

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 SEPTEMBER 2025

DIRECTOR'S REPORT

Purpose & Summary

This report provides an update on the National Transport Strategy Delivery Board; asks members to note responses to NHS Forth Valley Population and Health Care Strategy; Stirling Council's Stirling Mobility Strategy; Public Health Scotland's Long-Term Strategy 2025-35; Cairngorms National Park Local Development Plan (Local Living and 20 Minute Neighbourhoods); and Stirling Council Local Development Plan (Call for Sites and Ideas) consultations; and to approve responses to Scottish Parliament Call for Views on the Climate Change Plan and Scottish Government Environment Strategy consultations

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) Notes the update from the National Transport Strategy Delivery Board;
- (ii) Notes Tactran officer responses to the NHS Forth Valley Population and Health Care Strategy included as Appendix B to this report; Stirling Council's Stirling Mobility Strategy included as Appendix C to this report; Public Health Scotland's Long-Term Strategy 2025-35 included as Appendix D; Cairngorms National Park Local Development Plan (Local Living and 20 Minute Neighbourhoods) included as Appendix F to this report; and Stirling Council Local Development Plan (Call for Sites and Ideas) included as Appendix H to this report;
- (iii) Approves the response to Scottish Parliament Call for Views on the Climate Change Plan included as Appendix E to this report; and
- (iv) Approves the response to Scottish Government Environment Strategy included as Appendix G to this report

2 DISCUSSION**National Transport Strategy Delivery Board**

- 2.1 A National Transport Strategy Delivery Board (NTSDB) has been created by Transport Scotland. The NTSDB is chaired by The Cabinet Secretary for Transport and its associated infrastructure in Scotland Fiona Hyslop. Depute Provost Parrott has been selected by the Regional Transport Partnership Chairs to represent them on the NTSDB. Depute Provost Parrott attended his first meeting of the NTSDB on 9 July 2025. The agenda comprised of two elements, items for discussion and items for noting as follows:

Discussion papers

- Transport to Health
- Scottish Transport Summit 2025

Papers for noting

- Developments and achievements
- Engagement with key stakeholders
- Update from the car use reduction Working Group

2.2 The papers are available to view in the Members section of the Tactran [Website](#) as Appendix A to this report.

Consultations

NHS Forth Valley Population and Health Care Strategy

2.3 A draft of the NHS Forth Valley Population Health and Care Strategy 2025 – 2035 ([NHS Forth Valley – Population Health & Care Strategy](#)) has been developed in response to extensive feedback from local people, staff, patients, community and partner organisations across Forth Valley over the last 18 months.

2.4 The draft Strategy sets out the following five key ambitions:

- To enable the population of Forth Valley to live longer healthier happier lives, by investing in prevention and providing support to people who are ill at an earlier stage.
- To provide more health services and support in local communities, to make it easier for people to access the care you may require.
- To look at how we can improve everyone's health and wellbeing, not just the patients we are currently seeing.
- To work with partner organisations to tackle some of the wider issues which affect health and wellbeing.
- To make the best use of the resources we have available to ensure we deliver the best value.

2.5 The Tactran response to the draft Strategy is included as Appendix B. In summary the response:

- Welcomed many of the themes contained within the strategy - particularly access to services, reducing the need to travel, and health improvement/prevention through travelling by active modes
- Highlighted the wider societal benefits resulting from better accessibility to services
- Set out how Tactran can assist in progressing the strategy
- Highlighted potential funding opportunities.

Stirling Mobility Strategy

- 2.6 Stirling Council sought feedback on their draft Sustainable Mobility Strategy ([Project: Sustainable Mobility Strategy | Stirling Council](#)), which sets out how Stirling will transition to a transport system that is environmentally friendly, economically efficient and safe.
- 2.7 The Tactran response to the draft Strategy is included as Appendix C. The response welcomed the well written document, noting its links to the wider Stirling Climate and Nature Emergency Plan (2021). The response suggested:
- The scope of the strategy may wish to represent a wider range of topics related to transport
 - Threads between problems, objectives, targets and actions could be strengthened further.

Public Health Scotland's Long-Term Strategy 2025-35

- 2.8 Public Health Scotland (PHS) work to protect, improve, and sustain the health of Scotland's people. PHS provide leadership for population health protection and improvement, supply trusted and evidence-informed advice, curate Scotland's health data, and collaborate across all sectors turning policy into action.
- 2.9 PHS vision is a Scotland where everybody thrives. Within the next ten years, the aim is to boost average life expectancy by at least a year and reduce inequalities in life expectancy.
- 2.10 Scotland's Population Health and Service Renewal Frameworks provide the ambition and direction for how Scotland will achieve this, through the core principles of preventing ill health, improving access and strengthening service quality.
- 2.11 Through this consultation, PHS wish to understand how they can achieve these goals in collaboration with partners, in particular how we can work effectively together.
- 2.12 The Tactran response to the draft Strategy is included as Appendix D. The response:
- Sets out where we believe PHS and Tactran can work together going forward, principally in the areas of access to healthcare, and improving health and wellbeing
 - Suggests Tactran's work to date on developing a Mobility as a Service (MaaS) pilot programme with NHS Tayside could be scaled nationally to meet patient and visitors transport needs
 - Recognises the need to target resources to specific communities/groups
 - Supports PHS' continued data collection and publication of resources, highlighting the interdependencies between transport and health

- Suggests how PHS can strengthen how they work and collaborate, for example through Community Planning Partnerships.

Scottish Parliament Call for Views on the Climate Change Plan

- 2.13 The Net Zero, Energy and Transport Committee have launched a public Call for Views to support cross-committee scrutiny of the Scottish Government's forthcoming Climate Change Plan (CCP) ([Draft Climate Change Plan Scrutiny 2025 - Scottish Parliament - Citizen Space](#)). Responses are requested by 19 September 2025.
- 2.14 The draft CCP, which is expected to be published later this year, will set out how the Scottish Government intends to meet emission reduction targets across all portfolio areas and sectors of the economy. It must also set out the costs and benefits of policies, whilst taking into consideration the principles of a Just Transition.
- 2.15 This CCP will cover the period 2026-2040, as Scotland looks to be "net zero" in carbon emissions by 2045. In doing so, it will seek to meet reduction targets for this period, based on advice from the independent Climate Change Committee.
- 2.16 Questions included in the call for views cover a wide range of sectors including electricity and energy; buildings; transport; industry; waste and circular economy; agriculture and land use; and negative emissions technologies, but participants are free to answer only those they are most interested in.
- 2.17 The Parliament is also seeking views on other aspects of the draft Plan, including how the proposed policies should be funded and how to overcome challenges in delivering them.
- 2.18 The findings will be shared across Parliament to support parliamentary committees scrutinising the draft CCP later in the year.
- 2.19 The proposed Tactran response to the draft Strategy is included as Appendix E. The response:
- Notes the importance of prioritising policies which deliver the largest reduction in carbon emissions
 - Notes the degree of transport behaviour change measures required to meet climate change ambitions will depend on the revised car km target agreed
 - Raises the risk and challenges of resourcing and phasing this transport behaviour change, both in terms of potential future demand management measures and delivery of improved alternatives to the private car
 - Advocates for a just transition, which reflects the fact the most vulnerable groups in society are less likely to have the finances and flexibility to change travel behaviours.

