unavailable, i.e. single points of failure.	**Human Resources**	5	4	H	HR procurement arrangements and employment conditions adequate to retain staff and replace individuals if needed	5	2	M	Director/ HR support	New Records Management Plan- Work Programme and systems will assist with business continuity planning.
						Staff training and development needs reviewed annually				Director	Review staff training and development requirements moving forward.
3.5	Non compliance with Freedom of information requirements	**Legislative**	5	3	H	Maintain approved Publication Scheme	5	2	M	Director	Arrangements in place for dealing with FOI requests in compliance with statutory requirements.
3.6	Failure to comply with relevant legislation and recognise implications of new legislation	**Legislative**	5	3	H	Monitoring of reports and recommended actions and relevant statutory changes	5	1	L	Legal Officer/Director	Ongoing monitoring of Scottish Government/Parliament legislative processes and other relevant Government publications.
3.7	Failure to comply with relevant Health & Safety Regulation	**Legislative**	5	2	M	Written policies covering Health & Safety for staff and Members	5	1	L	Director	Ongoing review.
						Workplace areas assessed and safe working procedures documented for operational areas				Office Manager	Ongoing review.
						Fire safety procedures and recognised First Aider cover in place				Office Manager	Ongoing review.

5

TACTRAN
RISK MANAGEMENT - CONTROLS
DATE :   12-Feb-24

Risk matrix:

Impact					
High	5	L	M	H	H	H
	4	L	M	M	H	H
	3	L	L	M	M	H
	2	L	L	L	M	M
Low	1	L	L	L	L	L
		1	2	3	4	5

Low ← Likelihood → High

			Inherent				Residual				
Ref	Detail	Nature of Risk	Impact	Likelihood	Risk	Controls	Impact	Likelihood	Risk	Owner	Actions
4 Financial Risks											
4.1	Late announcement of local government settlement and hence Grant-in-Aid and LA contribution support for 2023/24.	**Financial**	5	3	H	Liaise with Transport Scotland, Treasurer and constituent Councils on likely outcome of LG settlement for 2024/25.	4	1	L	Treasurer/Director	Budget for 2024/25 and plan Core and RTS budgets to be confirmed and expected to stay the same as 2023/24.
4.2	Expenditure exceeds budget	**Financial**	4	3	M	Effective financial monitoring, reporting and control systems at Board and officer level are in place to manage expenditure	4	1	L	Treasurer/Director	Regular monthly monitoring meetings with Finance support staff and regular quarterly monitoring reports on Revenue Expenditure to Partnership Board and on Capital Programmes as necessary.
4.3	Projects expenditure slips resulting in year on year funding discrepancy	**Financial**	4	3	M	Effective financial monitoring reporting and control systems in place to manage project expenditure	4	1	L	Treasurer/ Director	Regular reviews undertaken to monitor expenditure during year, meetings with Finance Manager by exception. Programmes varied by Board to reflect changes.
						Arrangements are in place to manage slippage across Financial Years where necessary				Director	Statutory controls amended to enable creation of RTP Reserves funds and carry over of reserves across Financial Years. This was included as Section 122 of the Transport (Scotland) Act Reserve strategy.
4.4	Theft or loss of assets exposes Partnership to loss of reputation or financially	**Financial/Reputational**	5	2	M	External security measures in place	3	1	L	Office Manager	
						Adequate insurance cover in place				Office Manager	Ongoing
4.5		**COVID 19**									
		Strategic Outlook	4	3		Uncertainty over impact on travel demand and supply during Scotland's recovery from Covid 19	3	3			All data collected by Tactran and partners will be used to assist re-writing of the RTS and Tactran transition planning.
		Hybrid Working	3	2			3	2			Tactran has converted to hybrid working with most business undertaken online.

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

ACTIVE TRAVEL UPDATE

REPORT BY DIRECTOR AND STRATEGY OFFICER (SUSTAINABLE TRANSPORT)

Purpose

This report asks the Partnership: to note regional active travel infrastructure projects for 2023/24; to note active travel behaviour change funding 2024/25 and endorse Tactran's proposal and delegate authority to Director to finalise in consultation with Local Authorities; to note Active Travel community fund with Paths for All and funding for embedded officer posts within Local Authorities; to note Active Travel Infrastructure and development proposal for 2024/25.

Summary

This report provides updates on various Active Travel initiatives, noting changes to the 2023/24 Active Travel Capital programme; proposals for and endorsement of Active Travel Behaviour Change, which it is proposed the Director will finalise in consultation with Local Authorities; details of an active travel community fund and funding for embedded officer posts and active travel infrastructure proposals for 2024/25. A presentation will be given on Active Travel Behaviour Change programme.

1   **RECOMMENDATIONS**

1.1   That the Partnership:

(i)   notes progress of regional active travel infrastructure projects for 2023/24;

(ii)   endorses the approach taken on the submission to Transport Scotland for Active Travel Behaviour Change and Access to Bikes delivery funding, as included at Appendix A;

(iii)   delegated authority to Director to finalise the Active Travel Behaviour Change and Access to Bikes delivery programme in consultation with Local Authority partners;

(iv)   notes detail of National Active Travel Community Fund and embedded Officer posts; and

(v)   notes active travel infrastructure and development proposal for 2024/25.

2 BACKGROUND

2.1 At its meeting on 14 March 2023 the Partnership noted an award for Capital Funding of £649,750 to Tactran for Active Travel projects in 2023/24 and approved criteria for funding (Report RTP/23/14 refers). This funding included appointing ARUP consultants to develop an active travel project pipeline, which will inform future bids.

2.2 At its meeting on 12 September 2023, an update on this project pipeline was presented and noted by the Board and the Regional Active Travel Network was approved (Report RTP/23/24 refers).

2.3 At its meeting on 12 December the partnership was informed by the Director that RTPs are to provide proposals for active travel behaviour change initiatives for direct funding by Transport Scotland, with the amount of funding to be confirmed after Scottish Government Budget Setting.

2.4 A further verbal update was provided by the Director at the Partnership Special Meeting on 30 January 2024 noting that it was anticipated that Tactran would receive circa £1.9m in 2024/25 for Active Travel Behaviour Change initiatives.

3 DISCUSSION

2023/24 Regional Active Travel Capital Programme

3.1 At its meeting on 12 September 2023 (RTP/23/24 refers), the Partnership noted the progress of the 14 active travel projects which had been endorsed by the Board and submitted to Transport Scotland on 16 December 2022.

3.2 The criteria for these projects was endorsed by Partnership Board at its meeting on 14 March 2023 (RTP/23/14 refers) and are detailed below:

- A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
- B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN);
- C: Develop and implement access to key services and regional hubs within the Tactran Region.

3.3 The 14 projects, including resources, were granted funding to a total of £649,750 from Transport Scotland. However, in November 2023 Perth & Kinross Council officers informed Tactran that, due to some planning issues, the Kinross P&R project will be delayed into 2024/25 and requested that 2023/24 £50,000 funding for this project be reallocated to Woodside – Coupar Angus project. Approval was sought from Transport Scotland and Tactran Executive Committee for this reallocation and has subsequently been agreed.

Tactran's awarded funding at end of December 2023 was:

Organisation	Project	Criteria	Proposed Grant
Angus Council	Coherent network of routes across the town of Brechin	A	£25,000
Angus Council	Coherent network of routes across the town of Forfar	A	£25,000
Angus Council	Coherent network of routes across the town of Monifieth	A	£25,000
DCC	D&A College Campus, linking to NCN1.	B, C	£18,000
DCC	Strathmartine Active Travel Audit High Impact Actions.	A	£40,000
DCC	Coldside Active Travel Audit High impact actions.	A	£40,000
DCC	Lochee Active Travel Audit High impact actions	A	£40,000
DCC	Maryfield Active Travel Audit High impact Actions	A	£40,000
PKC	Kinross Park and Ride Sustainable Transport Hub – (construction)	C	Nil
PKC	Woodside – Coupar Angus shared use path beside A94 extension (construction)	B	£150,000
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000
Tactran	Active travel mapping and delivery plan – develop interface options (further development of 2022/23 digital mapping project)	A, B, C	£22,000
Tactran	Programme management and support – people resource	A, B, C	£84,750
Total submission costs			**£649,750**

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

3.4   The above table details additional funding for the Active Travel Mapping and Delivery Plan and Programme Management and Support for active travel delivery.

3.5   Stirling Council contacted Tactran in January 2024 to request a change to the allocated funding due to delays in projects. These changes were approved by Transport Scotland and the Executive Committee on 5 February 2024. Details of reallocation are given below:

Current Allocation:

Organisation	Project	Criteria	Proposed Grant
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000

Approved Reallocation:

Organisation	Project	Criteria	Proposed Grant
Stirling Council	Active Travel routes development – feasibility and concept design	C	£20,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£20,000
Stirling Council	Cycleway defenders on Airthrey Road	C	£40,500
Stirling Council	Contribution to new footpath in Balfron	C	£16,000
Perth and Kinross Council	Kinross Active Travel Masterplan	B	£28,250
Dundee City Council	Lynch Centre Link Path	A	£15,250
Total			**£140,000**

Behaviour Change and Access to Bikes Delivery (People and Place Programme) Funding

3.6   The Active Travel Transformation Project was initiated in February 2022 which focussed on a phased project plan. This set out to develop evidenced proposals for an alternative holistic system for Active Travel delivery and make recommendations on the delivery model required to implement this system.

3.7   A national Active Travel Delivery Partnership was formed which comprised key partners including RTP and local authority representatives as well as third sector organisations. Tactran formed a working group of RTP Officers to consider these discussions and form collective responses to the Transport Scotland delivery partnership. This review and reallocation of funding is now complete.

3.8   The Scottish Government announced record funding for Active Travel in its draft budget proposal, with almost £190m allocated to Active Travel for 2023/24. Following the Scottish Government Scottish Government Budget Setting on 19 December 2024 it was confirmed funding of Active Travel for 2024/25 would increase to £220m.

3.1   From 2024/25, Transport Scotland are directing Active Travel Behaviour Change funding directly to RTPs, with £20m available in total for Scotland. In terms of distribution across the RTPs, an agreed formula of a 7% evenly split baseline for both Capital and Resource funding has been used, with the remaining budget being split using a population size methodology. This results in an anticipated allocated budget to Tactran of £1,929,800 in 2024/25.

3.2   In January, RTPs were invited to submit proposals to Transport Scotland, based on a briefing note, which outlined interventions, projects and key priorities with their partnership authorities. Each RTP was provided with additional grant funding of up to £50,000 in 2023/24 to develop proposals and prepare for implementation in 2024/25 with initial proposals submitted to Transport Scotland on 20 February 2024. Tactran's submission can be seen in Appendix A, which the Partnership is asked to endorse. Note that the costs indicated in the submission are still in the process of being refined. A presentation will be given at the Partnership meeting with further details provided. It is intended to finalise the delivery programme in consultation with senior Local Authority officers.

People and Place Community Delivery Transition Fund

3.3   Recognising that there needs to be a transition period for community organisation funded scheme, Transport Scotland have presented a new delivery model for delivering active travel interventions within the community and 3rd sector level projects. Paths for All are to lead on delivering this across Scotland. This £2.1m grant will be allocated to community level and 3rd sector projects across Scotland, with Tactran managing and approving Paths for All grant process. The final details of this grant as well as staff resource implications are to be finalised by April 2024.

Embedded Officers

3.4 Transport Scotland's review of active travel funding has implications for roles of embedded officers across all local authorities. Transport Scotland has confirmed that funding for these existing embedded posts will be allocated to Local Authorities from a separate fund, ensuring continuity of projects and current work being undertaken by these embedded officers.

Active Travel Infrastructure 2024/25 funding

Tactran appointed consultancy ARUP in August 2023 through the SCAPE framework agreement, to assist with the development of pipeline active travel projects across the Tactran region. These proposed projects have been developed in consultation with partnership authorities and are a combination of preparatory works and infrastructure.

In previous years, Tactran has received direct funding from Transport Scotland for active travel infrastructure projects under the title of "Regional Active Travel Grant Fund." Transport Scotland have advised that this direct funding is not available to RTPs in 2024/25. Tactran is therefore exploring options for funding to two funding sources for 2024/25 to support this ongoing pipeline of projects: Transport Scotland's Active Travel Infrastructure Fund and Sustrans' Places for Everyone. Tactran is currently in discussions with Transport Scotland regarding these opportunities.

Transport Scotland has also confirmed that in 2024/25 Cycling, Walking and Safer Routes (CWSR) funding will be provided directly to local authorities as part of their Block Funding allocation.

4   CONSULTATIONS

4.1 Tactran officers have consulted with partnership local authorities as well as Sustrans, Cycling Scotland, Cycling UK, Scottish Cycling, Paths for All, Living Streets, Forth Environment Link, Transport Scotland and other relevant organisations in identifying priorities and projects.

5   RESOURCE IMPLICATIONS

5.1 It is anticipated that Tactran will be awarded a regional grant of £1,929,800 for Behaviour Change and Access to Bikes Delivery and a national grant of £2.1m for Community fund. This will have staffing resource implications which are currently being considered.

6   EQUALITIES IMPLICATIONS

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

Merry Smith Strategy Officer (Sustainable Transport)

For further information contact Merry Smith, merrysmith@tactran.gov.uk / telephone 07469 444063

<u>**NOTE**</u>

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

Report to Partnership RTP/23/14, 2023/24 Budget and Monitoring, 13 June 2023

Report to Partnership RTP/23/24, Active Travel Update, 12 September 2023

Active Travel Investment Template

Active Travel Investment Template: Behaviour Change

We invite RTPs to submit proposals for the interventions/projects they have identified as priorities with their respective local authorities, setting these out across the themes of Active Schools; Active Workplaces; Accessibility and Inclusion, and; Capacity and Capability Building.   Interventions should support an increase in use of existing/recently completed active travel infrastructure. We would also require programme costs to be set out – staff and overheads.   A short description for each of how the priority has been identified, whether it is new/ongoing (and if on-going, evidence of success/justification for continued support), the key objectives (e.g. no of pupils to be engaged, target increase in number of daily journeys to be made by walking/wheeling by end of 24-25) will then help build up a picture of how the RTP intends to utilise the funding, and can be used by Transport Scotland in the submission to the Investment Decision Making panel **(28 Feb 2024)**

A. Overall Summary (Brief summary of proposed investment and expected outcomes, as well as affordability and value for money considerations)

Regional Transport Partnership – Active Travel Behaviour Change Investment 2024/25

The Tactran region has delivered, and continues to deliver, high quality active travel infrastructure, with Tactran having recently developed a Regional Active Travel Network Strategy. This strategy includes a number of the active travel networks that local authorities are also looking to deliver. Tactran has worked closely with each of the local authorities – Dundee City Council, Angus Council, Perth & Kinross Council and Stirling Council – to develop this application. This is to ensure it is targeted at the local and regional active travel networks and shaped by the priorities of the local authorities, as well as being informed by available data. Tactran, along with the local authorities in the region, feel it is important to deliver behaviour change initiatives which are targeted in areas where high-quality infrastructure has been, or is soon to be, implemented. This includes locations where there are active travel freeways and sustainable transport corridors. To help inform this application, the Tactran Active Travel Web Map has been utilised to help identify geographical areas within the region where this infrastructure exists, where there are trip attractors such as schools and workplaces, and where there are disadvantaged communities that would benefit from a range of behaviour change projects. This approach has allowed clusters to be identified where behaviour change can be targeted. More information on how a data led and evidence-based approach has been used to identify clusters can be found in **Appendix A**. **Appendix B** provides a more detailed cost breakdown for the clusters and projects and **Appendix C** sets out the methodology used for prioritising clusters and defining areas within the clusters. The future pipeline of cluster can be seen in **Appendix D**, this is indicative of expected future investment around active travel infrastructure. The clusters identified include:

- Cluster 1: Stirling City
- Cluster 2: Perth & Kinross
- Cluster 3: Dundee City/Angus
- Cluster 4: Arbroath and Montrose

It has become clear from analysis of the existing web map data and through conversations with local authorities that the focus should be around encouraging use of the existing and forthcoming infrastructure, in order to see localised and regional travel behaviour change. We have been looking at a catchment of approximately 400m around the infrastructure to identify target locations, with scope to extend beyond that where appropriate. It is proposed that, within the areas around this infrastructure, behaviour change initiatives are run with the whole community, which includes schools, workplaces, and community groups. This would be the best approach to generate the required impact in terms of modal shift to active and sustainable modes and reducing vehicle kilometres. This approach will enable Tactran and the local authorities to monitor and evaluate the impact within the clusters for both the infrastructure and behaviour change initiatives in tandem. This can then be replicated in other areas throughout the region as the infrastructure networks and projects expand.

Tactran has developed a pipeline of projects, in collaboration with local authorities and the national parks. This takes into consideration the Regional Active Travel Network and Tactran Active Travel Audit work, elements of which are ready to be constructed, require minor improvements, or require further design and feasibility work. This provides the basis for clusters in future years. It should also be noted that where behaviour change initiatives are targeted around infrastructure, that this could also potentially involve bus improvements. Much of the Tactran region is rural in nature, therefore the wider picture in relation to sustainable travel behaviour change should be considered, as we have set out in supporting evidence. In addition to this, Tactran has also been communicating with other RTPs to identify where there could be opportunities for collaboration and efficiencies across projects. This is something that the RTPs will strive to focus on between now and April to ensure value for money is being achieved.

The clusters identified below can be scaled up and down depending on the funding available. This application does not include a request for existing embedded officers within each of the local authorities. There is an assumption that this will be covered through the direct funding to Local Authorities, in place of funding previously available via the SCSP LA Fund. In addition, grassroots community led initiatives have also been excluded with the assumption that they will be administered by Paths for All through the Community Transition Fund. Tactran are working with SEStran to ensure efficiencies and collaboration within the Forth Valley area; initial discussions have identified that the projects proposed are complimentary.

Please find attached supporting evidence in **Appendix A** which provides more detail on information received from third sector delivery partners, the data led approach to identifying the clusters and key priorities for the local authorities, in relation to active travel and behaviour change. This will be a working document that will be adjusted as new information becomes available.

