

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 SEPTEMBER 2025

## PEOPLE AND PLACE PROGRAMME EVALUATION 2024/25

## REPORT BY PROJECTS AND PROGRAMME MANAGER

Purpose

The report asks the Partnership to note the completion of the Tactran People and Place Programme for 2024/25 and the annual reporting to Transport Scotland.

Summary

This report provides an overview of the programme delivered in 2024/25, and detail of annual reporting as made to Transport Scotland. The report summarises findings and conclusions arising from the 2024/25 programme, lessons and best practices adopted in the 2025/26 programme.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) Notes the Tactran People and Place Programme Evaluation 2024/25, included as Appendix A;
- (ii) Notes the reporting requirements and review methodologies as defined by Transport Scotland, and their application to the report; and
- (iii) Notes continued delivery of the Tactran People and Place in the existing year including the continued reporting requirements.

**2 BACKGROUND**

- 2.1 The Tactran People and Place (P&P) programme is currently in its second year of operation, as presented at the Partnership meeting of 17 June 2025 (RTP/25/19 refers). The programme is supported on an annual basis by Transport Scotland with funding limited to the financial year, with an exception applied to projects delivered at schools to coincide with academic year end. Separate programmes are delivered by each RTP in support of a regional approach to programme delivery.

2.2 Each RTP is required to submit a report following the financial year end in respect of their programmes. The People and Place Programme Evaluation 2024/25 is available to members in the member area and discussed below.

### **3 DISCUSSION**

3.1 A total grant of £1.8m was received by Tactran for the operation of the People and Place programme in 2024/25. The grant was allocated across the region by theme on the basis of population and size. Activities were focused on clusters and managed by four coordinating partners, discussed below.

3.2 Coordinating partners were engaged to oversee delivery of specific projects by theme, tabulated on page 2 of the appended report, and allocated by specialism:

- Access to bikes and cycle parking projects were coordinated by Cycling Scotland
- Active Travel Promotion projects were overseen by Cyclehub and Living Streets
- Urban Trail development projects were overseen by ARUP

3.3 Local delivery partners, including the coordinating partners themselves, provided project delivery on the ground. Local delivery was overseen by the coordinating partners to maximise delivery outputs. A central resource cost was also supported under the 2024/25 award to work with Tactran in the management of the programme.

3.4 A spatial approach was proposed and adopted based on clusters. The consulting firm ARUP provided advice on the locations and justifications for clusters, with locations chosen to maximise the number of activities (behaviour change interventions) taking place in environments suited towards active travel.

3.5 The cluster approach was seen as an effective means of concentrating activities in those areas where the most meaningful impact in changing travel behaviour could be achieved in the short term. As sustainable travel infrastructure levels across the wider region catch-up up with that in the larger urban areas, interventions would then be distributed more widely in future years.

3.6 The cluster areas chosen are mapped on page 2 of Appendix A are:

- Cluster 1: Stirling
- Cluster 2: Perth
- Cluster 3: Dundee and Angus city periphery
- Cluster 4: Arbroath and Montrose

3.7 A monitoring and evaluation (M&E) programme was developed by Transport Scotland and included within the Tactran programme. Tactran sought support from ARUP, who recommended a survey-based analysis, which was adopted. Key findings are set out in detail in the appended report and summarised below. References below include section and page numbers from the report.

- 3.8 Pre-activity baseline data was received from 311 primary school children taking part in either WOW (the walk to school challenge), Access to Bikes, or Active Travel Promotion. A further 72 responses were received from parents. The results indicated that walking was the most popular way for children to travel to school, with 42% of the children reporting they walk to school most or all of the time, see Appendix A, chart 1 page 5.
- 3.9 Some variation was seen between clusters with park and stride was the most popular method in Arbroath and Montrose at 53%, compared to only 17% in Stirling. This may reflect the more rural geography in Arbroath and Montrose, resulting in more journeys being undertaken by car.
- 3.10 There was a significant difference between how children currently travel and how they would like to travel (table 2 page 6), with many of the children wishing to switch to walking, cycling or scootering. Children generally feel safe when walking, wheeling, cycling or scootering. Barriers related to infrastructure including a lack of cycle storage, and traffic. Concerns about cycling without adult supervision, and a lack of training were also highlighted.
- 3.11 For non-schoolchildren the most used travel method was walking and wheeling for short everyday journeys, though this declined as distances increased. A primary barrier to cycling short everyday journeys was the weather, followed by concerns about cycling in traffic, and for personal safety.
- 3.12 P&P had a direct positive effect on general participation. Amongst school children who took part in Access to Bikes, 77% felt more able to cycle. For Active Travel Promotion, including WOW, the figure was 64%, and for Cycle Training, 67%. The particular success of Access to Bikes highlights how providing access to key infrastructure has a major impact on an individual's ability to use active travel.
- 3.13 Parents were asked if they felt safer allowing their children to walk or cycle after participating, with 25% of parents' saying their confidence had increased as a result of the programme. 71% of parents also agreeing or strongly agreeing that they feel safe allowing their children to walk/cycle/wheel, table 4, page 8.
- 3.14 Whilst general positive, the data collection has highlighted a number of issues as focal points for future development. Issues with lower than hoped for response rates appears to have arisen as a result of challenges in the distribution of surveys, with challenges in reaching participants reflecting, in part, differing start and end dates for activities. Data gaps and data consistency issues were also noted, including groupings of multiple projects into an aggregate total, rather than activity specific outcome analysis. Pre-existing approaches to data collection also presented challenges.

3.15 The report concludes with a summary of best practice and learning opportunities, Appendix A page 10, for the development and application in subsequent programme years. These need also be considered in the context of the expanded scope of the programme defined for 2025/26 by Transport Scotland and include an adaptation and extension of the localities of delivery, further refinement of the approach taken for M&E, and the development of a comprehensive approach to outcome evaluation including social impacts.

#### **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 annual report has no resource implication.

#### **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.

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.

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#### **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/25/19, People and Place Update, 17 June 2025

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