Cairngorms Local Development Plan: Local living and 20-minute neighbourhoods survey

- 2.20 In January 2025 officers responded to the Cairngorms National Park Authority LDP transport evidence report (Report RTP/25/12 refers).
- 2.21 To inform the next Local Development Plan the Cairngorms National Park Authority has created a model to assess its places against the concept of local living according to the principle of '20-minute neighbourhoods'. At the core of this model is the provision of key services and facilities, such as schools, shops and General Practitioners, within a walkable distance of where people live. It also considers the cycle times and drive times between the towns and villages in which these facilities are located. The model will inform the preparation of the Local Development Plan and help plan for new development in a way that reduces the need to use unsustainable methods of travel, prioritises quality of life, helps tackle inequalities, increases levels of health and wellbeing and responds to the climate emergency.
- 2.22 The Park Authority are [seeking views on the model](#), and to find out about any facilities that are missing from it. The National Park Authority would also like to hear your views on the weighting given to the different types of facilities by the model.
- 2.23 Tactran's proposed response is included as Appendix F. The response:
- States that the methodology appears well researched and presented, taking into account a broad range of policy, guidance and research on this topic
 - Supports the acknowledgement that connectivity between settlements is key to approaching the local living concept in the context of the National Park, as opposed to walkable 20-minute neighbourhood
 - States the local living tool will be a helpful starting point to ensure allocations for new homes and non-residential development are consistent with the principles of local living and can be applied throughout the development plan process.

Scottish Government Environment Strategy

- 2.24 The draft Environment Strategy ([Draft Environment Strategy - Scottish Government consultations - Citizen Space](#)) sets out a holistic framework for delivering Scotland's role in tackling the global crises of nature loss, climate change and pollution. It brings together the Scottish Government's existing policy response, highlighting the importance of carefully managing synergies and trade-offs. It builds on these existing policies by outlining new priorities and proposals. These focus, in particular, on opportunities for supporting the economic and societal changes needed to help tackle nature loss, climate change and pollution in ways that create wider benefits for Scotland – supporting green jobs and industries, improving people's health, tackling

poverty and promoting social justice. Responses are requested by 29 September 2025.

2.25 The proposed response to the draft Strategy is included as Appendix G. The response agrees with much of the content of the draft Environment Strategy, noting:

- Stronger reference could be made to the need to reduce vehicle km driven, as the promotion of sustainable transport options is unlikely to achieve the transport-related national net-zero target in isolation
- Ensuring the vital role of national government in providing practical and affordable solutions to transport issues is recognised
- Given the step change required to meet objectives, a similar step change in funding is required
- Support for the continued investment in cleaner vehicles, fuels and charging/refuelling infrastructure in creating wider economic opportunities
- That it is crucial that steps are taken to ensure that the equality gap does not widen as a result of the transition to cleaner vehicles and multi-modal travel
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Shaping Stirling's Next Local Development Plan - Call for Sites and Ideas

2.26 To inform Stirling Council's next Local Development Plan, Tactran has previously submitted responses to the development of the Council's Transport Evidence Report (Report RTP/24/19 refers).

2.27 Stirling Council are now [inviting proposals and ideas](#) to help shape the content of Stirling's next Local Development Plan. Whether it's promoting new development opportunities, identifying sites for protection, or making suggestions on planning policy and guidance, the consultation offers an opportunity to support the plan-making process and help shape the future of local places.

2.28 The call for ideas closes on 31 October 2025. The proposed response is included as Appendix H. The response:

- Sets out that significant changes in how we travel are required to achieve our local, regional and national aspirations. In relation to development planning, the RTS states that this scale of change means that the location of services and new development must not be car dependent.
- Advocated for the development of strong policy and supporting guidance, setting the parameters for new development, which will assist development management officers in the appraisal of development proposals.

3 CONSULTATION

- 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.

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Director

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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.

NHS Forth Valley Draft Population Health and Care Strategy 2025 – 2035

Copy of Tactran response, 13.06.2025

1. Does the draft Population Health and Care Strategy for Forth Valley address what is most important to you? If it does not, please tell us why.

Yes, the strategy does address the challenges most important to us.

Tayside and Central Scotland Transport Partnership (Tactran) is one of seven statutory Regional Transport Partnerships in Scotland. We represent the Stirling Council area of NHS Forth Valley, whilst the Falkirk and Clackmannanshire Council areas are represented by the South-East of Scotland Transport Partnership (Sestran). Our response has been shared with our colleagues at Sestran.

Tactran adopted the latest Tayside and Central Scotland Regional Transport Strategy (RTS) in 2024. This is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth & Kinross and Stirling Council areas. Our four strategic priorities are to take climate action, to improve health and wellbeing, to reduce inequalities and, to help deliver inclusive and sustainable growth.

In terms of the Population Health and Care Strategy, we are pleased to see the following actions presented under the 'Community First' theme:

- Move more care from hospitals into local communities by developing and expanding community-based services including primary care contractor services and services for people with frailty, and;
- Further develop options for on-line and telephone communication.

These actions align with a number of outcomes under our 'improve health and wellbeing' priority in the RTS. We seek to improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare; to improve the ability of rural communities to access healthcare and; to improve the ability of over-65s to access healthcare (primary healthcare/hospitals). Expanding online and telephone communication can reduce the need to travel altogether, whilst care settings in the local community reduce the distances travelled by those who require further care.

Likewise, we welcome numerous aspects of the 'Prevention' theme, including the aims to:

- Embed prevention in all health and care services and Community Planning Partnership work
- Increase the percentage of our collective resources spent on prevention activities each year
- Target the causes of inequalities within the Forth Valley area together with our local partners, and;
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- Work with our communities to tackle common risk factors such as high blood pressure; high cholesterol; high blood sugar; obesity; smoking; and alcohol.”

