



A meeting of the **TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP** will be held at **COUNCIL CHAMBERS, 2 HIGH STREET, PERTH** on **TUESDAY 16 SEPTEMBER 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
Jonathan Padmore, Senior Partnership Manager
Ashley Roger, Office Manager
Merry Smith, Strategy Officer (Sustainable Transport)
James Cooper, Projects & Programme 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

Emma Fyvie, Economic Development, Planning and Climate Change
David Hopper, Corporate Operations

Scottish Government

Bethany Sharp & Melissa Shute



16 SEPTEMBER 2025

AGENDA

1. Declarations of Interest
2. Minutes of Meeting of 17 June 2025 (Copy herewith)
3. Outstanding Business Statement (Copy herewith RTP/25/24)
4. Medium Term Financial Plan– Report by Treasurer (Copy herewith RTP/25/25)
5. 2025/26 Budget and Monitoring – Joint Report by Director and Treasurer (Copy herewith RTP/25/26)
6. People and Place Programme Evaluation 2024/25 – Report by Projects and Programmes Manager_(Copy herewith RTP/25/27)
7. Bus Initiatives Update – Report by Projects and Programmes Manager_(Copy herewith RTP/25/28)
8. Regional Transport Strategy: Delivery Update – Report by Senior Partnership Manager (Copy herewith RTP/25/29)
9. Climate Action: Reducing Car KM – Report by Transport Strategy Officer (Copy herewith RTP/25/30)
10. MaaS Update – Report by MaaS Project Manager (Copy herewith RTP/25/31)
11. Director's Report – (Copy herewith RTP/25/32)
12. Members' Issues and AOCB
13. Date of Next Meeting
16 December 2025 – via MS Teams
14. Members Only Session

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the Tayside and Central Scotland Transport Partnership held via MS Teams on Tuesday 17th June 2025 at 10.30am.

Present: Councillor Ronnie Proctor (Angus Council); Councillor Siobhan Tolland (Dundee City Council); Depute Provost Andrew Parrott, Councillor David Illingworth (substituting for Councillor Hugh Anderson) (Perth & Kinross Council); Councillors Rachel Nunn and Jen Preston (Stirling Council); Bryan Doyle and Amy McDonald (Members).

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

Apologies for absence were received from: Councillor Brenda Durno (Angus Council); Councillor Kevin Cordell (Dundee City Council); Councillor Hugh Anderson and Richard Watters (Perth and Kinross Council) and Alan Stewart (Member).

Depute Provost Andrew Parrott, Chair, Presiding

1. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

Following changes to Angus Council members, the Chair welcomed Councillors Durno and Proctor to the Board.

2. **MINUTE OF MEETING OF 18 MARCH 2025**

The minutes of meeting of the Tayside and Central Scotland Transport Partnership of 18 March 2025 were submitted and approved as a correct record.

3. **OUTSTANDING BUSINESS STATEMENT**

There was submitted an Outstanding Business Statement by the Director (RTP/25/16) setting out the status of outstanding decisions of Partnership.

Resolved:

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

4. PUBLIC SERVICES REFORM ACT ANNUAL STATEMENTS 2024/25

There was submitted a report by the Director and Treasurer (RTP/25/17) seeking the Partnership's approval of Annual Statements which require to be published under the Public Services Reform (Scotland) Act 2010.

Resolved:

- (i) To approve publication of the Public Services Reform Act Annual Statements for 2024/25 as detailed in the Appendices to the report.

5. DRAFT UNAUDITED ANNUAL ACCOUNTS FOR 2024/25

There was submitted a report by the Director and Treasurer (RTP/25/18) presenting the draft Unaudited Annual Accounts for 2024/25.

Councillor Nunn asked that going forward if section 4 "Plans for the Future" could be expanded to identify outcomes and outputs and to which local authority each pertains.

A McDonald said it was good document and that it is important to note there was a surplus which was a good outcome for the previous financial year.

Resolved:

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

6. PEOPLE AND PLACE UPDATE

There was submitted a report by the Projects Manager (RTP/25/19) asking 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.

Councillor Nunn asked if the methodology for the social return on investment had been completed and whether academic input from university would assist. J Cooper advised this is being developing internally. Councillor Nunn then asked if the proposed methodology would be approved by Transport Scotland to ensure there are not 7 different versions from each RTP. The Director confirmed there is a working group between the 7 RTPs and Transport Scotland which is working towards having the same methodology.

Councillor Nunn asked, in terms of Tactran resource staffing, are there seconded officers from each local authority to ensure all projects are being aligned?

J Cooper said made all efforts have been made to engage with Local Authority officers and thanked officers for their input and support received so far. J Cooper noted that it is likely that additional time and effort will result in additional support and collaboration between Tactran and Local Authority officers, which is one of the intended steps for the 26/27 programme.

N Gardiner advised that more resource was required to support the People & Place programme in 2025/26. The resource options were to advertise for more staff on a fixed 1-year term, as multi-year funding is currently not available for People and Place, or to ask whether seconded staff was available from Tactran's constituent Local Authorities. All 4 Local Authorities were approached and asked whether suitable staff were available for secondment to Tactran. Dundee City Council had suitable staff available for secondment and that has been the option chosen at present. N Gardiner stressed that it is important to note that the seconded staff are now a Tactran resource and are supporting the whole region for People and Place and not just one Council area.

Councillor Preston joined the meeting.

A McDonald asked if future reports could detail the progress of each project which could help identify any underspend or requirement for redistribution, suggested a RAG status. N Gardiner advised Tactran will receive quarterly progress reports from all People and Place project delivery partners, which will be summarised and included in future Board reports. He also noted that a report on the Monitoring and Evaluation of the 2024/25 outcomes and outputs is scheduled for the September Board meeting.

Councillor Nunn asked about outcomes relating to modal shift and if this is being recorded. J Cooper said the nature of outcomes and outputs differs, as do the timescales, so there is a need to maintain a longer-term review to identify the outcomes detailed in monitoring & evaluation reports. He is confident that the detailed information will be available in due course. However, the standard evaluation from Transport Scotland does not include social return on investment.

Resolved:

- (i) To note the Transport Scotland grant award for the delivery of a People and Place programme for the financial year 2025/26;
- (ii) To note 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) To note 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.

7. BUS INITIATIVES UPDATE

There was submitted a report by the Projects Manager (RTP/25/30) providing the Partnership with updates on bus initiatives within the Tactran area and progress within and related to the Bus Infrastructure Fund (BIF). The report also 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.

The Chair welcomed the report and noted that it was good that funding for bus initiatives was continuing through the Bus Infrastructure Fund.

Councillor Nunn asked in relation to the infrastructure proposals, could a presentation be given on the carbon savings for each project to understand the strength of the link between these corridors and the carbon being saved. This would help understand the importance of the work.

Councillor Nunn further noted the different approaches from the two Bus Alliances. She noted that the Tayside Bus Alliance is considering infrastructure, whereas the Forth Valley Bus Alliance is looking at a digital approach and questioned why they are different. She also enquired about the intended evaluation on the outcomes produced and what information will be available to ensure growth in patronage. Councillor Nunn asked if any elected members had questions could they be submitted to Tactran officers for consideration and response.

The Director agreed to write to Members asking for questions to be submitted. He also advised he will consider the best way to report the requested information to Board. He further advised he will reach out to SEStran regarding the Forth Valley Bus Alliance projects, as SEStran are Chair for the Forth Valley Bus Alliance.

J Cooper advised the Tayside Bus Alliance project also has a digital element.

Resolved:

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

8. CLIMATE ACTION: REDUCING CAR KM

There was submitted a report by the Senior Strategy Officer (RTP/25/) providing an update and asking the Partnership to note that a new Transport Scotland/COSLA car use reduction policy statement is expected imminently and asking the Partnership to agree to undertake a workshop to consider the issues.

J Padmore advised Transport Scotland/COSLA issued the revised policy statement on 12 June 2025, after the Board reports had been circulated to members, and provided a verbal update on the policy statement.

The Chair expressed his concern at the national 20% car reduction target as he considers it to be a blunt tool and feels the introduction of more demand management is not the correct direction across the country. However, he is supportive of a workshop to discuss the issues.

Councillor Nunn said that reduction in car distance travelled is the crux of transport policy in the future and would be concerned if demand management measures were introduced before sustainable alternatives are in place. She asked how the workshop will inform and link into the policy group and whether there is merit in having an attendee from COSLA or Transport Scotland at the workshop to hear firsthand concerns that will be raised. J Padmore advised throughout the process Tactran have maintained a good relationship with Transport Scotland and the work that has been done so far has helped focus the work Transport Scotland has undertaken. He has offered to brief Transport Scotland on the work done by Tactran to date, and it would be feasible to invite Transport Scotland to be involved in the workshop. With regards to a working group that Transport Scotland are establishing to investigate ways forward, Tactran are aiming to be the RTP representative in this group. The Chair advised he has been nominated as the RTP Chair on the National Transport Strategy Board, which the car km reduction working group will report to.

The Director noted Tactran is in a strong position to advise as Tactran provided input into the Audit Scotland work. The Director also suggested it may be better to have a workshop as a Board first to develop the Tactran narrative before inviting Transport Scotland.

Councillor Proctor said he is pleased this is being brought forward. However, he considers that one size does not fit all. Some proposals are almost punishing rural communities where cars are a necessity, as Demand Responsive Transport (DRT) and Electric Vehicles (EV's) do not yet provide a viable alternative.

Councillor Tolland asked that the positive benefits of car km reduction in terms of reducing pollution – especially for some of the most vulnerable in society - are included in the health impact assessments.

J Padmore advised Tactran is aligning the pace of our work with the National Conversation. Hence the intention of this stage of the work is to tease out these types of issues that would then need to be included in the respective health and equality assessments if/when more detailed analysis is required.

Councillor Nunn requested Officers be invited to the workshop and said she would prefer Transport Scotland to be included from the start. J Padmore confirmed Officers will be invited. The Director advised he would take the Board's advice on when to involve Transport Scotland and confirmed a draft proposal will be circulated to Members which will detail the proposed invitees and topics to be discussed.

The Chair advised he would like Tactran to be leading on this discussion and noted that the region was a good representative area for consideration as it has a diversity, ranging from the 3 cities to deep rurality, within the region.

Resolved:

- (i) To note that a renewed policy statement by Transport Scotland / COSLA on achieving car use reduction in Scotland has been published; and
- (ii) To agree 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.

9. 2025/26 BUDGET AND MONITORING

There was submitted a joint report by the Director and Treasurer (RTP/25/22) providing a monitoring update on the Partnership's Revenue and Capital expenditure and seeking the Partnership's approval of a 2025/26 RTS Revenue Programme.

Councillor Nunn asked how many months the reserves cover. J Salisbury confirmed the reserves are there to cover unanticipated costs for the full financial year and the policy is 3 – 5% of the overall budget.

Resolved:

- (i) To note the position regarding Core Revenue expenditure as at 30 April 2025 as detailed in Appendix A;
- (i) To note progress and approve the 2025/26 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendix B; and
- (ii) To note 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.

10. DIRECTORS REPORT

There was submitted a report by the Director (RTP/25/23) asking the Partnership to note the resignation of Paul Reid and providing updates on RTS Delivery Plan progress, MaaS and Tactran social media, as well as information on Scottish Government's Programme for Government. The report also asks the Partnership 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.

