

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****EXECUTIVE COMMITTEE****21 JANUARY 2025****ACTIVE AND SUSTAINABLE TRAVEL BEHAVIOUR CHANGE 2025/26****REPORT BY PROJECTS MANAGER**Purpose

This report seeks approval of submission of an application to Transport Scotland People and Place Programme commencing financial year 2025/26, in line with delegated authority provided to the Executive Committee at the Partnership meeting of 10 December 2024.

Summary

This report provides information on a Tactran submission to the Transport Scotland People and Place programme, and requests approval from the Executive Committee in line with the delegated responsibility as described.

**1 RECOMMENDATIONS****1.1 That the Executive Committee:**

- (i) Approves the submission of an application to Transport Scotland for the operation of a Tactran People and Place programme in Financial Year 2025/26, as provided in Appendix A.

**2 BACKGROUND**

- 2.1 At its meeting on 10 December 2024 the Partnership was provided with a proposal for the development of a Tactran People and Place Programme submission for financial year 2025/26 to Transport Scotland. The 2025/26 programme being an adaptation of a similar programme operated by Tactran in 2024/25, being aware of required and proposed changes set out by Transport Scotland.
- 2.2 The current proposal takes on board changes to the programme as advised by Transport Scotland and delivers a region wide programme of delivery supporting Active and Sustainable Travel initiatives.
- 2.3 Detailed reporting, including presentation of the programme structure was made at the Partnership meeting on 10 December 2024, and is available for reference in the members area of the Tactran [website](#). At the same meeting the Partnership delegated authority to the Executive Committee to confirm and approve the proposed submission to Transport Scotland (Report RTP/24/35 refers).

### **3 DISCUSSION AND NEXT STEPS**

- 3.1 Tactran has been asked to apply for grant funding by Transport Scotland for an Active and Sustainable Travel Behaviour Change programme in the Tactran region for financial year 2025/26.

#### **Application Process**

- 3.2 A draft application was developed by Tactran and submitted to Transport Scotland in December 2024 for comment. Following feedback on the initial draft from Transport Scotland a final draft submission has since been developed as provided at Appendix A. The proposed programme maintains the same four themes as previously developed, being: Schools and young people, Workplaces, Accessibility and inclusion, and Capacity and capability. All Tactran Local Authorities have been actively involved in the development of the draft proposal.
- 3.3 Tactran is seeking to submit the final application within the deadline of the 31 January 2025, as set by Transport Scotland.
- 3.4 RTP submissions to the fund will be assessed by Transport Scotland, and awarded on conclusion of the Scottish Budget process, expected February – March 2025.
- 3.5 Description of the submission and delivery are set out in Appendix A.

#### **Value of grant**

- 3.6 Transport Scotland has indicated a national allocation of just under £23m may be available to RTPs for People and Place Active and Sustainable Travel Behaviour Change in 2025/26, subject to Scottish Budget process. The funding distribution between RTPs will be based on 95% Population 5% Area. It is therefore estimated the total value of grant to Tactran will be £2.245m for 2025/26.

### **4 RESOURCE IMPLICATIONS**

- 4.1 The proposal anticipates two additional members of staff to be engaged and based at Tactran. An additional hand-over resource would be supported by Arup, who previously provided consultant-based support in the 2024/25 programme. Resource costs are included within the application.

### **5 CONSULTATIONS**

- 5.1 Consultation has been undertaken with local authority officers across all Tactran authorities, including the circulation of draft submission versions. A detailed programme development paper and associated presentation was presented to the Partnership at its meeting on 10 December 2024.

## 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. Current programme includes the impact assessments set out below, which would be continued for the 2025/26 programme.

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

6.2 The requirements of the Fairer Scotland Duty will be met through the EqIA, CRWIA and HIIA processes included within the Integrated Impact Assessment.

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**Projects Manager**

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### **NOTE**

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

Report to partnership RTP/24/35, Active Travel Behaviour Change update, 10 December 2024

Report to Partnership RTP/24/25, Active Travel Behaviour Change Update, 10 September 2024

Report to Partnership RTP/24/14, Active Travel Update, 11 June 2024



## Sustainable and Active Travel – People and Place Programme 2025/26

### Sustainable and Active Travel Behaviour Change – People and Place Programme

We invite RTPs to submit proposals for the projects they have identified as priorities with their respective local authorities, setting these out across the overarching behaviour change themes of Schools and Young people; Workplaces; Accessibility and Inclusion; and the underpinning theme of Capacity and Capability Building. We also require programme costs to be set out (i.e. staff and overheads). Showcased examples of projects will then help demonstrate how the RTP intends to utilise the funding, and can be used by Transport Scotland in the Accountable Officer application process in Spring 2025.