Travelling sustainably, specifically by active modes, can play a part in the prevention of poor health. Therefore these actions align well with further aims under our ‘improve health and wellbeing’ priority in the RTS including; to increase the share of personal trips made by sustainable modes such as walking, wheeling, cycling and public transport; to increase levels of physical activity, and; increasing the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Council.

Moving away from the health and wellbeing priority, improved opportunities to walk and cycle as part of everyday journeys, and improved access to public transport, has multiple benefits including the potential to reduce transport based social exclusion, one of the causes of inequality in our communities. Supporting target communities with both infrastructure and behaviour change interventions can remove the multiple actual and perceived barriers for individuals.

2. How can you help to deliver the priorities and ambitions set out in the Strategy? Please give us your suggestions.

Tactran is one of a network of agencies working to deliver the priorities and ambitions set out in the strategy, as they relate to transport. As a regional partnership, Tactran are willing to coordinate, and in turn, represent our constituent authorities in meetings, forums and working groups to assist in delivering the strategy in a way which best suits NHS Forth Valley. This may be more advantageous than attendance by multiple Local Authority transport officers. In our role, we help make connections and build relationships across partner organisations, ensuring priorities are coordinated in a way which makes the best use of limited resources. Our work on health and transport, including a database to help inform monitoring and reporting schedules, can be utilised by NHS Forth Valley.

In terms of projects and programmes, Tactran administer the People and Place programme for the region on behalf of Transport Scotland. Health Boards are welcome to submit applications for funding for initiatives which support people to walk, wheel and cycle more often. Tactran commenced a Mobility as a Service (MaaS) programme in 2021, launching the ‘GoNHS Tayside’ website. The website allows patients, visitors and staff to journey plan, explore and book journeys to NHS sites, by sustainable means, something which could be expanded to other areas. Similarly, we work closely with Transport Scotland and other partners, including operators, to explore solutions to issues relating to public transport provision and progress service/infrastructure improvements, something which could be explored further in areas/sites where service provision was deemed lacking. Finally, we would welcome, and can jointly explore, opportunities to direct NHS funds to contribute to projects which improve access to health services.

3. Is there anything else that you think would help improve the health and wellbeing of local people?

Within the strategy, whilst it is touched on, further reference could be made to active travel as a key strand of public health promotion.

Likewise, access to services, through a community first approach, can link into wider health, social and economic priorities. Our more deprived areas have the lowest levels of car ownership and will be more dependent on public transport. For residents in these areas, and for residents in rural areas where travel costs are higher, transport costs will take up a disproportionate proportion of their income. This may mean people either go without to pay for travel or miss out on services or opportunities by not being able to access them. This in turn links to tackling poverty as a determinant of public health and reinforces the role of accessibility and affordable transport in this. Whilst this has been acknowledged in the strategy from a health and care perspective, further emphasis could be placed on the benefits of co-locating other essential services locally (jobs, education, other services), acknowledging the influence of the NHS as an anchor organisation in this regard.

4. Is there anything else you would like to tell us before we finalise our Health and Care Strategy?

Tactran are willing to support NHS Forth Valley in whatever way we can to best meet the objectives set out in the Population Health and Care Strategy. This could include representation at transport and access groups and/or co-ordination through Community Planning Partnerships.

Response to Stirling Council's draft Sustainable Mobility Strategy

Copy of Tactran response, 30.07.2025

The Tayside and Central Scotland Regional Transport Partnership (Tactran) welcomes the opportunity to respond to Stirling Council's draft Sustainable Mobility Strategy (SMS).

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. Local strategies (including mobility strategies) provide a framework for delivering the adopted outcomes of their respective Regional Transport Strategy (RTS) at a local level.

Following approval of the Tayside and Central Scotland RTS by the Cabinet Secretary, the Tactran Partnership Board adopted the Strategy in June 2024.

The adopted RTS recognised that the scale of challenge means that there is need to prioritise and focus activity on those locations and populations where the most support is required to achieve the adopted outcomes. It also further noted the need to co-ordinate activity to provide integrated solutions to provide a realistic alternative to the car and encourage the required mode shift. Another principle established within the RTS is the need to recognise the different circumstances and opportunities as they relate to the rural and urban populations across the region. Stirling is split in terms of rural and urban populations, with 46.9% living in rural areas and 53.1% living in urban areas.

Scope of the SMS

The SMS is a well written and presented document. It appears to take as a key starting point Stirling's Climate and Nature Emergency Plan (2021) with climate change considerations guiding much of the focus of the document. It does also however reference the intention that the SMS supersedes the current LTS.

It is the difference between these two aspirations that causes tensions re the scope of the SMS.

Transport Scotland have issued updated guidance on the production of an LTS, available at [Local Transport Strategy: Guidance | Transport Scotland](#). This document includes a guide to the subject matters that may be relevant to consider in an LTS.

The Scottish Government's National Transport Strategy (NTS) - and indeed the RTS - are underpinned by four priorities surrounding: reducing inequalities; improving health and wellbeing; and delivering inclusive and sustainable economic growth, as well as taking climate action.

To ensure that a transport strategy reflects its locality, it helps to identify key data (problems, opportunities, issues, constraints) against all these four priorities to understand if and where the locality differs from elsewhere. Without undertaking this

task, the strategy could relate to anywhere. In the case of the SMS, background which shapes the transport problems and solutions could include:

Climate action: car km as a result of rural nature of the area (and Transport CO2 per capita)

Reducing inequalities: the differences in ability to access services in urban and rural areas

Improving health and wellbeing:

- road safety concerns;
- air quality concerns (note this has been done);
- which localities have poor health outcomes and hence should be the focus of health improvement work

Inclusive and sustainable economic growth:

- useful to quantify where people travel to/from Stirling for economic purposes (e.g. Forth Valley and Loch Lomond and the Trossachs National Park). Understanding the origin, destination and purpose of a trip is fundamental to understanding potential solutions
- Where are the deprived areas where supporting access to education and employment is most required
- Are there any traffic pinch points within the Stirling Council area?

Highlighting this type of data will help identify the particular localities and the particular interventions which could support the adopted national, regional and local targets and priorities. This will help ensure that the document reflects the area.

Currently the problems, objectives and targets relate predominately to climate change. We suggest that if the SMS is to be considered as the Council's updated Local Transport Strategy that it may wish to represent a wider range of topics such as access to services, inclusion, road safety, impact of traffic on communities, linking back to the priorities in the NTS and RTS.