The Chair asked if MaaS was still be taken forward in conjunction with Sestran. The Director confirmed that Sestran were no longer part of the project, and as such Tactran were the last RTP dealing with MaaS. M Smith confirmed that the funding received from Transport Scotland will continue to develop the MaaS project. Tactran will enhance this by developing Digital DRT projects in conjunction with the Glenfarg Community Trust and Angus Council, funded as part of the Tactran People and Place programme.

Councillor Nunn asked if at a future board meeting a MaaS report could be presented. The Director confirmed he will consider a report for either the September or December. Councillor Nunn asked if targeted outcomes could be included within the report.

Resolved:

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

11. MEMBERS ISSUES AND AOCB

Councillor Proctor noted he has concern about how 20mph speed limits are going to be enforced by the Police and asked if Tactran could raise a question with Transport Scotland. Councillor Nunn advised there were the same issues in Stirling and they have been advised that due to resource issues the only areas the Police would monitor is around schools. N Gardiner advised Tactran officers would raise the issue at the Tayside Road Safety Forum, which is attended by the Tactran, the Tayside Local Authorities, Police and Fire & Rescue.

The Chair advised N Gardiner was due to retire on 27 June and thanked him for all his hard work for Tactran and wished him all the best for a very well deserved retirement. N Gardiner thanked the Chair and all Board members, past and present.

The Chair advised both he and Councillor Nunn are seeking a meeting of the elected members and asked that they respond to the email sent out requesting their availability.

12. DATES OF NEXT MEETINGS

16 September 2025 – in Person in the Council Chambers, 2 High Street, Perth
16 December 2025 – via MS Teams

**TAYSIDE AND CENTRAL TRANSPORT PARTNERSHIP
OUTSTANDING BUSINESS STATEMENT**

16 SEPTEMBER 2025

Report No (RTP/25/24)

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.

No.	Minute Reference	Subject Title	Outstanding Action	Update	Action Due / Complete	Action Expected
1	Item 5, 17 June 2025	Draft Unaudited Annual Accounts for 2024/25	Consider outcomes under "Plans for the Future" in future reports	To be considered in the covering paper to subsequent papers regarding the annual accounts	Due	December Partnership meeting
2	Item 6, 17 June 2025	People and Place	Include social return on investment within Tactran M&E report and consider seeking wider input from Universities	An assessment of the SROI for 2024/25 People and Place Programme is being finalised. It is not required for the submission of the 2024/25 programme Evaluation to Transport Scotland so will be reported to and discussed with the Partnership at a later date. Officers are investigating whether any academic institution would wish to engage in this work going forward.	Due	At or before December Partnership meeting

No.	Minute Reference	Subject Title	Outstanding Action	Update	Action Due / Complete	Action Expected
3	Item 6, 17 June 2025	People and Place	Consider RAG review when reporting on 2025/26 projects progress	To be considered in reporting on 2025/26 programme	Due	September 2026 Partnership meeting
4	Item 7, 17 June 2025	Bus Initiatives Update	Provide information on the carbon reduction in the sustainable bus corridors.	To be explored in light of modelled and observed traffic impacts for ongoing bus infrastructure projects. To be included as measure in sustainable bus corridor assessment and reported at business case delivery.	Due	To be integrated in programme and complete March 2026
5	Item 7, 17 June 2025	Bus Initiatives Update	Director to write to members requesting any questions on regarding both bus alliance proposals	Each alliance to present programmes at respective alliance meetings, and be asked to circulate proposed project outlines on request. Additional agenda items for next Tayside Bus Alliance to allow discussion of projects.	Due	Update to be provided at December 2025 partnership meeting as work continues on those corridors identified by Transport Scotland for delivery this year
6	Item 8, 17 June 2025	Climate Action: Reducing Car Km	Undertake workshop with Board Members. Engage with Transport Scotland	Member workshops held on 20 th and 22 nd August. Transport Scotland presentation held on 19 th August	Complete	Member views on current stage of work to be considered at September Partnership meeting
7	Item 10, 17 June 2025	Directors Report	MaaS report to be presented to a future board	MaaS programme outcomes reported in Item 10 to	Complete	

No.	Minute Reference	Subject Title	Outstanding Action	Update	Action Due / Complete	Action Expected
			meeting including targeted outcomes	Partnership Meeting of 16 th September		
	Item 11, 17 June 2025	Members Issues	Raise the issue of policing the 20mph zones at the next Tayside Road Safety Form	This issue was raised at a recent Road Safety Forum. Whilst noting Members concern, Police Scotland stated their deployment of resource must prioritise sites which represent the greatest risk and the enforcement of 20mph speed limits should only be undertaken where considered necessary and in the interests of casualty reduction. The exception to this is the enforcement of 20 mph speed limits outside schools, which takes place on a regular basis.	Complete	

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 SEPTEMBER 2025

MEDIUM-TERM FINANCIAL PLAN

REPORT BY DIRECTOR AND TREASURER

Purpose

This report asks the Partnership to note the Medium-Term Financial Plan (MTFP) and remits officers to maintain a rolling five-year plan.

Summary

This report provides an updated medium-term financial plan for Tactran Core and RTS Revenue Budget, providing 3 scenarios – balanced, optimistic and pessimistic. The balanced scenario indicates a positive, if decreasing, surplus in Core Budget over the 5-year period of the plan.

It is noted that Tactran has in the past successfully utilised other funding sources to supplement income and continues to seek further funding opportunities.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the Medium-Term Financial Plan;
- (ii) remits Tactran officers to maintain a rolling five-year plan and further refine the assumptions that underpin it; and
- (iii) provide an annual update of the plan to the Board.

2 BACKGROUND

- 2.1 At its meeting on 12 December 2023 the Partnership noted the contents of Audit Scotland's Draft Annual Audit Report for the year ended 31 March 2023 and approved the 2022/23 Audited Annual Accounts (Report RTP/23/30 refers).
- 2.2 The 2022/23 Audited Annual Report recommended that Tactran should develop a medium-term financial plan.
- 2.3 At its meeting on 10 December 2024 the Partnership considered the medium term financial plan and agreed that approval of the MTFP be deferred to allow time for assurance to be given in relation to the recharging of staff costs.
- 2.4 At its meeting on 18 March 2025 the Partnership agreed the medium term financial plan and remitted Tactran officers to maintain a rolling five-year plan with an initial update scheduled for September 2025.

- 2.5 The MTFP seeks to provide a range of scenarios for key variables used in the budgeting and financial planning. The report considers the wider economic outlook and how this might impact on Tactran over the medium-term.

3 DISCUSSION

- 3.1 Within the wider scope of the 2022/23 Annual Audit Report, it was noted that: *annual funding from the Scottish Government and constituent councils has not increased since 2013/14 and 2015/16 respectively. Over time, the proportion allocated to Tactran's core budget has increased and as a result the amount remaining to fund Regional Transport Strategy projects has decreased. The public sector is facing continuing funding pressures and Tactran will find it increasingly challenging to secure sufficient additional funding to deliver on its priorities and outcomes.*
- 3.2 In addition, it was noted that: *to date, Tactran has prepared financial plans on an annual basis. In these fiscally challenging times, planning over the medium-term is essential for Tactran to understand and manage any risks or threats to its financial sustainability. It was therefore recommended that Tactran should develop a medium-term financial plan.*
- 3.3 Tactran has therefore developed a 5-year financial plan, beyond the one-year budget, which covers financial years 2026/27 to 2030/31.

Core and RTS Revenue Budget

- 3.4 Tactran's operational and delivery funding is provided by Scottish Government Grant in Aid supplemented by partner Council contributions towards Core operating costs.
- 3.5 In 2013/14 Scottish Government Grant in Aid funding provided £522,750 and this annual Scottish Government Grant in Aid has remained at £522,750 through to 2024/25, when it was decreased by 5%. The combined partner Council contributions were £101,000 in 2013/14. This increased to £103,020 in 2015/16 and the annual partner Council contributions have since remained at this level.
- 3.6 However, there has been significant increase in inflation between 2013/14 and 2024/25, while the funding from both Central and Local Government has remained virtually static, with no additional funding provided for increasing salaries and other Core costs. Data from the Office for National Statistics Consumer Price Index indicates a 34.1% increase over the same period between 2013/14 and 2024/25.
- 3.7 Appendix A details the actual Core expenditure of Tactran from 2019/20 to 2024/25, and the projected outturn for 2025/26. As mentioned above, Scottish Government Grant in Aid was reduced by 5% in 2024/25, which when combined with Local Authority Requisitions results in an overall decrease in income of 4.2%.

- 3.8 The expenditure trend shown in Appendix A confirms that Staff Costs (excluding Secondments) remain the predominant cost for Tactran and have increased by c£125,000 (31.9%) from 2019/20 to the current year. Appendix A also details, prior to the use of reserves, the reducing balance each year for use on the Regional Transport Strategy as Core Expenditure absorbs a larger proportion of available income.
- 3.9 Tactran has been successful over the years in attracting third party income to supplement its operational and delivery funding and continues to explore opportunities. Additionally for the last two years in particular, Tactran has received greater income from Interest than it has done for the past decade. This is a result of higher interest rates and the management of cashflow during delivery of large value active travel grants.
- 3.10 The funding available to the RTS mainly comprises Grant in Aid and Requisition income not allocated to Core. The MTFP therefore focuses on the Core income and expenditure and considers three scenarios – balanced, optimistic and pessimistic and makes a number of assumptions regarding pay inflation, superannuation employer contributions, general inflation, Scottish Government Funding (Grant in Aid), Local Government Funding and staff time recharging.
- 3.11 Each scenario assumes that the staffing level and structure remains as at present and that the equivalent of 180% Projects Manager/Strategy Officer is recharged to projects which is in line with the actual recharge for 2025/26. All assumptions are outlined in Appendix B and detailed in the following paragraphs.
- 3.12 Pay Inflation is a primary source for cost increases at Tactran accounting for c85% of the Core expenditure budget prior to recharges. All scenarios in 2026/27 are based on the agreed pay offer from COSLA. For the remainder of the MTFP, the balanced scenario assumes 3% pay inflation which allows for rises slightly above the Bank of England (BoE) inflation target, but in line with the Scottish Government public sector pay policy. The optimistic scenario assumes pay inflation is in line with the BoE inflation target of 2%; and the pessimistic scenario assumes pay inflation of 4% which allows for awards in excess of inflation.
- 3.13 Superannuation Employer Contributions are paid as a direct percentage of gross pay for staff that are members of the Local Government Pension Scheme. The most recent triennial review of the Tayside Pension Fund was carried out at 31 March 2023 which determined the employers contribution rate was to decrease from 17% to 15.7% until at least 2026/27, when a further review will be undertaken. For the balanced scenario it is assumed this reduction in rate reverts to 17% from 2027/28. The optimistic scenario assumes the rate remains for the duration of the MTFP as 15.7%. The pessimistic scenario assumes the contribution rate is increased to 18.3% to compensate for lower rates from 2024-2027.