#### A. Overall programme summary

(Brief summary of proposed investment and expected outcomes, as well as affordability and value for money considerations)

#### **Regional Transport Partnership – Sustainable and Active Travel Behaviour Change - People and Place Programme 2025/26, TACTRAN**

*[Guidance note: In this section, we'd like you to set out your planned approach to the programme for 2025/26. This should include the proposed investment, expected outcomes, particular areas of focus, affordability of the programme, value for money considerations, and new opportunities for collaboration. We also welcome your emerging reflections on this first transitional year of the programme, and any improvements or adjustments planned. Set out your proposed approach to the inclusion of sustainable transport for year 2 of the programme.]*

#### **Overview**

This document sets out the Tactran proposal for the delivery of a People and Place (P&P) programme in the region. P&P is a Transport Scotland (TS) programme focused on active and sustainable travel behaviour change. Our proposal recognises changes within the P&P scope that include the addition of community funding, and sustainable travel options, and these are included in the submission below. Tactran also recognise the benefit of collaborative working and coordination at all levels of delivery. This includes detailed coordination between Tactran and its LAs, and across RTPs, to include the development of common processes, standardised functions, and joint support to projects that cross RTP boundaries. A consistent approach has also been adopted between Tactran, SEStran, and SPT for community fund projects, and between Tactran and its neighbours for cross-boundary projects.

#### **Emerging reflections**

The delivery of the transitional programme in FY2024/25 has provided a solid basis to establish best practice and identify learnings for future application. These have helped to inform the approach that is proposed for 25/26, and include, but are not limited to:

- Developing relationships between the RTP and its delivery partners. In FY24/25 this was based on the application of both coordinating and local delivery partners, as separate tiers of delivery, and has subsequently been fine-tuned to reflect a desire for direct communication. The single tier

approach, between the RTP and its delivery partners, will further support reporting functions, Monitoring and Evaluation (M&E), and operational conversations.

- FY24/25 also introduced standardised M&E across projects in the region, using a pre-and post-intervention survey methodology. Access to the survey and the survey design were developed to be as simple as possible whilst maintaining valid responses. A QR code was developed for each delivery partner and user input based online to minimise response attrition and recording error.
- The 2024/25 cluster approach, related to the proximity of projects to active travel infrastructure, has been enhanced and expanded in the 25/26 proposal to reflect the changes in the programme scope, and more fully recognise the priorities set out in the Regional Transport Strategy (RTS). RTS priorities were mapped using a GIS system and overlaid to identify spatial areas of need. Areas where all four RTS priorities overlap being identified as localities - the base structure for local interventions. Other geographies were also identified for community projects, and for regional projects, described in more detail below.

These key reflections have resulted in the following changes to the planned approach for 25/26:

- Adjustment to the cluster approach to include wider spread of geographical definitions, with funding available at three scales of impact: communities, localities and regional.
- Removal of coordinating delivery partners to form a single partner level, with all funded organisations to be equal; and
- Standardisation of reporting and monitoring across projects and between RTPs wherever possible.

The changes to the approach for delivery of the People and Place Programme for 25/26 will enable a wider geographical spread of projects, supporting behaviour change across more of the Tactran region. Additionally, through the removal of tiered partners, the delivery path will be streamlined, enabling a direct connection between Tactran and all organisations that are implementing initiatives under this programme. Furthermore, the changes will support the flexibility that will be required for the 25/26 programme to incorporate delivery of sustainable travel projects within this workstream and support new opportunities for collaboration. Simplification of processes, including that of reporting and monitoring will further increase the flow of information and measured impacts for future development.

### **Planned Approach**

As the scope and scale of the programme is increased it follows that further development of a spatial allocation concept is also appropriate. This is particularly true where integration of both community projects, and sustainable transport into the P&P programme are to be successful given differences in scale and location of these areas, as well as the development of multi-scale and cross-agency outcomes. The 2025/26 programme is proposed as three 'funds': a community fund, focused on locally delivered projects; a place fund, focused on priority interventions at a locality level; and a regional fund, focused on complex and multi-authority projects, see figure 1.