B. Summary of funding proposals:

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
Cluster 1: Stirling City • Provision of cycle parking • Access to bikes: schools, workplaces, communities and disadvantaged groups • Active Travel promotion within schools • Engagement with schools (including parents/carers) on active travel • Engagement and travel planning with communities and workplaces • Incentivisation/gamification app • Confidence building and cycle training for adults • Local vehicle speed reduction campaigns • Marketing campaign and physical signage for active travel routes (Walk, Cycle Live and NCN route to Fallin)	Stirling Council / Recyke-A-Bike / Forth Environment Link Other potential partners include: - Scottish Cycling - Cycling Scotland - Sustrans - Paths for All - Living Streets - Cycling UK	RDEL: £251,000.00 CDEL: £293,000.00	Schools and Young People; Workplaces; Accessibility and Inclusion
Cluster 2: Perth & Kinross • Active Travel Trails (Trails) are signposted, themed routes within an urban setting to enable more everyday walking, wheeling and cycling journeys on peoples' doorsteps, so physical activity and social interaction can integrate better with their everyday life. Work could include minor improvements to improve function existing routes, connecting key facilities and making trips more comfortable for all and creating routes to be more inspiring, evoking curiosity. • Provision of cycle parking	Perth & Kinross Council / Bike Station Other potential partners include: - Scottish Cycling - Cycling Scotland - Sustrans - Paths for All - Living Streets - Cycling UK	RDEL: £140,000.00 CDEL: £430,000.00	Schools and Young People; Workplaces; Accessibility and Inclusion

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
• Access to bikes: schools, workplaces, communities and disadvantaged groups • Active Travel promotion within schools • Engagement with schools (including parents/carers), on active travel • Engagement and travel planning with communities and workplaces • Incentivisation/gamification app • Confidence building and cycle training for adults • Local vehicle speed reduction campaigns • Marketing campaign and physical signage for active travel routes			
Cluster 3: Dundee City/Angus • Active Travel Trails. See Cluster 2 for more detailed description. • Access to bikes: Dundee Cycle Hub, schools, workplaces, and disadvantaged groups • Active Travel promotion within schools • Engagement with schools (including parents/carers), on active travel • Engagement and travel planning with communities and workplaces • Incentivisation/gamification (Dundee Cycle Hub Club Cycling Incentive Scheme) • Confidence building and cycle training for adults • Local vehicle speed reduction campaigns • Marketing campaign and physical signage for active travel routes (Dundee Cycle Hub and NCN)	Dundee City Council / Dundee Cycle Hub Other potential partners include: - Scottish Cycling - Cycling Scotland - Sustrans - Paths for All - Living Streets - Cycling UK	RDEL: £240,000.00 CDEL: £332,000.00	Schools and Young People; Workplaces; Accessibility and Inclusion

Active Travel Investment Template

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
Cluster 4: Arbroath and Montrose • Active Travel Trails. See Cluster 2 for more detailed description. • Access to bikes: schools, workplaces, and disadvantaged groups • Active Travel promotion within schools • Engagement with schools (including parents/carers) on active travel • Engagement and travel planning with communities and workplaces (promoting the health benefits of active travel i.e. in GPS, schools etc.) • Incentivisation/gamification (Angus Cycle Hub Club Cycling Incentive Scheme) • Confidence building and cycle training for adults • Local vehicle speed reduction campaigns • Marketing campaign and physical signage for active travel routes	Angus Council / Angus Cycle Hub Other potential partners include: - Scottish Cycling - Cycling Scotland - Sustrans - Paths for All - Living Streets - Cycling UK	RDEL: £125,000.00 CDEL: £207,000.00	Schools and Young People; Workplaces; Accessibility and Inclusion
All clusters: New officers both regionally and local authority focused	Tactran / All local authorities x 2 officers and Ongoing consultancy management support	£ 260,000.00	Capacity and Capability
Total		£2,278,000.00	

C. Please describe in more detail the proposals for three proposals from the above list under each theme.

Active Schools and Young People

Project Name: Active travel promotion within schools and further education (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):

- Education and awareness campaigns, including engagement with students and parents/carers. Utilising assessment tools and existing audits to identify initiatives / areas of focus.
- Incentivisation through rewards or gamification.
- A focus on the wider benefits of active travel to highlight to both children and parents/carers the social / physical / productivity / later life benefits of travelling actively to school.
- Provide a brief introduction to bike maintenance.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Living Streets WOW programme is a pupil-led initiative that incentivises children to walk to school. On average, WOW schools see 30% reduced car journeys to the school gate and 23% increased walking rates.
- I Bike provide free 'learn to ride' sessions in schools. In Perth & Kinross, I Bike schools have shown active travel uptake of 9.8% higher than the Scottish average (59.8% vs 49.4%). Over 8,000 pupils were engaged and 100% of teachers felt that the experience of being more active had a positive impact on pupils' wellbeing, outlining the diverse benefits that can stem from investment in active travel promotion.
- Recyke-a-Bike deliver a range of activities within Schools in the wider Stirling area. These programmes have been tailored to suit the individual schools and contributed to the overall Walk, Cycle, Live Stirling programme which also sees two new high-quality active travel routes implemented within the city.

What measurable outcomes will this intervention deliver? (100 words max):

- Promoting the benefits of active travel can encourage uptake in young people, both as a means of travelling to school, but also for leisure/exercise outside of school. Increased active travel uptake in children has also been seen to influence the travel choices of their parents/carers.
- Studies have shown the link between activity levels of school children and their engagement, enthusiasm, and overall productivity at school. Furthermore, it has been shown that those who develop healthy lifestyle habits in adolescence are more likely to be active later in life.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Promotion of active travel in schools can lead to an **increase the number of people choosing walking, wheeling and cycling in Scotland.**
  Delivery of walking, wheeling and cycling is promoted and supported by a range of partners – where active travel groups, local stakeholders and parents/carers can collaborate to identify key future initiatives or discuss concerns.

Project Name: Engagement with schools and further education (including parents) (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):

- Introduction and promotion of School Streets/Play Streets and walking/cycling buses. Sustrans could be a potential delivery partner for these initiatives, whilst other initiatives could be carried out by parents / teaching staff (ie Shawlands Bike Bus).
- Use of isochrone mapping for all schools to show catchments by walk/wheel/cycle.
- Highlighting existing or future active travel initiatives in and around the school catchment (crossing points, traffic calming, traffic free infrastructure etc.), helping children and parents/carers identity safe routes between school and home.
- Creating a space for pupils and parents/carers to collaborate on ideas.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Sustrans aim to deliver School Streets by restricting motor traffic at the school gates for a short period of time, generally at drop-off and pick-up times. This has proved popular with children (49% of UK pupils are now worried about the air quality around their schools). As of 2022, Sustrans had helped over 70 local authorities successfully implement over 500 School Streets across the UK.
- Shawlands Primary School bike bus – an innovative idea initially stemming from a group of parents/carers – often sees over 40 children gathering to cycle to school together on Friday mornings. Providing more spaces for parents/carers, pupils, teachers and other local stakeholders to engage and discuss opportunities can help lead to more creative active travel solutions and continue to grow enthusiasm among young people.

What measurable outcomes will this intervention deliver? (100 words max):

- The above measures can help achieve greater active travel uptake by encouraging discussions to take place between children and parents/carers about walking, wheeling and cycling.
- Discussions with local groups may outline new or upgraded routes that parents/carers were unaware of – growing interest in the possibility of active travel to school (where beforehand parents/carers may have considered it to be unsafe).
- Holding group sessions creates a space for collaboration between parents/carers to establish groups – where they may feel more comfortable and willing if their children are travelling to school together.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Fostering an understanding of local active travel facilities and opportunities within the community can lead to an **increase the number of people choosing walk, wheel and cycle in Scotland.**
- **Delivery of walking, wheeling and cycling is promoted and supported by a range of partners** – where active travel groups, local stakeholders and parents/carers can collaborate to identify key future initiatives or discuss concerns.

Project Name: Access to bikes: Schools and further education (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):

- Not all young people have access to bikes – it can be a major financial burden for parents/carers given how fast children grow out of them. Availability of free, recycled bikes helps overcome this, providing children with greater freedom and improved transport connectivity.
- Engagement with pupils and parents/carers to understand where provision of bikes would be most beneficial.

- Extend this to scooters, which often prove popular amongst primary school age children as a fun and more manageable form of active travel.
- Scottish Cycling / Sustrans are both potential delivery partners, whilst Cycle Hubs mentioned in Section B could also be involved.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Since August 2021, Scottish Cycling's Rock Up and Ride programme has provided access to over 1,300 bikes for over 2,000 participants, with Under 18's being a primary target of this. The Rock Up & Ride project uses fun and inclusive sporting activity to achieve both increased participation and wider social outcomes, while helping to remove barriers to cycling and active travel, for disadvantaged individuals and those from underrepresented groups.
- The I Bike programme in Perth & Kinross loaned scooters, bikes and e-bikes to pupils and staff who would otherwise lack access to a bike/scooter. This, coupled with other forms of active travel promotion, contributed to an overall 9.8% increase in the share of pupils travelling to schools by active modes compared to the national average (59.8% vs 49.4%).

What measurable outcomes will this intervention deliver? (100 words max):

- An increased number of children travelling by active modes to school. Developing these healthy lifestyle habits early in life is a critical part of encouraging the desired modal shift in the long run.
- Uptake in active travel of young people, both as a means of travelling to school, but also for leisure/exercise outside of school. Previous studies have shown the link between activity levels of school children and their engagement, enthusiasm and overall productivity at school, as well as greater cardiovascular development.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Providing children with bikes helps makes **cycling available to all**. This can raise enthusiasm levels amongst young people and directly contribute to an **increase the number of people choosing to cycle in Scotland,** both in the short and long term.

Workplaces

Project Name: Travel planning with workplaces to promote active travel (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):

- Workplace engagement, awareness campaigns and use of behaviour change technology to encourage people to consider active travel as a viable option for their commute. The programme of works would ensure that workplaces that have the resources available to them are made self-sufficient to continue delivery themselves, this is something that Tactran can monitor with delivery partners as cluster areas change.
- Provision of end-of-trip facilities such as cycle parking, lockers, drying facilities and showers – which make active travel a more convenient and appealing option.
- Use of incentivisation platform provider for gamification (e.g. workplace travel challenges).
- Encouraging major employers to strike deals with cycle companies / charities. For example, Glasgow University and Nextbike provided free journeys of up to 30 minutes for all students and staff.
- Paths for All and Travel Know How Scotland are both potential delivery partners who offer this type of service.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Transport for Greater Manchester demonstrated a 12% mode shift from private car to sustainable modes following working closely with over 200 workplaces (20,000 employees) over a 2-year period through its Workplace Personalised Travel Planning programme.
- In Edinburgh, the City of Edinburgh Council Workplace Travel Planning Programme engages with over 60 workplaces each year, equivalent to 10,000 people per year. Feedback has shown that over 70% of respondents were inspired to review their travel behaviours as a result.
- Workplace active travel planning has been shown to improve the motivation, mental and physical health of staff, thereby improving productivity and reducing sickness related absence.

What measurable outcomes will this intervention deliver? (100 words max):

- Involving whole workplaces or business centres in behaviour change initiatives and removing barriers (such as access to end-of-trip facilities) can help overcome the stigma that active travel faces and may foster a willingness among people previously sceptical about active travel. This can be measured via staff travel surveys (or apps as noted below).
- Gamification creates a fun way for competition between colleagues that helps increase travel by active modes as a collective. The use of an incentivisation platform/app provider will enable data on journeys and mode to be collected, to track modal shift.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Targeting workplaces with active travel behaviour change schemes and other active travel interventions can **increase the number of people choosing walking, cycling and wheeling in Scotland**, and can also shift **attitudes towards/propensity to walking, cycling and wheeling.**
- Providing information on available active travel routes can help reduce the **proportion of people identifying barriers to walking, wheeling and cycling.**

Project Name: Access to bikes: Workplaces (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):

- Provision of access to free bikes / low cost leased bikes within workplaces (including universities and other further education establishments).
- Workplaces on existing or newly proposed routes can be targets of schemes that look to maximise the benefits of these.
- The demand for active travel is increasing across the Tactran region, which is illustrated in the Sustrans Walking & Cycling Index. For example, 65% in Dundee and 66% in Perth support more spending on active travel infrastructure, yet 77% of people don't have access to a bike in Dundee, and 45% in Perth. Providing access to bikes, in particular by targeting areas/neighbourhoods with new cycle facilities, can help encourage wider uptake in active travel.
- Tie these schemes in with route planning, skills courses and other active travel promotion campaigns to maximise impact.
- Cycling UK are a potential delivery partner here to cover the entirety of the Tactran region, however going direct to local Cycle Hubs and charities is also an option. Other programmes such as Rock Up and Ride (Scottish Cycling) and I Bike communities (Sustrans) are also options.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Enabling more people to commute or travel for business trips by bike can help to improve staff mental and physical health, thereby improving productivity and reducing sickness related absence.
- Across the Tactran region there is a significant percentage of people without access to a bike – 77% in Dundee, 45% in Perth & Kinross, 48% in Angus, and 37% in Stirling. Providing access through workplaces would help to mitigate this inequality.

- According to the 2023 Cycling Scotland Annual Monitoring Report, 6.3% of people in Dundee cycle to work, 4.2% in Perth & Kinross, 2.7% in Angus and 8.7% in Stirling. The national average for people who cycle to work regularly is 7.9% (this was 4% in 2020), and so there is potential to increase this across most areas in the Tactran region.

What measurable outcomes will this intervention deliver? (100 words max):

- Providing free access to bikes removes a barrier many people face in terms of affording to purchase a bike (particularly e-bikes and adaptive bikes). Fostering this within a work / group environment can improve confidence and encourage new users to give it a chance, therefore increasing the number of people who commute by bike. This can be measured via staff travel surveys or apps.
- Improved access to bikes through workplaces can also improve access to employment for people from areas of deprivation.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Providing access to bikes within workplaces can reduce the barriers to active travel, and helps with making **cycling available to all,** increasing **household access to a bike** and decreasing the **proportion of people identifying barriers to cycling.**
- Free / low-cost bike provision can help **increase the number of people choosing cycling in Scotland.**

Project Name: Confidence building and cycle training for adults. (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):

- Sessions for workplaces where employees are taught the necessary skills to cycle safely on the road and carry out basic bike maintenance.
- Raising awareness of cycle hire and access to bike schemes for those who do not currently own a bike.
- Route planning exercises to identify local active travel routes and facilities within the local area.
- There are many potential delivery partners who offer cycle training, such as Sustrans, Cycling Scotland or Paths for All, however there may also be local Cycle Hubs or charities which offer similar.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Cycling based programmes at workplaces with a focus on upskilling and building confidence have been shown to increase levels of cycling. For example, the Cycle Connections programme at Queen Margaret University, which includes bike maintenance sessions, journey planning and led rides increased cycling by 3% at the university in one year.
- Greener Kirkcaldy are a community group who offer regular group rides led by a group member, particularly aimed at those less confident or getting back into cycling later in life. Whilst no figures are available, it is evident that the work of Greener Kirkcaldy volunteers helped numerous members of the community overcome barriers to active travel. An extract taken from Paths or All: "George has encouraged many to ditch the car and to either walk or cycle whenever possible for shorter journeys and he is a terrific role model practising what he preaches".

What measurable outcomes will this intervention deliver? (100 words max):

- Growth in confidence and overcoming perceptions that active travel isn't for everyone. Attitudes and perceptions can be monitored via staff travel surveys.
- Removing the stigma that it is unsafe to cycle, by outlining safe, cycle-friendly routes.
- Increased levels of physical activity through active travel has also been proven to have physical health benefits – 20 minutes of exercise per day cuts the risk of developing depression by 31%.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?

- Providing cycle training to adults who are less confident on the road can overcome barriers around **perceptions of cycling** – therefore making **cycling available**, and **safer, to all**, and improving **attitudes towards / propensity to cycle.**
- The number of people that have the confidence to cycle to work.
- The number of people that are cycling to work.

Accessibility and Inclusion

Project Name: Access to bikes: Disadvantaged groups (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):

- Provision of access to free bikes, working with community partnerships, within deprived communities and those who face other forms of transport inequality.
- Detailed analysis of current trends to identify areas or schools that would derive maximum benefit from cycle provision - utilising datasets such as Sustrans Hands Up survey & census data.
- Cycling UK are a potential delivery partner here to cover the entirety of the Tactran region, however going direct to local Cycle Hubs and charities is also an option. Other programmes such as Rock Up and Ride (Scottish Cycling) and I Bike communities (Sustrans) are also options.
- Potential to expand to Adaptive Bike Libraries, where Scottish Cycling are a potential delivery partner through their Rock Up & Ride programme.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Collaborative Mobility UK tested a promotion across Edinburgh and Glasgow where users would have free access to hire bikes. The scheme attracted more than 18,000 new users, resulting in a 38% increase in cycling trips recorded across the cities. Furthermore, almost three-quarters experienced an improvement in their physical wellbeing, while 47% said their mental health improved – outlining the benefits that reducing the barriers to cycling can bring. One of the key conclusions of the study was that bike-share schemes should seek further expansion into areas of high multiple deprivation.
- Greener Kirkcaldy, as well as leading other cycling activities within the community, offer the option to hire regular bikes, e-bikes, adaptive bikes and cargo bikes - for up to a month in some cases. This is at no cost to the user and has helped reduce the barriers for many people who are looking to get back into cycling later in life.

What measurable outcomes will this intervention deliver? (100 words max):

- Reduces barriers to cycling for disadvantaged groups within society. This is particularly important in deprived communities, where more people may not have access to a private car or may be poorer served by public transportation.
- Improving access to bikes helps work towards longer-term modal shift and sustainability targets.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against

- Providing access to bikes amongst deprived communities can enable people to be more mobile, and helps with making **cycling being available to all.**

Project Name: Local vehicle speed reduction campaigns (Clusters 1 – 4)

What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):

- 20mph promotional campaign – to reduce the standard speed limit on residential roads to 20mph. Scottish Borders Council was the first to fully adopt a 20mph speed limit, outlining "clear and obvious safety benefit". The Highland Council is now undertaking a similar roll out of speed reduction.
- A reduction in vehicle speeds creates a safer overall environment for active travel users, where vehicles move at slower speeds and aims to reduce overall frequency and severity of collisions. This can make active travel more appealing.
- The reductions seek an overall change in driver behaviour, both in how people drive, but also how often they choose to drive. By restricting vehicles speed relative to alternatives, such as public transport or active travel, it can create an incentive for people to leave the car behind in favour of these other modes.

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- In September 2023, Wales became the first nation within the UK to adopt a 20mph speed limit as a standard for all residential streets. The new legislation means that most roads that currently operate as 30mph areas, will reduce to 20mph. It is estimated that the move will save 6-10 lives every year, result in 40% fewer collisions and prevent up to 2,000 people being injured.
- Spain reduced the speed limit to 30km/h (equivalent to just below 19mph) on the majority of its roads in 2019. There have been 20% fewer urban road deaths since this speed limit was decreased, with fatalities falling by 34% for cyclists and 24% for pedestrians.
- Another possible beneficial by-product of reducing the speed limits from 30- to 20mph is a reduction in CO_2/NO_x emissions from vehicles.

What measurable outcomes will this intervention deliver? (100 words max):

- Fewer overall accidents between motor vehicles and pedestrians / cyclists on residential streets due to lower speeds resulting in reduced vehicle stopping time.
- Increasing the relative speed of active travel - particularly cycling - comparative to motor vehicles. This increases the validity of active travel whilst also creating a safer road environment.
- Lowered speed limits improve both safety and perceived safety for active travel users, which helps shape a road environment that is more welcoming to those walking, wheeling and cycling. More users will feel comfortable using the roads for active travel, therefore increasing the potential user pool.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against

- Makes **high quality walking, wheeling and cycling infrastructure more readily available to all.**
- Lower speed limits make **walking, wheeling and cycling safer for all** and creates a road space that is welcoming for all, not solely vehicles.

Project Name: Active Travel Trails and improvement audits (Clusters 2, 3 and 4)

What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):

- Working with local communities through workshops and drop-ins to identify strategies for increasing accessibility to active travel. This may include;
  - Identifying key destinations that could benefit from active travel links.
  - Creating safe and accessible routes, points of interest, interesting trails between key trip attractors to make active travel choices for these journeys more appealing.
  - Engagement with mobility impaired to identify areas lacking dropped kerbs/tactiles etc.
  - Engagement with less mobile communities to identify rest locations etc.
  - Identifying junctions and hotspots where users feel unsafe and could benefit redesign / minor improvements, such as links to sustainable transport (mobility hubs, bus and rail stations).