- 3.14 General Inflation affects various other costs that Tactran incurs. In the past few years inflation has been highly variable although more recently has stabilised, albeit at a slightly elevated level. There are still many external factors that affect this rate, however the Bank of England recently released forecast inflation data predicting annual CPI of 2.6% for 2026/27 and 2.0% for 2027/28. From 2028/29 it has been assumed the 2% Bank of England inflation target will be maintained for the remainder of the MTFP with these rates forming the inflation consideration for the optimistic scenario. The balanced scenario assumes inflation a little higher, being 1% above the optimistic level, with the pessimistic scenario going slightly further, assuming 2% above the optimistic scenario.
- 3.15 Scottish Government Funding provides the majority of the revenue budget for Tactran. As detailed in 3.5 above, funding from the Scottish Government since 2013/14 was £522,750 followed by a 5% reduction in 2024/25, which Tactran understands is temporary, although was repeated for 2025/26. The balanced scenario assumes the Scottish Government funding will revert to £522,750 for the duration of the MTFP; with the pessimistic scenario assuming the 5% reduction becomes the new norm. The optimistic scenario assumes the 5% reduction is reversed along with 1% increases each year to restore the amount that can be directed towards the RTS.
- 3.16 Local Government Funding from the four constituent authorities of the Tactran region has been maintained at £103,020 since 2015/16. Tactran will contact the four constituent local authorities in relation to the level of funding for future years. With work ongoing in this area, all scenarios currently assume no increase to the level of funding from local authorities, which highlights the declining balance available to fund the RTS in future years with a 'do nothing' approach.
- 3.17 The table below provides a summary of Deficit from the MTFP over the next 5 years, prior to the inclusion of Staff Costs Recharging.

Core Budget Deficit 2026/27 – 2030/31

	2026/27	2027/28	2028/29	2029/30	2030/31
Balanced	(£55,452)	(£74,244)	(£93,606)	(£113,545)	(£134,084)
Optimistic	(£50,356)	(£57,609)	(£65,056)	(£72,703)	(£80,563)
Pessimistic	(£81,986)	(£107,062)	(£133,145)	(£160,272)	(£188,481)

- 3.18 As summarised in the table above, when excluding the recharging of Staff Time to grant funding, Tactran will be operating with an annual deficit.

Staff Recharging and Funding

- 3.19 Currently Tactran can recharge staff time to various projects in line with the terms and conditions of funding for Active Travel Grants. Tactran plans to recharge 1.8 full-time equivalent (FTE) posts in each of the three scenarios. The anticipated additional income arising from the recharge of Staff Costs is set out in the table below.

Staff Costs Recharge/Income 2026/27 – 2030/31

	2026/27	2027/28	2028/29	2029/30	2030/31
Balanced	£125,907	£129,723	£133,655	£137,705	£141,876
Optimistic	£125,907	£128,452	£131,048	£133,695	£136,396
Pessimistic	£125,907	£130,995	£136,289	£141,796	£147,520

- 3.20 The table below provides a summary for each scenario of the Surplus/(Deficit) over the five years of the MTFP, indicating the balance available for the RTS Revenue budget when Staff Cost recharging is included.

Core Budget Surplus/(Deficit) 2026/27 – 2030/31 (including Staff Costs recharge)

	2026/27	2027/28	2028/29	2029/30	2030/31
Balanced	£70,455	£55,479	£40,049	£24,160	£7,792
Optimistic	£75,551	£70,843	£65,992	£60,992	£55,833
Pessimistic	£43,921	£23,922	£3,144	(£18,476)	(£40,961)

- 3.21 Details of each scenario is provided for in Appendices as follows; Appendix C – Balanced Scenario; Appendix D – Optimistic Scenario; Appendix E – Pessimistic Scenario.
- 3.22 It can be seen in the table at 3.20 above that there remains a positive, if decreasing, surplus in both the balanced and optimistic scenarios; and a faster decreasing surplus transitioning into a deficit in the pessimistic scenario.
- 3.23 It should be noted that the balanced scenario, with Staff Costs recharging, is viewed as most likely and therefore that which Tactran will use as the foundation for future financial planning. This approach allows for consideration of options to manage pressures over the medium term and assist in delivering a balanced budget each year.
- 3.24 The balanced scenario set out above, and in Appendix C, indicates a reducing balance available to fund the RTS each year; from c£70,000 in 2026/27 to c£8,000 in 2030/31. To maintain the available budget towards RTS of c£70,000 in future years, both Scottish Government and Local Government would need to **increase** their contributions to Tactran by an average of **2.4% per annum** from 2027/28.
- 3.25 Using the same methodology as in 3.24 to maintain the available budget towards RTS of c£70,000 in future years; and assuming Tactran is unable to continue recharging Staff Costs, both Scottish Government and Local Government would need to **increase** their contributions to Tactran by **23.1%** in 2027/28 and by an average of **2.9% per annum** from 2028/29.

- 3.26 As referenced in sections 3.15 and 3.16, the MTFP makes assumptions around future funding. At present Tactran is able to and will continue to recharge staff time to various projects to maximise value. Even with this ability, the balanced scenario indicates a decreasing surplus available to fund the RTS Programme, primarily as a result of static and reduced funding from Scottish and Local Government.
- 3.27 A draft budget will be presented to the Board at the next meeting in December for 2026/27 and will include any confirmed or anticipated updates to funding. Future updates to the MTFP will be presented annually in September, to allow consideration of financial assumptions in advance of setting the annual budget.

4 CONSULTATIONS

- 4.1 Tactran officers have consulted with constituent Council officers as well as Transport Scotland and other relevant organisations in developing this report.

5 RESOURCE IMPLICATIONS

- 5.1 Resource implications are outlined 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

For further information contact Mark Speed, markspeed@tactran.gov.uk / telephone 07887 826781

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/23/30, Draft Audited Annual Accounts 2022/23 and Draft Annual Audit Report to the Members of Tactran and the Controller of Audit for the Year Ended 31 March 2023, 12 December 2023

Report to Partnership RTP/24/22, Regional Transport Strategy: Delivery Plan, 10 September 2024

Report to Partnership RTP/24/06, Medium Term Financial Plan, 18 March 2025

	Actuals						PO
	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Income							
Scottish Gov Grant Revenue	522,750	522,750	522,750	522,750	522,750	496,613	496,613
Council Req's Revenue	103,020	103,020	103,020	103,020	103,020	103,020	103,020
Sub Total	625,770	625,770	625,770	625,770	625,770	599,633	599,633
Other Income	2,230	2,230	0	0	0	0	0
Interest Rec'd	134	346	330	8,555	13,683	43,068	0
Total Income	628,134	628,346	626,100	634,325	639,453	642,701	599,633
Expenditure							
Staff Costs							
Salary GP	308,953	281,063	283,044	320,406	336,589	375,925	400,394
Salary Supn	50,314	47,914	47,993	52,538	57,366	59,032	62,862
Salary NI	33,659	32,248	32,142	39,270	38,901	43,341	55,154
Secondees						14,400	80,808
Training/Conferences	764	89	135	3,174	1,284	280	2,000
Subscriptions	485	250	300	300	500	1,655	400
	394,175	361,565	363,615	415,688	434,640	494,633	601,618
Property Costs							
Energy	4,943	2,618	1,458	3,714	10,260	8,164	8,500
Cleaning	2,101	2,880	2,973	3,071	3,070	2,457	2,500
Maintenance	545	(500)	0	2,695	0	0	500
Rent	13,490	13,490	13,490	14,259	13,490	13,490	13,490
Rates	0				4,941	4,941	4,942
	21,079	18,488	17,920	23,739	31,761	29,052	29,932
Supplies and Services							
Office Consumables	3,476	3,210	1,493	1,681	1,809	2,830	4,125
Communications	3,777	1,885	1,589	1,476	1,094	313	2,500
Insurance	5,666	6,138	6,848	6,507	6,772	7,135	7,500
Information Technology	2,113	3,300	2,170	8,242	2,250	2,946	2,200
Hospitality	1,168	0	0	1,226	453	1,462	700
Board Expenses - misc.	0	0	0	0	375	0	500
	16,200	14,533	12,100	19,132	12,754	14,686	17,525
Transport Costs							
Travel and Subsistence	1,535	189	140	487	1,350	223	1,500
Public Transport	2,775	0	0	690	1,094	175	2,800
Expenses - Board Members	566	0	0	556	515	229	500
	4,876	189	140	1,734	2,959	627	4,800
Third Party Payments							
Audit Fees External	11,647	16,340	16,630	12,278	13,800	13,800	14,062
PKC Finance Service	14,000	14,000	14,000	14,000	14,000	14,000	14,000
PKC Secretariat Service	8,000	8,000	8,000	8,000	8,000	8,000	8,000
PKC Legal Services	3,000	3,000	3,000	3,000	3,000	3,000	3,000
PKC IT Services	8,250	8,250	8,250	8,250	8,250	8,250	8,250
Other Third Party Payments	11,641	17,644	1,776	2,293	2,065	4,093	2,200
	56,538	67,234	51,656	47,821	49,115	51,143	49,512
Total Expenditure	492,869	462,010	445,431	508,113	531,229	590,141	703,387
Surplus / (Deficit)	135,265	166,336	180,669	126,212	108,224	52,560	(103,754)
Transfer (to)/from RTS Reserve	0	0	0	(10,998)	(8,789)	(18,768)	
Use of/(Return) to Core Reserves	3,338	(21,486)	(27,309)	15,795	(360)	(64,272)	4,080
Project Recharging	0	0	0	0	0	82,581	178,272
Remaining Balance to RTS	138,603	144,850	153,360	131,009	99,075	52,101	78,598
Use of RTS Reserves	28,974	20,225	80,870		44,474	67,134	138,646
Other Income				922			
RTS Total Budget	167,577	165,075	234,230	131,931	143,549	119,235	217,244
% Income Towards RTS (excl. Reserves Usage)	22%	23%	25%	21%	16%	9%	13%

Medium-Term Financial Plan Assumptions

	2026/27	2027/28	2028/29	2029/30
<u>Pay Inflation</u>				
Optimistic	3.5%	2.0%	2.0%	2.0%
Balanced	3.5%	3.0%	3.0%	3.0%
Pessimistic	3.5%	4.0%	4.0%	4.0%
<u>Superannuation Employer Cont.</u>				
Optimistic	0.0%	0.0%	0.0%	0.0%
Balanced	0.0%	1.3%	1.3%	1.3%
Pessimistic	0.0%	2.6%	2.6%	2.6%
<u>General Inflation</u>				
Optimistic	2.6%	2.0%	2.0%	2.0%
Balanced	3.6%	3.0%	3.0%	3.0%
Pessimistic	4.6%	4.0%	4.0%	4.0%
<u>Scottish Government Funding</u>				
Optimistic	6.26%	1.0%	1.0%	1.0%
Balanced	5.26%	0.0%	0.0%	0.0%
Pessimistic	0.0%	0.0%	0.0%	0.0%
<u>Local Government Funding</u>				
Optimistic	0.0%	0.0%	0.0%	0.0%
Balanced	0.0%	0.0%	0.0%	0.0%
Pessimistic	0.0%	0.0%	0.0%	0.0%
<u>Staff Time Recharging</u>				
Projects and Programme Manager	80%	80%	80%	80%
Strategy Officer (MaaS)	100%	100%	100%	100%

