# Tactran People and Place Programme 2025/26

# Place Fund – Applicant information sheet and EOI

# Regional Fund – Applicant information sheet and EOI

## Introduction

Tactran, the Tayside and Central Scotland Regional Transport Partnership (RTP) is inviting applications to the Tactran People and Place Programme (P&P). The programme comprises three funds: community, place, and regional funds, see figure 1. This Expression of Interest (EOI) relates to Place and Regional funds. A separate EOI is available related to the Community fund. An expression of interest form for Place and Regional fund applications is included in Appendix 3.

Figure 1: Programme fund allocation by scale of engagement

REGIONAL PROJECTS

Multi-authority / cross boundary,

c. £70,000 - £150,000 / project

**Regional Fund**

**Place Fund**

**Community**

**Fund**

LOCAL PROJECTS

Focused approach, within localities

c. £50,000 - £120,000 / project

*GRASSROOTS PROJECTS*

*Individual interventions, no spatial constraints*

*c. <£25,000 / project*

Please read the following information carefully prior to submitting an EOI, as it contains key information on eligibility of projects, timescales, and how to submit. Please note that funding is contingent on Transport Scotland funding being awarded to Tactran for the 25/26 financial year.

Your main contact at Tactran will be:

Tactran Projects Manager: James Cooper

Email: jamescooper@tactran.gov.uk

## Purpose of the Programme

The P&P Programme has a key role in the regional delivery of active and sustainable travel behaviour change. The programme aims it to support projects between £50,000 and £120,000 in value, and up to £150,000 in the case of regional projects.

Active travel relates to walking, wheeling, and cycling. Sustainable travel relates to activities promoting public transport, shared and community transport, and supporting technologies.

Projects are invited that support any, and all, of these activities, including the integration of active and sustainable travel. A non-exhaustive list of project examples is set out in the appendix to this document.

The programme is intended to

* Increase the proportion of active and sustainable journeys in the region
* Increase awareness of the benefits of active and sustainable travel to encourage future behaviour change
* Increase knowledge and the use of active and sustainable travel modes among underrepresented groups in the region who might face additional barriers
* Collaborate with delivery partners to strengthen capacity and capability in active and sustainable travel

The **place fund** supports activities within defined localities, while the **regional fund** supports projects that cross authority boundaries, see map 1. Prioritisation may be applied on the basis of impact opportunities by locality where project submissions exceed available budget.

Map 1: Tactran localities, regional, and community scales of engagement



 Community areas (all region)

 Regional corridors

 Localities

## Application Process and Timeline

Applications follow a two-stage process. EOIs must be submitted by the 27th January 2025, and will be followed by application support discussions and detailed application.

Supporting discussions will be offered, but not required, between Tactran and applicants to allow feedback and fine tuning of applications. Full applications will be accepted in the period to the 14th March 2025, in line with the timetable set out below. Application decisions will be notified in the week commencing 31st March 2025.

Table 1: Application timeline

|  |  |
| --- | --- |
|  | Date |
| Initial concept statement and Expressions of Interest | 20th December 2024 – 27th January 2025 |
| Pre-Application Support | 27th January – 21st February 2025  |
| Draft Application Documents published | 27th January 2025 |
| Grant applications open | 24th February 2025 |
| Grant applications close | 14th March 2025 |
| Grant application scoring | w/c 17th March 2025 |
| Application result notification | w/c 31st March 2025 |

## Project Eligibility

To be eligible a project must address the core aims of the programme, described below. A list of example projects by authority is included in Appendix 1 for reference. Projects can focus on active travel and/or sustainable transport interventions or a combination of both. Projects that address integration between active and sustainable transport are particularly welcome. A separate EOI is required for each distinct project.

#### Schools and Young People

Interventions in Scottish schools, youth, and community facilities, that deliver solutions for creating an environment where Active and Sustainable travel choices are not only an option, but the most effective ways to travel for young people and families.