Related to this, reference to the likes of the Local Outcomes Improvement Plan, Child Poverty Action Plan, and National Park plans could be included under the 'Fit with other local strategy' section.

Threads between problems, objectives, targets and actions

The links between problems/opportunities – objectives/outcomes – actions are critical in any strategy.

The strategy is supported in terms of presenting objectives, targets and actions. However, the objectives and targets are limited in scope, and hence:

- The objectives do not represent a number of issues which could be expected to be covered (e.g. road safety, accessibility to services) and hence
- Some actions are introduced which do not stem from an identified problem/objective

For example, the reader is not made aware of the accessibility issues between Alloa and Dunfermline, or freight related challenges, earlier in the document. Introducing these problems or challenges in previous chapters would ensure a cohesive thread through the document, ensuring problems, targets and actions link. Public opinion data, from the RTS development, can be made available to assist in portraying the issues residents identify for the region.

Another example of linking evidence to actions relates to the emphasis put on active travel to reduce CO2 emissions. The SMS acknowledges that transport emissions per head of population are 40% higher in Stirling, compared to the Scottish average. As shown through Tactran's work into addressing the Scottish Government's commitment of reducing in car kms ([Tactran 20% car km reduction report](#)), short journeys comprise a large proportion of all car trips, but only a small proportion of car kms, and hence CO2 emissions. In Stirling, trips under 5km make up 44% of all journeys, but only 16% of kms travelled. Active travel, whilst contributing to improved air quality, better public health outcomes and reduced congestion, will not make a significant contribution to climate change targets (except in providing links to public transport).

Tactran appreciates the aspiration to produce a short and simple document but notes the scope of the current draft is limited if it is intended to supersede the current local transport strategy.

Whatever the scope of the document, Tactran are more than happy to support the Council in the identification of the local problems, issues, opportunities and constraints which shape the document (and in particular its objectives, outcomes and targets) to help it reflect the geographic, economic and social characteristics of the area and hence the characteristics which inform the response to the climate emergency.

Tactran look forward to continuing to work with Stirling Council on the Sustainable Mobility Strategy and forthcoming action plans.

Public Health Scotland Shaping our Strategy: 2025-2035 Consultation

Copy of Tactran response, 29.08.2025

Q1. Where do you see the greatest opportunities for collaboration between your organisation and PHS in delivering the vision set out in this document?

The Tayside and Central Scotland Transport Partnership (Tactran) supports the vision in the document: *“a Scotland where everybody thrives”* and notes that PHS state *“thriving goes beyond the absence of illness....it includes community, connection, opportunity, and wellbeing.”*

Tactran is one of seven statutory Regional Transport Partnerships in Scotland. Tactran adopted the latest Tayside and Central Scotland Regional Transport Strategy (RTS) in 2024. This is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth & Kinross and Stirling Council areas. Our four strategic priorities are to take climate action; to improve health and wellbeing; to reduce inequalities; and to help deliver inclusive and sustainable growth. Given the strong relationship between transport and health, we see multiples opportunities for collaboration given the crossover between PHS’ vision and the RTS priorities.

For example, an area of collaboration could be in progressing the following RTS improving access to healthcare outcomes, under the health and wellbeing priority:

- improving the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare
- to improve the ability of rural communities to access healthcare and;
- to improve the ability of over-65s to access healthcare (primary healthcare/hospitals).

Likewise, travelling sustainably, specifically by active modes, can play a part in the prevention of poor health. In reducing the reliance on the car, the impact of vehicle traffic on local communities can also be lessened. Therefore, further opportunities for collaboration include working towards achieving the other aims under the health and wellbeing priority in the RTS including:

- Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintiles)
- Reduce transport emissions in declared air quality management areas
- To increase the share of personal trips made by sustainable modes such as walking, wheeling, cycling and public transport
- To increase levels of physical activity
 - increasing the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Council
 - improve the ability to access active leisure facilities and green space for lowest SIMD data zone.
- Reduce the impact of traffic on communities in strategic routes

Moving away from the health and wellbeing priority, improved opportunities to walk and cycle as part of everyday journeys, and improved access to public transport, has multiple benefits including the potential to reduce transport based social exclusion, one of the causes of inequality in our communities. Supporting target communities with both infrastructure and behaviour change programmes can remove multiple actual and perceived barriers for individuals and give improved access to the likes of jobs and education.

Examples of collaboration could include building on Tactran's work in developing Mobility as a Service (MaaS) pilot programme, specifically the NHS Tayside Journey Planner. Tactran commenced a MaaS pilot programme in 2020 following an award from Transport Scotland's MaaS Investment Fund. The programme features a MaaS platform ("the back office") which powered bespoke interfaces designed with and for our partners in the project, including the Go NHS Tayside webapp. Evaluation of the pilot to date can be found [here](#).

The platform and associated interface can be scaled to further NHS Boards and to a national NHS context. Bespoke mobile responsive websites which can feature NHS Board branding and drop-downs featuring all hospital sites. We can also work with different departments within NHS Boards to create functionality to meet the distinct needs of their patients' and visitors'. It can be developed to support:

- NHS appointment setting, ensuring patients have a feasible public transport options where possible.
- Further transport planning for Health Boards including demonstrating demand to public transport operators and potential community transport schemes.

Q2. What challenges or barriers do you foresee in achieving the ambitions set out here—either for your organisation, or for the wider system?

Well known difficulties remain in addressing transport issues. In terms of prevention of poor health, behaviour change programmes require long term continued focus and funding. The funding landscape in the public sector remains challenging, both in terms of sustaining momentum and building on positive work undertaken in recent years, and continuing delivery of schemes or programmes.

In terms of access to health, centralisation of health services, combined with sustained public transport service decline, remain crucial issues to overcome.

With a challenging funding landscape, the need to target resources is recognised in Tactran's Regional Transport Strategy. In terms of access to healthcare, target populations include those in the lowest SIMD zones (health domain), those in rural areas, and those aged over-65. In terms of improving physical activity, the focus is on those in the lowest SIMD zones (health domain).

Q3. Thinking about PHS's national role where do you think we can add value and contribute more effectively to your work?

Tactran and PHS have a strong working relationship, having collaborated recently to deliver a health and transport workshop for local partners. Continued partnership working ensures the links and interdependencies between transport and health remain high profile within our respective organisations and partner organisations.

PHS's continued data collection and publication of resources assist greatly in identifying the causes of transport related health inequalities which in turn inform national and local policy and actions. Likewise, as the national public health body, there is a weight and trust behind PHS published evidence which can be vital in helping make the case in project development and funding of interventions in these areas. This important evidence related to the benefits (and harms) of transport policies is crucial in understanding how scheme implementation could impact on the health of people living in communities, and of specific population sub-groups.