	Balanced Scenario				
	2026/27	2027/28	2028/29	2029/30	2030/31
<u>Income</u>					
Scottish Gov Grant Revenue	522,750	522,750	522,750	522,750	522,750
Council Req's Revenue	103,020	103,020	103,020	103,020	103,020
Total Income	625,770	625,770	625,770	625,770	625,770
<u>Expenditure</u>					
Staff Costs					
Salary GP	447,875	461,310	475,148	489,402	504,084
Salary Supn	70,316	72,426	74,598	76,836	79,141
Salary NI	61,942	63,954	66,033	68,169	70,369
Training/Conferences	2,000	2,000	2,000	2,000	2,000
Subscriptions	400	400	400	400	400
	<u>582,533</u>	<u>600,090</u>	<u>618,179</u>	<u>636,807</u>	<u>655,994</u>
Property Costs					
Energy	4,250	4,250	4,250	4,250	4,250
Cleaning	2,590	2,668	2,748	2,830	2,915
Maintenance	500	500	500	500	500
Rent	13,490	13,490	13,490	13,490	13,490
Rates	5,120	5,274	5,432	5,595	5,763
	<u>25,950</u>	<u>26,182</u>	<u>26,420</u>	<u>26,665</u>	<u>26,918</u>
Supplies and Services					
Office Consumables	4,274	4,402	4,534	4,670	4,810
Communications	2,590	2,668	2,748	2,830	2,915
Insurance	7,770	8,003	8,243	8,490	8,745
Information Technology	2,279	2,347	2,417	2,490	2,565
Hospitality	700	700	700	700	700
Board Expenses - misc.	500	500	500	500	500
	<u>18,113</u>	<u>18,620</u>	<u>19,142</u>	<u>19,680</u>	<u>20,235</u>
Transport Costs					
Travel and Subsistence	1,500	1,500	1,500	1,500	1,500
Public Transport	2,800	2,800	2,800	2,800	2,800
Expenses - Board Members	500	500	500	500	500
	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>
Third Party Payments					
Audit Fees External	14,297	14,726	15,168	15,623	16,092
PKC Finance Service	14,000	14,000	14,000	14,000	14,000
PKC Secretariat Service	8,000	8,000	8,000	8,000	8,000
PKC Legal Services	3,000	3,000	3,000	3,000	3,000
PKC IT Services	8,250	8,250	8,250	8,250	8,250
Other Third Party Payments	2,279	2,347	2,417	2,490	2,565
	<u>49,826</u>	<u>50,323</u>	<u>50,835</u>	<u>51,363</u>	<u>51,907</u>
Total Expenditure	681,222	700,015	719,376	739,315	759,854
Surplus / (Deficit)	(55,452)	(74,244)	(93,606)	(113,545)	(134,084)
Project Recharging	125,907	129,723	133,655	137,705	141,876
RTS Budget Available	70,455	55,479	40,049	24,160	7,792

	Optimistic Scenario				
	2026/27	2027/28	2028/29	2029/30	2030/31
<u>Income</u>					
Scottish Gov Grant Revenue	527,716	532,994	538,323	543,707	549,144
Council Req's Revenue	103,020	103,020	103,020	103,020	103,020
Total Income	630,736	636,014	641,343	646,727	652,164
<u>Expenditure</u>					
Staff Costs					
Salary GP	447,875	456,835	465,971	475,289	484,795
Salary Supn	70,316	71,723	73,157	74,620	76,113
Salary NI	61,942	63,284	64,655	66,051	67,479
Training/Conferences	2,000	2,000	2,000	2,000	2,000
Subscriptions	400	400	400	400	400
	<u>582,533</u>	<u>594,242</u>	<u>606,183</u>	<u>618,360</u>	<u>630,787</u>
Property Costs					
Energy	4,250	4,250	4,250	4,250	4,250
Cleaning	2,565	2,616	2,668	2,721	2,775
Maintenance	500	500	500	500	500
Rent	13,490	13,490	13,490	13,490	13,490
Rates	5,070	5,171	5,274	5,379	5,487
	<u>25,875</u>	<u>26,027</u>	<u>26,182</u>	<u>26,340</u>	<u>26,502</u>
Supplies and Services					
Office Consumables	4,232	4,317	4,403	4,491	4,581
Communications	2,565	2,616	2,668	2,721	2,775
Insurance	7,695	7,849	8,006	8,166	8,329
Information Technology	2,257	2,302	2,348	2,395	2,443
Hospitality	700	700	700	700	700
Board Expenses - misc.	500	500	500	500	500
	<u>17,949</u>	<u>18,284</u>	<u>18,625</u>	<u>18,973</u>	<u>19,328</u>
Transport Costs					
Travel and Subsistence	1,500	1,500	1,500	1,500	1,500
Public Transport	2,800	2,800	2,800	2,800	2,800
Expenses - Board Members	500	500	500	500	500
	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>
Third Party Payments					
Audit Fees External	14,428	14,717	15,011	15,311	15,617
PKC Finance Service	14,000	14,000	14,000	14,000	14,000
PKC Secretariat Service	8,000	8,000	8,000	8,000	8,000
PKC Legal Services	3,000	3,000	3,000	3,000	3,000
PKC IT Services	8,250	8,250	8,250	8,250	8,250
Other Third Party Payments	2,257	2,302	2,348	2,395	2,443
	<u>49,935</u>	<u>50,269</u>	<u>50,609</u>	<u>50,956</u>	<u>51,310</u>
Total Expenditure	681,092	693,622	706,399	719,429	732,727
Surplus / (Deficit)	(50,356)	(57,609)	(65,056)	(72,703)	(80,563)
Project Recharging	125,907	128,452	131,048	133,695	136,396
RTS Budget Available	75,551	70,843	65,992	60,992	55,833

	Pessimistic Scenario				
	2026/27	2027/28	2028/29	2029/30	2030/31
<u>Income</u>					
Scottish Gov Grant Revenue	496,613	496,613	496,613	496,613	496,613
Council Req's Revenue	103,020	103,020	103,020	103,020	103,020
Total Income	599,633	599,633	599,633	599,633	599,633
<u>Expenditure</u>					
Staff Costs					
Salary GP	447,875	465,788	484,420	503,797	523,949
Salary Supn	70,316	73,129	76,054	79,096	82,260
Salary NI	61,942	64,627	67,422	70,330	73,350
Training/Conferences	2,000	2,000	2,000	2,000	2,000
Subscriptions	400	400	400	400	400
	<u>582,533</u>	<u>605,944</u>	<u>630,296</u>	<u>655,623</u>	<u>681,959</u>
Property Costs					
Energy	4,250	4,250	4,250	4,250	4,250
Cleaning	2,615	2,720	2,829	2,942	3,060
Maintenance	500	500	500	500	500
Rent	13,490	13,490	13,490	13,490	13,490
Rates	5,169	5,376	5,591	5,815	6,048
	<u>26,024</u>	<u>26,336</u>	<u>26,660</u>	<u>26,997</u>	<u>27,348</u>
Supplies and Services					
Office Consumables	4,315	4,488	4,668	4,855	5,049
Communications	2,615	2,720	2,829	2,942	3,060
Insurance	7,845	8,159	8,485	8,824	9,177
Information Technology	2,301	2,393	2,489	2,589	2,693
Hospitality	700	700	700	700	700
Board Expenses - misc.	500	500	500	500	500
	<u>18,276</u>	<u>18,960</u>	<u>19,671</u>	<u>20,410</u>	<u>21,179</u>
Transport Costs					
Travel and Subsistence	1,500	1,500	1,500	1,500	1,500
Public Transport	2,800	2,800	2,800	2,800	2,800
Expenses - Board Members	500	500	500	500	500
	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>	<u>4,800</u>
Third Party Payments					
Audit Fees External	14,435	15,012	15,612	16,236	16,885
PKC Finance Service	14,000	14,000	14,000	14,000	14,000
PKC Secretariat Service	8,000	8,000	8,000	8,000	8,000
PKC Legal Services	3,000	3,000	3,000	3,000	3,000
PKC IT Services	8,250	8,250	8,250	8,250	8,250
Other Third Party Payments	2,301	2,393	2,489	2,589	2,693
	<u>49,986</u>	<u>50,655</u>	<u>51,351</u>	<u>52,075</u>	<u>52,828</u>
Total Expenditure	681,619	706,695	732,778	759,905	788,114
Surplus / (Deficit)	(81,986)	(107,062)	(133,145)	(160,272)	(188,481)
Project Recharging	125,907	130,995	136,289	141,796	147,520
RTS Budget Available	43,921	23,933	3,144	(18,476)	(40,961)

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 SEPTEMBER 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.

Summary

The Partnership approved a final 2025/26 Core Budget and an initial RTS Revenue Budget at its meeting on 17 June 2025.

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 31 July 2025 as detailed in Appendix A;
- (ii) notes progress on 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.

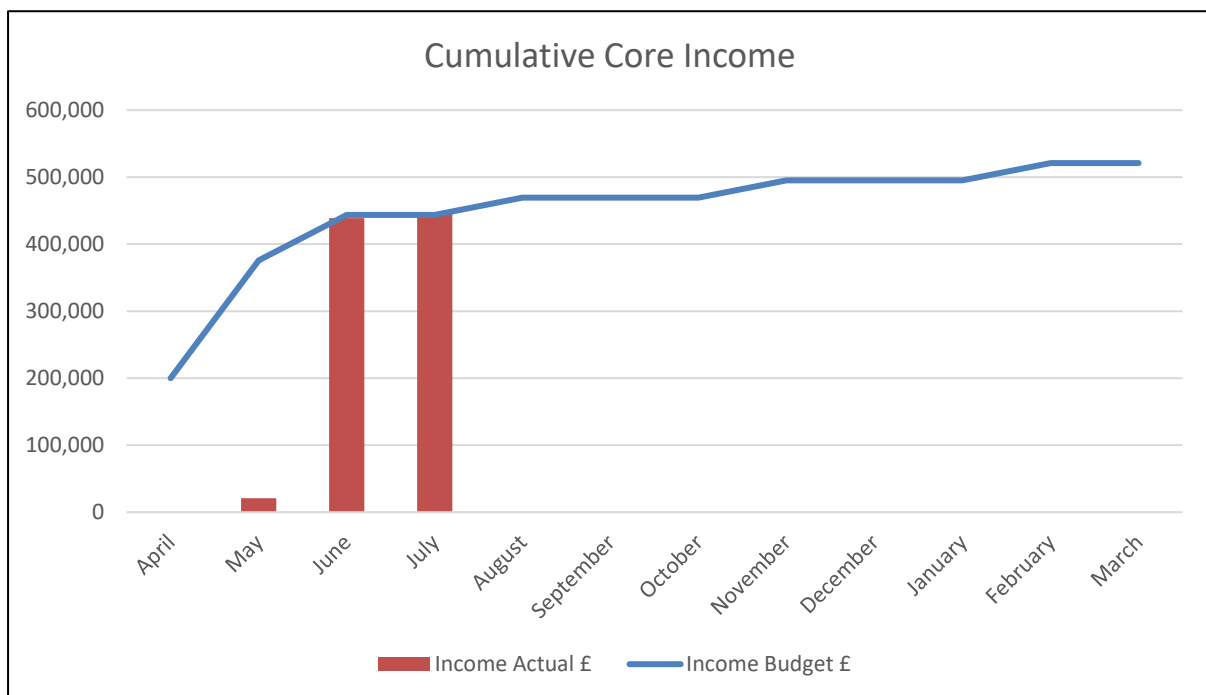
2.2 At its meeting on 18 March 2025 the Partnership noted the Partner Councils were in the process of approving their 2025/26 budget and that it was