What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)

- Getting Better Together worked with a group of pupils from Calderhead High School to resurface 100m of a disused path in Shotts Town Centre, upgrading it into a safe and welcoming active travel route. The group received a Community Active Travel grant of £3,000 from Paths for All last year after putting together a successful application. Involving local communities in such a way utilises local knowledge to identify areas where reasonably small investments can make a meaningful impact on the ability of locals to walk, wheel and cycle in a safe environment.
- Leeds City Council is currently co-designing Urban Trails within deprived communities to encourage active travel for short trips as part of their everyday journeys. Partnering with local stakeholders, the scheme has gained significant attention locally and the co-design with the community has been recognised by Active Travel England as exemplary. Further information can be found on these projects in the links below:
  - Burmantofts-Play-Trail_FINAL-DRAFT.pdf (walkitrideit.com)
  - Richmond-Hill-Sensory-Trail_Final-compressed.pdf (walkitrideit.com)

What measurable outcomes will this intervention deliver? (100 words max):

- Allows for co-design and a sense of pride and ownership from the community in walking, wheeling and cycling initiatives locally.
- Allows for identification of 'quick wins', which can significantly improve the local active travel experience for all users for minimal investment.
- Understanding locals' behaviour first hand means projects can be prioritised, which will be most beneficial to all.
- Community planned interventions can help make active travel more accessible for all.
- Trails could be paired with an app to track usage, along with walking and cycling counters prior to and following intervention delivery to capture any changes to use.

Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against

- Identifying and overcoming barriers to active travel can **increase in the number of people choosing walking, wheeling and cycling in Scotland,** and in particular, make **walking, wheeling and cycling available to all.**
- Identifying and developing local trails will ensure **high quality walking, cycling and wheeling infrastructure is available to all**

Capacity and Capability Building

- **Proposal**
- **What will this deliver? (How will it improve active travel capacity and capability within the Local Authority?)**

As stated within the introduction, it is anticipated that existing embedded officers within a local authority setting will continue to be funded directly through the active travel Local Authority funding. In addition to this, Tactran would like to request funding for an additional 2 officers that will sit at a regional level to ensure there is a coordinated approach to the delivery of the behaviour change projects set out above. Full details of what the role of the officers will entail will be developed in collaboration with the local authorities, through which Tactran have initially identified an additional resource requirement. More details on the requirements for each local authority area can be found in the **Appendix A**.

In general, what are the longer-term benefits of this investment in terms of modal shift across your region?

The key objectives and benefits for the Tactran region in relation to encouraging modal shift to active travel have been outlined below. These are in line with the national objectives set out within the National Transport Strategy 2 (NTS2). The NTS2 objectives below will be achieved through the introduction of high-quality active travel infrastructure and facilities across the region, as well as the supporting behaviour change initiatives.

Take climate action
- Enable and encourage multi-modal journeys
- Enable and encourage shorter trips to local facilities by active travel

Improve health and wellbeing
- Improve health outcomes for local communities by increasing physical activity
- Reduce fatalities and injuries by creating safe and accessible active travel routes
- Improve air quality by enabling and encouraging more journeys by active modes

Reduce inequalities
- Improve access for everyone to key destinations and services by active modes
- Provide alternative travel options for those facing economic hardship
- Connect young people, disadvantaged and rural communities to opportunities for further education and employment

Deliver sustainable, inclusive economic growth
- Develop an active travel network that will contribute to local tourism growth
- Create a future proof and inclusive network that will support access to opportunities
- Help reduce congestion in urban areas through modal shift to active modes

These objectives also align with the key outcomes identified within the Tactran Regional Transport Strategy (RTS) which reiterated the longer-term benefits Tactran would like to achieve through improving active and sustainable travel options within the region:

- Increase the levels of walking and cycling in the lowest SIMD data zones (health domain) targeted by the respective Council.
- Improve the ability to access active leisure facilities and green space for lowest SIMD data zones.

- Improve ability of 16-24 year olds to access jobs and further education.
- Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs, education and services.
- Improve ability of families targeted in local child poverty action plans to access jobs, education and services.
- Improve ability of rural communities to access jobs, education and services.
- Improve the ability of older (65+) people and those in lowest SIMD datazones targeted by the respective Council to access social activities.

The Tactran RTS outlines the following key outcomes related to modal shift and active travel behaviour change:
- Reduce estimated CO_2 emissions from transport in the region, with a proposed regional target aligned with the national target of reducing emissions by 56% by 2030.
- Reduce car kilometres driven, with a proposed regional target aligned with the national target of reducing car km driven by 20% by 2030.
- Reduce fatalities and injuries.
- Increase the levels of walking and cycling in the least affluent SIMD data zones.
- Reduce transport emissions in declared air quality management areas.

This investment will support the required activities to achieve these key outcomes, such as discouraging car trips where there are reasonable alternatives for short journeys to be undertaken by active modes, reducing car kilometres, reducing fatalities and injuries, and improving connectivity to the least affluent SIMD data zones. An example of how the investment in the projects listed above will help the region to achieve some of its long-term objectives can be demonstrated through the desire to increase level of walking, wheeling and cycling in the least affluent areas. The RTS also sets out the targets to increase levels of walking and cycling within the least affluent areas as well as the current levels (taken from the Tactran Representative Public Opinion Survey), through the accessibility and inclusivity projects - this can be addressed and monitored to assess success against these targets:

	Normal method of travel to work/education 2023 in 20% least affluent data zones	
	Walk	Cycle
Angus	23%	5%
Dundee	8%	3%
Perth & Kinross	21%	5%
Stirling	12%	3%

RTS target		
	Walk	Cycle
Large urban areas	30%	24%
Other urban areas	24%	19%
Accessible small towns	26%	13%

Active Travel Investment Template

Please provide the main risk related to the overall investment

Risk	Level of Risk	Mitigating action to prevent or reduce the residual outcome of the risk
Lack of stakeholder support from local authorities and other required delivery partners	Low	Continued engagement with the local authorities on the behaviour change delivery plan.
Lack of resource from delivery partners	Medium	The new Community Transition Fund will provide a bit more comfort to delivery partners to ensure that resource is maintained for the next financial year. Continued conversations with delivery partners as information and future plans become available will be held.
Resource		
RTPs set-up in relation to procurement and awarding grant funding	Low	As provided in Section 3 (5) of the Transport (Scotland) Act 2005, Tactran is able to award grants to organisations and has significant experience in doing so. In terms of procurement Tactran follows the advice and procedures of Perth & Kinross Council.
Monitoring and evaluation set-up in time	High	Continued liaison between Transport Scotland, the RTPs and local authorities to ensure that any monitoring and evaluation framework is achievable and can be delivered.
Costs for delivery partners to complete work	Medium	Adopting a competitive market approach where RTPs and local authorities can gather quotes for the work to compare costs for delivery partners to deliver the work.
Emphasis / focus is on one mode – cycling – need to consider other modes i.e. walking, wheeling and public / shared transport	High	Continued engagement with delivery partners to ensure that the programmes being provided to local communities does not just focus on cycling. Walking and wheeling are the most inclusive, accessible to all and are at the top of the transport hierarchy.

Annex A – Scope of priorities

While keen to emphasise the need for priorities to be identified and agreed between the local authorities and RTPs, based on the local active travel strategies and regional transport strategies, there are some key themes we would like to place importance on, and that we think can provide consistency in reporting and evaluation across Scotland. The themes identified support the First Minister's priorities of *Equality*, *Opportunity* and *Community.*

Active Schools

Interventions in Scottish schools that deliver holistic solutions for creating an environment where Active Travel choices are not only an option, but the most effective way to travel for young people and families. Deliverables proposed for this programme could include:

- Cycle and scooter parking and storage (infra) – also college and university
- Provision/access to bikes for young people
- Walking promotion for schools
- Safe Walking / Scooting training (not just cycles)
- Support for community engagement – parents behaviour change
- Support to develop tailored interventions for specific pupils e.g. girls / disable children
- Pre-school/nursery interventions to build a skill for life and make cycling the norm for families through community interventions.

There would be a strong link to infrastructure through the interventions making use of local safe routes, active travel routes and pump tracks. Fun, inclusive, social and simple would be guiding principles for the delivery of these interventions as it is recognised that schools represent an opportunity to establish and embed travel choices and behaviours for life.

Active Workplaces

Interventions that focus on places of work (and further education), that make Active Travel choices a realistic solution for commuting. These could include investment in workplace cycle storage/parking or maintenance provision, or incentivisation schemes that make cycling and walking a more attractive choice to private car use.   Deliverables proposed for this programme could include:

- Auditing business parks / major employment centres
- National walking activities and challenges e.g. step count challenges
- Support for travel planning – integrating active travel and public transport
- Support for provision of cycle parking/storage and showers/changing rooms
- Confidence building and cycle training, including route planning for walking, wheeling and cycling journeys
- Provision of bikes e.g. pool bikes

These interventions would see links being made with large employers/property owners that are large trip generators – universities for example. There would also be benefit in a proactive approach to engage where new development is planned or already under construction. It should be noted that workplaces do not always mean paid employment, and consideration can be given to unpaid roles such as care givers and volunteer based organisations.

Accessibility and Inclusion

Evidence shows that there is a large number of underrepresented groups in Scotland who do not participate in Active Travel. Barriers that prevent people from participating include, cost, social perception, culture, health, ability, and geographical location. A truly holistic integrated transport system is one which creates opportunities for all to make the choice to Actively Travel. Deliverables proposed for this programme could include:

- Communications that reach out to people who aren't included just now – co-designing the approach with people with lived experience.
- Promotion/awareness raising of safe walking, wheeling, and cycling routes between locations people want and need to travel.
- Training for LA officers on best practice (e.g. EQIAs).
- Access to bikes, e-bikes, and cycles adapted to match user needs
- Access to wheeling and forms of active mobility equipment such as scooters[1]
- Support and advice in removing barriers and clutter

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[1] Active mobility Definition

There would be a need for good engaging with groups not currently reached by active travel interventions, co-designing approaches with people with lived experience, and consideration to the approach of modal shift that is not just from carbon based transport to active travel, but from immobility to active mobility.

Annex B – Evaluation: Outcomes and indicators

Progress of all Active Travel investments are measured using the indicators in the Active Travel Outcomes Framework, published in 2019, which feed into the National Performance Framework. Identifying how a proposal will meet these outcomes is a crucial part of the decision-making process for allocating the overall active travel budget. Note that projects are not expected to provide evidence against every outcome and every indicator, but proposals should be clear as to which outcome and indicators they contribute to.

Increase the number of people choosing walking, cycling and wheeling in Scotland

Proportion of short everyday journeys by walking and cycling

- Attitudes towards/propensity to walking, cycling and wheeling
- Proportion of journeys to school by walking, cycling and wheeling
- Frequency of walking and cycling for pleasure/exercise

High quality walking, cycling and wheeling infrastructure is available to all

- Km of traffic-free walking and cycling facilities
- Distance to traffic-free cycling infrastructure
- Quality of walking and cycling infrastructure

Walking, cycling and wheeling is safer for all

- Casualties by mode of transport and distance travelled (number and proportion)
- Perceptions of safety of walking, wheeling and cycling

Walking, cycling and wheeling is available to all

- Household access to a bike (with focus on regional and socio-economic variation)
- Proportion of people identifying barriers to walking, cycling and wheeling

Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

- Level of inclusion of active travel in local development plans
- Level of public sector spend on walking, cycling and wheeling
- Perception of community involvement in walking, cycling and wheeling initiatives
- Proportion of primary schools delivering on-road cycle training

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

BUS INITIATIVES UPDATE

REPORT BY PROJECT MANAGER

Purpose

This report provides the Partnership with updates on the development of bus and sustainable transport projects, including the work of the Tayside, and Forth Valley Bus Alliances.

Summary

Both the Tayside, and Forth Valley Bus Alliances have completed STAG and SBC stages as required under the Transport Scotland Bus Partnership Fund (BPF). The Tayside Bus Alliance has also submitted all documents to the gateway review. On 16 January 2024 Transport Scotland informed the alliances that the Bus Partnership Fund programme would be 'paused' and would not be supported in the financial year 2024/25. It was confirmed that the Tayside Bus Alliance would continue to receive funding for the delivery of Urban Traffic Management and Control bus priority measures at traffic signals to the end of the financial year 2023/24. In addition to supporting bus prioritisation at signals, Transport Scotland has also indicated to the Tayside Bus Alliance possible funding opportunities for the continued development of bus priority on specific corridors as part of integrated sustainable transport analyses. These are being developed further.

A further funded project, supported by the Community Bus Fund (CBF), is ongoing, and will review the potential of the new bus powers contained in the Transport (Scotland) Act 2019 within the Tactran region.

1   **RECOMMENDATIONS**

1.1   That the Partnership:

(i)   notes the ongoing work in relation to bus projects, their direction and deliverables;

(ii)   notes the ongoing delivery of Bus Priority measures at signalised junctions in Perth and Dundee; and

(iii)   notes the continuing development of bus priority measures as part of an integrated sustainable transport approach on three corridors in Perth and Dundee, including an application(s) to further funding sources for their development.

2   BACKGROUND

2.1   The primary aim of both the Tayside and Forth Valley Bus Alliances has been the development of concerted improvements to bus infrastructure, and associated facilities, that would support and enhance service delivery, and provide operational benefits. These, in combination, create improvements to services that are likely to increase ridership and lead to a virtuous cycle of user, social, and operator benefit.

2.2   As reported to the Partnership at its meeting on 13 June 2023 (Report RTP/23/15), the Tayside Bus Alliance completed the Scottish Transport Appraisal Guidance (STAG) and Strategic Business Case (SBC) stages of analysis in Spring 2023, making recommendations for 12 routes in total. The completed appraisal reports were submitted to Transport Scotland for gateway review, in April 2023.

2.3   The submission of the STAG/SBC reports prompted further activities, including:

- the confirmation of quick wins, approval and additional funding to deliver bus priorities at signalised junctions providing Urban Traffic Management Control (UTMC) upgrades in both Perth and Dundee.

- the review of routes to identify locations and corridors with significant interaction between bus priority and active travel, with potential for joint and integrated 'sustainable corridor' outcomes.

2.4   As with the Tayside Bus Alliance, the Forth Valley Bus Alliance also completed the first stages required under the BPF. The Forth Valley alliance SBC and STAG reports have been submitted to councils for sign-off prior to submission to gateway review.

2.5   On the 16 January 2024, Transport Scotland confirmed that due to budgetary constraints the Bus Partnership Fund programme would be 'paused' for financial year 2024/25. This having the effect of suspending the priority work as originally envisioned.

2.6   However, provision was made for the Tayside Bus Alliance to complete the UTMC upgrades by the end of the 2023/24 financial year, and a further funding route suggested to allow the continued development of bus priority on specific corridors as part of integrated sustainable transport analyses in 2024/25.

2.7   As reported to the Partnership at its meeting on 12 December 2023 funding of up to £75,000 has been allocated to Tactran from the Community Bus Fund (CBF), supporting a review of the Transport (Scotland) Act 2019 'new powers' for bus supply, to be focused via the bus alliances. The work will be closely linked to activities at Local Transport Authority level in light of the new powers.

3 DISCUSSION

Tayside Bus Alliance

3.1 Tayside Bus alliance work has been completed in line with the requirements defined under STAG. The first phase of which, STAG/SBC, has been submitted to Transport Scotland for gateway review. The SBC recommended bus priority measures across 12 corridors in the alliance area. The pausing of the fund for 2024/25 leaves some of these recommendations on pause, though it will be important that these are maintained and updated as necessary to allow the further take up on resumption of the BPF.

3.2 In light of the initial appraisal Transport Scotland has made an award for the development of bus priority measures at specific signalised junctions in both Perth and Dundee. These are in the process of delivery and will be in place by March 2024.

3.3 Three corridors have also been identified as appropriate for continued analysis on the basis of integration across sustainable transport modes. This integrates both bus priority and active travel measures in support of an optimal sustainable transport outcome. Transport Scotland has indicated a desire to support and fund integrated analysis, allowing for the continued development of bus priority measures, in tandem with other sustainable transport measures during 2024/25. The three corridors being: the Dunkeld Road in Perth, and the Lochee and Arbroath Roads in Dundee. It is anticipated that the alliance will continue to provide input into these measures.

Forth Valley Bus Alliance

3.4 The Forth Valley alliance is focused on the development of bus priority corridors including those in the Tactran area serving Stirling. The alliance has completed Strategic Business Case and STAG appraisal. The alliance has submitted to council to seek sign off prior to submission to gateway review.

Community Bus Fund

3.5 Following award of funding from Transport Scotland, consultant Derek Halden Consultancy has been appointed to review and report on the opportunity for and benefits arising from the new powers contained within the Transport (Scotland) Act 2019. The project is continuing and expected to report by the end of March 2024. A report on the outcomes of this work will be provided at a future Partnership meeting.

4 CONSULTATIONS

4.1 The report has been prepared in consultation with the relevant Local Authority transport officers.

5   RESOURCE IMPLICATIONS

5.1   The work defined falls within the BPF grant as awarded to the Alliances. There are no further financial implications.

6   EQUALITIES IMPLICATIONS

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

James M. Cooper
Tayside Bus Alliance Project Manager

Report prepared by James Cooper.   For further information e-mail jamescooper@tactran.gov.uk

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

Report to Partnership RTP/23/15, Directors Report, 13 June 2023

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

2023/24 BUDGET AND MONITORING

JOINT REPORT BY DIRECTOR AND TREASURER

Purpose
This report provides a monitoring update on the Partnership's Revenue and Capital expenditure and seeks the Partnership's approval to carry forward any final year end RTS Revenue Programme underspend to the next financial year.

Summary
There are various movements in estimates for Core Revenue expenditure which result in a net surplus for the year of £360, and an estimate closing Reserves balance of £33,360. The Reserves balance is higher than the 3%-5% of gross expenditure, however, the use of Reserves will be required to fund known pressures in 2024/25.

It is anticipated that there will be an underspend of £40,600 within the RTS Revenue Programme, and this will be carried forward to augment the 2024/25 RTS Revenue Programme budget.

Additional funding has been awarded to Tactran for the Capital Programme, to allow for costs in preparation for the 2024/25 Active Travel Behaviour Change, People and Place funding.

1 RECOMMENDATIONS

1.1 That the Partnership:

(i) notes the position regarding Core Revenue expenditure as at 31 January 2024 as detailed in Appendix A;

(ii) notes progress on the 2023/24 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendices B and C;

(iii) agrees that any final year end underspend in the Core and RTS Revenue Programme funding is carried forward to supplement the 2024/25 Revenue Budget and Programme; and

(iv) notes progress on the 2023/24 Capital Programme and related expenditure as discussed within the report and detailed in Appendix D.

2   BACKGROUND

2.1   At its meeting on 13 December 2022 the Partnership approved a Core Revenue Budget for financial year 2023/24 and agreed to request that constituent Councils make provision for their respective funding contributions within their 2023/24 Revenue Budgets (Report RTP/22/30 refers). At that time the Partnership also noted the anticipated Scottish Government Grant in Aid funding to Regional Transport Partnerships was yet to be published.

2.2   At its meeting on 14 March 2023 the Partnership noted the Partner Councils were in the process of approving their 2023/24 budget and that it was understood all had included provision of requested Revenue contributions towards the approved 2022/23 Core Budget. It was also noted that Tactran had yet to receive confirmation of Scottish Government Grant in Aid award, however it was anticipated that it would be maintained at previous years' level of up to £522,750 in 2022/23.

2.3   At the same meeting the Partnership approved an initial 2023/24 Regional Transport Strategy (RTS) Revenue Programme and agreed to receive a report on a finalised 2023/24 RTS Programme at its next meeting (Report RTP/23/06 refers).

2.4   Also, at its March 2023 meeting the Partnership was informed that it was anticipated that between £600,000 and £650,000 Capital funding will be available from Transport Scotland to Tactran for Active Travel projects in the 2023/24 financial year. The Partnership endorsed both the criteria and projects for this funding. (Report RTP/23/03 refers).

