

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****2 MAY 2024****ACTIVE TRAVEL BEHAVIOUR CHANGE AND ACCESS TO BIKES UPDATE****REPORT BY DIRECTOR AND SENIOR PARTNERSHIP MANAGER****Purpose and Summary**

This report provides an update on the 2024/25 Active Travel Behaviour Change and Access to Bikes initiative and outlines the next steps.

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

- (i) notes progress and next steps for regional active travel Behaviour Change and Access to Bikes initiative.

**2 BACKGROUND**

- 2.1 At its meeting on 12 December the Partnership was informed by the Director that RTPs are to provide proposals for active travel behaviour change initiatives for direct funding by Transport Scotland, with the amount of funding to be confirmed after Scottish Government Budget Setting.
- 2.2 A further verbal update was provided by the Director at the Partnership Special Meeting on 30 January 2024 noting that it was anticipated that Tactran would receive circa £1.9m in 2024/25 for Active Travel Behaviour Change initiatives.
- 2.3 A report giving an update on Active Travel initiatives was provided at the Partnership meeting on 12 March 2024 and the Director gave a presentation on Active Travel initiatives with an emphasis on the Behaviour Change and Access to Bikes initiative (Report RTP/24/04). Following consideration of the report and presentation the Partnership subsequently resolved:
  - to endorse the approach taken on the submission to Transport Scotland for Active Travel Behaviour Change and Access to Bikes delivery funding;
  - delegate authority to Director to finalise the Active Travel Behaviour Change and Access to Bikes delivery programme in consultation with Local Authority partners; and
  - to keep Members updated on the Active Travel Behaviour Change and Access to Bikes delivery programme.

### 3 DISCUSSION

- 3.1 This report provides Members with an update on the Active Travel Behaviour Change and Access to Bikes delivery programme.
- 3.2 At its meeting on 12 March 2024 the Director in his presentation noted that there had been changes to the proposed 2024/25 Transport Scotland grant for Active Travel Behaviour Change and Access to Bikes initiatives in the Tactran area. The overall budget having been reduced to £1,807,352 (36% Revenue / 64% Capital).
- 3.3 The approach taken to the Active Travel Behaviour Change and Access to Bikes initiative is to tie in the Behaviour Change initiatives closely with existing and new Active travel Infrastructure to encourage walking, cycling and wheeling where there are good facilities. This has led to 4 cluster sites having been identified and 8 different types of initiatives:
- Cluster 1 – Stirling (Allocation £378,000)
  - Cluster 2 – Perth (Allocation £488,000)
  - Cluster 3 – Dundee/Angus (Green Circular) (Allocation £473,000),
  - Cluster 4 – Arbroath/Montrose (Allocation £261,000)
- 3.4 Appendix A provides maps of each cluster site.
- 3.5 In each cluster area a combination of up to 8 Initiatives have been identified that meet the Transport Scotland grant criteria of: Schools and Young People; Workplaces and Accessibility and Inclusion. These initiatives are set out in Appendix B.
- 3.6 Another of the grant criteria set out by Transport Scotland was that RTPs should in the first instance look to utilise the existing significant experience in the Active Travel delivery partner organisations, both national (e.g. Cycling Scotland, Paths for All, Sustrans etc) and local (e.g. Dundee and Angus Cycle Hub, Bike Shed, Forth Environment Link).
- 3.7 At the Partnership meeting on 12 March 2024, it was advised that expressions of interest had been sought from Active Travel delivery partner organisations and the deadline for submission was 13 March 2024. Tactran subsequently received over 60 expressions of interest from 10 different organisations, with a total value exceeding £4m. These were evaluated and the outcomes of the evaluation process discussed with officers from each of the constituent Local Authorities prior to finalising and informing both the successful and unsuccessful organisations.

3.8 The quality of expressions of interest was good across the clusters and projects, with some of the national Active Travel delivery partners noting that they would work with local delivery partners in each of the cluster areas. The decision was to aim for 2 national delivery partners to work across all of the clusters in partnership with local delivery partners. The exception to this is for Project 1, Urban trail design/active travel improvement audits, where it was considered that a better outcome for this would be from Tactran procuring consultants to undertake this project.

3.9 The final decisions are provided in the Table 1 below:

<b>Project</b>	<b>Decision/Value</b>
1. Urban trail design/active travel improvement audits	Tactran to procure consultants. Value: £300,000
2. Provision of secure cycle parking	Cycling Scotland to work in partnership with Dundee and Angus Cycle Hub, Bike Station, Forth Environment Link and Recyke-a-bike to develop a joint proposal. Value: £800,000
3. Access to bikes within schools	
4. Access to bikes: Workplaces, communities and disadvantaged groups	
5. Confidence building and cycle training for adults	
6. Active Travel promotion within schools (All Clusters)	Delivery partner to work with Local Delivery partners to develop a joint proposal. Value: £500,000
7. Engagement with schools (including parents/carers) on active travel	
8. Engagement and travel planning with communities and workplaces	

Table 1

3.10 As can be seen from Table 1 above for Projects 2 to 5, Cycling Scotland will be working in partnership with Dundee and Angus Cycle Hub, Bike Station, Forth Environment Link and Recyke-a-bike. Further details are provided in Appendix C which is available in the Members area of the Tactran [website](#).