#### Workplaces

Interventions that focus on places of work, that make Active and Sustainable travel choices a realistic solution for commuting for staff and volunteers. These could include investment in workplace cycle storage/parking or maintenance provision, or incentivisation schemes that make wheeling, walking, cycling and public transport a more attractive choices to private car use.

#### Accessibility and Inclusion

Interventions that focus on inclusion of underrepresented groups in Scotland who might face additional barriers to Active and Sustainable travel, such as cost, social perception, culture, health, ability, and geographical location. Interventions should integrate a good engagement with groups who face such barriers and aim at significantly reducing them to increase opportunities to choose Active and Sustainable travel.

### Location Criteria

Projects should be run within the Tactran area. Place fund projects should be focused on a locality, as illustrated above. Regional fund projects encompass more than one locality, cross authority boundaries, and/or include delivery in a neighbouring RTP area in addition to the Tactran area[[1]](#footnote-2). Projects that cross RTP boundaries will be developed between RTPs with a ‘lead’ RTP agreed who will assess the application and manage any successful project.

### Organisational Eligibility

EOIs can be submitted by any organisation that can demonstrate they have the experience, capacity and local knowledge to deliver specific interventions to achieve the overall aim of the programme. Whilst any organisation is eligible to submit an EOI, we would particularly welcome those with experience in delivery of similar successful interventions.

### Eligible expenditure

This is a project-based grant fund that will operate on the basis of full cost recovery, so all costs related to the delivery of the project funded will be eligible to be claimed. Funding is split between revenue (c. 40%) and capital (c. 60%). A detailed review of expenditure will be required stage 2 of the application, with support in identifying cost and categorisation provided as a part of the application process.

Successful projects must maintain full records of expenditure and receipts. Claims against expenditure will be required quarterly, as part of a defined reporting process. All expenditure claimed can be audited by Tactran and/or Transport Scotland. Appropriate records must be maintained for this purpose. Costs that do not relate to the specific project being funded (for example, whole organisation overheads or entire premises costs) cannot be funded. Costs associated with making an application cannot be funded.

### Monitoring and Evaluation (M&E)

In addition to quarterly progress reporting, Place and Regional Fund projects will be required to participate in a survey-based monitoring and evaluation process developed by Tactran, including surveys pre- and post-intervention to be completed by project participants as a condition of participation.

A timetable for survey delivery and completion will be circulated as a part of the full application process. Completion of the programme M&E surveys is a required element of the programme and should be costed into any submission made.

### **Appendices**

### Appendix 1: Funds available, descriptions

### Place Fund

Place fund projects are delivered within defined localities within the constraints of fund budgets. Delivery partner proposals are requested on a local basis, with a separate EOI for each distinct project. Where applications to the programme exceed the available funds, a prioritisation will be applied on the basis of maximising access opportunities. Table A1 illustrates project types that would be included in the place fund. Details of split and anticipated delivery maxima by local authority area is set out from table A4, below.

Table A1: Categorisation of place fund projects by venue and type.

|  |  |  |  |
| --- | --- | --- | --- |
| Projects | Project type | Primary Category | Venues |
| Access to bikes, by referral / at defined locations | Locality  | Capital | Schools, workplaces and communities |
| Cycle Training / confidence | Locality | Revenue | Schools, and communities |
| Active Travel promotion (cycling and walking) | Locality | Revenue | Schools |
| Cycle storage | Locality | Capital | Communities |
| Walking confidence | Locality | Revenue | Schools and communities |
| Workplace travel planning | Locality | Revenue | Workplaces |
| Sustainable mobility hubs | Locality | Capital | Communities |

Table A2. Indicative numbers of interventions by Loal Authority Area

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Localities** | **Schools** | **Communities** | **Workplaces** |
| Angus | 4 | 21 | 4 | 3 |
| Dundee | Citywide | 40 | 5 | 6 |
| Perth and Kinross | 3 | 26 | 3 | 8 |
| Stirling | 3 | 15 | 3 | 4 |

Applicants will be asked to indicate whether they are applying to deliver projects in single or multiple locations. Submission of an EOI to deliver the same project to multiple locations does not guarantee support will be provided to all locations. The application support process will include discussions on the scale and scope of each project on an individual basis and will include Local Authority and Tactran input.

