



A meeting of the **TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP** will be held virtually **via Microsoft Teams** on **TUESDAY 17 JUNE 2025** at **10.30 AM**.

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

**SCOTT HENDRY**  
**Secretary to Partnership**

**Members:**

Bryan Doyle  
Amy McDonald  
Alan Stewart

**Officers:**

Mark Speed, Director  
Scott Hendry, Secretary to Partnership  
Scott Walker, Treasurer to Partnership  
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)  
James Cooper, Projects Manager  
Kimberley Ewan, Transport Strategy Officer

Angus Council

Councillor Brenda Durno  
Councillor Ronnie Proctor

Angus Council

Graeme Dailly, Infrastructure & Environment  
Matthew Roberts, Infrastructure

Dundee City Council

Depute Provost Kevin Cordell  
Councillor Dorothy McHugh  
Councillor Siobhan Tolland

Dundee City Council

Ewan Macnaughton, City Development  
Ewan Gourlay, City Development

Perth and Kinross Council

Councillor Hugh Anderson  
Depute Provost Andrew Parrott  
Councillor Richard Watters

Perth and Kinross Council

Nicola Sworowski, Communities  
Niall Moran, Communities

Stirling Council

Councillor Jennifer Preston  
Councillor Rachel Nunn

Stirling Council

David Hopper, Corporate Operations

Scottish Government

Bethany Sharp & Melissa Shute



**17 JUNE 2025**

**AGENDA**

1. Declarations of Interest
2. Minutes of Meeting of 18 March 2025 (Copy herewith)
3. Outstanding Business Statement (Copy herewith RTP/25/16)
4. Public Services Reform Act Annual Statements 2024/25 – Joint Report by Director and Treasurer (copy herewith RTP/25/17)
5. Draft Unaudited Annual Accounts for 2024/25 – Joint Report by Treasurer and Director (Copy to follow)
6. People and Place Update – Report by Projects Manager (Copy herewith RTP/25/19)
7. Bus Initiatives Update – Report by Projects Manager (Copy herewith RTP/25/20)
8. Climate Action: Reducing Car Km – Report by Senior Strategy Officer (copy herewith RTP/25/21)
9. 2025/26 Budget and Monitoring – Joint Report by Director and Treasurer (Copy herewith RTP/25/22)
10. Director's Report – (Copy herewith RTP/25/23)
11. Members' Issues and AOCB
12. Date of Next Meetings

16 September 2025 – in Person

16 December 2025 – via MS Teams

## **TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**

Minute of Meeting of the Tayside and Central Scotland Transport Partnership held via MS Teams on Tuesday 18<sup>th</sup> March 2025 at 10.30am.

Present: Provost Linda Clark and Councillor Heather Doran (Angus Council); Councillor Siobhan Tolland (Dundee City Council); Depute Provost Andrew Parrott and Councillor Hugh Anderson (Perth & Kinross Council); Councillors Rachel Nunn and Jen Preston (Stirling Council); Alan Stewart (Member).

In Attendance: M Speed (Director); N Gardiner, J Padmore, J Cooper, M Smith and A Roger (Tactran); M Roberts (Angus Council); E MacNaughton (Dundee City Council); K Molley (Secretary), N Moran and J Salisbury (Perth & Kinross Council); D Hopper and E Williamson (Stirling Council); M Bruce and M Niaz (Audit Scotland).

Apologies for absence were received from: Councillor Kevin Cordell (Dundee City Council), Councillor Richard Watters (Perth and Kinross Council); Bryan Doyle and Amy McDonald (Members).

Depute Provost Andrew Parrott, Chair, Presiding

### **1. DECLARATIONS OF INTEREST**

There were no declarations of interest.

Following the resignation of Councillor Mark McDonald, the Chair welcomed Provost Linda Clark to the Board.

### **2. MINUTE OF MEETING OF 10 DECEMBER 2024**

The minutes of meeting of the Tayside and Central Scotland Transport Partnership of 10 December 2024 were submitted and approved as a correct record.

Cllr Nunn asked for an update on Liftshare. N Gardiner confirmed the branded Tactran Liftshare will cease from 31 March 2025 as approved at the previous Partnership meeting, and Tactran will commence promoting Liftshare in general on its website.

### **3. OUTSTANDING BUSINESS STATEMENT**

There was submitted an Outstanding Business Statement by the Director (RTP/25/03) setting out the status of outstanding decisions of Partnership.

The Chair noted that the only outstanding item was the RTS Delivery Plan which was due to be considered later in the meeting.

**Resolved:**

- (i) To note the Outstanding Business Statement and to receive updates at future meetings.

**4. AUDIT STRATEGY 2024/25**

There was submitted the Audit Strategy 2024/25 (RTP/25/04) which was presented by M Niaz of Audit Scotland.

Councillor Nunn asked about “Best Value Audit” and whether the Local Authorities will be included as part of that. M Bruce said a high-level approach to “Best Value Audits” is taken as Tactran is a less complex body and the focus is on financial sustainability, so the individual Local Authorities will not be involved.

**Resolved:**

- (i) To note the Audit Strategy for 2024/25.

**5. REVIEW OF RISK REGISTER**

There was submitted a report by the Director (RTP/25/05) presenting the Partnership’s Risk Register for annual review and approval by the Partnership.

Councillor Doran asked if some of the risks could be removed as they are superseded e.g. Brexit. The Director noted that Brexit implications are still working through. Councillor Tolland asked if it was possible to just amend the wording if the effects of Brexit are still working through.

Councillor Nunn asked for the completion dates of the STPR2 and NTS2. The Director confirmed the STPR Delivery Plan work is ongoing and that is the reason that those items are still on the Register.

Councillor Nunn asked about Cyber Security and if there was a more secure option than the Office Manager. The Director confirmed all IT is provided via Perth & Kinross Council and is subject to the same security.

**Resolved:**

- (i) To approve the Risk Register which forms Appendix A to the report; and
- (ii) To agree to receive a further report reviewing and updating the Risk Register not later than March 2026.

**6. MEDIUM TERM FINANCIAL PLAN**

There was submitted a report by the Director and Treasurer (RTP/25/06) asking the Partnership to note the Medium-Term Financial Plan (MTFP) and to remit officers to maintain a rolling five-year plan.

The Chair advised that Amy McDonald had circulated comments on this paper which were fair and proper comments.

Councillor Doran asked how the charging back works in practice in relation to locations etc. J Salisbury confirmed the recharge to projects is salary cost only. The Director said the staff salary cost is recharged to the relevant project grant provider, for example Transport Scotland for People and Place.

Councillor Nunn said in relation to paragraphs 3.7 and 3.8 there is an imbalance in planning as opposed to delivering. The Director advised that other than working on projects that are recharged, the focus of Tactran is on the RTS Delivery Plan and working with the Local Authorities on identifying who is delivering what and where the gaps are.

The Chair said Tactran has been fair to Local Authorities by not requesting an uplift in funding in previous years, but it is getting to the point that this might be required. If an uplift in funding is requested, Tactran and partners need to be able to identify what that is for and the RTS Delivery Plan will help identify that.

The Director said the RTPs have been discussing delivery with Transport Scotland and this has assisted in more funding being allocated to the Local Authorities to facilitate this.

The Director explained the funding structure and delivering the RTS with partners.

Cllr Nunn asked if there are any issues around pension liabilities. The Director confirmed Tactran is within the Tayside Pension Fund. J Salisbury confirmed that Tactran is a separately identifiable part of the Tayside Pension Fund, and a person or persons can only take voluntary severance if the savings generated cover the costs.

**Resolved:**

- (i) To note the Medium-Term Financial Plan; and
- (ii) To remit Tactran officers to maintain a rolling five-year plan and further refine the assumptions that underpin it.

## **7. REGIONAL TRANSPORT STRATEGY: DELIVERY PLAN UPDATE**

There was submitted a report by the Senior Strategy Officer (RTP/25/07) providing an update on progressing the recommendations of the Tayside and Central Regional Transport Strategy (RTS) via a RTS Delivery Plan process.

J Padmore gave a presentation on the RTS Delivery Plan and progress made since September 2024.

E Macnaughton felt RTS Delivery Plan and progress was summed up well by J Padmore. He noted principally the co-ordination and the Transport Planning function provided by Tactran is good and that regional collaboration and co-ordination is needed. Dundee City Council officers are very supportive of the RTS Delivery Plan and will be a key partner, recognising the benefit and value of a co-ordinated approach between the RTP and Local Authorities to get the desired outcomes on the ground.

The Chair recommended that either the Tactran Chair or Deputy Chair represent Tactran Board Members on the RTS Delivery Board and requested a different name be considered for the RTS Delivery Board. Councillor Doran supported the recommendation.

Councillor Doran asked whether DRT was included within the Delivery Plan. J Cooper confirmed it is and that the People & Place fund now includes sustainable transport and Angus Council's DRT is one of the projects included in the proposed 2025/26 People and Place programme.

Cllr Nunn requested a copy of the roles & responsibilities for the Tactran Board and Executive Committee. It was agreed that this could be provided.

Regarding Appendix B of the report, Councillor Nunn requested clarification on who the owners of the actions are, as she felt some were Transport Scotland's responsibility. J Padmore noted the RTS Lead is who is best placed to engage with Transport Scotland or other providers on the progress of the action and any other issues that may arise.

Councillor Nunn noted that the Scottish Government has asked all Local Authorities to review LDP evidence on green spaces and asked whether items in Appendix B are being shared with Local Authorities. JP said there has been engagement with all Local Authorities regarding the Delivery Plan.

Councillor Nunn asked about how to best move forward in an equitable way to support the Tactran core budget. The Chair agreed that there is a need to make best use of available resources, but a one size fits all approach cannot be assumed. J Padmore said the RTS Delivery Improvement Programme helps all the partners identify new actions and which pieces of work are of the most value for them. This process identifies what actions are of most value to each Local Authority with further detail contained within full documents available in the Members area of the Tactran website.

Councillor Nunn considered that, if further support or monetary value is required from Local Authorities, it would be helpful to understand what value the RTP provides for Local Authorities.

**Resolved:**

- (i) To note the RTS Delivery Plan 2024-2029 (March 2025), as included in the Members Area of the Tactran website;
- (ii) To approve the RTS Delivery Improvement Programme (March 2025) recommendations, as summarised at Appendix B and included in the Members Area of the Tactran website;
- (iii) To endorse the frequency for the reporting of the RTS Delivery Improvement Programme, RTS Delivery and RTS Outcome Monitoring reports; and
- (iv) To advise that it would be appropriate for either the Tactran Chair or Deputy Chair to provide the Tactran Board Member representation on a RTS Delivery Board.

## **8. ACTIVE AND SUSTAINABLE TRAVEL UPDATE**

There was submitted a report by the Projects Manager (RTP/25/08) noting progress on the Tactran People and Place Programme commencing financial year 2025/26. The report asks the Partnership to note the application to Transport Scotland; the continued development and delivery of the programme as set out in the application, and to delegate authority to the Executive Committee to approve fund allocation on conclusion of the application process. The report also provides an outline of other Active Travel Funds available.

J Cooper gave a short presentation providing an update on the 2024/25 and 2025/26 People and Place programmes.

Councillor Nunn asked for clarification around the Monitoring and Evaluation. She would like to understand whether the existing monitoring allowed for a calculation of return on investment rates for the projects being undertaken, to provide a better understanding going forward as to what is, and is not, working. She noted that it is disappointing that the evaluation framework for 2025/26 was not yet finalised. J Cooper advised Transport Scotland are leading on the evaluation framework, but the concept of a return on investment measure could be considered as part of the ongoing assessment.

The Director advised that Tactran's delivery partners have been requested to provide monitoring information. However, as the revised People and Place programme is just finishing its first year, and some of the projects at schools extend beyond the financial year, it will be later in 2025 before the full monitoring information is available. He advised that there is a group of officers from Transport Scotland and the RTPs working on the Monitoring & Evaluation process.

The Chair asked when confirmation of funding will be received for 2025/26 People and Place programme. J Cooper advised funding approval is going through the Scottish Government's budget process and a confirmation letter is expected imminently. He noted that as some of the existing projects end on 31 March 2025, it would be good to have a smooth transition between financial years.

Councillor Nunn considered 3-year continuous projects can lead to better outcomes and long-term trends and impacts. J Cooper agreed but noted that as funding is allocated by Scottish Government on an annual basis, it would be difficult for Tactran to allocate funds beyond 1 year. The Director clarified that although continuing project intervention types over a 3-year period is desirable, this does not equate to the same partners delivering the same project interventions to the same people.

**Resolved:**

- (i) To note the application to Transport Scotland for the continued operation of the Tactran People and Place programme in 2025/26, as approved by the Executive Committee and included at Appendix A;
- (ii) To note the continued development and delivery of the programme in line with the application and activities as described within the report;
- (iii) To delegate authority to the Executive Committee to confirm and approve the Tactran People and Place project programme for 2025/26; and
- (iv) To note Active Travel Funds available to RTPs and Local Authorities in 2025/26.

**9. BUS INITIATIVES UPDATE**

There was submitted a report by the Projects Manager (RTP/25/09) providing the Partnership with updates on bus initiatives within the Tactran area and requesting delegated authority to the Executive Committee to approve application to Bus Infrastructure Fund, if required.

The Chair hoped the new Bus Infrastructure Fund requirements would become clearer and are confirmed soon.

Councillor Nunn advised the Forth Valley Bus Alliance proposals has been set aside, and projects are now being pursued by Stirling Council and the other individual Councils directly.

**Resolved:**

- (i) To note the development of the various bus initiatives;
- (ii) To note the continued development and implementation of the initiatives within the Tactran Bus Plan; and
- (iii) To note the current position regarding bus infrastructure support under Transport Scotland's proposed Bus Infrastructure Fund and potential projects as detailed in Appendix A and to delegate authority to the Executive Committee to approve application to Bus Infrastructure Fund, if required.

Provost Clark and Councillor Preston left the meeting.

**10. 2024/25 BUDGET AND MONITORING**

There was submitted a joint report by the Director and Treasurer (RTP/25/10) providing a monitoring update on the Partnership's Revenue and Capital expenditure and seeking the Partnership's approval to carry forward any final year end underspend in the Core and RTS Revenue Programme to the next financial year.



**Resolved:**

- (i) To note the position regarding Core Revenue expenditure as at 31 January 2025 as detailed in Appendix A;
- (ii) To note progress on the 2024/25 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendix B;
- (iii) To agree that any final year end underspend in the Core and RTS Revenue Programme funding is carried forward to supplement the 2025/26 Revenue Budget and Programme; and
- (iv) To note progress on the 2024/25 Active Travel Behaviour Change and Access to Bikes Grant and related expenditure as discussed within the report and detailed in Appendix C.

**11. 2025/26 CORE REVENUE BUDGET**

There was submitted a report by the Director and Treasurer (RTP/25/11) updating the Partnership on Scottish Government and partner Council contributions towards the Partnership's 2025/26 Revenue Budget and seeking approval of a 2025/26 Core Revenue Budget and proposed 2025/26 RTS Revenue.

**Resolved:**

- (i) To note partner Councils' requested Revenue contributions towards the 2025/26 Core Budget;
- (ii) To note the anticipated award of Scottish Government Grant in Aid of up to £496,613 in 2025/26;
- (iii) To approve the 2025/26 Core Budget as detailed in Appendix A;
- (iv) To approve an initial 2025/26 RTS Revenue Programme budget as detailed in sections 3.8 – 3.24 of the report and to agree to consider approval of a finalised 2025/26 Programme at the Partnership's next meeting on 17 June 2025; and
- (v) To note the potential additional 2025/26 Revenue and Capital Income and to agree to receive a further update at its next meeting.

Councillor Tolland left the meeting.

**12. DIRECTORS REPORT**

There was submitted a report by the Director (RTP/25/12) providing an update on MaaS and seeking the Partnership approval to continue with the MaaS project. The Partnership was also asked to note updates on reducing car km; assistance given to partner Councils in preparing evidence in support of their Local Development Plans and information on ScotRail ticket office opening hours. The Partnership was also asked to delegate authority to the Executive Committee to consider and approve a response to 'A Draft Just Transition Plan for Transport in Scotland' consultation document.

Councillor Doran noted she has a concern around the ticket offices reduced opening hours but is reassured that there will be no change in staffing levels at stations. She is concerned that staffing levels may reduce in the future and would want to guard against this. N Gardiner confirmed ScotRail's intention is to make staff more visible and more able to assist passengers within the stations as opposed to sitting in the ticket office.

**Resolved:**

- (i) To note an update on MaaS;
- (ii) To approve the continuation of MaaS in 2025/26, guided by Transport Scotland's evaluation report;
- (iii) To note updates related to reducing car km; assistance given to partner Councils in preparing evidence in support of their Local Development Plans and information on ScotRail ticket office opening hours; and
- (iv) To delegate authority to the Executive Committee to consider and approve a response to Transport Scotland's 'A Draft Just Transition Plan for Transport in Scotland'.

**13. MEMBERS ISSUES AND AOCB**

None.

**14. DATES OF NEXT MEETINGS**

17 June 2025 – via MS Teams  
16 September 2025 – in Person  
16 December 2025 – via MS Teams

**TAYSIDE AND CENTRAL TRANSPORT PARTNERSHIP**  
**OUTSTANDING BUSINESS STATEMENT (OBS)**

**Report No (RTP/25/16)**

Please note that this statement sets out outstanding decisions of Partnership along with an update and estimated completion date. Actions which are overdue are shaded for ease of reference. Where an update reflects that an action is complete then the Partnership's agreement will be sought to its removal from the OBS.

<b>No.</b>	<b>Minute Reference</b>	<b>Subject Title</b>	<b>Outstanding Action</b>	<b>Update</b>	<b>Action Due / Complete</b>	<b>Action Expected</b>
1	10 September 2024 Item 4	RTS Delivery Plan	Include a report on Transport Scotland's updated 20% reduction in car km route map at Partnership meeting on 10 December 2024	Awaiting Transport Scotland/COSLA publishing policy statement. Tactran has commissioned Jacobs to undertake Equality and Economic assessments of options in Tactran area. Update report scheduled for June 2025 Board.	Complete	
2	18 March 2025 Item 5	Review of Risk Register	Amend risk regarding Brexit	Risk Amended	Completed	
3	18 March 2025 Item 7	Regional Transport Strategy: Delivery Plan Update	Provide a copy of roles and responsibilities for the Tactran Board and Executive Committee to Councillor Nunn.	Copy provided	Completed	

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****17 JUNE 2025****PUBLIC SERVICES REFORM ACT ANNUAL STATEMENTS 2024/25****JOINT REPORT BY DIRECTOR AND TREASURER****Purpose**

This report seeks the Partnership's approval of Annual Statements which require to be published under the Public Services Reform (Scotland) Act 2010.

**Summary**

The Public Services Reform (Scotland) Act 2010 mandates that public bodies, including Regional Transport Partnerships, publish separate statements after each financial year, covering specified expenditure categories, steps taken to promote sustainable economic growth, and efforts to improve efficiency. This report includes expenditure details for 2024/25 in Appendix A, while Appendices B and C summarise the Partnership's contributions to sustainable economic growth and efficiency.

**1 RECOMMENDATION**

- 1.1 That the Partnership approves publication of the Public Services Reform Act Annual Statements for 2024/25 as detailed in the Appendices to the report.

**2 DISCUSSION**

- 2.1 The Public Services Reform (Scotland) Act 2010 requires that listed public bodies, which includes Regional Transport Partnerships must, as soon as practicable after the end of each Financial Year, publish separate statements on:
- (i) specified categories of expenditure;
  - (ii) a free-standing statement on steps taken during the year to promote and increase sustainable economic growth through the exercise of their functions; and
  - (iii) a free-standing statement on steps taken during the course of the year to improve efficiency, effectiveness and economy in the exercise of their functions.

2.2 In terms of specified financial information the Partnership is required to publish details of expenditure incurred in connection with:

- public relations – including spend on advertising, public relations consultancy, other promotional activity etc.;
- overseas travel;
- hospitality and entertainment – excluding normal Travel & Subsistence and gifts of trivial or minimal value;
- external consultancy;
- all payments with a value in excess of £25,000;
- details of Members or employees who receive remuneration in excess of £150,000.

2.3 The relevant information for the specified categories of expenditure (unaudited) during 2024/25 is contained in Appendix A to this report. In keeping with the requirements of the Act separate statements summarising the Partnership's activities in relation to Contributing to Sustainable Economic Growth and Improving Efficiency, Effectiveness and Economy are set out in Appendices B and C to the report.

2.4 Public bodies have discretion as to how they choose to publish the required information. The Partnership has previously agreed to publish the statements required under the Act on the Partnership's website with notice of this being given to Scottish Government (Report RTP/11/13 refers).

### **3 CONSULTATIONS**

3.1 There have been no additional consultations in the preparation of this report.

### **4 RESOURCE IMPLICATIONS**

4.1 This report has no 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 issues have been identified.

**Mark Speed**  
**Director**

**Scott Walker**  
**Treasurer**

Report prepared by Mark Speed. For further information contact email [markspeed@tactran.gov.uk](mailto:markspeed@tactran.gov.uk) telephone 01738 475771

**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:-

Public Services Reform (Scotland) Act 2010 and related Guidance

Report to Partnership RTP/11/13, Public Services Reform Act Annual Statements, 21 June 2011

1 Public Relations Statement

Category	Supplier	External Costs - Invoiced	Total
Promotional - Get on the Go / Tactran	Flourish Marketing	15,996.00	15,996.00
Promotional - Tactran	Flourish Marketing	2,004.00	2,004.00
		Total	18,000.00

2 Overseas Travel  
Nil Return

3 Hospitality & Entertainment  
Nil Return

4 External Consultancy

Supplier	Project/Service	Total	Supplier Total
The Malting House	RTS Print & Design	13,417.00	13,417.00
Jacobs Ltd	RTS Development	19,458.00	19,458.00
Ove Arup & Partners Ltd	Urban Trails	305,575.00	305,575.00
Ove Arup & Partners Ltd	Tactran Resources People & Place	146,977.00	146,977.00
Shona Drummond Marketing	Travelknowhow Scotland	76,760.00	76,760.00
			562,187.00

5 Payments over £25k

Payee	Reason	Total	Supplier Total
Ove Arup & Partners Ltd	Urban Trails	305,575.00	
Ove Arup & Partners Ltd	Tactran Resources People & Place	146,977.00	452,552.00
Shona Drummond Marketing	Travelknowhow Scotland	76,760.00	76,760.00
Perth & Kinross Council	Support Services	33,250.00	33,250.00

6 Members or Employees who received remuneration in excess of £150,000  
Nil Return

**Public Services Reform (Scotland) Act 2010**

**Statement on Measures to Support Sustainable Economic Growth – 2024/25**

**1. Introduction**

- 1.1 Tactran is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas. The Partnership's principal statutory duties are to:
- create and oversee the delivery of the statutory Regional Transport Strategy (RTS);
  - engage proactively in Community Planning and support implementation of Local Outcomes Improvement Plans;
  - engage as a Key Agency in the Development Planning process at a regional and local level;
  - support the achievement of statutory Climate Change objectives, as set out in the Climate Change (Scotland) Act 2009 and associated Guidance; and
  - meet the requirements of the Equality Act 2010 and the Equality Act (Specific Duties) (Scotland) Regulations 2012.
- 1.2 The Public Services Reform (Scotland) Act 2010 requires listed public bodies to publish, as soon as reasonably practicable after the end of each financial year, a statement on the steps they have taken to promote and increase sustainable economic growth through the exercise of their functions. Regional Transport Partnerships (RTPs) are listed bodies within the Act.
- 1.3 Section 32(1)(a) of the Act places a duty on public bodies to publish a statement of the steps it has taken during the financial year to promote and increase sustainable economic growth through the exercise of its function.
- 1.4 This statement on Measures to Support Sustainable Economic Growth summarises the key areas of relevant Tactran activity during financial year 2024/25. It should be read in conjunction with the separate statement on Efficiency, Effectiveness and Economy, and the financial information that is also required to be published under the Act.
- 1.5 All of this information can be viewed on, or downloaded free of charge from, the Partnership's [website](#).

**Regional Transport Strategy Development and Delivery**

- 1.6 The [Regional Transport Strategy 2015 – 2036 Refresh](#) (RTS Refresh) was approved by the Minister for Transport and Islands in July 2015. The RTS Refresh supported Scottish Government's central purpose to promote inclusive, sustainable economic growth and aligned with Scottish Government's Strategic Objectives and National Outcomes.



- 1.7 Following completion of the RTS Refresh 2015 a comprehensive review and updating of the [RTS Delivery Plan](#) was completed during 2016/17, again in consultation with partner Councils and key stakeholders, with a progress report produced in 2018. A monitoring framework summary was included in the 2021/22 Annual Report outlining progress against key indicators. However, the RTS Refresh was superseded by a new RTS part way through 2024/25.
- 1.8 A new **Regional Transport Strategy 2024 – 2034** was approved by the Cabinet Secretary for Transport in April 2024 and was formally adopted by Tactran at its Partnership meeting on 11 June 2024. The strategic objectives of Tactran's new RTS, as set out below, reflect the four priorities for Scotland's transport system as set out in the 2020 National Transport Strategy:
- take climate action
  - improve our health and wellbeing
  - reduce inequalities
  - help deliver inclusive and sustainable growth
- 1.9 Projects and initiatives progressed and/or implemented during 2024/25 are highlighted below.

#### Take climate action

- Continuation of the Regional EV Steering Group, to assist in shared practice and the development of Local Authority EV strategies and expansion plans funded through Transport Scotland's Electric Vehicle Infrastructure Fund (EVIF)
- Further work undertaking economic and equalities assessments of options within the Tactran area to assist in meeting national targets for 20% reduction in car km

#### Improve our health and wellbeing

- Delivery of active travel behaviour change projects funded by £1.8m Transport Scotland People and Place grant award, aimed at increasing walking, cycling and wheeling within the region
- Co-ordination of the Get on the Go social media campaign, providing walking and cycling information and advice, encouraging healthier lifestyles
- Further promotion of a Mobility as a Service (MaaS) pilot in partnership with NHS Tayside that will improve access to health facilities across the region
- Supporting Safe Drive Stay Alive initiative in Stirling Council area and participation in the Tayside Road Safety Forum

### Reduce inequalities

- Under the banner of Integrated Mobility Partnership with Sustran continued development and promotion of the ENABLE Mobility as a Service (MaaS) project, with three projects in the Tactran region - GoNHS Tayside; Loch Lomond and the Trossachs National Park Authority Journey Planner and Dundee and Angus College, myD&Atravel – aimed at using technology to improve access to health, education and rural areas
- maintenance and development of the Thistle Assistance website, App and Card
- Development of a Tactran Bus Plan, in agreement with the local transport authorities, bus operators and other stakeholders within the region
- Bus Alliances, comprising RTPs, Local Authorities, Bus Operators and Bus User organisation, continued to mature
- Continued development and maintenance of Tactran Liftshare websites

### Help deliver inclusive and sustainable growth

- Membership of East Coast Mainline Authorities (ECMA) consortium aimed at improving rail infrastructure and services on the East Coast Mainline between Aberdeen and London, with a particular focus on the economic benefits this provides
- Participation as a key stakeholder in the development of Aberdeen to Central Belt Rail project aimed at improving journey times and increased capacity for passenger services and rail freight
- Further development of Local Rail Development Fund (LRDF) assessments for Tay Cities Perth to Montrose Corridor
- Maintenance and update of the Tay Cities Regional Transport Model
- Continued support for Stirling and Tayside Timber Transport Group
- Continued liaison with the freight and logistics industry through the national freight group, ScotFLAG
- Further development and promotion of Travelknowhow Scotland travel planning toolkit
- Supporting City Deals

### **Community Planning**

- 1.10 RTPs are statutory Community Planning agencies and partners and Tactran has endorsed the 4 partner Council area Local Improvement Output Plans (LOIPs). In formally endorsing the LOIPs the Partnership also agreed, in principle, to contribute to Participatory Budgeting in each CPP area, subject to further consideration of the detailed resource implications.
- 1.11 The new RTS 2024 – 2034 continues to support Community Planning to ensure that the Partnership's own activity and delivery priorities moving forward continue to support and contribute to achievement of defined National and Local Outcomes, including those relating to inclusive, sustainable economic growth.

- 1.12 Throughout 2024/25 Tactran continued to engage proactively and support the process of developing and implementing LOIPs, participatory budgeting and associated Locality Action Plans/Programmes and this will continue to be a key focus for the Partnership.

### **Development Planning**

- 1.13 RTPs are designated as statutory Key Agencies in the Development Planning process reflecting the importance of ensuring that strategic transportation and land use policy and planning are aligned and integrated in a manner that fully supports inclusive, sustainable economic growth.
- 1.14 The new Tactran RTS 2024 – 2034 recognises and promotes the principle that new development should be directed to the most economically and environmentally sustainable locations, supported by efficient, effective and sustainable transport systems and infrastructure, and also that existing developments should adopt more sustainable approaches to meeting current and future transport demands.
- 1.15 Along with other RTPs, Tactran has strongly promoted the integration of strategic transportation, economic development and planning in line with its statutory Key Agency role in Development Planning. In 2024/25 Tactran provided information and advice to each Local Authority through feedback on their LDP Evidence reports.
- 1.16 The first statutory review and refresh of the RTS was aligned with the second iteration of the TAYplan Strategic Development Plan including a joint Main Issues public consultation. Following Scottish Parliamentary approval of the Fourth National Planning Framework, Strategic Development Plans are being replaced by Regional Spatial Strategies (RSS). Tactran continues to engage proactively with the various Development Planning Authorities and Tactran officers are offering support to develop RSSs for Forth Valley and Tay Cities.
- 1.17 Tay Cities Region Deal undertook a review of the Regional Economic Strategy (RES) and produced a Prospectus for Growth with input from Tactran. As well as providing input to the Prospectus, Tactran participated in the Heads of Economic Development group with the Tactran Director also chairing the Transport Board.

### **Climate Change Public Sector Duties**

- 1.18 RTPs are designated public bodies with a statutory responsibility to contribute to the delivery of emissions reduction targets and generally act in a way that supports national climate change mitigation and adaptation programmes and frameworks.
- 1.19 The [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), which amends the [Climate Change \(Scotland\) Act 2009](#), sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest.

- 1.20 Contributing to the achievement of the Scottish national targets and obligations on reducing greenhouse gas emissions is a desired outcome of the new Tactran RTS 2024 - 2034.
- 1.21 Part 4 of the Climate Change (Scotland) Act 2009 places duties on public bodies relating to climate change. The duties require that a public body must, in exercising its functions, act:
- in the way best calculated to contribute to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programme; and
  - in a way that it considers most sustainable.
- 1.22 A Climate Change Adaptation Policy Statement has also been prepared and approved by the Partnership in response to earlier feedback from the Sustainable Scotland Network (SSN) on previous annual reporting. The Transport Carbon Assessment and Climate Change Adaptation Policy Statement are available on the [Climate Change page](#) of the Tactran website.
- 1.23 Tactran has continued to assist our Local Authorities in developing Electric Vehicle Infrastructure Strategies and Expansion Plans. Tactran also continues to investigate options to reduce car-km by 20% to assist in meeting the Climate Change targets. These initiatives require to be undertaken through a just transition.
- 1.24 Tactran submits an annual Public Sector Climate Change Report, with the latest report submitted in November 2024.

### **Further Information**

- 1.25 Specific measures which the Partnership has progressed, implemented or supported through its 2024/25 activity, in fulfilment of its statutory role and duties, have been summarised above. However, further detailed information on projects, initiatives and the Partnership's activity generally can be obtained by visiting our [website](#).

Mark Speed  
Partnership Director  
June 2025

**Public Services Reform (Scotland) Act 2010**

**Statement of Efficiency, Effectiveness and Economy – 2024/25**

**1. Introduction**

- 1.1 Tactran is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas. The Partnership's principal statutory duties are to:
- create and oversee delivery of the statutory Regional Transport Strategy (RTS);
  - engage proactively in Community Planning and support implementation of Local Outcomes Improvement Plans;
  - engage as a Key Agency in the Development Planning process at a regional and local level;
  - support the achievement of statutory Climate Change objectives, as set out in the Climate Change (Scotland) Act 2009 and associated Guidance; and
  - meet the requirements of the Equality Act 2010 and the Equality Act (Specific Duties) (Scotland) Regulations 2012.
- 1.2 The Public Services Reform (Scotland) Act 2010 requires listed public bodies to publish, as soon as reasonably practicable after the end of each financial year, a statement on the steps they have taken to promote efficiency, effectiveness and economy through the exercise of their functions. Regional Transport Partnerships (RTPs) are listed bodies within the Act.
- 1.26 Section 32(1)(a) of the Act places a duty on public bodies to publish a statement of the steps it has taken to improve efficiency, effectiveness and economy in the exercise of its functions.
- 1.3 This statement summarises the key steps Tactran has taken during 2024/25 to improve its efficiency, effectiveness and economy in the exercise of our functions. It should be read in conjunction with the separate statement on Sustainable Economic Growth and the financial information that is also published under the Act.
- 1.4 All of this information can be viewed on, or downloaded free of charge from, the Partnership's [website](#).

## **2. Progress and Activity During 2024/25**

- 2.1 During the year a number of operational and/or cost efficiency initiatives were implemented, developed or maintained.

### **Public Sector Efficiency**

- 2.2 Over previous years the Partnership has generated cumulative, recurring efficiency savings in its Core operating budget. As a small strategic body the scope and opportunities for achieving year on year efficiency savings, whilst maintaining the capacity and capability to fulfil and deliver on the Partnership's various and increasing statutory duties and obligations, is now limited.

- 2.3 This was highlighted in the KPMG Audit Report for 2018/19:

*“Operationally, Tactran works with a small and efficient body of staff. As reflected in the prior year audit report, efficiency savings have been identified in the past years, with limited opportunities for further significant savings. The Partnership Board minutes and reports demonstrate an ongoing commitment to reviewing the staffing and operating model to ensure activities are delivered as efficiently as possible.”*

- 2.4 Although efficiency savings are limited these continue to be made where possible

### **Hybrid Working**

- 2.5 Covid 19 global pandemic had a significant impact on working practices throughout the UK.

- 2.6 As Covid 19 restrictions were lifted, Tactran staff adapted to hybrid working with a mixture of working at home on-line and in the office, undertaking meetings virtually or in-person, as suits the requirements. This hybrid working arrangement has continued throughout 2024/25, with staff attending the Tactran office at least one day per week.

- 2.7 In 2024 the Partnership Board meetings were a mixture of virtual and in-person, with the meeting in September 2024 being in-person and the other 3 meetings being held virtually, with provision being made for these meeting to be open to public access and recorded on-line.

### **Staffing and Related Resources**

- 2.8 In 2024/25 the Partnership had a 5% reduction in contribution from Scottish Government Grant-in-Aid and retained a cash standstill of income in terms of the financial contributions from partner Councils.

- 2.9 The Tayside Bus Alliance Project Manager post was amended to become a Projects Manager post, to cover other projects, such as People & Place. The Strategy Officer (Strategic Connectivity) left their post in October 2024 and was not replaced during 2024/25.

## **Shared Services**

### Administrative Support

- 2.10 Tactran receives Secretariat, Financial, HR, Legal and IT support services, including cyber resilience, from Perth & Kinross Council. These services are provided to a high standard at rates which are considerably more competitive than could be achieved through external procurement of these statutorily necessary support services.
- 2.11 An earlier review of the division of administrative responsibilities undertaken by Tactran's own staff and support staff provided by Perth & Kinross Council resulted in a recurring 10% cost saving/annum. The service level agreements have been and will be kept under review.

## **Rent, Rates & Utilities**

- 2.12 Through assiduous negotiation, the rent for the Tactran office located in central Perth has remained the same as the previous occupation period within the terms of the lease. Following a change to the Non-Domestic Rates for the 2024/25 financial year, Tactran is now liable to pay rates on its premises. Additionally, energy costs remain high for the Tactran premises. However, the high price for gas and electricity are in line with those seen across the country.
- 2.13 The Tactran office lease term is to November 2025, Tactran is currently negotiating an extension of the lease for a further 2 years while exploring alternative accommodation.

## **Procurement**

- 2.14 Supplies, services and contracts to provide support for RTS project development and delivery and other Partnership activity are submitted to competitive tender in accordance with the Partnership's Financial Regulations and through Public Contracts Scotland. Tactran is a member of Scotland Excel and Public Contracts Scotland and utilises the SCAPE framework where appropriate.
- 2.15 In delivering specific project initiatives use is made of Transport Scotland and partner Councils' Term/Framework consultants in appropriate cases, resulting in work being undertaken at competitive rates secured through partner agencies' tendered framework agreements where these exist.

- 2.16 Tactran on occasion acts as an 'agent' for procurement on behalf of other RTPs on national projects, mainly through the support of external grant funding, and application of the Partnership's Financial Regulations and procurement protocols ensures good value for money.

### **External Grant Income**

- 2.17 In recent years Tactran has been successful in securing external grant income to support the delivery of RTS projects and supplement the core grant and partner Council's financial contributions.
- 2.18 For the financial year 2024/25 the external grant income to support the delivery of projects within the RTS programme included:
- £21,000 to develop a Mobility as a Service (MaaS) Roadmap in partnership with Hitrans and Sustran with grant funding received from Paths for All, Smarter Choices Smarter Places fund; and
  - Over £10,000 from Tay Cities Local Authorities to support ongoing maintenance and use of the Tay Cities Regional Transport Model.
- 2.19 In addition, Transport Scotland provided Tactran with a grant of £1,837,352, comprising £1,187,880 Capital and £649,472 Revenue), through an Active Travel People & Place Programme fund comprising active travel behaviour change projects at cluster sites throughout the region.
- 2.20 The approach taken to the Active Travel People and Place Programme was to tie in the behaviour change initiatives closely with existing and new active travel infrastructure to encourage walking, cycling and wheeling where there are good facilities. This led to four cluster sites being identified at Stirling, Perth, Dundee/Monifieth and Arbroath/Montrose. Three main types of initiatives were supported at these cluster locations:
- Urban Traill design/active travel improvement audits – Consultants ARUP were procured to undertake audits and designs that would make walking, cycling and wheeling facilities and connections to public transport more accessible to all.
  - Access to Bikes – Cycling Scotland were awarded grant to undertake initiatives that provided greater access to bikes, including provision of secure cycle parking; access to bikes within schools; access to bikes at workplaces, communities and to disadvantaged groups; and confidence building and cycle training for adults.
  - Active Travel Promotion – Cyclehub.org and Living Streets were awarded grants to promote walking, cycling and wheeling, including active travel promotion and engagement within schools and with parents and carers, and engagement and travel planning with communities and workplaces



- 2.21 A significant proportion of Tactran staff time, consultancy support and resource was committed to supporting these initiatives. In addition to staff time, resources included ongoing promotion of Get on the Go social media campaign and Travelknowhow Scotland travel planning toolkit.