2.5   Subsequent to the March 2023 meeting all constituent Councils confirmed approval of their respective funding contributions towards the approved 2023/24 Core Budget and Scottish Government confirmed award of Grant in Aid of up to £522,750 in 2023/24.

2.6   At its meeting on 13 June 2023 the Partnership approved a finalised 2023/24 RTS Revenue Programme and received a monitoring update on general Revenue expenditure and Capital expenditure (Report RTP/23/14 refers).

2.7   At its meeting on 12 September 2023 the Partnership received a further monitoring update on Revenue and Capital Expenditure (Report RTP/23/26 refers).

2.8   At its meeting on 12 December 2023 the Partnership received an update report, approved a revised 2023/24 RTS revenue programme, delegated authority to the Executive Committee for any required reallocation of Capital funding, and delegated authority to Partnership Director and Treasurer to approve the use of the remaining Contingency budget in the RTS Revenue Programme budget.

3   DISCUSSION

2023/24 Core Revenue Budget

Overall Core Expenditure

Staff Costs

Other Core Costs
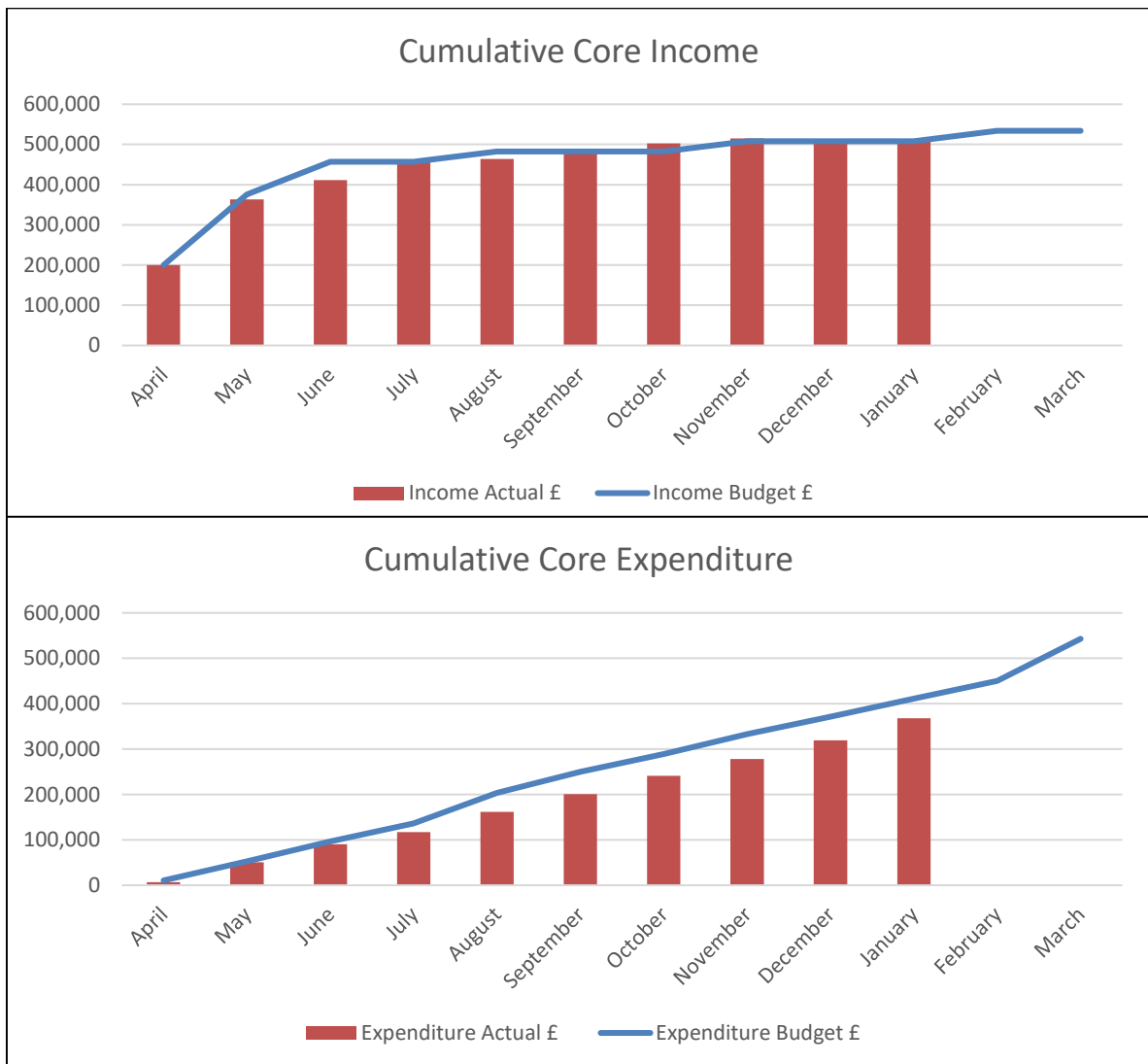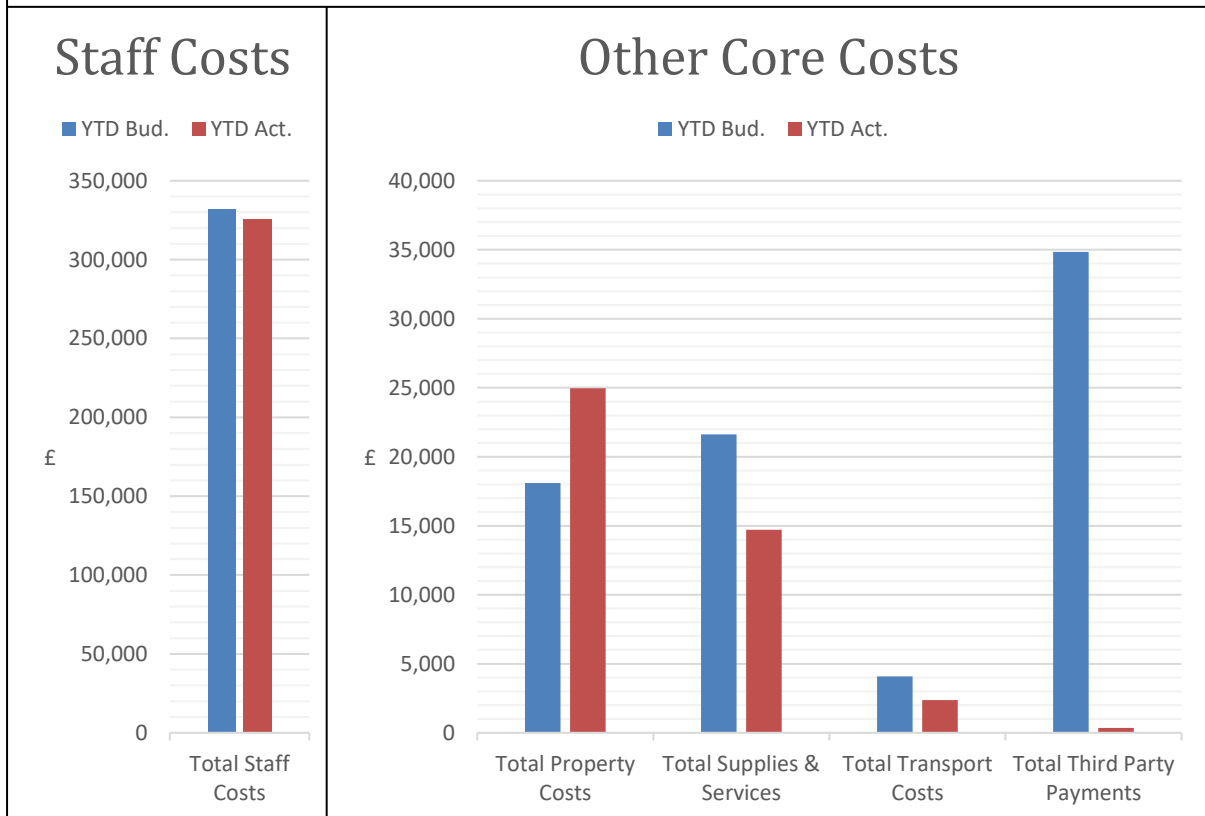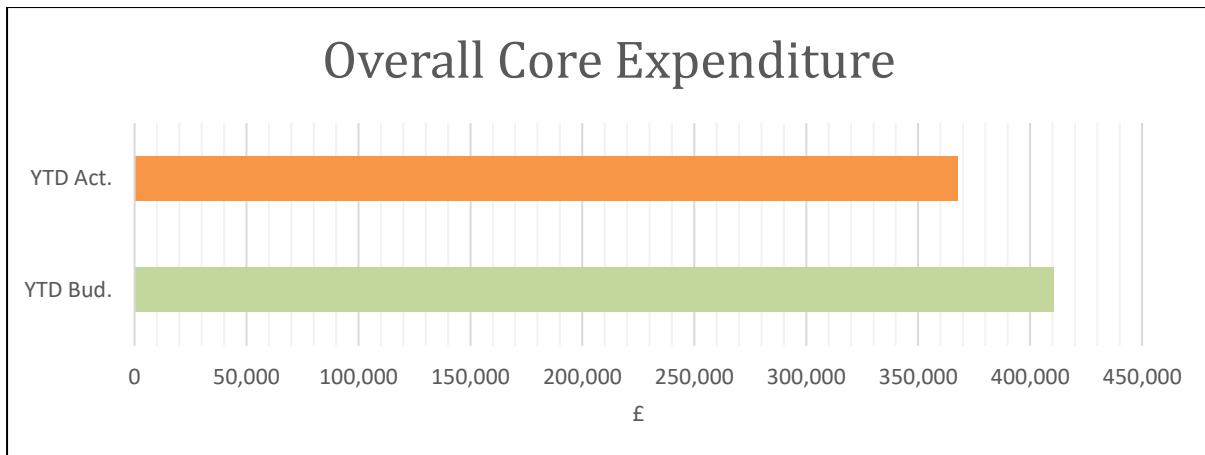
3.1 The approved Core Budget and expenditure to 31 January 2024 and projected expenditure to the financial year end are shown in Appendix A.

3.2 The projected outturn for Staff Costs has decreased mainly as a result of an underspend of £7,000 on relocation, which has been returned to unearmarked Reserves. Offsetting the relocation underspend is an increase of £1,103 to staff pay following confirmation of the final COSLA pay offer for 2023/24, resulting in an overall underspend on Staff Costs of £5,897.

3.3 In line with the price increases for gas and electricity seen across the country, there has been a significant increase in the Energy costs for the Tactran premises. The projected outturn has been revised upwards by £4,290 with the potential for this to rise further in the current year in line with bills received. In addition to this, as with the previous year, cleaning costs are approximately

£1,100 higher than budget to cover additional cleaning undertaken as a result of Covid-19. The additional cleaning is no longer required with costs expected to reduce for 2024/25.

3.4 The continued use of hybrid working and the increase in availability of online events and meetings has resulted in savings totalling of £4,000 from Office Consumables, Communications and Public Transport. In addition to this the overspend on External Audit costs has reduced by £475 for the current year.

3.5 In line with previous years, expenditure for Third Party Payments is expected to be incurred towards the end of the financial year.

3.6 The net result of the movements outlined above is an anticipated net income for the year of £360. When combined with the brought forward Reserves balance of £33,000, this results in estimated closing Reserves of £33,360, which represents 6.25% of expenditure for the year. The Reserves balance is above the Reserves policy parameters of 3% to 5% of expenditure, however, it is expected that Reserves will be used to fund cost pressures arising in 2024/25 and will reduce to circa 5%.

3.7 It is anticipated that there will be further adjustments to projected expenditure for 2023/24. It is, therefore, proposed that any additional underspend in the Core Revenue Budget is transferred to the 2024/25 RTS Revenue Programme at the financial year-end, subject to the Reserves balance being maintained at around 5% of 2024/25 Core budgeted expenditure.

2023/24 RTS Revenue Programme

RTS Budgets

	Development of RTS & Delivery Plan	Travel Planning	Buses	Rail	Travel Information	Other Categories
RTS Budget	54,000	82,455	78,000	67,331	30,500	41,130
Act & Comm.	42,971	82,455	76,018	64,331	26,680	14,350
Proj. Outturn	44,000	82,455	78,000	67,331	26,680	14,350
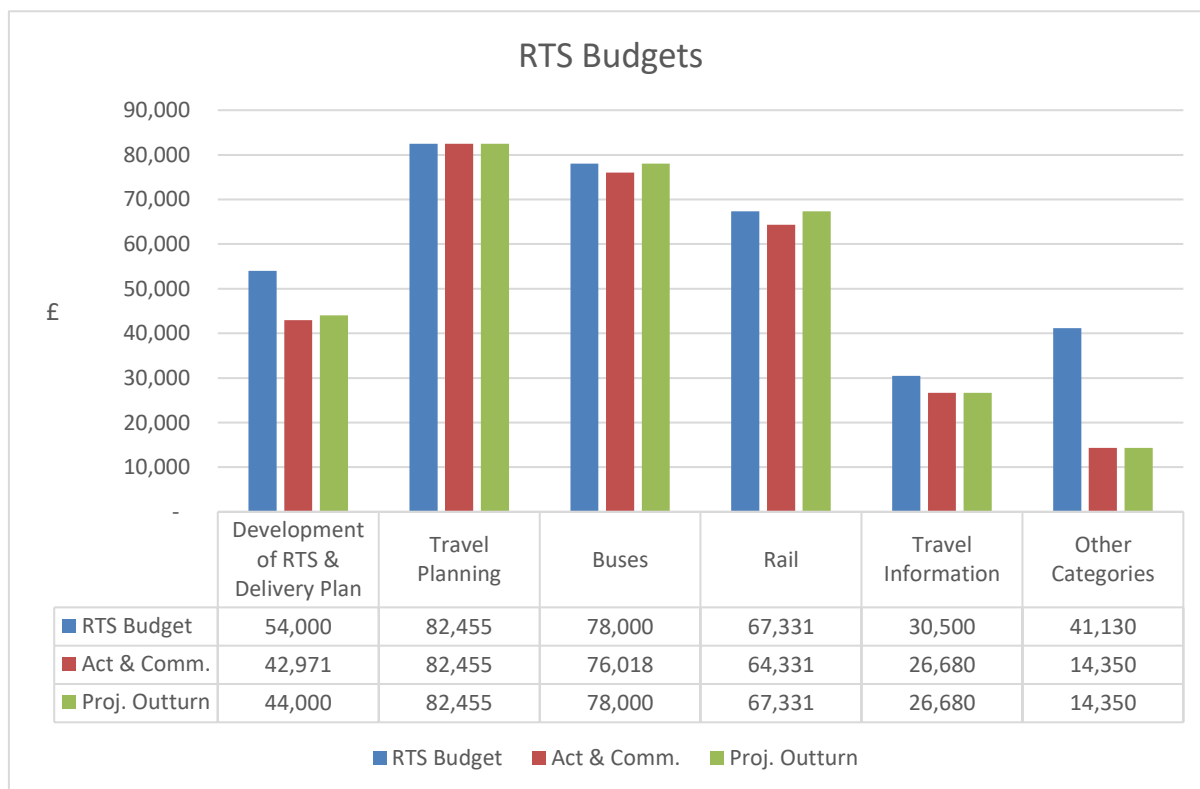
3.8 The 2023/24 RTS Revenue budget of £143,549 comprises Scottish Government Grant in Aid totalling £91,912, plus £44,474 from Reserves and £7,163 in Interest Received.

3.9 In addition, other income of £209,867 as outlined in Appendix B has been secured to supplement the RTS Revenue budget, providing total resources of £353,916. This represents a decrease of £12,500 following confirmation that Local Authority contributions to Tay Cities Regional Transport Model are not required in 2023/24.

3.10 RTS programme expenditure to 31 January 2024 and projected expenditure to the financial year end is shown in Appendix C. Progress on individual elements of the RTS Revenue programme are outlined below.

Development of RTS and Delivery Plan (£54,000)

3.11 This provision allows for annually recurring costs associated with statutory monitoring and reporting on the Regional Transport Strategy and Tactran's Digital Marketing Strategy and Website.

3.12 This allowance includes approximately £48,000 to continue developing the new Regional Transport Strategy, including target setting work commenced in 2022/23, graphics support and support to consultation on the draft RTS, such as Storymap and market research to provide good demographic and geographic engagement.

3.13 To date £33,739 expenditure has been incurred with a further £9,232 committed under this budget heading. It is projected that the final outturn expenditure under this budget heading will be £44,000 and work will continue on the new RTS and its associated Delivery Plan into 2024/25.

Strategic Connectivity (£12,500 – Proposed Budget £Nil)

3.14 The budget of £12,500 makes provision for the maintenance of the Tay Cities Regional Transport Model.

3.15 In addition to Tay Cities there are 4 other regional transport models in Scotland, plus a national transport model. For all these models much of the data was collected prior to the Covid-19 pandemic.

3.16 Following discussions with Transport Scotland and other regional model owners, a joint data gap analysis and data collection exercise was procured by Transport Scotland and commenced in late March 2023 with Tactran providing £12,500 from its 2022/23 RTS revenue budget. This work is currently ongoing.

3.17 Finance for maintaining the Tay Cities Regional Model is divided between organisations with Transport Scotland providing 50%, Tactran 25% and Tay Cities Councils 25%. However, it has been confirmed that funding in 2023/24 will not be required from the Tay Cities Local Authorities and it is anticipated

there will be no expenditure under this budget heading. The Other Income and Expenditure budgets have, therefore, been removed from Strategic Connectivity.

Health & Transport (£12,000)

3.18   The allocation of £12,000 provides for a recurring allocation towards the annual Safe Drive/Stay Alive road safety campaign in Stirling Council area and the continuation of the New Driver Scheme in the Tayside area.

3.19   To date there has been £3,000 expenditure incurred and a further £9,000 committed under this budget heading. It is anticipated that the final outturn expenditure under this heading will be £12,000.

Active Travel (£Nil)

3.20   As reported at the Partnership meeting on 15 March 2022, it was agreed with Cycling Scotland that the Regional Cycling Training and Development Officer post that was funded jointly by Tactran and Cycling Scotland, would be amended to cover a slightly larger geographical area and be solely funded by Cycling Scotland.

3.21   As reported at the Partnership meeting on 15 December 2023, discussions with Cycling Scotland regarding funding an additional new post using the previous joint funding arrangement concluded that a new post cannot be committed to this financial year.

3.22   Therefore, there is no allocation under this budget heading.

Travel Planning (£82,455)

3.23   This allocation allows for recurring costs of £10,275 for development and maintenance of regional and local Liftshare websites.

3.24   The RTPs are considering a collective procurement and best value approach to managing and promoting Liftshare in Scotland, with the intention that this will be further developed within the next year.

3.25   As shown in Appendix B, this budget heading is supplemented by additional Scottish Government grant of up to £72,180 to support continued maintenance and development of the Travelknowhow Scotland travel planning website.

3.26   To date £71,437 expenditure has been incurred with a further £11,018 committed under this budget heading. It is projected that the final outturn expenditure under this budget heading will be £82,455.

<u>Buses (£78,000)</u>

3.27 This allocation provides for maintenance and potential development of the regional Thistle Assistance Card. In addition, Tactran has been successful in being awarded up to £75,000 from Transport Scotland's Community Bus Fund to support a review of the Transport (Scotland) Act 2019 'new powers' for bus supply. As outlined in a separate report to this meeting, Derek Halden Consultancy has been procured to undertake this work, with completion programmed by end of March 2024.

3.28 The Thistle Assistance [website](#) and app was developed and launched during financial year 2019/20 with Sestran leading on this joint RTP initiative.