Figure 1: Programme fund allocation by scale of engagement

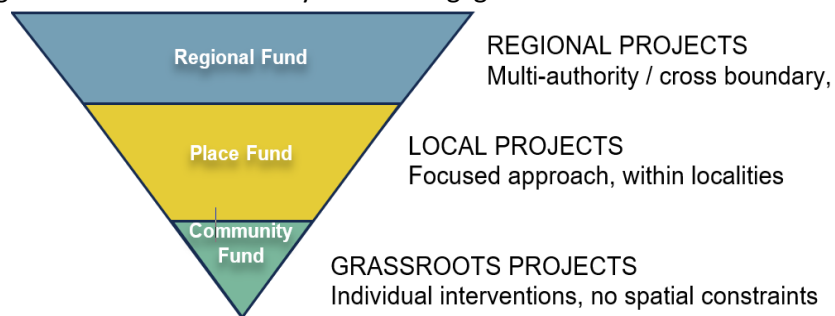


Table 1: Fund description summary

Community fund <£25,000	Place Fund c. £50,000 - £120,000	Regional Fund c. £70,000 - £150,000
<p>Local initiatives across multiple themes. Projects will be led by local grassroots organisations owned within a community, or those with a specific interest in a community, have their own constitutions and be: locally focussed, accountable to the local community, and independent.</p> <p>The community organisation would lead on planning, developing and co-ordinating activities identified as essential to achieve a local outcome.</p> <p>Projects would be limited to a single location, or small numbers of such sites in close proximity, where controlled by the same or directly associated groups e.g.: associations, clubs, or similar.</p> <p>Community fund projects will include a layer of support, provided by Tactran, as may include:</p> <ul style="list-style-type: none"> <li>- Assistance in developing applications, design, and specification</li> <li>- Capacity building and training support,</li> <li>- Standardised monitoring and evaluation, proportionate to the size and scale of the project.</li> </ul>	<p>Projects focused on geographic locations defined as localities specific to the outcomes anticipated, see appendices.</p> <p>The place fund would support projects across disciplines, and could thus include active and sustainable travel, focused on individual priority outcomes. Place fund projects would be led by a delivery partner (DP), who would make application to the fund. DPs would have a direct role in the delivery of the project. DPs would be responsible for ensuring all aspects of the project are completed in line with the proposal and would provide quarterly reports to Tactran in line with reporting requirements set out by TS and Tactran.</p> <p>Delivery partners would be required to show competence and ability to deliver the project proposed, and capacity to do so. It is anticipated that applications would be able to demonstrate experience of delivering similar projects.</p> <p>Standardised monitoring and evaluation will be required.</p>	<p>Larger projects encompassing more complex interventions, multi-authority projects and those that cross RTP boundaries.</p> <p>Follows the same delivery partner structure as for place fund projects, with the following additions:</p> <ul style="list-style-type: none"> <li>• Be regional in nature e.g.: include multiple localities, Local Authorities, and/or more than one RTP.</li> <li>• Applicants would need to demonstrate experience and capacity to deliver complex multi-authority projects.</li> </ul> <p>Cross RTP projects will be considered in agreement between RTPs, with one RTP being the lead agency.</p> <p>Smaller projects may also be considered under this definition where specifically addressing cross border interventions.</p> <p>Standardised monitoring and evaluation will be required.</p>

### Proportionality

Our submission recognises that some partners, particularly smaller community organisations, have less experience and limited staffing available to commit to high resource reporting and monitoring. We are therefore proposing a lighter, proportionate, approach to community fund projects that minimise the administration of M&E, and other aspects of reporting. This will include on-line data collection led by Tactran, such as QR code access to simplified surveys, and a partnership approach allowing Tactran to support directly, and provide capacity / capability guidance in relation to these activities.

### Proposed Investment

Total funding allocation of £2.25m FY2025/26, see table 2. The Tactran allocation is distributed by project type, and local authority across the Tactran region. An ability to transfer between funds (virement) is included, while close links between the Tactran programme and those of our local authorities (LADA) will be developed and coordinated to ensure maximum benefits to the communities served.

Table 2: Indicative budget allocation FY2025/26

		Sub-total	Totals
Community Fund	Distributed by LA on the basis of population and land area, subject to virement	£200,000	£200,000
Place Fund:	Allocated by population and land area		
- Access to bikes	- Angus	£320,365	
- Cycle training confidence	- Dundee	£394,845	
- AT Promotion	- Perth and Kinross	£440,264	
- Cycle Storage	- Stirling	£262,690	
- Walking Confidence			
- Workplace travel plan			
- Sustainable Mobility Hubs			
- AT ST Integration			
- Multi-modal travel planning			£1,418,164
Regional Fund:	Regional, all authorities		
- Multi Modal travel plan			
- AT Integration project			
- Sustainable DRT support			
- Bus Alliance promotion			
- Platform information RTPi			
- Urban Trails		£422,156	£422,156
Resource / staffing		£205,000	£205,000
Programme total			£2,245,320

The indicative budget, table 2, illustrates approximate spends by category, and authority area in the case of the place fund. Community projects are anticipated to be delivered at a grassroots level throughout the Tactran region and can be submitted by any community organisation able to deliver locally. Application support will be provided by Tactran throughout the process, including in the delivery of projects as useful to the delivery partner. Place fund projects will be delivered at local levels, defined as localities. A series of engagement activities and consultation with local authorities has been undertaken to ensure that LA expertise and priorities are fully included in the delivery. This includes listing and refining project type, location, and outcomes. The process is ongoing and will continue both through the application process and over the delivery period FY25/26, to ensure that the programme experience and best practices are reflected in future delivery. Regional funding is, by definition, provided across multiple locations, including across boundary projects. Project delivery administration and processes will be harmonised between place and regional funds, reducing burdens on delivery partners, including the use of common forms and approaches between RTPs where possible. The examples provided in table 2 have been identified as deliverable in the period 2025/26, while future iterations of the programme, in later financial years, will seek to expand and enhance project delivery.

### **Integration and collaboration**

The 2025/26 programme increases the scope of projects as may be included, to cover community empowerment and sustainable transport options. The broader scope provides a series of opportunities related to the integration of grassroots and sustainable transport options. It is noted that ultimately all such projects relate to (more) sustainable options but is taken to mean public and shared transport options, flexible and on demand service information, booking, and distribution as will support behaviour change, away from private and less sustainable modes. Direct examples include the provision of multi-modal travel planning, recognising the choice of mode is likely to reflect multiple options, their combinations, and trip chains; but also extend to integrated infrastructure, facilities at bus stops including cycle parking, as well as benefits from colocation, comodality, and sustainable transport hubs.