### **Strategic Transportation Planning and Liaison**

- 2.22 Tactran represents and liaises on behalf of its partner Councils with Transport Scotland, the Department for Transport, rail industry, Confederation of Passenger Transport, Road Haulage Association, Logistics UK, Sustrans, Cycling Scotland and various other relevant bodies on matters of national and regional policy and strategic transportation and connectivity interest.
- 2.23 Tactran provides input to the Tay Cities Deal through the Tactran Chair being a member of the Tay Cities Joint Committee; the Tactran Director being chair of the Tay Cities Transport Board that includes representation from Sustrans, Scottish Natural Heritage, ScotRail, Network Rail and Scottish Enterprise, as well as the 4 Tay Cities Local Authorities and the Senior Partnership Manager being a member of the Heads of Economic Development group.
- 2.24 A Senior Officer Group involving Tactran and our partner Councils, has also been convened to take forward the RTS Delivery Plan, with the intention that this will evolve in time into a Delivery Board for the RTS.
- 2.25 The Regional Transport Liaison Group provides a forum for engagement with partner Councils, neighbouring RTPs and other relevant agencies on the development of regional and local transport strategies and initiatives, including joint and partner funding of schemes and other activity.
- 2.26 Towards the end of 2020, Tactran joined the Forth Valley Bus Alliance and established the Tayside Bus Alliance. Each of these alliances involve the relevant Local Authorities, Bus Operators and Bus Users organisation. Both continue to engage with Transport Scotland.
- 2.27 The Tactran Regional EV Steering Group meets regularly, with our Partner Councils, Transport Scotland and Scottish Futures Trust attending, with the current particular emphasis on developing expansion plans and strategies, funded through the Electric Vehicle Infrastructure Fund.
- 2.28 The Tactran Regional Rail meeting provides a regular quarterly forum for key stakeholder engagement with ScotRail, Network Rail and Transport Scotland.

Mark Speed  
Partnership Director  
June 2025

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****17 JUNE 2025****DRAFT UNAUDITED ANNUAL ACCOUNTS FOR 2024/25****JOINT REPORT BY DIRECTOR AND TREASURER**

This report presents the Draft Unaudited Annual Accounts for 2024/25.

**1 RECOMMENDATIONS**

1.1 The Partnership is asked to:

- (i) approve the contents of the Draft Unaudited Annual Accounts for 2024/25;
- (ii) authorise the Treasurer to sign the Annual Accounts for submission to the Controller of Audit by 30 June 2025;

**2 BACKGROUND**

2.1 Regional Transport Partnerships (RTP's) are required to submit their Unaudited Annual Accounts for 2024/25 to the Controller of Audit by 30 June 2025.

**3 DISCUSSION**

- 3.1 Following approval by the Partnership, the Unaudited Annual Accounts for 2024/25 will be signed and submitted to the Controller of Audit and the External Auditors, Audit Scotland.
- 3.2 The Unaudited Annual Accounts will be available for public inspection online between 30 June and 18 July 2025 (inclusive) with any objections being sent to the external auditors by 21 July 2025.
- 3.3 It is anticipated that the audit of the Annual Accounts for 2024/25 by Audit Scotland will be undertaken between September and November 2025.
- 3.4 It is further anticipated that the External Auditors Report on the 2024/25 audit, along with the unsigned audited Annual Accounts for 2024/25, will be discussed at the Partnership Board on 16 December 2025.
- 3.5 The Unaudited Accounts are attached at Appendix 1 to this report. The balance sheet provides the net assets of the Partnership as at 31 March 2025.

- 3.6 Included within the balance sheet is general fund reserves. Tactran recorded a surplus of £152,149 in 2024/25, which when combined with the opening usable reserves of £96,707, results in a total usable reserves balance of £248,856 at 31 March 2025. The 2025/26 Budget and Monitoring Report to be considered at this meeting includes details of the use of the reserves for the 2025/26 Core; RTS Revenue Programme; and People and Place Grant.

#### **4 CONSULTATIONS**

- 4.1 There has been no consultation in the preparation of this report.

#### **5 RESOURCE IMPLICATIONS**

- 5.1 There are no direct resource implications arising from this 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**  
**Director**

**Scott Walker**  
**Treasurer**

Report prepared by Scott Walker. For further information contact email [swwalker@pkc.gov.uk](mailto:swwalker@pkc.gov.uk) or telephone 01738 475515.

#### **NOTE**

No 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.



**TAYSIDE AND CENTRAL SCOTLAND  
TRANSPORT PARTNERSHIP**

**ANNUAL ACCOUNTS  
FOR THE YEAR ENDED 31 MARCH 2025**

**UN-AUDITED**

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**  
**ANNUAL ACCOUNTS 2024/25**

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# TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

## MANAGEMENT COMMENTARY

### 1. BACKGROUND

Tayside and Central Scotland Transport Partnership (Tactran) is the statutory Regional Transport Partnership (RTP) covering Angus, Dundee City, Perth and Kinross and Stirling Councils. Established under the Transport (Scotland) Act 2005 Tactran's main purpose is to prepare and coordinate the delivery of the statutory Regional Transport Strategy (RTS) and to oversee and contribute to effective strategic transport planning and delivery at a regional level.

The original Regional Transport Strategy 2008 – 2023, approved by Scottish Ministers in June 2008, set out a Vision and Objectives for ensuring that transport infrastructure and networks meet the mobility and accessibility needs of people and businesses throughout the region over a 10 – 15 year period.

During 2015/16 the Partnership completed a refresh of the RTS following extensive consultation with partner Councils, Community Planning partners, Development Planning Authorities and other key stakeholders. This process included alignment of the RTS2 planning timescale with that for the second TAYplan Strategic Development Plan, which covered much of the Tactran region. The Regional Transport Strategy 2015 – 2036 Refresh was approved by Ministers in July 2015.

At its meeting on 15 September 2020 the Partnership agreed to commence work on producing a new Regional Transport Strategy for the Tactran region. Work continued on producing a new RTS throughout 2021/22, 2022/23 and 2023/24, with a new Draft Regional Transport Strategy 2024 – 2034 submitted in February 2024 to the Cabinet Secretary for Transport and approved in April 2024. The new Regional Transport Strategy was formally adopted by Tactran at its Partnership meeting on 11 June 2024.

Implementation of the Strategy is guided by a supporting RTS Delivery Plan which identifies the key interventions and measures that are required nationally, regionally and locally to ensure effective delivery of the Strategy and realisation of the RTS objectives and outcomes. The RTS Delivery Plan provides a strategic framework for determining Capital and Revenue programmes to support RTS delivery working in collaboration with partner Councils, Scottish Government, Transport Scotland and other delivery stakeholders. Work commenced on updating the Delivery Plan following the adoption of the new Regional Transport Strategy 2024 – 2034. In March 2025 the Partnership considered and noted a RTS Delivery Plan for the period 2024-2029 and approved a RTS Delivery Improvement Programme.

### 2. REVIEW OF 2024/25 DEVELOPMENTS AND ACHIEVEMENTS

Each year the Partnership approves an annual RTS Revenue Programme which sets out the Partnership's key development and delivery priorities for the financial year ahead, aligned with the Strategic Objectives of the RTS.

During 2024/25 the approved RTS Revenue Programme, amounting to **£119,235** (including £18,768 interest received) was supplemented by **£31,713** external income to provide a total resource of **£150,948** to support a wide range of regional, local and national priorities including:

- Ongoing development, renewal and monitoring of the RTS and Delivery Plan, promotion of Tactran and maintenance of Tactran website;
- Supporting further work undertaking economic and equalities assessments of options within the Tactran area to assist in meeting national targets for 20% reduction in car km;
- Promoting and addressing relationships between Health and Transport, including continued contribution towards the costs of the Safe Drive Stay Alive road safety campaign in the Stirling area;

- Maintenance and development of the regional Tactran Liftshare website;
- Maintenance and promotion of the Thistle Assistance website, app and card scheme;
- Membership of East Coast Mainline Authorities (ECMA); continued development of Tay Cities Local Rail Development Fund Detailed STAG appraisal, including use of the Tay Cities Regional Transport Model;
- Contribution towards the Stirling and Tayside Timber Transport Group's continued appointment of a Timber Transport Officer;
- Development of a Mobility as a Service (MaaS) Roadmap in partnership with Hitrans and Sestran.

In addition, Transport Scotland provided Tactran with a grant of **£1,837,352**, (comprising £1,187,880 Capital and £649,472 Revenue) , through an Active Travel People & Place Programme comprising active travel behaviour change projects at cluster sites throughout the region.

The approach taken to the Active Travel People and Place Programme was to tie in the Behaviour Change initiatives closely with existing and new active travel infrastructure to encourage walking, cycling and wheeling where there are good facilities. This led to 4 cluster sites being identified at Stirling, Perth, Dundee/Monifieth and Arbroath/Montrose. Three main types of initiatives were supported at each of these cluster locations:

- Urban Traill design/active travel improvement audits – Consultants ARUP were procured to undertake audits and designs that would make walking, cycling and wheeling facilities and connections to public transport more accessible to all.
- Access to Bikes – Cycling Scotland were awarded grant to undertake initiatives that provided greater access to bikes, including provision of secure cycle parking; access to bikes within schools; access to bikes at workplaces, communities and to disadvantaged groups; and confidence building and cycle training for adults.
- Active Travel Promotion – Cyclehub.org and Living Streets were awarded grants to promote walking, cycling and wheeling, including active travel promotion and engagement within schools and with parents and carers; and engagement and travel planning with communities and workplaces.

In addition, a significant proportion of Tactran staff time, consultancy support and resource was committed to supporting these initiatives. In addition to staff time, resources included ongoing promotion of Get on the Go social media campaign and Travelknowhow Scotland travel planning toolkit. Tactran received contributions totalling **£69,295** from other RTP's towards Travelknowhow.

Recognising that there was a need for a transition period for community projects, Transport Scotland presented a new delivery model for delivering active travel interventions within community and 3rd sector organisations across Scotland. This was named the Community Projects Transition Fund (CPTF) and Paths for All led on delivering this across Scotland, with Tactran managing the Paths for All grant process. Transport Scotland awarded Tactran **£2.5 million** grant to administer on behalf of all RTPs, which Tactran accepted and subsequently awarded grant of **£2.5 million** to Paths for All. Over 50 projects throughout Scotland were delivered in 2024/25 utilising the CPTF funding

Tactran also continued to support general Community Planning engagement and development in all four partner Council areas. The Partnership also continued to work with and support Development Planning Authorities.

Further information on the Partnership's activity, the Regional Transport Strategy and our related RTS programme and People and Place programme can be obtained by visiting our website [www.tactran.gov.uk](http://www.tactran.gov.uk).

### 3. STRATEGIC DEVELOPMENTS

The second National Transport Strategy (NTS2) was published on 5 February 2020. This was followed by the publication of the Strategic Transport Projects Review 2 (STPR2) on 8 December 2022, with Transport Scotland announcing that they intended to develop an associated delivery plan. Both of these documents together set out policies, future direction and investment plans over the next 20 years and together with Transport Scotland's route map to achieve a 20 per cent reduction in car kilometres by 2030, have also influenced the development of Tactran's new **Regional Transport Strategy 2024 – 2034**. Tactran's new RTS reflects the 4 four priorities for Scotland's transport system as set out in the National Transport Strategy: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing.

2024/25 began with a new Draft RTS 2024 – 2034 being approved by the Cabinet Secretary for Transport in April 2024. This was subsequently adopted by Tactran at its Partnership meeting in June 2024. As the strategy developed, the following key elements of the strategy emerged:

- The strategy must recognise the different circumstances and opportunities as they relate to the rural and urban populations across the region;
- Given that the achievement of a number of national targets are unlikely to be achieved within existing resources, delivery arrangements and timescales, the Partners need to:
  - focus activity on those locations and groups in society where support to access facilities or encourage behaviour change is most required;
  - Recognise that the alternative to the car (whether for people with cars, or those without) requires integrated solutions. This requires agreeing priorities and co-ordinating programmes within and across partner organisations;
  - Investigate a step change in public transport provision;
  - Investigate mechanisms to reduce car km to support the national climate change target;
  - understand the potential gaps between 'the best that we can do' and the achievement of the national targets, and to encourage the Government to continue to work with Partners to understand how these targets can be achieved.

Tactran commenced developing a delivery plan for the new Regional Transport Strategy (RTS) during 2024/25 and by March 2025 the Partnership considered and noted a RTS Delivery Plan for the period 2024-2029 and approved a RTS Delivery Improvement Programme.

In addition to the NTS2 and STPR2, the Transport (Scotland) Act 2019 received Royal Assent on 15 November 2019 and set out a framework for National Transport Strategy; Low Emission Zones; Bus Services; Ticketing Arrangements and Schemes; travel concession schemes as applied to community transport; pavement parking and double parking; workplace parking; recovery of unpaid parking charges; road works and Regional Transport Partnerships finance, which permits RTPs to establish reserve funds. Of these initiatives Tactran has progressed research into Bus Services and the opportunity for and benefits arising from the new bus powers contained within the Transport (Scotland) Act 2019.

The City Deals represent a significant focus and opportunity to bring forward delivery of a number of key strategic connectivity priorities identified within the RTS and RTS Delivery Plan, in support of achieving the sustainable economic growth aspirations identified within City Deals and Regional Economic Strategies. Work continued supporting the Tay Cities Deal, covering Angus, Dundee City, Perth and Kinross and North-East Fife including transport projects for Dundee Airport, Perth Rail and Bus Stations and Low Carbon Transport in Perth, and also the Stirling and Clackmannanshire City Region Deal.

Strategic Development Plans are being replaced by Regional Spatial Strategies (RSS) and Tactran continues to engage proactively with the various Development Planning Authorities. The National Planning Framework 4 (NPF4) was adopted and published by Scottish Ministers on 13 February 2023. Tactran anticipates further involvement through ongoing participation with the steering groups for the two RSS covering the Tactran region.



Tactran continued to be significantly involved in two bus alliances in the area – the Tayside Bus Alliance and Forth Valley Bus Alliance. Tactran's Project Manager continued to provide management and administrative support to the Tayside Bus Alliance. Although the Tayside Bus Alliance submitted its Strategic Business Case to the Transport Scotland Gateway in April 2023 the Bus Partnership Fund was paused in 2024/25. However, building on research into Bus Services and the opportunity for and benefits arising from the new bus powers contained within the Transport (Scotland) Act 2019, during 2024/25 a Tactran Bus Plan was developed, in agreement with the local transport authorities, bus operators and other stakeholders within the region. This and Bus Alliance Strategic Business Case was used to develop a bid of around £3m by the Tayside Bus Alliance to the 2025/26 Bus Infrastructure Fund, with Stirling Council also bidding for funding. At the time of writing a funding decision by Transport Scotland is awaited.

Tactran continued to take Climate Action providing a platform for Local Authorities through a Regional EV Steering Group.

The Partnership and its officers continued to engage proactively in the development of transport and other related policy nationally, regionally, and locally. Consultations and publications responded to and commented on during 2024/25 included: LNER Stirling Service consultation; Transport Scotland's Inclusive Design in Town Centres and Busy Areas; Perth & Kinross Council's Draft Mobility Strategy and Action Plan; Stirling Council's LDP3 Evidence Report and Guidance; Hitrans' Draft RTS; Dundee City Council's Draft Air Quality Action Plan; Dundee City Council's LDP Evidence Report and Topic Papers and Perth & Kinross Evidence Report and Topic Papers;

Tactran continues to collaborate and coordinate with the other RTPs on strategic policy development and delivery at a regional and national level through participation in the RTP Chairs Forum and the RTP Lead Officers Group.

In 2024/25 the Partnership's officers continued to contribute to national policy and professional development through active engagement in the following professional bodies and associations:

- Society of Chief Officers of Transportation in Scotland (SCOTS)
- Association of Transport Coordinating Officers (ATCO)

#### **4. PLANS FOR THE FUTURE**

In the year ahead Tactran staff will continue to adopt a hybrid model of office-based and home working.

The Partnership will focus on working with partners to implement the new RTS, including:

- Further developing and implementing the RTS Delivery Plan and RTS Delivery Improvement Plan and Monitoring Framework for the new RTS;
- Further work on 20% reduction in car km in tandem with Transport Scotland;
- Continuing development and implementation of the Bus Alliances proposals;
- Continuation review and proposals for Bus Services in accordance with the Tactran Bus Plan;
- Implementation of Active Travel Behaviour Change proposals, funded through Transport Scotland's People and Place fund;
- Assisting in City Deals;
- Delivery of the RTS revenue programme;
- Continuation of Regional EV Steering Group, in collaboration with constituent authorities in developing their Electric Vehicle Infrastructure Expansion Plans and Strategies.

## 5. PRINCIPAL RISKS AND UNCERTAINTIES

Tactran has an approved Risk Management Policy and Risk Register which set out the key strategic and operational risks for the Partnership and associated management controls. The main areas of identified risk are in relation to reviews, collaboration and governance; RTS development and delivery; management and operation of the Partnership; and financial support and management.

Risks are inherent and Tactran has taken and will continue to implement measures to mitigate these risks. The Risk Register is reviewed by Board members not less than annually. The last review took place at the March 2025 Board meeting. This review considered any new or altered risks identified during the previous financial year and looking forward into the future financial year(s).

The principal strategic risk facing the Partnership, as identified through successive Risk Register reviews and Annual Audits, continues to be in relation to securing the necessary commitment and funding to support delivery of the RTS. The Partnership and its officers continue to seek and explore opportunities for leveraging external and match delivery funding through engagement with partner Councils, Community Planning Partners, Transport Scotland, Government, other RTPs and transport agencies and providers. In addition, recognising the risk that annual funding creates, Tactran has developed a Medium Term Financial Plan looking forward five years to understand and manage any risks or threats to its financial sustainability. This will be maintained, refined and considered annually to provide a rolling five-year plan.

RTPs are identified as “key players” in supporting achievement of national carbon reduction and other environmental objectives under the Climate Change (Scotland) Act 2009 (CCA). The Partnership continues to prepare a Public Sector Climate Change Report annually with the latest report submitted in November 2024.

The Equalities Act 2010 sets out a General Equality Duty and requires specified public bodies, including RTPs, to publish and periodically update and report on progress in meeting equalities duties and obligations under the 2010 Act and related Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. Public bodies are required to publish 2-yearly a Mainstreaming Report, which sets out progress the authority has made to make the Equality Duty integral to the exercise of all its functions, and an Equality Outcomes Report setting out the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity and/or the fostering of good relations. The Partnership submitted its updated Mainstreaming Report and Equality Outcomes Report in April 2025.

As outlined above, delivery opportunities continue in the form of City Deals covering the Tay Cities region (Angus, Dundee City, Perth and Kinross and North East Fife) and Stirling City region (Stirling and Clackmannanshire). Moving forward it is expected that both City Deals will provide a focus and opportunity to lever national, regional and local funding for the delivery of key Strategic Connectivity and other elements of the RTS, with Tactran positioned to play a key role in supporting the development and implementation of the City Deals and related connectivity proposals. In supporting the delivery of the City Deal programmes, Tactran will support the risk management procedures adopted by the respective Joint Committees.

## 6. FINANCIAL PERFORMANCE

This section is presented as a commentary on the overall financial position of Tactran as shown within the Annual Accounts for the year ended 31 March 2025. It contains explanations of the major influences on the Partnership’s income, expenditure, and cash flow in line with the Statement of Accounting Policies which sets out the basis upon which the financial statements have been prepared and explains the accounting treatment of both general and specific items. The Comprehensive Income and Expenditure recognises all income received in the 2024/25 financial year in line with the terms and conditions of funding.

The Movement in Reserves Statement recognises the **£152,000** surplus for 2024/25 (£19,000 surplus in 2023/24).

The Balance Sheet includes a General Fund Reserve to recognise the cumulative surpluses and deficits including the surplus for 2024/25. Also included are Unusable Reserves for Pension and Accumulated Absences movements.

The Cash Flow Statement includes changes in Debtor and Creditor balances between the financial years and shows the cash position of the Partnership at the year end.

At its meeting on 12 March 2024, the Tayside and Central Scotland Transport Partnership Board approved the 2024/25 Core Revenue Budget of **£567,149**; of which **£444,512** was met by Grant in Aid funding from the Scottish Government; **£103,020** was requisitioned from the four constituent Councils; and **£19,617** was budgeted to be met from reserves. Constituent Council requisitions utilise a Scottish Government allocation methodology based on 95% population and 5% area, as follows:

Angus Council	22.9%	£23,595
Dundee City Council	28.4%	£29,265
Perth and Kinross Council	30.3%	£31,210
Stirling Council	18.4%	£18,950
<b>Total Council Requisitions</b>	<b>100.0%</b>	<b>£103,020</b>

At its meeting on 11 June 2024 the Tayside and Central Scotland Transport Partnership Board approved the unaudited 2023/24 Annual Accounts. The final surplus returned to reserves in 2023/24 was confirmed as **£19,230** resulting in opening reserves of **£96,707** in 2024/25. Core reserves of **£19,617** and RTS reserves of **£48,366** were budgeted for use in 2024/25. This resulted in a projected Core reserve balance at 31 March 2025 of **£28,724**.

The Scottish Government Grant in Aid revenue funding for financial year 2024/25 for the Regional Transport Strategy (RTS) was **£52,101**; which is supplemented by budgeted use of reserves set out above. This resulted in a draft RTS gross expenditure budget of **£100,467**. Throughout the year further adjustments were made to the RTS budget including **£18,768** of Interest income; and contributions from Constituent Local Authorities (**£10,713**) and Paths for All (**£21,000**) towards Development of the RTS and MaaS Roadmap. The result is a final RTS gross expenditure budget of **£150,948** in 2024/25.

In addition to the Core and RTS budgets, Tactran was awarded **£1,837,352** from Transport Scotland - Regional Active Travel Grant and **£69,295** from other RTP's towards TravelKnowHow resulting in an Active Travel gross expenditure budget of **£1,906,647**.

The final 2024/25 Tactran Core and RTS gross revenue budgets amounted to **£2,624,744**.

During 2024/25, the Partnership Board received regular revenue monitoring reports to ensure members were fully appraised of the projected outturn position.

The Partnership's final position for 2024/25 excluding accounting adjustments relating to accumulated absences (£8,808) was a surplus of **£152,149** which was returned to reserves.

	<b>Budget £'000</b>	<b>Actual £'000</b>	<b>Variance £'000</b>
Employee Costs	467	434	(33)
Property Costs	30	29	(1)
Supplies and Services	17	15	(2)
Transport	5	1	(4)
Third Party	2,105	1,972	(133)
<b>Total Expenditure</b>	<b>2,624</b>	<b>2,451</b>	<b>(173)</b>
Scottish Government Grant	2,334	2,334	0
Council Requisitions	103	103	0
Other Income	101	166	65
<b>Total Income</b>	<b>2,538</b>	<b>2,603</b>	<b>65</b>
<b>(Deficit)/Surplus</b>	<b>(86)</b>	<b>152</b>	<b>238</b>

The table above summarises the 2024/25 Budget approved by the Partnership Board and provides the actual income and expenditure for the year ended 31 March 2025. The overall **£152,149** surplus comprises a **£64,272** underspend on the Core Revenue Budget; an actual underspend of **£10,280** on projects within the Regional Transport Strategy programme; and an underspend Active Travel Grant of **£77,597**. The underspend within Active Travel Grant is a result of timing differences with spend on projects aligned to the academic year. This amount is earmarked for spend by 30 June 2025.

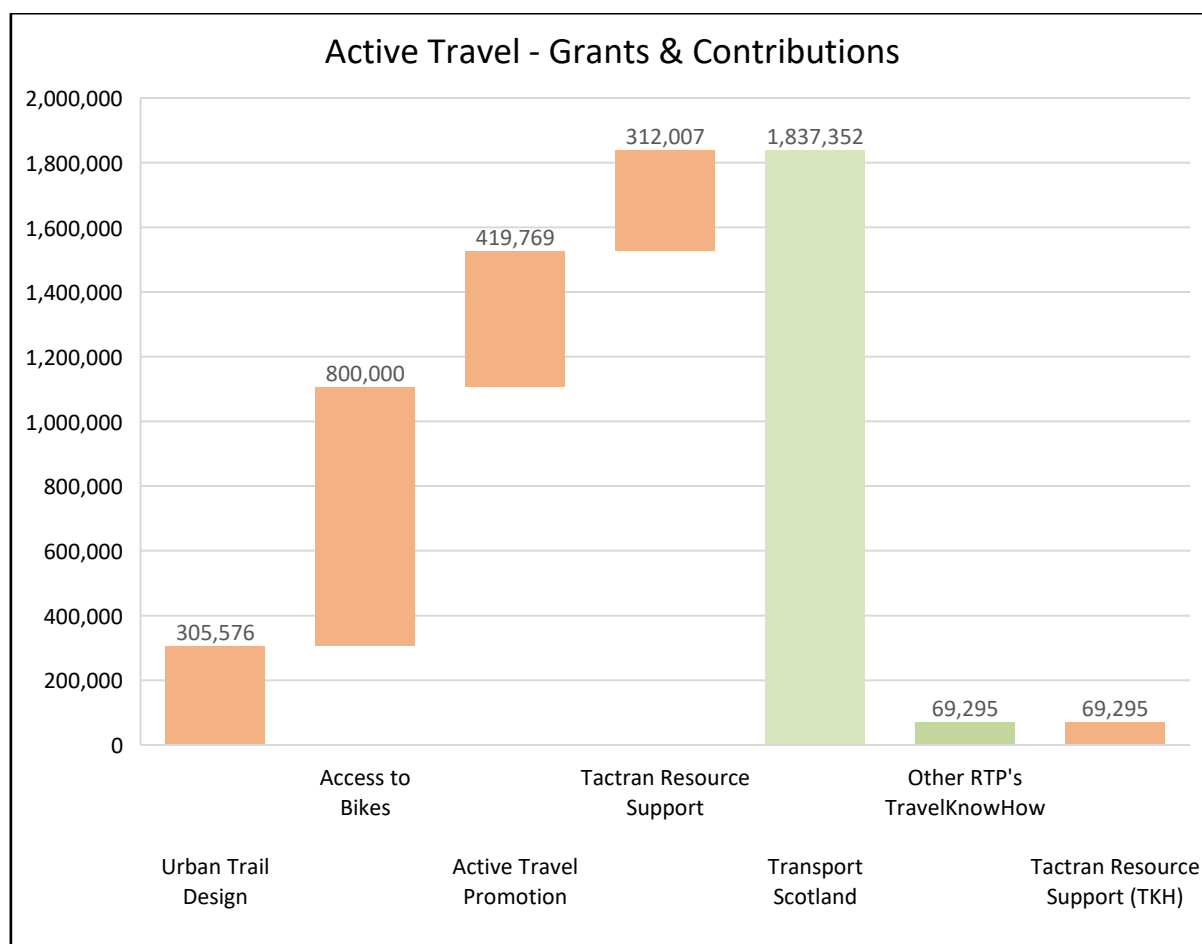
The underspend on Employee Costs of **£33,000** relates to reduced spend from salary recharges (**£61,000**) offset by secondment costs of (**£14,000**) and an overspend on staff pay of (**£14,000**).

Savings from the use of hybrid working and meetings have resulted in underspends of **£4,000** on Transport.

The variance on Third Party expenditure of **£133,000** is primarily due to overall underspend against budget on the RTS Programme (**£59,000**) and underspend on Active Travel Grant (**£77,000**). These are partially offset by an overspend on Core Third Party Payments (**£3,000**).

The **£65,000** variance in Other Income relates interest received in the year (**£43,000**) and a recharge to third party for staff costs of £22,000.

The usage of Transport Scotland and external funding towards Active Travel is summarised below:-



The total surplus on the Comprehensive Income and Expenditure Statement was **£143,000** which reflects, International Accounting Standard 19 (Retirement Benefits) ("IAS 19"), the entries required in respect of pension costs and accumulated absences.

## **7. ANNUAL GOVERNANCE STATEMENT**

This statement sets out the framework within which governance and control is managed and reviewed. The main components of the system are listed, together with any significant weaknesses that have been identified and the remedial action taken.

## **8. STATEMENT OF RESPONSIBILITIES FOR THE ANNUAL ACCOUNTS**

This statement sets out the main financial responsibilities of the Partnership and the Treasurer.

## **9. GENERAL FUND**

Following Royal Assent of the Transport (Scotland) Act 2019 the Partnership is provided with the power to hold General Fund Reserves. Any surplus is therefore transferred to reserves in the year they are created and can be drawn upon for use in future years. The details of Tacran reserves are provided within the Movement in Reserves Statement on page 17.

## **10. CAPITAL EXPENDITURE**

During 2024/25, the Partnership did not incur any direct capital expenditure.

## **11. PENSION ASSET / LIABILITY**

Under International Accounting Standard (IAS) 19 (Retirement Benefits), the Partnership is required to include in the Annual Accounts amounts relating to the assets, liabilities, income and expenditure of the pension schemes for its employees. Based on information provided by Local Government Pension Scheme Actuaries, it has been estimated that the Partnership had no pensions asset or liability as at 31 March 2025 or 31 March 2024.

Triennial valuations of the fund are carried out with the latest valuation having taken place at 31 March 2023, which resulted in a decrease in the employer pension contribution rate to 15.7% of pensionable pay from 1 April 2024.

## **12. GOING CONCERN**

The Treasurer is responsible for making an annual assessment of whether it is appropriate to prepare the accounts on a going concern basis. In accordance with the Code of Practice on Local Authority Accounting in the United Kingdom, an authority's financial statements shall be prepared on a going concern basis; that is, the accounts should be prepared on the assumption that the functions of the authority will continue in operational existence for at least twelve months from the date of approval of the financial statements and it can only be discontinued under statutory prescription. In addition, under the Transport (Scotland) Act 2005, the constituent local authorities have a legal obligation to meet all liabilities borne by the authority. The activities of the authority have not been significantly impaired, and the authority continues to work towards the delivery of the Regional Transport Strategy. On this basis, the Treasurer has determined that it remains appropriate to prepare the financial statements on a going concern basis.

## **13. PRIOR PERIOD ADJUSTMENTS**

There are no prior period adjustments.

## **14. POST BALANCE SHEET EVENTS**

No significant events occurred between the Balance Sheet date and the date the Treasurer signed the accounts that would have a material impact on the 2024/25 Annual Accounts.

## 15. THE FINANCIAL STATEMENTS

### **Movement in Reserves Statement**

This statement shows the movement in the year on different Reserves held by the Partnership. This is analysed into 'Usable Reserves' (i.e. those that can be applied to fund expenditure) and 'Unusable Reserves'.

### **Comprehensive Income and Expenditure Statement**

This statement shows the accounting costs in the year of providing services in accordance with generally accepted accounting practices.

### **Balance Sheet**

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Partnership. The net assets of the Partnership (assets less liabilities) are matched by the Reserves held by the Partnership.

### **Cash Flow Statement**

This statement shows the changes in cash and cash equivalents of the Partnership during the reporting period. The statement shows how the Partnership generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities.

### **Notes to the Core Financial Statements**

These notes are intended to provide the reader with further information which is not separately detailed in the core financial statements.

## 16. REMUNERATION REPORT

The Local Authority Accounts (Scotland) Amendment Regulations 2011 require Regional Transport Partnerships to include a Remuneration Report in the Financial Statements. The Remuneration Report discloses information for each senior employee.

Partnership Board members receive no remuneration in relation to their appointment to the Partnership. Board members may claim reasonable expenses incurred in relation to their participation in Partnership business. Expenses for Councillor Members are borne by the constituent Councils. Expenses paid to non-Councillor members are reported in Note 9: Members Expenses.

## 17. ACKNOWLEDGEMENTS

During the 2024/25 financial year the Partnership's financial position has undertaken regular scrutiny and strict budgetary control. We would wish to place on record our appreciation of the excellent work carried out by the Partnership's officers, supported by the officers of Perth and Kinross Council in the financial management of the Partnership and in the preparation of the 2024/25 Annual Accounts.

**Andrew Parrott**  
Chair of Partnership Board  
Tactran

**Scott Walker**  
Treasurer  
Tactran

**Mark Speed**  
Partnership Director  
Tactran



## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### MEMBERS AND OFFICIALS

Tayside and Central Scotland Transport Partnership (Tactran) is a statutory body established under the Transport (Scotland) Act 2005. The Tactran region covers the Angus, Dundee City, Perth and Kinross and Stirling Council areas.

Tactran works with its partner Councils, Community Planning Partnerships, Development Planning Authorities, Scottish Government, Transport Scotland, transport providers and other key stakeholders to develop and enhance Scotland's transport infrastructure and services in support of promoting sustainable economic growth, social inclusion and environmental sustainability.

#### PARTNERSHIP BOARD MEMBERSHIP

Membership of the Partnership is prescribed by the Regional Transport Partnerships (Establishment, Membership and Constitution) (Scotland) Order 2005. The Partnership Board consists of 10 Councillors who are nominated by partner Councils – 3 per Council from Dundee City and Perth and Kinross and 2 per Council from Angus and Stirling – plus 4 or 5 non-Councillor members.

Board membership during 2024/25:

#### Councillor Members

##### **Angus Council**

Councillor Heather Doran  
Councillor Mark McDonald (to Dec 2024)  
Provost Linda Clark (from Dec 2024)

##### **Dundee City Council**

Councillor Mark Flynn (to Sept 2024)  
Depute Provost Kevin Cordell (from Sept 2024)  
Councillor Dorothy McHugh  
Councillor Siobhan Tolland

##### **Perth and Kinross Council**

Councillor Hugh Anderson  
Depute Provost Andrew Parrott (Chair)  
Councillor Richard Watters

##### **Stirling Council**

Councillor Rachel Nunn  
Councillor Jennifer Preston

#### Non-Councillor Members

Non-Councillor appointments are made by the Partnership, subject to the consent of Scottish Ministers. Legislation permits the Partnership to appoint either 4 or 5 such members and the Partnership has agreed to appoint the maximum of 5 non-Councillor members. The non-Councillor members during 2024/25:

**Mr Bryan Doyle** – appointed in March 2020

**Ms Amy McDonald** – appointed in September 2020

**Mr Paul Reid** – appointed in June 2022

**Mr Alan Stewart** – appointed in September 2023

**Vacant**

Non-Councillor member appointments are ordinarily for a period of 2 years, with extension subject to agreement by the Partnership Board.

#### Advisors

Regional Transport Partnerships may appoint such number of observers or advisors as they consider appropriate.

Currently there is one appointed advisor, Sustrans' Infrastructure Partnership Manager.

## **PARTNERSHIP STAFF**

### **Partnership Director**

Mark Speed was appointed Partnership Director from April 2020. As the Partnership's Chief Officer, Mark is responsible for ensuring that the Partnership meets its statutory obligations and duties and for managing the Partnership and its resources.

Mark brings a wealth of experience of working at a National, Regional and Local level of Government. Mark has previously been engaged as Head of Place Management at Sunderland City Council, Commissioning Manager for Transport and Infrastructure at Peterborough City Council, Senior Travel Demand Engineer at TRANSIT New Zealand and as Senior Policy Officer for the Tyne and Wear Local Transport Plan Core Team. Mark studied Environmental Management at Dundee University and Transport Policy and Planning at Newcastle University.

### **Senior Partnership Manager**

Niall Gardiner was appointed as Projects Manager in October 2007. Niall has over 30 years' experience working in transportation planning and engineering. Niall was promoted to the position of Senior Partnership Manager as part of a staff re-structuring in July 2016. Niall is responsible for managing the development and implementation of Regional Transport Strategy delivery programmes, in liaison with partner Councils, Community Planning Partnerships, Development Planning Authorities and other delivery stakeholders.

### **Senior Strategy Officer**

Jonathan Padmore took up the post of Senior Strategy Officer in January 2018. Jonathan joined from Stirling Council and has over 25 years' experience working in transport planning roles for Stirling Council, St. Helen's and Sefton Metropolitan Borough Council's in Merseyside, Norfolk County Council and Aberdeen City Council.

### **Strategy Officer (Strategic Connectivity)**

Claudia Stuerck took up the post of Strategy Officer (Strategic Connectivity) in October 2021. Claudia joined Tactran from Free Hanseatic City of Bremen in Germany and has 14 years' experience in Scottish, UK and European transport planning, policy and strategy. Claudia left this role in October 2024.

### **Strategy Officer (Sustainable Transport)**

Merry Scott started in the post of Strategy Officer for Sustainable Transport in October 2020. Merry has previously worked in Dundee City Council and Transport Consultancy and has 17 years' experience in Sustainable Transport. Merry is a Chartered Member of the Institute of Logistics and Transport and has an MSc in Passenger Transport Management.

### **Tayside Bus Alliance – Project Manager**

James Cooper joined Tactran in March 2022 to manage all aspects of the Tayside Bus Alliance for the Bus Partnership Fund STAG appraisal and associated initiatives. James has over 30 years' experience working in the transport sector, mainly in academic and research roles, but also brings significant project management experience to the post.

### **Office Manager / Personal Assistant (PA) to Director**

Ashley Roger was appointed Office Manager / Personal Assistant to the Director in January 2007. Ashley has over 20 years' office management / PA experience in the private and public sectors. Ashley is responsible for overseeing all aspects of office management and related administrative support to the Partnership's staff and members and providing PA support to the Partnership Director.