3.29 To date £3,000 expenditure has been incurred with a further £73,018 committed under this budget heading. It is projected that the final outturn expenditure under this budget heading will be £78,000.

<u>Park & Ride (£Nil)</u>

3.30 There are a number of initiatives that are considering how to best advance Park & Ride facilities in the Tactran region.

3.31 Tactran is continuing to progress Local Rail Development Fund (LRDF) appraisals which include consideration of Park & Ride: Strategic Park & Ride at Stirling, Bridge of Earn Transport Appraisal and Tay Cities Park & Choose Strategy which is considering Park & Choose opportunities along the Montrose – Perth Corridor for both rail and bus.

3.32 In addition, Tactran is continuing to play a significant role in the Tay Cities and Forth Valley Bus Alliances Bus Partnership Fund projects, both of which include an element of developing Park & Ride/Multi-modal Hubs.

3.33 Given the significant external funding that has been awarded for Park & Choose/Multi-modal Hubs projects, no additional allocation has been provided within the RTS budget.

<u>Rail (£67,331)</u>

3.34 This allocation provides for ongoing membership by Tactran and partner Councils of the East Coast Mainline Authorities (ECMA) consortium and also includes £13,644 revenue funding plus external grant funding of £50,687 secured from Transport Scotland's Local Rail Development Fund (LRDF) for Tay Cities Park & Choose Strategy,

3.35 Tactran is continuing to progress Local Rail Development Fund (LRDF) appraisals: Strategic Park & Ride at Stirling, Bridge of Earn Transport Appraisal and Tay Cities Park & Choose Strategy. A progress update on all 3 Local Rail Development Fund projects was provided to the Partnership meeting on 12 September 2023 (Report RTP/23/25 refers).

3.36   The Tay Cities Park & Choose Strategy is on programme to complete the draft Detailed Appraisal by end of March 2024. In addition, Tactran is continuing to liaise with Stirling Council on the outcomes of Strategic Park & Ride at Stirling. In regard to Bridge of Earn Transport Appraisal, Tactran officers met with Transport Scotland and technical feedback is expected imminently. It is proposed to provide an update report to the Partnership at its next meeting on all 3 LRDF appraisals.

3.37   To date £2,314 expenditure has been incurred with a further £62,197 committed under this budget heading. It is projected that the final outturn expenditure under this budget heading will be £67,331.

Freight (£5,000)

3.38   The allocation provides for continuing support for Stirling and Tayside Timber Transport Group and other freight initiatives in consultation with the Regional Freight Quality Partnership.

3.39   To date £2,350 expenditure has been incurred under this budget heading with no further expenditure anticipated. Therefore, the final outturn expenditure under this budget heading will be £2,350 which results in an underspend of £2,650.

Travel Information Strategy (£30,500)

3.40   This allocation provides an allowance of £4,000 in support for the Get on the Go Tayside social media campaign in partnership with the Tayside Local Authorities who are each providing a £4,000 contribution. An allowance has also been made for the continuation of 'social listening' exercise from previous financial year. The budget also allows for a contribution to the Integrated Mobility Partnership (IMPs) which includes the continuation of the MaaS ENABLE project.

3.41   To date £22,263 expenditure has been incurred with a further £4,417 committed under this budget heading. It is anticipated that that the final projected outturn under this budget heading will be £26,680, leaving an underspend of £3,820.

Climate Change (£5,000)

3.42   The allocation of £5,000 provides an allowance to support the continued development and implementation of the Hydrogen Decarbonisation Project and Regional Electric Vehicle Strategy and Delivery Plan, in partnership with all 4 constituent Councils.

3.43   Tactran's constituent Councils are each continuing to develop public electric vehicle charging strategies and infrastructure expansion plans, utilising funding received from Transport Scotland's Electric Vehicle Infrastructure Fund (EVIF).

3.44   A Tactran Regional EV Steering Group comprising officers from Tactran and the 4 constituent Local Authorities continue to liaise to share good practice, with the current focus on delivering the EVIF strategies and expansion plans. A separate report to this meeting provides an update on progress.

3.45   It is anticipated that there will be no expenditure under this budget heading resulting in a £5,000 underspend.

Contingency (£19,130)

3.46   At its meeting on 12 December 2023 the Partnership delegated authority to approve the use of the remaining Contingency budget in the RTS Revenue Programme budget to the Director and Treasurer. Given the ongoing discussions regarding the Bus Partnership Fund, the Community Bus Fund work and further ongoing work in regard to Bus Service Improvement Partnerships, as discussed in a separate report to this meeting, the Director and Treasurer approved allocation of £15,000 of the £19,130 contingency in 2023/24 to be earmarked to be carried forward into 2024/25, to provide funding for Tayside Bus Alliance Project Manager's costs in the first quarter of the 2024/25 financial year. This will allow continuity of work on the Community Bus Fund and Tayside Bus Alliance Bus Priority Corridor proposals.

3.47   It is anticipated there will be no further expenditure on contingency, resulting in £19,130 underspend, with £15,000 carried forward into 2024/25 earmarked for Tayside Bus Alliance Project Manager's costs in the first quarter of the 2024/25 financial year. The earmarked RTS Reserve will be transferred to the 2024/25 Core Budget Reserves, in line with the siting of the Staff Costs for the Tayside Bus Alliance Project Manager post.

3.48   It is proposed that any final year end underspend in RTS Revenue Programme funding is carried forward to supplement the 2024/25 Revenue Budget and Programme.

3.49   The Partnership is asked to note progress on the 2023/24 RTS Revenue Programme, as outlined above and detailed in Appendices B and C.

2023/24 Capital Programme

3.50   A grant of £649,750 was awarded by Transport Scotland to take forward Active Travel projects during 2023/24. The Partnership subsequently endorsed the 2023/24 Active Travel Capital Programme criteria and projects. The criteria being for projects that will:

▪   A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;

▪   B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN); and

- C: Develop and implement access to key services and regional hubs within the Tactran Region.

3.51 At its meeting on 12 December 2023, it was reported that the Executive Committee and Transport Scotland had approved re-allocation of £50,000 funding for Kinross P&R project to Woodside – Coupar Angus project, providing a total of £150,000 for this project. At the same meeting the Partnership agreed that should there be a requirement to reallocate any further active travel capital funding this financial year, in order to expedite decisions, this be delegated to the Executive Committee.

3.52 Following discussions between all 4 local authority officers and Tactran officer, the Executive Committee approved the re-allocation of £140,000 capital funding as follows:

Initial Allocation

- Stirling Council - Active Travel routes development – feasibility and concept design - £100,000
- Stirling Council - Public transport node active travel connections – feasibility and concept design - £40,000

Re-allocation

- Stirling Council - Active Travel routes development – feasibility and concept design - £20,000
- Stirling Council - Public transport node active travel connections – feasibility and concept design - £20,000
- Stirling Council - Cycleway defenders on Airthrey Road - £40,500
- Stirling Council - Contribution to new footpath in Balfron - £16,000
- Perth & Kinross Council – Kinross Active Travel Masterplan - £28,250
- Dundee City Council – Lynch Centre link path - £15,250

3.53 In addition, Transport Scotland awarded a further grant extension £49,500 to Tactran to allow for costs in preparation for 2024/25 Active Travel Behaviour Change, People and Place funding. This additional grant funding, which takes the grant total to £699,250, will be fully utilised with Arup consultants providing support.

3.54 To date Tactran has received £267,675 grant funding from Transport Scotland with further claims to be made at end of February and March 2023. Funding will be distributed to constituent Council's on completion of projects.

3.55 The Partnership is asked to note progress on the 2023/24 Capital Programme, as detailed in Appendix D.

4 CONSULTATIONS

4.1 The report has been prepared in consultation with the Regional Transport Liaison Group.

5   RESOURCE IMPLICATIONS

5.1   The main resource implications are addressed within the report.

6   EQUALITIES IMPLICATIONS

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

Mark Speed   **Scott Walker**
Director   **Treasurer**

Report prepared by Niall Gardiner.   For further information contact email niallgardiner@tactran.gov.uk or telephone 07919990370.

NOTE

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

Report to Partnership RTP/22/30, 2023/24 Core Revenue Budget, 13 December 2022

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

Report to Partnership RTP/23/04, Strategic Transport Projects Review 2, 14 March 2023

Report to Partnership RTP/23/06, 2023/24 Budget and Programme, 14 March 2023

Report to Partnership RTP/23/14, 2023/24 Budget and Monitoring, 13 June 2023

Report to Partnership RTP/23/25, Local Rail Development Fund and RTP/23/26 2023/24 Budget and Monitoring, 12 September 2023

Report to Partnership RTP/23/32, 2023/24 Budget and Monitoring, 12 December 2023

Tactran Income and Expenditure Account
Revenue
2023/24
Detailed Statement - Core

Income	Approved Budget £	Actuals to 31 January 2024 £	Projected Outturn 2023/24 £	Actual Variance to Budget £
Scottish Government Grant Revenue Received	422,333	430,838	430,838	**8,505**
Council Req's Revenue Rec'd	103,020	77,265	103,020	**0**
Interest Received	0	0	0	**0**
	525,353	**508,103**	**533,858**	**8,505**
Expenditure				
Staff Costs				
Salary GP	344,533	252,551	338,137	**(6,396)**
Salary Supn	57,381	43,031	57,483	**102**
Salary NI	38,734	29,203	39,131	**397**
Training/Conferences	2,000	764	2,000	**0**
Subscriptions	400	50	400	**0**
	443,048	**325,599**	**437,151**	**(5,897)**
Property Costs				
Energy	4,290	5,826	8,580	**4,290**
Cleaning	2,000	2,377	3,100	**1,100**
Maintenance	500	0	500	**0**
Rent	13,490	12,366	13,490	**0**
Rates	0	4,392	4,942	**4,942**
	20,280	**24,961**	**30,612**	**10,332**
Supplies and Services				
Office Consumables	4,125	1,375	2,125	**(2,000)**
Communications	2,500	607	1,500	**(1,000)**
Insurance	7,100	6,772	7,100	**0**
Information Technology	2,200	374	2,200	**0**
Hospitality	700	434	700	**0**
Board Expenses - misc.	500	375	500	**0**
	17,125	**9,937**	**14,125**	**(3,000)**
Transport Costs				
Travel and Subsistence	1,500	963	1,500	**0**
Public Transport	2,800	1,023	1,800	**(1,000)**
Expenses - Board Members	500	375	500	**0**
	4,800	**2,361**	**3,800**	**(1,000)**
Third Party Payments				
Audit Fees External	11,850	0	12,560	**710**
PKC Finance Service	14,000	0	14,000	**0**
PKC Secretariat Service	8,000	0	8,000	**0**
PKC Legal Services	3,000	0	3,000	**0**
PKC IT Services	8,250	0	8,250	**0**
Other Third Party Payments	2,000	347	2,000	**0**
	47,100	**347**	**47,810**	**710**
Gross Expenditure	**532,353**	**363,205**	**533,498**	**1,145**
Net Income/(Expenditure)	**(7,000)**	**144,898**	**360**	**7,360**
Opening Core Reserves	**33,000**		**33,000**	
Funding to/(from) Earmarked Reserves	(7,000)		0	
Funding to/(from) Unearmarked Reserves	0		360	
Closing Core Reserves	**26,000**		**33,360**	

Third Party Contributions 2023/24
RTS Revenue

	Project		Transport Scotland	Dundee City Council	Perth & Kinross Council	Stirling Council	Angus Council	Fife Council	Paths for All	Total Contributions 2023/24
Development of RTS & Delivery Plan		Received								£0
		Committed								£0
		Total								£0
Strategic Connectivity		Received								£0
	Tay Cities Regional Transport Model	Committed								£0
		Total								£0
Health and Transport		Received								£0
		Committed								£0
		Total								£0
Active Travel		Received								£0
	Spaces for People - Monitoring	Committed								£0
		Total								£0
Travel Planning		Received	£61,162							£61,162
		Committed	£11,018							£11,018
	TravelKnowHow Scotland - Website/Marketing	Total	£72,180							£72,180
Buses Strategy		Received								£0
		Committed	£75,000							£75,000
		Total	£75,000							£75,000
Park & Ride		Received								£0
		Committed								£0
		Total								£0
Rail		Received								£0
		Committed	£50,687							£50,687
	LRDF Tay Cities P&R Study	Total	£50,687							£50,687
Freight		Received								£0
		Committed								£0
		Total								£0
Travel Information		Received		£4,000	£4,000		£4,000			£12,000
		Committed								£0
	Get on The Go Social Media	Total		£4,000	£4,000		£4,000			£12,000
Climate Change		Received								£0
		Committed								£0
		Total								£0
		Received								**£73,162**
		Committed								**£136,705**
		Total								**£209,867**

Income	Approved Budget (Dec 2023) £	Other Income £	Total Budget £	Actuals to 31 Jan 2024 £	Committed 2023/2024 £	Projected Outturn 2023/2024 £	Variance to Budget £
Scottish Executive Grant Revenue Received	91,912		91,912	91,912	-	**91,912**	**0**
Other Income - See Appendix B for detail		209,867	209,867	73,162	-	**209,867**	**0**
Interest Income	7,163		7,163	-	-	**7,163**	**0**
	99,075	**209,867**	**308,942**	**165,074**	**-**	**308,942**	**0**
Expenditure on Projects							
Development of RTS & Delivery Plan	54,000	-	54,000	33,739	9,232	**44,000**	**(10,000)**
Strategic Connectivity	-	-	-	-	-	**0**	**0**
Health and Transport	12,000	-	12,000	3,000	9,000	**12,000**	**0**
Active Travel	-	-	-	-	-	**0**	**0**
Travel Planning	10,275	72,180	82,455	71,437	11,018	**82,455**	**0**
Buses	3,000	75,000	78,000	3,000	73,018	**78,000**	**0**
Park & Ride	-	-	-	-	-	**0**	**0**
Rail	16,644	50,687	67,331	2,134	62,197	**67,331**	**0**
Freight	5,000	-	5,000	2,350	-	**2,350**	**(2,650)**
Travel Information	18,500	12,000	30,500	22,263	4,417	**26,680**	**(3,820)**
Climate Change	5,000	-	5,000	-	-	**0**	**(5,000)**
Contingency	19,130	-	19,130	-	-	**0**	**(19,130)**
Gross Expenditure	**143,549**	**209,867**	**353,416**	**137,923**	**168,882**	**312,816**	**(40,600)**
Net Expenditure	**44,474**	**0**	**44,474**	**(27,151)**	**168,882**	**3,874**	**(40,600)**
(Financed by) / Contribution to Reserves	**(44,474)**					**(3,874)**	
Reserves Statement:							
Opening Reserves	44,474					44,474	
Reserves (Used) / Returned	(44,474)					(3,874)	
Closing Reserves	0					40,600	

Tactran Income and Expenditure Account
2023/24
Detailed Statement - Capital Grants

	Budget £	Actuals to 5 Feb 2024 £	Committed 2023/24 £	Projected Outturn 2023/24 £	Variance to Budget £
Income					
Transport Scotland - Regional Active Travel Programme	699,250	267,675	-	699,250	-
	699,250	267,675	-	699,250	-
Capital Grant Expenditure					
AC - Coherent network of routes across the town of Brechin	25,000	-	25,000	25,000	-
AC - Coherent network of routes across the town of Forfar	25,000	-	25,000	25,000	-
AC - Coherent network of routes across the town of Monifieth	25,000	-	25,000	25,000	-
DCC - D&A College Campus, linking to NCN1	18,000	-	18,000	18,000	-
DCC - Strathmartine Active Travel Audit High Impact Actions	40,000	-	40,000	40,000	-
DCC - Coldside Active Travel Audit High impact actions.	40,000	-	40,000	40,000	-
DCC - Lochee Active Travel Audit High impact actions	40,000	-	40,000	40,000	-
DCC - Maryfield Active Travel Audit High impact Actions	40,000	-	40,000	40,000	-
DCC - Lynch Centre link path	15,250	-	15,250	15,250	-
PKC - Kinross Park and Ride Sustainable Transport Hub	-	-	0	-	-
PKC - Woodside – Coupar Angus shared use path beside A94 extension	150,000	-	150,000	150,000	-
PKC - Kinross Active Travel Masterplan	28,250	-	28,250	28,250	-
SC - Active Travel routes development – feasibility and concept design	20,000	-	20,000	20,000	-
SC - Public transport node active travel connections – feasibility and concept design	20,000	-	20,000	20,000	-
SC - Cycleway defenders on Airthrey Road	40,500	-	40,500	40,500	-
SC - Contribution to new footpath in Balfron	16,000	-	16,000	16,000	-
Tactran - Active travel mapping and delivery plan – develop interface options	22,000	21,775	225	22,000	-
Tactran - Programme management and support – people resource	84,750	35,000	49,750	84,750	-
Tactran - Active Travel Behaviour Change - Preparatory work	49,500	-	49,500	49,500	-
Gross Expenditure	699,250	56,775	642,475	699,250	-
Net Expenditure	-	(210,900)	642,475	-	-

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

2024/25 BUDGET AND PROGRAMME

JOINT REPORT BY DIRECTOR AND TREASURER

Purpose

This report updates the Partnership on Scottish Government and partner Council contributions towards the Partnership's 2024/25 Revenue Budget and seeks approval of a 2024/25 Core Revenue Budget and proposed 2024/25 RTS Revenue.

Summary

The Partnership approved a provisional 2024/25 Core Revenue Budget at its meeting on 12 December 2023. This has been updated with increases in Staff pay costs of £14,982; Property Costs of £4,710; Supplies and Services of £400; and a reduction in Third Party Payments of £475. The forecast Reserves balance is £28,725 which represents 5% of gross core expenditure.

The RTS Revenue Programme budget is currently projected to be £103,856, subject to confirmation of final 2023/24 expenditure. This has been allocated to a number of budget headings to provide for maintaining momentum on RTS commitments and projects and anticipated emerging priorities over the coming year.

1   RECOMMENDATIONS

1.1   That the Partnership:

(i)   notes partner Councils' requested Revenue contributions towards the 2024/25 Core Budget;

(ii)   notes the anticipated award of Scottish Government Grant in Aid of up to £522,750 in 2024/25;

(iii)   approves the 2024/25 Core Budget as detailed in Appendix A;

(iv)   approves an initial 2024/25 RTS Revenue Programme budget as detailed in sections 3.8 – 3.23 of the report and agrees to consider approval of a finalised 2024/25 Programme at the Partnership's next meeting on 11 June 2024; and

(v)   notes the potential 2024/25 Capital Income and agrees to receive a further update at its next meeting.

2   BACKGROUND

2.1   At its meeting on 12 December 2023 the Partnership approved a Core Revenue Budget for financial year 2023/24 and agreed to request that constituent Councils make provision for their respective funding contributions within their 2024/25 Revenue Budgets (Report RTP/23/33 refers). At that time the Partnership also noted the anticipated level of Scottish Government Grant-in-Aid funding to be provided for 2024/25 to Regional Transport Partnerships was yet to be published.

3   DISCUSSION

2024/25 Core Revenue Budget

3.1   Tactran has yet to receive confirmation that Grant-in-Aid from Transport Scotland for 2024/25 will remain at previous years' level of up to £522,750, however, it is anticipated that this level of funding will be provided. Partner Councils are in the process of approving their 2024/25 Revenue Budgets. It is understood that all Councils have made provision for contribution of their respective shares of the Partnership's Core operating costs, based upon the 2024/25 Budget approved on 12 December 2023, as follows:

Angus Council	£ 23,595
Dundee City Council	£ 29,265
Perth & Kinross Council	£ 31,210
Stirling Council	£ 18,950

3.2   The 2024/25 Core Revenue Budget, as approved on 12 December 2023 is detailed in Appendix A.

3.3   The 2024/25 Core Revenue Budget has been updated in line with anticipated expenditure for the year, and the increase in gross expenditure from the draft budget approved on 12 December 2023 (Report RTP/23/33 refers) is £19,617.