3.11 Discussions are continuing with potential partners for projects 6 to 8 and further details will be provided when available.

3.12 In addition to the projects and values outlined in Table 1, part of the grant provided by Transport Scotland is ensure that Tactran has the resources to project manage and deliver the projects with approximately £200,000 being provided for this purpose – whether this be for staff resources or consultancy support.

3.13 The grant offer from Transport Scotland has been received and accepted by Tactran.

### **Next Steps**

3.14 The next steps are:

1. Further develop joint proposals from Cycling Scotland and the respective local delivery partners, including monitoring and evaluation proposals in line with national requirements.
2. Develop proposals for projects 6 to 8 in Table 1 with delivery partners.
3. Develop a contract strategy for engaging consultants for project 1, Urban trail design/active travel improvement audits, and for Tactran resource consultancy support.
4. Seek approval from Executive Committee for awarding grants to partners and appointment of consultants as outlined in points 1 to 3 above.

3.15 A further update report will be provided at the next Partnership meeting scheduled for 14 June 2024.

## **4 CONSULTATIONS**

4.1 Tactran officers have consulted with partnership local authorities as well as Active Travel delivery organisations and other relevant organisations.

## **5 RESOURCE IMPLICATIONS**

5.1 It is anticipated that Tactran will be awarded a regional grant of £1,807,352 for Behaviour Change and Access to Bikes Delivery.

## **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

**Niall Gardiner**  
Senior Partnership Manager

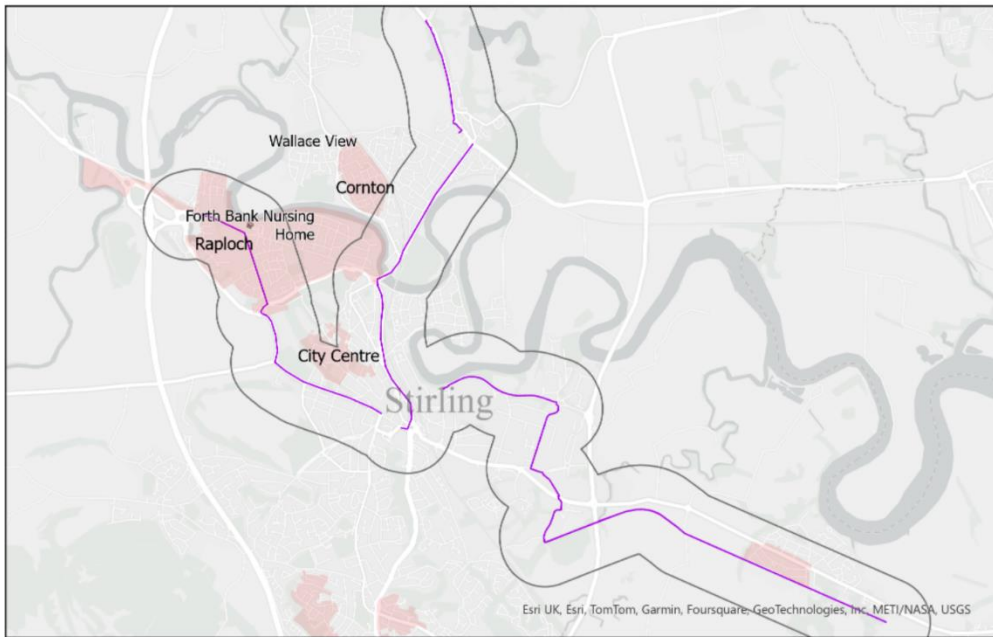
Report prepared by Niall Gardiner. For further information contact email [niallgardiner@tactran.gov.uk](mailto:niallgardiner@tactran.gov.uk) or telephone 07919990370