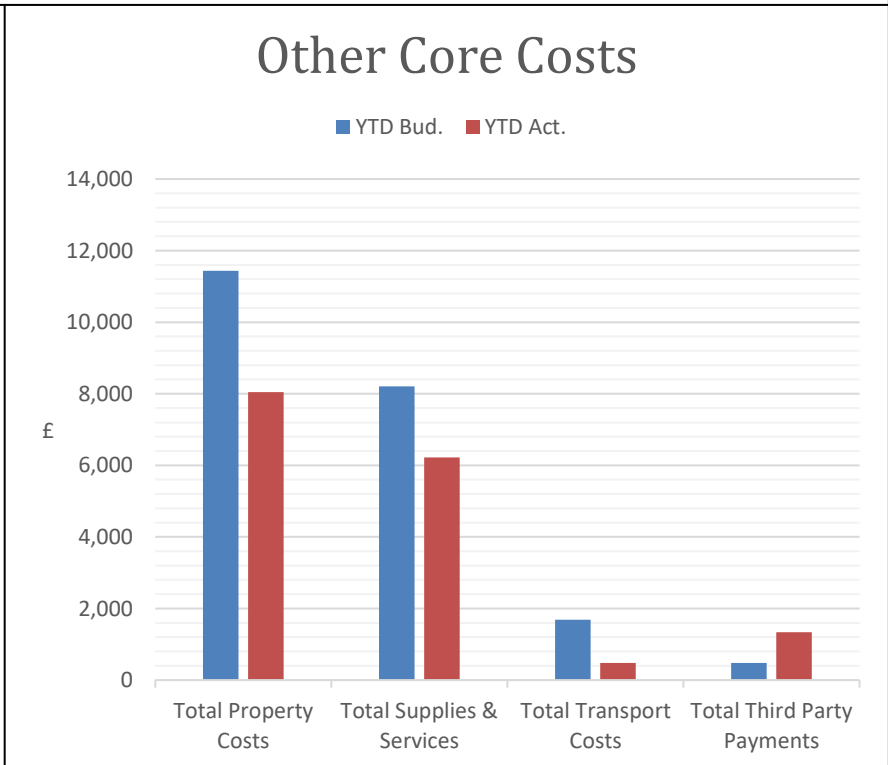
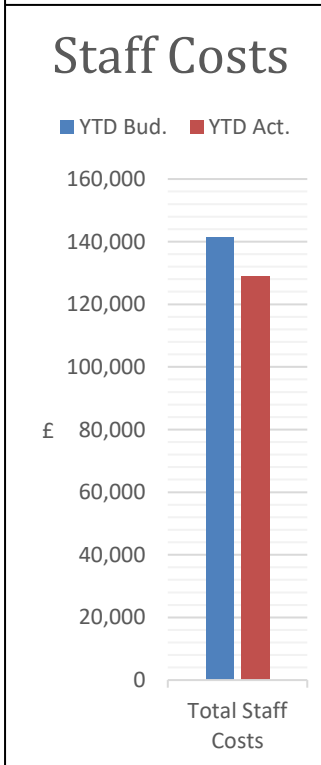
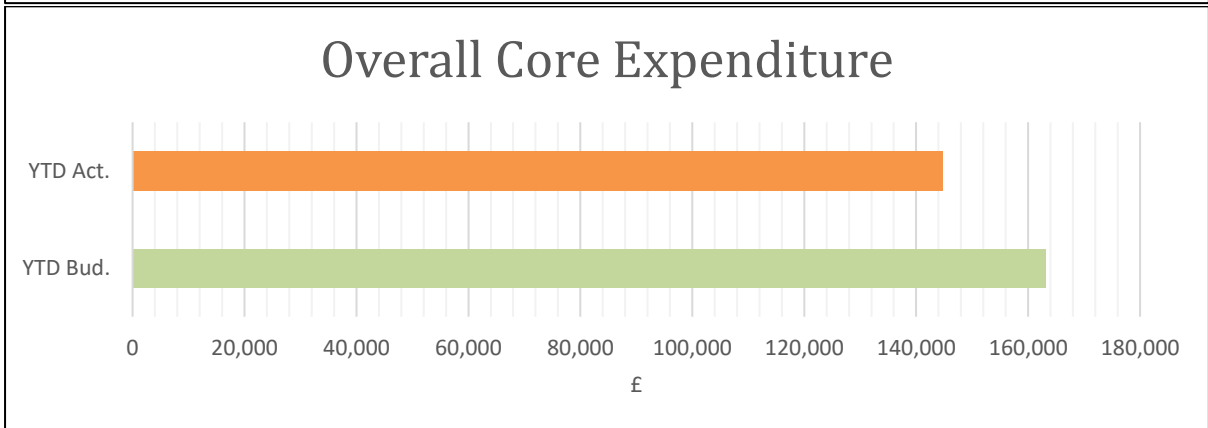
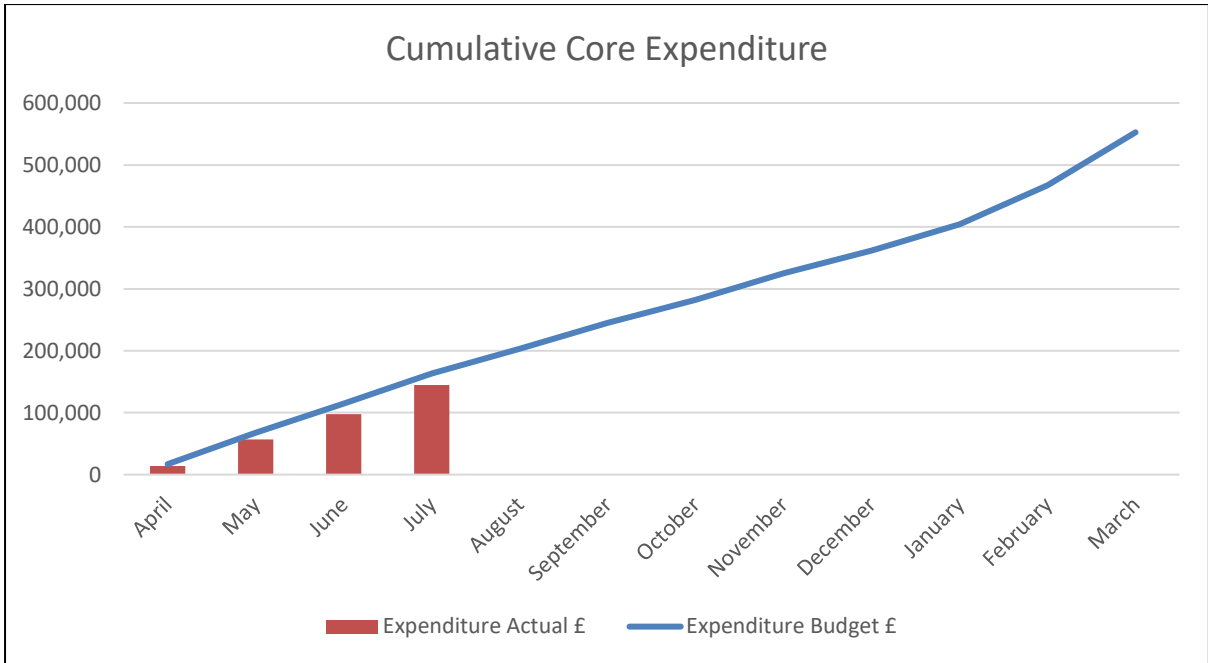
understood all had included provision of requested Revenue contributions towards the approved 2025/26 Core Budget. It was also noted that RTPs had yet to receive confirmation of Scottish Government Grant in Aid award, however it was anticipated that the level of funding would remain as at 2024/25 levels, 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.
- 2.6 At its meeting on 17 June 2025 the Partnership approved a finalised 2025/26 RTS Revenue Programme and received a monitoring update on general Revenue expenditure and Active and Sustainable Travel Behaviour Change Capital and Revenue expenditure (Report RTP/25/22 refers).

3 DISCUSSION

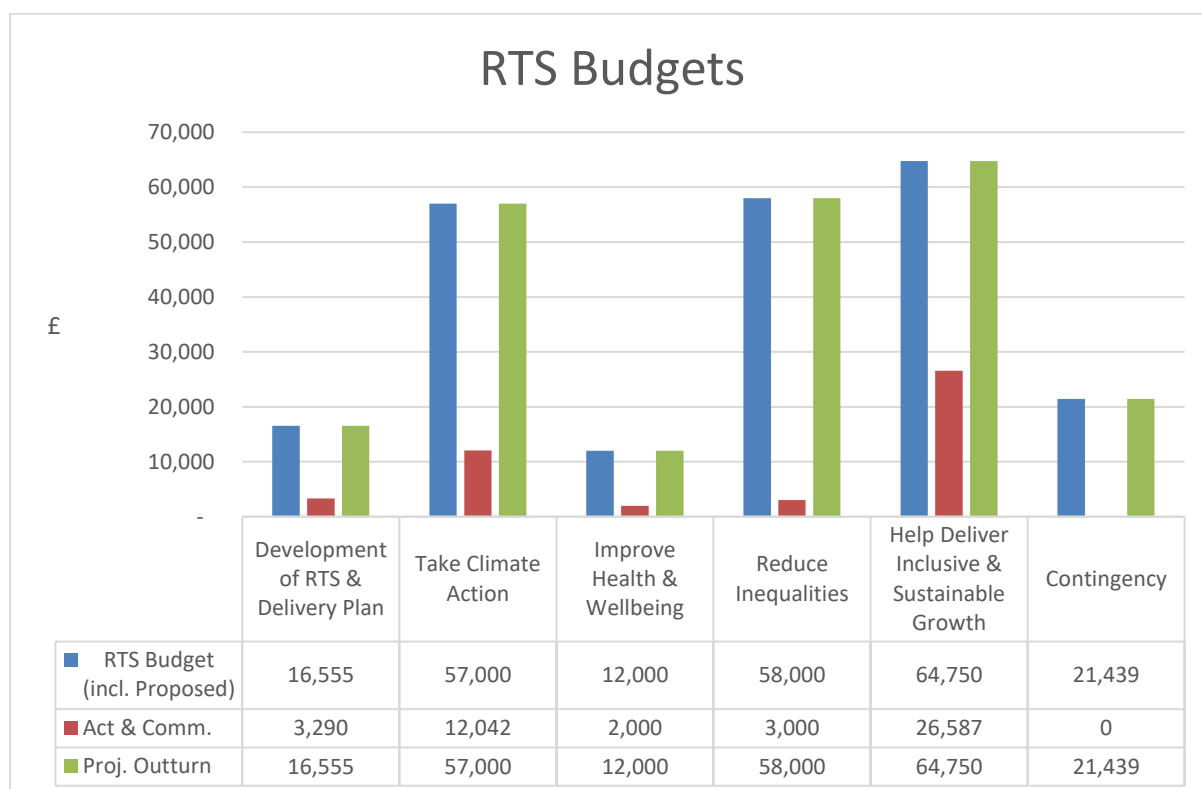
2025/26 Core Revenue Budget





- 3.1 The approved Core Budget and expenditure to 31 July 2025 and projected expenditure to the financial year end are shown in Appendix A.
- 3.2 As detailed in Appendix A, the only adjustments to the projected outturn are Staff Costs. The pay award has been agreed which has resulted in an increase of 4%, which slightly exceeds the level budgeted of 3%. In addition, there have been a number of adjustments to the staffing structure which slightly offsets the increase. The saving on the structure adjustments is temporary as a result slippage during the recruitment process to various roles. It is anticipated that a full Core staffing complement will be in place by November.
- 3.3 The secondments agreed with Dundee City Council in 2024/25 have continued into the current year and it is currently anticipated these will remain throughout the remainder of the year. The majority of these costs are recovered through the Salary Recharge to the People and Place project.
- 3.4 The projected closing reserve on Core at 31 March 2026 is £28,533; representing 4.1% of gross expenditure, adjusted for recharges, which is in line with the 3-5% reserves policy.

2025/26 RTS Revenue Programme



- 3.5 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).

- 3.6 As reported to the Partnership on 17 June, 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.
- 3.7 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.
- 3.8 RTS programme expenditure to 31 July 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)

- 3.9 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.
- 3.10 Approximately £11,000 of this has been allocated to the development and monitoring of the RTS and its Delivery Plan and other associated work.
- 3.11 To date £3,290 has been committed under this budget heading.