3.4   The budget for Staff Costs has increased by £14,982. As discussed in the accompanying 2023/24 Budget and Monitoring report, the budget now includes the three-month cost to cover the extension of the post for the Tayside Bus Alliance Project Manager. This will ensure the continuity of work on the Community Bus Fund and Tayside Bus Alliance Bus Priority Corridor proposals. The additional staff cost will be funded from Earmarked Reserves.

3.5   The budget for Property Costs has increased by £4,710. This is predominately due to a £4,210 increase in Energy costs, as it is anticipated that these costs will be in line with the forecast for 2023/24. There are also anticipated increases in Cleaning (£500) and Insurance (£400) costs, which are partially offset by a £475 reduction in the anticipated External Audit fee.

3.6   The projected underspend in the 2023/24 Core Revenue Budget will increase the anticipated Reserves balance to £33,360, as reported in the accompanying 2023/24 Budget and Monitoring report. The 2024/25 Core Revenue Budget assumes the Budget adjustments noted in Section 3.5, and amounting to £4,635, will be funded from Reserves. The increase in Staff Costs is funded by RTS Earmarked Reserves, which are transferred to the Core Budget Reserves in line with the siting of the post and cost. The estimated Reserves balance will, therefore, reduce to £28,743 which represents 5% of budgeted expenditure.

3.7   Given the uncertainty regarding inflationary pressures, it is proposed that the Reserves balance is maintained at around 5% of the Core Revenue Budget to mitigate the impact of potential cost variances.

2024/25 RTS Revenue Programme

3.8   The Regional Transport Strategy (RTS) Revenue Programme is funded from Scottish Government's Grant in Aid allocation, supplemented by any additional contributions identified or secured from other funding sources.

3.9   As noted above it is anticipated that Scottish Government will award Grant in Aid of up to £522,750 for 2024/25. This maintains for a further year the annual level of Grant in Aid received since 2012/13.

3.10   The 2024/25 Core Budget provides for £459,494 of Scottish Government Grant in Aid being allocated towards Core costs, leaving a balance of £78,238 Grant in Aid available to support RTS implementation.

3.11   The £78,238 Grant-in-Aid will be supplemented with £25,600 (£40,600 less the £15,000 earmarked Contingency budget) arising from final variances in the 2023/24 Core and Revenue Programme budgets respectively, as discussed in the separate report on 2023/24 Programme and Monitoring. The provisional 2024/25 RTS Programme budget is therefore £103,856 subject to confirmation of final 2023/24 expenditure.

3.12   Following approval at a Special Meeting of the Partnership on 30 January 2024 of the final draft RTS for submission to the Minister for Transport, it is proposed to align the 2024/25 RTS Revenue Budget with the final draft RTS Strategic Objectives of Take Climate Action; Improve Health and Wellbeing; Reduce Inequalities; Help Deliver Inclusive and Sustainable Growth.

3.13   A proposed initial programme allocation of the anticipated budget of £103,856 which provides for maintaining momentum on draft RTS commitments and projects and anticipated emerging priorities over the coming year, is summarised in the table and paragraphs below:

RTS Project/Strategy	2024/25 Allocation
Development of RTS and Delivery Plan	£18,655
Take Climate Action	£15,000
Improve Health & Wellbeing	£16,000
Reduce Inequalities	£13,800
Help Deliver Inclusive & Sustainable Growth	£21,000
Contingency	£19,401
Total	**£103,856**

3.14   It is anticipated that this amount will be supplemented by funding contributions from the Tay Cities Local Authorities totalling £12,500 for their contribution to the maintenance and development of the Tay Cities Regional Transport Model.

3.15   Further opportunities for other income will be pursued throughout 2024/25.

Development of RTS and Delivery Plan

3.16   The proposed budget of £18,655 allows for work associated with the Regional Transport Strategy and annually recurring costs for required licences and memberships and Tactran's Digital Marketing Strategy and Website.

3.17   Approximately £15,000 of this has been allocated to the publication of the RTS, development of the Delivery Plan and other associated work.

Take Climate Action

3.18   £15,000 has been allocated to initiatives to support Climate Action, such as supporting regional Electric Vehicle Infrastructure and Hydrogen Decarbonisation projects and further development of 20% reduction in car km.

Improve Health & Wellbeing

3.19   This allocation supports improvements to Health and Wellbeing by providing funding support towards the annual Safe Drive/Stay Alive road safety campaign in Stirling Council area and the New Driver Scheme in the Tayside area. Funding is also allocated to the Get on the Go social media and digital marketing campaign.

Reduce Inequalities

3.20   This allocation provides for initiatives that support reducing inequalities, such as Liftshare, Thistle Assistance Card App, Bus Alliances and MaaS.

Help Deliver Inclusive and Sustainable Growth

3.21   This proposed allocation provides for ongoing membership by Tactran and partner Councils of the East Coast Mainline Authorities (ECMA) consortium, Freight Quality Partnership and Stirling and Tayside Timber Transport Group support as well as making provision for the Tay Cities Regional Transport Model.

3.22 The Partnership has previously contributed a total of £155,000 towards the costs of developing the Tay Cities Regional Transport Model in partnership with the Tay Cities Deal Councils and Transport Scotland. It is anticipated that a further £12,500 will be required in 2024/25 to maintain the model.

Contingency

3.23 It is proposed that the balance of £19,401, around 19% of budget, is retained as a general RTS Revenue Budget contingency to accommodate other emerging priorities and opportunities that may occur.

3.24 Proposals for the full allocation of the available RTS Programme Budget for 2024/25, incorporating the final position in relation to underspend from 2023/24 and other anticipated income will be reported to the Partnership's next meeting on 11 June 2024.

3.25 The Partnership is asked to approve the indicative 2024/25 RTS Revenue Programme, as detailed above.

2024/25 Active Travel Income

Active Travel Behaviour Change - People and Place Grant Funding

3.26 As noted in a separate report to this meeting, it is anticipated that Tactran will receive approximately £1.9m grant funding directly from Transport Scotland in 2024/25 for Active Travel Behaviour Change initiatives with the funding being titled People and Place.

3.27 The draft proposals for this funding are outlined in the separate report to this meeting.

Active Travel Infrastructure

3.28 In previous years Tactran has been provided with grant funding directly from Transport Scotland for the development and construction of Active Travel infrastructure within the region. This funding is no longer being provided directly to Tactran and discussions are underway with Transport Scotland regarding opportunities for Tactran to either bid for the funding or to be provided with alternative grant funding to develop and design infrastructure in line with Tactran's Regional Active Travel Network. An update on progress with these discussions will be provided at the next Partnership meeting.

4   CONSULTATIONS

4.1 The report has been prepared in consultation with the Tactran Regional Transport Liaison Group.

5   RESOURCE IMPLICATIONS

5.1 The main resource implications are addressed within the report.

6 EQUALITIES IMPLICATIONS

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

Mark Speed   **Scott Walker**
Director   **Treasurer**

Report prepared by Niall Gardiner. For further information contact email niallgardiner@tactran.gov.uk or telephone 07919 990370.

NOTE

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

Reports to Partnership RTP/20/42, 2021/22 Core Revenue Budget and RTP/20/41, 2020/21 Budget and Monitoring, 15 December 2020.

Report to Partnership RTP/21/29, 2022/23 Core Revenue Budget, 14 December 2021

Report to Partnership RTP/22/30, 2023/24 Core Revenue Budget, 13 December 2022

Report to Partnership RTP/23/33, 2024/25 Core Revenue Budget, 12 December 2023

	2024/25 Approved Budget £	2024/25 Proposed Budget £	2024/25 Movement £
Income			
Scottish Gov Grant Revenue	444,512	444,512	-
Council Req's Revenue	103,020	103,020	-
Interest Received	-	-	
	547,532	**547,532**	**-**
Expenditure			
Staff Costs			
Salary GP	349,565	361,259	11,694
Salary Supn	59,426	61,414	1,988
Salary NI	40,709	42,009	1,300
Training/Conferences	2,000	2,000	-
Subscriptions	400	400	-
	452,100	**467,082**	**14,982**
Property Costs			
Energy	4,290	8,500	4,210
Cleaning	2,000	2,500	500
Maintenance	500	500	-
Rent	13,490	13,490	-
Rates	4,942	4,942	-
	25,222	**29,932**	**4,710**
Supplies and Services			
Office Consumables	4,125	4,125	-
Communications	2,500	2,500	-
Insurance	7,100	7,500	400
Information Technology	2,200	2,200	-
Hospitality	700	700	-
Board Expenses - misc.	500	500	-
	17,125	**17,525**	**400**
Transport Costs			
Travel and Subsistence	1,500	1,500	-
Public Transport	2,800	2,800	-
Expenses - Board Members	500	500	-
	4,800	**4,800**	**-**
Third Party Payments			
Audit Fees External	13,035	12,560	(475)
PKC Finance Service	14,000	14,000	-
PKC Secretariat Service	8,000	8,000	-
PKC Legal Services	3,000	3,000	-
PKC IT Services	8,250	8,250	-
Other Third Party Payments	2,000	2,000	-
	48,285	**47,810**	**(475)**

Gross Expenditure	**547,532**	**567,149**	**19,617**
Net Income/(Expenditure)	-	(19,617)	(19,617)
Opening Core Reserves	28,378	48,360	
Transfer to/(from) Earmarked Reserve	-	(14,982)	
Transfer to/(from) General Reserve	-	(4,635)	
Closing Core Reserves	28,378	28,743	

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

DIRECTOR'S REPORT

Purpose

The report asks the Partnership to; note updates on the new Regional Transport Strategy and Electric Vehicles; agree that Partnership meetings are held virtually except for one meeting per annum which will be held in person and to choose a new Depute Chair. The Partnership is also asked to approve responses to LNER's Consultation to remove direct Glasgow and Stirling Services and Transport Scotland's consultation on Inclusive Design in Town Centres and Busy Street Areas.

Summary

An update confirming submission of the draft Regional Transport Strategy to the Cabinet Secretary for Transport is provided, as is an update on constituent Councils' progress on Electric Vehicle Strategies and Expansion Plans. Partnership meetings are proposed to be virtual, apart from one in person meeting per annum and a new Deputy Chair is required. The Partnership is also asked to approve responses to two consultations.

1   RECOMMENDATIONS

1.1   That the Partnership:

(i)   notes updates on the new Regional Transport Strategy and Electric Vehicles;

(ii)   agrees that future scheduled Partnership meetings are held virtually, with the exception of one meeting per year which will be held in person;

(iii)   chooses a new Deputy Chair, following the resignation of Councillor Steven Rome; and

(iv)   approves the responses to LNER's Consultation to remove direct Glasgow and Stirling Services as included at Appendix C and Transport Scotland's consultation on Inclusive Design in Town Centres and Busy Street Areas.

2   DISCUSSION

New Regional Transport Strategy Update

2.1   At the Special Board meeting on 30 January 2024, the Tactran Board approved the final draft of the Regional Transport Strategy 2024 – 2034 (RTS) for submission to the Cabinet Secretary for Transport for approval. On 21 February 2024, officers submitted the Draft RTS along with a paper outlining the three

stages through which consultation has been carried out on the Draft RTS. A copy of the consultation summary paper is attached in Appendix A.

2.2   Separate to the paper summarising the consultation process that informed the development of the Draft RTS, Appendix B provides a summary of the responses to the final stage of consultation and market research undertaken from August to October 2023 that have informed the final draft of the Regional Transport Strategy 2024 - 2034. All those who responded to the consultation will receive a copy of the consultation summary.

2.3   Work on the RTS Delivery Plan has commenced. The Plan will be developed to meet Tactran's objectives and outcomes in relation to transport within the region.

Electric Vehicles

2.4   During December 2023 national EV workshops were held on-line by Energy Savings Trust (EST) and Transport Scotland with all Scottish Local Authorities and RTPs invited. At these workshops Transport Scotland set out the steps for taking forward EV Infrastructure Fund (EVIF) Strategies and Expansion Plans, as follows:

1. Develop & Submit Strategy and Expansion Plans (Local Authorities)
2. Strategy & Expansion Plan Assessment and Feedback (EST & Transport Scotland)
3. EVIF Funding Application (Local Authorities)
4. EVIF Funding Award (Transport Scotland)
5. Procurement and Project Delivery (Local Authorities)

2.5   As reported to the Partnership at its meeting in December (Report RTP/23/32 refers) all 4 Tactran Local Authorities have submitted their EVIF Strategies and Expansion Plans. At the time of writing Angus, Perth & Kinross and Stirling Councils are still awaiting feedback (step 2 above). Dundee City Council have received feedback and have been invited to submit an EVIF Funding Application and have subsequently done so (step 3 above).

2.6   A Tactran Regional EV Steering Group comprising officers from Tactran and the 4 constituent Local Authorities continue to liaise to share good practice, with the current focus on the EVIF strategies and expansion plans process. The intention is that once the steps for the EVIF are completed the Regional EV Steering Group will consider how best to take forward the EVIF and Tactran Regional EV Strategy.

Future Partnership Meetings

2.7   Following consideration of the format of Partnership meetings by the Chair and Director it is proposed going forward to hold three of the four scheduled meetings virtually via Microsoft Teams, with one meeting per year being held in person at Perth. In 2024 it is proposed that the Partnership meeting scheduled for 10 September 2024 is held in person. The Partnership is asked to consider and agree the revised format.

Deputy Chair

2.8   Dundee City Councillor Steven Rome has intimated his resignation from the Tactran Board and has been replaced by Councillor Siobhan Tolland on the Tactran Board. However, as Councillor Rome was the Deputy Chair of the Partnership, the partnership is required to choose a new Deputy Chair.

Consultations

LNER's consultation to remove direct Glasgow and Stirling Services

2.9   On 22 January LNER began an 8-week consultation to remove direct services to and from Glasgow Central and Stirling from the December 2024 timetable. Although, LNER did not directly contact any of the Local Authorities or RTPs affected by the proposed changes, instead relying on a social media post.

2.10   In launching the consultation LNER note that the proposed changes will enable LNER to deliver a more efficient and reliable timetable of services for customers now and into the future. These stations are served by other train operators and the rail industry will work together to ensure customers continue to be well served by rail links. These services will still operate between Edinburgh and London King's Cross.

2.11   In the Tactran area LNER propose to remove the 05.34 service from Stirling that arrives in London at 10:53 and also to remove the London service departing at 15:00 arriving in Stirling at 20:12. Both of these services will either start or terminate at Edinburgh.

2.12   The LNER Stirling to London service departing Stirling at 10:34 and arriving in London at 15:49 and the London to Stirling Service departing London at 12:00 and arriving in Stirling at 17:15 will continue to be operated by LNER.

2.13   The consultation document itself provides little information other than 'these trains have not been well utilised, particularly southbound' and noting that Stirling will still be served by a ScotRail connection to Edinburgh.

2.14   Tactran's response notes that direct rail connectivity to English cities such as Newcastle, York, and London from locations north of Edinburgh, such as Stirling, play a significant role in enhancing the economy of the city and the surrounding area. The proposal to remove the services outlined will increase the peripherality of Stirling to these important English cities. Tactran therefore opposes the proposed removal of the two LNER services at Stirling.

2.15   Tactran's response to the consultation is included at Appendix A, which the Partnership is asked to approve.

2.16   At the time of writing Tactran officers are liaising with Stirling Council officers and other RTPs and Local Authorities officers affected by the proposed changes regarding considering an additional joint response to the consultation.

Transport Scotland's consultation on Inclusive Design in Town Centres and Busy Street Areas

2.17   On 11 January 2024, Transport Scotland opened consultation on Guidance on Inclusive Design for Town Centres and Busy Streets. The consultation closes on 29 March 2024.

2.18   The draft guidance was developed in response to research which identified that street design should consider the needs of everyone and should take into account all Protected Characteristics under the Equality Act 2010. The research recommended that the principles which it identified should be embedded in guidance and applied practice.

2.19   There are two parts to the Guidance:
    ▪ Guidance on inclusive engagement for street design
    ▪ Guidance on physical design measures for inclusive design

2.20   It is recommended that the Guidance be welcomed for the engagement and design principles it reinforces. It is also proposed that Tactran's response notes that "given the emphasis on inclusive engagement in Part 1 of the Guidance, it is a shame that in Part 2, there is no emphasis to ensuring that post scheme monitoring includes seeking the views of the groups involved/consulted in the design process."

3   CONSULTATIONS

3.1   Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland and other partners/stakeholders, as appropriate.

4   RESOURCE IMPLICATIONS

4.1   This report has no direct or additional financial or other resource implications.

5   EQUALITIES IMPLICATIONS

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

Mark Speed
Director

For further information email markspeed@tactran.gov.uk or tel. 07919 698611

NOTE

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

Report to Partnership RTP/23/32, 2023/24 Budget and Monitoring, 12 December 2023

Tayside and Central Scotland Regional Transport Strategy 2024-2034

Headlines from the three stages of engagement on a new Tayside and Central Scotland Regional Transport Strategy

Background

This document summarises the key messages from public and organisational stakeholders that helped inform the proposed Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS).

Process

The process for developing the RTS followed the principles set out in Transport Scotland's Scottish Transport Appraisal Guidance and Development Planning and Management Transport Appraisal Guidance, namely following an objective led process to help ensure the Strategy's proposals address the problems identified. i.e.

- Identify problems, opportunities, issues and constraints
- These inform the desired objectives and outcomes of the strategy
- Options which can help address these outcomes are identified and assessed against the objectives and other (STAG) criteria

Engagement process

Whilst the process of developing the strategy with Angus, Dundee, Perth & Kinross and Stirling Councils was continuous, there were three major public and stakeholder engagement exercises informing the main stages of strategy development, i.e.

Stage 1: Identification of main issues: 1 Jun 2021 to 11 Aug 2021

Stage 2: Options engagement 'A conversation about how we travel': 1 Sep 2022 to 4 Nov 2022

Stage 3: Consultation on the draft strategy: 7 Aug 2023 to 27 Oct 2023

The engagement was not just on the RTS itself, but also on the strategic environmental and integrated impact assessments that ran in parallel to inform the RTS.

At each stage:

- on-line story maps were developed as a core resource for all participants

- meetings were held with local, regional and national partners. This included the two National Park Authorities (LLTNPA / CNPA); the two Health Boards (Forth Valley and Tayside); community planning partnerships; interest groups; planning and economic colleagues across the councils; neighbouring RTPs; transport network providers including bus and community transport operators, Scotrail and Network Rail, freight operators; Sustrans, Cycling Scotland, Paths for All and Living Streets[1].

- awareness of the exercise was promoted via (i) the Councils' community planning networks to local organisations, community and stakeholder groups (ii) social media (iii) press releases and press articles.

This resulted in

- 100 public and stakeholder questionnaire responses

- 268 social media conversations

- 47 meetings with 57 public and third sector partners

- 2 workshops organised by members of the Scottish Youth Parliament

Recognising the reach and the qualitative nature of the above input, **two representative public opinion surveys** were also commissioned at the options and draft strategy stage to understand a representative view of the public on the issues presented. These surveys each involved over 1000 participants and are similar in size to the level of responses to the Scottish Household Survey transport questions in the respective Council areas.