In recognising that actual travel behaviour follows from a series of inter-related choices, the proposal seeks to integrate multiple aspects of travel behaviour, through combinations of projects, their coordination, and integration. A prime example of this includes the Dundee Bell Street Sustainable travel hub; but will further include the integration of travel behaviour across multiple mode enhancement projects, such as the Perth Travel Masterplan, links to sustainable travel corridors in Dundee and Perth, cycling and walking infrastructure developed under the Stirling ‘walk, cycle, live’ project; and the corridor developments along NCN1 between Dundee and Angus. Immediate areas of integration will also include schools projects providing collaborative opportunities to link active travel and sustainable travel promotion. Links from sustainable travel modes, including DDRT are also considered to support integration, and are more fully detailed below.

### **Inclusion of Sustainable Transport**

Broadening the scope of the 25/26 programme to include sustainable transport provides a significant opportunity to enhance and consolidate behaviour changes. The Tactran proposal recognises this at three levels: support for fundamental lifestyle choices, that integrate public, shared, and active travel

options as elements of choice and delivered as promotion and travel planning activities; individual adult travel choices, including travel to work, based on the extent of information as travel planning, and locational integration; and as related to the extension and increase in service availability, including for flexible travel and demand responsive services. DRT being a significant option for more rural communities. We have identified project options across all three scales, including regional projects supporting DRT, and focused on tethering, being an option to support integrated use of DRT and line based transport, on the basis of ‘many to few’, being the provision of services from many origins to a small number of destinations, including, for example, timetable integration of DRT to fixed line bus and rail services enhancing user benefit, increasing range, and choice of destinations. Some alternatives also exist in this field including ‘many to line’, and ‘wigglybus’ alternatives, that may form part of a longer-term development of the area. Community fund outcomes are also anticipated to link and integrate DRT and Community Transport options, including support for dispatch software (DDRT), local sustainable travel planning etc.

### **Expected Outcomes**

Outcomes are focused on the themes stated in the scope for FY25/26. Whilst the expansion of the programme to include both community and sustainable travel projects increases the opportunity for wider ranging impacts. Fundamentally that the choice of travel, opportunity to make use of sustainable modes, and development of long-term behaviour change, are fully integrated. Thus immediate outcomes are expected to include, but not be limited to:

- Increasing the number of people choosing walking, cycling, wheeling and sustainable modes, including proactive outcomes to increase numbers of options available, information on their use, and support in access.
- Reducing the proportion of short everyday journeys made by car, through education, information and promotion of alternatives.
- Increased knowledge of Integrated combinations of sustainable options, as to support increased use / proportion of journeys made to school by combinations of active and sustainable modes, and the same for journeys to work,
- Improved attitudes towards/propensity of walking, cycling, wheeling, and sustainable modes
- Improved visibility of walking, cycling and wheeling as safe for all
- Improved safety and confidence in public transport modes
- Increased community involvement in the provision and promotion of active and sustainable modes

Wider ranging impacts will include positive health benefits, as supported by greater physical activity, reduced traffic where combined with pro-active planning measures, and reducing environmental degradation. Similarly, the combination of active and sustainable travel initiatives, whether based on co-location or fuller integration further supports long term behaviour change. Significantly the formation of habitual behaviours over time, in turn calling on extended and concerted efforts; and the recognition of behavioural ‘stickiness’ including the effect of lifestyle choices made at key life cycle points. This further enhanced from choices made in school, at the point of traditional car purchase, and the availability of supporting information allowing balanced and informed choices to be made.

### **Route to delivery**

- A two-stage application process is being developed, comprising an Expression of Interest and full application stages. Delivery Partners will be invited to make application(s) to one or more of the funding streams.
- Community fund projects will be focused on, and encourage applications from, grassroots organisations.
- Applications to the Place and Regional funds are anticipated to be larger in scale and will need applicants to demonstrate competence and ability to deliver the scale of project proposed.
- It is recognised that grassroots organisations may require further and additional project support, to be provided by Tactran officers through the application and operational stages of the project. This can include assistance and advice in terms of capacity and capability, with Tactran officers providing direct support and guidance, including through a series of upskilling activities, where necessary.
- Common processes will be developed between RTPs to support community organisations, as to include: standardised application processes, partner support, and evaluation, amongst others.
- Common and standardised approaches will also be adopted wherever possible in terms of reporting, monitoring and evaluation, and other operational aspects between RTPs.
- Following the application process, delivery partners will be responsible for all aspects of delivery included in their application. Delivery partners would normally be expected to have a direct input to the delivery of their projects at point of delivery.
- A collaborative operational group will be established to include representatives from delivery partners and tactran. The group will also invite inputs from Transport Scotland. The operational group will meet in a regular frequency, anticipated to be on a six-weekly cycle.
- Common aspects of delivery will include monitoring and evaluation, differentiating between community and place/regional projects. All delivery partners will be required to participate in M&E activities.
- Quarterly reporting will be enhanced to ensure a continuous thread that will, in combination, support year end reporting and the correlation of quarterly and M&E reports.