## **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

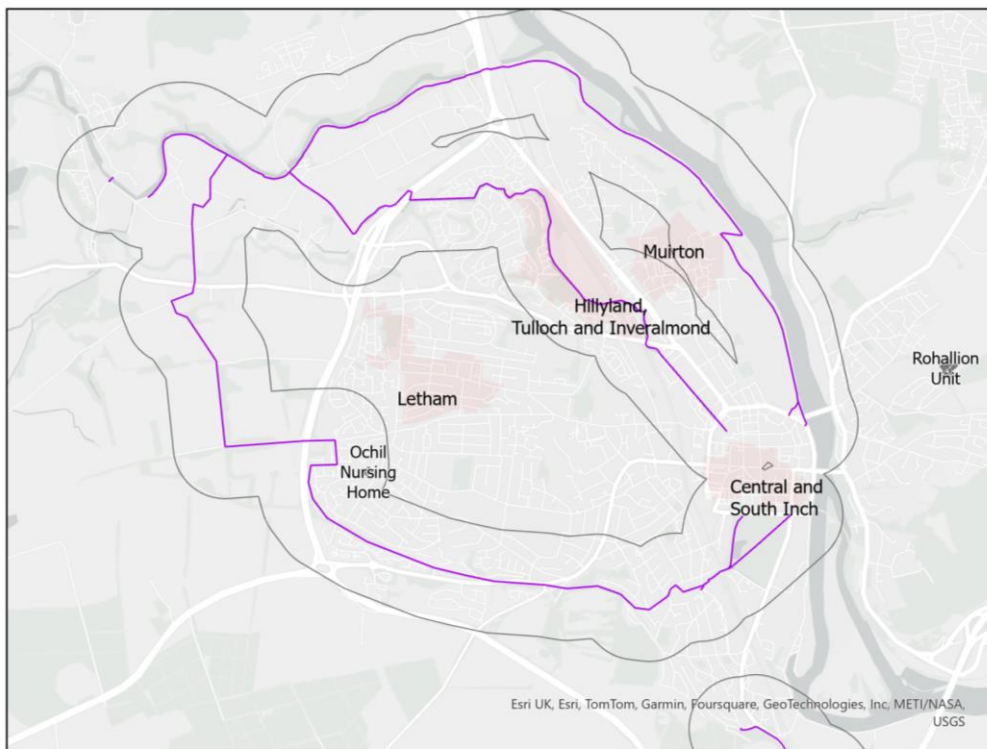
Report to Partnership RTP/24/04, Active Travel Update, 12 March 2024

Cluster 1 – Stirling



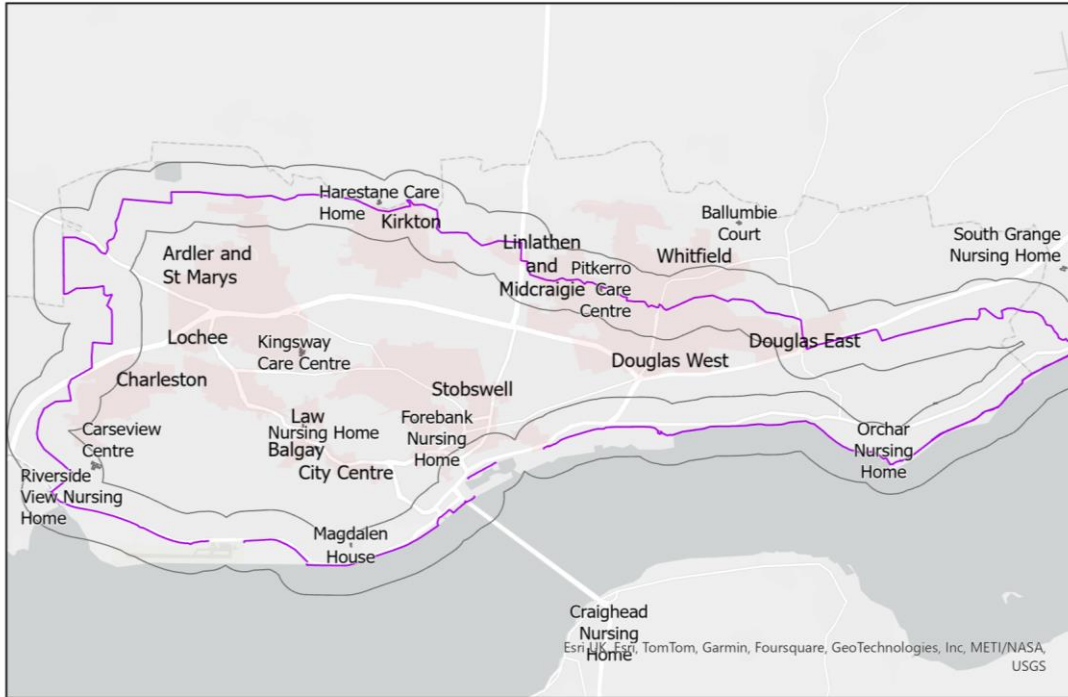
- Active travel network (TrafficFree)
- 400m buffer
- SIMD Deciles 1 & 2