## PROPER OFFICERS

In accordance with statutory requirements the Partnership has appointed two Proper Officers who provide specialist financial and legal support and advice to the Partnership Board and Partnership Director. These are:-

### **Partnership Treasurer**

Scott Walker is the Strategic Lead – Finance and Business Support (Chief Finance Officer/ S95 Officer) with Perth and Kinross Council and is the Proper Officer for all matters relating to financial probity, treasury management and reporting.

### **Partnership Legal Adviser**

Lisa Simpson is the Strategic Lead – Legal and Governance with Perth and Kinross Council and is the Proper Officer for all matters of a legal nature, including Execution of Deeds, and representing the Partnership in any legal or tribunal proceedings.

## OTHER OFFICERS

In addition to the Proper Officers set out above, Tactran has also appointed another officer as detailed below, to provide specialist corporate governance advice and support to the Partnership Board and Partnership Director.

### **Partnership Secretary**

Scott Hendry is the Democratic Services Manager within Committee Services for Perth and Kinross Council and is the officer for all matters relating to Partnership governance, meetings and proceedings, and for ethical standards.

Further information on Tactran's membership and officer team can be found on the Partnership's website – [www.tactran.gov.uk](http://www.tactran.gov.uk)

# TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

## ANNUAL GOVERNANCE STATEMENT

### 1. Scope of Responsibility

Tactran's aim is to develop a transportation system for the region covering the Angus, Dundee City, Perth and Kinross and Stirling Council areas, as outlined in the Partnership's new Regional Transport Strategy 2024 - 2034.

The Partnership is responsible for ensuring that its business is conducted in accordance with the law and appropriate standards, that public money is safeguarded and properly accounted for and used economically, efficiently, effectively and ethically. The Partnership also has a duty to make arrangements to secure continuous improvement in the way its functions are carried out.

In discharging these overall responsibilities, members and senior officers are responsible for implementing proper arrangements for the governance of the Partnership's affairs, and facilitating the effective exercise of its functions, including arrangements for management of risk.

The Partnership has approved and adopted a set of governance documents which is consistent with appropriate corporate governance and relevant guidance. These documents including Financial Regulations, Scheme of Delegation, Risk Management Strategy and Policy; and Standing Orders were updated in 2024 and were approved by the Partnership Board on 10 September 2024. The Code of Conduct for Members of the Partnership was updated in March 2022.

This statement explains how the Partnership delivers good governance and reviews the effectiveness of these arrangements.

### 2. The Partnership's Governance Framework

The governance framework comprises the systems, processes, culture and values by which the Partnership is directed and controlled and its activities through which it accounts to, engages with and influences the community. It enables the Partnership to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, cost-effective services. The framework reflects the arrangements in place to meet the six supporting principles of effective corporate governance.

- Focusing on the purpose of the Partnership and on outcomes for the community, and creating and implementing a vision for the local area;
- Members and officers working together to achieve a common purpose with clearly defined functions and roles;
- Promoting values for the Partnership and demonstrating the values of good governance through upholding high standards of conduct and behaviour;
- Taking informed and transparent decisions which are subject to effective scrutiny and managing risk;
- Developing the capacity and capability of members and officers to be effective;
- Engaging with local people and other stakeholders to ensure robust public accountability.

A significant part of the governance framework is the system of internal control which is based on an ongoing process designed to identify and prioritise the risks to the achievement of the Partnership's policies, aims and objectives. These risks are reported to the Partnership annually. This will enable the Partnership to manage its key risks efficiently, effectively, economically and ethically. While the system of internal control is designed to manage risk at a reasonable level it cannot eliminate all risk of failure to achieve policies, aims and objectives and can therefore only provide reasonable, and not absolute, assurance of effectiveness.

Within the overall control arrangements, the system of internal financial control is intended to ensure that assets are safeguarded, transactions are authorised and properly recorded, and material errors or irregularities are either prevented or would be detected within a timely period. It is based on a framework of regular management information, financial regulations, administrative procedures, and management supervision.

The system of internal financial control can provide only reasonable and not absolute assurance that assets are safeguarded, that transactions are authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected within a timely period. The Partnership has previously agreed that regular internal audit scrutiny is not necessary for the scale of the Partnership, but they will provide advice and guidance as and when required.

As part of the ongoing commitment to hybrid working, adjustments have been made to the financial control process that permits the process to be undertaken without need to physically meet or access the office. No other specific governance improvement areas have been identified for 2024/25.

### **3. Determining the Partnership's purpose, its vision for the region and intended Outcomes for the Community**

The Partnership aims to develop a transportation system for the region covering the Angus, Dundee City, Perth and Kinross and Stirling Council areas, which is focussed on reducing inequalities, addressing climate change, improving health and wellbeing and assisting in the delivery of sustainable inclusive economic growth.

The Annual Revenue Programme details the projects the Partnership is involved in, and an update is reported to the Partnership Board on a quarterly basis. These projects link to the aims of the strategy and the Annual Report provides a report of performance against objectives, targets and performance indicators as outlined in the Regional Transport Strategy.

#### **Review of Effectiveness**


The Partnership, which uses some of Perth and Kinross Council's financial control systems, has put in place arrangements detailed within the Partnership's Governance documents.

The review of the effectiveness of its governance framework is informed by:

- The operation and monitoring of controls by the Partnership Director, Proper Officers and managers;
- The External Auditors in its Annual Audit Report; and
- Other inspection agencies comments and reports.

Through the year members and officers have responsibility for the development and maintenance of the governance environment. These review mechanisms include:

- The Partnership Board provides strategic leadership, determines policy aims and objectives and takes executive decisions not delegated to officers. It provides governance accountability for the Partnership's performance.
- The Annual Audit Report is considered by the Partnership Board.
- The Risk Management System requires that risks are reviewed regularly by officers and annually by the Partnership Board. This ensures that actions are taken to effectively manage the Partnership's identified risks. The Review of Risk Register (Report RTP/25/05 refers) considered by the Partnership on 18 March 2024<sup>5</sup> provided revisions and updates to relevant Risk Controls and Actions.
- The Legal Advisor is responsible to the Partnership for ensuring that agreed procedures are followed and that all applicable statutes and regulations are complied with.
- The Partnership operates Anti-Bribery, Anti-Fraud and Corruption policies in accordance with the CIPFA Code of Practice on Managing the Risk of Fraud and Corruption.



The Partnership's financial management arrangements conform to the governance arrangements of CIPFA Statement on the Role of the Chief Financial Officer in Local Government (2010) as set out in the Application Note to Delivering Good Governance in Local Government.

#### **4. Certification**

It is the Treasurer's opinion that reasonable assurance can be placed upon the adequacy and effectiveness of the Partnership's internal control system for the year ended 31 March 2025.

From this year's review there is evidence that the governance arrangements are operating effectively with overall compliance by the Partnership in all significant areas of corporate governance.

The Partnership's governance arrangements and systems are confirmed as being operational and current at the date of signing of this Annual Governance Statement.

**Andrew Parrott**  
**Chair of Partnership Board**  
**Tactran**

**Mark Speed**  
**Partnership Director**  
**Tactran**

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### STATEMENT OF RESPONSIBILITIES FOR THE ANNUAL ACCOUNTS

#### The Partnership's responsibilities

The Partnership is required to:

- Make arrangements for the proper administration of its financial affairs and to ensure that a designated officer has the responsibility for the administration of those affairs. For Tactran that officer is the Treasurer;
- Manage its affairs to secure economic, efficient and effective use of resources and safeguard its assets.
- Ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulation 2014), and so far as is compatible with that legislation, in accordance with proper accounting practices (Section 12 of the Local Government in Scotland Act 2003).
- Approve the Annual Accounts for signature.

I confirm that these Annual Accounts were approved for signature by the Partnership Board at its meeting on 17 June 2025.

Signed on behalf of Tactran

**Andrew Parrott**  
**Chair of Partnership Board**  
**Tactran**

#### The Treasurer's responsibilities

The Treasurer is responsible for the preparation of the Partnership's Annual Accounts in accordance with proper practices set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom ('the Code of Practice').

In preparing the Annual Accounts, the Treasurer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with legislation; and
- complied with the Local Authority Code (in so far as it is compatible with legislation).

The Treasurer has also:

- kept proper accounting records which were up to date;
- taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the Annual Accounts give a true and fair view of the financial position of Tactran at the reporting date and the transactions of Tactran for the year ended 31 March 2025.

**Scott Walker CPFA**  
**Treasurer**  
**Tactran**

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### MOVEMENT IN RESERVES STATEMENT

For the year ended 31 March 2025

	General Fund Balance	Total Usable Reserves	Accumulated Absences Unusable Reserves (see Note 7)	Pensions Reserve Unusable Reserves (see Note 7)	Total Tactran Reserves
	£'000	£'000	£'000	£'000	£'000
Balance at 31 March 2023	78	78	(5)	0	73
<u>Movement in reserves during 2023/24</u>					
Surplus on provision of services	5	5	0	0	5
Other Comprehensive Expenditure and Income	0	0	0	17	17
<b>Total Comprehensive Expenditure and Income</b>	5	5	0	17	22
Adjustments between accounting basis and funding basis under regulations (note 5)	14	14	3	(17)	0
Increase in 2023/24	19	19	3	0	22
<b>Balance at 31 March 2024 carried forward</b>	97	97	(2)	0	95
<u>Movement in reserves during 2024/25</u>					
Surplus on provision of services	124	124	0	0	124
Other Comprehensive Expenditure and Income	0	0	0	19	19
<b>Total Comprehensive Expenditure and Income</b>	124	124	0	19	143
Adjustments between accounting basis and funding basis under regulations (note 5)	28	28	(9)	(19)	0
Increase/(reduction) in 2024/25	152	152	(9)	0	143
<b>Balance at 31 March 2025 carried forward</b>	249	249	(11)	0	238

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT

For the year ending 31 March 2025

2023/24				2024/25			
Gross Exp £'000	Gross Income £'000	Net (Income) / Exp £'000		Note	Gross Exp £'000	Gross Income £'000	Net (Income) /Exp £'000
			<b>SERVICES</b>				
1,495	(1, 428)	65	Highways and Transport Services		2,432	(2,457)	(25)
48	0	48	Corporate and Democratic Core		48	0	48
1,541	(1,428)	113	<b>COST OF SERVICES</b>		2,480	(2,457)	23
0	(15)	(15)	Financing and Investment Income and Expenditure	12	1	(45)	(44)
0	(103)	(103)	Constituent Council Requisitions		0	(103)	(103)
0	(118)	(118)			1	(148)	(147)
		(5)	<b>SURPLUS ON PROVISION OF SERVICES</b>				(124)
		(17)	Remeasurements of the net defined benefit asset				(19)
		(22)	<b>TOTAL COMPREHENSIVE INCOME AND EXPENDITURE</b>				(143)

# TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

## BALANCE SHEET

Year Ending 31 March 2025

As at 31 March 2024 £'000    £'000		Notes	As at 31 March 2025 £'000    £'000	
0	Right of Use Property, Plant and Equipment	17	8	
0	<b>Long-Term Assets</b>			8
642	Short Term Debtors	18	383	
165	Cash and Cash Equivalents	8	903	
	<b>807 Current Assets</b>			<b>1,286</b>
(712)	Short Term Creditors	19	(1,048)	
0	Short Term Right of Use Liability	16	(8)	
(712)	<b>Current Liabilities</b>			<b>(1,056)</b>
<u>95</u>	<b>Net Assets</b>			<u>238</u>
<b>Financed by Fund Balances and Unusable Reserves:</b>				
97	General Fund Reserve		249	
0	Pensions Reserve	11	0	
(2)	Accumulated Absence	7	(11)	
<u>95</u>				<u>238</u>

The Unaudited Annual Accounts were issued on 17 June 2025.

**Scott Walker CPFA**  
Treasurer  
Tactran



# TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

## CASH FLOW STATEMENT

Year Ending 31 March 2025

2023/24 £'000		Notes	2024/25 £'000
5	<b>Net (deficit)/surplus on provision of service</b>		124
	Adjustments to net deficit on the provision of services for non-cash movements:-		
(283)	Debtors (increased)/decreased by	18	259
295	Creditors increased by	19	326
(3)	Employee Accrual	7 and 20	9
17	Pension adjustments	11	19
0	Depreciation	17	13
	Adjustments for items included in the net surplus or deficit on the provision of services that are investing and financing activities		1
	<b>Net cash flows from Operating Activities</b>		<b>751</b>
	<b>Financing Activities</b>		
	Lease Interest and Repayment of Liability		(13)
<b>31</b>	<b>Net increase in cash and cash equivalents</b>		<b>738</b>
134	Cash and cash equivalents at the beginning of the reporting period		165
<b>165</b>	<b>Cash and cash equivalents at the end of the reporting period</b>	8	<b>903</b>

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### REMUNERATION REPORT

#### (i) Remuneration Policy for Senior Employees

The Partnership Board determines initial remuneration for senior employees with reference to the level of responsibility of the post.

The Partnership does not operate a Remuneration Committee.

Annual inflationary increases are based on those agreed by the Scottish Joint Negotiating Committee for Chief Officials of Local Authorities (Scotland).

#### (ii) Remuneration for Senior Councillors

Under current legislation Councillor Members of the Partnership are not entitled to receive any remuneration from Tactran. Remuneration would be made directly from their constituent authorities and this information would be disclosed within each constituent authority's remuneration report. Expenses paid to Board members are detailed in note 9 to the financial statements.

#### (iii) Officers Remuneration

The Partnership has two Proper Officers who undertake tasks within their specialised areas, who earn in excess of £50,000 (Treasurer and Legal Adviser), however both Proper Officers are employed and paid by Perth and Kinross Council and are not included within the Remuneration report. The Partnership is charged a total of £25,000 by Perth and Kinross Council for Financial, Legal and Secretarial support, which includes a cost recharge for the Proper Officers.

The number of employees whose remuneration, excluding employer's pension contributions, was £50,000 or more in bands of £5,000 was:

<i>Number of Employees 2023/24</i>	<b>Salary Banding</b>	<b>Number of Employees 2024/25</b>
1	£95,000 - £99,999	1
0	£65,000 - £69,999	1
1	£60,000 - £64,999	0
1	£50,000 - £54,999	1

#### (iv) Senior Employees Remuneration

<b>Name and Post Title</b>	<b>Salary, Fees and Allowance</b>	<b>Total Remuneration 2024/25</b>	<b>Total Remuneration 2023/24</b>
Mark Speed Partnership Director	£99,570	£99,570	£96,110
	<b>£99,570</b>	<b>£99,570</b>	<b>£96,110</b>

The senior employee in the above table had overall chief executive officer responsibility and accountability for the strategic direction and management of the Partnership, to the extent that the person has powers and authority to direct and control the major activities of the Partnership, including activities involving the expenditure of money. The Partnership Director is also responsible for ensuring that the Partnership fulfils its statutory duties and obligations in line with priorities set by the Partnership Board during the year to which the Report relates, whether solely or collectively with other persons.

**(v) Senior Employees Pension Entitlement**

The pension entitlement of the Partnership senior employee is as follows:

In year pension contributions			Accrued pension benefits			
Name and Post Title	2023/24	2024/25*		As at 31	As at 31	Difference
	£	£		March	March	from 31
				2024	2025	March
				£'000	£'000	2024
Mark Speed	16,339	15,632	Pension	33	37	4
Partnership Director			Lump Sum	0	0	0
	<u>16,339</u>	<u>15,632</u>				

\*Although there was an increase in the salary payable to the Partnership Director, there is a reduction in pension contributions due to the reduction in the employer contribution rate which has decreased from 17.0% to 15.7%.

**(vi) The number of Exit packages with Total Cost per band and Total Cost of Compulsory and Other Redundancies**

There were no exit packages agreed in either 2023/24 or 2024/25.

**(vii) Audit Review**

All information disclosed within the tables, and the number of exit packages, is audited by the Partnership's appointed External Auditors. The other sections of the Remuneration Report are reviewed by External Auditors to ensure that they are consistent with the financial statements.

**Mark Speed**  
Partnership Director  
Tactran

**Andrew Parrott**  
Chair of Partnership Board  
Tactran

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

### NOTES TO THE CORE FINANCIAL STATEMENTS

#### 1. ACCOUNTING POLICIES

##### GENERAL PRINCIPLES

The Annual Accounts summarise the Partnerships transactions for 2024/25 and its position at 31 March 2025. The Partnership is required to prepare Annual Accounts by the Transport (Scotland) Act 2005, section 3, and section 12 of the Local Government in Scotland Act 2003 requires they be prepared in accordance with proper accounting practices. These practices primarily comprise the Code of Practice on Local Authority Accounting in the United Kingdom 2024/25 supported by International Financial Reporting Standards (IFRS).

The accounting convention adopted in the Annual Accounts is principally historical cost, modified by the revaluation of certain categories of financial instruments.

##### ACCRUALS OF INCOME AND EXPENDITURE

Activity is accounted for in the year that it takes place, not simply when cash payments are made or received.

Where Tactran is acting as an agent for another party, income and expenditure is not recognised due to the absence of commission receivable for the services rendered nor direct expenditure being incurred on behalf of rendering the services.

##### CASH AND CASH EQUIVALENTS

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours.

In the Cash Flow Statement, cash and cash equivalents are shown net of bank overdrafts that are repayable on demand and form an integral part of the Partnership's cash management.

##### EMPLOYEE BENEFITS

###### Benefits Payable During Employment

Short-term employee benefits, such as wages and salaries, paid annual leave, paid sick leave and any non-monetary benefits for current employees are recognised as an expense in the year in which employees render service to the Partnership. An accrual is made against services in the Surplus or Deficit on the Provision of Services for the cost of holiday entitlements and other forms of leave earned by employees but not taken before the year-end and which employees can carry forward into the next financial year. The accrual is made at the remuneration rates applicable in the following financial year. Any accrual made is required under statute to be reversed from the General Fund Balance by crediting the Accumulating Compensated Absences Adjustment Account in the Movement in Reserves Statement.

###### The Local Government Pension Scheme

Employees, subject to qualifying criteria, are eligible to join the Local Government Pension Scheme (LGPS). The LGPS is a statutory funded defined final benefit salary scheme operated through local pension funds. Tactran and its employees pay contributions into the Tayside Pension Fund administered by Dundee City Council calculated at a level to balance the pension liabilities with investment assets. The contributions paid into the scheme by employees and member pension benefits are prescribed, for the period to which the accounts relate, by the Local Government Pensions Scheme (Scotland) Regulations 1998 as amended. Tactran's contributions, as employer, into the Tayside Pension Fund are subject to the advice of the Fund actuary.

For 2024/25 the employer's contribution as set at the triennial valuation as at 31 March 2023 is 15.7%.

The Local Government Scheme is accounted for as a defined benefits scheme up to 31 March 2015. From 1 April 2015 the scheme changed to a career average scheme:

- The liabilities of Tayside Pension Fund attributable to the Partnership are included in the Balance Sheet on an actuarial basis using the projected unit method – i.e. an assessment of the future payments that will be made in relation to retirement benefits earned to date by employees, based on assumptions about mortality rates, employee turnover rates etc, and projections of projected earnings for current employees,
- The assets of Tayside Pension Fund attributable to the Partnership are included in the Balance Sheet at their fair value –
  - quoted securities – current bid price,
  - unquoted securities – professional estimate,
  - unitised securities – current bid price,
  - property – market value,
- The change in the net pensions liability is analysed into seven components:
  - current service cost – the increase in liabilities as a result of years of service earned this year – allocated in the Comprehensive Income and Expenditure Statement to the services for which the employees worked;
  - past service cost – the increase in liabilities arising from current year decisions whose effect relates to years of service earned in earlier years – debited to the Surplus/Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement as part of Non Distributed Costs;
  - interest cost – the expected increase in the present value of liabilities during the year as they move one year closer to being paid – debited to the Financing and Investment Income and Expenditure line in the Comprehensive Income and Expenditure Statement;
  - expected return on assets – the annual investment return on the fund assets attributable to the Authority, based on an average of the expected long-term return – credited to the Financing and Investment Income and Expenditure line in the Comprehensive Income and Expenditure Statement;
  - gains/losses on settlements and curtailments – the result of actions to relieve the Partnership of liabilities or events that reduce the expected future service or accrual of benefits of employees – debited/credited to the Surplus/Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement as part of Non Distributed Costs;
  - actuarial gains and losses – changes in the net pensions liability that arise because events have not coincided with assumptions made at the last actuarial valuation or because the actuaries have updated their assumptions – debited to the Pensions Reserve;
  - contributions paid to Tayside Pension fund – cash paid as employer's contributions to the pension fund in settlement of liabilities; not accounted for as an expense.

In relation to retirement benefits, statutory provisions require the General Fund balance to be charged with the amount payable by the Partnership to the Pension Fund or directly to pensioners in the year, not the amount calculated according to the relevant accounting standards. In the Movement in Reserves Statement, this means that there are appropriations to and from the Pensions Reserve to remove the notional debits and credits for retirement benefits and replace them with debits for the cash paid to the pension fund and pensioners and any such amounts payable but unpaid at the year-end. The balance that arises on the Pensions Reserve thereby measures the impact on the General Fund of being required to account for retirement benefits on the basis of cash flows rather than as benefits are earned by employees.

### Discretionary Benefits

The Partnership also has restricted powers to make discretionary awards of retirement benefits in the event of early retirements. Any liabilities estimated to arise as a result of an award to any member of staff are accrued in the year of the decision to make the award and accounted for using the same policies as are applied to the Local Government Pension Scheme.

### **EVENTS AFTER THE REPORTING PERIOD**

Events after the reporting period are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the Annual Accounts are authorised for issue. Two types of events can be identified:

- those that provide evidence of conditions that existed at the end of the reporting period – the Annual Accounts are adjusted to reflect such events;
- those that are indicative of conditions that arose after the reporting period – the Annual Accounts are not adjusted to reflect such events, but where a category of events would have a material effect disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Annual Accounts.

### **FINANCIAL INSTRUMENTS**

In the Notes to the Financial Statements, financial instruments are required to be shown at fair value. Fair value is defined as the amount for which an asset could be exchanged or a liability settled, assuming that the transaction was negotiated between parties knowledgeable about the market in which they are dealing and willing to buy/sell at an appropriate price, with no other motive in their negotiations other than to secure a fair price.

### **GOING CONCERN**

The Treasurer is responsible for making an annual assessment of whether it is appropriate to prepare the accounts on a going concern basis. In accordance with the Code of Practice on Local Authority Accounting in the United Kingdom, an authority's financial statements shall be prepared on a going concern basis; that is, the accounts should be prepared on the assumption that the functions of the authority will continue in operational existence for at least twelve months from the date of approval of the financial statements and it can only be discontinued under statutory prescription. In addition, under the Transport (Scotland) Act 2005, the constituent local authorities have a legal obligation to meet all liabilities borne by the authority. The activities of the authority have not been significantly impaired, and the authority continues to work towards the delivery of the Regional Transport Strategy. On this basis, the Treasurer has determined that it remains appropriate to prepare the financial statements on a going concern basis.

### **GOVERNMENT GRANTS AND CONTRIBUTIONS**

Whether paid on account, by instalments or in arrears, Government grants, third party contributions and donations are recognised as due to the Partnership when there is reasonable assurance that:

- the Partnership will comply with the conditions attached to the payments and
- the grants or contributions will be received.

Amounts recognised as due to the Partnership are not credited to the Comprehensive Income and Expenditure Account until conditions attaching to the grant or contribution have been satisfied. Conditions are stipulations that specify that the future economic benefits or service potential embodied in the asset acquired using the grant or contribution are required to be consumed by the recipient as specified or future economic benefits or service potential must be returned to the transferor.

Monies advanced as grants and contributions for which conditions have not been satisfied are carried in the Balance Sheet as creditors. When conditions are satisfied, the grant or contribution is credited to the relevant service line (attributable revenue grants/contributions) in the Comprehensive Income and Expenditure Statement.

## LEASES

### Right of Use

Tactran has adopted IFRS 16 (Leases) with effect from 1 April 2024. The adoption of the new standard resulted in the balance sheet recognition of a right-of-use asset and related lease liability in relation to former operating leases. A contract is, or contains a lease, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. Tactran has one lease for which a contract exists at 31 March 2025, for office accommodation, which at 1 April 2024 had a minimum remaining lease term of 20 months.

## RESERVES

Reserves are created by appropriating amounts out of the General Fund Balance in the Movement in Reserves Statement. When expenditure to be financed from a Reserve is incurred, it is charged to the appropriate service in that year to score against the Surplus/Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement. The Reserve is then appropriated back into the General Fund Balance in the Movement in Reserves Statement.

Certain Reserves are kept to manage the accounting processes for retirement benefits and accumulated absences which do not represent usable resources for the Partnership – these Reserves are explained in note 7.

The Core reserve is the uncommitted balance as per the reserves policy, to maintain a useable reserve of 3-5% of the Core gross expenditure budget. The RTS reserve comprises underspend on the RTS Programme, and transfers from Core underspend that would otherwise exceed the uncommitted Core reserve level, for use towards the RTS Programme in future years. The Active Travel reserve comprises the balance of People and Place Grant receivable in advance of spend, with commitments aligned to the 2024/25 academic year. At 31 March 2025, Core reserve was **£32,613**; RTS reserve was **£138,646** and Active Travel reserve was **£77,597**.

## VAT

VAT payable is included as an expense only to the extent that it is not recoverable from His Majesty's Revenue and Customs. VAT receivable is excluded from income.

## 2. ASSUMPTIONS MADE ABOUT THE FUTURE AND OTHER MAJOR SOURCES OF ESTIMATION UNCERTAINTY

The Annual Accounts contain estimated figures that are based on assumptions made by the Partnership about the future or that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

The items in the Partnerships Balance Sheet at 31 March 2025 for which there is a significant risk of material adjustment in the forthcoming financial year are as follows:

### **Pensions Liability**

Estimation of the net liability to pay pensions depends on a number of complex judgements relating to the discount rate used, the rate at which salaries are projected to increase, changes in retirement ages, mortality rates and expected returns on pension fund assets. A firm of consulting actuaries is engaged to provide the Partnership with expert advice about the assumptions to be applied.

The effects on the net pension's liability of changes in individual assumptions can be measured. For instance, a 0.1% increase in the discount rate assumption would result in a decrease in the pension liability of **£43,688** (£52,575 for 2023/24).

However, the assumptions interact in complex ways. During 2024/25, the Partnership's actuaries updated the assumptions and, with the asset ceiling incorporated (see Note 11), advised that the net pension liability remains unchanged and there is a nil pension liability at 31 March 2025. The 2023/24 liability was nil at 31 March 2024.



### 3. ADJUSTMENTS BETWEEN ACCOUNTING AND FUNDING

	2023/24 £'000	2024/25 £'000
Pension adjustment	17	19
Re-measurement of net defined benefit asset	(17)	(19)
Accumulated Absence	(3)	9
<b>Total Adjustments</b>	<b>(3)</b>	<b>9</b>

### 4. EXPENDITURE AND FUNDING ANALYSIS – 2024/25

Services	Net (Income) / Expenditure Chargeable to General Fund £'000	Adjustment Between Accounting and Funding Basis (note 3) £'000	Net (Income) / Expenditure in the Comprehensive Income and Expenditure Statement £'000
Highways and Transport Services	(54)	29	(25)
Corporate and Democratic Services	48	0	48
<b>Cost of Services</b>	<b>(6)</b>	<b>29</b>	<b>23</b>
Financing and Investment Income and Expenditure	(43)	(1)	(44)
Constituent Council Requisitions	(103)	0	(103)
<b>(SURPLUS)/ DEFICIT ON PROVISION OF SERVICES</b>	<b>(152)</b>	<b>28</b>	<b>(124)</b>
Remeasurements of the net defined benefit asset	0	(19)	(19)
<b>TOTAL COMPREHENSIVE (INCOME) AND EXPENDITURE</b>	<b>(152)</b>	<b>9</b>	<b>(143)</b>

### EXPENDITURE AND FUNDING ANALYSIS – 2023/24

Services	Net (Income) / Expenditure Chargeable to General Fund £'000	Adjustment Between Accounting and Funding Basis (note 3) £'000	Net (Income) / Expenditure in the Comprehensive Income and Expenditure Statement £'000
Highways and Transport Services	50	15	65
Corporate and Democratic Services	48	0	48
<b>Cost of Services</b>	<b>98</b>	<b>15</b>	<b>113</b>
Financing and Investment Income and Expenditure	(14)	(1)	(15)
Constituent Council Requisitions	(103)	0	(103)
<b>(SURPLUS)/ DEFICIT ON PROVISION OF SERVICES</b>	<b>(19)</b>	<b>14</b>	<b>(5)</b>
Remeasurements of the net defined benefit asset	0	(17)	(17)
<b>TOTAL COMPREHENSIVE (INCOME) AND EXPENDITURE</b>	<b>(19)</b>	<b>(3)</b>	<b>(22)</b>

The Expenditure and Funding Analysis shows how the funding available to the Partnership in the form of partner contributions has been used in providing services. This is compared to the costs of services on an accounting basis.



## 5. MOVEMENT IN RESERVES STATEMENT – ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

This note details the adjustments that are made to the Comprehensive Income and Expenditure Statement recognised by the Partnership in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Partnership to meet future capital and revenue expenditure.

	<b><i>Movement in Unusable Reserves</i></b>	<b><i>Movement in Unusable Reserves</i></b>
	<b><i>2023/24 £'000</i></b>	<b><i>2024/25 £'000</i></b>
<b>Adjustments involving the Pensions Reserve:</b>		
Reversal of items relating to post employment benefits debited or credited to the Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement	(82)	(79)
Employer's pensions contributions and direct payments to pensioners payable in the year	65	60
<b>Adjustment involving the Accumulating Compensated Absences Adjustment Account</b>		
Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	3	(9)
<b>Total Adjustments</b>	<b><u>(14)</u></b>	<b><u>(28)</u></b>

## 6. BALANCE SHEET – USABLE RESERVES

Movements in the Partnership's Usable Reserves are detailed in the Movement in Reserves Statement.

## 7. BALANCE SHEET – UNUSABLE RESERVES

<b><i>31 March 2024 £'000</i></b>		<b><i>31 March 2025 £'000</i></b>
0	Pensions Reserve	0
(2)	Accumulating Compensated Absences Adjustment Account	(11)
<b><u>(2)</u></b>	<b>Total Unusable Reserves</b>	<b><u>(11)</u></b>

### Pensions Reserve

The Pensions Reserve absorbs the timing differences arising from the different arrangements for accounting for post employment benefits and for funding benefits in accordance with statutory provisions. The Partnership accounts for post employment benefits in the Comprehensive Income and Expenditure Statement as the benefits are earned by employees accruing years of service, updating the liabilities recognised to reflect inflation, changing assumptions and investment returns on any resources set aside to meet the costs. However, statutory arrangements require benefits earned to be financed as the Partnership makes employer's contributions to pension's funds or eventually pays any pensions for which it is directly responsible. The nil balance on the Pensions Reserve therefore shows there is neither a surplus nor deficit in the benefits earned by past and current employees and the resources the Partnership has set aside to meet them.

<b>2023/24</b>		<b>2024/25</b>
<b>£'000</b>		<b>£'000</b>
0	<b>Balance at 1 April</b>	0
17	Other Comprehensive Income	19
(82)	Reversal of items relating to retirement benefits debited or credited to the Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement	(79)
65	Employer's pensions contributions and direct payments to pensioners payable in the year	60
<b>0</b>	<b>Balance as at 31 March</b>	<b>0</b>

#### Accumulating Compensated Absences Adjustment Account

The Accumulating Compensated Absences Adjustment Account absorbs the differences that would otherwise arise on the General Fund Balance from accruing for compensated absences earned but not taken in the year. Statutory arrangements require that the impact on the General Fund Balance is neutralised by transfers to or from the Account.

<b>2023/24</b>		<b>2024/25</b>
<b>£'000</b>		<b>£'000</b>
(5)	<b>Balance at 1 April</b>	(2)
3	Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(9)
<b>(2)</b>	<b>Balance at 31 March</b>	<b>(11)</b>

## **8. CASH AND CASH EQUIVALENTS**

The balance of Cash and Cash Equivalents is made up of the following elements:

<b>31 March 2024</b>		<b>31 March 2025</b>
<b>£'000</b>		<b>£'000</b>
165	Bank current accounts	903
<b>165</b>	<b>Balance at 31 March</b>	<b>903</b>

## **9. MEMBERS EXPENSES**

The Partnership paid the following amounts to members during the year.

	<b>2023/24</b>	<b>2024/25</b>
	<b>£'000</b>	<b>£'000</b>
Expenses	1	0
	<b>1</b>	<b>0</b>

## 10. EXTERNAL AUDIT COSTS

The external auditor of the Partnership is appointed by the Accounts Commission for Scotland for a period of 5 years from 2022/23. The total fee payable to Audit Scotland in respect of the 2024/25 financial year for external audit services undertaken in accordance with the Code of Audit Practice is **£14,065** (2023/24 £13,800). During 2024/25 the external auditor did not provide any other services to the Partnership other than the duties undertaken in accordance with the Code of Audit Practice.

## 11. PENSION SCHEMES

### Participation in pension schemes

As part of the terms and conditions of employment of its officers, the Partnership makes contributions towards the cost of post employment benefits. Although these benefits will not actually be payable until employees retire, the Partnership has a commitment to make the payments and this needs to be disclosed at the time that employees earn their future entitlement.

The Partnership participates in the Local Government Pension Scheme, administered locally by Dundee City Council which is a funded defined benefit scheme providing benefits based on career average earnings. The Partnership and employees pay contributions into a fund, calculated at a level intended to balance the pension's liabilities with investment assets.

### Transactions relating to post employment benefits

The costs of retirement benefits are recognised in the reported cost of services when they are earned by employees, rather than when the benefits are eventually paid as pensions. However, the charge which requires to be made is based on the cash payable in the year, so the real cost of post employment/retirement benefits is reversed out of the General Fund via the Movement in Reserves Statement. The following transactions have been made in the Comprehensive Income and Expenditure Statement and the General Fund Balance via the Movement in Reserves Statement during the year:

	<b>Local Government Pension Scheme £'000 2023/24</b>	<b>Local Government Pension Scheme £'000 2024/25</b>
<b>Costs of Services</b>		
Service Cost	83	80
<b>Financial and Investment Income and Expenditure</b>		
Net Interest on defined liability	(1)	(1)
<b>Total Post Employment Benefit Charged to the Surplus on the Provision of Services</b>	<b>82</b>	<b>79</b>
Remeasurements	17	19
<b>Total Post Employment Benefit Charged to the Comprehensive Income and Expenditure Statement</b>	<b>99</b>	<b>98</b>
<b>Movement in Reserves Statement</b>		
Reversal of net charges made to the surplus or deficit for the provision of services for post-employment benefits in accordance with the code	(17)	(19)
Employers' contributions payable to scheme	65	60

# Assets and liabilities in relation to post employment benefits

Reconciliation of present value of the scheme liabilities (defined benefit obligation):

	<b>Funded liabilities Local Government Pension Scheme 2023/24 £'000</b>	<b>Funded liabilities Local Government Pension Scheme 2024/25 £'000</b>
<b>Opening Balance at 1 April</b>	<b>2,884</b>	<b>3,260</b>
Current Service Costs	83	80
Interest Cost	137	158
Contributions by scheme participants	28	28
Change in assumptions:		
Change in financial assumptions	(28)	(486)
Change in demographic assumptions	(32)	(8)
Experience loss on defined benefit obligation	263	(7)
Estimated benefits paid net of transfer	(75)	(114)
<b>Closing balance at 31 March</b>	<b>3,260</b>	<b>2,911</b>
	<b>Assets 2023/24 £'000</b>	<b>Assets 2024/25 £'000</b>
<b>Opening Balance at 1 April</b>	<b>3,911</b>	<b>4,489</b>
Interest on assets	188	219
Return on assets (less interest)	352	(74)
Other actuarial gains	21	0
Estimated benefits paid net of transfer	(75)	(114)
Employer contributions	65	60
Contributions by scheme participants	28	28
Administration Expenses	(1)	(1)
<b>Closing balance at 31 March</b>	<b>4,489</b>	<b>4,607</b>
	<b>2023/24 £'000</b>	<b>2024/25 £'000</b>
<b>Opening impact of asset ceiling</b>	<b>(1,027)</b>	<b>(1,229)</b>
Interest on asset ceiling	(49)	(60)
Actuarial losses / (gains)	(153)	(407)
<b>Closing balance at 31 March</b>	<b>(1,229)</b>	<b>(1,696)</b>

The expected return on scheme assets is determined by considering the expected returns available on the assets underlying the current investment policy. Expected yields on fixed interest investments are based on gross redemption yields as at the Balance Sheet date. Expected returns on equity investments reflect long-term real rates of return experienced in the respective markets.

The annual gain on scheme assets in the year was **£145,277** (2023/24: gain of £539,877).

## Scheme History

	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000
<b>Present Value of Liabilities</b>				
Local Government scheme	(4,143)	(2,884)	(3,260)	(2,911)
Fair Value of Assets in Local Government Pension Scheme	4,094	3,911	4,489	4,607
Impact of Asset Ceiling	0	(1,027)	(1,229)	(1,696)
(Deficit)/Surplus of the Scheme	(49)	0	0	0

The liabilities show the underlying commitments that the Partnership has in the long term to pay post employment (retirement) benefits. The asset ceiling is defined as the present value of any economic benefits available in the form of reductions in future contributions to the plan. The actuaries have calculated whether there are economic benefits in the form of reductions in future contributions, in accordance with International Financial Reporting Interpretations Committee - Interpretation 14 (IFRIC 14). The economic benefits were calculated as £1,696,255 (including interest of £60,215); however, as there is no unconditional right to a refund, no asset is recognised.

In 2024/25 the pension balance of nil has no impact on the Balance Sheet of Tactran.

## Basis for estimating Assets and Liabilities

Liabilities have been assessed on an actuarial basis using the projected unit credit method, an estimate of the pensions that will be payable in future years dependent on assumptions about mortality rates, salary levels, etc. Both the Local Government Pension Scheme and discretionary benefits liabilities have been assessed by Barnett Waddingham, an independent firm of actuaries, estimates for the Fund being based on the latest full valuation of the scheme as at 31 March 2024.