Take Climate Action (Budget £57,000)

- 3.12 £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.
- 3.13 To date £12,042 has been committed under this budget heading.

Improve Health & Wellbeing (Budget £12,000)

- 3.14 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.

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

Reduce Inequalities (Budget £58,000)

3.16 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.

3.17 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.

3.18 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)

3.19 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.

3.20 To date £26,587 has been committed under this budget heading.

Contingency (£21,439)

3.21 A contingency of £21,439 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.

3.22 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

- 3.23 As reported at the Partnership meeting on 17 June 2025, 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 (Report RTP/25/19 refers).
- 3.24 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.
- 3.25 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

- 3.26 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.
- 3.27 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.

Bus Infrastructure Fund

- 3.28 Angus, Dundee City and Perth and Kinross Councils have received confirmation of their Bus Infrastructure Fund bids. The awards are to support work to bring forward bus infrastructure improvement projects. Further information is contained in Item 7 to this meeting, the 'Bus Infrastructure Update' report.

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 Jonathan Padmore. For further information contact email jonathanpadmore@tactran.gov.uk or telephone 07919 880826.

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

Reports to Partnership RTP/25/19, People and Place Update and RTP/25/22, 2025/26 Budget and Monitoring, 17 June 2025

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

Appendix A

	Approved Budget £	Actuals to 31 July 2025 £	Projected Outturn 2025/26 £	Actual Variance to Budget £
Income				
Scottish Government Grant Revenue Received	418,015	418,015	418,015	0
Council Req's Revenue Rec'd	103,020	60,985	103,020	0
Interest Received	0	0	0	0
MaaS Officer Support Funding	0	0	0	0
	521,035	479,000	521,035	0
Expenditure				
<u>Staff Costs</u>				
Salary GP	415,783	93,613	400,394	(15,389)
Salary Supn	65,278	14,728	62,862	(2,416)
Salary NI	57,126	12,854	55,154	(1,972)
Secondment	5,400	7,200	80,808	75,408
Salary Recharge	(126,721)	0	(178,272)	(51,551)
Training/Conferences	2,000	380	2,000	0
Subscriptions	400	0	400	0
	419,266	128,775	423,346	4,080
<u>Property Costs</u>				
Energy	8,500	944	8,500	0
Cleaning	2,500	(2,753)	2,500	0
Maintenance	500	0	500	0
Rent	13,490	5,621	13,490	0
Rates	4,942	1,482	4,942	0
	29,932	5,294	29,932	0
<u>Supplies and Services</u>				
Office Consumables	4,125	2,053	4,125	0
Communications	2,500	10	2,500	0
Insurance	7,500	4,160	7,500	0
Information Technology	2,200	(538)	2,200	0
Hospitality	700	0	700	0
Board Expenses - misc.	500	0	500	0
	17,525	5,684	17,525	0
<u>Transport Costs</u>				
Travel and Subsistence	1,500	165	1,500	0
Public Transport	2,800	135	2,800	0
Expenses - Board Members	500	192	500	0
	4,800	492	4,800	0
<u>Third Party Payments</u>				
Audit Fees External	14,062	(5,031)	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	1,339	2,200	0
	49,512	(3,692)	49,512	0
Gross Expenditure	521,035	136,554	525,115	4,080
Net Income/(Expenditure)	0	342,446	(4,080)	(4,080)
Opening Core Reserves	32,613		32,613	
Funding to/(from) Earmarked Reserves	0		0	
Funding to/(from) Unearmarked Reserves	0		(4,080)	
Closing Core Reserves	32,613		28,533	

Tactran Income and Expenditure Account

Revenue

2025/2026

Detailed Statement - RTS

	Approved Budget (June 2025) £	Other Income £	Total Budget £	Actuals to 31 July 2025 £	Committed 2025/2026 £	Projected Outturn 2025/2026 £	Variance to Budget £
Income							
Scottish Executive Grant Revenue Received	78,598		78,598	-	-	78,598	0
Other Income - LA's Transport Model		12,500	12,500	-	-	12,500	0
	78,598	12,500	91,098	-	-	91,098	0
Expenditure on Projects							
Development of RTS & Delivery Plan	16,555	-	16,555	1,958	1,332	16,555	0
Take Climate Action	57,000	-	57,000	-	12,042	57,000	0
Improve Health & Wellbeing	12,000	-	12,000	-	2,000	12,000	0
Reduce Inequalities	58,000	-	58,000	-	3,000	58,000	0
Help Deliver Inclusive & Sustainable Growth	52,250	12,500	64,750	2,350	24,237	64,750	0
Contingency	21,439	-	21,439	-	-	21,439	0
Gross Expenditure	217,244	12,500	229,744	4,308	42,611	229,744	0
Net Expenditure	138,646	0	138,646	4,308	42,611	138,646	0
(Financed by) / Contribution to Reserves	(138,646)					(138,646)	
Reserves Statement:							
Opening Reserves	138,646					138,646	
Reserves (Used) / Returned	(138,646)					(138,646)	
Closing Reserves	0					0	

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

People & Place

	Budget	Actuals to	Committed	Projected	Variance to
Income	£	31 July 2025	2025/26	Outturn	Budget
				2025/26	
				£	£
People & Place	2,289,213	783,289	1,505,924	2,289,213	-
	2,289,213	783,289	1,505,924	2,289,213	-

Grant Expenditure

Active Travel Promotion

(brought forward from 2024/25)

(brought forward from 2024/25)	77,597	77,597	-	77,597	-
Community Projects	106,345	36,598	69,747	106,345	-
Place Projects	1,261,317	217,118	1,044,199	1,261,317	-
Regional Projects	662,061	130,465	531,596	662,061	-
Tactran Resource Support	259,490	29,611	229,879	259,490	-
Gross Expenditure	2,366,810	491,389	1,875,421	2,366,810	-
Net Expenditure	77,597	(457,839)	535,436	77,597	-

(Financed by) / Contribution to Reserves

	(77,597)	(77,597)
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Reserves Statement:

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

MaaS

	Budget	Actuals to	Committed	Projected	Variance to
Income	£	31 July 2025	2025/26	Outturn	Budget
				2025/26	
				£	£
MaaS	100,000	-	100,000	100,000	-
	100,000	-	100,000	100,000	-

Grant Expenditure

MaaS	100,000	36,600	63,400	100,000	-
Gross Expenditure	100,000	36,600	63,400	100,000	-
Net Expenditure	-	-	-	-	-

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 scooting. Children generally feel safe when walking, wheeling, cycling or scooting. 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.

James Cooper
Projects & Programme Manager

For further information contact James Cooper, 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/25/19, People and Place Update, 17 June 2025

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**16 SEPTEMBER 2025****BUS INITIATIVES UPDATE****REPORT BY PROJECTS MANAGER**Purpose

This report provides the Partnership with updates on the bus infrastructure fund (BIF), and of wider bus initiatives within the Tactran area.

The report asks the Partnership to note the progression of applications to Transport Scotland under BIF, the development of projects as confirmed by TS, and ongoing support for the delivery 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 updates the progress of these initiatives.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes progress in the funding and delivery of the various bus initiatives detailed;
- (ii) notes the outcome of various project submissions; 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 17 June 2025 updated the board in relation to ongoing bus initiatives across the Tactran region (RTP/25/20 refers). The partnership was provided with a list of bus project submissions being forwarded under the BIF by both the Tayside Bus Alliance and the Forth Valley Bus Alliance.

2.2 Confirmation was received at a meeting with Transport Scotland on the 14 July 2025 that a number of Tayside projects were being taken forward for funding, but not all. No further confirmation has been received from Transport Scotland in respect of the Forth Valley Bus Alliance project.

- 2.3 A series of questions were exchanged between Tactran and TS in respect of project cost, date, and deliverability, culminating with a confirmed list of Tayside Bus Alliance projects likely to be supported. An updated tabulation of bus alliance projects is included in appendix A.
- 2.4 A further series of discussions between Tactran, the Bus Alliances, and Local Authorities has been ongoing to confirm precise details of each project, project management structures, and delivery mechanisms to ensure funded projects are able to complete within the timescale and funding requirements set by TS.

3 DISCUSSION

- 3.1 The submission of projects to the BIF allows for Tactran and the Bus Alliances to support a series of bus infrastructure activities across the region. Potential benefits are identified in the proposals and reported to the partnership at previous meetings. Funded projects reinforce the planning and strategic roles of the partnership and the Bus Alliances themselves.
- 3.2 A discussion between Tactran, the alliances, and the local authorities has followed to confirm the total costs, task and management aspects of each supported project.
- 3.3 The projects would also be mirrored and supported by Match in Kind (MIK) activities, as including, but not limited to, bus operator support and investment, coordination, and integration of planning between projects.
- 3.4 In parallel to the development and potential reopening of bus infrastructure support, bus sustainable transport has also been integrated into People and Place (P&P), reported to the Partnership at the meeting on 17 June 2025 (RTP/25/20 refers).

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

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

Report to Partnership RTP/25/20, Bus Initiatives Update, 17 June 2025

TAYSIDE BUS ALLIANCE
Bus Infrastructure Fund Proposal Form
Updated August 2025

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

Partnership Priority	Project Name	Brief Project Description	Indicative funding from BIF	Confirmed funding from BIF
1. Network enhancement, priority development, integration, design and user enhancement	Tayside Bus Alliance management project manager 1 x FTE PM	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.	£ 48,000 via PKC Dunkeld Road project	Inc DRC
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	£ 384,976 Inc TBA PM	TBC
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	£ 212,550	£212,550
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	TBC

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	TBC
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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

16 SEPTEMBER 2025

REGIONAL TRANSPORT STRATEGY: DELIVERY UPDATE

REPORT BY SENIOR PARTNERSHIP MANAGER

Purpose

This report provides an update on progressing the delivery of the Tayside and Central Regional Transport Strategy (RTS).

Summary

The report presents the RTS Annual Delivery Report 2024/25 and provides an update on steps to improve co-ordination of programmes and delivery of workstreams

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the RTS Delivery Progress Report 2024/25, included as Appendix A in the Members Area of the Tactran website; and
- (ii) notes progress in investigating opportunities to improve efficiency and effectiveness through co-ordination of programmes and resources.

2 BACKGROUND

- 2.1 At its meeting on 11 June 2024 the Partnership adopted the Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS) (Report RTP/24/12 refers).
- 2.2 The RTS identifies the strategic objectives, outcomes and targets which set out the shared aspirations of the regional partners. The delivery of the RTS is the responsibility of a range of partners and will need to be progressed via those partners' relevant delivery programmes.
- 2.3 Given the scale of the challenge, the limited finances and resources, and the urgency behind targets (especially the Climate Change targets), the RTS notes the following is required:
 - **A step change** in delivery, requiring a change in how we do things
 - **Prioritising** those locations and populations where support is most required to achieve the adopted outcomes of the RTS
 - **Co-ordinating** work to provide integrated solutions which provide a realistic alternative to the car for the whole journey.

- 2.4 It was acknowledged that more resources would likely be required to achieve the national aspirations contained within the RTS. However, the RTS also noted that it would be necessary to demonstrate that Tactran and partners were maximising the effectiveness of existing resources, when it came to discussing additional help with the Scottish Government.
- 2.5 At its meeting on 9 September the Partnership requested a RTS Delivery Plan update every 6 months (Report RTP/24/22 refers).