Cluster 2 – Perth



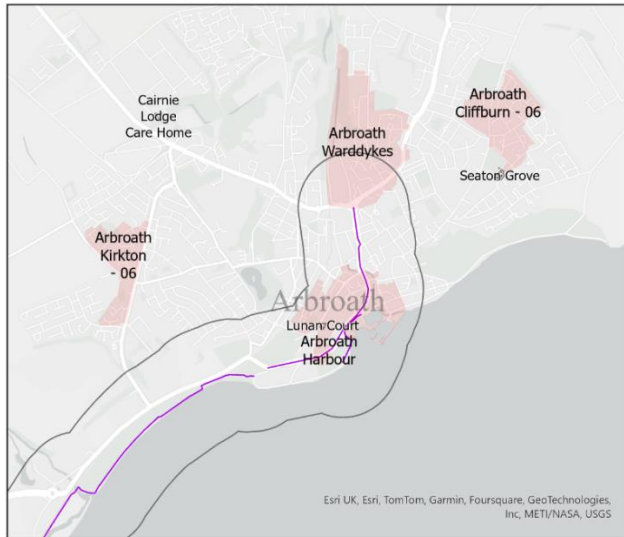
- SIMD Deciles 1 & 2
- Medical Care Accommodation
- Active travel network (TrafficFree)
- Buffer distance 400m

**Cluster 3 – Dundee/Angus (Green Circular)**

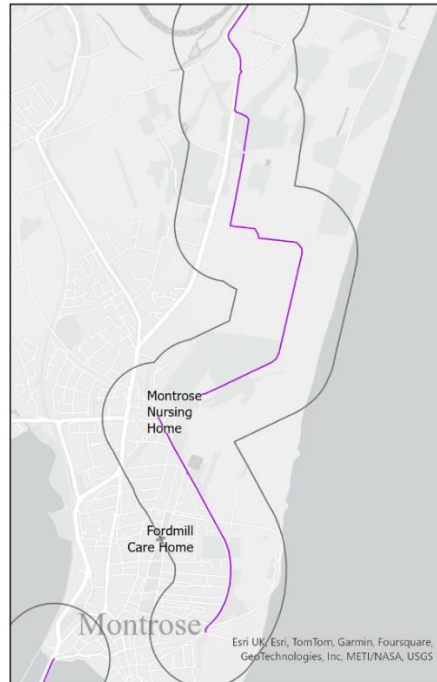


- SIMD Deciles 1 & 2
- Medical Care Accommodation
- Active travel network (TrafficFree)
- Buffer distance
- 400m

**Cluster 4 – Arbroath/Montrose**



- Active travel network (TrafficFree)
- 400m buffer
- SIMDDeciles12\_Project



Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

Project	TS Theme	Description
1. Urban trail design/active travel improvement audits (Clusters 2,3 and 4)	Accessibility & Inclusion	Active Travel Trails (Trails) are signposted, themed routes within an urban setting to enable more everyday walking, wheeling and cycling journeys on peoples' doorsteps, so physical activity and social interaction can integrate better with their everyday life. Work could include minor improvements to improve function existing routes, connecting key facilities and making trips more comfortable for all and creating routes to be more inspiring, evoking curiosity.
2. Provision of secure cycle parking (Clusters 1,2)	Workplaces	Provision of secure cycle parking in strategic locations that allows a variety of user groups to lock bikes without fear of theft.
3. Access to bikes within schools (All Clusters)	Schools & Young People	Not all young people have access to bikes – it can be a major financial burden for parents/carers given how fast children grow out of them. Availability of free, recycled bikes helps overcome this, providing children with greater freedom and improved transport connectivity.
4. Access to bikes: Workplaces, communities and disadvantaged groups (All Clusters)	Workplaces, Accessibility & Inclusion	Provision of access to free bikes / low cost leased bikes within workplaces (including universities and other further education establishments). Workplaces on existing or newly proposed routes can be targets of schemes that look to maximise the benefits of these.
5. Confidence building and cycle training for adults (All Clusters)	Workplaces, Accessibility & Inclusion	Sessions where employees or those from disadvantages backgrounds are taught the necessary skills to cycle safely on the road and carry out basic bike maintenance.
6. Active Travel promotion within schools (All Clusters)	Schools & Young People	Education and awareness campaigns on the benefits of active school travel, with incentivisation schemes to encourage uptake.
7. Engagement with schools (including parents/carers) on active travel (All Clusters)	Schools & Young People	Engagement with students and parents/carers to identify ways of improving opportunities for active school travel (Such as School Streets/Play Streets and walking/cycling buses).
8. Engagement and travel planning with communities and workplaces (All Clusters)	Workplaces	Workplace engagement, awareness campaigns and use of behaviour change technology to encourage people to consider active travel as a viable option for their commute. The programme of works would ensure that workplaces that have the resources available to them are made self-sufficient to continue delivery themselves, this is something that Tactran can monitor with delivery partners as cluster areas change.