### **Value for money**

Tactran will work with local authorities to ensure a coordinated approach between the RTP, LA, and delivery partners. This will reduce the opportunity for wasteful duplication of administration. The move from coordinating and local delivery partners to a single tier approach will further reduce administrative costs, as will the move of Tactran administration to an in-house model, which will coincidentally increase capacity and capability. An element of delivery partner competition is also included where multiple potential delivery partners exist, while the use of a two-stage application process will provide a detailed measure of actual costs by outcome as a part of the initial assessment process. Delivery outcomes will be defined and agreed from the outset, with a robust approach to reporting and evaluation adopted, developed from the best practices identified in the 24/25 programme.

### B. Summary of programme projects and costs

Project Name	Local Authority and/or Delivery Partner	Investment		Theme(s)
		RDEL	CDEL	
Community projects	Community organisations, all authority areas	£ 64,726.77	£ 135,273.23	Schools and young people, workplaces, accessibility and inclusion, Capacity and Capability Building
Place Projects:				
Access to bikes	All authorities delivered locally	£ 125,947.65	£ 263,219.46	Schools and young people, workplaces, accessibility and inclusion
Cycle training confidence	All authorities delivered locally	£ 45,438.64	£ 94,962.74	Schools and young people, workplaces, accessibility and inclusion
AT Promotion	All authorities delivered locally	£ 107,010.03	£ 223,641.50	Schools and young people, workplaces, accessibility and inclusion
Cycle Storage	All authorities delivered locally	£ 30,529.63	£ 63,804.23	Schools and young people, workplaces
Walking Confidence and walking challenge	All authorities delivered locally	£ 79,061.98	£ 165,232.55	Schools and young people, workplaces, accessibility and inclusion
Workplace travel plan	All authorities delivered locally	£ 28,807.73	£ 60,205.62	Workplaces, Capacity and Capability Building
Sustainable Mobility Hubs	All authorities delivered locally	£ 34,745.08	£ 72,614.14	Accessibility and inclusion, Capacity and Capability Building
Regional Projects:				
Multi Modal travel plan	All authorities delivered regionally	£ 15,388.98	£ 32,161.61	Schools and young people, workplaces, accessibility and inclusion
AT ST Integration project	All authorities delivered regionally	£ 15,388.98	£ 32,161.61	Schools and young people, workplaces, accessibility and inclusion, Capacity and Capability Building
Sustainable DRT support	All authorities delivered regionally	£ 32,363.39	£ 67,636.61	Accessibility and inclusion, Capacity and Capability Building

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Bus Alliance promotion	All authorities delivered regionally	£ 32,363.39	£ 67,636.61	Schools and young people, workplaces, accessibility and inclusion, Capacity and Capability Building
Platform information RTPI	All authorities delivered regionally	£ 16,181.69	£ 33,818.31	Accessibility and inclusion, Capacity and Capability Building
Urban Trails concept development	All authorities delivered regionally	£ 32,363.39	£ 67,636.61	Schools and young people, workplaces, accessibility and inclusion, Capacity and Capability Building
RTP Programme Costs				
Administration, staffing	Tactran	£40,454	£84,545	Capacity and Capability Building
Resource support	ARUP	£9,709	£20,290	Capacity and Capability Building
MaaS Staffing	Tactran		£50,000	Capacity and Capability Building
	Subtotals	£710,480	£1,534,839	
	<b>Total</b>	£2,245,320		

Note: Totals are rounded

Costs are included as indicative to reflect ongoing discussion with delivery partners.

### C. Project examples

You do not need to provide details of all of the proposed projects in your programme, but to help illustrate a fuller picture, please provide further details of:

- Three example projects under each overarching behaviour change theme,
  - *Guidance note: For RTPs with fewer projects, complete as appropriate.*
- One example project specifically addressing sustainable travel,
- One example project specifically addressing community empowerment (e.g. your replacement for the CPTF),
- How funding will be used by RTPs and across Local Authorities (e.g. shared resource) to boost capacity and capability for the planning and delivery of interventions for walking, wheeling and cycling (Capacity and Capability theme).

#### **Theme - Schools and Young People**

The following examples relate to individual projects delivered locally. The Tactran proposal includes the delivery of versions of the same and similar projects in differing local authority areas. Beneficiary numbers will differ between projects and authority dependent on the context and circumstances of each. The examples below identify outputs and beneficiary numbers specific to the given example alone.

##### **1. Project Name: Active Schools, Access to bikes, Dundee**

###### **- What are the main project outputs?**

Common and multiple projects focused on the provision of bikes, ebikes, and cycles adapted for need, exemplified by the Active Schools project in Dundee. Provides direct and referred access to bikes for young people. Supports and encourages links to active travel infrastructure, and associated travel planning. Provides a joined-up approach to travel choices, including referrals into bike schemes, and referrals on to associated and related programmes. Thus the Dundee Active Travel team may provide links to the Dundee Community Engagement Programme as including bike servicing, cycle clubs, amongst others, where appropriate to the broader needs of bike recipients. Links are not limited to cycling alone, and may further include travel planning, walking, and sustainable travel options, described below.