For recipients of the People and Place Programme funding (Transport Scotland funding, administered by the Regional Transport Partnerships), particularly those community sector organisations, linkages could be made to improve the knowledge base of practitioners, and strengthen the evidence base/evaluation of these schemes. Whilst the benefits of sustainable travel in terms of physical and mental health will be known to most who work in sustainable travel, in general terms, there may be merit in exposing those who are delivering the schemes (community workers/ instructors etc, as opposed to transport planners) to the work PHS Scotland undertake and have published. Likewise, these projects may be able to assist PHS in future research opportunities.

Q4. Looking ahead, how can PHS continue to develop and strengthen how we work and collaborate with others?

The continued collaboration of PHS with transport-related bodies, in terms of health prevention and access to healthcare, is of prime importance. This raises the profile of health in the transport planning profession, and the status of PHS assumes trust in the evidence presented on these important topics. Conferences, training and workshop events hosted by partners give the opportunity to showcase work and collaborate further.

The Community Planning Partnership process covering each local authority areas is the vehicle for identifying and co-ordinating shared public sector policy themes at a local level, and in particular work on reducing inequalities. PHS may wish to understand how they can support the Public Health teams from the various NHS Boards that support their respective CPPs.

Q5. How can PHS best stay connected with you and your team as we move from formulating to delivering our strategy?

Tactran welcome the use of the established Microsoft Teams platform to disseminate information in addition to other methods of communication such as emails, newsletters, meetings and board papers. We welcome the opportunity to continue collaboration through workshops with constituent authorities and Members on relevant topics. Likewise, continued representation at transport/ health-related forums and

partnership meetings will ensure a high level of partnership working allowing both organisations to support relevant outcomes.

Scottish Parliament Call for Views on the Climate Change Plan

Proposed response

Sector-specific questions

1. What are the most important policies needed to achieve the proposed carbon budgets level for 2026-40 in the transport sector?

In a climate emergency, with an urgency to reduce emissions as quickly as is possible, it is suggested that the most important policies are those which deliver the largest reduction in carbon emissions over the 2026-2040 period. In this sense, the decarbonisation of vehicles, specifically through electrification, would appear to continue to be the single biggest policy lever (see the Element Energy report *Decarbonising the Scottish Transport Sector. Transport Scotland, 2021*). With the Zero Emission Vehicle mandate in place, the Scottish Government should place a continued emphasis on the expansion of charging infrastructure to support the scale of this transition, particularly ensuring different charging options are available to suit individual travel behaviours and differing abilities to charge at home overnight.

Analysis suggests that the initial transport greenhouse gas reduction ambitions for 2030 would not be met without behaviour change to reduce the car km driven (*Decarbonising the Scottish Transport Sector. Transport Scotland, 2021*). The Tactran Regional Transport Strategy follows from the evidence published in this report and notes any real progress is unlikely unless measures are directed at those populations and locations where they are most likely to have the greatest impact. For example, 72% of car kms driven by those who live in the Tactran region are generated by the 21% of trips over 10km (*Scottish Household Survey, 2023*), and 82% of car km driven is generated by trips to/from/between our rural areas (*Achieving a 20% Reduction in car km: Options for the Tactran Region. Tactran, 2023*). This shows that replacing (the more numerous) short car trips will have a minor impact on car km. Urban focussed interventions, whilst contributing towards other important policy objectives (congestion, air quality, road safety) will not be successful at meeting climate change goals in isolation.

Whilst the degree of behaviour change required to reduce car km will depend on the revised target dates (if a later target is adopted, there is a likelihood there will be a greater percentage of electric and other low emission vehicles in use at that point), it is anticipated that behaviour change will still be required to reduce car km. If this is the case, it is unlikely that this would be able to be achieved without some form of demand management to discourage car trips. The Government should note that it has adopted the polluter pays principle in *'Scotland's Guiding Principles on the Environment: Statutory Guidance'* (2023).

2. When should these policies be introduced, and over what timeframe should they be implemented in the transport sector?

As soon as possible, given the 2045 net zero ambition.

However, whilst progress has been made in decarbonising the transport sector, a step change in activity is required to give individuals and businesses the confidence to change their travel habits.

Among the submitted responses as part of Tactran's Regional Transport Strategy consultation, the concern that the Regional Partners would be unable to deliver the strategy was perhaps the most significant response. This may reflect the perceived lack of, or slow, progress in investing in transformational sustainable transport schemes in the region, as well as an acknowledgement of the difficulties present in public sector financing and resourcing.

If charging mechanisms are required to deliver behaviour change, it is likely that this would be contentious unless people see that reasonable alternatives to the car are available. As the sector will not have the resources to deliver all the required improvements in one go, this emphasises the need for careful phasing of improving alternatives/introducing charges where they will have the greatest impact on reducing car km and hence CO2 emissions.

3. What are the expected costs of implementing these policies in in the transport sector?

The costs of introducing alternatives to the car to enable a reduction in car use are likely to be significant. It will be important to understand the costs as they relate to any phasing.

Nonetheless, the benefits of reducing car use and providing, for example, an enhanced public transport network, are likely to reach far beyond the climate action objective.

4. What are the expected benefits of these policies in in the transport sector? Please include any wider benefits (e.g. environmental, equality, financial and health) you would expect.

The expected wider benefits of vehicle decarbonisation are well known and principally include air quality benefits, particularly in relation to NO2.

Demand management measures would be expected to bring improvements to our transport networks, through less congestion and road space reallocation which makes alternatives to the car more attractive and safer.

If improvements to alternatives (e.g. public transport) are made as part of the package of measures, then you would also expect this to help reduce inequalities and promote inclusive sustainable growth. If active travel measures are included (note they are unlikely to contribute greatly to providing an alternative for longer distance trips, except to provide essential links to public transport), then you would expect this to assist in the adoption of more active lifestyles. If the package of measures includes charging mechanisms, the public will expect to see a direct link between any charges levied and investment in alternatives.

These benefits would improve the situation for those without access to a car (23.5% of households in the Tactran area (Census, 2022)) and also those that want to walk, wheel, cycle and use public transport.

In considering the benefits of any changes, it is useful to reflect on whether we currently have a fair and equitable transport system in the first place.