3 DISCUSSION

Delivery Plan

- 3.1 Report RTP/25/07 noted that the Delivery Plan would be an organic document, needing updates as Partners developed their plans and programmes. Following publication of the draft Stirling Mobility Strategy, the Delivery Plan has been updated to reflect this document. The revised Delivery Plan is available in the members area of the Tactran website.

Delivery Report 2024/25

- 3.2 The Partnership Meeting of 18 March 2025 approved the reporting of delivery progress each year (report RTP/25/07 refers). Understanding delivery will assist members and officers in the review and setting of their respective programmes.
- 3.3 The RTS Delivery Report 2024/25 collates those actions undertaken by the constituent Councils which align with the locations and populations identified in the RTS and the RTS Delivery Plan where activity will likely have the biggest impacts on the adopted outcomes and targets.
- 3.4 The RTS Delivery Report 2024/25 is included as Appendix A in the Members area of the Tactran website. Table 1 below summarises delivery in 2024/25 which aligns with the RTS outcomes. A key consideration for Members and Officers is whether the actions are working towards a step change towards achieving the adopted targets.

Table 1: RTS Delivery: 2024/25 Summary

Actions to take climate action

- Progress in increasing electric vehicles in Council fleet and the introduction of public electric vehicle charging points
- Continued improvement of broadband connectivity across the region helps reduce the need to travel
- Some active travel improvements providing links to public transport interchanges (to enable transfer for longer distance trips) most notably the Arbroath Place for Everyone and Walk Cycle Live Stirling projects
- Partners are progressing work relating to the electrification of the rail network and improving Aberdeen – Central Belt capacity and reliability; understanding how car km could be reduced; improving

Table 1: RTS Delivery: 2024/25 Summary

Perth bus and rail stations and Broxden P&R/low carbon transport and travel hub

- No action to reduce freight mileage

Actions to improve health and wellbeing

- Speed limit reviews and introduction of local road safety schemes progressed by all four Councils
- Dundee Low Emission Zone introduced May 2024. Crieff AQMA revoked
- Arbroath Place for everyone in Angus and Walk Cycle Live Stirling and Fallin-NCN projects in Stirling provide links for poor health outcome areas. Dundee focus active travel programmes on the most 20% deprived datazones as defined by SIMD
- Little specific action by Councils to support access to healthcare, unless support for community transport and/or active travel routes provide links. Perth & Kinross Council undertook the Perth Rural Futures work to identify problems and opportunities for accessing healthcare with rural communities
- Continued delivery of NHS Tayside Journey Planner to assist visitor access
- Few projects improved access for least affluent communities to active leisure facilities or green space with exception of NCN1 improvements in Angus; Walk, Cycle Live Stirling (linking to Scottish Institute of Sport); and provision of new bus services into the Loch Lomond and the Trossachs National Park (when combined with connecting services)
- No specific actions to reduce the impact of traffic on communities on strategic routes

Actions to reduce inequalities

- A handful of projects targeted improving access for 18-24 yr olds to job, services and education. Those being continuation of MyD&A Journey Planner, the promotion of u22 travel (largely to schools); and Walk, Cycle, Live Stirling which provided links to Forth Valley College and Stirling University
- A number of active travel routes have been introduced which link least affluent communities to services and/or public transport links (Arbroath Places for everyone; Walk Cycle Live Stirling; Fallin-NCN link, Stirling; North Muirton, Perth and the majority active travel improvements in Dundee)
- Community transport services predominately operate in the rural areas, with a limited number operating in the Dundee, Montrose and Stirling urban areas. Continued support of DRT services in Angus, Perth & Kinross and Stirling. Although the number of DRT services in Stirling was reduced
- Little work on improving facilities for people with disabilities or improving security except where active travel or interchange work is ongoing and dropped kerb programmes

Actions to help deliver sustainable, inclusive economic growth

Table 1: RTS Delivery: 2024/25 Summary

- Continued progression of work on the three sustainable travel corridors in Dundee and Perth seeks to improve bus journey times/reliability. This work was complemented by the installation of bus signal priority measures on bus priority corridors in Perth and Dundee which allowed for advanced signal activation requests from buses
- Work on Swallow Roundabout, Dundee seeks to improve the reliability of journey time on A90
- Continued work by Network Rail to progress Aberdeen - Central Belt improvements

3.5 The Delivery Progress Report 2024/25 suggests that there are likely too few projects targeted at the locations and populations (as identified in the RTS Delivery Plan) required to support the objectives and outcomes of the RTS. In noting this, the following factors should be taken into account:

- Resources will mean a limited number of activities can be undertaken by any one authority
- Councils will have priorities for interventions that extend beyond the outcomes and targets adopted in the RTS. The above does not represent all the transport and access related interventions undertaken by the Councils in 2024/25
- All Funding opportunities do not align with RTS objectives
- The RTS Delivery Plan was first approved by the Partnership meeting of September 2024. Most projects and initiatives delivered 2024/25 would have been initiated before then. Conversely, the majority of the RTS outcomes and targets are based on national objectives and targets which have been in place for a number of years.

3.6 Nonetheless, the Report continues to highlight the gap between delivery and the likely achievement of the adopted targets/outcomes. It therefore continues to emphasise the scale of change that is required.

3.7 To improve alignment and co-ordination, the RTS Senior Officer Delivery Group are considering opportunities to align programmes against objectives and co-ordinating delivery to deliver integrated solutions.

Outcome Monitoring Reports

3.8 The Partnership noted the intention that an outcome monitoring update is provided to the Partnership every two years (report RTP/25/07 refers). Given the last reporting on outcomes was included in the RTS in 2024, it is proposed that the next reporting on outcomes is presented in 2026.

RTS Delivery Board

3.9 Recognising that delivery of the RTS requires action across a wide range of Partners beyond the Councils, the Partnership endorsed the principle of an RTS

Delivery Board to assist with the prioritisation and co-ordination of activities across the wider group of RTS partners.

- 3.10 The Partnership Board noted that Tactran and the Councils should attempt to make progress regarding prioritisation and co-ordination prior to then co-ordinating activity with others.
- 3.11 Given that discussions are ongoing with the RTS Senior Officer Delivery Group about how best to co-ordinate activity, the establishment of the RTS Delivery Board has been delayed. Nonetheless, contact is being made with relevant organisations to invite and introduce them to the process.
- 3.12 Staffing shortages on the strategy side of Tactran over the last 12 months have not aided the pace of progress on this matter.

Resourcing

- 3.13 The issue of sufficient resources to deliver the national and local aspirations was one that was central to shaping the RTS. Indeed, at the heart of the prioritisation / co-ordination / monitoring processes is the objective to demonstrate the gap between aspirations and the best we can do with existing resources.
- 3.14 The Partnership considered the RTS Improvement Programme which identified those new actions required to reduce risks to delivering the RTS (report RTP/25/07 refers). The RTS Senior Officer Delivery Group have agreed leads for the specific actions in the Improvement Programme. Inevitably, there are actions for which resources are not currently aligned. The Senior Officer Group have therefore discussed collaborative actions and resourcing.
- 3.15 The RTS Senior Officer Group have agreed to investigate opportunities for collaborative arrangements which could assist in improving efficiency and delivery. Tactran officers are also working with Stirling Council officers regarding how best to support the Council within the Forth Valley context. Any opportunities identified by the Senior Officer Group in both cases will be carefully explored further by the respective authorities.
- 3.16 With regard to actions within the Delivery Plan and accompanying Improvement Programme, Tactran's resources have – since 2013/14 – continually diminished as income has not increased despite costs increasing. This issue is considered in a separate paper to this Partnership meeting on the Medium-Term Financial Plan (see Item 4).

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

- 5.1 The Delivery Plan work informs the role of Tactran in supporting regional partners in delivering regional priorities. The consequences of this are reflected in the Tactran Medium Term Financial Plan being considered at this Partnership Meeting.

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 process of developing a RTS will include 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 have been met through the EqIA, CRWIA and HIIA processes included within the Integrated Impact Assessment.

Jonathan Padmore
Senior Partnership Manager

Report prepared by Jonathan Padmore. For further information e-mail jonathanpadmore@tactran.gov.uk (tel. 07919 880826)

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:

Reports to Partnership RTP/24/12, Tayside and Central Scotland Regional Transport Strategy: Adoption and RTP/24/13 Develop to Deliver Refresh, 11 June 2024

Report to Partnership RTP/24/22 Regional Transport Strategy: Delivery Plan, 10 September 2024

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

Report to Partnership RTP/25/07 Regional Transport Strategy: Delivery Plan Update, 18 March 2025

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**16 SEPTMEBER 2025****CLIMATE ACTION: REDUCING CAR KM****REPORT BY TRANSPORT STRATEGY OFFICER****Purpose**

This report provides the Partnership with an update on Tactran's work into understanding the potential equalities and economic impacts of demand management measures to support the Scottish Government's target to reduce car km.

Summary

The Scottish Government's Climate Action Plan Update (2020) introduced a target to reduce car km. Whilst the target itself is being reviewed by the Government, Transport Scotland and CoSLA have released a Renewed Policy Statement on reducing car use which recognises that demand management measures will likely be required to support the achievement of the car km reduction aspiration and the emerging target.

Tactran commissioned work to compare the potential equality and economic impacts of a distance-based charge vs cordon charges vs increased parking restraints. Workshops have been held with Members to discuss these high-level findings and the potential implications of the different demand management measures.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes the work into the potential equality and economic impacts of various charging mechanisms to reduce car km; and
- (ii) agrees to the next steps to investigate and inform members of the issues and opportunities of supporting a national car km reduction target.

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, set out as part of the Climate Change Plan update in 2020.

2.2 Subsequently officers have undertaken work to inform partners of the potential approaches to achieving car km reduction in a fair and equitable way. The work also allows the Partnership to respond to the forthcoming revised Scottish Government/ Transport Scotland policy position/ future consultation on the topic.

Stage 1: Understanding the who, where, why of car km

- 2.3 Work was initially commissioned to inform the Partnership of the determinants of car km (i.e. the who, where, why of car km) and consequently the likely effectiveness of options for achieving a 20% reduction in car km ([Achieving a 20% reduction in car-km: Options for the Tactran Region](#)). The headlines from this work, published in 2023, concluded that:
- Longer distance trips generated the greater proportion of car km
 - Demand management options would be required to achieve the target
- 2.4 This work informed the Partnership's parameters to investigating how to support the target. This is set out in section 3.4 of the [RTS](#) (pages 49-51). 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

Transport Scotland / COSLA Renewed Policy Statement

- 2.5 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](#).
- 2.6 At the Partnership meeting of 17 June 2025, officers provided a verbal update in relation to Transport Scotland and COSLA's Renewed Policy Statement, entitled [Achieving Car Use Reduction in Scotland: A Renewed Policy Statement](#), which had been published on 12 June 2025.
- 2.7 The renewed policy statement aims to guide work on reducing car use (with the measure being car km) and sets out four key commitments for Transport Scotland and CoSLA:
- Revise the existing car use reduction target, informed by the advice of the Climate Change Committee and other relevant evidence, to develop a new, longer-term target which will support the 2045 net zero target.
 - 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.
 - Work with key stakeholders at national, regional, and local level to develop place-based and experience-specific delivery plans to support reduced car use and alternative transport options.
 - Along with a broad coalition of partners, drive a national communication and engagement campaign and set out a positive vision around how

reducing car use can deliver outcomes for public health, air quality, and the environment.