###### **- What are the main project outcomes?**

To increase the number of people choosing cycling and wheeling as regular travel options, increasing the proportion of everyday journeys made by cycling, and increasing the availability of cycling as an option for travel to school, as well as leisure and exercise. By linking to associated projects, including those listed below, the active schools access to bikes will also contribute to cycling confidence and safety. The link between projects allowing both a specialisation, by the primary project(s), and a recognition that an individual beneficiary may have multiple needs that cannot be represented by a single project type alone.

It is anticipated that 40 schools will be included in the project, being a majority of the authority schools, while numbers of pupils seeking access to bikes may vary, estimated at 150 recipients. The promotion of links between projects (beneficiary tailored combinations) is felt likely to increase take up and use of bikes and has been used as a basis for an increase in the estimated number of recipients compared with the 24/25 period.

Beneficiary tailored combinations will also feature in analyses completed over the 25/26 period and in subsequent longitudinal analyses, allowing for a more nuanced review of the links between individual and multiple project combinations.

The project will seek to deliver positive impacts across all of the following metrics, including but not limited to:

- Increased cycle to school activities reduces the numbers of driven miles (2xreturn trips or trip chains by adults taking pupils to school per day where car is the main mode of travel currently, to be multiplied by the number of days on which the pupil cycles, based on observed and pupil survey data from M&E and official third-party data, eg: Hands Up Survey (HUSS), and others)
- Increased cycle leisure activities, as reducing car based / reliant activities, survey based
- Increased personal fitness and exercise associated with bike use
- Decreased car use contributing to emissions reductions, and road safety benefits at key points of conflict, including at school drop-off points

- **What is project’s main existing evidence base or rationale for adoption?**

Access to bikes has been a mainstay of multiple projects delivered in the Tactran region. The concept follows from increased access as may be seen in bike loan, bike share, and bike rental systems, all of which permit the use of bikes without the significant capital costs of purchase. As 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, the provision of access to bike schemes contributes to individual and family wellbeing, provides children with greater freedom and improved transport connectivity.

Evidence from public bike share schemes can be useful in demonstrating these effects, including evidence specific to targeting of schemes (Hosford et al. 2024), with benefits identified for equitable distribution, targeted applications, and neighbourhood prioritisation (McNeil et al, 2019). Links between bike availability and school bikeability measures are also addressed in literature. Paulusová and Sharmeen (2024) draw parallels across interventions and outcomes, including benefits of multiple activities, arguing for combinations, whilst Pooley et al. (2010) link the same interventions to broad societal benefits including health and environment.

Projects within the Tactran region allow for observations of use and behavioural data captured in their delivery. Existing schemes have shown local benefits from the provision of access to bikes, which include increases in the ability to cycle, rather than drive, individual and community benefits. In addition, operational data, including that being collected under people and place monitoring and evaluation, can be used to establish longitudinal and nuanced assessment over time.

It is notable that access to bikes forms a part of a broader range of beneficiary tailored combinations but is fundamental to the delivery of subsequent elements.

In short cycling-based activities are only possible to individuals with access to a bike. The relationship between the range of activities, both those supported and those which arise as consequential, will form the basis of continuing assessment, that will further support future application and fine tuning.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**

- Indicator 1: Proportion of short everyday journeys by walking/wheeling and cycling
- Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
- Indicator 3: Proportion of journeys to school by walking, cycling and wheeling

- Indicator 4: Frequency of walking and cycling for pleasure/ exercise

### 2. Project Name: Walking confidence, walking promotion, Dundee

#### - What are the main project outputs?

Active walking projects: walking promotion, walking confidence, walking bus, are proposed to increase the number of young people walking to and from their schools, to encourage the consideration and use of walking as a travel option for leisure journeys, and as a form of exercise contributing to population health and wellbeing.

Linked activities are proposed and develop from walking promotion, the recognition of walking as realistic and desirable; physical activities as include walking buses, and the encouragement of safe walking, wheeling, and cycling routes. Further outputs arise from proactive links between people and place actions, and include multi-modal travel planning, accessibility and inclusion. Wider links are also noted between schools focused walking confidence and walking promotion, and projects focused on active and sustainable travel infrastructure, urban trails, and urban realm, whether supported as wider people and place, infrastructure, or integrated transport activities.

#### - What are the main project outcomes?

Walking confidence and walking promotion are integral elements in a group of activities seeking to increase the numbers of people walking across multiple activities. Outcomes of any increase in the rate of walking significantly affect health and social outcomes and contribute to inclusive active behaviour. In this project description interventions are focused on a school environment, as the focal point for the project, and include a range of activities focused on access to the school, such as the provision of walking buses, including the expansion of walking buses based on previous experience; along side measures that increase confidence, safe walking behaviour, delivered at schools, as well integration to infrastructure and public realm actions, within and outwith the people and place programme.

Observable direct outcomes are felt to include, but not be limited to:

- Increases in the number of people choosing walking as a mode of choice to access schools, and associated outcomes in increased walking for access to other activities, including social and exercise,
- Increases in the proportion of short journeys by walking vis-à-vis other modes
- Improved attitudes toward, and propensity to make, walking trips. Focused on the perception of walking as a realistic mode choice, and the reinforcement of sustainable travel behaviour choice as informed from a young age and reinforced at points of life cycle change
- The combination of walking safety and walking promotion activities as part of an integrated approach to behaviour change activity
- Decreases in car access to schools as supporting positive health benefits and localised benefits to road safety
- Improved health outcomes from additional walking both directly resulting from initiatives at schools, and indirectly as walking options are adopted for wider community activities, leisure and exercise.