### Regional Fund

Regional fund projects relate to the delivery of multi-locality and cross authority interventions. Examples of regional projects are set out below. Delivery partner proposals are requested on a regional basis, with a separate EOI for each distinct project.

Table A3: Categorisation of regional fund projects by venue and type.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Reference number | Projects | Project type | Primary Category | Venues |
| R1 | Multi-modal travel planning | Regional | Revenue | Schools, workplaces, and communities |
| R2 | AT integration | Regional | Capital | Communities |
| R3 | Sustainable DRT support | Regional | Capital | Communities |
| R4 | Bus promotions | Regional | Capital | Communities |
| R5 | Platform information / RTPI  | Regional | Capital | Communities |
| R6 | Urban trail design / travel improvement audits | Regional | Capital | Communities |

### Split by authority, Place Fund

The following tables provide an approximation of the numbers of projects anticipated in each local authority area. The numbers are illustrative and may vary on the basis of numbers of applications, and budgetary constraints.

Table A4: Angus

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Reference number | Projects | Project type | Venues | Total numbers of interventions (indicative)  |
| A1 | Access to bikes, adaptive bikes, scooters | Locality  | Schools, workplaces and communities | 4 x localities120 recipients |
| A2 | Cycle Training / confidence | Locality | Schools, and communities | 4 x localities, 21 x schools, 4 x communities |
| A3 | Active and sustainable travel promotion | Locality | Schools | 4 x localities, 21 x schools |
| A4 | Cycle storage | Locality | Communities | 4 x communities |
| A5 | Walking confidence | Locality | Schools and communities | 4 x localities, 21 x schools |
| A6 | Workplace travel planning | Locality | Workplaces | 3 x workplace projects |
| A7 | Sustainable mobility hubs | Locality | Communities | 2 x communities |

Localities include, but are not limited to: Arbroath, Forfar, Montrose, Brechin.

Table A5: Dundee

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Reference number | Projects | Project type | Venues | Total numbers of interventions (indicative) |
| D1 | Cycle & scooter parking & storage | Locality | Schools and workplaces  | 5 x projects |
| D2 | Access to bikes, adaptive bikes, scooters  | Locality | Schools, workplaces and communities | Citywide250 recipients |
| D3 | Active and sustainable travel promotion  | Locality | Schools, workplaces and communities | Citywide, 40 x schools, 5 x community, 6 x workplace |
| D4 | Safe walking/cycling/scooting training | Locality | Schools and workplaces  | Citywide, 40 x schools, 6 x workplace |
| D5 | Planning for multi-modal travel planning, safe walking / travel routes, and timetable information | Locality | Schools, workplaces and communities | Citywide, 40 x schools, 5 x community, 6 x workplace |
| D6 | Support for community engagement – parents behaviour change | Locality | Schools | Citywide, 40 x schools |
| D7 | Support to develop tailored interventions for specific pupils e.g. girls / disabled children | Locality | Schools | Citywide, 40 x schools |
| D8 | Pre-school/nursery interventions - Behaviour change. | Locality | Schools, communities | 5 x projects |
| D9 | Travel auditing for major employment centres, business parks, large employers  | Locality | Workplaces | 6 x employment centres |

Localities: City of Dundee including Broughty Ferry

Table A6: Perth and Kinross

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Reference number | Projects | Project type | Venues | Total numbers of interventions (indicative) |
| P1 | Access to bikes, adaptive bikes, scooters | Locality | Schools, workplaces and communities | 3 x localities180 (1000?) recipients |
| P2 | Cycle Training / confidence | Locality | Schools, and communities | 3 x localities, 26 x schools, 3 x communities |
| P3 | Active Travel promotion (cycling and walking) | Locality | Schools | 3 x localities, 26 x schools |
| P4 | Cycle storage | Locality | Communities | 3 x community projects |
| P5 | Walking confidence | Locality | Schools and communities | 3 x localities, 26 x schools |
| P6 | Workplace travel planning | Locality | Workplaces | 8 x workplace projects |
| P7 | Sustainable mobility hubs | Locality | Communities | 2 x communities |