5. What do you think the key challenges would be in delivering these policies in the transport sector?

The scale of change required in travel behaviour is a key challenge in itself. Whilst the 20% car km reduction target it being revised, to achieve this level of car km reduction would have meant bringing traffic levels back to those seen in the 1990's. The biggest proportions of car km are generated by trips for which it is harder to find alternatives (leisure trips/ rural based trips). Meanwhile, the poorest in society, whilst driving the least car km, would likely to be hardest hit by any additional charges, albeit the extent of this would be reflective of the mitigations/ exemptions on offer.

In representative public opinion surveys undertaken to inform the Regional Transport Strategy, whilst 80% of individuals believe that climate change is an immediate and urgent problem, 53% of respondents stated they would be willing to change how they travel to help achieve climate change targets (*Tactran Quantitative Research, 2022 and Tactran Quantitative Research, 2023*). This shows the gap between the acknowledgement of the issue, and the desire or inclination to change travel behaviour for this reason.

As noted above, the resources and phasing of measures will be a major challenge. And if demand management measures are required, there will need to be co-ordination between neighbouring areas.

Scottish Government's draft Environment Strategy notes:

"Despite our substantial progress in cutting emissions, we know that the most difficult part of our net zero journey lies ahead, and will rely on significant behavioural change. It is therefore critical to the design of climate change policies that we take full account of the need to facilitate these behaviour changes, and understand barriers for individuals and businesses. We recognise government's vital role in supporting the wider changes needed to ensure sustainable choices are practical and affordable."

Tactran are supportive of this statement and its intent, recognising the vital role of national government in providing clear leadership as well as practical and affordable solutions in tackling the difficult aspects of the net zero pathway.

6. How could these policies support a Just Transition for workers and communities in the transport sector?

Tactran's response to the Just Transition Plan for Transport in Scotland consultation highlighted that the most vulnerable groups in society are less likely to have the finances and flexibility to change travel behaviours. It is individuals in these groups who are more likely to be disproportionately affected by the negative impacts of transport, including vehicle pollution. The wealthier will have a greater ability to take advantage of the opportunities presented and promoted by change. Taken together, it is crucial that steps are taken to ensure that the equality gap does not widen as a result of the transition to cleaner vehicles and multi-modal travel. This could be achieved through continued funding, messaging and consumer support provided through the likes of the Energy Saving Trust, or similar organisations.

Accordingly:

- We need to make low emission vehicles accessible for the least affluent (for example, through car clubs) especially in Low Emission Zones and other areas with air quality issues.
- Improvements in alternatives must not only focus on those that travel the most (the wealthier), but also on mitigating the impacts of any charging scheme on the least affluent and in rural areas.

Going forward, continued emphasis must be made on the decarbonisation of Heavy Goods Vehicles and Light Goods Vehicles, and supporting the roll out of charging infrastructure for these vehicles. This includes the growth of the hydrogen sector in Scotland, as made in the reference to the parallel Green Industrial Strategy priorities, to tackle those vehicles which are harder to electrify. These measures will support the current economy in keeping freight and logistics services moving, whilst also growing career opportunities in the development of these vehicles, fuels, charging/ refuelling infrastructure and associated production chains.

Non sector-specific questions

1. How should the changes required to meet emission reduction targets be funded?

Tactran has conducted investigations looking into how the Scottish Government's target of a 20% reduction in car km (now being revised) could be met in the region. As part of these investigations, various demand management measures were tested, which included potential revenue generation from the charges levied. Revenue generated would be expected to fund the infrastructure necessary to increase the number of individuals and businesses who have the ability, and choice, to travel by alternatives to the private car.

2. What governance arrangements are needed in the Scottish Government to ensure effective delivery of the CCP?

The costs of introducing measures to address the decarbonisation of vehicles and the reduction of car km will have benefits for many of the Scottish Government's priorities including reducing inequalities, promoting health and wellbeing and supporting inclusive economic growth. It is important that all sectors work together to identify, fund and bring forward the necessary changes.

3. How can the Scottish Government ensure transparent monitoring and reporting on progress?

Continued support of progress reporting by the Climate Change Committee is helpful in ensuring transparent, independent monitoring of climate change goals. The Climate Change Committee are skilled in producing both detailed reports and shorter, digestible summaries and graphics which help convey information to a wide audience.

4. What should the Scottish Government do to help the public contribute to climate action?

As noted elsewhere continued funding, messaging and consumer support provided through the likes of the Energy Saving Trust, or similar organisations can assist. Access to low emission vehicles needs to be improved for the least affluent (for

example, through car clubs) especially in Low Emission Zones and other areas with air quality issues.

In addition, an extensive and long-term public behaviour change campaign is required.

5. What other factors could affect whether Scotland meets its climate change targets?

Development work in preparing the Tactran RTS suggested that it is unlikely that a number of national targets will be achieved in the region with the existing resources and powers available to the partners. In relation to climate change aspirations, the main risks were identified as:

- Attractiveness of Ultra-Low Emission Vehicles to purchasers (public and fleet) due to cost and confidence/ease of charging electric vehicles
- Ability to provide alternatives for those trips that generate most mileage by 2030
 - Restraint measures likely to be required
 - Ability to implement appropriate measures in timescales

We trust the above is a helpful starting point in identifying and mitigating the main risks to meeting climate change targets.

**Cairngorms Local Development Plan: Local living and 20-minute neighbourhoods survey
Proposed response**

Do you think that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park?

Select one option

Yes ~~No~~ ~~Don't know~~

Can you explain your answer?

The evidence presented appears well researched and presented, taking into account a broad range of policy, guidance and research on this topic.

We would like to improve our 20-minute neighbourhood model and keep it up to date. Do you know of any additional facilities in your area that are not currently represented in our model? For example, shops, cafes, public conveniences etc.

Select one option

Yes ~~No~~ ~~Don't know~~

Can you explain your answer?

Tactran consider local communities will be best placed to assess this element of the consultation. From the methodology presented, the source data appears well considered and valid, noting that there will always be some gaps in the data provided, and the accuracy will diminish over time unless updated, e.g. retail facilities can regularly change hands/ relocate.

The 20-minute neighbourhood model weights facilities according to their level of importance to local living. Do you agree with the weighting given to the different types of facilities by the model?

Select one option

Yes ~~No~~ ~~Don't know~~

Can you explain your answer?

Tactran consider the weighting to be logical and coming from established sources. Noting one individual may value certain facilities and services in a different way to another, the weightings appear to provide a sensible overarching approach.

Do you think that the evidence presented in this report is sufficient to inform the preparation of the next Local Development Plan?

Select one option

Yes No ~~Don't know~~

Can you explain your answer?