It is anticipated that c. 40 schools will be included in the Dundee walking confidence, walking promotion intervention across the city. Access to walking promotion will be focused on school pupils, with walking buses provided where routes exist or can be identified. Evidence from existing schools suggest the development of active and sustainable travel clubs or groups within the schools can be the most effective method of targeting, with a mean engagement of 10

pupils per club, suggesting a likely reach to 400 pupils. Individual activities can engage higher numbers of pupils, with specific activities, such as walking challenges being likely to attract higher numbers, while walking buses are effective only for the pupils able to access the bus itself.

- **What is project’s main existing evidence base or rationale for adoption?**

Walking promotion and confidence building measures can be highly effective in encouraging take up of walking, both directly as a method of travelling to school, and in wider use, including for leisure and exercise. Increases in rates of walking have been demonstrated to support healthier populations, while mode shift, even small variations can have significant effects on traffic at the school gate, reducing emissions and lessening potential conflicts. A significant amount of associated research address walking as a public health issue, though it is clearly also a behaviour choice issue as well. Globally walking to school, as opposed to being dropped off, has declined (Lavergne et al 2023), though this appears to have been countered locally through expansion of walking programmes (DHC, 2022). The counter effect is also supported by Tupper et al (2024), who identifies ‘healthy new towns’, in England, highlighting benefits from combinations of infrastructure and behavioural actions similar to those identified associated to Sustainable Transport Corridors in Dundee (similar links to infrastructure exist on Angus, Perth, and Stirling projects), though this is limited and somewhat reversed where public infrastructure is not fully delivered, or delivered poorly, creating additional barriers and a loss of confidence in the overall schemes as originally intended.

Evidence from the walking challenge programmes currently supported by P&P demonstrate both growth in use, an underlying demand for activities, and an increase in walking activities in schools offering the programme (DHC, *ibid*). Participating schools had *‘experienced higher levels of walking than for all schools’* whilst the same report highlights that *‘programmes sustained over more than 3 years have greater impacts than shorter term treatments...’*

Lavergne (2023, *ibid*) structures factors affecting use, including actual distances travelled, and highlighting that a significant majority of journeys (Vancouver) are short and walkable, with the DHC report impacts per school to include financial savings from not driving (50%), but critically savings from emissions (20%) and health benefits (30%).

In addition to direct benefits, it is also notable that walking forms a significant element in sustainable travel trips, for example walking to and from a bus stop. Both active and public transport options being dependent on each other, improvement to one having a positive impact on the other, while declining levels of either may have the effect of reducing both. Yu et al (2024) introduce concepts of lifecycle churn, effectively supporting the concept of targeted travel incentives, while both Paul and Blumenberg (2023), and Gehrke et al (2019) link lifecycle stages to vehicle ownership and intent.

Further integration between projects as may include cycling and wheeling, walking and sustainable travel multi-modal travel planning, all fit into the overall concept of individual sustainable mobility, and will be integrated where possible, and in relation to beneficiary tailored combinations, identified above.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**

- Indicator 1: Proportion of short everyday journeys by walking/wheeling and cycling
- Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
- Indicator 3: Proportion of journeys to school by walking, cycling and wheeling
- Indicator 4: Frequency of walking and cycling for pleasure/ exercise
- Indicator 9: Perceptions of safety of walking, wheeling and cycling

**3. Project Name: Active schools, Active and Sustainable travel promotion – behaviour change parents and carers (Dundee)**

- **What are the main project outputs?**

The project delivers targeted campaigns to parents and carers. The project supports and enhances both cycling and wheeling, and walking activities aimed at pupils, illustrated above. The project will support parental and carer engagement with their children’s activities, providing education and awareness of the benefits of active and sustainable travel, identify ways of improving opportunities for active and sustainable travel to and from school; and extending active and sustainable travel choices into other aspects of family life. The project will enhance engagement, and support from parents and carers, and extend the environments within which active and sustainable choices are made. Outputs include, but need not be limited to:

- Education and awareness campaigns, highlighting benefits of active and sustainable school travel
- Access to home-based information and support packs, encouraging family uptake of active and sustainable travel activities, extension of school-based participation to home and leisure environments,
- Family activities, eg: weekend cycling and walking activities, public engagement, and
- Active travel events

- **What are the main project outcomes?**

The active participation of families in sustainable travel choices provides the environment within which such choices are normal and encouraged. The project will be focused on the same schools as participating in walking confidence activities, and access to bikes programmes, c.40 schools within the Dundee area, and proportionate the same project numbers in other authorities. The inclusion of families and extension of campaigns within a home environment will have the following impacts:

- Reinforcement of messaging from schools in relation to active and sustainable travel choice
- Increased pupil participation rates in school activities and associated projects as a result of familial encouragement
- Active engagement across family members in the principles and uptake of active and sustainable travel choice as may include interest in workplace travel choices amongst parents and carers, uptake of community, leisure, and family exercise activities
- Normalisation of active and sustainable travel choice within the home environment