- 2.8 In recognition of the conclusions of the earlier piece of work undertaken by officers, and that the renewed policy statement was 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

Stage 2: Comparative equality and economic analysis of demand management options

- 3.1 The equality and economic analysis 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 and larger towns: a charge for driving into, out of, within or through Dundee, Perth, Stirling, Arbroath, Carnoustie, Forfar and Montrose
 - Parking charges / controls, which could be increased cost and/or reduced supply of publicly controlled parking in Dundee, Perth Stirling, Arbroath, Carnoustie, Forfar and Montrose
- 3.2 The work compares the relative:
- Change in car trips from origins - a starting point to help understand the proportion of car trips which might not be made, hence beginning to understand the potential impacts on people
 - Change in car trips destined for areas (such as town centres, but also rural tourist areas) - a starting point to help understand the potential proportion of car trips which might not be made to destinations, hence beginning to understand the potential impacts on the economy
- 3.3 The work is a comparative study, to help understand the relative potential implications of the three different demand management options. RTP/25/21 introduced Members to the analysis of the potential equality and economic impact of demand management options prior to member workshops to be held in August 2025.
- 3.4 The '*Economic and equality analysis of demand management options*' is included in the members area of the Tactran website as Appendix B, along with a two-page summary of the key findings, included as Appendix C.

Next steps

- 3.5 All four constituent Councils have declared a climate emergency, and a national target to reduce car km remains an important element of the work to reduce the greenhouse gas emissions arising from domestic transport. It therefore remains important that officers continue to undertake work to inform the Partnership of the options for supporting this target and the implications of options.
- 3.6 Whilst the end goal would be to understand the detailed costs and benefits of a preferred package(s) (i.e. demand management measures plus improvement of alternatives) this work should keep pace with the expectations emerging from Transport Scotland and the Scottish Government - not least the revised car km target which will inform the required pace of change – to avoid unnecessary work.
- 3.7 Appendix A summarises the stages we are undertaking to understand the implications of reducing car km and suggests key steps in a next stage of work. It is proposed that officers will continue to work towards understanding the detailed implications of the where (corridors), how (mitigation), when (phasing) and impacts by undertaking work to:
- Identify preferred package of mitigation measures (improving alternatives to the car plus opportunities to improve access to services as well as any exemptions or differential charging) and quantify the ability of the charging mechanism to generate income to fund the mitigation
 - Quantify car-km impacts, equalities/economic impacts, impacts on other policy areas
 - Identify phasing for implementation, balancing the need for mitigation measures to be in place before demand management with the need for demand management revenues to facilitate mitigation.
- 3.8 This work would be progressed as finances allow, and in parallel with guidance and timescales emerging from Transport Scotland, to enable the Partnership to respond to proposals by Transport Scotland.

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

- 5.1 An allocation to enable some progress with this work has been made within the RTS Revenue budget (Item 5: Report RTP/25/26 refers).

6 EQUALITIES IMPLICATIONS

- 6.1 This stage of work was a strategic-level review considering the potential equality impacts of different demand management options which could help reduce car km. Further, in-depth equalities implications will be considered if a particular scheme, or combination of schemes, were to be progressed. This would include a proposal-specific Equalities Impact Assessment. Future scheme design would take into account equalities issues raised during this process, and consider appropriate mitigation.

Kimberley Ewan
Transport Strategy Officer

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

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

Report to Partnership RTP/25/21, Climate Action: Reducing Car KM, 17 June 2025

Work Completed and Next Steps

Stage 1 (complete)
Understanding the who, where, why of car km

- Wealthier, rural, leisure trips are highest generators
- Provision of alternatives alone will not achieve 20% reduction
- Identified the need to investigate the implications of demand management options

Stage 2 (complete)
Understanding comparative equality and economic impacts of demand management options

- Distance-based road user charging can achieve a reduction with loss of fewer trips (=> less of social & economic impact) than other measures tested
- Parking & cordon charges result in greater reduction in (short) car trips
- Enables discussion re where and for who mitigation is required

Next steps - Stage 3
Quantifying the where (corridors), how (mitigation), when (phasing) and impacts

- Identify preferred package of mitigation measures and quantify the ability of the charging mechanism to generate income to fund mitigation
- Quantify car-km impacts, equalities/economic impacts, impacts on other policy areas
- Identify phasing for implementation, balancing the need for mitigation measures to be in place before DM with the need for DM revenues to facilitate mitigation

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 SEPTEMBER 2025

MAAS UPDATE

REPORT BY MAAS PROJECT MANAGER

Purpose

The purpose of the paper is to provide an update on the Tactran Mobility as a Service (MaaS) programme.

Summary

A MaaS platform and a model for successful dissemination of MaaS journey planning applications has been developed and tested across the Tactran region. This report highlights the proposed programme outcomes and outputs for 2025/26.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) approves the programme outcomes in Section 3 of this report; and
- (ii) notes proposed outputs for 2025/26.

2 BACKGROUND

2.1 To support climate change, air quality and social inclusion objectives, not only must sustainable transport opportunities be improved, there must also be effective mechanisms for making people fully aware and informed of their choices. It is also recognised that planning and booking transport services can be a barrier for people, hence journey planning must be made as convenient and easy for users as possible.

2.2 A MaaS platform and a model for successful dissemination of MaaS journey planning applications has been developed and tested across the Tactran region, funded by Transport Scotland's MaaS Investment Fund, Smarter Choices, Smarter Places fund, Transport Scotland, People and Place funding and Tactran. MaaS journey planning tools support the achievement of climate change, air quality and social inclusion objectives by promoting awareness of, and enabling use of, sustainable transport opportunities for those with and without access to car.

2.3 The project involves a MaaS platform (the 'back office' enabling the planning, booking and paying of transport services) and associated touchpoints (apps and websites) to assist users access NHS Tayside facilities, Loch Lomond and the Trossachs National Park and Dundee & Angus College.

2.4 The key learnings from the pilot included:

- Most users had a transport issue, be it cost, undertaking complex multi-stage/mode journeys and lack of awareness of options
- Many users had a disability
- Users wanted simple, clear information, particularly in relation to journey planning (rather than booking) (NB The cognitive load for users is a consideration. This leads to stress and anxiety which can affect comprehension of options further)

2.5 Following the successful first phase of the programme – the pilot phase - the Partnership meeting of 18 March 2025 approved the continuation of MaaS in 2025/26 (Report RTP/25/12 refers).

3 DISCUSSION AND NEXT STEPS

3.1 The MaaS platform and associated interfaces has been maintained, further developed and improved to reflect feedback from partners. Following the procurement of Ember Technology, work has been underway to create a project plan, determine objectives moving forward and plan for workshops with partners and end users. Promotion of the interfaces has also continued through social media and through partners’ communication channels.

3.2 Phase two of the pilot commenced from 1st April 2025. To help understand progress during Phase two baseline user statistics from 31st August 2019 to 31st May 2025 are included in the table below:

Interface	Total Users	Journeys planned
My D&A	3,781	4,534
NP Journey Planner	21,542	26,327
Go NHS Tayside	3,422	4,162
Total	28,745	35,023

3.3 Programme Outcomes: Tactran has been working with the procured supplier, Ember Technology to set and prioritise programme objectives and outcomes in line with National and Regional policy objectives. In particular this relates to supporting the RTS outcomes seeking modal shift to reduce car km; modal shift to support air quality; improving access for non-car owners to reduce inequalities and mobility for all.

3.4 The proposed outcomes and outputs have also been informed by the learnings from the pilot stage of the programme (Report RTP 23/34 refers) which helped identify the needs of the target user groups. A subsequent monitoring and evaluation plan will identify measurable indicators for these outcomes.

3.5 The objective and outcome led approach will enable relevant ideas and improvements to be identified and assessed. Table 1 below summarises the proposed outcomes and respective outputs. The proposed outputs will be funded via the People and Place and Transport Scotland funding secured.

Table 1: Programme Outcomes		
RTS Strategic Objective	Outcomes	2025/26 Outputs
Climate Change	<ul style="list-style-type: none"> • Reduce car km to leisure and work destinations 	<ul style="list-style-type: none"> • Upgrade app to target postcode areas, push notification and promotions • Links on booking and leisure websites • Marketing campaigns targeting car drivers • Promote “Right Track” workplace challenge tool to partners
Reduce inequalities	<ul style="list-style-type: none"> • Improve ability for young people and disadvantaged and rural communities to access jobs, education and services. • Improve ability for disabled people to access jobs, education and services. • Improve safety of vulnerable individuals in the street environment and on public transport • Reduction in “do not attends” for appointments. 	<ul style="list-style-type: none"> • Investigate partnership working with Department of Work and Pensions • Develop “travel assistant” to increase journey confidence in target groups and then to all. • Develop, integrate and promote digital demand responsive transport system for Glenfarg Community Trust and Angus Council.
Support Inclusive economic growth	<ul style="list-style-type: none"> • Improve ability for unemployed people in SIMD areas to access job interviews and work. • Improve ability for those age 18-24 to access education and work. • Improve confidence in targeted groups, when using public transport. 	<ul style="list-style-type: none"> • Push notifications to myD&A users promoting U22 travel (18-24 NEETS) • Develop and promote “travel assistant” tool to all,
Health and wellbeing – air quality, physical activity	<ul style="list-style-type: none"> • Modal shift to active and sustainable travel modes. • Reduction in car use within AQMA/LEZ • Reduce no of car trips to leisure destinations 	<ul style="list-style-type: none"> • Push notifications with health messaging: calories, clean air and mental wellbeing. • Workplace challenges with health messaging. Campaign with Health Promotions at NHS Tayside. • Pop-ups through “travel assistant” encouraging

Table 1: Programme Outcomes		
RTS Strategic Objective	Outcomes	2025/26 Outputs
		<p>getting off one stop early on public transport.</p> <ul style="list-style-type: none"> • Promote health messaging to users who have searched for car journey details. • GPS tracking within app for greater awareness of which mode is chosen. • Promote Calcommuter staff journey planner tool in conjunction with go NHS Tayside

3.6 **Improvements, Workshops and Integration of DRT:** As part of Transport Scotland’s funding requirements, Tactran’s MaaS platform and associated interfaces are undergoing a series of improvements to features and functions. These improvements will support the objective and outcome led process; however, but it is important that they also follow partner and user-led development to ensure consideration is given to the needs and requirements of both. Workshops are currently being held with partners on an individual basis with user workshops to follow shortly after.

3.7 As part of the People and Place funding stream, Tactran is committed to integrate Digital Demand Responsive Transport (DDRT) functionality within the platform and interfaces, initially with Glenfarg DDRT in Perth and Kinross and DRT services with Angus Council. This pilot and integration will facilitate the possibility to integrate future DDRT systems into a public facing interface.

3.8 **Expanding the programme:** The Tactran pilots have shown considerable potential and success to date. In addition, at least two of the Councils in the Tactran region retain MaaS aspirations. As a result, it is proposed to continue explore expansion of the project with interested partners, subject to funding.

4 CONSULTATIONS

4.1 The report has been prepared in consultation with the Local Authority transport officers as well as officers of the Loch Lomond and the Trossachs National Park Authority, Dundee and Angus College, NHS Tayside, and Perth and Kinross Council.

5 RESOURCE IMPLICATIONS

5.1 As reported to Partnership on 17 June 2025, Tactran noted 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. (report RTP 25/22 refers).

6 EQUALITIES IMPLICATIONS

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

Merry Smith
Strategy Officer

Report prepared by Merry Smith. For further information e-mail merrysmith@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 this Report:

Report to Partnership RTP/23/34, Tactran ENABLE MaaS report, 12 December 2023.

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

Report to Partnership RTP/25/22, Revenue Budget and Monitoring, 17 June 2025.

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
-

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.

Mark Speed
Director

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

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;
-

- 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.