The principal assumptions used by the actuary have been:

	2021/22	2022/23	2023/24	2024/25
Expected Return	6%	(5%)	14%	3%
Longevity at 65 for current pensioners:				
Retiring Today: Males	18.9	19.0	18.9	18.8
Females	22.2	22.4	21.6	21.7
Retiring in 20 Years: Males	20.3	20.4	20.2	20.2
Females	23.9	23.9	23.1	23.2
Past service liability duration (years)	19	16	17	16
Rate of inflation (CPI)	3.2%	2.9%	2.95%	2.9%
Rate of increase in salaries	4.2%	3.9%	3.95%	3.9%
Rate for discounting scheme liabilities	2.6%	4.8%	4.9%	5.8%

## Sensitivity Analysis

	£'000	£'000	£'000
<b>Adjustment to discount rate</b>	<b>+0.1%</b>	<b>0.0%</b>	<b>-0.1%</b>
- Present value of total obligation	2,867	2,911	2,955
- Projected service cost	58	60	61
<b>Adjustment to long term salary increase</b>	<b>+0.1%</b>	<b>0.0%</b>	<b>-0.1%</b>
- Present value of total obligation	2,919	2,911	2,901
- Projected service cost	60	60	60

<b>Adjustment to pension increase and deferred revaluation</b>	<b>+0.1%</b>	<b>0.0%</b>	<b>-0.1%</b>
- Present value of total obligation	2,947	2,911	2,874
- Projected service cost	61	60	58
<b>Adjustment to mortality age rating assumption</b>	<b>+ 1 Year</b>	<b>None</b>	<b>- 1 Year</b>
- Present value of total obligation	3,003	2,911	2,821
- Projected service cost	62	60	57

#### Pension Scheme Asset Breakdown

Local Government Pension Scheme assets consist of the following categories, by proportion of the total assets.

	<b>31 March 2024</b>	<b>31 March 2025</b>
Equities	72%	66%
Gilts	6%	6%
Other Bonds	7%	7%
Property	9%	15%
Cash	6%	6%
Total	100%	100%

The actuary advised that gains and losses are estimated for each year but only calculated on an actual basis every 3 years.

The total contributions expected to be made to the Local Government Pension Scheme by the Partnership in the year to 31 March 2026 is **£59,807**.

## **12. FINANCING AND INVESTMENT INCOME AND EXPENDITURE**

	<b>2023/24</b>	<b>2024/25</b>
	<b>£'000</b>	<b>£'000</b>
Pensions interest cost and expected return on pensions assets	(1)	(1)
Interest receivable and similar income	(14)	(44)
Interest payable and similar charges	0	1
	<u>(15)</u>	<u>(44)</u>

## **13. AGENCY SERVICES**

Agency arrangements operate where Tactran undertakes work on behalf of other RTP's and other public bodies. The agency income and related expenditure is shown below.

	<b>31 March 2024</b>		<b>31 March 2025</b>	
	<b>Income</b>	<b>Expenditure</b>	<b>Income</b>	<b>Expenditure</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Community Projects Transition Fund	0	0	2,471	2,471
	<u>0</u>	<u>0</u>	<u>2,471</u>	<u>2,471</u>

## 14. TRANSACTIONS WITH RELATED PARTIES

The four constituent Councils are related parties of Tactran, in terms of the Accounting Code of Practice, as councillors from each authority area serve as Board members of the Partnership. The Scottish Government is also a related party providing the statutory framework under which Tactran operates and providing a significant amount of grant funding amounting to £496,612 in 2024/25 (£522,750 in 2023/24).

During 2024/25 the Partnership entered into a number of transactions with the constituent Councils, and these are detailed as follows:

2023/24			2024/25	
Income From £'000	Payments To £'000		Income From £'000	Payments To £'000
<b>Angus Council</b>				
(24)	0	Tactran Requisition	(24)	0
(4)	0	Other Income	(3)	0
0	65	Third Party Payments	0	0
(28)	65		(27)	0
<b>Dundee City Council</b>				
(29)	0	Tactran Requisition	(29)	0
(4)	0	Other Income	(4)	0
0	0	Supplies and Services	0	22
0	195	Third Party Payments	0	1
(33)	195		(33)	23
<b>Perth and Kinross Council</b>				
(31)	0	Tactran Requisition	(31)	0
(14)	0	Interest Receivable	(43)	0
(4)	0	Other Income	(4)	0
0	4	Supplies and Services	0	4
0	205	Third Party Payments	0	0
0	33	Central Support Services	0	33
(49)	242		(78)	37
<b>Stirling Council</b>				
(19)	0	Tactran Requisition	(19)	0
0	96	Third Party Payments	0	0
(19)	96		(19)	0

## 15. BALANCES WITH RELATED PARTIES

The four constituent Councils are related parties of Tactran, in terms of the Accounting Code of Practice, as both Tactran and the Councils are subject to common control by Central Government. The following balances existed between the Partnership and its related parties as at 31 March 2025.

<b>2023/24</b> <b>Amount Due</b> <b>To/(From)</b> <b>£'000</b>		<b>2024/25</b> <b>Amount Due</b> <b>To/(From)</b> <b>£'000</b>
	<b>Angus Council</b>	
65	RTS	(4)
<u>65</u>		<u>(4)</u>
	<b>Dundee City Council</b>	
2	Supplies and Services	(6)
193	RTS	(4)
<u>195</u>		<u>(10)</u>
	<b>Perth and Kinross Council</b>	
(7)	Interest Receivable	(24)
196	RTS	(4)
41	Staff Cost	0
2	Supplies and Services	2
<u>232</u>		<u>(26)</u>
	<b>Stirling Council</b>	
0	Requisition	(5)
96	RTS	0
<u>96</u>		<u>(5)</u>

## 16. FINANCE AND OPERATING LEASES

### Partnership as Lessee

The Partnership held no assets on finance lease during 2024/25 (2023/24: None) and accordingly there were no finance lease rentals paid to lessors during 2024/25 or 2023/24. The Partnership occupies office premises in Perth on an operating lease which commenced in November 2006.

Tactran adopted IFRS 16 from 1 April 2024. Properties that fall under the scope of IFRS 16 have now been reclassified as right-of-use assets on the balance sheet. The disclosure below relates to operating leases prior to the adoption of IFRS 16 only, as there are no leases of low value or leases with less than 12 months at commencement.

	<b>2023/24</b> <b>£'000</b>	<b>2024/25</b> <b>£'000</b>
Not later than one year	13	0
Later than one year and not later than five years	9	0
	<u>22</u>	<u>0</u>



## Right of Use Assets

Tactran has applied IFRS 16 Leases as required by the CIPFA Code of Practice for Local Authority Accounting in the United Kingdom (the Code) for 2024/25. The main impact of the new requirements is that for arrangements previously accounted for as operating leases (i.e. without recognising the leased property as an asset and future rents as a liability) a right-of-use asset and a lease liability are to be brought into the balance sheet at 1 April 2024.

IFRS 16 has been applied retrospectively, but with the cumulative effect recognised at 1 April 2024. This means that right-of-use assets and lease liabilities have been calculated as if IFRS 16 had always applied but recognised in 2024/25 and not by adjusting prior year figures.

Tactran is currently considering options for office accommodation, with an extension to the current lease agreement one of those options. The current lease expires in November 2025.

	<b>2024/25 £'000</b>
Value at 1 April	0
Additions during the year	20
Principal repaid in year	(12)
<b>Value at 31 March 2025</b>	<b>8</b>
<b>Analysed by:</b>	
Current	8
	<b>8</b>

## **17. FIXED ASSETS**

	<b>2024/25 £'000 Right-of-Use Assets</b>
<u>Gross Book Value</u>	
As at 1 April	0
Additions	21
As at 31 March	21
<u>Depreciation</u>	
As at 1 April	0
Depreciation Charge for Year	13
As at 31 March	13
<b>Net Book Value at 31 March</b>	<b>8</b>

## **18. DEBTORS**

<b>2023/24 £'000</b>		<b>2024/25 £'000</b>
	<u>Current (Due within 1 year)</u>	
0	Angus Council	4
63	Central Government	71
0	Dundee City Council	11
7	Perth and Kinross Council	28
0	Stirling Council	5
572	Other Entities and Individuals	264
<b>642</b>		<b>383</b>

## 19. CREDITORS

<b>2023/24</b>		<b>2024/25</b>
<b>£'000</b>		<b>£'000</b>
65	Angus Council	0
195	Dundee City Council	1
239	Perth and Kinross Council	2
96	Stirling Council	0
117	Other Entities, Individuals and Employee Accrual	1,045
<b>712</b>		<b>1,048</b>

## 20. GRANT INCOME

The Partnership recognised the following grants and contributions in respect of its Core and RTS Programme:

	<b>2023/24</b>	<b>2024/25</b>
	<b>£'000</b>	<b>£'000</b>
Scottish Government	523	497
Constituent Authorities	103	103
	<b>626</b>	<b>600</b>

Additional funding received during the year to augment the RTS and Capital Programmes is disclosed within Section 4 – Financial Performance.

## 21. FINANCIAL INSTRUMENT BALANCES

Accounting regulations require that the “financial instruments” shown on the balance sheet be further analysed into various defined categories.

Financial liabilities and financial assets represented by loans and receivables are carried in the Balance Sheet at amortised cost. Their fair value can be assessed by calculating the present value of the cash flows that will take place over the remaining term of the instruments, using the following assumptions:

- the fair value of trade and other receivables is taken to be the invoiced or billed amount.

The fair value of an instrument is determined by calculating the Net Present Value (NPV) of future cash flows, which provides an estimate of the value of payments in the future in today's terms.

Fair value of Financial Assets carried at Amortised cost (Less than 12 months)

	<b>31 March 2024</b>		<b>31 March 2025</b>	
	<b>Carrying Amount</b>	<b>Fair Value</b>	<b>Carrying Amount</b>	<b>Fair Value</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Cash	165	165	903	903
Debtors	572	572	312	312
	<b>737</b>	<b>737</b>	<b>1,215</b>	<b>1,215</b>

Fair value of Financial Liabilities carried at Amortised Cost (Less than 12 months)

	<b>31 March 2024</b>		<b>31 March 2025</b>	
	<b>Carrying Amount £'000</b>	<b>Fair Value £'000</b>	<b>Carrying Amount £'000</b>	<b>Fair Value £'000</b>
Creditors	693	693	1,018	1,018
	<b>693</b>	<b>693</b>	<b>1,018</b>	<b>1,018</b>

Nature and extent of risks arising from Financial Instruments

The Partnership's activities expose it to a variety of financial risks:

- (i) credit risk – the possibility that other parties might fail to pay amounts due to the Partnership;
- (ii) liquidity risk – the possibility that the Partnership might not have funds available to meet its commitments to make payments;
- (iii) market risk – the possibility that financial loss might arise for the Partnership as a result of changes in such measures as interest rates.

Credit Risk

Credit risk arises from deposits with banks and financial institutions, as well as credit exposures to the Partnership's customers. The Partnership places deposits with The Royal Bank of Scotland and Perth and Kinross Council.

The following analysis summarises the Partnership's potential maximum exposure to credit risk, based on past experience and current market conditions. No credit limits were exceeded during the financial year and the Partnership expects full repayment on the due date of deposits placed with its counterparties.

	<b>Amounts at 31 March 2025 £'000</b>	<b>Historical experience of default %</b>	<b>Historical experience adjusted for market conditions as at 31 March 2025 %</b>	<b>Estimated maximum exposure to default and uncollectability £'000</b>
Deposits with banks and other financial institutions	903	0	0	0
Customers	0	0	0	0
<b>Total</b>	<b>903</b>	<b>0</b>	<b>0</b>	<b>0</b>

Debtors

The Partnership does not generally allow credit for customers, such that no amount of the balance is past its due date for payment. The level of debtors can be analysed by age as follows:

	<b>31 March 2024 £'000</b>	<b>31 March 2025 £'000</b>
Less than three months	572	312
<b>Total</b>	<b>572</b>	<b>312</b>

Liquidity Risk

The Partnership has deposits with both The Royal Bank of Scotland and Perth and Kinross Council, both of which are on-call with immediate access. Therefore, there is no significant risk that the Partnership will be unable to raise finance from these sources to meet its commitments under financial instruments.



## Market Risk

### Interest rate risk

Tactran has no borrowing, with interest rate risk limited to interest earned. The Partnership is exposed to interest rate fluctuations on its deposit of surplus funds with Perth and Kinross Council, with the rate being variable through its link to the Bank of England base rate. Reductions in interest rate will reduce interest earned and reduce income credited to the Comprehensive Income and Expenditure Statement. For example, a 1% reduction in interest rate would result in a £9,860 reduction in interest receivable.

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 JUNE 2025

## PEOPLE AND PLACE UPDATE

## REPORT BY PROJECTS AND PROGRAMME MANAGER

Purpose

The report asks the Partnership to note the award of funds from Transport Scotland for the current financial year and the award of grant funding by Tactran to delivery partners. The report also notes progress on the Tactran People and Place Programme for financial year 2025/26 and the continued delivery of the programme.

Summary

This report provides information in respect of the 2025/26 People and Place application to Transport Scotland, award of grant funding to delivery partners and an overview of ongoing activities.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) notes the Transport Scotland grant award for the delivery of a People and Place programme for the financial year 2025/26;
- (ii) notes the development of a Tactran People and Place programme for Financial Year 2025/26 as approved by the Executive Committee, and summarised in Appendix A; and
- (iii) notes continued delivery of the Tactran People and Place in the existing year, and continued planning for application to potential future awards for subsequent financial years.

**2 BACKGROUND**

- 2.1 The People and Place programme for 2025/26 was initially presented at the Partnership meeting of 10 December 2024 (RTP/24/35 refers). The Partnership delegated authority to the Executive Committee to approve an application under the fund, which was submitted to Transport Scotland on the 31 January 2025, and reported to the Partnership at its meeting of 18 March 2025 (RTP/25/08 refers). The Partnership further delegated authority to the Executive Committee to approve the Development of a Tactran People and Place programme for 2025/26.

- 2.2 A grant award offer for £2,289,213 (£770,554 revenue and £1,518,659 capital) for the financial year 2025/26 was received from Transport Scotland on the 17 April 2025 and was subsequently accepted.
- 2.3 In parallel to the grant application to Transport Scotland, and subsequent grant award offer, a Tactran project application and selection process has been undertaken (RTP/25/08 refers), initially reported to the Partnership at its meeting on 18 March 2025, and a resulting programme design and project allocation is now complete, approved by the Executive Committee in line with delegated authority granted at the meeting of 18 March 2025 (Report RTP/25/12 refers), and is discussed below.

### **3 DISCUSSION**

- 3.1 The Tactran People and Place programme 2025/26 has been developed to include a mix of Community, Place, and Regional projects, reflecting the scale and size of provider and project.
- 3.2 Community projects were developed primarily for grassroots organisations and limited by size of grant and type of organisation. Place projects are focused on localities: individual cities, towns, and villages. Regional projects cross authority boundaries and may be provided at multiple locations.
- 3.3 The programme was significantly oversubscribed, with approximately twice the call on funds as resources available. A project selection process was undertaken on a review system, with input from all four Tactran Local Authorities. The process was based on a double-blind review where neither applicant nor project location were known to the reviewer, with final project allocations recommended based on this process and available resource.
- 3.4 Budget allocations were set in relation to Local Authority population and land area, with a possibility for allocation redistribution included, where projects were not forthcoming; though reallocation has largely not been applied, with a wide range of projects of all types across all areas. A total of 5% of project funding was allocated to community projects, 62% to place, and 33% to regional projects.
- 3.5 To facilitate the early commencement of the delivery of the projects, the Executive Committee considered and approved project funding allocations, as set out in Appendix A, in accordance with authority delegated at the Partnership meeting on 18 March 2025. This has allowed the programme to commence, with project allocations confirmed to delivery partners, and award letters circulated and accepted. Initial meetings have also commenced, based on partner liaison groups by project type. Delivery Plan liaison groups have been established allowing for coordination, communication, and problem solving on a collegiate basis. A similar liaison structure is under development to bring Local Authorities together to guide and support the programme delivery.

- 3.6 Regular liaison group activities will continue on an approximate six-week cycle, and reported to the Partnership as the programme progresses. In addition, it is intended that a dedicated website will be developed to include public facing information; a project area, with restricted access limited to project delivery partners and Tactran; and a resource repository, with password protected access.

## **4 CONSULTATIONS**

- 4.1 Tactran officers have consulted with partner Local Authorities as well as Delivery Partners, Transport Scotland and other relevant organisations in developing priorities, projects, and structures for delivery.

## **5 RESOURCE IMPLICATIONS**

- 5.1 The application made to Transport Scotland includes support for the delivery of the Tactran People and Place programme 2025/26, covering all operational, support, and administrative costs, including resource and partner support.

## **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. The Active Travel Behaviour Change (People and Place Programme) 2024/25 includes the following impact assessments:

- Equality and Human Rights Impact Assessment (EqIA)
- Children's Rights and Wellbeing Impact Assessment (CRWIA)
- Health Inequalities Impact Assessment (HIIA)

- 6.2 The requirements of the Fairer Scotland Duty will be met through the EqIA, CRWIA and HIIA processes included within the Integrated Impact Assessment. These assessments are in the process of being appropriately updated for 2025/26 People and Place programme.

**James Cooper**  
**Projects Manager**

For further information contact James Cooper, [jamescooper@tactran.gov.uk](mailto:jamescooper@tactran.gov.uk) / telephone 07311 651 698

### **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/24/35, Active Travel Behaviour Change 2025/26, 10 December 2024

Reports to Partnership RTP/25/08, Active and Sustainable Travel Update and Directors Report, 18 March 2025

Report to Executive Committee, Project Partner Allocations People and Place 2025/26, 26 March 2025



# Allocations by Authority area - Angus

ANGUS COMMUNITY PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F09	C1	Sustainable Kirriemuir	Community walk, wheel and cycle project	£ 3,000.00	£ 10,000.00	£ 13,000.00
F05	C2	Angus Alive	Access to bikes	£ 15,400.00		£ 15,400.00
				£ 18,400.00	£ 10,000.00	£ 28,400.00
PLACE PROJECTS Angus				Approved CDEL	Approved RDEL	Approved offer total
F51	P4	Angus Schools	Schools cycle storage	£ 60,000.00	£ -	£ 60,000.00
F52	P5	Angus and Cycle Hub	Schools, workplaces, and community AT promotion	£ -	£ 40,000.00	£ 40,000.00
F37	P6	Cyclehub Recycle ANG	Schools and community Access to bikes	£ 120,000.00	£ -	£ 120,000.00
F14	P7	Angus DRT	Community transport ST pilot	£ 70,000.00	£ -	£ 70,000.00
				£ 250,000.00	£ 40,000.00	£ 290,000.00
REGIONAL PROJECTS Angus				Approved CDEL	Approved RDEL	Approved offer total
F26	R3	Travel know how, not national	Workplace travel planning	£ -	£ 12,000.00	£ 12,000.00
F40	R5	Living Streets	Schools and communities AT promotion, walking	£ 5,515.25	£ 22,000.00	£ 27,515.25
F54	R6	Transform love my bus	Schools and communities ST promotion	£ -	£ 11,088.00	£ 11,088.00
F32	R8	Dundee Dragons	Community access and inclusion access to bikes / AT promotion	£ 20,000.00	£ 5,000.00	£ 25,000.00
F55	R9	CoMoUK	Communities AT and ST promotion	£ 15,000.00	£ 4,000.00	£ 19,000.00
F49	R11	TCT MaaS	Schools, communities, access and inclusion ST promotion	£ 34,000.00		£ 34,000.00
F47	R12	TCT DND RTPi Novus	Communities ST promotion technology pilot	£ 20,000.00		£ 20,000.00
F13	R13	Cycling Scotland Storage	Schools, workspaces and communities, cycle storage	£ 25,000.00		£ 25,000.00
				£ 119,515.25	£ 54,088.00	£ 173,603.25
LOCAL AUTHORITY: Angus				Capital	Revenue	
Community fund				£ 18,400.00	£ 10,000.00	£ 28,400.00
Place Fund				£ 250,000.00	£ 40,000.00	£ 290,000.00
Regional fund				£ 119,515.25	£ 54,088.00	£ 173,603.25
				£ 387,915.25	£ 104,088.00	£ 492,003.25

Allocations by Authority area - Perth and Kinross

PKC	COMMUNITY PROJECTS			Approved CDEL	Approved RDEL	Approved offer total
F07	C3	Kinross-shire Tricycles	Communities, accessibility AT promotion access to bikes	£ 23,545.00	£ 1,500.00	£ 25,045.00
F03	C5	Glenfarg Community Transport Group	Community transport ST Tech pilot	£ 23,000.00	£ -	£ 23,000.00
				£ 46,545.00	£ 1,500.00	£ 48,045.00
PLACE PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F04	P12	Buddy Walking and All Ability Cycling	Schools and communities AT Cycle and walking promotion and confidence building	£ -	£ 41,000.00	£ 41,000.00
F18	P14	Wee Bike Library	Communities access and inclusion access to bikes	£ 130,000.00	£ -	£ 130,000.00
F20	P15	Early years road safety	Schools and communities AT confidence building	£ 25,000.00	£ 20,000.00	£ 45,000.00
F19	P14a	Kids Bike Library	Schools and communities AT Access to bikes	£ 44,888.00	£ 45,000.00	£ 89,888.00
				£ 199,888.00	£ 106,000.00	£ 305,888.00
REGIONAL PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F26	R3	Travel know how, not national	Workplace travel planning	£ -	£ 12,000.00	£ 12,000.00
F40	R5	Living Streets	Schools and communities AT promotion, walking	£ 5,515.25	£ 22,000.00	£ 27,515.25
F54	R6	Transform love my bus	Schools and communities ST promotion	£ -	£ 11,088.00	£ 11,088.00
F32	R8	Dundee Dragons	Community access and inclusion access to bikes / AT promotion	£ 20,000.00	£ 5,000.00	£ 25,000.00
F55	R9	CoMoUK	Communities AT and ST promotion	£ 15,000.00	£ 4,000.00	£ 19,000.00
F49	R11	TCT MaaS	Schools, communities, access and inclusion ST promotion	£ 34,000.00	£ -	£ 34,000.00
F47	R12	TCT DND RTPI Novus	Communities ST promotion technology pilot	£ 20,000.00	£ -	£ 20,000.00
F13	R13	Cycling Scotland Storage	Schools, workspaces and communities, cycle storage	£ 25,000.00	£ -	£ 25,000.00
				£ 119,515.25	£ 54,088.00	£ 173,603.25
LOCAL AUTHORITY: PKC				Capital	Revenue	
Community fund				£ 46,545.00	£ 1,500.00	£ 48,045.00
Place Fund				£ 199,888.00	£ 106,000.00	£ 305,888.00
Regional fund				£ 119,515.25	£ 54,088.00	£ 173,603.25
				£ 365,948.25	£ 161,588.00	£ 527,536.25

## Allocations by Authority area - Stirling

STIRLING		COMMUNITY PROJECTS		Approved CDEL	Approved RDEL	Approved offer total
F27	C10	University of Stirling bike	Young people and	£ 25,000.00	£ -	£ 25,000.00
				£ 25,000.00	£ -	£ 25,000.00
PLACE PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F06	P16	LLTNP park authority	Communities ST community bus scheme	£ 6,000.00	£ 50,000.00	£ 56,000.00
F23	P21a	Recyke-a-bike confidence schools	Schools AT confidence	£ 1,240.00	£ 28,000.00	£ 29,240.00
F28	P21a	University of Stirling Access to bikes	Young People and workplace access to bikes	£ 53,750.00	£ 5,000.00	£ 58,750.00
F24	P22	Recyke a bike access to bikes	Schools access to bikes	£ 89,800.00	£ -	£ 89,800.00
F38	P24	FEL Communities	Communities AT Confidence access to bikes	£ 40,000.00	£ -	£ 40,000.00
F39	P25	FEL Schools		£ 25,998.50	£ 4,340.00	£ 30,338.50
				£ 216,788.50	£ 87,340.00	£ 304,128.50
REGIONAL PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F26	R3	Travel know how, not national	Workplace travel planning	£ -	£ 12,000.00	£ 12,000.00
F40	R5	Living Streets	Schools and communities AT promotion, walking	£ 5,515.25	£ 22,000.00	£ 27,515.25
F54	R6	Transform love my bus	Schools and communities ST promotion	£ -	£ 11,088.00	£ 11,088.00
F32	R8	Dundee Dragons	Community access and inclusion access to bikes / AT promotion	£ 20,000.00	£ 5,000.00	£ 25,000.00
F55	R9	CoMoUK	Communities AT and ST promotion	£ 15,000.00	£ 4,000.00	£ 19,000.00
F49	R11	TCT MaaS	Schools, communities, access and inclusion ST promotion	£ 34,000.00	£ -	£ 34,000.00
F13	R13	Cycling Scotland Storage	Schools, workpaces and communities, cycle storage	£ 25,000.00	£ -	£ 25,000.00
				£ 99,515.25	£ 54,088.00	£ 153,603.25
LOCAL AUTHORITY: Stirling				Capital	Revenue	
Community fund				£ 25,000.00	£ -	£ 25,000.00
Place Fund				£ 216,788.50	£ 87,340.00	£ 304,128.50
Regional fund				£ 99,515.25	£ 54,088.00	£ 153,603.25
				£ 341,303.75	£ 141,428.00	£ 482,731.75

## Allocations by Authority area - Dundee

DUNDEE		COMMUNITY PROJECTS		Approved CDEL	Approved RDEL	Approved offer total
F30	C12	Amina MWRC	Community accessibility and inclusion AT promotion	£ 5,500.00	£ 5,000.00	£ 10,500.00
F02	C15	Leisure & Culture Dundee		£ 12,400.00	£ 7,000.00	£ 19,400.00
				£ 17,900.00	£ 12,000.00	£ 29,900.00
PLACE PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F34	P26	Dundee City Council	Schools, workplaces And community AT ST promotion	£ 13,500.00	£ 3,000.00	£ 16,500.00
F41	P28	NHS Tayside	Communities access and inclusion, cycle parking	£ 54,000.00	£ -	£ 54,000.00
F11	P29	Leisure & Culture Dundee Schools	Schools access and inclusion AT Cycle confidence	£ -	£ 60,000.00	£ 60,000.00
F31	P31	Westgate Health Centre	Communities access and inclusion, cycle parking	£ 5,800.00	£ -	£ 5,800.00
F36	P32	Angus Cycle Hub CIC T/A CycleHub.Org	Schools and young people access and inclusion, access to bikes	£ 120,000.00	£ -	£ 120,000.00
F56	P33	Angus Cycle Hub CIC T/A CycleHub.Org	Schools, workplaces, and communities, AT and ST hub facilities and services	£ 50,000.00	£ 20,000.00	£ 70,000.00
				£ 243,300.00	£ 83,000.00	£ 326,300.00
REGIONAL PROJECTS				Approved CDEL	Approved RDEL	Approved offer total
F26	R3	Travel know how, not national	Workplace travel planning	£ -	£ 12,000.00	£ 12,000.00
F40	R5	Living Streets	Schools and communities AT promotion, walking	£ 5,515.25	£ 22,000.00	£ 27,515.25
F54	R6	Transform love my bus	Schools and communities ST promotion	£ -	£ 11,088.00	£ 11,088.00
F32	R8	Dundee Dragons	Community access and inclusion access to bikes / AT promotion	£ 20,000.00	£ 5,000.00	£ 25,000.00
F55	R9	CoMoUK	Communities AT and ST promotion	£ 15,000.00	£ 4,000.00	£ 19,000.00
F49	R11	TCT MaaS	Schools, communities, access and inclusion ST promotion	£ 34,000.00	£ -	£ 34,000.00
F47	R12	TCT DND RTPI Novus	Communities ST promotion technology pilot	£ 20,000.00	£ -	£ 20,000.00
F13	R13	Cycling Scotland Storage	Schools, workpaces and communities, cycle storage	£ 25,000.00	£ -	£ 25,000.00
				£ 119,515.25	£ 54,088.00	£ 173,603.25
LOCAL AUTHORITY: Dundee				Capital	Revenue	
Community fund				£ 17,900.00	£ 12,000.00	£ 29,900.00
Place Fund				£ 243,300.00	£ 83,000.00	£ 326,300.00
Regional fund				£ 119,515.25	£ 54,088.00	£ 173,603.25
				£ 380,715.25	£ 149,088.00	£ 529,803.25

## Resource Allocation

Resource / staffing / capacity		Capital	Revenue	Sub Total	
Tactran resource staffing			165,000.00	165,000.00	
MaaS development staffing		50,042.50		50,042.50	
Joint projects - SEStran programme support			31,172.00	31,172.00	
Travel knowhow, national contribution			7,000.00		
Get on the go			15,800.00	15,800.00	
	Totals	50,042.50	218,972.00	262,014.50	

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****17 JUNE 2025****BUS INITIATIVES UPDATE****REPORT BY PROJECTS MANAGER****Purpose**

This report provides the Partnership with updates on bus initiatives within the Tactran area, and reports on progress within and related to the Bus Infrastructure Fund (BIF). The report asks the Partnership to note the development of associated bus initiatives, to note content of the submission to Transport Scotland under BIF, and to support the further development of these initiatives at Alliance and Local Authority levels.

**Summary**

The series of bus-oriented initiatives recently developed, and previously reported to the Partnership, have been progressed at the Tayside Bus Alliance, Forth Valley Bus Alliance, and Local Authority level. These include a combination of projects under the Bus Infrastructure Fund (BIF) and the Tactran People and Place programme. This report expands the detail of these initiatives.

**1 RECOMMENDATIONS****1.1 That the Partnership:**

- (i) notes the development of the various bus initiatives;
- (ii) notes the content of the Tayside Bus Alliance and Forth Valley Bus Alliance submissions to Transport Scotland's Bus Infrastructure Fund; and
- (iii) supports the continued development of bus initiatives by the Bus Alliances and Local Authorities.

**2 BACKGROUND**

- 2.1 The Partnership at its meeting on the 18 March 2025 received an update on bus initiatives including the development of project priorities for submission under the Bus Infrastructure Fund (BIF). BIF having been identified by Transport Scotland, but not confirmed, as an anticipated successor to the Bus Partnership Fund (BPF).
- 2.2 At the same Partnership meeting a summary of projects that may be appropriate for submission to the BIF was provided, as and when the process for submission to Transport Scotland was confirmed (RTP/25/09 refers). Projects included in the summary were drawn, in large part, from the outcomes of the previous, paused, Bus Partnership Fund (BPF) work by the Bus

Alliances, with separate applications being developed by the Tayside Bus Alliance and Forth Valley Bus Alliances respectively. The Partnership was asked to note the current position related to this support, and potential projects.

- 2.3 Subsequent to the Partnership meeting, a notification of the launch of the BIF was received in a letter from Transport Scotland dated 28 March 2025 addressed to the Tayside Bus Alliance via its lead authority, Dundee City Council. The notification included an invitation for the Alliance to make submission by 15 April 2025, to be submitted in relation to the Local Authority structures of the Alliance and limited to a value of up to £3m. A further strand was related to Local Authorities alone, to be provided through the general block grant. A separate invitation to the same call was sent to the Forth Valley Bus Alliance, and cascaded to participating authorities, including Stirling, via Sustran.
- 2.4 A common approach to the Bus Infrastructure Fund submission was agreed by all Tayside Bus Alliance members at a meeting of the Tayside Bus Alliance. Discussions were held with operators and Local Authorities within the Tayside Bus Alliance area, taking forward the project proposals as indicated in the previous discussions to be included under the BIF call, and made on behalf of the alliance on the 15 April 2025. Similar discussions were undertaken for the Forth Valley Bus Alliance and a submission made by 15 April 2025.
- 2.5 Indicative timelines were included, suggesting early summer confirmation may be possible, but not confirmed. Whilst the Transport Scotland has not confirmed BIF outcomes, at the time of writing, a special circumstance award has been made to Dundee, on the basis of a framework contract closing date, allowing the Lochee Road and Arbroath Road corridor projects to proceed prior to other awards being made.
- 2.6 In addition to the opportunity presented by the BIF, a number of other associated opportunities related to buses and sustainable transport are also available under the Tactran People and Place programme 2025/26, reported separately to the Partnership at this meeting, mainly relating to Demand Responsive Transport, Community Transport and MaaS initiatives.

### **3 DISCUSSION**

- 3.1 The re-establishment of an infrastructure fund has the potential to contribute to substantial innovation and advancement of buses in the region. The fund also reinforces the planning and strategic roles of the Bus Alliances themselves.
- 3.2 The Tayside Bus Alliance BIF submission includes both route infrastructure and local priority measures, including Urban Traffic Control priority measures, as initially developed in both Dundee and Perth as an outcome of the BPF projects. Support is also focused on bus stop infrastructure improvements, and a future-proofing element intended to secure corridor development as an option in future rounds. The Forth Valley Bus Alliance proposals bid is focused on real time passenger information and bus stop improvements. Appendix A includes a

summary of the Tayside and Forth Valley Bus Alliances project proposals submitted.

- 3.3 While each of the project proposals can be self-standing and would be delivered at Local Authority level, those related to corridor infrastructure follow from previous work completed under the BPF. The projects would also be mirrored and supported by required Match in Kind (MIK) activities, as including, but not limited to, bus operator support and investment, coordination, and integration of planning between projects. To this end the Tayside Bus Alliance will convene regular update meetings allowing for the project lead to inform and seek feedback from the Alliance members. Similar meetings of the Forth Valley Bus Alliance will also be held, as required.
- 3.4 In parallel to the development and potential reopening of bus infrastructure support, bus sustainable transport has also been integrated into the People and Place (P&P) fund for 2025/26, and includes projects associated with bus, MaaS, Community Transport and DRT delivery.

## **4 CONSULTATIONS**

- 4.1 The report has been prepared in consultation with the relevant Local Authority transport officers, and with the Tayside and Forth Valley Bus Alliances.

## **5 RESOURCE IMPLICATIONS**

- 5.1 The application under BIF includes support for the continued administration of the Tayside Bus Alliance, covering all operational, support, and administrative costs, including resource and partner support.

## **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**  
**Projects Manager**

Report prepared by James Cooper. For further information e-mail [jamescooper@tactran.gov.uk](mailto:jamescooper@tactran.gov.uk)

### **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 the above Report:

Report to Partnership RTP/24/36, Director's Report, 10 December 2024

Report to Partnership RTP/25/09, Bus Initiatives update, 18 March 2025



**TAYSIDE BUS ALLIANCE**  
**Bus Infrastructure Fund Proposal Form**

**Bus Infrastructure Fund - Summary Table of Voluntary Partnership Proposals – Tayside Bus Alliance**

<b>Partnership Priority</b>	<b>Project Name</b>	<b>Brief Project Description</b>	<b>Total cost</b>	<b>Funding being sought from the Bus Infrastructure Fund</b>
1. Network enhancement, priority development, integration, design and user enhancement	Tayside Bus Alliance management project manager 1 x FTE	Oversight and coordinating role for Tayside Bus Alliance, to include staffing and administrative costs critical to the coordination and maintenance of the alliance, network, joint priority and project integration not chargeable to an individual corridor.	£ 65,000	£ 65,000
2. Sustainable transport corridor development, design, user enhancement	Arbroath Road, Dundee Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases. To include: Bus Lane, Bus stop infrastructure, information, priority signals. (Awarded under BIF Dundee Transformation Corridors offer letter BIF2526/DCC/001)	£ 360,000	£ 360,000
2a.	Lochee Road, Dundee Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases, as per no 2. (Awarded under BIF Dundee Transformation Corridors offer letter BIF2526/DCC/001)	£ 384,200	£ 384,200
2b.	Dunkeld Road, Perth Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases, as per no 2	£ 340,000	£ 340,000
2c.	Dundee – St Andrews corridor	Design, and development of bus priority measures, to be aware of active and sustainable travel needs, for RIBA stages 0-3 of design and associated business cases.	£ 120,000	£ 120,000
3. Bus stop infrastructure improvement	Angus - Dundee route corridor enhancements, bus stop improvements	Development of bus stop infrastructure and route user facilities upgrades to support sustainable corridor improvement. Bus stop shelters, design, information	£ 200,000	£ 200,000

3a.	NHS Ninewells Hospital, targeted enhancements, accessibility, infrastructure and interchange	Design and construction, bus stop facilities, shelters, accessibility features, information displays, and layout enhancements	£ 112,000	£ 112,000
3b.	Dundee - Bus Infrastructure Improvements	Dundee Sustainable Transport Development Plan (2024-2034) outlines various interventions to improve the city's public transport infrastructure. This includes prioritising and upgrading key bus infrastructure, bus stop and shelter facilities, across the city.	£ 160,000	£ 131,000
3c.	Perth city bus stop enhancement, including Bus gate and bus lane development modal filters, public realm	Design, development, delivery of bus lane and integration of bus priority measures to support prioritisation of bus journeys over private car use.	£ 340,000	£ 340,000
4. Bus route priorities and enforcement	Bus gate enforcement Dundee city centre	Design, development, and integration of bus priority measures to support prioritisation of bus journeys over private car use.	£ 107,000	£ 107,000
4a.	UTC systems extensions Dundee	Design, development, and integration of bus priority measures to support prioritisation of bus journeys.	£ 150,000	£ 150,000
4b.	UTC systems extensions Perth, bus service analytics system	Implementation of Bus analytics module within our traffic signal system that will allow us to utilise data from bus operators in our area. This will help us identify areas for improvement and help guide future steps in implementing a bus priority solution within the city centre where there are competing demands. This would be implemented within the city centre and incoming corridors to allow effective evaluation of the network.	£ 221,000	£ 221,000
5. Future corridor development	Specific BPF recommended corridor development	Future proof and integrated design elements across other BPF corridors to support consistency, and enable future applications to BIF / appropriate support funding	£ 400,000	£ 400,000
		Total amount	£ 2,959,200	£ 2,959,200

FORTH VALLEY BUS ALLIANCE  
Bus Infrastructure Fund Proposal Form

Bus Infrastructure Fund - Summary Table of Voluntary Partnership Proposals – Forth Valley Bus Alliance

Partnership Priority	Project Name	Brief Project Description	Total cost	Funding being sought from the Bus Infrastructure Fund
	Forth Valley Real-Time Digital Information Project	This project will deliver ten interactive digital information kiosks and 40 Real-Time Passenger Information (RTPI) screens across key public transport hubs and bus corridors in Forth Valley.	£ 500,000	£ 500,000

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****17 JUNE 2025****CLIMATE ACTION: REDUCING CAR KM****REPORT BY SENIOR STRATEGY OFFICER****Purpose**

The Scottish Government's Climate Action Plan Update (2020) introduced a target to reduce car km by 20% by 2030 compared to 2019 levels. Whilst it has been announced that the target itself will be reviewed, the task of reducing car km remains important in achieving net zero carbon emissions by 2045.