The living locally research provides a baseline to begin to develop the spatial strategy which takes into account existing services and proximity to these services. Tactran note all of the strategic settlements where growth is likely to be focussed (Aviemore, Ballater, Grantown on Spey, Kingussie and Newtonmore) are outwith the Tactran area. However, the document also considers the connectivity of the Blair Atholl Cluster, the Angus Cluster and the Aberdeenshire Cluster (which includes Glenshee), all of which are within the Tactran area. Specifically, the document notes that connectivity between settlements is key to approaching the local living concept in the context of the National Park, as opposed to walkable 20-minute neighbourhoods. This will include a reliance on the private car, due to the distances between settlements, and the low population density which results in some services being unable to be sustained.

Do you know of any additional information that would help inform the preparation of the next Local Development Plan?

Select one option

Yes No ~~Don't know~~

Can you explain your answer?

Tactran are not aware of any additional information or resource relevant to this specific area, noting we are engaged with the National Park Authority on other transport planning matters.

Do you think that the correct implications for the next Local Development Plan have been identified?

Select one option

Yes No ~~Don't know~~

Can you explain your answer?

The application of local living, as set out in National Planning Framework 4, appears proportionate to the area. As such, the local living tool will be a helpful starting point to ensure allocations for new homes and non-residential development are consistent with the principles of local living. It is assumed that the mapping tool will be applied throughout the development plan process, and prospective site allocations can be assessed using the mapping tool. This will assist in understanding which types of services may be lacking for that proposed development site, and also where connectivity improvements could be made (e.g. path connections into existing communities).

Response to The Environment Strategy for Scotland Consultation Draft July 2025

Proposed response

Vision and outcomes

Question 1: Do you agree with the vision of the Environment Strategy?

Yes.

Question 2: Are there any outcomes that you feel should be removed, added or changed in the Environment Strategy?

No.

Outcome pathways

Question 3: There now follow questions about the individual outcome pathways. Do you think that the outcome pathways considered together include the important policies, actions and future priorities to achieve the Vision? If not, what changes would you suggest?

Tactran agree the outcome pathways considered together include the important policies, actions and future priorities to achieve the vision, with the exception of one aspect – stronger reference could be made to the need to reduce vehicle km driven, as the promotion of walking, wheeling, cycling, public transport and shared transport options is unlikely to achieve the transport-related national net-zero target in isolation.

Outcomes on biodiversity, climate change and pollution

Question 4: The pathways for the outcomes on biodiversity, climate change and pollution signpost to existing policies – how can we best address potential synergies and trade-offs across these outcomes? For example, how can we reduce greenhouse gas emissions in a way that also helps to restore biodiversity and minimise pollution?

The document states, *“Despite our substantial progress in cutting emissions, we know that the most difficult part of our net zero journey lies ahead, and will rely on significant behavioural change. It is therefore critical to the design of climate change policies that we take full account of the need to facilitate these behaviour changes, and understand barriers for individuals and businesses. We recognise government’s vital role in supporting the wider changes needed to ensure sustainable choices are practical and affordable.”*

Tactran support this statement and its intent, noting it goes further than the Scottish Government’s emerging approach to reducing car use. For example, as stated in ‘Achieving Car Use Reduction in Scotland: A Renewed Policy Statement’ Transport Scotland will undertake a regulatory check of existing Transport (Scotland) Act 2001 powers for discretionary local road user charging schemes to allow local authorities

and/or regional transport partnerships the option to implement these. This action, limited to a review of powers for others to implement, could be broadened out. At present it does not recognise the vital role of national government in providing practical and affordable solutions in tackling this difficult aspect of the net zero pathway. Progress in the car use reduction policy area should realign with the approach stated in this Environment Strategy, once adopted.

In terms of the document's references to air quality, we welcome the commitment to setting a long-term framework for air quality in Scotland, taking account of updated World Health Organisation guidelines. This alignment will build on the positive work undertaken to date, noting that lower limit values will demand stronger behaviour change interventions and technological changes for the transport sector. This is of high importance given road transport continues to be the main contributor to poor air quality in our towns and cities.

Scotland's global environmental impact is sustainable

Question 5: What are the top priorities the Scottish Government should focus on to improve the environmental impact of Scotland's activities on other countries? – For example, this could include the impacts of producing the goods and services we import into Scotland, our exports of waste and our approach to international engagement.

In terms of transport, we note the document makes reference to the significant environmental damage caused by imported 'transition minerals' such as lithium. We suggest this is a priority in terms of improving the environmental impact of Scotland's activities on other countries, related to transport. In order to achieve this, and as noted in our response elsewhere in the document, stronger reference to demand management could be made in this section in order to achieve reduce the level of environmental impact sought.

Tactran acknowledge there will always be a role for the car in getting around, especially in our more rural communities. Pay per trip car clubs, allowing individuals and organisations to have access to a car without being tied to ownership, can also help lessen the environmental impact of Scotland's activities on other countries and reduce car use. For example, CoMoUK state that "In 2023, each car club vehicle in Scotland replaced around 11 private cars" and note the average annual personal car mileage reduced by 156 miles after joining a car club. Promotion of this model ties in effectively with other areas of environmental policy, moving from private ownership to sharing resource within the local community.

Question 6: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's global environmental impact is sustainable"?

N/A.

Scotland's society is transformed for the better by living sustainably, in harmony with nature

Question 7: To what extent do you agree/disagree that societal changes, including in our lifestyles and behaviours, are needed to help tackle the nature, climate and pollution crises?

Tactran strongly agrees with this statement.

If you agree, please explain in the text box below how you think the Scottish Government could most effectively support and enable these changes in ways that also help to improve people's lives and tackle inequalities.

The Scottish Government's support, in terms of the transport sector, should encompass multiple discrete strands. As noted elsewhere in our consultation response, the approach to car km reduction needs clear national leadership and the approach should not be limited to local authority- and regional transport partnership-led interventions. Consistent, multi-year funding packages for sustainable transport infrastructure and supporting behaviour change projects are a clear requirement. Whilst providing certainty to delivery partners, a multi-year model also reduces the significant disruption to project delivery caused by the current delay in funding confirmation being received. Given the step change required to meet objectives, a similar step change in funding, both in terms of available budget and distribution mechanisms, is required.

In tandem, promotion and incentivisation of active, public and shared transport alongside disincentivising car travel can help to improve people's lives and tackle inequalities, noting the inequity of the status quo in these areas, as well as on the environment. To go alongside this investment in alternatives to the private car, strong and consistent national behaviour change messaging is required which convinces the public that there are alternatives which are reliable, convenient, safe and affordable.