Localities include, but are not limited to: Perth City, Crieff, Blairgowrie and Rattray, Kinross

Table A7: Stirling

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Reference number | Projects | Project type | Venues | Total numbers of interventions (indicative) |
| S1 | Access to bikes, adaptive bikes, scooters | Locality | Schools, workplaces and communities | 2 x localities120 recipients |
| S2 | Cycle Training / confidence | Locality | Schools, and communities | 3 x localities, 15 x schools, 3 x communities |
| S3 | Active Travel promotion (cycling and walking) | Locality | Schools | 3 x localities, 15 x schools |
| S4 | Cycle storage | Locality | Communities | 3 x community projects |
| S5 | Walking confidence | Locality | Schools and communities | 3 x localities, 15 x schools |
| S6 | Workplace travel planning | Locality | Workplaces | 4 x workplace projects |
| S7 | Sustainable mobility hubs | Locality | Communities | 2 x communities |

Localities include, but are not limited to: City of Stirling, Bridge of Allan, Dunblane, LLTNP

## Appendix 2: Notices

## Key Definitions

#### Active Travel

Active travel is walking, wheeling or cycling for a purposeful journey. Wheeling includes using a wheelchair or mobility aid as an alternative to walking.

#### Sustainable Travel

Sustainable travel can be defined as including active, public and shared transport modes. However, in the context of the People and Place behaviour change programme, the focus is on projects that involve solutions that can specifically improve travel planning and encourage more joined-up journeys. Eligible sustainable travel projects should include at least one of the following elements:

* Shared transport (such as introduction or expansion of car clubs, bike and e-bike share schemes, as well as car share/lift-share)
* (Digital) Demand Responsive Transport schemes
* Mobility Hubs (full and pop-up)
* Real Time Passenger Information (RTPI) provision
* Support for MaaS project roles

#### Revenue Funding

Resource expenditure are costs incurred in the day-to-day operations of a business. In government these expenditures are incurred to ensure smooth running of public services and institutions. These expenses are necessary for maintaining the operational efficiency and ensuring the smooth functioning of a business’ core activities. The key characteristics of resource expenditure is that spend occurs regularly and is necessary for ongoing operational activities.

#### Capital Funding

Capital expenditure, on the other hand, involves investments in assets (for example infrastructure) that typically yield benefits over a long period of time, and is generally expenditure that is meant to acquire or improve fixed assets.

## Subsidy Control

## The Subsidy Control Act 2022 came into force on 4 January 2023, replacing previous EU State aid regulation for awarding subsidies. To ensure that all awards we make are legal, Tactran needs to undertake compliance work to minimise any negative effects on competition or investment.

## Monitoring

All supported projects funded will include appropriate monitoring in line with the agreed outcomes. A defined Monitoring and Evaluation framework will be developed by Tactran, to be based on surveys of all project participants, and be a requirement of the programme. Specific monitoring requirements will be discussed further with groups submitting expressions of interest prior to the full application process. Costs for monitoring should be included within the budget for each project.

## Organisation Eligibility

Organisations must demonstrate they have the experience, capacity and local knowledge to deliver specific interventions to achieve the overall aim of the programme. Organisations must also:

* Have a signed constitution
* Be able to provide an up-to-date Public Liability Insurance certificate and maintain such insurance for the duration of the activity. Where appropriate, organisations should also be able to provide evidence of indemnity and employer liability insurance, in line with the nature of the organisation, and maintain such insurances for the life of the project(s) being undertaken.
* Be financially solvent, and be able to provide evidence of such, such as recent accounts
* Have a project team of at least one named person committed to lead and manage the project for its duration, including finance and administration
* Comply with the Fair Work First conditionality
* Have robust safeguarding policies and procedures to protect vulnerable adults and children (if applicable to the project)

All applicants should be able to demonstrate a capability to deliver projects of the type applied for. Note that this fund is not open to Local Authorities, or other public bodies.