Transport Scotland and the Regional Transport Strategy (RTS) have recognised that this goal would not be achieved without traffic demand management measures. This report provides an update and asks the Partnership to note that a new Transport Scotland/COSLA car use reduction policy statement is expected imminently and agree to a workshop to consider the issues.

**Summary**

The analysis commissioned by Tactran compares the equality and economic impacts of a distance-based charge vs cordon charges vs increased parking restraints (increased charges or reduced levels of parking). In doing so, the work compares the relative:

- Change in car trips from origins to help understand the potential impacts on people
- Change in car trips into areas (such as town centres) to help understand the potential impacts on the economy
- Impact on car km (to reduce CO<sub>2</sub> emissions) but also the relative impact on car trips (to reduce air quality emissions or congestion in town centre
- The likely measures required to mitigate against the impacts of the different measures on those people and places most likely to be negatively affected

It also provides an indication of the relative gross income which could help fund mitigation measures.

A member workshop is proposed to enable Members to better understand the potential implications of the different demand management measures to inform any Partnership position if/when required and any future work.

## 1 RECOMMENDATIONS

### 1.1 That the Partnership:

- (i) notes that a renewed policy statement by Transport Scotland / COSLA on achieving car use reduction in Scotland is expected imminently; and
- (ii) agrees to undertake a workshop to consider the issues in this report to enable the Partnership to consider a position statement at the Partnership Meeting in September 2025.

## 2 BACKGROUND

- 2.1 The Partnership will be aware of the Scottish Government's climate action target to reduce car km by 20% by 2030 compared to 2019 levels.
- 2.2 Scotland's [Guiding Principles on the Environment](#) has confirmed the appropriateness of:
  - The precautionary principle as it relates to the environment
  - The principle that the polluter should pay
- 2.3 Both these principles are useful to be conscious of when considering options to help reduce car mileage.
- 2.4 In January 2022 Transport Scotland and COSLA issued a draft route map to achieve a 20% reduction in car km by 2030 entitled '[Reducing car use for a healthier, fairer and greener Scotland](#)'.
- 2.5 Audit Scotland undertook an investigation into progress and in January 2025 their publication [Sustainable Transport: Reducing Car Use](#) noted a lack of progress due to a lack of a clear plan and leadership (report RTP/25/12 refers).
- 2.6 Following consideration of a revised route map by the COSLA Environment and Economy Board, a paper seeking approval on a way forward was considered by COSLA leaders on 28 February 2025. Leaders agreed to prepare a renewed policy statement rather than publishing the draft route map.
- 2.7 The renewed policy statement to reduce car km is expected to recognise that demand management measures would be required.
- 2.8 In April 2025 the Cabinet Secretary discussed the car use reduction target with the [Holyrood Public Audit Committee on 23 April 2025](#) and [announced that the target would be reviewed](#).

- 2.9 The Tactran approach to understanding the implications of delivering car km reduction is outlined in the RTS, which notes *“It is those that drive the most (individuals and businesses) that will be asked to change their habits the most. This will mean considering which mechanisms can discourage car use, but this can only be done where there are reasonable alternatives to the car. There is a need to ensure such mechanisms are fair and equitable, reflecting the different circumstances across the region.”*
- 2.10 The Partnership’s parameters to investigating how to support the target is set out in section 3.4 of the [RTS](#) (pp49-51). The Partnership agreed that any change to charging to reduce car km must:
- Follow sufficient improvement in alternatives to the car
  - Have an impact on kilometres driven
  - Not undermine the viability of a location and consequently the co-ordination of measures across local authority boundaries will be required
  - Not increase transport poverty
  - Be able to be responsive to changes in fuel duty or its successor
- 2.11 Members will remember that work was commissioned to inform the Partnership of the determinants of car km and consequently the likely effectiveness of options for achieving a 20% reduction in car km to inform the RTS ([Achieving a 20% reduction in car-km: Options for the Tactran Region](#)). The headlines from this work concluded that:
- Longer distance trips generated the greater proportion of car km
  - Demand management options would be required to achieve the target
- 2.12 In recognition of the draft route map and the emerging renewed policy statement is likely to place an emphasis on local authorities to deliver demand management options to support car use reduction, Members noted that officers would undertake an Equality and Economic Analysis of Demand Management Options (reports RTP/24/32 and RTP/25/12 refer).

### **3 DISCUSSION**

#### **A Renewed Policy Statement on Achieving Car Use Reduction in Scotland**

- 3.1 As noted in section 2 of this report, it is anticipated that Transport Scotland and COSLA will shortly publish a renewed policy statement on achieving car use reduction in Scotland.
- 3.2 The renewed policy statement will aim to guide work on reducing car use (and specifically car km) and is expected to:

- Give a greater emphasis on those measures that will have an impact on reducing car use— specifically demand management measures - and related communications
  - Note that more attention should be paid to interventions that will address longer distance trips
  - Recognise that reducing car km requires collaborative working
- 3.3 Transport Scotland have also proposed a regulatory review of powers available to introduce road user charging schemes. Whilst such a review could be useful, the scope of the regulatory review should aim to provide an understanding of the full the range of powers available to both national and local bodies and the alternatives for longer distance trips, such as bus, coach and rail.
- 3.4 It is expected that Transport Scotland will work with COSLA and the Regional Transport Partnerships to progress the recommendations of both the Audit Scotland work and the Renewed Policy Statement. It is important that this work considers and reports on the full range of powers and funding for alternatives.

### **Equality and economic analysis of demand management options**

- 3.5 Increasing the costs of driving will reduce car km. Whether it encourages a modal shift, or results in people accessing fewer services or opportunities will depend on:
- Availability and cost of alternative modes of travel to access the same (or closer) destination/service
  - Availability of closer services and opportunities
- 3.6 Given that all localities do not – and are unlikely to – boast a full range of services and opportunities, reducing car km will potentially mean that some people will access a smaller range of services and opportunities.
- 3.7 This paper seeks to introduce Members to the equality and economic impact work prior to a member workshop which will allow members a good opportunity to delve deeper into the implications of demand management measures. This workshop will then assist the Partnership and our partner Local Authorities in ongoing discussions with Transport Scotland and also any further investigations by officers.

### **Purpose of the study**

- 3.8 Officers commissioned work to understand the comparative economic and equality impacts of different demand management options which can support an approach to reduce car km. The work identifies the relative benefits and disbenefits of each demand management option rather than provide absolute 'numbers' for each option (as many factors relating to a scheme's design and implementation will require to be debated).

3.9 The analysis compares the relative:

- Change in car trips from origins to help understand the potential impacts on people
- Change in car trips into areas (such as town centres) to help understand the potential impacts on the economy
- Impact on car km (to reduce CO<sub>2</sub> emissions) but also the relative impact on car trips (to reduce air quality emissions or congestion in town centres)
- Effectiveness and deliverability of measures required to mitigate against the impacts of the different measures on those people and places most likely to be negatively affected. (Understanding the extent of the mitigation measures will depend on the extent of the respective demand management option)

3.10 It also provides an indication of the relative gross income which could help fund mitigation measures.

Methodology and scope

3.11 The work considered three basic examples of demand management:

- **Distance-based road user charging**, such that all car journeys incur a charge that is proportional to the distance travelled (includes trunk and non-trunk roads)
- **Cordon charges** around our Cities: a charge for driving into, out of, within or through Dundee, Perth and Stirling
- **Parking controls** (which could be increased cost and/or reduced supply of publicly-controlled parking) in key centres (Dundee, Perth and Stirling, Arbroath, Carnoustie, Forfar and Montrose)

3.12 To enable a fair comparison between the equality and economic demand management options, plausible rates were set for price per mile / cordon charges / parking charges which would produce the same reduction in car km.

Factors which influence the scale and location of impacts

3.13 In understanding the differing impacts of the demand management options on the distribution of trips, it is useful to note:

- Distance based road user charging will affect all trips, including those that generate the most car km. Parking restraint measures will only affect that proportion of trips which end in our centres (and which the local authority has some influence over) whilst cordon charges will capture trips which end in or pass through a cordon. Parking and cordon charges will not necessarily capture the greater proportion of trips which generate the most car km
- Most trips into our centres are from either inside or nearby the centre. One consequence of this is that measures targeted at our centres (e.g. cordon charges and parking restraints) will likely affect those that use



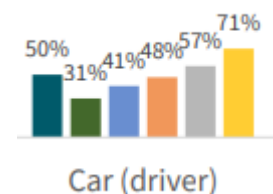
the centres the most. The greater proportion of our least affluent neighbourhoods are in or near our main centres.

- The effect of an additional parking or cordon charge will add a proportionally higher cost to a short trip compared to a long trip. Parking and cordon charges will therefore likely have a greater impact on short trips rather than longer trips.
- All rural trips, including those to the closest centre, will likely be longer than for those living in or near our urban centres

3.14 In understanding the impacts of demand management options on vulnerable groups, it is useful to note that whilst more affluent groups drive the most, it is likely that those vulnerable and least affluent groups which rely on the car are the most likely to be affected as a consequence of one or more of the following factors:

- Cost / lack of alternative options(time/place)
- Security
- Physical ability

3.15 **Cost:** Car ownership for the lowest SIMD quintile remains low but those in that quintile that have access to a car or van are reliant on them. In the [quantitative public opinion surveys](#) undertaken for the RTS the lowest SIMD quintile stated a higher car dependency than the next three quintiles. This may be because this quintile is most likely to work at times / locations (including care work) where public transport is not available.



3.16 Increased costs of car use will mean users will prioritise trips. It is most likely that social and leisure trips will be affected the most, while work, education and essential shopping affected less. The quantitative public opinion surveys undertaken for the RTS demonstrate that all SIMD quintiles undertake a similar percentage of work and education trips. However, least affluent SIMD quintiles undertake less non-essential trips compared to more affluent groups.

3.17 **Security:** Some protected characteristic groups have an increased reliance on cars due to fear of crime on public transport. Increased costs could result in some trips (more likely social/leisure) not being made.

3.18 **Physical ability:** A proportion of people will consider that they cannot make their trip by any mode other than the car. This is affected not just by their ability to use public transport itself, but also the ability to get between the origin/destination and public transport

3.19 In addition, change is difficult for people. The ability to change will vary according to a number of factors, not least:

- Financial opportunity: e.g. ability to pay for public transport when feel you also need to pay for a car

- Flexibility in lifestyle: ability to change where and when you travel. e.g. A shop or factory worker will have less flexibility about where and when to work as opposed to a professional working in an office
- Skills to adjust to new behaviours: e.g. using public transport instead of the car requires the ability to plan and make a multi-modal journey

#### Issues members may want to consider within a proposed workshop

3.20 Members may want to consider the following when reviewing the findings in the proposed workshop:

- Which measure will have the greatest impact on reducing car km
- Which measure will be most fair and equitable across society, taking into account the numbers and locations affected, and by what degree
- Whether any reduction in car trips has resulted in a trip being made by an alternative mode, or whether the trip was not made or the function was not fulfilled
- Which measures will likely have the greatest impact on trips into our centres
- The revenue raising potential of a measure and the extent to which a scheme can help fund and be designed and include mitigation which reduces / negates the impact
- Whilst the percentage of the more vulnerable in society which may be impacted negatively is likely to be small, it is vital that adverse impacts are minimised. Members will want to consider which groups in society are most likely to be adversely impacted and hence what considerations need to be taken into account in the design of a scheme and accompanying mitigation measures
- There will be benefits of change (most likely to materialise in the longer term) and disbenefits (many more likely to be felt initially). It will be important to consider the net impact on people over both the short and long term.

#### Feasibility

3.21 The analysis does not consider the feasibility – and costs – of introducing the demand management measures. It can reasonably be expected that increasing parking charges will be the easiest to introduce (technically and cost wise), whilst distance-based charges likely to require significant understanding of the technical feasibility and costs.

#### Potential Mitigation

3.22 The analysis has not considered the costs of appropriate mitigation packages. This stage of work is intended to help identify the potential problems – and allowing Partnership to discuss such – before identifying mitigation packages.

3.23 Identifying and understanding the scale, location, feasibility and phasing of any mitigation package - in line with the phasing of any demand management scheme - would be an essential element of any future phase of investigation.

- 3.24 A clear understanding of how any income is used will be essential for any scheme to be publicly acceptable.

Next steps

- 3.25 It is suggested consideration of the issues raised above should inform a position statement to be considered by the Partnership meeting on 16 September 2025. This can inform the Partnership's discussion with Transport Scotland and the Scottish Government if required.
- 3.26 To this end, it is recommended that a workshop be held to allow Members to fully discuss the implications of the demand management options.

#### **4 CONSULTATIONS**

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

#### **5 RESOURCE IMPLICATIONS**

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

#### **6 EQUALITIES IMPLICATIONS**

- 6.1 This purpose of this report is to consider the potential equality impacts of different demand management options which could help reduce car km.

**Jonathan Padmore**  
**Senior Strategy Officer**

For further information email [jonathanpadmore@tactran.gov.uk](mailto:jonathanpadmore@tactran.gov.uk) or tel. 07919 880826

#### **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/24/32, 2024/25 Budget and Monitoring, 10 December 2024

Report to Partnership RTP/25/12, Directors' Report, 18 March 2025

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 JUNE 2025

## 2025/26 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 of a 2025/26 RTS Revenue Programme.

Summary

The Partnership approved a 2025/26 Core Budget and an initial RTS Revenue Budget at its meeting on 12 March 2024. Since March, the Core Reserves balance has been finalised at £112,613 of which £80,000 has been transferred to RTS revenue.

An RTS Revenue Programme Budget of £229,744, including an opening reserve of £138,646, is available in 2025/26 to fund RTS implementation work. In addition, Transport Scotland has awarded a 2025/26 grant to Tactran of £2,289,213 for People and Place Active and Sustainable Travel Behaviour Change and a further £100,000 grant for MaaS.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) notes the position regarding Core Revenue expenditure as at 30 April 2025 as detailed in Appendix A;
- (ii) notes progress on and approves the 2025/26 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendices B; and
- (iii) notes progress on the 2025/26 Active and Sustainable Travel Behaviour Change, People and Place Grant and related expenditure as discussed within the report and detailed in Appendix C.

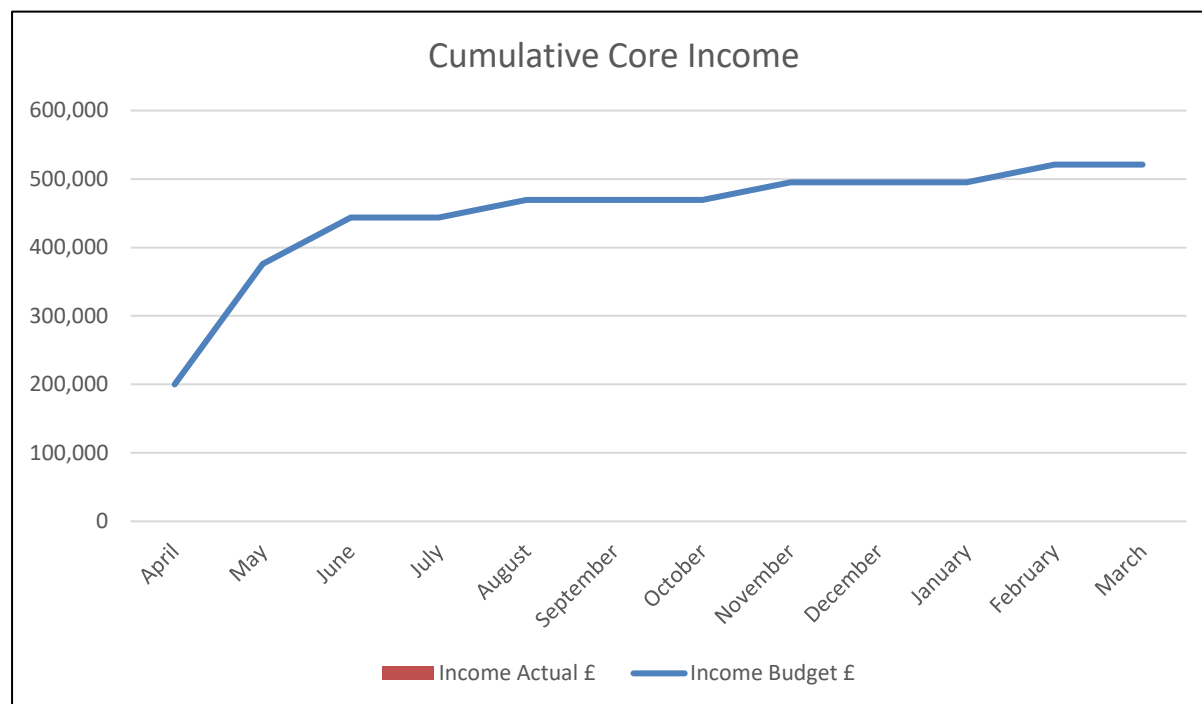
**2 BACKGROUND**

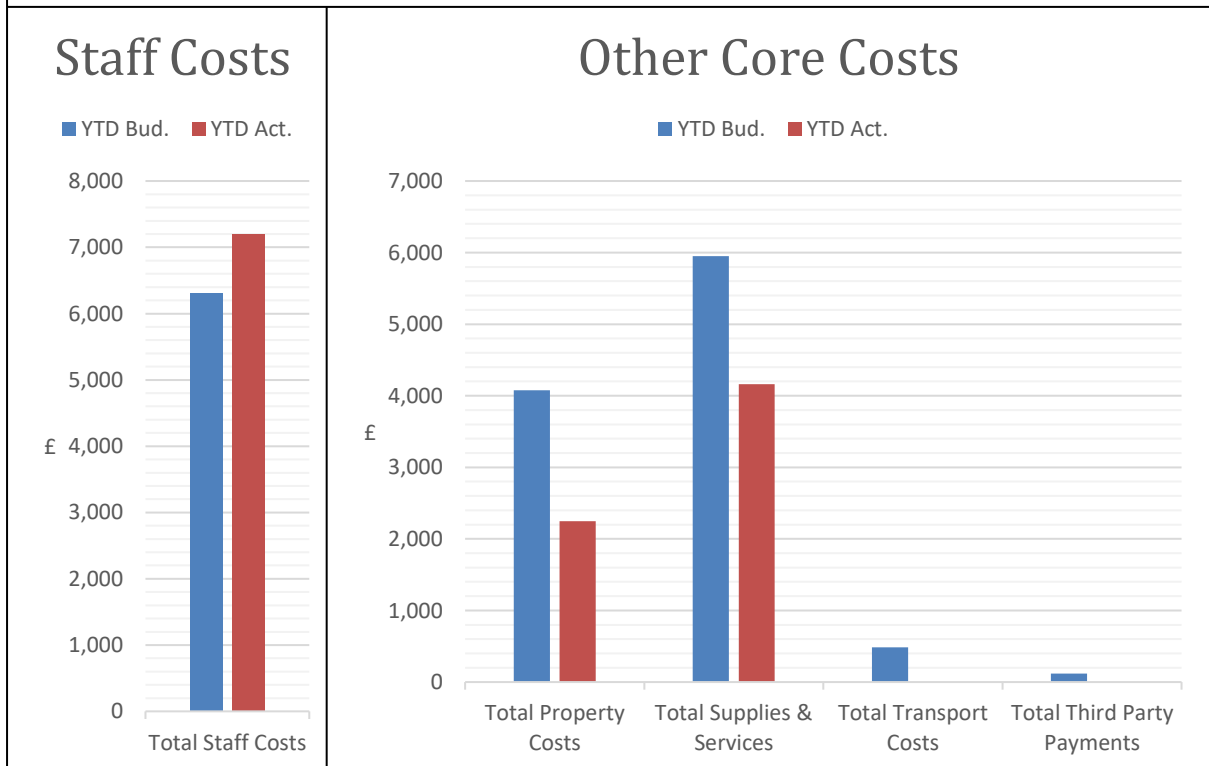
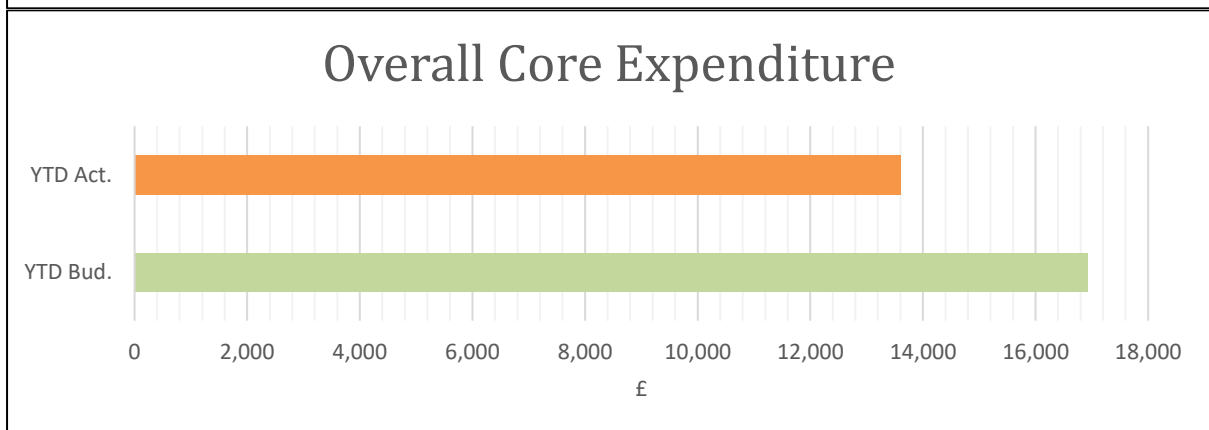
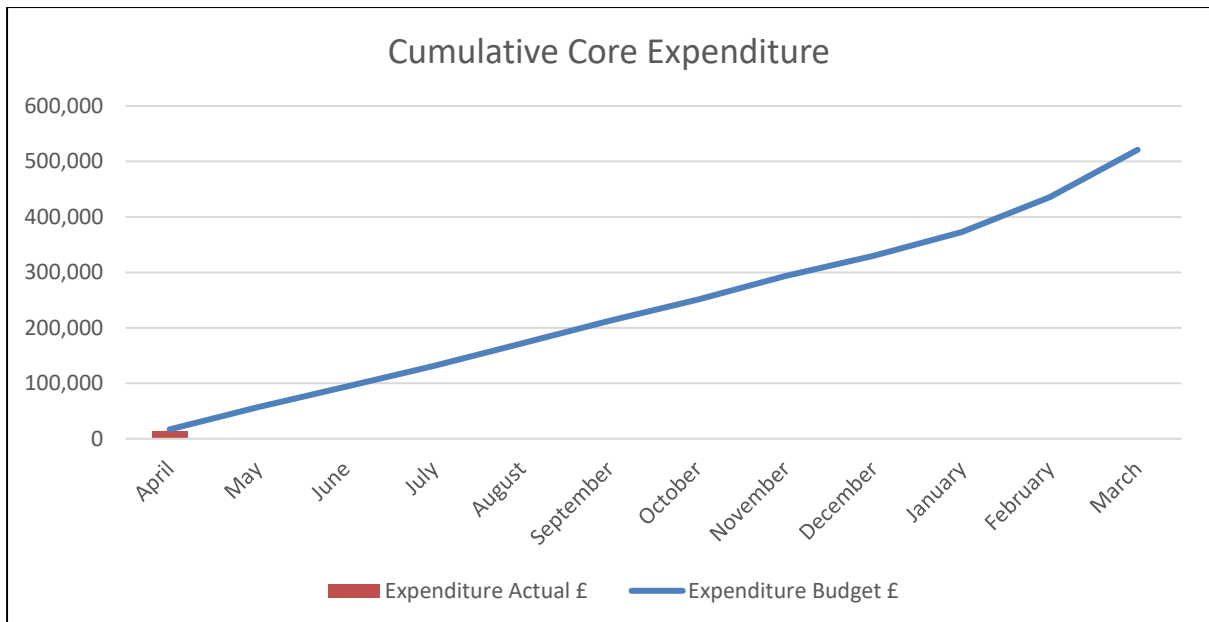
- 2.1 At its meeting on 10 December 2024 the Partnership approved a Core Revenue Budget for financial year 2025/26 and agreed to request that constituent Councils make provision for their respective funding contributions within their 2025/26 Revenue Budgets (Report RTP/24/33 refers). At that time the Partnership also noted the anticipated level of Scottish Government Grant-in-Aid funding to be provided for 2025/26 to Regional Transport Partnerships was yet to be published.

- 2.2 At its meeting on 18 March 2025 the Partnership noted the Partner Councils were in the process of approving their 2025/26 budget and that it was understood all had included provision of requested Revenue contributions towards the approved 2025/26 Core Budget. It was also noted that RTPs had yet to receive confirmation of Scottish Government Grant in Aid award, however it was anticipated that the level of funding would remain as at 2024/25 levels, which for Tactran is £496,613 in 2025/26.
- 2.3 At the same meeting the Partnership approved an initial 2025/26 Regional Transport Strategy (RTS) Revenue Programme and agreed to receive a report on a finalised 2025/26 RTS Programme at its next meeting (Report RTP/25/11 refers).
- 2.4 Also, at its March 2025 meeting the Partnership was informed that it was anticipated Tactran will receive approximately £2.3m grant directly from Transport Scotland People and Place funding in 2025/26 for Active and Sustainable Travel Behaviour Change initiatives.
- 2.5 Subsequent to the March 2025 meeting all constituent Councils confirmed approval of their respective funding contributions towards the approved 2025/26 Core Budget. Scottish Government on 29 April 2025 awarded Tactran Grant in Aid of up to £496,612 in 2025/26.

### 3 DISCUSSION

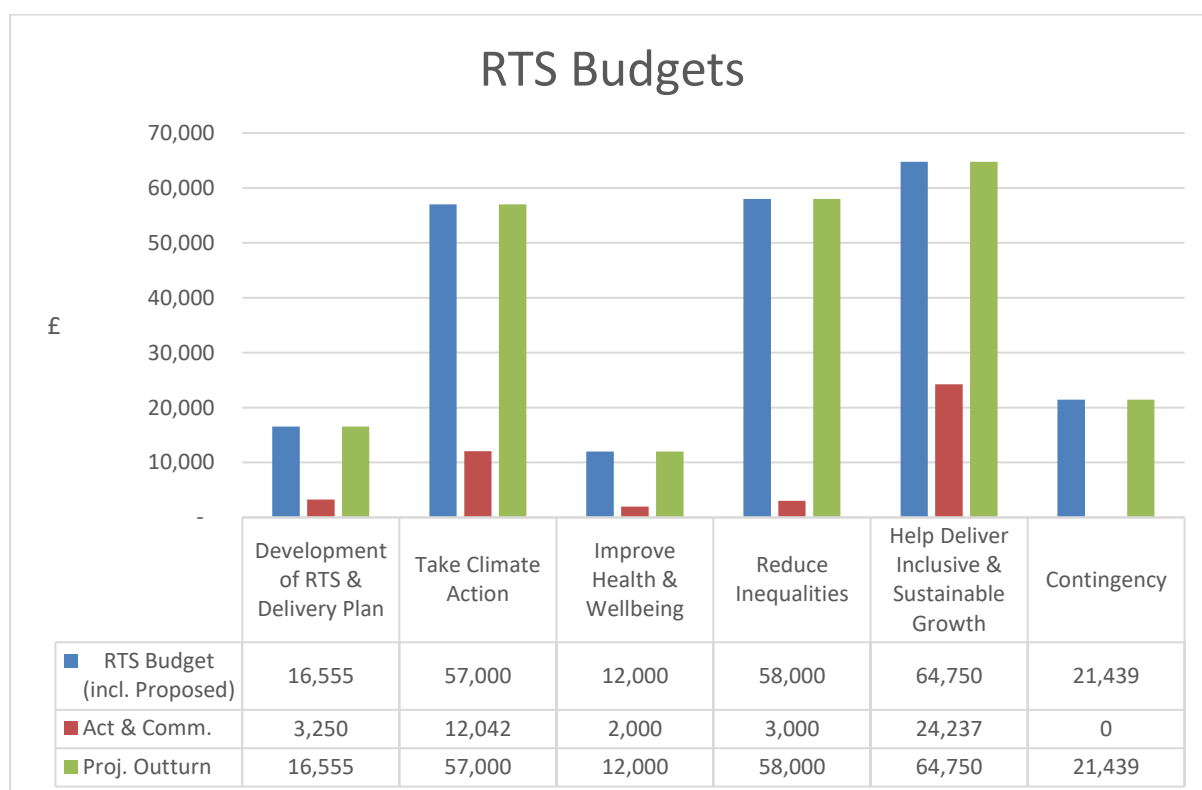
#### 2025/26 Core Revenue Budget





- 3.1 The approved Core Budget and expenditure to 30 April 2025 and projected expenditure to the financial year end are shown in Appendix A.
- 3.2 Following closure of the 2024/25 annual accounts, the Reserves balance has been finalised and, with a transfer of £80,000 from Core to RTS Revenue, the opening balance for 2025/26 is £32,613.
- 3.3 As detailed in Appendix A, there is one adjustment to projected outturn for the cost of secondments. The cost for the secondments is not increasing, however the allocation of costs between prior year and current year has been revised and the projected outturn has increased by £1,800. The projected closing reserve on Core at 31 March 2026 is £30,813; representing 4.7% of gross expenditure, adjusted for recharges, which is in line with the 3-5% reserves policy.

### **2025/26 RTS Revenue Programme**



- 3.4 At its meeting on 18 March 2025, the Partnership approved an initial 2025/26 Regional Transport Strategy (RTS) Revenue Programme based on a budget of £176,268 provided from the balance of Scottish Government Grant in Aid and anticipated variances in the in the 2024/25 Core and Revenue Budgets respectively (Report RTP/25/11 refers).

- 3.5 As reported separately to this meeting, the unaudited Accounts for 2024/25 include a final RTS reserve amount of £138,646 (including £80,000 Core Reserve surplus from 2024/25 Core budget) to supplement the 2025/26 RTS Revenue budget. This is a £40,976 increase on the projected underspend of £97,670 reported at the Partnership meeting on 18 March 2025. This is due to an increase in expected interest income and transfer from Core, combined with a slight delay in Tay Cities LRDF Detailed Appraisal and 20% car km reduction equalities and economic assessments with work continuing in 2025/26.
- 3.6 The overall RTS Budget is £229,744 provided from the balance of Scottish Government Grant in Aid and variances in the in the 2024/25 Core and Revenue Budgets respectively and includes £12,500 income from Tay Cities Local Authorities for maintenance and use of the Tay Cities Regional Transport Model.
- 3.7 RTS programme expenditure to 30 April 2025 and projected expenditure to the financial year end is shown in Appendix B. Progress on individual elements of the RTS Revenue programme are outlined below.

Development of RTS and Delivery Plan (Budget £16,655)

- 3.8 The proposed budget of £16,655 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.
- 3.9 Approximately £11,000 of this has been allocated to the development of the RTS Delivery Plan and other associated work.
- 3.10 To date £3,250 has been committed under this budget heading.

Take Climate Action (Budget £57,000)

- 3.11 £57,000 has been allocated to initiatives to support Climate Action, such as supporting regional Electric Vehicle Infrastructure and Hydrogen Decarbonisation projects. Funding has also been allocated to complete 2024/25 work on 20% reduction in car km and further work on recommendations arising from this, as reported in a separate report to this meeting.
- 3.12 To date £12,042 has been committed under this budget heading.

Improve Health & Wellbeing (Budget £12,000)

- 3.13 This £12,000 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. The New Driver Scheme will continue to be implemented by Fire & Rescue and the Police in the Tayside area, with no funding requirement from Tactran. Funding is also provisionally allocated to assist with NHS Health and Transport initiatives.



- 3.14 To date £2,000 has been committed under this budget heading

Reduce Inequalities (Budget £58,000)

- 3.15 This allocation of £58,000 provides for initiatives that support reducing inequalities, such as Thistle Assistance Card App, Bus Alliances, Car Share, MaaS and supporting Community Planning Partnerships.
- 3.16 As noted in separate report to this meeting both Tayside and Forth Valley Bus Alliances continue to mature, with both seeking funding from Transport Scotland's 2025/26 Bus Infrastructure Fund. Funding has also been secured from Transport Scotland to further develop Tactran's MaaS initiatives, as noted in the Director's report to this meeting and an allowance is also made within this RTS budget heading.
- 3.17 To date £3,000 has been committed under this budget heading.

Help Deliver Inclusive and Sustainable Growth (Budget £52,250 plus up to £12,500 external funding)

- 3.18 This proposed allocation provides for ongoing membership by Tactran and partner Councils of the East Coast Mainline Authorities (ECMA) consortium, and support to Tactran's Freight Quality Partnership, National Parks and Stirling and Tayside Timber Transport Group. It also makes provision for the Tay Cities Regional Transport Model including completion of the Tay Cities Local Rail Development Fund Detailed Appraisal.
- 3.19 To date £24,237 has been committed under this budget heading.

Contingency (£21,439)

- 3.20 A contingency of £51,439 is available. At this early stage in the financial year, it is proposed that this allocation is retained meantime as a general Revenue Budget contingency to accommodate other emerging priorities and opportunities that may occur.
- 3.21 The Partnership is asked to note progress on and approve the 2025/26 RTS Revenue Programme, as outlined above and detailed in Appendix B.

**Transport Scotland Grants**

People and Place - Active and Sustainable Travel Behaviour Change

- 3.22 As noted in a separate People and Place Update report to this meeting, Tactran has been awarded £2,289,213 from Transport Scotland's People and Place Fund in 2025/26 to deliver active and sustainable travel behaviour change projects within the region.

- 3.23 Over 30 projects are being taken forward in the following categories: Communities projects for small projects being developed and delivered at a grassroots level; Place projects for localised projects, and Regional projects intended to support projects across authorities and RTPs.
- 3.24 As reported at the Partnership meeting on 18 March 2025, full spend was committed on the 2024/25 People & Place grant. However, one provider working with schools was granted, in agreement with Transport Scotland, to utilise funding according to the 2024/25 academic year instead of financial year. The full grant was awarded by Transport Scotland in 2024/25; and £77,597 was earmarked in Reserves for use in 2025/26 (until 30 June to align with school term). This earmarked reserve and expenditure is detailed in Appendix C.

Mobility as a Service (MaaS) - Active and Sustainable Travel Behaviour Change

- 3.25 As noted in the Director's Report to this meeting, Tactran has been awarded £100,000 grant funding from Transport Scotland to maintain, further develop and evaluate Tactran's MaaS pilot projects.
- 3.26 The Partnership is asked to note progress on the 2025/26 People and Place programme and MaaS project, as outlined above and detailed in Appendix C.