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[1] The Partnership recognise that the changes proposed in the RTS mean an ongoing conversation about how we travel needs to be maintained, hence whilst there has been a good response to date, we will continue to engage with both those that were and were not able to engage in the process

Stage 1: Identification of main issues

Identification of main issues
The consultation presented the main issues identified namely: • highlighting the **nature of the region** in terms of the urban / rural split, the aging population; existing (and potential) national and regional travel demands • the **social, economic, environmental priorities** as identified in local, regional and national strategies • strengths and weaknesses of our transport networks **as they related to the national transport strategy's priorities**

TABLE 1: MOST REFERENCED ISSUES
What the public told us
• the importance of prioritising **climate change** • the **lack of public transport** and its cost hindering access to services, including healthcare.
What stakeholders told us

• implications of cross boundary **travel into and through the region**, including:
    ○ importance of **reliable and efficient strategic connections** both for the region and those who travel through the region
    ○ **implications of through traffic** on our transport networks
 	
• urgency and importance of addressing **climate change**
 	
• the implications of service provision (including centralisation of services) on the **ability to reducing the need to travel and provide 20 minute neighbourhoods**

TABLE 2: OTHER ISSUES
AVAILABILITY AND COST OF TRAVEL
What the public told us

• the requirements of:
    ○ an **aging population**
    ○ people with **hidden mobility difficulties**
 	
• **impact of lack of transport on social inclusion**

TABLE 2: OTHER ISSUES
What stakeholders told us

• greater emphasis on:
    ○ the implications of an **aging population**
    ○ the issues faced by **those without access to a car or van**
    ○ **ability for young and at-risk groups to access to jobs, training and services**
• problems of **integrating modes** and the ability of people to travel the **'last mile'**
• **sustainability of our bus networks**, and the consequences for school transport provision etc
• access for **tourism workers**

IMPACT OF TRAFFIC
What the public told us

• problems arising from an **increase in leisure trips,** including
    ○ the traffic impact of **cultural and sporting events**
    ○ **pressure on rural roads from tourism**

What stakeholders told us
• need to promote **sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park** • **significant growth in pallet network** as result of increase in home deliveries • the **impact of trunk road traffic** on communities • **increase in tourism creating issues** at popular destinations
CROSS BOUNDARY TRAVEL INTO AND THROUGH THE REGION
What stakeholders told us
• the importance of **efficient and reliable journey times to and through the region** • dualling of the **A9 could be a generator of trips** • the need for rest and **welfare facilities for hauliers**
UNCERTAINTIES OF FUTURE DEMANDS
What stakeholders told us
• how fit are our transport networks for **autonomous and low emission vehicles**?

TABLE 2: OTHER ISSUES
• there is a **need to align transport aspirations with digital and energy strategies**
OTHER COMMENTS
What the public told us
• the requirements of people with **hidden mobility difficulties**
What stakeholders told us
• that **HGVs are required at some stage of the journey** which limits the attractiveness of modal transfer • the **role of the RTS to support and inform land use planning** • **placemaking** enhances the assets that are our towns

Following consideration of the responses, the Tactran Board considered how all the issues and opportunities informed the priorities for the strategy and approved

- o **Four strategic objectives** (which reflect the four priorities shaping the National Transport Strategy)
- o **23 outcomes** which highlighted the priorities for delivering the 4 strategic objectives in the regions

Stage 2: Options engagement 'A conversation about how we travel'

The options engagement recognised the scale of the challenge if national aspirations were to be achieved; and that steps changes would be required by everyone if those national aspirations are to be achieved. Recognising limited resources and urgency to deliver - especially against climate change targets - proposed the need to identify and focus on priority groups and locations

Options engagement 'A conversation about how we travel'
The engagement exercise sought views on the direction of the RTS, namely: • the **strategic objectives and outcomes** • **the scale of change required if national aspirations are to be met** (for individuals, business, organisations and the transport agencies and regional partners) • effectiveness and potential implications of **potential measures**

Table 3: Views on the **strategic objectives and outcomes**
What stakeholders told us
o generally **supportive of the objectives and outcomes**. o whilst **most accept the need to focus on where action is most required**, some community groups felt that the focus on specific areas might mean their communities are ignored
What the public told us
o whilst some respondents opposed the **climate change** objective, most highlighted it as being the most important challenge o many of those that responded via the questionnaire or via social media tended to disagree with the objectives and outcomes, which is in contrast to the opinions expressed via the representative public opinion survey
Representative public opinion survey
o **most people agreed with the objectives** to take climate action (77%); improve health and wellbeing (82%) or reduce inequalities (80%) and help deliver inclusive and sustainable economic growth (77%)

Table 4: Views on **the scale of change required**	
Significant change in travel habits for individuals and businesses	**Stakeholder views** - **Those that we are asking to change the most for climate change reasons are those that drive the most** i.e. the wealthiest in society - **Many people lead complicated lives built around the flexibility the car provides**. The change required is not simply changing modes, but about changing daily routines - there was an assumption that 20% car km reduction target can only apply to urban areas because there are few alternatives to the car in rural areas. Across the region **approximately 75% of car km is generated to/from/between our rural areas** - **the strategy needs to 'speak' to both urban and rural areas** - **changing habits requires confidence in the alternatives** - communicating **why change is required and how people could change** requires consistent and co-ordinated messaging amongst partner organisations **Public views** - **difficulties faced by those living in rural areas** to reduce their car travel - **modern lives have become increasingly complex** - **lack of confidence in public transport** - providing **realistic alternatives** both within the urban and rural areas is key to addressing issues
Commercial public transport services alone may not be sufficient to support modal shift and social inclusion	**Stakeholder views** - **public and shared transport** solutions are at the heart of addressing climate change and social inclusion - **operators are facing significant challenges** - **public have lost confidence in public transport**
Additional finances (public and private) must be found to improve alternatives to the car	**Stakeholder views** - must not only ask "*What is the cost of undertaking action, but what is also the cost of not taking action*" - charging car use can provide an income stream - finances should be directed both to where they are most required; and directed via agencies and to activities

Table 4: Views on **the scale of change required**	
	which maximise the amount spent on improving our transport networks
Unlikely that carrots alone will encourage a sufficient modal shift, and demand management measures that reflect people's realistic choices, will be required. This is likely to require discouraging car use by those who have alternative travel options	Stakeholder views ▪ we must give people alternatives before asking them to change behaviour. ▪ it is very unlikely that all desired alternatives will be in place before we will need to introduce restrictive measures to make significant progress towards the climate change targets ▪ to provide an alternative to the car, facilities need to exist for the whole journey ▪ given inability to provide alternatives for the whole region by 2030, should we co-ordinate programmes on corridors and in settlements where change is most required? ▪ there must be a geographic link between charging for car use and provision of alternatives Public views ● it is important to provide alternatives before enforcing change ● some recognised the urgency behind the measures and suggested that "*there is a need to lead public attitudes on this rather than follow the most vocal opinions. Some of the changes that are needed will be unpopular with some – there is a need to show why we need to act and how it will make life better for more people.*"
The location of services and new development must not be car dependent.	Stakeholder views ▪ locating land uses to reduce travel, whilst the right thing to do, will contribute little to reducing car travel by 2030 ▪ improving walking and cycling to local neighbourhoods is the right thing to do to promote active lifestyles and help reduce the number of car trips; but to either reduce distances travelled or improve access to facilities, more services are required locally
To maximise available resources, greater collaboration and maximising the co-ordination of partner activities is required	Stakeholder views ▪ limited resources, need to focus activity on where investment will have greatest impact across key outcomes

Table 4: Views on **the scale of change required**
▪ need to focus and co-ordinate investment and activity between partners to ensure that the 'whole journey' is provided for. Deliver integrated solutions

Table 5: Views on potential measures
What the public told us

- **public responses to the questionnaire largely supported the delivery themes and measures**.
- respondents identified **the delivery themes to address climate change as being the most important**. This was followed by the delivery themes to reduce inequalities. Improved public transport was considered key in addressing both climate change and social inclusion.
- respondents felt that measures being implemented to restrict car travel could be perceived as punitive

What stakeholders told us

- Stakeholders **supported the delivery themes and measures**

Representative public opinion survey

- **all but one of the types of measures received net support**
  - four of the delivery themes garnered almost universal support (90%+). These are: Promote Fair Fares; Improving public transport; Improved accessibility & security for all across public transport; and Improved accessibility & security of the street environment.
  - while **18% object to wider parking controls** and **14% object to road space re-allocation and traffic management** (e.g. lane closures, bus lanes, cycle lanes) these measures still received a net positive support
  - **the only measure which did not receive net positive support was additional charges for car drivers** (such as congestion charges, toll roads or road user charging) which only 29% of people supported (48% objected, 17% neither support or object; and 6% were unsure)
- the **most affluent SIMD groupings were most supportive of all measures except for new charging mechanisms**
- there was **little difference between urban and rural residents**

Stage 3: Consultation on the draft strategy

Taking account of the work undertaken, including the first two rounds of public engagement, a draft strategy was developed which promoted:

- targets reflecting national targets and aspirations

- prioritisation and co-ordination of activity to deliver integrated solutions in rural areas, urban areas and along strategic corridors

- parameters for considering restraint measures to achieve car km reduction

- investigating a step change in bus provision

Consultation on the draft strategy

The consultation sought views on a draft strategy, in particular:
 	
• **targets and the level of aspiration**
• **how we deliver the strategy** in terms of
    o **Step changes for everyone**
    o **Integrated solutions**
    o The guiding principles for how the Partners would investigate charges to car users to support the Government's target of **reducing car km driven**
    o **Actions** and their applicability to rural areas, urban areas and strategic corridors
• **how we will measure success** in terms of the monitoring framework

Table 6: The challenge and level of ambition
What the public told us
Overall, **respondents agreed that the challenges have been correctly identified and agreed with the objectives, outcomes and targets**. In addition, the following suggestions were made: • **more of an emphasis on tourism issues**, especially in relation to the National Parks • **travel for older and disabled people** could be addressed more explicitly • **climate change targets**: Some respondents questioned whether it was ambitious enough to refer to the Scottish national targets • **deliverability and political will**: whilst the ambition may have been welcomed, questions were raised around the ability and political will to deliver

Table 6: The challenge and level of ambition
What stakeholders told us
Challenges were generally well supported. Nonetheless, some responses suggested that the strategy does not sufficiently reflect: • causes and consequences of **car dependency in rural areas** • **tourism** issues • **road safety** issues • **community and climate resilience** • and the long-term consequences of the **aging population** on travel • the accessibility gap for **people with disabilities** • the scale of the **climate change** problem • issues relating to **carers** • safety and security for **young people** • **whether rail networks had the capacity** to enable a modal shift? • **importance of connectivity to Edinburgh and Glasgow** by rail • do the targets sufficiently **drive progress towards reducing inequalities**? • whether there be **additional targets** in relation to freight modal transfer and resilience?
Representative public opinion survey
Objectives • **all four strategic objectives received strong support** • While supporting climate change is the most important issue quoted within written responses, **improving health and wellbeing is the strongest supported strategic** objective within the Public Opinion Survey **Climate change** • 80% see climate change as an immediate and urgent problem

Table 7: The scale of change required
What the public told us

Overall, **respondents agreed with the overall approach** to pursue significant change. Including:
 	
    o **integrated solutions:** Respondents welcomed consideration of the whole journey to provide an alternative to the car
 	
    o **exploring new models of bus provision:** Respondents welcomed consideration of local authorities to run their own bus services
 	
    o **liveable / 20 minute neighbourhoods**
 	
Nonetheless:
 	
    o **political will and the ability to deliver**: There was a lack of confidence that the Partners would be able to deliver the aspirations of the strategy
 	
    o **charging to discourage car use**: Respondents suggested that, for some, charges would make it difficult for some to continue to participate in society
 	
    o **electric vehicles**: Respondents suggested that the cost of EV ownership is too expensive for households in the lower income brackets
 	
    o **role of Scottish Government:** Respondents noted that there was a role for Scottish Government and Transport Scotland where a national approach to particular programmes could be more effective and efficient
 	
    o **liveable / 20minute neighbourhoods**: A small minority were of the opinion that the concept involved the restriction of free movement.

What stakeholders told us

There was **support for the strategic policy direction** established in the document.
 	
Comments:
 	
• **rural areas:** some felt the strategy underestimates the issues relating to rural areas and the difficulty in delivering change
 	
• **finances:** Can finances be allocated proportionality across geographies relative to addressing targets (*e.g. most km in rural areas / most air quality and health problems in urban areas)*
 	
• **co-ordination and responsibilities**
 	
    o support for **integrated solutions**
 	
    o while some argued that more finances were necessary, others argued **co-ordinating and prioritising spend** on identified priorities could go a long way
 	
    o the need and the difficulties of **ensuring all relevant agencies work together**
 	
    o the need to **co-ordinate new charges for motorists**

Table 7: The scale of change required

- o the strategy requires **long term commitment** if it is to be delivered and its objectives achieved

- o **strengthen ability to ensure delivery:** Responses reflected on the inability of Tactran to enforce any of the strategy. Some suggestions, although not from partner agencies, for Tactran to assume the role of a passenger transport authority;

- o bus operators were content to explore, with the partnership, **new models of service provision**

- **demand management**: Use of restrictive measures on car use are risky in terms of public acceptability. No organisational stakeholders suggested that road user charging was wrong, but all highlighted the difficulties and hence the conditions that would need to be in place for it to work.

- useful to emphasise the **relationship between improving public transport and charging for car use**

- lack of trust in delivery unless the reader can see **how actions relate to their geography** e.g. Loch Lomond and The Trossachs National Park; Forth Valley etc.

Representative public opinion survey

Willingness to change

- **85% believe "I personally have a duty to help combat climate change"** whilst at the same time 74% believe addressing climate change "is primarily the government's responsibility"

- **53% are willing to change how they travel**

  - however, less are willing to change *when* (41%) or *where* (39%) they travel

  - more willing to change for air quality than climate change

- **The main reason people travel by the mode they are most reliant on is convenience**. The least important reason is environmental benefit.

Ability to change

- if safe, affordable and convenient options available, instead of using the car

  - **71% would travel to facilities closer to home**

  - **62% would walk**

  - **59% would catch the bus**

  - **53% the train**

  - **26% would cycle**

- 68% don't believe they could get to work by public transport

Table 7: The scale of change required
It is the more affluent that we need to encourage to change behaviour to support climate change while it is the least affluent that we need to help to get to facilities and services

The more affluent SIMD quintiles:

- are generally more reliant on the car and, subsequently, drive more (*79% of the upper quintile are reliant on the car, compared to 58% of the lower quintile*)

- feel more able and empowered and are more willing to make changes to support climate change. However, they feel more strongly than that transport provision is not sufficient to help them change *(35% of most affluent vs 51% of least affluent)*

Those in the least affluent SIMD quintiles:

- make less discretionary trips. Those in the lower quintiles make approximately the same number of work and education trips as those in the more affluent quintiles, but they make less trips for all other purposes.

- are more willing to change to improve air quality than to address climate change[2]. It is also useful to note that those in the least affluent areas are more likely to agree that "there is not a lot that people like me can do to reduce the effects of climate change".

Table 8: The actions
What the public told us

Public transport and buses:

- **reliable public transport** connections, particular buses, across the region is key for social inclusion and modal shift**.** Including:
  - **integrated service timetabling**
  - **improved information required**
  - **more welcoming interchange facilities**
- the **affordability of public transport** was highlighted as a key barrier that needs to be addressed

Behaviour change: public respondents suggest people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail

Demand management: Doubts were raised in relation to actions which restricted car use

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[2] Most of our least affluent areas are within the urban centres where air quality is an immediate health issue

Table 8: The actions
What stakeholders told us

- **affordability of public transport** is not addressed in the draft strategy

- **minimum levels of public transport provision** desired

- **greater role for community transport:** Potential complementary functions for interchanges and rural bus operators for collection/drop off points and delivery of goods suggested

- **connectivity between transport** modes is only covered in relation to interchange facilities rather than timetables etc

- **demand responsive services** which require booking at least a day in advance, can only provide an option for some trips

- make the connection between **MaaS journey planning tools enabling and supporting new transport services** to be provided

- **electric vehicles**: Lack of confidence in sufficient charging infrastructure

- **mixed response to the emphasis placed on cycling**. Active travel agencies / groups feel that there is not enough emphasis. Others suggest there is too much expectation that people will start cycling

- **ensuring new development is accessible by modes other than the car was supported**, although the adverse economic impacts of not allowing development in (especially rural) locations where there is not public transport were highlighted.

- **greater emphasis on rail freight** desired

- **pinch points on the trunk road network** should be addressed through a modal shift

- **behaviour change campaigns** were supported by some, while others suggest that change will come from improved alternatives

- greater emphasis on **network resilience** desired

- **national networks can have a negative impact on local communities** in terms of air quality, noise, severance etc

- **promoting air travel is questioned** as it is contrary to some objectives

- noted **park and ride is currently limited** in some areas across the region

Representative public opinion survey

Use of resources: People agreed that resources should be directed to:

- **locations / trips where the most car km is driven** 72% (5% disagreed)

- **assist the more vulnerable/most in need in society access jobs / training and service**s 88% (0% disagreed)

Table 8: The actions
Charging mechanisms to discourage car use and the use of any income
• 96% agree that measures should recognise that some people need to travel, specifically in rural areas
• 95% agree that measures should not increase the cost of travel (specifically for those who can least afford it)
• 93% agree money should be directed at alternatives (e.g. buses and trains).
• 88% agree there should be co-ordination across regions and/or country to ensure consistency in approach/measures
Electric cars and car clubs
• 34% in least affluent areas do not know where they would charge an electric car (average 21%)
• 88% say electric car clubs would not change the number of cars in the household

The key issues emerging from the youth engagement sessions arranged by Members of the Scottish Youth Parliament included:

- Safety and Security concerns when travelling; the anxiety these leads to and the desire for reassurance
- Journey planning and reliable information (especially for when services are cancelled): Desire for apps which cover all modes
- More reliable public transport and cleaner buses

Further information

Full engagement results are available at

Stage 1: Main issues engagement:

Consultation Summary Note, January 2022

Report to Partnership RTP/21/26 'A New Regional Transport Strategy: Objective Setting' 14 September 2021

Appendix A 'Main Issues: Consultation Report'

Stage 2: Options identification 'A conversation about changing how we travel'

Consultation Summary Note: 'A conversation about changing how we travel' February 2023

Report to Partnership RTP/22/32 'A New Regional Transport Strategy: A Conversation about changing how we travel: consultation summary' 13 December 2022

Quantitative public opinion research

Stage 3: Draft strategy consultation

Report to Partnership RTP/23/36 'A New Regional Transport Strategy' 12 December 2023

Representative public opinion survey

Contact

For further information, please

Visit the RTS page on the Tactran website https://tactran.gov.uk/

or

Contact: Info@tactran.gov.uk or 01738 475775

Organisations that have taken part in the RTS engagement exercises

Stage 1: Identification of main issues
Transport Authorities: Transport Scotland; Network Rail; SPT; SEStran; Nestrans; HITRANS; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Angus Road Safety Member Officer Working Group; Perth and Kinross Mobility Board
Public Bodies: Loch Lomond and the Trossachs National Park Authority; Perth and Kinross Council Corporate Management Group; Tay Cities Heads of Economic Development; Stirling Economic Development; TayPlan Officers; Tay Cities Innovative and International Board; NHS Tayside; Forth Valley College; Scottish Enterprise; Abertay University; NatureScot; Dundee Health and Social Care Partnership; Angus Transport Network
Community Planning: Stirling CPP; Angus CPP; Angus Transport Network; Stirling Area Access Panel; Forth Valley Multicultural partnership; St Andrews University
Other transport bodies: Sustrans; Cycling Scotland; Living Streets; CoMo; Scottish Timber Transfer; Road Haulage Association; Scotrail
Third Sector: Royal Voluntary Service; Enable Scotland; Stirling Area Access Panel; Forth Valley Multicultural partnership
Public groups   • Balquhidder and Strathyre Community Council

Stage 2: Options engagement 'A conversation about how we travel'
Transport Authorities: Network Rail; SEStran; Nestrans; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Perth and Kinross Mobility Board
Public Bodies: Tay Cities City Region Deal Management Group; Tay Cities Heads of Economic Development; NHS Tayside; NHS Forth Valley; NatureScot; Loch Lomond and the Trossachs National Park Authority
Community Planning: Angus CPP; Perth and Kinross CPP; Stirling CPP; Angus Transport Network; Dundee Transport Forum; Stirling Child Poverty Working Group *(CPP meetings included Police; Fire; HSCPs; Scottish Enterprise; DWP; Skills Development Scotland)*
Other transport bodies: Sustrans; Cycling Scotland; Living Streets
Third Sector: Royal Voluntary Service
Public groups

Stage 2: Options engagement 'A conversation about how we travel'
• Blackford Community Council; Strathallan Community Rail Partnership
• Members of the Scottish Youth Parliament; Youth Voices Stirling

Stage 3: Consultation on the draft strategy
Transport Authorities Network Rail; SPT; SEStrans, Nestrans; HITRANS; Transport Scotland
Public Bodies: Loch Lomond and the Trossachs National Park Authority; Tay Cities Tourism Officers; TayCitiesDeal Management Group & Heads of Economic Development; Cairngorms NPA; Fife Council; NHS Forth Valley
Community Planning: Dundee Plan Management Group; Angus CPP; Stirling CPP; Angus Community Resilience Forum
Other transport bodies: Scotrail; Active Travel Partners
Third Sector: Community Transport Association; Strathallan CRP
Public groups   • Members of the Scottish Youth Parliament;   • Dundee Transport Forum   • Monifieth Community Council   • Stirling Community Councils   • Fossoway and District Community Council   • Dunblane Community Council   • Muthill and Tullibardine Community Council   • Cycle Stirling   • Buchlyvie Community Council   • Climate Action Strathearn   • Transforming Audience Travel Through Art

A New Tayside and Central Scotland Regional Transport Strategy
2024 – 2034

Summary of consultation on the Draft Regional Transport Strategy

20 February 2024

Responses to the consultation on the Draft Regional Transport Strategy 2024 - 2034

In preparing a new Tayside and Central Scotland we previously sought views on the main issues that should shape the strategy.