### What is not eligible for funding

* Any project that does not focus on increasing rates of wheeling, walking, cycling and/or sustainable travel

## Terms and conditions

1. Grants cannot be used to enable compliance with the conditions of planning permission or legal agreements.
2. Applications are particularly welcome from groups working together but a nominated person from an eligible organisation must sign the application form on behalf of a lead organisation accepting the conditions of the grant.
3. The grant may be used to pay for the pre-construction, construction or post-construction element of a capital active travel project as outlined in the application form, which demonstrates potential benefits to the region by achieving the objectives of this grant scheme.
4. Applicants must ensure best value where procurement legislation is not applicable. Relevant evidence needs to be kept for a period of seven years.
5. The application must supply adequate information to justify the scheme. This should include the potential benefit of the scheme and how the actual benefit will be measured.
6. This grant is awarded for the specific purposes outlined in your application. Tactran reserves the right to recover some or all of the funding if not used for the purposes intended.
7. The applicant will be solely responsible for payment to contractors and partners and any overrun of costs - Tactran and its constituent bodies cannot be held responsible for such eventualities.
8. Grants are not mandatory and will be offered solely at the discretion of Tactran.
9. Applicants should not make financial commitments relating to this grant funding until the offer of a grant is accepted in writing.
10. Successful applicants will ensure acknowledgement of the Tactran Active Travel Behaviour Change and Access to Bikes Grant is evident in all work relating to the scheme, clearly identifying the funding through the Tactran Active Travel Behaviour Change and Access to Bikes Grant and by stating “funded by Tactran and Transport Scotland.
11. Tactran may use a successful applicant’s scheme to promote the Tactran Active Travel Behaviour Change and Access to Bikes Grant and wider Tactran objectives.
12. Any data collected can be requested and processed by Tactran and its affiliated partners.
13. Quarterly reports are required, reflecting the target outcomes and Key Performance Indicators.
14. End of project: A brief final report must be provided once the scheme is implemented including monitoring and evaluation results.

Tactran will reserve the right to request evidence such as copies of signed (and preferably audited) financial statements, evidence of good financial management (diverse funding streams, contingency plans), good budgetary monitoring (regular reconciliation of actual versus budgeted expenditure, clear identification of separate funding streams), effective internal controls (internal audit functions), and clear policies and procedures on fraud, bribery and corruption.

### Fair Work First

All grants awarded with Scottish Government funds from 1 July 2023 (which includes this fund) must comply with the [Fair Work First](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.gov.scot%2fbinaries%2fcontent%2fdocuments%2fgovscot%2fpublications%2fadvice-and-guidance%2f2023%2f03%2ffair-work-first-guidance-2%2fdocuments%2ffair-work-first-guidance-supporting-implementation-fair-work-first-workplaces-scotland%2ffair-work-first-guidance-supporting-implementation-fair-work-first-workplaces-scotland%2fgovscot%253Adocument%2ffair-work-first-guidance-supporting-implementation-fair-work-first-workplaces-scotland.pdf&c=E,1,1imrjm0cfQ41sNWk5afAQDr9A-1_GyV8_WXwrFaAwZpBK9zMvTlKP1rb8urZxgAtlS2p__n72ErGymQLUtYYzV_SQHGmrctk_eYw4ZB6u8pCmYYy2HxgWuDM&typo=1) conditionality requiring grant recipients to pay at least the real Living Wage, and provide appropriate channels for effective workers’ voice, such as trade union recognition.

All principal grant recipients (in the case of People and Place, this is Tactran) are required to meet the real Living Wage and effective voice conditions. Where the grant recipient issues funding to third-party organisations to support the delivery of the funded activity, the conditionality applies as follows:

* The real Living Wage condition applies to workers directly engaged in the delivery of the funded activity who are aged 16 and over, including apprentices and based anywhere in the UK.
* The effective voice condition does not apply.