#### **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**  
**Director**

**Scott Walker**  
**Treasurer**

Report prepared by Niall Gardiner. For further information contact email [niallgardiner@tactran.gov.uk](mailto: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/24/33, 2025/26 Core Revenue Budget, 10 December 2024

Report to Partnership RTP/25/10, 2024/25 Budget and Monitoring, 18 March 2025

Report to Partnership RTP/25/11, 2025/26 Budget and Programme, 18 March 2025

**Tactran Income and Expenditure Account**  
**Revenue**  
**2025/26**  
**Detailed Statement - Core**

Appendix A

	Approved Budget £	Actuals to 30 April 2025 £	Projected Outturn 2025/26 £	Actual Variance to Budget £
<b>Income</b>				
Scottish Government Grant Revenue Received	418,015	0	418,015	0
Council Req's Revenue Rec'd	103,020	0	103,020	0
Interest Received	0	0	0	0
MaaS Officer Support Funding	0	0	0	0
	<b>521,035</b>	<b>0</b>	<b>521,035</b>	<b>0</b>
<b>Expenditure</b>				
<u>Staff Costs</u>				
Salary GP	415,783	0	415,783	0
Salary Supn	65,278	0	65,278	0
Salary NI	57,126	0	57,126	0
Secondment	5,400	7,200	7,200	1,800
Salary Recharge	(126,721)	0	(126,721)	0
Training/Conferences	2,000	0	2,000	0
Subscriptions	400	0	400	0
	<b>419,266</b>	<b>7,200</b>	<b>421,066</b>	<b>1,800</b>
<u>Property Costs</u>				
Energy	8,500	0	8,500	0
Cleaning	2,500	0	2,500	0
Maintenance	500	0	500	0
Rent	13,490	2,248	13,490	0
Rates	4,942	0	4,942	0
	<b>29,932</b>	<b>2,248</b>	<b>29,932</b>	<b>0</b>
<u>Supplies and Services</u>				
Office Consumables	4,125	0	4,125	0
Communications	2,500	0	2,500	0
Insurance	7,500	4,160	7,500	0
Information Technology	2,200	0	2,200	0
Hospitality	700	0	700	0
Board Expenses - misc.	500	0	500	0
	<b>17,525</b>	<b>4,160</b>	<b>17,525</b>	<b>0</b>
<u>Transport Costs</u>				
Travel and Subsistence	1,500	0	1,500	0
Public Transport	2,800	0	2,800	0
Expenses - Board Members	500	0	500	0
	<b>4,800</b>	<b>0</b>	<b>4,800</b>	<b>0</b>
<u>Third Party Payments</u>				
Audit Fees External	14,062	0	14,062	0
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	2,200	0	2,200	0
	<b>49,512</b>	<b>0</b>	<b>49,512</b>	<b>0</b>
<b>Gross Expenditure</b>	<b>521,035</b>	<b>13,608</b>	<b>522,835</b>	<b>1,800</b>
<b>Net Income/(Expenditure)</b>	<b>0</b>	<b>(13,608)</b>	<b>(1,800)</b>	<b>(1,800)</b>
<b>Opening Core Reserves</b>	<b>32,613</b>		<b>32,613</b>	
Funding to/(from) Earmarked Reserves	0		0	
Funding to/(from) Unearmarked Reserves	0		(1,800)	
<b>Closing Core Reserves</b>	<b>32,613</b>		<b>30,813</b>	

Core

**Tactran Income and Expenditure Account**  
**Revenue**  
**2025/2026**  
**Detailed Statement - RTS**

Appendix B

	Provisional Budget (March 2025) £	Proposed Budget £	Other Income £	Total Budget £	Actuals to 30 April 2025 £	Committed 2025/2026 £	Projected Outturn 2025/2026 £	Variance to Budget £
<b>Income</b>								
Scottish Executive Grant Revenue Received	78,598	78,598		78,598	-	-	<b>78,598</b>	<b>0</b>
Other Income - LA's Transport Model			12,500	12,500	-	-	<b>12,500</b>	<b>0</b>
	<b>78,598</b>	<b>78,598</b>	<b>12,500</b>	<b>91,098</b>	<b>-</b>	<b>-</b>	<b>91,098</b>	<b>0</b>
<b>Expenditure on Projects</b>								
Development of RTS & Delivery Plan	16,555	16,555	-	16,555	-	3,250	<b>16,555</b>	<b>0</b>
Take Climate Action	45,000	57,000	-	57,000	-	12,042	<b>57,000</b>	<b>0</b>
Improve Health & Wellbeing	7,000	12,000		12,000	-	2,000	<b>12,000</b>	<b>0</b>
Reduce Inequalities	48,000	58,000	-	58,000	-	3,000	<b>58,000</b>	<b>0</b>
Help Deliver Inclusive & Sustainable Growth	37,425	52,250	12,500	64,750	-	24,237	<b>64,750</b>	<b>0</b>
Contingency	22,288	21,439	-	21,439	-	-	<b>21,439</b>	<b>0</b>
<b>Gross Expenditure</b>	<b>176,268</b>	<b>217,244</b>	<b>12,500</b>	<b>229,744</b>	<b>0</b>	<b>44,529</b>	<b>229,744</b>	<b>0</b>
<b>Net Expenditure</b>	<b>97,670</b>	<b>138,646</b>	<b>0</b>	<b>138,646</b>	<b>0</b>	<b>44,529</b>	<b>138,646</b>	<b>0</b>
<b>(Financed by) / Contribution to Reserves</b>	<b>(97,670)</b>	<b>(138,646)</b>					<b>(138,646)</b>	
<b>Reserves Statement:</b>								
Opening Reserves	97,670	138,646					138,646	
Reserves (Used) / Returned	(97,670)	(138,646)					(138,646)	
Closing Reserves	0	0					0	

**Tactran Income and Expenditure Account**  
**2025/26**  
**Detailed Statement - Transport Scotland Grants**

**People & Place**

	Budget	Actuals to	Committed	Projected	Variance to
<u>Income</u>	£	31 May 2025	2025/26	Outturn	Budget
	£	£	£	2025/26	£
People & Place	2,289,213	457,839	1,831,374	2,289,213	-
	<b>2,289,213</b>	<b>457,839</b>	<b>1,831,374</b>	<b>2,289,213</b>	<b>-</b>

**Grant Expenditure**

<i>Active Travel Promotion</i> <i>(brought forward from 2024/25)</i>	77,597	-	77,597	77,597	-
Community Projects	106,345	-	106,345	106,345	-
Place Projects	1,261,317	-	1,261,317	1,261,317	-
Regional Projects	662,061	-	662,061	662,061	-
Tactran Resource Support	259,490	-	259,490	259,490	-
Gross Expenditure	<b>2,366,810</b>	<b>-</b>	<b>2,366,810</b>	<b>2,366,810</b>	<b>-</b>
Net Expenditure	<b>77,597</b>	<b>(457,839)</b>	<b>535,436</b>	<b>77,597</b>	<b>-</b>

**(Financed by) / Contribution to Reserves**

**(77,597)** **(77,597)**

**Reserves Statement:**

Opening Reserves	77,597	77,597
Reserves (Used) / Returned	<b>(77,597)</b>	<b>(77,597)</b>
Closing Reserves	<b>0</b>	<b>0</b>

**MaaS**

	Budget	Actuals to	Committed	Projected	Variance to
<u>Income</u>	£	31 May 2025	2025/26	Outturn	Budget
	£	£	£	2025/26	£
MaaS	100,000	-	100,000	100,000	-
	<b>100,000</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>

**Grant Expenditure**

MaaS	100,000	-	100,000	100,000	-
Gross Expenditure	<b>100,000</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>
Net Expenditure	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****17 JUNE 2025****DIRECTOR'S REPORT****Purpose & Summary**

This report asks the Partnership to note the resignation of Paul Reid and provides updates on RTS Delivery Plan progress, MaaS and Tactran social media, as well as information on Scottish Government's Programme for Government. The Partnership is also asked to note Tactran's Public Sector Equalities Duties reporting and a consultation response on Scottish Government's 'A Draft Just Transition Plan for Transport in Scotland', as approved by the Executive Committee.

**1 RECOMMENDATIONS****1.1 That the Partnership:**

- (i) notes the resignation of Paul Reid;
- (ii) notes updates on RTS Delivery Plan progress, MaaS, Tactran social media and information on Scottish Government's Programme for Government 2025/26;
- (iii) notes Tactran's Public Sector Equality Duties reporting, as approved by the Executive Committee; and
- (iv) notes response to Transport Scotland's consultation on 'A Draft Just Transition Plan for Transport in Scotland', as approved by the Executive Committee.

**2 DISCUSSION****Non-Elected Member**

- 2.1 Paul Reid resigned from the Tactran Board on 5 May 2025. The Director would like to thank Paul for his positive input and engagement throughout his time on the Tactran Board.
- 2.2 It should be noted that the Board can operate with 4 or 5 non-elected members and with Paul's resignation 3 non-elected members remain on the Board. The position has recently been advertised.

**RTS Delivery Plan progress update**

- 2.3 Members considered the next steps regarding delivery of the Regional Transport Strategy in a report to the Partnership Meeting on 18 March 2025 (Report RTP/25/07 refers), namely an Improvement Programme, a Delivery Board consisting of a wider range of Partners and annual progress reporting.

- 2.4 The Senior Officer Delivery Group (established to consider and prioritise actions to deliver the RTS) is currently considering how the Improvement Programme can be resourced and the details of an introductory session to the RTS Delivery Board for the wider group of Partners.
- 2.5 Delivery progress is being sought from Councils to inform the 6 monthly (March / September) update to the Partnership Board.

### **MaaS Update**

- 2.6 As reported to the Partnership at its meeting on 18 March 2025 (Report RTP/25/12 refers), Tactran commenced a Mobility as a Service (MaaS) programme in 2021 following a grant award from Transport Scotland's MaaS Investment Fund (MIF). Also, at the meeting the Partnership approved the continuation of MaaS in 2025/26, guided by Transport Scotland's evaluation report.
- 2.7 Subsequently to the Partnership meeting in March, Tactran has secured further funding for MaaS for 2025/26, with £100,000 grant awarded by Transport Scotland for MaaS project development and a further £178,000 as part of the People and Place grant award. Details of these funding streams are in the following table:

<b>Proposal</b>	<b>MaaS</b>	<b>People and Place</b>
Platform and current interfaces for 12 months	£46,500	
User research, workshops and focus groups	£15,000	
Improvements to platform and interfaces (features, functions)	£18,500	
Marketing and promotion – targeted ads, promotions and social media	£10,000	
Legal costs	£10,000	
Staffing costs		£50,000
Digital DRT build, running costs, tech integration, GPS live tracking.		£113,000
DRT: Monitoring and Evaluation		£15,000
<b>Total</b>	<b>£100,000</b>	<b>£178,000</b>

- 2.8 The procurement process of using G-Cloud 14 digital services procurement framework was reported at its meeting on 18th March (RTP/25/12 refers). This is now close to completion with a contract being finalised in May 2025. An update on this will be provided orally at the Partnership meeting.

### **Tactran Social Media**

- 2.9 On 17 March 2020, the Partnership received a Digital Marketing and Strategy update report (RTP/20/12 refers). This report outlined the Digital Marketing Strategy, the Tactran website development and continued investment into the Get on the Go campaign and Tactran's co-ordinating role.



- 2.10 The Get on the Go campaign which was developed across the constituent councils of Angus, Dundee and Perth & Kinross, is a social media-focused campaign providing news, blogs and articles on regional transport events and issues all with the aim of promoting more active and sustainable travel across the region. Until 2022/23, financial support was provided by all three aforementioned Local Authorities and Tactran. This included £16,000 towards Get on the Go and £2,000 specifically for Tactran-only related social media content. Tactran-only content has included promoting awareness of the Tactran Regional Transport Strategy public consultations.
- 2.11 In September 2022, Flourish Marketing Ltd were appointed to manage Tactran's social media messaging and the Get on the Go campaign. The social media platforms used are tailored to specific messaging and content and align with the outcomes focussed in Tactran's Regional Transport Strategy. Mediums used include LinkedIn, Facebook, Instagram and Snapchat.
- 2.12 Funding of £16,000 has been allocated to Get on the Go social media campaign for 2025/26 from Tactran's People and Place grant award, to promote active and sustainable travel in general and also including promotion of projects within the People and Place programme.

### **Public Sector Equalities Duties Reporting**

- 2.13 In accordance with previous practice, the Executive Committee considered and approved an updated Mainstreaming Report and Equality Outcomes Report, provided at Appendices A and B respectively, for publication and submission to the Equalities and Human Rights Commission by the deadline of 30 April 2025, which the Partnership is asked to note.
- 2.14 Public Sector Equality Duty (PSED) is a legal requirement for public authorities introduced by the Equality Act 2010. Under the duty, authorities must consider equality when carrying out their functions.
- 2.15 The Equality Act 2010 sets out a General Equality Duty whilst Specific Duties for Scottish public bodies are specified by Scottish Ministers in the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012.
- 2.16 The General Equality Duty requires public bodies to have regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation;
  - advance equality of opportunity between people who share a relevant protected characteristic and those who do not; and
  - foster good relations between people who share a protected characteristic and those who do not.

- 2.17 The Equality and Human Rights Commission publishes and updates guidance to assist public authorities in meeting their duties to publish:
- a **Mainstreaming Report** which sets out progress the authority has made to make the Equality Duty integral to the exercise of all its functions
  - an **Equality Outcomes Report** setting equality outcomes which are the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity, and/or the fostering of good relations
  - **Gender Pay Gap** information, to be published not more than 2 yearly, and an **Equal Pay Statement**, to be published not more than 4 yearly – these apply to authorities employing more than 20 staff, so are not required for Tactran.
- 2.18 Public bodies are required by the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 to publish the mainstreaming reports every 2-years. Bodies are also required to publish a fresh set of equality outcomes within four years of publishing its previous set and publish a report on the progress made to achieve its' equality outcomes every two years.
- 2.19 The Partnership published a Mainstreaming Report and Equality Outcomes Report in April 2023 (Report RTP/23/09 refers) and was required to publish updated reports indicating progress by 30 April 2025.
- 2.20 The Equality Duty covers the following protected characteristics:
- age
  - disability
  - gender reassignment
  - pregnancy and maternity
  - race
  - religion or belief
  - sex
  - sexual orientation
- 2.21 In addition, the Public Sector Equality Duty covers marriage and civil partnerships with regard to eliminating unlawful discrimination in employment.
- 2.22 Progress on mainstreaming the Partnership's policy, delivery and employment duties, is summarised in the updated Mainstreaming the Equality Duty Report and Employee Information at Appendix A and the equality outcomes that are sought through the work of the RTS are included within the Equality Outcomes Report at Appendix B.
- 2.23 These incorporate and reflect the Partnership's key focus during the reporting period on reviewing and writing a new Regional Transport Strategy (RTS), culminating in Ministerial approval of the RTS 2024-2034 in April 2024.

- 2.24 The new RTS included widespread consultation with key stakeholders on RTS policies, proposals and priorities, including production of an Equalities Impact Assessment (EIA) in consultation with all known groups or individuals representing equalities interests.
- 2.25 It is the intention to review both the Mainstreaming Report and the Equality Outcomes Report in two years' time to reflect any other relevant work in relation to the development and delivery of the RTS Delivery Plan.
- 2.26 As a small, strategic public body employing 7 staff, the Partnership is exempted from the requirement to publish information on Gender Pay Gap and Equal Pay, which previously applied to bodies with more than 150 employees and now applies to bodies with 20 or more employees. Whilst information on employee gender balance is included within Appendix A guidance issued by Scottish Government advises that reporting on staff numbers by protected characteristic should be avoided where small numbers are involved, to avoid risk of identifying individuals.
- 2.27 Public bodies have discretion as to how they choose to publish the required information. The relevant reports have been published on the Partnership's website and notified to all key stakeholders, with the intention that progress updates will be included within the Partnership's Annual Reports, as appropriate.

### **Programme for Government 2025/26**

- 2.28 The Scottish Government published its Programme for Government for 2025/26 on 6 May 2025. For Members information, Appendix C to this report provides extracts from the Programme that are considered to be pertinent to transport nationally, regionally and locally.

### **Consultation**

#### Draft Just Transition Plan for Transport in Scotland

- 2.29 At its meeting on 18 March 2025, the Partnership delegated authority to the Executive Committee to consider and approve a response to Scottish Government's ['A Draft Just Transition Plan for Transport in Scotland'](#), by the deadline of 19 May 2025.
- 2.30 The Draft Just Transition Plan for Transport in Scotland recognises that the changes involved in Scotland transitioning towards Net Zero will create opportunities and challenges, and that these challenges must be met in a way that is fair and just.

- 2.31 Change is – to a greater or lesser extent – difficult for people, businesses and organisations. The ability to, and ease, of change will vary according to a number of factors, including:
- Financial opportunity: e.g. ability to buy a new car, or pay extra for public transport when you already have a car
  - Flexibility in lifestyle: ability to change where and when you travel. e.g. a shop or factory worker will have less flexibility about where and when to work as opposed to a professional working in an office
  - Skills to adjust to new behaviours: e.g. using public transport instead of the car requires the ability to plan and make a multi-modal journey
- 2.32 It is therefore likely that the most vulnerable in society - and the least financially sustainable organisations/business - will struggle most with a transition. Conversely the wealthier will have greater ability to take advantage of the opportunities presented and promoted by change.
- 2.33 The Draft Plan considers the necessary changes for transition to a Net Zero transport system. This includes the implications of:
- Changing to low emission vehicles: not just in terms of access to low emission vehicles themselves, but also charging networks, maintenance skills etc;
  - Changing behaviour: for example, access to alternatives to the car and measures discourage car use (including demand management measures)
- 2.34 The Draft Plan then considers the impacts of these changes on, and the necessary mitigation measures for:
- People and communities
  - Workers
  - Businesses and Organisations
- 2.35 Currently the Draft Plan considers the impacts of change without assigning timescales to such. For example, it will be the least affluent communities who benefit most from improved public transport, but in terms of managing the transition, measures are required to ensure that there is affordable access when change is enforced. Enabling fair and equitable change means that careful consideration needs to be paid to the phasing of improvements and disincentives.
- 2.36 The Draft Plan does a reasonable job of identifying both the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.
- 2.37 The Partnership is asked to note the Tactran response to the consultation provided at Appendix D, as approved by the Executive Committee.

### **3 CONSULTATIONS**

- 3.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, 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**

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#### **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/25/07, Regional Transport Strategy: Delivery Plan Update, 18 March 2025

Report to Partnership RTP/25/12, Director's Report, 18 March 2025

Report to Partnership RTP/20/12, Digital Marketing Strategy Update, 17 March 2020

Report to Executive Committee RTP/23/09, Public Sector Equality Duties Reporting 2023, 14 April 2023



**Mainstreaming the Equality Duty Report  
And Employee Information**

**April 2025**

### 1. INTRODUCTION

- 1.1 Tactran is the statutory Regional Transport Partnership (RTP) covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas.
- 1.2 Regional Transport Partnerships are amongst those listed public authorities in Scotland that are covered by and have a duty to meet the requirements of the Equality Act 2010 and the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012.
- 1.3 Tactran's principal statutory role and duty is to create, develop and oversee the delivery of the statutory Regional Transport Strategy. The original Tactran Regional Transport Strategy 2008 – 2023 was prepared in accordance with the requirements of the Transport (Scotland) Act 2005 (the Act), subordinate regulations and associated Regional Transport Strategy (RTS) Guidance. The RTS 2008-2023 gained Ministerial approval in June 2008. It was refreshed in 2015.
- 1.4 Following publication of the Scottish Government's National Transport Strategy 2 (NTS2), Regional Transport Partnerships are required to develop a Regional Transport Strategy (RTS) setting out how the RTPs will deliver the NTS2 at a regional and local level. The Tayside and Central Scotland Regional Transport Strategy 2024 – 2034 considers the challenges and opportunities pertinent to the TACTRAN region and, provides the policy context for the development of subsequent Local Transport Strategies separately covering Angus, Dundee City, Perth and Kinross, and Stirling.
- 1.5 During the initial screening, TACTRAN concluded that a number of detailed assessments were required, comprising a Children's' Rights and Wellbeing Impact Assessment, and Equalities and Fairer Scotland Duty Impact Assessment and a Health Inequalities Impact Assessment.
- 1.6 These assessments were combined within an Integrated Impact Assessment which assessed the impacts of the policies of the RTS 2024-2034 and helped the Tayside and Central Transport Partnership to consider differential equalities impact in the delivery of its policies, programmes, and projects.
- 1.7 Within the **Equality Act 2010** is a section dedicated to the public sector. Equalities are a key component of our work and not an afterthought. The Public Sector Equality Duty places an obligation on public authorities to give due regard, or to consciously consider, the need to:
  - i. Eliminate discrimination, harassment and victimisation;
  - ii. Advance equality of opportunity between those who have protected characteristics and those who don't, and
  - iii. Foster good relations between those who have protected characteristics and those who do not.

Supplementary legislation (the **Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012**), requires Tactran to be proactive in meeting this general duty to address inequalities and help contribute to the Scottish Government's commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

The Equality Act 2010 explains that having due regard to advancing quality of opportunity involves:

- i. Removing or minimising disadvantages affecting people due to their protected characteristics<sup>1</sup>;
- ii. Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- iii. Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

1.8 The **Fairer Scotland Duty (part 1 of the Equality Act 2010)** places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.

1.9 In broad terms, socio-economic disadvantage means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion. Disadvantage can also arise depending on the social class; this is more difficult to measure and will require further consideration.

1.10 Whilst Regional Transport Partnerships are not statutorily required to complete a Fairer Scotland Duty Assessment, Tactran concluded that it important to assess this aspect as the Regional Transport Strategy 2024 - 2034 has the potential to impact on the above.

1.11 On this basis Tactran is required to consider potential impacts on individuals and communities by:

- i. Place: on specific vulnerable areas or communities (SIMD, regeneration, rural) e.g., housing, transport.

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<sup>1</sup> These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.



- ii. Pockets: household resources, (Income, benefits, outgoings) ability to access a service; and
  - iii. Prospects: peoples life chances e.g., access to, or ability to access employment, training, services (such as council or health) or support.
- 1.12 The **Children and Young People (Scotland) Act 2014 (Section 1)** incorporates the United Nations Convention on the Rights of the Child<sup>2</sup> (UNCRC) into national Scottish law. Tactran is required to respect, protect, and fulfil the UNCRC.
- 1.13 The United Nations Convention on the Rights of the Child is complemented by the Getting it Right for Every Child (GIRFEC) approach to improving the wellbeing of children and young people in Scotland. Developed from the UNCRC, it defines the wellbeing of children by using eight indicators, including: safe, healthy, achieving, nurtured, active, respected, responsible, and included<sup>3</sup>.
- 1.14 The **Child Poverty (Scotland) Act 2017** aims to reduce the number of children living in poverty in Scotland. A key focus is to reduce inequality and poverty within the formative years of children's lives.
- 1.15 Tactran recognises that the strategic decisions the Partnership makes profoundly influences the health and wellbeing of the diverse communities in Angus, Dundee City, Perth and Kinross, and Stirling.
- 1.16 The **Constitution of the World Health Organisation**, approved in 1948, defines health and well-being as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity".
- 1.17 The definition encompasses physical, mental, and social health and well-being and considers the health impact on individuals and communities through a framework of the social determinants of health. These factors, such as environment, transport, housing, access to services and employment can all interact to a greater or lesser extent with an individual's lifestyle choices and genetic makeup to influence health and well-being.
- 1.18 The Tayside and Central Scotland Regional Transport Strategy 2024-2034 was formally approved by the Cabinet Secretary for Transport in April 2024 and adopted by the Tactran Board on 11 June 2024. Following approval of the RTS 2024-2034 the Partnership have developed a comprehensive the RTS Delivery Plan.

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<sup>2</sup> The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances (NSPCC, 2019).

<sup>3</sup> Cp. Section 96(2) of the Children and Young People (Scotland) 2014 Act.

- 1.19 The Delivery Plan 2024 - 2034 was approved by the Partnership Board on 18 March 2025. Individual interventions included within the RTS Delivery Plan have been informed by both the equalities and environmental impact assessments, complementing the development of the Tayside and Central Scotland Regional Transport Strategy.
- 1.20 RTPs are also designated statutory key agencies within the Development Planning process. This reflects the importance of integrated strategic land use and transport policies and plans which support and promote sustainable and inclusive economic growth through the planning and delivery of sustainable and socially inclusive infrastructure, and development which enables inclusive accessibility to employment, health, education and other key services and facilities. Through its statutory role in contributing to, influencing and supporting Strategic and Local Development Plans and their related Action Programmes, Tactran seeks to ensure effective alignment of strategic Land Use and Transportation policy and delivery, including ensuring that all forms of land use and related development are served by a range of modes which are fully inclusive and provide accessible and sustainable travel choices for all sectors of the community.
- 1.21 By developing and delivering a RTS in an inclusive manner through its statutory roles as a Regional Transport Authority, Community Planning and Development Planning agency, and as a public sector employer, Tactran seeks to meet and further its obligations under the General Equality Duty and Specific Duties.

## **2. SPECIFIC DUTIES**

- 3.1 The Specific Duties were created by the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 and are steps required to deliver the General Duties as outlined above.
- 3.2 Following the Partnership's publication of required reports in April 2015, April 2017, April 2019, April 2021 and April 2023, the actions now required are to publish an updated Mainstreaming the Equality Duty Report no later than 30th April 2025 which:
- Reports on progress made in making the General Duties integral to the exercise of its functions, to better perform that duty
  - Assesses and reviews progress on review of policies and practices to help better perform that duty
  - Includes an annual breakdown of and progress on using employee information gathered to better perform that duty
  - Uses information on Board Members to be gathered by Scottish Ministers and provided by them
  - Fulfils the requirement that information is published in an accessible manner.

- 3.3 Tactran is also required to publish a report on progress towards achieving the Equality Outcomes aimed at enabling the Partnership to better perform the General Duties.

### **3. MEETING OUR DUTIES**

#### **Board Diversity**

- 4.1 Listed bodies are required to publish and use information on the composition of their Members to promote greater diversity of Board membership. This information is to be gathered by Scottish Ministers and then provided to public bodies, to enable public bodies to report on steps taken, or intended to be taken, towards ensuring diversity in relation to the protected characteristics of those members.
- 4.2 During 2016 Tactran provided Scottish Government with the relevant contact information for all of its Board Members, to enable collection of this information. At the time of publishing this report the relevant information to enable reporting on this Specific Duty is awaited. The Equality & Human Rights Commission produced guidance on Board Diversity and the Public Sector Equality Duty published in October 2016, which the Partnership has since followed in seeking Council appointed members and making appointments of non-Council members. As a position statement, listed bodies are required to publish information on Board gender composition which, at 30 April 2025, was as follows:

	<b>Female No.</b>	<b>Male No.</b>	<b>Total</b>
<b>Councillor Members</b>	6	4	10
<b>Non-Councillor Members</b>	1	3	4
	<b>7 (50%)</b>	<b>7 (50%)</b>	<b>14</b>

- 4.3 The Council elections in May 2022 led to the appointment of Council members to serve on 10 positions. The Council member appointments made in June 2022 will continue through until the next Council elections in 2026 subject to vacancies occurring and replacements being nominated by the constituent Councils.
- 4.4 A combination of existing Council members not seeking re-election, coupled with the effects of electoral change, has led to changes to the existing membership and, potentially, composition of the Partnership Board. As vacancies arise, consideration will be given to further actions necessary to promote greater diversity of Board membership, having regard to progress made by Scottish Ministers on the provision of information on the protected characteristics of Board members. Consideration will also be given to development of Succession Planning, as recommended in Guidance issued by Scottish Government and EHRC along with targeted advertising for the appointment of non-Council Board appointments.

- 4.5 With regard to Council nominated vacancies, the Partnership will request that partner Councils have regard to both the principles of improving the diversity of public sector Boards and also relevant member skills and experience, as recommended in the Succession Planning Toolkit, when making their Councillor appointments and any replacements to the Tactran Partnership Board going forward.

### **Identifying the Functions and Policies Relevant to Equality**

- 4.6 Tactran is a “Model 1” RTP with the responsibility to develop, monitor and oversee the delivery of the Regional Transport Strategy (RTS) for its area. This remains Tactran’s primary role and duty.
- 4.7 Many of the statutory duties and responsibilities for implementing key policy and delivery elements of the RTS ultimately rest with the Partnership’s constituent Councils, acting as statutory local roads and public transport authorities, amongst other duties/responsibilities. Responsibilities and duties in relation to the operation and maintenance of the national/strategic road and rail network rest with Transport Scotland and its agents, and with a range of public and private transport operators and providers.
- 4.8 Tactran is not, therefore, generally a direct provider of transport services or facilities. It seeks to influence, develop and improve transport policy and provision through the creation and promotion of the statutory RTS. This includes undertaking and funding feasibility studies and project design; promoting sustainable travel behaviour through Travel Planning and Active Travel support and promotion; development of inclusive Travel Information tools and strategies; and development of its Health & Transport Framework working with Community Planning Partnerships. Through working in partnership with and providing grant assistance to local authorities, other public bodies, transport operators, community groups and others, Tactran seeks to influence the development and delivery of inclusive transport policies, infrastructure, services and measures.
- 4.9 Through engaging individually and collectively with the Scottish and UK Governments, local authorities and with national, regional and local transport providers RTPs can strongly influence transport policy and related provision, including through the requirement for Councils, Health Boards and other public bodies to have regard to the statutory RTS when drawing up their own statutory documents and plans.
- 4.10 RTPs can also contribute to, support and influence the furtherance of the General Duties through their role as a statutory Community Planning and Development Planning agencies.

## **Tactran Regional Transport Strategy (RTS)**

- 4.11 The role of Regional Transport Partnerships is to strengthen the planning and delivery of regional transport developments. They are required to prepare a Regional Transport Strategy. This is supported by a delivery plan where RTPs set out when and how projects and proposals would be delivered.
- 4.12 Following publication of the Scottish Government's National Transport Strategy 2, the Partnership undertook a comprehensive exercise in consultation with a wide range of key stakeholders and the public to develop a Regional Transport Partnerships are required to develop an RTS, setting out how Tactran would deliver the NTS2 at a regional and local level. In accordance with legislative requirements, both an Integrated Impact Assessment (IIA) and Strategic Environmental Assessment (SEA) of the RTS 2024 – 2034 was undertaken.
- 4.13 Between June and August 2021 public and stakeholder engagement was undertaken to help identify the issues to be considered when developing the strategy. This informed the strategy's draft objectives and outcomes.
- 4.14 Between July 2022 and November 2022 public and stakeholder engagement was undertaken, seeking view on the draft objectives and outcomes; the scale of change required to hit national targets; and the measures which could help delivery of the identified outcomes. Between July 2023 and November 2023 public and stakeholder engagement was undertaken, seeking views on a draft strategy.
- 4.15 22 outcomes underpin the 4 strategic objectives of the RTS 2024-2034, including:

### **To take climate action:**

- i. Reduce estimated CO<sub>2</sub> emissions from transport in the region
  - Increase the share of EV and low emission vehicle use
  - Reduce freight mileage by road
  - Reduce car kilometres driven
- ii. Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies

### **To reduce inequalities:**

- i. Improve ability for young people, and disadvantaged & rural communities to access jobs, education and services
  - Improve ability of 16-24 year olds to access jobs and further education
  - Improve ability of all in the lowest SIMD data zones (all domains), targeted by the respective Councils, to access jobs, education and services

## **Appendix A**

- 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 over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities
- ii. Improve the ability of people with disabilities to access jobs, education and services
- iii. Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport

### **To improve health and wellbeing:**

- i. Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintile)
- ii. Reduce transport emissions in declared air quality management areas
- iii. Improve access to healthcare
  - Improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare
  - Improve the ability of rural communities to access healthcare
  - Improve the ability of over-65s to access healthcare (primary healthcare / hospitals)
- iv. Increase the share of personal trips made by sustainable modes such as walking, cycling and public transport
- v. Increase levels of physical activity
  - Increase the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Councils
  - Improve the ability to access active leisure facilities and green space for lowest SIMD data zones
- vi. Reduce the impact of traffic on communities on strategic routes

### **To help deliver inclusive economic growth:**

- i. Reliable inter and intra-regional journey times
  - Improve public transport journey times, and journey time reliability on strategic road and rail routes
  - Improve journey time reliability for freight through the region, and to key destinations in the region
- ii. Improved ability for young people, and disadvantaged and rural communities to access jobs and education

### *See outcomes to reduce inequalities above*

- 4.16 The IIA noted that transport and accessibility affects all sectors and protected characteristics. Available evidence from research and statistics for each of the equality groups and protected characteristics was gathered and, where available, informed consultation on the EIA. This identified availability of some information in relation to needs and experience on grounds of age, disability, gender and race, but also identified that there was little available information about the particular transport and travel needs or experiences for other protected characteristics including gender reassignment, sexual orientation, religion or belief and pregnancy and maternity.
- 4.17 Relevant differential impacts noted and raised with particular relevance to the transport sector are summarised in paragraphs 4.18-4.24 below:

### **Influencing Travel Choices and Behaviour**

- 4.18 Potentially negative impacts with regards to the implementation of any road user charging scheme are to be identified in further analysis. It is considered that these can be well mitigated, identifying at-risk groups prior to implementing such schemes to adjust the scheme to reduce the impact.

### **Improving Access to Public Transport**

- 4.19 Members of the LGBTQ community in Scotland are more likely to be subject to hate crimes and harassment on public transport and subsequently feel unsafe within stations and on public transport<sup>4 5</sup>.

### **Decarbonising Transport and a Just Transition**

- 4.20 The current ULEV market comprises higher-income consumers, with over half of EV owners still primarily concentrated among the top 20% wealthiest income earners<sup>6</sup>.
- 4.21 Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to

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<sup>4</sup> STONEWALL SCOTLAND (2017): LGBT in Scotland – Hate Crime and Discrimination

[https://www.stonewallscotland.org.uk/system/files/lgbt\\_in\\_scotland\\_hate\\_crime\\_-\\_web\\_use.pdf](https://www.stonewallscotland.org.uk/system/files/lgbt_in_scotland_hate_crime_-_web_use.pdf)

<sup>5</sup> Cp. Cp. O'CONNOL (2010): Legal Study on Homophobia and Discrimination on Grounds of Sexual Orientation and Gender Identify. European Union Agency for Fundamental Rights.

[https://fra.europa.eu/sites/default/files/fra\\_uploads/1357-lgbt-2010\\_thematic-study\\_ie.pdf](https://fra.europa.eu/sites/default/files/fra_uploads/1357-lgbt-2010_thematic-study_ie.pdf)

<sup>6</sup> Electric car market statistics (<https://www.nextgreencar.com/electric-cars/statistics>).

charge at home<sup>7</sup>. Indeed, those in the lowest two income brackets made up just 4% of EV owners from 2015 to 2017<sup>8</sup>.

- 4.22 Current models for EV ownership and the transition to net-net zero emissions are not working for households in the lowest income brackets.
- 4.23 Publication of the finalised RTS 2024 – 2034 included an Easy Read Version, which was developed in consultation with Disability Scotland.

### **Reducing the Need to Travel by Car through the Location of Development and Services**

- 4.24 Improving the ability to access services and opportunities by reducing the scale of travel will help those without access to a car.

### **Responsibilities**

- 4.25 As a strategic, regional body Tactran will seek to ensure that equalities interests are specifically identified and addressed through ongoing development and implementation of the RTS Delivery Plan, plus through related consultation forums and other elements of RTS policy and delivery.
- 4.26 Responsibility for local policy and delivery of a number of key elements of the RTS - e.g. public transport service and infrastructure provision - remains with Tactran's constituent Councils and various transport service providers. Where such services and facilities are delivered by constituent Councils and/or other public/private sector partners, the relevant agencies' equalities policies and processes for consultation with equalities groupings will apply and be accountable.
- 4.27 The RTS 2024-2034 and subsequent RTS Delivery Plan are available for inspection and can be downloaded free of charge from the Partnership's website [www.Tactran.gov.uk](http://www.Tactran.gov.uk).

### **Assessing and Consulting on the Impact of our Policies**

#### **Assessment**

- 4.28 The RTS was developed and assessed in line with STAG (Scottish Transport Appraisal Guidance) principles. The STAG process examined the strategy in terms of Economy, Accessibility, Environment, and Safety and Health indicating the overall impact of the strategy in these areas.

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<sup>7</sup> Lyndhurst B. Uptake of Ultra Low Emission Vehicles in the UK, A Rapid Evidence Assessment for the Department for Transport. London: Department For Transport Brook Lyndhurst Ltd; 2015.

<sup>8</sup> Electric car market statistics (<https://www.nextgreencar.com/electric-cars/statistics>).



- 4.29 The RTS recognises that transport affects all sectors of society and that particular groups and sectors rely more heavily on transport services and related facilities. It identifies a number of key issues in relation to the regional transport network, including:
- the need to overcome barriers to public transport use, including improvement to disabled access on and when boarding public transport and at key interchanges, including bus and rail stations;
  - the need for Demand Responsive Transport provision in rural and other areas where conventional bus services tend to be less available or frequent, or for those who are unable to make use of conventionally operated bus services; and
  - the need for high quality and accessible public transport information which is available in a variety of formats and mediums, including for travellers with special needs.
- 4.30 The RTS 2024 - 2034 and accompanying IIA, and the RTS Delivery Plan 2024-2034, confirm that interventions and measures pursued in fulfilment of the strategy will be subject to an intervention or project-specific IIA. As proposals and projects progress towards implementation the Partnership will work with delivery partners to ensure that equalities impacts are considered and that IIA's are undertaken in all appropriate cases.

### Consultation

- 4.31 As outlined above, a comprehensive and wide-ranging consultation with stakeholders and the public, including representative market research, was carried out as part of the development of the RTS from 2020 and 2023.
- 4.32 Stakeholder consultation was carried out at key stages of the RTS Refresh process:
1. **Key Trends and Main Issues Identification** – to consult on continuing relevance of RTS Vision and Objectives, to ensure that all relevant issues were identified, and to seek comment on prioritisation of issues and proposals.
  2. **Draft Strategy** – widespread stakeholder consultation on the Draft Strategy and accompanying IIA and SEA, with analysis of comments and how they informed and influenced the Final Tayside and Central Scotland Regional Transport Strategy 2024 - 2034.
- 4.33 Various key stakeholder workshops and meetings took place in advance of and as part of the formal consultation on the Draft RTS, including with those equality groups which expressed a wish to do so.

### Representative Market Research

- 4.34 Tactran commissioned representative market research to inform and input to consultations undertaken during the development of the RTS 2024 - 2034.

**Monitoring Policies for any Adverse Impact on Equalities;**

- 4.35 The RTS includes a Monitoring Framework with 28 Outcome Performance Indicators (PIs) and associated targets. The Monitoring Framework now includes 26 indicators relating to Accessibility, Equity and Social Inclusion. These indicators will be promoted through the LOIPs as a contribution towards relevant national transport outcomes, such as reducing congestion, increasing active travel and reducing road traffic casualties, and to take account of the availability of monitoring data.
- 4.36 The updated Monitoring Framework addresses each of the RTS Objectives and defines PIs which are capable of supporting meaningful progress reporting using available published data sources such as the Scottish Household Survey and Census and includes the use of accessibility modelling and mapping.
- 4.37 A number of the monitoring indicators relate to elements of the RTS which are relevant to equalities including:-
- improving accessibility by public transport to the labour market
  - improving accessibility by public transport to hospitals; further or higher education; retail, leisure and recreational and tourism facilities;
  - improving accessibility and inclusivity of the bus network; and
  - real and perceived levels of personal security on the transport network.

In reviewing and defining a new set of equalities outcomes for this report consideration has been given to incorporation of appropriate and relevant PIs and targets within the RTS Monitoring Framework.

All reports to the Partnership include screening and comment on equality impacts and issues with the intention of ensuring that Partnership Board members are aware of and consider these.

**Employment Duty and Information**

- 4.38 Listed public bodies have a duty to publish annual information on their employees broken down by protected characteristic and to report annually on recruitment, development and retention of employees with respect to the number and relevant protected characteristics of employees. This information requires to be published annually for the 2 years since publication of the previous Mainstreaming Report. The information must be used to better perform the General Equality Duty.

## Appendix A

4.39 As a “Model 1” RTP Tactran is a small, strategic organisation. Reflecting its strategic role the Partnership’s staffing establishment has comprised 7 full-time members of staff as follows:

- Partnership Director
- Senior Partnership Manager
- Senior Strategy Officer
- Strategy Officer (Strategic Connectivity)
- Strategy Officer (Sustainable Transport)
- Projects Manager
- Office Manager/PA to Director

4.40 During the 2-year period of this report, from April 2023 to March 2025, there has been a recruitment exercise to the core staffing establishment and recruitment.