In 2022, we sought views on the draft objectives and outcomes and the scale of change required, and what this will mean for individuals and businesses across the region.

We also asked your opinion to the extent to which individual measures can help deliver the objectives and outcomes, and address the issues identified.

From 7th August to 27th October 2023, we sought views on the Draft Regional Transport Strategy and complementary Impact Assessments. Although discussion with, and responses from, organisations continued to be submitted up to 16th November 2023.

Identification of Main Issues (Summer 2021)

| Main Issues Report | Impact Assessment Scoping Report |

Objective and Outcome Setting (Dec 2021)

| Draft Objectives | Draft Outcomes |

Identification and Assessment of Options (2022)

| Consulted on (i) Objectives and outcomes (ii) scale of intervention (iii) potential measures | Appraisal Summary Tables & Impact Assessments |

Consultation on Draft Strategy (w/c 7th August 2023 – 27th October 2023)

| Draft Strategy | Draft Impact Assessment Reports |

Submission to Minster for Transport (February 2024)

Responses were gained from:

- 13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses
- 1069 individuals involved in a Quantitative Public Opinion Research
- 21 questionnaire responses / 19 people via social media / 17 responses to Courier article. The Blairgowrie Advertiser also published details of the consultation.

Stakeholder organisations participating included:
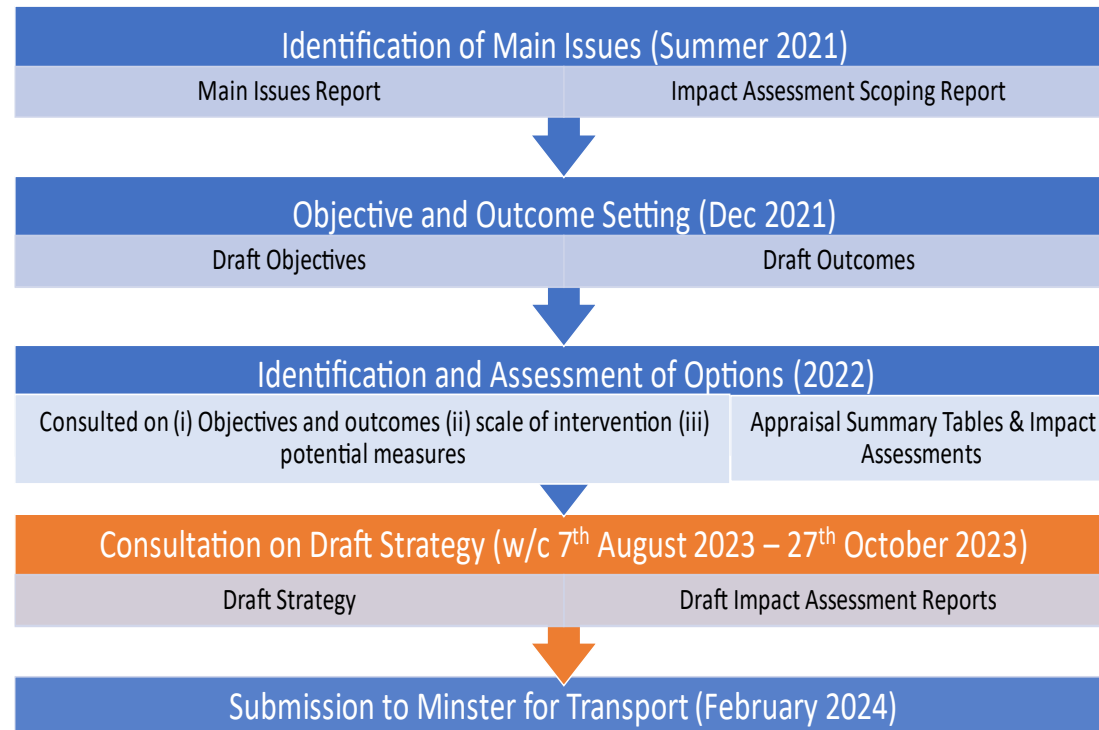
Angus, Dundee and Stirling Community Planning Partnerships / Tay Cities Region Deal Management Group & Heads of Economic Development / HITRANs / Scotrail and Network Rail / SPT / Tay Cities Tourism Officers / Active Travel Partners (Sustrans, Cycling Scotland, Paths for All, Living Streets) / Nestrans / SEStrans / PKC transport and Planning Officers Group / Community Transport Association / NHS Forth Valley / TayCities Bus Alliance.

A. The challenge and the level of ambition

Following both the main issues and option consultation in summer 2021 and autumn 2022 respectively, the Partnership approved on 13 June 2023 a draft Regional Transport Strategy and complementary Impact Assessments for consultation.

Stakeholder organisations were well supportive of the challenges as presented while raising the below questions:

- The strategy does not sufficiently reflect#:
- Causes and consequences of car dependency in rural areas
- Tourism issues
- Road safety issues
- Community and climate resilience
- The aging population and the long-term consequences of this on transport and travel
- The accessibility gap for people with disabilities
- The scale of the climate change problem
- The issues relating to carers
- Safety and security for young people
- Whether rail networks had the capacity to enable a modal shift
- Is there sufficient emphasis on connectivity to Edinburgh and Glasgow by rail?
- Do the targets sufficiently drive progress towards reducing inequalities?
- Should there be additional targets in relation to freight modal transfer and resilience?

The Quantitative Public Opinion Research sought views from a representative sample of the population and indicated that all four strategic objectives received strong support. While supporting climate change is the most important issue quoted within

written responses, improving health and wellbeing is the strongest supported strategic objective within the Public Opinion Survey.

Public questionnaire responses: Respondents to the public online questionnaire tended to agree that the challenges have been correctly identified and agreed with the objectives, outcomes and targets.

Nonetheless, the following suggestions were made:

- **Tourism** issues, especially in relation to the National Parks, had been ignored
- **Inclusive travel** for older and disabled people could be addressed more explicitly
- **Climate change targets**: Some respondents questioned whether it was ambitious enough to refer to the Scottish national targets
- **Deliverability and political will:** whilst the ambition may have been welcomed, questions were raised around the ability and political will to deliver

Social Media: Comments received via social media echoed the public responses to the questionnaire.

B. The scale of change required

A focus of the engagement was to understand the potential implications on individuals, businesses, and stakeholder organisations of the scale of the change required. Overall, the public agreed with the overall approach to pursue significant change, including:

- Integrated solutions: Respondents welcomed how consideration of the whole journey will reduce car dependency
- Exploring new models of bus provision: Respondents welcomed considerations of local authorities to run their own bus services
- Liveable / 20minute neighbourhoods: The concept of local living was welcomed by most respondents.

However, the following concerns were raised:

- Political will and weight of the regional transport strategy. Respondents asked if it will "actually happen". Respondents observed that "action depends on political will. If this is not present, then delivery is unlikely." They asked whether "Tactran have any authority to insist on the changes required" and whether "the Council[s] have any funds to ensure the required changes are made?" Respondents remained sceptical as to whether there is "really any prospect of partnership working between the various councils?" and asked how Tactran will "ensure the necessary political will is put behind the aims and objectives listed in the document" and "how will [Tactran] ensure that the necessary investments are made and the unnecessary investments discouraged?"

- Charging mechanisms to discourage car use: respondents highlighted that, for some, charges would make it difficult for some to continue to participate in society.

- Electric Vehicles Respondents also pointed out that current models for EV ownership are not working for households in the lowest income brackets.

- Liveable / 20minute neighbourhoods: A small minority were of the opinion that the concept involved the restriction of free movement.

- Role of Scottish Government: Respondents noted that there was a role for Scottish Government and Transport Scotland where a national approach to particular programmes could be more effective and efficient

Social media: The above points were echoed by the comments on social media.

There was support for the strategic policy direction established in the document by **stakeholder organisations** who commented on the below matters:

- Rural areas: The strategy underestimates the issues relating to rural areas and the difficulty in delivering change
- Finances: Can finances be allocated proportionality across geographies relative to addressing targets (e.g. most km in rural areas / most air quality and health problems in urban areas)
- Co-ordination and responsibilities: While some argued that more finances were necessary, others argued co-ordinating and prioritising spend on identified priorities could go a long way. The need and the difficulties (reinforced by experience) of ensuring all relevant agencies (especially the four councils and the RTP) work together and pull in the same direction was mentioned. AS was the need to co-ordinate traffic restraint measures.

The strategy requires long term commitment (and hence ownership) if it is to be delivered and its objectives achieved. Responses reflected on the inability of Tactran to enforce any of the strategy and recommended to strengthen ability to ensure delivery. There were some suggestions, although not from partner agencies, for Tactran to assume the role of a passenger transport authority.

Bus operators were content to explore, with the partnership, new models of service provision.

- Demand management: Use of restrictive measures on car use are risky. No response suggested that road user charging was wrong, but all highlighted the difficulties and hence the conditions that would need to be in place for it to work.
- Support for integrated solutions
- Lack of trust in delivery unless the reader can see how actions relate to their geography e.g. Loch Lomond and The Trossachs National Park; Forth Valley etc.
- Useful to emphasise the relationship between (the resources for) improving public transport and charging for car use

A. The actions

The consultation gave public and stakeholders organisations the opportunity to comment on the implications of potential measures.

In principle, **stakeholder organisations** supported the actions. Comments included:

- Affordability of public transport not covered

- Minimum levels of public transport provision desired

- Greater role for community transport

  - Potential complementary functions for interchanges and rural bus operators for collection/drop off points and delivery of goods suggested

- Connectivity between transport modes is only covered in relation to interchange facilities rather than timetables etc

- Demand responsive services which require booking at least a day in advance, can only provide an option for some trips

- Make the connection between MaaS journey planning tools enabling and supporting new transport services to be provided

- Electric vehicles: Lack of confidence in sufficient charging infrastructure to enable the electric and low vehicle emission revolution

- Mixed response to the level on emphasis placed on cycling. Active travel agencies / groups feel that there is not enough emphasis. Others suggest there is too much expectation that people will start cycling

- Ensuring new development is accessible by modes other than the car was supported, although the adverse economic impacts of not allowing development in (especially rural) locations where there is not public transport were highlighted.

- Greater emphasis on rail freight desired

- Suggestions that pinch points on the trunk road network should be addressed through a modal shift

- Behaviour change campaigns were supported by some, while others suggest that change will come from improved alternatives

- Greater emphasis on network resilience desired

- Impact of national networks on local communities

- Promoting air travel is questioned as it is contrary to some objectives

- Liveable / 20min neighbourhoods should apply to all areas

- Noted that Park and Ride is currently limited in some areas across the region

- If parking restrictions are to be used to encourage a modal shift, they need to cover areas which would prevent the driver from just parking an additional couple of hundred metres away

Many responding stakeholders desired further detail on the actions they commented on.

Public questionnaire responses: largely supported the potential measures. Comments included:

- Public transport and buses. Respondents noted that reliable and high-quality public transport connections, particular buses, across the region is key for social inclusion and modal shift. Including:
  - The affordability of public transport was highlighted as a key barrier that needs to be addressed
  - Integrated service timetabling
  - Information
  - More welcoming interchange facilities
- Behaviour change: It was suggested that people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail.
- Demand management: Doubts were raised in relation to actions which restricted car use

Social Media: Comments received via social media echoed the public responses to the questionnaire.
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The **public opinion survey** further elaborated on the attitudes of the public towards climate change and the willingness to change travel and the adequacy of transport provision and travel alternatives. If there were safe, affordable and convenient alternatives, to combat climate change, instead of using the car people are 'much more' / 'more' likely to:

- Travel to facilities closer to home (29%)
- Get the bus (20%)
- Get the train (20%)
- Walk more (18%)
- Cycle (10%)

It should be noted that 74% said that irrespective of safe and convenient facilities, they would not be encouraged to cycle instead of using the car. People agreed, however, that resources should be directed to:

- those locations / trips where the most car km is driven 72% (5% disagreed)

- assist the more vulnerable / most in need in society to access jobs / training and services 88% (0% disagreed).

Considering the charging mechanisms to discourage car use and the use of any respective income

- 96% of respondents agree (with 62% strongly agreeing) that measures should recognise that some people need to travel, specifically in rural areas when the only way to access facilities is by car.

- 95% of respondents agree (with 72% strongly agreeing) that measures should not increase the cost of travel (specifically for those who can least afford it).

- 93% of respondents agree money should be directed at alternatives (e.g. buses and trains). There was stronger support that income used to address air quality (90%) rather than reducing car km (77%).

- 88% of respondents agree there should be co-ordination across regions and/or country to ensure consistency in approach / measures.

Considering electric vehicles, 34% of the least affluent do not know where they would charge an electric car (average 21%)

88% of respondents say electric car clubs would not change the number of cars in the household.

Next steps

This note summarised the public and stakeholder responses to the third phase of engagement to help inform a new Tayside and Central Scotland Regional Transport Strategy. Further details of this engagement can be found in the meetings page (12 December 2023) of the Tactran website [A New Regional Transport Strategy](#)

The summary of the responses to the first phase of engagement, on what are the key issues the strategy needs to support, can be found on the Regional Transport Strategy page of the Tactran website [Regional Transport Strategy Update Note January 2022.](#)

The summary of the responses to the second phase of engagement, on the conversation about changing how we travel, can be found on the Regional Transport Strategy page of the Tactran website [Summary of the Second Phase of Engagement 'A conversation about changing how we travel Update Note: February 2023'](#).

All responses have been considered by the Partnership to prepare a final draft RTS 2024 – 2034.

The Tactran Board approved to submit the Final Draft of the RTS 2024 - 2034 to the Minister for Transport for their approval.

It is intended to publish the approved strategy in Spring 2024.

<u>LNER's Consultation to remove direct Glasgow and Stirling Services</u>

<u>Proposed removal of the LNER 05:34 Stirling Southbound service and LNER 20:12 Stirling Northbound service</u>

I am writing on behalf of Tactran, the Tayside and Central Scotland Regional Transport Partnership (RTP) regarding the proposal to remove the 05:34 Stirling Southbound service and 20:12 Stirling Northbound service.

Tactran is one of 7 RTPS covering the whole of Scotland. Tactran is a partnership of Angus, Dundee City, Perth & Kinross and Stirling Councils.

Good connectivity is essential for the economy of a city and region and needed to ensure that businesses can access markets, customers and suppliers more easily and cost-effectively and that it is attractive to investors and tourists alike. The East Coast Mainline provides a vital link between Scottish cities and major cities in England, such as Newcastle, York and London. Indeed, the East Coast Mainline Authorities 'Invest East Coast Rail Prospectus' describes how the route connects an economy that is collectively worth over £800bn to the UK.

It is important to note that good transport links between Scotland and England on the East Coast Mainline does not only mean good links between Edinburgh and England. There are 5 other cities north of Edinburgh that, by comparison, have significantly poorer links to English cities and therefore their relevant peripherality is exacerbated. Three of these cities are within the Tactran region, Dundee, Perth and Stirling. The relative peripherality is demonstrated by the fact that there is half hourly frequency of LNER services between Edinburgh and London, but only two direct services per day in each direction between Stirling and London. This proposal would increase that relative peripherality by reducing the direct services between Stirling and London (and other English cities on route) to one per day in each direction.

Currently there are two LNER services per day to/from Stirling as follows:

Stirling to London	London to Sirling
05:34 - 10:53	12:00 - 17:15
10:34 - 15:49	15:00 - 20:12

It is proposed that the service departing Stirling at 05:34 and the service arriving at Stirling at 20:12 are removed, with these services beginning or ending at Edinburgh instead. The consultation notes that there are ScotRail connections to Edinburgh without specifying which services and the interchange time involved. From inspection of the current rail timetable, it is noted that there is no ScotRail service departing from Stirling that could connect to proposed departure from Edinburgh. The earliest connecting service would be to connect to the 07:00 LNER departure from Edinburgh, resulting in an arrival of 11:38. This would mean that the earliest arrival in London from Stirling is 45 minutes later than at present, require an interchange and increase the journey time by 40 minutes.

Research undertaken by Transport Focus identifies that the need to interchange between services can be a significant deterrent to rail use. This is exacerbated when

people will be carrying luggage on long distance journeys such as these. The result of the proposed timetable changes is that if travelling from Stirling to London, and you wish a direct service, it is not possible to arrive in London in the morning with the earliest arrival being almost 4pm.

At a time that we should be promoting rail as a Climate friendly mode of travel, with these services being directly rivalled by air services from Edinburgh, reducing the amount of direct rail services to locations north of Edinburgh is a backward step.

Given all of the above, Tactran would like to express its opposition to the proposed removal of the two LNER services at Stirling.

Finally, we would also wish to make a comment on the consultation process itself as it has been unsatisfactory. The launch of the consultation on 22nd January 2024 was, as we can gather, by social media, with no direct notification to any of the RTPS or Local Authorities affected by these changes. The consultation document itself provides little information other than 'these trains have not been well utilised, particularly southbound' and noting that Stirling will still be served by a ScotRail connection to Edinburgh. This lack of engagement and information has hindered Tactran in providing an informed response to the consultation.