#### Real Living Wage

* In general, a grant recipient must demonstrate it is paying the Real Living Wage (RLW) before it can access a grant
* For the purposes of this grant fund, this condition only applies to workers directly engaged in the delivery of the funded activity who are aged 16 and over, including apprentices and based anywhere in the UK.

Evidence required will depend on the size of the grant as per [Scottish Government guidance](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.gov.scot%2fpublications%2ffair-work-first-guidance-2%2fpages%2f11%2f&c=E,1,61dMWT7dmbWccJ_5cifOgCF63euwsH7kqI5vFVAEC1SdMnFfCpLbIWZUvc6c5WNghO_UJxPk2X46b5lDG5qrS1ZXRwM8MD6DRBlzft8NFkXyijE,&typo=1).

### Work with vulnerable people

It is important we have assurances relating to the safeguarding of vulnerable groups. If your programme involves working with vulnerable groups, we will ask you to confirm that you have:

* Robust safeguarding policies and procedures in place to protect vulnerable adults and children (these may include things such as a specific safeguarding policy, training, support and supervision of staff, a Code of Conduct)
* Whistleblowing and monitoring and complaints processes.
* A clear procedure which must be followed if you become aware of any specific safeguarding incident

## Appendix 3: How to apply

Tactran are operating a two-stage application process: Expressions of Interest (EOI), and detailed application stages. The EOI (this stage) notifies Tactran of an organisation’s interest in submitting a full application.

EOI submissions include indication of areas of interest of each applicant, project types, locations, and indicative costs. Separate EOIs are requested for distinct and stand-alone projects, whilst single projects that address multiple themes can be set out on the same form. The form also asks for likely costs for each project identified. It should be noted that costs provided at this stage are indicative. A detailed review of costs will be included in the stage 2 application.

EOIs are used to allow Tactran to fine-tune programme delivery, through the second stage process. Applicants are asked to provide specific details at the EOI stage, to include:

* + Details of your organisation, including your experience in delivery of similar projects
	+ Details of the project you are interested in delivering. Reference can be made to the project examples in tables A1 – A4, see appendix 1, using the reference numbers where applicable, or their combination.
	+ Project location(s) and venue(s).
	+ Estimated costs

Applications must be made using the forms provided.

Full details of the stage 2 application process will be provided as a part of a support process, including detail of the evaluation process we will apply to the detailed applications. Alongside project assessment, a financial sustainability assessment will be undertaken on organisations in line with Tactran’s processes. Prior to the scoring being carried out, an eligibility assessment will be undertaken to ensure the applicant organisation and the project being applied for meet the eligibility criteria.

Completed forms should be returned to: info@tactran.gov.uk on or before the 27th January 2025.

Questions and queries can be addressed to: James Cooper, Projects Manager, Tactran.

Tel: 07311 651 698, Email: jamescooper@tactran.gov.uk

# Tactran People and Place Programme 2025/26

# PLACE FUND EXPRESSION OF INTEREST

**To be returned to** **info@tactran.gov.uk** **on or before the 27th of January 2025.**

Once submitted your EOI will be reviewed by members of the Tactran team, who will provide feedback. Further application support will be provided following submission of the EOI and prior to submission of a full application, as a method of providing focus and defining project scope. Participation will not be a requirement of making a submission.