4.41 One female member of staff left in September 2024 and has yet to be replaced, with recruitment ongoing, resulting in currently 6 core staff.

4.42 The annual gender and ethnicity composition of the Partnership’s employees during the period April 2023 – March 2025, at full staff complement, was as follows:

	<b>2023/24</b>		<b>2024/25</b>	
<b>Ethnicity</b>	<b>Male</b>	<b>Female</b>	<b>Male</b>	<b>Female</b>
White	4	3	4	2
Mixed or Multiple				
Asian				
African				
Caribbean or Black				
Other				

4.43 Guidance issued in March 2015 under the Scottish Government’s Equality Evidence Toolkit for Public Authorities indicates that reporting combinations of other protected characteristics for small employee numbers risks identifying individuals, which should be avoided.

4.44 Tactran is supported in carrying out its day to day functions by the provision of Secretariat, Legal, Financial and Information Technology support by Perth & Kinross Council. Specialist Human Resources advice to the Partnership is also provided by Perth & Kinross Council.

4.45 The Partnership’s staff headquarters at Bordeaux House, 31 Kinnoull Street, Perth is fully disabled accessible with lift access and a disabled toilet.

**Employment Policies and Practices**

- 4.46 The Partnership adopts the HR policies and related employment and monitoring processes of Perth & Kinross Council, adapted as appropriate to reflect the Partnership's own operational needs and circumstances. This includes adoption of the Council's recruitment and selection policies and procedures and embedding of equalities practice within recruitment and employment. The Council has developed a comprehensive suite of equalities policies and procedures in relation to employment, including Equal Opportunities Monitoring, Positive Action in Recruitment and Equal Pay Policy, which the Partnership also adopts. These are reviewed and updated to ensure that employment practice is compliant with equalities requirements.
- 4.47 Relevant policies, include:
- Fairness at Work
  - Achieving & Maintaining Standards
  - Employee Code of Conduct
  - Maximising Attendance
  - Adoption Leave
  - Maternity Leave
  - Paternity Leave
  - Paternal Leave
  - Shared Parental Leave & Pay
  - Annual Leave
  - Special Leave
  - Flexi Time
  - Early Retiral and Voluntary Severance Scheme

**Gender Pay Gap and Equal Pay**

- 4.48 Listed authorities with more than 20 employees are required to publish information every 2 years on the percentage difference between men's average hourly pay and women's average hourly pay amongst its employees and a statement on equal pay every 4 years.

**Ensuring Employees Are Aware of Their Duty to Promote Equality**

- 4.49 The Partnership's Governance and HR policies are notified to all staff and are available on the website.
- 4.50 The Partnership's employment/HR policies are reviewed periodically in line with updating of Perth & Kinross Council policies, which take account of revisions to equalities and other employment legislation and guidance.

- 4.51 The Equality Outcomes Report published in April 2019 included a number of specific actions which are designed to ensure that all employees of the Partnership are aware of and take appropriate actions to address, implement and monitor the Partnership's duties in relation to equalities.

### **Award Criteria in Public Procurement**

- 4.52 Where a listed authority carries out a public procurement exercise it must have due regard to whether its award criteria should include equality considerations which help it to better perform the equality duty.
- 4.53 The Partnership has, from February 2017, become a member of Scotland's public sector contracting body, Scotland Excel, which includes specific public sector equalities requirements within model contract arrangements and conditions.

### **Publishing Results of Assessments, Consultation and Monitoring**

- 4.54 Mainstreaming the Equality Duty reports and Equalities Outcome reports are published on the Partnership's website [www.Tactran.gov.uk](http://www.Tactran.gov.uk).
- 4.55 Progress related to the Equality Outcomes Report is reported two-yearly to the Partnership and publicly through inclusion within the Partnership's Annual Reports. Annual Reports are published on [www.Tactran.gov.uk](http://www.Tactran.gov.uk). This Mainstreaming the Equality Duty Report is accompanied by a progress report on the Equality Outcomes Report published in April 2025.
- 4.56 A comprehensive review and refresh of Equalities Outcomes has been undertaken to accompany this report and will be further reviewed by no later than April 2027, in accordance with requirements and timescales set out in EHRC publications Public Authorities in Scotland.
- 4.57 This will include an examination and identification of equality outcomes which further one or more of the General Equality Duties needs – eliminating discrimination; advancing equality of opportunity; and fostering good relations – and on outcomes which will seek to improve chances and experiences for individuals, communities, organisations or society as a whole, through actions which Tactran can or will take, which directly influence and further the General Equalities Duty and Specific Duties to deliver practical improvements in the life chances of people who may experience discrimination or disadvantage.
- 4.58 In developing updated Equalities Outcomes Tactran will seek to close any gaps in the information in relation to any protected characteristics that the Partnership currently holds and as has been identified in the RTS Integrated Impact Assessment.

- 4.59 The development of an updated Equality Outcomes Report will be undertaken in consultation with partner Councils, Community Planning Partnerships, City Deals, the Equality Forum other key stakeholders and relevant partners/agencies with a view to ensuring that there is a consistency of approach to identification of, and agreement on relevant, meaningful and achievable outcomes for all relevant protected characteristics.

# ***Tactran Equalities Outcomes Report 2025***

## **1. Purpose of Report**

This Equality Outcomes Report sets equality outcomes which are the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity, and/or the fostering of good relations. Accordingly, this report identifies:

- Section 2.1: Role of Regional Transport Partnerships and Regional Transport Strategies
- Section 2.2: RTS Integrated Impact Assessment (and Appendix B1)
- Section 2.3: Impact of RTS on Equality Outcomes (and appendix B2)
- Section 3: RTS equality outcomes
- Section 4: Measuring Progress

## **2. Tayside and Central Scotland Regional Transport Strategy**

### **2.1 Role of Regional Transport Partnerships and Regional Transport Strategies**

Regional Transport Partnerships, including Tactran, were established in the Transport (Scotland) Act 2005. The Act places a duty on RTPs to develop and keep under review Regional Transport Strategies. The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy.

The third Tayside and Central Scotland Regional Transport Plan 2024-2034 (RTS) was adopted in June 2024 following approval of the strategy by the Cabinet Secretary.

The Tayside and Central Scotland RTS considers the challenges and opportunities pertinent to the Tactran region and, provides the policy context for the Angus, Dundee City, Perth and Kinross, and Stirling Council areas.

### 2.2 RTS Integrated Impact Assessment

During the initial stages of the development of the RTS, Tactran concluded that a number of detailed assessments were required.

A number of assessments were undertaken to inform the development of the RTS. This included an [Integrated Impact Assessment](#) (IIA) that integrates the Equalities Impact Assessment (EqIA), Fairer Scotland Duty Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA) into a single framework. The IIA informs the Regional Transport Partnership of the potential impacts of policies and proposals on different groups in society, in particular the most vulnerable groups and those with protected characteristics. This allows the final RTS to minimise negative impacts and identify any mitigation measures that need to be put in place to ensure any negative impacts are further minimised or eliminated

The IIA ensures compliance with the legal requirements in terms of the Public Sector Equality Duty, Equality Outcomes and Human Rights, and the Fairer Scotland Duty.

The IIA identified how the following protected groups were affected in relation to travel demands and transport choices:

- Sex
- Age
- Disability
- Marriage / Civil Partnerships
- Race
- Religion / Belief
- Sexual Orientation / Gender Reassignment
- Pregnancy / Maternity

The summary of the impacts on these protected groups are included in Appendix B1.

### 2.3 Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities. A summary of the likely impacts of the delivery of the RTS on equalities is included as Appendix B2.



### 3. RTS Equality Outcomes

The RTS set four strategic objectives in line with the Scotland's Second National Transport Strategy (NTS2), these are:

- To take climate action
- To improve health and wellbeing
- To reduce inequalities
- To help deliver inclusive and sustainable growth

Each of these strategic objectives were supported by a number of outcomes, focused on those activities which would help make the biggest difference to supporting these strategic objectives.

Recognising the impacts on these protected groups, as well as those that live in rural areas and those in or at risk of direct or indirect discrimination due to low income, low wealth; material deprivation or socio-economic background<sup>1</sup> the RTS set the following objectives to specifically address inequalities:

RTS Strategic Objective	RTS Outcomes which seek to address equalities
<b>To take climate action</b>	No outcomes targeted at reducing inequalities
<b>To improve health and wellbeing</b>	<p>Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintile)</p> <p>Improve access to healthcare</p> <ul style="list-style-type: none"> <li>• Improve the ability of over-65s to access healthcare (primary healthcare/hospitals)</li> <li>• Improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare</li> <li>• Improve the ability of rural communities to access healthcare</li> </ul> <p>Ability of older people and those in least affluent SIMD data zones targeted by the respective Council to access social activities</p> <p>Increase levels of physical activity</p> <ul style="list-style-type: none"> <li>• Increase the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Councils</li> <li>• Improve the ability to access active leisure facilities and green space for lowest SIMD data zones</li> </ul>
<b>To reduce inequalities</b>	<p>Improve ability for young people, and disadvantaged and rural communities to access jobs, education and services</p> <ul style="list-style-type: none"> <li>• Improve ability of 16-24 year olds to access jobs and further education</li> </ul>

<sup>1</sup> The evidence indicates that discrimination and disadvantage experienced by persons related to each protected characteristic on the transport system frequently intersect with each other

RTS Strategic Objective	RTS Outcomes which seek to address equalities
	<ul style="list-style-type: none"> <li>• Improve ability of all in the lowest SIMD data zones, targeted by the respective Councils, to access jobs, education and services</li> <li>• Improve ability of families, targeted in local child poverty action plans, to access jobs, education and services</li> <li>• Improve ability of rural communities to access jobs, education and services</li> <li>• Improve the ability of over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities</li> </ul> <p>Improve the ability of people with disabilities to access jobs, education and services</p> <p>The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport</p>
<b>To help deliver sustainable, inclusive economic growth</b>	Improved ability for young people, and disadvantaged and rural communities to access jobs and education

It is also recognised that the following RTS outcomes are likely to have an impact on equalities

RTS Strategic Objective	RTS Outcomes which are likely to have an impact on equalities	Potential impact on equalities
<b>To take climate action</b>	Reduce estimated CO <sub>2</sub> emissions from transport in the region <ul style="list-style-type: none"> <li>• Increase the share of EV and low emission vehicle use</li> <li>• Reduce car km driven</li> </ul>	<p>Until the cost of electric and low emission vehicles are reduced, then measures to encourage their use (and measures to discourage fossil fuelled vehicles) are likely to disproportionately disadvantage lower income groups</p> <p>Higher income groups drive more car km than lower income groups. However, car km generated by lower income groups is less likely to be discretionary travel.</p>
	Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Rural communities are at a higher risk of risk to lifeline routes and services
<b>To improve health and wellbeing</b>	<p>Reduce transport emissions in declared air quality management areas</p> <p>Reduce the impact of traffic on communities on strategic routes</p>	Lower income groups are more likely to live close to transport sources (usually roads) than more affluent groups

## 4.Measuring Progress

### RTS Outcomes which seek to address equalities

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
Improve road safety for vulnerable users (pedestrians, cyclists, children and older people)	<ul style="list-style-type: none"> <li>• People killed or seriously injured</li> <li>• Children (aged 16 and under) killed or seriously injured</li> <li>• Pedestrians killed or seriously injured</li> <li>• Cyclists killed or seriously injured</li> <li>• Motorcyclists killed or seriously injured</li> <li>• Road users aged 70 and over killed or seriously injured</li> <li>• Road users aged 17-25 killed or seriously injured</li> <li>• Percentage of motorists driving/riding within the posted speed limit</li> <li>• Casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas</li> </ul>	2018-22 average <sup>2</sup>	Killed	All severities	Killed	All severities	National data available for: <ul style="list-style-type: none"> <li>• Children (aged 16 and under)</li> <li>• Road users aged 70 and over</li> <li>• Casualty rate for the most deprived 10% SIMD areas</li> </ul>
		Angus	2	154	9	150	
		Dundee	1	156	2	175	
		Perth & Kinross	7	212	6	206	
		Stirling	5	139	1	1	
Improve the ability of over-65s to access healthcare (Primary health care / Hospitals)	(i) % of over 65s able to access a hospital within 30mins/60mins by public transport  (ii) % of over 65s able to access primary health care (GP) within 30mins/60mins by public transport	2023 <sup>3</sup>	30 mins of a GP	30 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: <ul style="list-style-type: none"> <li>- Households without access to car</li> <li>- 5/10/20% SIMD datazones</li> <li>- 16-24 yr olds</li> <li>- Over 66yrs</li> <li>- Rural areas</li> </ul>
		Angus	89%	41.5%			
		Dundee	99.8%	33.2%			
		Perth & Kinross	87.7%	60.3%			
		Stirling	92.9%	43.3%			
Ability of all in the least affluent SIMD data zones (health domain) targeted by the respective Council to access healthcare	% of population within least affluent SIMD data zones able to access (i) primary (GP) and (ii) secondary (hospitals) healthcare by public transport within 30mins / 60mins	2023: % of 20% SIMD within <sup>4</sup>	30 mins of a GP	30 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: <ul style="list-style-type: none"> <li>- Households without access to car</li> <li>- 5/10/20% SIMD datazones</li> <li>- 16-24 yr olds</li> <li>- Over 66yrs</li> <li>- Rural areas</li> </ul>
		Angus	100%	41.7%			
		Dundee	100%	38.6%			
		Perth & Kinross	100%	100%			
		Stirling	100%	73.3%			
Ability of rural communities to access healthcare	% of population within rural areas able to access (i) primary (GP) and (ii) secondary (hospital) healthcare by public transport within 30mins / 60mins	2023 <sup>5</sup>	30 mins of a GP	60 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: <ul style="list-style-type: none"> <li>- Households without access to car</li> <li>- 5/10/20% SIMD datazones</li> <li>- 16-24 yr olds</li> <li>- Over 66yrs</li> <li>- Rural areas</li> </ul>
		Angus	60.5%	58.1%			
		Perth & Kinross	72.3%	73.5%			
		Stirling	76.7%	46.5%			
Ability of older people and those in least affluent SIMD data zones (health domain) targeted by the respective Council to access social activities	% population unable to access community facilities by public transport within 30mins / 60mins	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: <ul style="list-style-type: none"> <li>- Households without access to car</li> <li>- 5/10/20% SIMD datazones</li> <li>- 16-24 yr olds</li> <li>- Over 66yrs</li> <li>- Rural areas</li> </ul> <a href="#">SHS How often people have felt lonely by SIMD</a>
		Angus	9.2%	6.9%			
		Dundee	0.4%	0.4%			
		Perth & Kinross	12.1%	11.0%			
		Stirling	4.8%	3.7%			

<sup>2</sup> [Reported Road Casualties 2022](#) NB No local datasets other than KSIs

<sup>3</sup> Tactran NAPTAT Accessibility Modelling 2023

<sup>4</sup> Tactran NAPTAT Accessibility Modelling 2023

<sup>5</sup> Tactran NAPTAT Accessibility Modelling 2023

Outcome	Indicator	Baseline in RTS			2025 Update		Notes		
						<a href="#">SHS How often people have felt lonely by rural/urban classification</a>			
Levels of walking and cycling in the least affluent SIMD data zones (health domain) targeted by the respective Council	Pedestrian and cycle data in least affluent SIMD data zones	Normal method of travel to work/education 2023 <sup>6</sup> in 20% least affluent SIMD data zones		Walk	Cycle	The intention is to undertake the Tactran Representative Public Opinion Survey every two years	Walking and cycling use data available by <ul style="list-style-type: none"><li>- Age</li><li>- Gender</li><li>- Whether person in household with disability or impairment</li><li>- Religion</li><li>- Ethnicity</li><li>- Married status</li></ul>		
		Angus		23%	5%				
		Dundee		8%	3%				
		Perth & Kinross		21%	5%				
		Stirling		12%	3%				
	Mode share travel to school in least affluent SIMD data zones <sup>7</sup>	Data to be included in Monitoring Framework							
Improved ability to access active leisure facilities and green space in least affluent SIMD data zones	% of population within the least affluent SIMD data zones within 5 min walk of their local green or blue space <sup>8</sup>	2019		20% least affluent SIMD data zones		Whole council area	20% least affluent SIMD data zones	Whole council area	SHS data collected by: <ul style="list-style-type: none"><li>- Age (limited data)</li><li>- SIMD</li><li>- Health</li><li>- Urban-Rural</li><li>- Gender</li><li>- Disability</li><li>- Ethnicity</li><li>- Religious Belonging (limited data)</li></ul>
		Angus		n/a		65%	n/a	79%	
		Dundee		46%		48%	58%	65%	
		Perth & Kinross		n/a		66%	n/a	82%	
		Stirling		n/a		84%	n/a	84%	
	% population within the least affluent SIMD data zones able to access a public leisure centre by public transport within 30 mins / 60 mins by public transport <sup>9</sup>	2023		30 mins		60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for: <ul style="list-style-type: none"><li>- Households without access to car</li><li>- 5/10/20% SIMD datazones</li><li>- 16-24 yr olds</li><li>- Over 66yrs</li><li>- Rural areas</li></ul>	
		Angus		100%		100%			
		Dundee		100%		100%			
		Perth & Kinross		100%		100%			
		Stirling		80%		100%			
Improve ability of 16-24 year olds to access jobs and further education	% 16-24 year olds able to access a range of employment opportunities within 40 mins / 60 mins by public transport <sup>10</sup>	2023		40 mins		60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for: <ul style="list-style-type: none"><li>- Households without access to car</li><li>- 5/10/20% SIMD datazones</li><li>- 16-24 yr olds</li><li>- Over 66yrs</li><li>- Rural areas</li></ul>	
		Angus		92%		76.9%			
		Dundee		99.7%		99.7%			
		Perth & Kinross		80.5%		63.8%			
		Stirling		83%		88.7%			
	% 16-24 year olds able to access further education facilities within 30 mins / 60 mins by public transport <sup>11</sup>	2023		30 mins		60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for: <ul style="list-style-type: none"><li>- Households without access to car</li><li>- 5/10/20% SIMD datazones</li><li>- 16-24 yr olds</li><li>- Over 66yrs</li><li>- Rural areas</li></ul>	
		Angus		37.4%		87.6%			
		Dundee		97.7%		99.7%			
		Perth & Kinross		38%		74.3%			
		Stirling		55.1%		88.8%			
Improve ability of all in the least affluent SIMD data zones (all domains) targeted by the respective	% population in least affluent SIMD data zones to access a range of	2023		40 mins		60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for: <ul style="list-style-type: none"><li>- Households without access to car</li><li>- 5/10/20% SIMD datazones</li><li>- 16-24 yr olds</li><li>- Over 66yrs</li></ul>	
		Angus		100%		83.3%			
		Dundee		100%		100%			
		Perth & Kinross		100%		81.8%			

<sup>6</sup> Tactran Representative Public Opinion Survey (Taylor McKenzie Research ‘Tactran Quantitative Research Report’, October 2023)

<sup>7</sup> [Sustrans Hands Up Scotland Survey](#)

<sup>8</sup> [Scottish Household Survey](#) Walking distance to nearest usable green or blue space

<sup>9</sup> Tactran NAPTAT Accessibility Modelling

<sup>10</sup> Tactran NAPTAT Accessibility Modelling

<sup>11</sup> Tactran NAPTAT Accessibility Modelling

Outcome	Indicator	Baseline in RTS				2025 Update	Notes	
Council to access jobs, education and services	employment opportunities within 40 mins / 60 mins by public transport <sup>12 13</sup>	Stirling	100%		100%		- Rural areas	
	% who feel the journey to or from work / college / university could be carried out using public transport <sup>14</sup>	2023	Least affluent SIMD quintile		Average (mode)	The intention is to undertake the Tactran Representative Public Opinion Survey every two years	Walking and cycling use data available by	
		Angus	27%		76%		- Age	
		Dundee	23%		29%		- Gender	
		Perth & Kinross	31%		41%		- Whether person in household with disability or impairment	
	Stirling	28%		55%	- Religion			
						- Ethnicity		
						- Married status		
Improve ability of families targeted in local child poverty action plans to access jobs, education and services	Indicators of child poverty exist at Council level. Whilst concentrations of child poverty are most likely in the least affluent SIMD data zones, the problem reaches deeper into society than these geographic areas. Target groups have been identified in the <a href="#">Child Poverty Action Plan</a> which along with SIMD geographical data allows targeting of interventions. An accurate indicator of the ability of the target groups to access jobs, education and services is however difficult to identify					<a href="#">National SHS</a> data exists for weekly cost of parking / weekly cost of public transport / how easy or difficult people find it to afford transport costs / do transport costs affect which method of travel is used BY age /ethnicity / religion / disability / income / SIMD quintile / urban/rural classification	<a href="#">DWP Children in low income families</a> <a href="#">STPR2 Transport Poverty Data</a>	
Improve ability of rural communities to access jobs, education and services	% of population within rural areas able to access by public transport within 30mins / 60mins: (i) range of employment opportunities, (ii) further education and (iii) centres with a large food store and (iv) Post Office <sup>15</sup>	2023: 30 mins	Emp <sup>16</sup>	FE	Supermarket	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for:	
		Angus	69.8%	25.6%	55.8%		- Households without access to car	
		Perth & Kinross	63.9%	15.7%	41.0%		- 5/10/20% SIMD datazones	
		Stirling	39.5%	9.3%	30.2%		- 16-24 yr olds	
							- Over 66yrs	
							- Rural areas	
Ability of people with disabilities to access jobs, education and services	Whilst the issues that people with disabilities have using our transport services are acknowledged as a problem requiring to be addressed, there are limited data sets to understand whether the ‘whole journey’ is accessible. Data exists for: <ul style="list-style-type: none"><li>- <a href="#">the accessibility of our stations</a></li><li>- the % of the public transport fleet which is deemed accessible</li><li>- the number of publicly available disabled parking spaces</li></ul>						Other useful data sources: <a href="#">Census % people with disability</a> <a href="#">Passenger Focus Bus Passenger Survey 2019</a> <a href="#">Disability and Transport 2021</a> <a href="#">SHS % people with disability</a>	
The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport	% felt safe and secure on bus/train in last month <sup>17</sup>	Bus 2021		Train 2021		<a href="#">Bus 2023 (day/night)</a>	Train 2023 (day/night)	Perception of safety during day / night available
		Angus	98%	n/a		98% / 71%	n/a <sup>18</sup>	
		Dundee	99%	n/a		95% / 62%	n/a	
		Perth & Kinross	100%	n/a		98% / 76%	n/a	
		Stirling	97%	100%		99% / 77%	99% / 90%	
	% perception of people feeling very/fairly safe when walking alone in their neighbourhood after dark <sup>19</sup>	2019				2023		SHS data collected by:
		Angus	87%				81%	- Age(only available at national level)
		Dundee	81%				72%	- Urban-Rural
		Perth & Kinross	86%				86%	- SIMD (only available at national level)
							- Gender (only available at national level)	
							- Disability	
							- Ethnicity (limited data)	

<sup>12</sup> Tactran NAPTAT Accessibility Modelling<sup>13</sup> SIMD20, comprising the 20% most deprived data zones<sup>14</sup> Tactran Representative Public Opinion Survey (Taylor McKenzie Research 'Tactran Quantitative Research Report', October 2023)<sup>15</sup> Tactran NAPTAT Accessibility Modelling<sup>16</sup> Accessibility by public transport within 40 mins<sup>17</sup> [SHS Transport & Travel In Scotland: Adults who used rail services / local bus service in last month who agreed with each statement](#)<sup>18</sup> Insufficient sample size<sup>19</sup> [SHS Perceptions of safety when walking alone after dark](#)



Outcome	Indicator	Baseline in RTS	2025 Update	Notes
		Stirling89%	88%	- Sexual Orientation (limited data) - Religious Belonging (limited data)
Improve ability of 16-24 year olds to access jobs and further education  Improve ability of all in the lowest SIMD data zones (all domains) targeted by the respective Council to access jobs and further education  Improve ability of families targeted in local child poverty action plans to access jobs and further education  Improve ability of working age population in rural communities to access jobs and further education	See 'Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services' indicators above			

RTS Outcomes which are likely to have an impact on equalities

Outcome	Indicator	Baseline in RTS			2025 Update			Notes
Reduce estimated CO <sub>2</sub> emissions from transport in the region: Increase the share of EV and low emission vehicle use	% of vehicles which are EV and low emission vehicles <sup>20</sup>	2023 Q3	% cars	% all vehicles	2024 Q2 % cars	% all vehicles		DVLA registration datasets do not include equality information
		Angus	5.5%	1.7%	7.1%	2.1%		
		Dundee	5.3%	2.3%	6.8%	2.9%		
		Perth & Kinross	6.0%	2.2%	7.7%	2.7%		
		Stirling	18.0% <sup>21</sup>	12.5%	17.2% <sup>22</sup>	16.0%		
Reduce estimated CO <sub>2</sub> emissions from transport in the region: Reduce car kilometres driven	Car km travelled on roads <sup>23</sup>	Cars & taxis	Million vehicle km 2019			2023		DfT vehicle km datasets do not include equality information SHS data allows an understanding of car km by age, gender and household income (see Annex for a route map to achieve a 20 per cent reduction in car kilometres by 2030, Transport Scotland, 2022)
		Angus	837.6			795.8		
		Dundee	680.64			679.7		
		Perth & Kinross	1870.24			1759.4		
		Stirling	1025.76			950.7		
Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Number of road/bridge closures per year on strategic road network	Monitoring framework required (request from each LA)						Monitoring to note impact on rural communities
	Rail services cancelled/delayed as a consequence of weather	In 2023, 160 services serving the Tactran region were partly cancelled, and 251 were fully cancelled due to adverse weather. 1,736 services were delayed due to adverse weather			In 2024, 40 services serving the Tactran region were partly cancelled, and 128 were fully cancelled due to adverse weather. 915 services were delayed due to adverse weather			
Reduce transport emissions in declared air quality management areas	NO <sub>2</sub> annual mean (not to exceed 40µg m <sup>-3</sup> ) and number of NO <sub>2</sub> exceedances (200µg m <sup>-3</sup> not to be exceeded more than 18 times a year)	2022	Annual Mean	No. Exceedances	2023	Annual Mean	No. Exceedances	Air quality can be mapped by SIMD datazones
		Dundee	20.3	0	Dundee	20.4	0	
		Perth & Kinross	20.1	0	Perth & Kinross	20.7	0	
		Stirling	15.1	0	Stirling	16.4	0	
		Reduce the impact of traffic on communities on strategic routes	(i) Traffic volumes/type for identified communities <sup>24</sup> (ii) Noise monitoring for candidate noise management areas (iii) Accident data for identified communities (iv) Air quality monitoring for identified communities	Some, but not all, the data sets are available for identified settlements on the strategic network. See RTS Monitoring Framework				

<sup>20</sup> [DfT / DVLA Vehicle licensing statistics data tables](#)

<sup>21</sup> It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations

<sup>22</sup> It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations

<sup>23</sup> [DfT Road Traffic Statistics](#)

<sup>24</sup> (i) Local authority counts and <https://roadtraffic.dft.gov.uk/regions/3> (ii) [Scotland's Noise Map](#) (iii) [DfT Think](#) (iv) [Air Quality in Scotland](#)

## Appendix B1

### Summary of Key Transport Issues

The screening process has included reviewing evidence relating to transport at a regional level using datasets and where available considering future trends. Key issues pertinent to Angus, Dundee City, Perth and Kinross and Stirling are summarised below, with the main IIA report going into more detail.

#### Protected Characteristic: Sex

There were more females (51.3%) than males (48.7%) living in the region. This figure increases with age due to the longer life expectancies of women (cp. NATIONAL RECORDS OF SCOTLAND).

- Women often have the primary responsibility in the household for childcare. They have different employment characteristics to men and fewer financial resources.
- Those factors result in women and men travelling by different means, at different times, to different locations over different distances.
- Women make a greater number of journeys per weekday compared to men. The presence of school-aged children increases the average number of journeys made by women by approximately one-quarter.
- Women tend to complete more trips per weekday than men, though these trips are often shorter and have consecutive purposes (known as trip-chaining). The trips made by women tend to be completed using different transport modes compared to men.
- Approximately 66% of women hold a driving licence.
- Women are also more likely to use the bus and less likely to travel by rail than men.
- Women are less likely to travel for the purposes of work compared to men. It is important to note that public transport services tend to be designed to serve the needs of commuters with traditional 9am to 5pm schedules. They are, subsequently, based on primarily male travel patterns. Public transport timetables and routes are, as a result, not designed to fit travel behaviour that is shaped by unpaid care work and part-time employment.
- Personal safety after dark is a concern for women (more so than for men) but during the day, these concerns are comparable with those of men.
- When travelling, women are more likely than men to be travelling with buggies and/or shopping. This can affect mode choice.
- Lone parents experience particular difficulties; for example, there is a clear relationship between lone motherhood and poverty.
- In Scotland, only 28% of lone parents hold a driving licence. Women living alone with children were found to be more than five times as likely as those living with a partner (of either gender) to use a taxi, and around 1.5 times as likely to use a bus.



- Lone parents were also three times more likely to feel restricted by lack of facilities, and more than twice as likely to be restricted by cost of fares, than any other group.
- Single mothers have remarkably different travel patterns to either married women or men with children.
- Understanding the above characteristics of women's travel behaviour is key to recognising how, for example, cuts to subsidised bus services have had a disproportionate impact on women, as well as how women are less likely to benefit from discounted rail fares and season tickets.
- Further, the journey experiences of the women must be considered in terms of age, disability, ethnicity, sexuality, and class, dimensions which may exacerbate some of the issues and challenges faced. Disability, for example, increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.

### Protected Characteristic: Age

By 2028 the population in the Tactran region is projected to increase by 1.0%. The population change varies considerably by constituent Council. The projected change is not consistent across all age groups. Continuing the current trend of an increasingly ageing population, between 2018 and 2028, the 65 to 74 age group and the 75 and over age group are projected to see the largest percentage increase.

The change in age structure varies considerably by constituent Council.

- Older age groups make up a larger proportion of the rural than urban population and rely more heavily on the public transport system than younger age groups. The inadequacies of rural transport choices often provide the context in which older people's experiences of everyday travel within the region are set.
- There is a widespread perception that public bus services do not provide a reliable and accessible mode of transport in rural areas. During the consultation on the main issues, respondents spoke about the absence and inadequacies of public bus services, including difficulties getting to bus stops and boarding buses. Such negative perceptions may not be based on direct personal experience; together with the perceived barriers to rural bus travel limited knowledge of, and interest in, bus travel, are perceptual barriers that further contribute to car dependence. In consequence, and despite free travel being available for older people at off-peak times, public bus services were typically not considered a viable option for everyday travel.
- Mobility limitations could make alternative travel modes difficult to use.
- Attending healthcare appointments is particularly difficult for those in rural communities within the Tactran region without access to a car. Over 25% of the population over the age of 65 without access to a private car are over 60 mins away from one of the major hospitals.
- Alternative travel modes – for example, hospital transport services and taxis – were often experienced as problematic.
- Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education.
- Young adults (aged 16-24) are more likely to be victims of crime than the Scottish average.

### Protected Characteristic: Disability

- Disability increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.
- Disabled people of working-age within the region are less likely to be employed, and those that are, are more likely to be working part-time than non-disabled people. Subsequently, they are considerably less likely to commute.
- Disabled people within the region travel less frequently than non-disabled.
- The barriers to increased public transport use faced by disabled people depend somewhat on their impairment. Disabled people or those with a long-term health condition, however, may face a number of barriers to travelling. Many of these involve the physical accessibility of public transport, though they can also include less tangible barriers such as reduced confidence in travelling independently.
- The risk of exposure to crime is disproportionately higher for many of the protected characteristics. In 2022-23, 3% more charges with an aggravation of prejudice relating to disability were reported than in 2021-22. Crime can intersect with other forms of abuse such as sexual harassment, racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.
- While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty than those without.

### Protected Characteristic: Marriage / Civil Partnerships

No information has been found on specific relationships between transport impacts and marriage and civil partnership. However, Tactran will continue to scan the available literature for forthcoming publications in this area.

### Protected Characteristic: Race

Angus, Dundee City, Perth and Kinross and Stirling are not characterised by a diverse population. Black and Ethnic Minority (BEM) population across Scotland is highest in urban areas, including Dundee City and Stirling, where employment opportunities are a significant pull factor.

Certain ethnic minority households were likely not to have to a car or van. After walking, the most commonly used type of transport by BEM communities in Scotland is the bus. Some ethnic minority groups are also highest amongst those that never cycle for either work or leisure purposes.

The COVID-19 pandemic has highlighted existing inequalities affecting BME communities and exacerbated inequalities in several areas, including transportation. People from these communities are more likely to rely on public transport to access employment than other groups. As such they would have relied on the continued operation of bus services during past lockdown periods.

The latest available data suggests that charges relating to race crime remain at a high level.

### Protected Characteristic: Religion / Belief

People who are Roman Catholic or Muslim are more likely to live in Scotland's 15% most deprived areas when compared to other religious groups and those with no religion.

Muslims had significantly lower median earnings than those of no religion or Christians. The pay gap between Muslim adults and those of no religion was as high as roughly 20%. This group might, subsequently, be more vulnerable to the costs of transport and as such face barriers in accessing employment, education, healthcare, and other services as a result.

The risk of exposure to crime is disproportionately higher for many of the protected characteristics. Religious or faith-based hate crimes continue to rise in numbers. There were 8% more charges with a religious aggravation in 2022-23 than in 2021-22. It is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.

### Protected Characteristic: Sexual Orientation / Gender Reassignment

Data on gender reassignment figures are not available at a Local Authority level.

In 2022-23, 2% more charges with an aggravation of prejudice relating to sexual orientation than in 2021-22 were reported. The number of charges reported has increased each year since 2014-15.

Transgender people most feared for their safety on the streets and using public transport, with almost half of transgender persons in Scotland having experienced a transphobic hate crime or incident. Three in ten LGBT people confirmed that they avoid certain streets because they do not feel safe as an LGBT person there.

There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, it is reasonable to suggest that such persons have lower income and wealth and are therefore at a higher risk of transport poverty. They face widespread discrimination and targeted hostility, unequal access to services, and workplace discrimination. Difficulties in accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.

## Protected Characteristic: Pregnancy / Maternity

Evidence identified a range of constraints to transport use, and a number of restrictions on women. Specific groups were found to experience constraints in terms of their use of transport in different ways, including pregnant women who are mobility restricted – particularly during later stages of pregnancy.

Exposure to air pollution has been identified as a particular issue in relation to the health of unborn children. The research indicates that air pollution linked to transportation is linked to poor pregnancy outcomes leading to children being more susceptible to disease later in life.

In addition, research shows that a lack of physical activity such as walking, wheeling or cycling can be an essential factor in the occurrence of depressive disorders of women in the post-natal period.

## Appendix B2

### Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities.