Or, if you disagree, please explain in the text box below why you don't think that societal changes, including in our lifestyles and behaviours, are needed to help tackle the nature, climate and pollution crises.

N/A.

Question 8: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's society is transformed for the better by living sustainably, in harmony with nature"?

The document, in terms of transport impacts, focuses on emissions-related impacts. The final strategy could acknowledge that development of transport infrastructure (in all forms) has an impact on physical environmental through construction, maintenance and throughout its lifetime, whether that be carbon impact, loss of open space, increased surface run off etc. Whilst these impacts can be mitigated, through biodiversity net gain, incorporating green and blue infrastructure, the importance of this aspect should not be overlooked.

Scotland's net zero, nature positive and circular economy thrives within the planet's sustainable limits

Question 9: To what extent do you agree/disagree that a just transition to a net zero, nature positive, circular economy is needed to support Scotland's role in tackling the nature, climate and pollution crises?

Tactran strongly agrees with this statement.

If you agree, please explain in the text box below how you think the Scottish Government could most effectively support this transition in ways that create wider economic opportunities for Scotland, including for jobs and businesses.

Tactran supports the continued investment in cleaner vehicles, fuels and charging/refuelling infrastructure in creating wider economic opportunities. Support for low emission vehicle purchases will ensure businesses continue to transition fleet and company vehicles away from those powered by the internal combustion engine, especially in Low Emission Zones and other areas with air quality issues. Going forward, continued emphasis must be made on the decarbonisation of HGVs and LGVs, and supporting the roll out of charging infrastructure for these vehicles. This includes the growth of the hydrogen sector in Scotland, as made in the reference to the parallel Green Industrial Strategy priorities, to tackle those vehicles which are harder to electrify. These measures will support the current economy in keeping freight and logistics services moving, whilst also growing career opportunities in the development of these vehicles, fuels, charging/ refuelling infrastructure and associated production chains.

Or, if you disagree, please explain in the text box below why you don't think a just transition to a net zero, nature positive, circular economy is needed to support Scotland's role in tackling the nature, climate and pollution crises.

N/A.

Question 10: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's net zero, nature positive and circular economy thrives within the planet's sustainable limits"?

With reference to the statement, "*Reducing overall demand for energy is an important part of managing these tensions, for example by promoting use of public transport and energy-efficient homes*", Tactran suggests reference should be made to car demand management, which could achieve greater energy demand reductions than the promotion of public transport alone.

Further reference could be made within the final strategy to hydrogen, in terms of vehicle decarbonisation, noting that there are still some vehicles which are considered difficult to electrify.

We build Scotland's resilience to climate change and other global environmental risks

Question 11: Do you agree/disagree with the approach set out in the pathway for the outcome "We build Scotland's resilience to climate change and other global environmental risks"?

Tactran agrees with the approach and considers that adaptation to climate change as perhaps the most urgent action, noting the citing of the World Economic Forums Global Risks Perception Study 2024-2025 which states that the top risk to countries over the next decade is extreme weather events. We support the link to the National Adaptation Plan 2024-2029 which refers to the transport network being fundamental to our communities, businesses and visitors. Resilience of the transport network is vital. For an area like the Tactran region where there are a handful of routes (road and rail) linking the north east / west coast / highlands and islands to the central belt, the costs of not investing in a resilient transport system, both in terms of the economy and social inclusion, are huge. At a local level all our rural communities rely on their nearest towns. Where there are limited route options, diversions (if they exist) are lengthy.

These transformations are achieved through a just transition and support climate and environmental justice

Question 12: Do you agree/disagree with the approach set out in the pathway for the outcome “These transformations are achieved through a just transition and support climate and environmental justice”?

Tactran support the approach acknowledging the work which has previously been undertaken in producing a draft Just Transition Plan for Transport in Scotland. This work, and the draft Environment Strategy, notes in the inequity of transport emissions, including the number of deaths linked to air pollution disproportionately impacting the young, the elderly and those with pre-existing health conditions. Tactran’s response to the Just Transition Plan for Transport in Scotland consultation highlighted that the most vulnerable groups in society are less likely to have the finances and flexibility to change behaviours. The wealthier will have a greater ability to take advantage of the opportunities presented and promoted by change. Taken together, it is crucial that steps are taken to ensure that the equality gap does not widen as a result of the transition to cleaner vehicles and multi-modal travel.

Shaping Stirling's Next Local Development Plan - Call for Sites and Ideas

Proposed response

The Call for Ideas invites suggestions from individuals, community groups - particularly those that have not prepared, or are currently preparing a Local Place Plan - and other organisations to help inform the preparation of Stirling's next Local Development Plan (LDP3). Submissions may include recommendations for buildings or sites to be protected, proposals for new local policies, or suggestions to improve current Local Development Plan (LDP2) policy and associated guidance.

Section 8: Suggested Planning Policy Approach or Proposal

Please provide a brief description of your interest, and why you think it is relevant to the Local Development Plan.

The Tayside and Central Scotland Regional Transport Partnership (Tactran) welcomes the opportunity to input into Stirling Council's Call for Ideas.

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 (RTS).

Following approval of the Tayside and Central Scotland RTS by the Cabinet Secretary, the Tactran Partnership Board adopted the Strategy in June 2024.

Significant changes in how we travel are required to achieve our local, regional and national aspirations, particularly in relation to climate change and reducing social exclusion. In relation to development planning, the RTS states that this scale of change means that the location of services and new development must not be car dependent.

Under the theme of reducing the need to travel unsustainably, action 1 states "Planning authorities will reduce the car dependency of new developments". The RTS goes on to state that this can be achieved through "development plans promoting land use patterns that reduce the need to travel, and enable travel by sustainable modes" and "the development management process ensuring new development is realistically accessible by a range of modes."

The development of strong policy and supporting guidance, setting the parameters for new development, will assist development management officers in the appraisal of development proposals.

As stated in the RTS, Tactran will support planning authorities to prepare an LDP evidence report to support the development of "an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance" (National Planning Framework 4, p57).

Which city/town/village/neighbourhood would be involved?

All

What would be the principal benefits for the community that you foresee?

Communities, both existing and new, will benefit from new development addressing its travel demands in a relevant and proportional manner. Ensuring a choice of access for all will promote social inclusion and sustainable travel.

Please outline briefly whether and to what extent other individuals and groups support your policy or proposal

The comments provided by Tactran are in line with The Transport (Scotland) Act 2005, National Planning Framework 4 and associated best practice guidance.