**Use this form for projects that are being delivered locally and within 1 local authority area. Please submit 1x EOI for each distinct project**

|  |  |
| --- | --- |
| Organisation name and address |  |
| Key contact name |  |
| Email |  |
| Phone number  |  |
| Proposed project title |  |
| **Project theme**(s), *please select all that apply*  | *Tick where applicable* | *Reference (tables A4-7)* | *Locality/ localities* | *Venue(s)* |
| Access to bikes, adaptive bikes, scooters |  |  |  |  |
| Cycle Storage |  |  |  |  |
| Cycle Training / confidence |  |  |  |  |
| Active / sustainable Travel promotion  |  |  |  |  |
| Walking confidence and safe walking training  |  |  |  |  |
| Multi modal travel planning, safe travel routes, timetable information |  |  |  |  |
| Community engagement, parents’ behaviour change |  |  |  |  |
| Tailored interventions for specific school pupils, girls / disabled children etc. |  |  |  |  |
| Pre-school / nursery interventions |  |  |  |  |
| Travel auditing for major employment centres |  |  |  |  |
| Workplace travel planning |  |  |  |  |
| Sustainable mobility hubs |  |  |  |  |
| Other(s), list: |  |  |  |  |
| If your proposal relates to multiple activities at the same location, please describe the relationships between the themes selected. |  |
| **Project location** / locality |  |
| If your proposal relates to the same activity across multiple localities within the same authority area, please describe the geographic spread of activities.  |  |
| Proposed project summary (max 200 words) |  |
| Project objectives |  |
| Proposed project outcomes |  |
| Method(s) of community engagement anticipated |  |
| Project delivery timetable, *please indicate key dates and deliverables anticipated for the period 1st April 2025 – 31st March 2026* |  |
| Relevant experience  |  |
| Estimated costs for project delivery, *please indicate costs by category:* | TOTAL COST | £ |
|  | Of which Capital cost | £ |
|  | Of which revenue cost | £ |
|  | Of which M&E cost | £ |
| Overview of resource availability |  |
| Does your organisation pay staff the real living wage? If ‘No’ please detail as to why. | Yes / No |

# Tactran People and Place Programme 2025/26

# REGIONAL FUND EXPRESSION OF INTEREST

**To be returned to** **info@tactran.gov.uk** **on or before the 27th of January 2025.**

Once submitted your EOI will be reviewed by members of the Tactran team, who will provide feedback. Further application support will be provided following submission of the EOI and prior to submission of a full application, as a method of providing focus and defining project scope. Participation will not be a requirement of making a submission.

**Use this form for projects that are being delivered regionally. Please submit 1x EOI for each distinct project**

|  |  |
| --- | --- |
| Organisation name and address |  |
| Key contact name |  |
| Email |  |
| Phone number  |  |
| Proposed project title |  |
| **Project theme**(s), *please select all that apply*  | *Tick where applicable* | *Reference (table A3)* | *Locality/ localities* | *Venue(s)* |
| Multi-modal travel planning |  |  |  |  |
| AT integration |  |  |  |  |
| Sustainable DRT support |  |  |  |  |
| Bus promotions |  |  |  |  |
| Platform information / RTPI  |  |  |  |  |
| Urban trail design / travel improvement audits |  |  |  |  |
| Other(s), list: |  |  |  |  |
| If your proposal relates to multiple activities, please describe the relationships between the themes selected. |  |
| **Project location** |  |
| Please detail the locations your project will include.  |  |
| If your project extends beyond Tactran to other RTP areas please describe the wider area your project covers and approximate proportion of the project within the Tactran area. |  |
| Have you approached another RTP in relation to this project? If yes, with whom have you spoken. |  |
| Proposed project summary (max 200 words) |  |
| Project objectives |  |
| Proposed project outcomes |  |
| Method(s) of community engagement anticipated |  |
| Project delivery timetable, *please indicate key dates and deliverables anticipated for the period 1st April 2025 – 31st March 2026* |  |
| Relevant experience  |  |
| Estimated costs for project delivery, *please indicate costs by category:* | TOTAL COST | £ |
|  | Of which Capital cost | £ |
|  | Of which revenue cost | £ |
|  | Of which M&E cost | £ |
| Overview of resource availability |  |
| Does your organisation pay staff the real living wage? If ‘No’ please detail as to why. | Yes / No |

1. Neighbouring RTPs adjoining the Tactran area are: Strathclyde Passenger Transport (SPT), South East of Scotland Transport Partnership (SEStran), HITRANS, and NESTRAN. [↑](#footnote-ref-2)