RTS Delivery Theme	Equality Dimension	Differential Impact
<b>Reducing the need to travel by car through the location of development and services</b>	<p>This delivery theme will improve public transport connectivity of developments as well as their local centres and amenities. Supporting the opportunities for active travel and public transport links will assist access to employment opportunities, essential services and facilities they need to access on a daily basis.</p>	<p>Applying the transport principles established in the RTS will mean that, as the region grows, a greater proportion of people will live in locations that can be well connected to employment and other opportunities by walking, cycling or using public transport.</p>
<b>Influencing travel choices and behaviour</b>	<p>The work delivered to promote sustainable travel by Tactran is likely to result in positive impacts for equality groups such as:</p> <p>Promotion of walking and cycling infrastructure is likely to realise advantages as many equality groups (women; children and younger people; older people; and disabled people) make proportionally more pedestrian trips than the wider population. Cycling is also a popular mode of transport amongst children and younger people; children aged 11 and 15 make more cycling trips than any other age bracket. These active travel modes will also be beneficial in helping to reduce health inequalities experienced by some of these groups.</p> <p>Potentially negative impacts with regards to the implementation of any fiscal demand management schemes are to be identified in further analysis. It is considered that these can be mitigated, identifying at-risk groups prior to implementing such schemes to adjust the scheme to reduce the impact.</p>	<p>Influencing travel choices and behaviour through targeted and tailored actions is likely to provide a number of benefits that can be shared by groups with protected characteristics.</p> <p><b>Young people</b>, and in particularly children, make more walking and cycling trips than any other age groups. Young people, subsequently, benefit in particular from active travel as this would potentially provide healthier, more affordable access to engage in education and work opportunities.</p> <p><b>Women</b> tend to express more personal safety concerns than men; this is particularly so at night, where fear of crime can be a significant travel deterrent. The increased concerns regarding safety are also likely to affect ethnic minorities and those with a visual Sexual Orientation / Gender Reassignment. Work to increase the numbers of people walking and cycling can improve natural surveillance to address such concerns.</p> <p>The IIA identified several groups who are at risk from the introduction of any fiscal demand management measures, including those on <b>low income</b>. A difficulty or inability to use public transport would make individuals for whom the car is essential to their current pattern of participation in society particularly vulnerable to the introduction of road charges. Subsequently, those suffering from <b>disabilities, elderly people, females, ethnic minority groups</b> and, of course, those whose trip is not served by public transport have been identified as being particularly at-risk:</p> <ul style="list-style-type: none"> <li>• The use of revenues from demand management measures to improve transport for at-risk groups, could go some way to mitigating the impacts.</li> <li>• It is possible to adjust any fiscal measures to reduce the impacts on at-risk groups.</li> </ul>

RTS Delivery Theme	Equality Dimension	Differential Impact
<p><b>Decarbonising transport</b></p>	<p>The local impacts of climate change are most likely to have a negative impact on the least resilient groups in society.</p> <p>Decarbonising transport through the phasing in of low emission vehicles will also have an impact on air quality:</p> <p>There is strong evidence that people from poor and disadvantaged communities., ethnic minorities, children and disabled people are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term conditions. Poor health is linked to time off work and reduced productivity - and can contribute to lower income. Improving air quality will therefore help to level up inequalities within the region.</p>	<p>Decarbonising transport and the transition to zero emission infrastructure would have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution.</p> <p>Population groups particularly vulnerable to adverse effects of traffic-related air pollution include to <b>children, pregnant women</b> and the <b>elderly</b>.</p> <p>Along rail lines, residents are likely to be exposed to high levels of diesel exhaust particles and other airborne pollutants at potentially even greater levels than those from the trunk road network. With the RTS supporting the decarbonisation of rail within the region, it will help to realise positive differential impacts for all protected characteristics travelling by train on a regular basis as well as those living close to a rail line in Angus, Dundee City, Perth and Kinross and, Stirling.</p> <p>The ULEV market still comprises higher-income consumers, with over half of (UL)EV owners still primarily concentrated among the wealthiest income earners. Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to charge at home. Current business models for (second-hand) EV ownership and the transition to net-net zero emissions are not working for <b>households in the lowest income</b> brackets or, in distinctively rural areas.</p> <p>There is potential for negative impact if on-street electric vehicle charge points result in trailing cables which can pose a trip hazard and a barrier to people with a mobility difficulty as well as <b>those with prams / pushchairs</b>.</p>

RTS Delivery Theme	Equality Dimension	Differential Impact
<b>Improving safety</b>	<p>The work delivered to improve road safety is likely to result in considerable positive impacts for equality groups such as: Improvements to road safety and personal safety will realise positive impacts for equality groups as they tend to be over-represented in terms of accidents.</p>	<p>The RTS recommends seeking to create safer streets and roads for both motorised and non-motorised road users within the region. The actions are likely to provide a number of benefits that can be shared by groups with protected characteristics:</p> <p><b>Children and young people</b> are considered vulnerable road users, with children from most deprived backgrounds are five times more likely to be injured on the roads compared with children from the most affluent backgrounds. Children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing. The RTS promotes measures with a particular focus on educational activities and road safety interventions where schools are located.</p> <p>The lack of safe infrastructure for pedestrians and cyclists has a disproportionately greater impact for <b>people with mobility impairments and individuals who have impaired vision or hearing. Pregnant women and those with young children</b> are less mobile and also more vulnerable. The RTS promotes access for all potential users, making it easier and safer to get around, encouraging more people to travel more actively more often.</p> <p><b>Younger drivers</b>, particularly young men, are more likely to be involved in a collision. The RTS will continue to promote targeted campaigns.</p> <p>Casualty rates amongst residents from <b>areas classified as relatively deprived</b> were significantly higher than those from relatively affluent areas. The RTS promotes interventions to provide targeted support.</p> <p>It should be noted that the recommended interventions will probably have an overall negligible impact on any of the protected characteristics at regional level but will result in considerable positive impacts at a local level.</p>
<b>Improving the accessibility and security of our transport networks</b>	<p>Improving links between public transport and active modes, and public realm at interchanges and other stations, will provide for a better public transport experience from start to finish. It will, subsequently, support the creation of inclusive communities and age-friendly spaces. Being Age Friendly in the public realm is about small design considerations that greatly improve an</p>	<p>Improving the accessibility and (actual and perceived) security of our transport networks would have potential positive impacts on groups with protected characteristics.</p> <p>Under this delivery theme, the RTS will promote measures which will help to enable a good public transport experience within the region. The RTS focusses on a whole journey approach, including attractive links between public transport and active modes, and public realm at interchanges and other stations.</p> <p>Fear of violence and crime encountered on and around (public) transport, and its associated public spaces, can be an important factor in the travel choices of certain groups. These include <b>women, young, older and disabled people, the LGBTQ+</b></p>



RTS Delivery Theme	Equality Dimension	Differential Impact
	<p>area for older people, thereby planning for the needs associated with a changing demographic in Angus, Dundee City, Perth and Kinross and Stirling.</p>	<p>population and some ethnic minorities, who have above average recorded that they are feeling more vulnerable on (public) transport than others.</p> <p>Tactran anticipates that respective improvements will have an impact on those protected groups for whom access, and mobility is an issue, including disabled, older people and <b>parents/carers</b> of young children.</p> <p>Fewer standard on-street car parking spaces within the area of public realm improvements hold the potential negative implication for those with health problems, disabilities or caring responsibilities (including older people) which affect ease of movement, and including those living rurally who need to travel to village and town centres by car.</p>

RTS Delivery Theme	Equality Dimension	Differential Impact
<b>Improving sustainable travel opportunities</b>	<p>Providing improved sustainable travel opportunities improves the travel opportunities for those without access to a car.</p> <p>For example, a higher proportion of bus users are women, older people and those who do not have access to a car. These groups are more dependent on public transport for access to work, education, leisure and health services. The RTS aims to improve public transport provision through service, infrastructure and ticketing improvements within the region. In this way the RTS will help the region become more attractive within which to live and work and ensure everybody has equal opportunity to access job opportunities and services.</p>	<p>Active and sustainable travel infrastructure and interventions included under this theme could potentially have a positive impact on groups with protected characteristics by improving access to key services such as education, healthcare, employment, shopping and recreational activities as well as connecting communities through an improved active and sustainable transport network.</p> <p><b>Young people</b> can also be disadvantaged by limited mobility resulting from the high cost of some transport options and limited opportunities for travelling independently (especially in the evenings and at weekends). A continued commitment to the school travel planning process and safe routes to school will be of benefit to children. Initiatives to promote and facilitate walking, cycling and wheeling to school have the potential to positively impact upon children's health and fitness levels and promote independence.</p> <p>Improving public transport options is particularly important for <b>women</b> who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping.</p> <p><b>Older people</b>, too, have an above average reliance on public transport to access services and facilities. Improving opportunities for older people to travel within their communities will lead to a better quality of life for this group by improving access to healthcare, leisure and cultural facilities, thus enabling elderly residents to take a more active role in their communities and neighbourhoods and tackle social exclusion and isolation.</p> <p><b>Areas of deprivation</b> have a below average on car ownership and high reliance on bus services to access employment opportunities, services and facilities they need to access on a daily basis.</p> <ul style="list-style-type: none"> <li>• Car clubs could have a positive differential impact, allowing the advantage of access to a car when required without the financial implications of owning a car.</li> <li>• Increased opportunities for walking, cycling and wheeling should be of particular benefit to more <b>disadvantaged communities</b>. However, although walking, cycling and wheeling are low-cost options some people on low income might experience barriers to cycling associated with the cost of bikes etc.</li> </ul>

RTS Delivery Theme	Equality Dimension	Differential Impact
<p><b>Improving access to public transport</b></p>	<p>By improving access to public services, the RTS will enhance such access opportunities and is likely to provide a number of benefits that can be shared by groups with protected characteristics.</p> <p>With many aspects of modern life - cultural, social, economic, educational and medical - located in widely dispersed geographical locations across the region, the work delivered to improve access to public transport services is likely to result in considerable positive impacts in relation to advancing equality of opportunity, such as in narrowing the gaps in educational attainment by those from deprived backgrounds.</p>	<p>Many protected characteristic groups such as <b>children and young people, women, ethnic minority groups, disabled people and older people</b> have an above average reliance on public transport to access services and facilities. Improving access to public transport is particularly important for women who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping.</p> <p>Improvements to vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs, is critical for <b>mothers and pregnant women</b> to navigate public transport more easily. By improving public transport interchanges and stops and stations, the RTS will also address the issue of women feeling unsafe on public transport.</p> <p>Improved public transport infrastructure at stations, hubs and interchanges will also improve accessibility for disabled people with new facilities being designed to inclusive design standards. This will improve transport choices for people who may be currently excluded.</p> <p><b>Lone parent families</b> are more prone to suffer from transport poverty. Households <b>with low incomes, ethnic minority community members, and those with mobility problems</b> are also at risk of transport poverty. Rural and semi-rural communities are also more at risk. Looking to improve fares and ticketing options, the RTS is looking to implement better value for money.</p> <p>Some disabled people are more vulnerable to stress and anxiety in crowded places. Disabled people are also particularly vulnerable to changes in journey times and accessibility resulting from transport network changes and/or diversions. The RTS will implement journey planning tools to support planning ahead of unfamiliar journeys to minimise confusion and the onset of anxiety.</p> <p>Members of the <b>LGBTQ+</b> community are more likely to be subject to hate crimes and harassment on public transport and feel unsafe on public transport. They perceive the bus as the least safe option. While not necessarily physically excluded from public transport opportunities, rather, they pay hidden costs to travel safely.</p>

## **Programme for Government 2025-26**

The Scottish Government published its Programme for Government for 2025/26 on 6 May 2025. Below are extracts which are considered pertinent to Transport:

### **1 Growing the Economy**

#### **More money in people's pockets**

The current economic uncertainty comes on the back of successive shockwaves which have impacted on household costs – from austerity to Brexit, the pandemic to the cost-of-living crisis. Alongside efforts to boost economic growth and protect those most at risk of poverty, we will help people in Scotland to weather the storm by:

- Providing free bus travel for 2.3 million people, including older and disabled people, and all children and young people

#### **Improved communities**

Global economic uncertainty often has a disproportionate impact on our regional and rural economies. Every community in Scotland must be able to draw on their strengths and assets to benefit from, and contribute to, a stronger economy. Working to ensure the benefits of growth are felt across Scotland, we will:

- Work with regional and local partners to identify how best to formally devolve further elements of decision-making and delivery to Regional Economic Partnerships (REPs), and present options before the end of this Parliament.

### **2 Eradicating Child Poverty**

#### **Tackling the cost of living**

Despite limited economic levers, the Scottish Government has a strong record on helping people with the costs of living. Combined, our interventions mean that families with children in the poorest 10% of households are estimated to be £2,600 a year better off this year as result of Scottish Government policies. While the UK Government has not heeded our calls to do more to help people facing financial challenges, we will **support households hit by rising everyday costs** where we can, including:

- A pilot scheme for a £2 bus fare cap in one of Scotland's transport regions, backed by £3 million in this financial year.
- Delivering a £2 million national pilot to support free bus travel for people seeking asylum.

### 3 Tackling the Climate Emergency

#### A 20-year mission

The journey to net zero also presents significant opportunities – for people, communities, and businesses. Between 1990 and 2022 our emissions halved while the economy grew by 66.6%, showing that a thriving economy and falling emissions can be achieved in tandem.

The coming year will be critical for this pathway, as we set out a route map to reducing emissions and growing the green economy: setting carbon budgets before the summer and publishing our Climate Change Plan by the end of this Parliament which will set out policies and proposals to deliver carbon budgets up to 2040 in a way that delivers a just transition.

#### Decarbonising transport

Acting on transport emissions is vital to our net-zero progress, with domestic transport remaining Scotland's largest source of emissions. Alongside the necessary action by the UK Government, we will support transport services, people and business to reduce their emissions and adapt to climate change, including:

- Introducing new rural and island EV infrastructure grants to help deliver approximately 24,000 additional public electric vehicle charge points by 2030.
- Introducing a new pilot grant scheme to help households without off-street parking to install cross-pavement EV charging solutions.
- Providing up to £4 million to increase the shift of freight from road to rail through the Freight Facilities Grant, and a first round of funding for the HGV sector to explore investments in decarbonised vehicles, charging and fuelling options.
- Expanding support for skills to help businesses and the workforce to adapt to zero emission vehicles, with £350,000 to develop capacity in colleges in EV and charge point maintenance and repair and a further £400,000 for a new heavy-duty vehicle just transition initiative.
- Publishing jointly with COSLA a renewed policy statement on reducing car use in Scotland, which will set a successor target for car use reduction aligned with the development of the draft Climate Change Plan, and working with COSLA and regional transport partnerships to develop delivery plans for car use reduction, reflective of different communities and places.

#### Adapting to climate impacts

The climate emergency is not a distant threat, it is with us today and the impacts are on our doorstep. While Scotland will continue to play our part in reducing emissions, we must also recognise warming trends for the next two decades are set because of past global emissions. Having published our Scottish National Adaptation Plan in September 2024, the focus is now on delivering on those commitments, including:

- Establishing a national flood advisory service to bring more consistency, efficiency and value to how large value flood protection schemes are delivered as part of implementation of Scotland's National Flood Resilience Strategy.
- Publishing a Trunk Road Adaptation Plan and working to improve the resilience of our railways.

#### **4 High Quality and Sustainable Public Services**

##### Ensuring a safer Scotland

Backed by £1.6 billion core funding for the police, modernising the workforce to prioritise frontline duties, and £20.3 million to support the improvement of our courts system, we will ensure our that communities are safe, and that victims and witnesses get the support they need. The levels of antisocial crimes that plague our communities have been falling, evidenced by the 25% reduction in vandalism from 2014/15 to 2023/24, but we will do more by:

- ScotRail will continue to implement measures to address anti-social behaviour to protect staff and passengers, particularly unacceptable behaviour targeted at women and girls. This will include further deployment of Travel Safe teams. As part of this continuing programme, we will respond to the concerns of railway staff and others that the current general ScotRail alcohol ban - a last legacy of Covid restrictions - is counterproductive and ineffective and remove the ban on alcohol on trains. We will replace it with new regulations that focus restrictions more effectively on particular times and locations, similar to previous restrictions.

##### A safe, sustainable, transport system for Scotland

Our transport infrastructure is the backbone of our economy but also a lifeline for our rural and island communities. Backed by more than £2.6 billion to support public transport in 2025- 26, we will support our network to become more available, affordable, and accessible, maintaining vital links between communities and across Scotland, including:

- Abolishing peak rail fares permanently from 1 September, to encourage more people to travel by train, reduce car journeys, and help existing peak time rail passengers with the cost of living. A significant marketing programme will support the abolition.
- Continuing to deliver the major vessels programme with MV Glen Rosa at the Ferguson Marine shipyard, MV Isle of Islay and three other vessels at the Cemre shipyard expected by summer 2026 and beginning work to deliver seven new electric ferries.
- Taking forward plans to directly award the next generation of the Clyde and Hebrides Ferry Services contract to CalMacFerries Ltd and make these services more resilient.

- Progressing business cases for infrastructure works at major ports including Port Ellen, Gasaigh and Ardrossan.
- Making it easier for people to walk, wheel, and cycle on everyday journeys by delivering projects through our 2025-26 sustainable travel programmes, including the new Bus Infrastructure Fund.
- Completing electrification and enhancement of the East Kilbride rail line in 2025-26, enabling the introduction of electric trains on the route from December 2025.
- Upgrading and reconfiguring rail power supplies to support existing and future electrification, with a new 'feeder station' planned to enter service at Newton in Lanarkshire during 2025-26.
- Continuing procurement of ScotRail's Intercity Fleet Replacement Programme and explore options around replacement of ScotRail's suburban fleet.
- Making our roads safer and reducing the numbers killed or injured, through delivery of 20 mph speed limits on appropriate roads by the end 2025-26 and of road safety funding for road authorities.
- Building on having met all milestones set out in the delivery plan to dual the A9 since it was published in December 2023, in the coming year we will:
- Publish draft Orders for the Pass of Birnam to Tay Crossing in Spring 2025.
- Award the fourth construction contract, for the Tay Crossing to Ballinluig, and commence procurement of the fifth construction contract, Pitlochry to Killiecrankie, both in summer 2025.
- Conclude decision-making on the use of Mutual Investment Model contracts on the Dualling programme.
- Considering the outcomes of local and regional proposals for new stations on Scotland's railway network, for example at Newburgh and Winchburgh, including assessing the case for investment, alignment with our rail investment strategy, public value and contribution to government priorities.
- Progressing work to determine the most suitable procurement option for delivering the A96 Dualling Inverness to Nairn (including Nairn Bypass).
- Progressing delivery of the next phase of the medium-term improvements at the A83 Rest and Be Thankful and on the statutory authorisation process for the remaining elements of the medium-term improvements and the long-term solution.

### Reforming services for the future

The Scottish Government continues to recognise the invaluable role local government plays as a crucial partner in the delivery of our shared priorities for the people of Scotland. Effective partnership working is essential, and we have made significant progress in strengthening the foundations of the relationship between our two spheres of government since the signing of the Verity House Agreement nearly two years ago. Maintaining and strengthening this partnership, remains a key priority to ensure we can work collaboratively to meet the needs of our local communities.

We will also make it easier for communities to make decisions about the places they know best and empower local systems to integrate and transform services in line with local priorities. As part of the conclusion of our joint review of local governance with COSLA, by the end of the Parliament, we will publish:

- A blueprint for democratic community decision-making models and test aspects of these models including by supporting the piloting of a citizens' assembly in Dunfermline.
- Preferred models for Single Authority Models in Argyll and Bute, Orkney and Western Isles that have been developed jointly by local government and health and enable a shift towards prevention. This will include a plan and timeline for implementation, with at least one area transitioning to shadow arrangements.
- Alongside this, we will also undertake a further public consultation exercise in Summer 2025 on devolving parking fines to local authorities.



## Appendix D

### Consultation on the Draft Just Transition Plan for Transport



#### Respondent Information Form

**Please Note** the respondent form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:

<https://www.gov.scot/privacy/>

#### Respondent Information Form

Are you responding as an individual or an organisation?

- ☐ Individual
- ☐ **Organisation**

Full name or organisation's name

Tactran

Phone number

07919 880826

Address

Bordeaux House, 31 Kinnoull Street, Perth

Postcode (will not be published)

PH1 5EN

Email Address

jonathanpadmore@tactran.gov.uk

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

- ☐ **Publish response with name**
- ☐ ~~Publish response only (without name)~~
- ☐ ~~Do not publish response~~

#### Information for organisations:

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

☐ **Yes**

☐ **No**

Where do you live most of the time?

Response is on behalf of Tactran representing the Tayside and Central Scotland area (Angus, Dundee City, Perth & Kinross and Stirling Council areas)

How would you describe your local area? [SG Classification: Large Urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area, Island\*, Other (specify)]

\*We have included a separate category for island residents in recognition of the potential impacts of decarbonising Transport on these communities.

Large urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy (required)

☐ **YES**

# Questionnaire

## Vision and Outcomes Consultation Questions:

### Question 1

Vision and Outcomes Consultation Questions: Aim: To get feedback on the overall structure of the Plan and general comments or gaps identified in the outcomes. This is also to invite views on future engagement on just transition issues in Transport.

Audience: Everyone is invited to answer all consultation questions, but we have suggested that there are some questions which are more relevant to organisations or businesses, so it is possible for you to skip questions you don't want to answer.

Question

**1A:** Do the draft outcomes reflect what the Plan should be aiming to achieve? Please give reasons for your answer.

**1B:** Is anything missing from the draft outcomes in the Plan?

1A: The draft outcomes are reasonable, with the exception of the relevance of *Outcome 12 Access and Support for active travel options leads to healthier outcomes* which is questioned. Active travel is supported in relation to supporting a number of transport related health and equality objectives. However, as active travel trips are of a length that they will not be able to replace those car trips which generate car km and greenhouse gases, then the relevance of active travel to this debate is perhaps limited to accessing public transport as part of a multi-modal journey.

There is a risk in any one sub-strategy/plan of the National Transport Strategy to cover all 'desirable' outcomes irrespective of their relevance to the principle focus of the sub-strategy/plan. Doing such risks diverting focus from the core issues.

**Question 2:** (Everyone): Please look at the draft Transport Just Transition Plan and tell us whether you agree or disagree with the following statements. [Strongly agree, agree, neither agree nor disagree, disagree, strongly disagree, don't know]

Agree:

- The Plan is easy to understand
- The Plan is easy to use
- The information in the plan is helpful
- The information in the plan is relevant to me
- The plan is accessible to me

**Question 3** (Everyone): Are you involved in any organised groups (for example a campaigning group, industry working group or public sector forum, which does not have to be climate-related) that considers how the transport sector is changing or could change in future?

Regional Transport Partnerships have the statutory responsibility to produce Regional Transport Strategies. The Transport (Scotland) Act 2005 places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy.

**3A: How could existing transport groups consider just transition issues?**

Note on Q3: These questions are about understanding how people, organisations and communities want to engage on issues relating to a just transition for Transport. We have heard that people want to use existing groups, not create new ones, and that many groups and organisations have already taken actions, ideas or best practice that others could learn from when considering a just transition for Transport.

The changes required to mitigate and adapt to climate change are significant across society.

A broad and extensive public conversation needs to be maintained on why change is necessary, what changes are necessary, and what they could mean for people / organisations so that we can design or mitigate against measures appropriately.

Failure to undertake such a public conversation will put at risk the ability to bring forward many of the more difficult measures.

**People and Communities Consultation Questions:**

**Aim:** To understand priorities for people and communities, gather feedback and identify gaps in the content, including the vision, and collect evidence to inform Just Transition Planning for the sector. Inviting people to reflect on how costs of the transition might be shared fairly.

**Audience:** Individuals answering on their own behalf as members of communities and households. Organisations representing communities, places, or groups with protected characteristics, as well as the public sector.

**Question 4 (Everyone):** This question relates to all the content in the section on People and Communities. Are there any gaps in our priority actions to support people and communities in the transition of the transport sector?

## **CONTEXT SETTING**

### **Change is difficult for the more vulnerable groups in society**

Change is – to a greater or lesser extent – difficult for people. The ability to, and ease, of change – and the degree to which it may cause stress – will vary according to a number of factors, not least:

- Financial opportunity: e.g. ability to buy a new car, or pay extra for public transport when you already have a car
- Flexibility in lifestyle: ability to change where and when you travel. E.g. A shop or factory worker will have less flexibility about where and when to work as opposed to a professional working in an office
- Skills to adjust to new behaviours: e.g. using public transport instead of the car requires the ability to plan and make a multi-modal journey.

The more vulnerable groups in society will have less finances and less flexibility to change behaviours. The wealthier will have greater ability to take advantage of the opportunities presented and promoted by change.

### **The impact of change could short or long term**

It is useful to consider whether impacts are short or long term

- Changes from one technology to another: the transition could have issues that need to be managed, but once the change has been made, then impact of the change will be minimal. Of course, a short-term barrier (e.g. financial outlay) can prevent change occurring in the first instance
- Change in behaviour: where a different lifestyle is adopted, the impacts of change could be long term

## **ARE THERE ANY GAPS IN OUR PRIORITY ACTIONS TO SUPPORT PEOPLE AND COMMUNITIES?**

The Draft Plan does a reasonable job of identifying both the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

### **Supporting people and communities in switching to EVs, and accessing the necessary infrastructure**

- It will be necessary for the scale of the proposals to ‘meet’ the gap in terms of charging infrastructure or ability to access / own electric vehicles

### **Incentives for people to travel more sustainably**

Action: Locating and designing new developments in a way which makes sustainable modes the priority for everyday travel

- New development accommodates both population growth and transfer from housing stock which is no longer fit for purpose. Hence, not only will only a small % of the population live in new developments, but also there will only ever be a very small transfer from old to new stock over time. Therefore whilst this is the right intention, the impact will be minimal in supporting a transition to 2045.

- This action should either be expanded (or a new action introduced) to include actions to increase the provision of local amenities. Being able to provide more services locally (*the 20minute / liveable neighbourhoods principle*) is a desirable but difficult goal. Nonetheless, if achieved it can both reduce the length of trips people need to make (reducing car km), and in doing so make services more accessible to people (by destinations being more easily accessible by a choice of modes).

#### Action: Better geographical digital connectivity / MaaS

- Those that struggle with digital inclusivity (broadband reception; using new technology; owning and affording the latest technology to operate the latest apps etc) are the more vulnerable groups in society. All programmes with a digital element must be connected to a broader digital inclusivity programme, or else we risk continuing to widen inequalities

#### **Disincentives to car use**

#### Action: Demand management interventions, more focused on urban areas, and designed and implemented to ensure fairness

- Focusing this work on urban areas is ignoring the hard truth – most car km is generated to / from / between our rural areas. There must be consideration of how we can provide alternatives to car use in our rural areas.

#### Action: Local Road User Charging and Workplace Parking Licencing schemes

- Tactran has commissioned work to understand the equality impacts of different demand management measures to reduce car km
- Whilst it is the wealthier groups in society that drive the most, it is the least affluent groups which have the least ability to change
  - The Tactran quantitative public opinion survey conducted for the new [Regional Transport Strategy](#) identified that:
    - ‘Essential’ trips (education and work) are a greater % of the trips undertaken by the least affluent compared to the more affluent
    - Least affluent feel least able to change their trips (less flexibility regarding time/location)
  - Least affluent are least able to accommodate the cost of change
  - Many vulnerable groups, including people leading chaotic lifestyles and those with disabilities, are less able to manage change or have reasonable alternatives
- The Draft Plan considers the impacts of change without assigning timescales to such. For example, it may be the least affluent communities who benefit most from improved public transport, but in terms of managing the transition, measures are required to ensure that there is affordable access when change is enforced. Enabling fair and equitable change means that careful

consideration needs to be paid to the phasing of improvements and disincentives.

- The Tactran and Central Scotland Regional Transport Partnership has adopted the following principles in relation to investigating the introduction of charging mechanisms to reduce car km in its RTS. The Partnership agreed that any change to charging to reduce car km must:
  - Follow sufficient improvement in alternatives to the car
  - Have an impact on kilometres driven
  - Not undermine the viability of a location and consequently the co-ordination of measures across local authority boundaries will be required
  - Not increase transport poverty
  - Be able to be responsive to changes in fuel duty or its successor

**Question 5 (Everyone):** Which of the following priorities we have set out in the draft Plan do you think would be most helpful **for people like you** to reduce how often, or how far, they drive in a private car? You do not need to own or drive a car to answer the question, because reliance on private cars impacts everyone.

- ☐ Better use of space for active travel and public transport
- ☐ More access to online services so people don't need to travel unnecessarily
- ☐ Availability of demand responsive transport for some areas for example dial-a-bus services.
- ☐ Access to 'car clubs' which allow people to hire a car or van for shorter trips.
- ☐ Increasing costs to make driving a less attractive option in some circumstances, especially where there will be other benefits such as reducing pollution and congestion.

None of the above will have an impact on my personal circumstances

#### Better use of space for active travel and public transport

- Improving the attractiveness of public transport and active travel will assist in making these modes relatively more attractive compared to the private car. However:
  - Replacing car trips with walking or cycling trips will have little impact on car km and CO2 emissions – except where it improves access to public transport (approximately only 15% of car km is generated by trips below 5km)
  - Our streets can be made far more accessible for everyone without significant road space reallocation
  - Removing on-street parking for people with disabilities will restrict their access

#### More access to online services so people don't need to travel unnecessarily

- Those that struggle with digital inclusivity (broadband reception; using new technology; owning and affording the latest technology to operate the latest apps etc) are the more vulnerable groups in society. All programmes with a digital element must be connected to a broader digital inclusivity programme, or else we risk continuing to widen inequalities

#### Availability of demand responsive transport for some areas for example dial-a-bus services

- This is not a mass transit solution that will result in significant car use reduction in itself. It will however be important for e.g. remote communities to access town centres (directly or via connection with a fixed route service)

#### Increasing costs to make driving a less attractive option in some circumstances

- Increasing costs will reduce car km. Whether it encourages a modal shift, or results in people not accessing services or opportunities will depend on
  - Availability and cost of accessing the same destination by alternative modes
  - Availability of closer alternatives and relative cost of car vs cost and availability of accessing the destination by alternative modes

It is important to note that different charging mechanisms to discourage driving will have different impacts on

- Reducing car km
- Different populations and locations



**Question 6 (Everyone):** Does the draft Plan take all groups in society into account in setting out a vision for a future transport system for people and communities?

No ~~The Plan considers the impacts of decarbonising transport on all groups in our society.~~

N/A ~~The Plan considers the impacts of decarbonising transport on people like me.~~

**Question 7 (Everyone):** Is there anything else you would like to see in the draft Plan for people who are more likely to face challenges accessing affordable, convenient and safe travel options?

In the first instance, initiatives should be targeted at those populations / trips / locations that generate the most greenhouse gases. That will help, but will certainly not eliminate, the burden on the more vulnerable groups in society (see Qstn 8 below). In addition:

- Restrictive measures should consider the ability to provide exemptions and/or charge proportionally
- Any income from charges should be reinvested in measures that will provide an alternative to the car for those trips which generate the most car km. However, there is likely to be the need to consider measures which make access to alternatives affordable for the most vulnerable groups
- An extensive and ongoing public conversation is required: bringing forward many of the changes required will not be successful unless the reason for change, and the necessary measures, are understood and supported by society

In addition:

- Digital inclusion will underpin many changes in society. The plan is light on measures (or at least links to measures being brought forward in other policy areas) to ensure digital inclusion.

**Question 8 (Everyone):** Which of the following principles do you think should be the most important to guide the development of a fair system of payment, to deliver a just transition to net zero in Scotland?

☐ **Those who emit the most pay the most, with protections for low-income groups.**

☐ ~~Those who earn the most pay the most, without disadvantaging middle-income groups.~~

☐ ~~Costs shared through taxation and incentives, such as reduced costs, will support low-carbon choices.~~

☐ ~~None of the above.~~

The Scottish Government has adopted the Polluter Pays principle

[1. Introduction - Environment - guiding principles: statutory guidance - gov.scot](#)

Question 8 Context note: This question is based on independent evidence suggesting that there is a link between households with higher incomes and higher harmful emissions from personal transport. Meanwhile those on lower incomes are more likely to be reliant on public transport and more impacted by negative effects of emissions such as air pollution. We commissioned researchers to work with members of the public to consider how the costs of transforming our transport system and changing travel behaviours should be shared. Over a series of discussions, the group came up with different ideas, or principles, for how costs could be shared based on earnings, emissions, or incentives

### **Workers Consultation Questions**

**Aim:** To understand priorities, gather feedback and identify any gaps in the vision and content; to collect evidence to inform just transition planning for the sector; and to seek views on scope of challenges around skills provision.

**Audience:** Individuals answering on their own behalf thinking about their work and lived experience. Organisations representing workers in transport and other sectors, and employers, including the public sector.

**Question 9 (Everyone):** This question relates to all the content in the section on Workers. Are there any gaps in our priority action to supporting workers in the transition of the transport sector? It would be helpful if you could say whether your answer relates to all workers or transport workers.

Preparing workers and businesses need to reflect the areas where changes are required:

- Maintenance of low emission vehicles (road and rail). This needs to be targeted not only at those entering work, but also those already employed in maintaining vehicles
- Maintenance of low emission networks (road and rail)
- Upskilling all sectors in digital inclusion
- Sufficient bus and train drivers

Will low emission vehicles – and respective charging/fuelling patterns – result in different work patterns for drivers? Understanding whether there are any adverse impacts on drivers' hours/shifts from the use of low emission vehicles need to be considered.

**Question 10 (Everyone):** We have set out some actions in the draft Plan which we hope will address Transport workforce challenges. How important are the following actions to make transport jobs more attractive to people who are not as likely to work in the sector, such as women and younger people?

- ☐ Programmes which encourage women and girls to enter science, technology, engineering and maths (STEM) courses at school and college or university
- ☐ Actions to promote diversity and inclusion within the industry, including workplace culture changes.
- ☐ Actions that address existing pay gaps for certain groups.
- ☐ Actions to increase access to childcare.
- ☐ Other - please specify

All the identified actions are important. What would assist in identifying how each address identified problems with a Just Transition

**Question 11:** (Everyone): Actions to improve diversity in the transport sector would be most effective if they were mostly led by (choose one):

- ☐ Public sector
- ☐ Third sector
- ☐ Individuals
- ☐ None of the above
- ☐ Don't know

Measures will be most effective if they are undertaken by or with those that employ workers in the transport sector

**Question 12** (For business/ organisations and Transport workers): Does the summary of priorities for workers in the draft Just Transition Plan address future workforce and skills challenges you expect to have, as the transport sector decarbonises?

The identified priorities could be expected to improve the pipeline of those working with low emission vehicles.

They do not address other potential issues with a Just Transition (e.g. digital inclusivity; driver shortages etc)

However, whilst the Draft Plan does a reasonable job of identifying the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

## **Businesses and Organisations Consultation Questions:**

**Aim:** To seek views on the priorities we have set out to address the challenges and opportunities of decarbonising transport. To gauge how effectively we are engaging all businesses, including non-transport businesses, social enterprises and public/nonprofit sector, in just transition planning.

**Audience:** We think these questions are most relevant to all private and public organisations, including local authorities and businesses which manufacture, provide or use any form of transport. We also invite responses from social enterprises, charities and non-profit organisations.

**Question 13 (Everyone):** This question relates to all the content in the section on Businesses and Organisations. Are there any gaps in our approach to setting out opportunities and priorities for businesses and other organisations in the transition of the transport sector?

This section identifies the key issues in relation to organisations transitioning from fossil fuelled to low emission vehicles.

It does not consider:

- Impacts on service delivery for organisations that struggle to transition to low emission vehicles in Low Emissions Zones. And any consequences on customers
- Resilience of electric charging networks. In the recent past storms have resulted in prolonged electricity power cuts in some areas of Scotland
- Extent of charging networks. The scale and pace of the introduction of charging infrastructure must ensure that communities in Scotland are not left with reduced services (whether public sector (Council waste collections; Police; NHS access) or business or personal deliveries (including food deliveries) because of lack of charging infrastructure

The latter two examples will mean that public and private organisations will need to carefully consider the phasing out of fossil fuelled vehicles in line with introduction of any restrictive measures to discourage vehicle use in their respective areas.

However, whilst the Draft Plan does a reasonable job of identifying the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

## **Question 14 (all organisations)**

What does just transition planning mean for your organisation or industry?

- ☐ **A just transition for the transport sector is important**
- ☐ ~~Just Transition planning is important for my organisation~~
- ☐ ~~Just Transition planning is happening in my organisation~~
- ☐ ~~My organisation needs more support for just transition planning~~

Please give reasons for your answer.

Unless a Just Transition is ensured

- Increasing inequalities in society
- Changes to behaviour / increasing costs placing at risk organisations ability to maintain services
- If barriers to change are not recognised and addressed, these barriers may prevent a transition

### **Question 15 (all organisation)**

Which of the following priorities would you consider to be most important to enable you to transition your vehicles to zero emissions alternatives?

- ☐ Access to low-cost finance
- ☐ Cost of replacement vehicles needs to come down
- ☐ Technology for replacing vehicles needs to be proven
- ☐ Mechanism to work with other businesses on fleet transition
- ☐ Reliable infrastructure for vehicles (such as fuel or charging networks)
- ☐ Certainty about availability of parts and maintenance services
- ☐ Other (please tell us more)

### **Monitoring and Reporting Consultation Questions:**

**Aim:** We invite views on the draft indicators and would like to identify any additional relevant data sources. Please see the Monitoring and Evaluation Annex in the draft Just Transition Plan for Transport for more details on the indicators, data sources and quality assessments.

**Audience:** Everyone

**Question 16A:** What are your views on the draft indicators we have set out for measuring our progress toward delivering the just transition outcomes for the transport sector?

- Data needs to be able to be aligned to vulnerable groups, or else Just Transition issues could be masked
- Other data sources will be required. These do not need to be identified as primary indicators, but will be needed to understand the primary indicator (e.g. digital inclusivity is about much more than just digital connectivity)

**16B:** Make a comment about a specific indicator or indicators, or issue with specific indicators:

**Outcome 3: Businesses currently relying on fossil fuel vehicles are supported to transition to zero emissions alternatives**

- Useful to highlight public sector fleet data

**Outcome 5: Communities (including in rural and suburban areas) are well connected, having better digital connectivity and shared transport options that meet their local needs.**

- Data needs to be able to be aligned to vulnerable groups, or else Just Transition issues could be masked (rural areas / SIMD quintiles / demographic & socio-economic breakdown of membership & uptake)
- Other digital inclusivity indicators need to be included (e.g. access to smart phones / computers / digital skills)
- Shared transport uptake: Prior to understanding uptake, an understanding of availability of shared transport choices is required. Mapping availability of community and demand responsive services, along with car clubs, bike share etc will be required (NB the collection of this data will overlap with Traveline / MaaS work)

**Outcome 6: Transport and the planning systems give communities access to the local services and amenities they need**

- **Access to services and availability of transport:** Accessibility mapping tools can provide a useful baseline of this information (including providing information as it relates to SIMD datazones, age, gender) but they are less useful at mapping progress over a short-time period (e.g. less than 5 years). Mapping progress (or deterioration) will require an understanding of the change in the transport services AND the number and location of services (e.g. shop/post office closures in rural areas; centralisation of public services such as health, education, department for work and pensions etc)

**Outcome 10: Transport is accessible and easy to use for all, especially those with additional accessibility needs and isolated people.**

- This is vital, but it is suggested that information that can cover the whole journey is poor

**Outcome 11: Transport options are affordable and the transition to decarbonised transport does not disproportionately burden on those with least choice and ability to pay**

- **11.2 Spend on transport, by lowest income and most deprived:** this also needs to cover rural areas to recognise all areas at risk of transport poverty

**Outcome 12: Access and support for active travel options leads to healthier outcomes.**

It must be noted that switching to active travel for short journeys is not an intervention which will have a significant impact on car km and greenhouse gas emissions, except where they are part of a multi-modal journey that is centred on public transport.

Appropriate active travel indicators relevant to the core focus of the Just Transition Plan would be those, for example, that identify:

- % of people (inc socio-economic breakdown) that can access significant bus or rail interchanges by walking / cycling
- Walking / cycling barriers/infrastructure at or near these interchanges

**Outcome 14: The transport transition has contributed to improvements in air quality across Scotland.**

- To reflect the Just Transition nature of this work, this data needs to be presented by impact on SIMD datazones

**Outcome 15: The transport system is prepared for the current and future impacts of climate change and is safe for all users, reliable for everyday journeys and resilient to weather-related disruption**

Suggest this indicator (or at least commentary to accompany reporting on the indicator) is widened to include other resilience issues for transport networks that can affect a Just Transition (extended power cuts for geographic areas; weather related road closures affecting public transport connecting our rural areas)

**Question 17:** If you are aware of any other data being collected that could be used to monitor progress towards any of the outcomes set out in this Plan, please share details below.

Public Health Scotland are considering indicators to understand and monitor Transport Poverty