- **What is project’s main existing evidence base or rationale for adoption?**

The impacts of parental engagement in a child’s school career have been highlighted and widely identified as positive. This follows both from reinforcement, of the school-based activity, and its cumulative impact across the home. The same concepts apply both to taught and academic subjects, and associated activities, sports, exercise and travel choice. Parents and carers are often in the best position to encourage and support projects by identifying ways of improving opportunities for participation. It is also recognised that the extension of a child’s experience into the home environment has a positive impact on the parents, carers, and siblings’ willingness to engage in similar activities in their own interest.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**

- Indicator 1: Proportion of short everyday journeys by walking/wheeling and cycling
- Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
- Indicator 3: Proportion of journeys to school by walking, cycling and wheeling
- Indicator 4: Frequency of walking and cycling for pleasure/ exercise

- Indicator 9: Perceptions of safety of walking, wheeling and cycling

### Theme – Workplaces

#### 1. Project Name: Workplace engagement and travel planning

##### - What are the main project outputs?

The delivery of workplace engagement, awareness campaign, and travel planning as a coordinated activity across workplaces on a regional basis.

- To establish the current behaviours of each location, as a baseline, based on workplace travel audits and including tools to measure the effect of current behaviour in terms of social cost, emissions, individual and corporate costs.
- To establish opportunity for active and sustainable travel options, by workplace, against the baseline, and potential benefits in its uptake.
- To provide support to companies and businesses with travel planning tools supporting workplace travel planning.
- To provide support to individual members of staff with travel planning tools appropriate to their travel to work options

Engagement and travel planning projects to be offered to a minimum of 15 workplaces across the region. To be identified on the basis of existing support, through 'Travelknowhow', through Local Authority engagement and workplace identification, and Tactran workplace mapping, and travel planning analyses, including those already undertaken for the Bus Alliances as a part of the Bus Partnership fund. The selection of individual workplaces will be based on prioritisation using a need, opportunity, engagement process to be undertaken by Tactran and delivery partners.

##### - What are the main project outcomes?

The project will address the following outcomes and indicators:

- Establish the baseline balance of active and sustainable travel behaviours, including behavioural choice indicators and critical decision-making factors
- Increase the number of people choosing active and sustainable modes in travel to work
- Increase the proportion of short everyday journeys by walking and cycling, and the number of transit available sustainable transport journeys to work
- Support improved attitudes towards/propensity to active and sustainable modes

The project will ensure that workplaces that have the resources available to them are made self-sufficient to continue delivery themselves.

##### - What is project's main existing evidence base or rationale for adoption?

Workplace travel planning is an established tool in support of sustainable transport objectives. The process supports both individuals and companies, as an example: where corporate savings may also be achieved, as well as social health and environmental benefits associated with a reduction in the use of private cars. Research suggests potential increases in active travel as a result of workplace travel plans (Petrunoff et al, 2016) identifying increased active travel of up to 6%, with greater impacts amongst medium and large work sites, whilst Cairns et al. (2010) identify UK case studies and approaches that can support significant reductions (Cairns cites up to 18% reductions) in car use where the concept is linked to associated **demand measure planning, including workplace parking constraint** and wider corporate strategies toward delivery.

The balance of literature suggesting potentially significant outcomes in behaviour change, including greater percentage changes in larger organisations, and those taking a proactive approach to travel choices. The conclusion suggesting a need for the projects to concentrate on medium and large employers in the

Tactran region, at a regional level, with a potential to reach between 10 and 15 such companies. Previous uptake has suggested enthusiasm for the concept at corporate level, with the delivery focused at <15 companies across the region.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**
  - Indicator 1: Proportion of short everyday journeys by active and sustainable modes
  - Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
  - Indicator 15: Proportion of people identifying barriers to active and sustainable modes

### 2. Project Name: Cycle storage, in the workplace

- **What are the main project outputs?**

Cycle storage is an integral element to the use of cycles as a regular mode of transport, in this instance for travel to work. The project will address a series of workplaces as well as places of education (schools, colleges, and university campuses), and be delivered regionally. Existing work will be used as a benchmark across the strand, including the experience and models developed by previous delivery partners. It is anticipated that existing delivery partners will continue to have a significant role in provision.

Project outputs reflect the process of implementation, follow on, and upkeep, to include:

- The identification of points of demand, based on analysis of trip patterns, O/D, and available facilities. This is also likely to include employer submissions identified as part of the workplace engagement and travel planning project, see above, schools and community referrals across other active and sustainable travel projects.
- Baseline review of existing facilities, status and state of repair
- Identification of types of storage available and applicable by individual location
- Installation of storage facilities as appropriate to need, identification of local partners for monitoring and upkeep

The precise numbers of storage facilities will be dependent on need and location audits, while each location may require differing numbers of spaces by location. Workplace facilities will be included as a part of the workplace engagement and travel planning project, above, suggesting a maximum of 15 such locations regionwide, while school and community projects will also form part of a wider cycle storage delivery. Community projects can also be focused to cycle storage, where identified at a community level, and discussed below.

- **What are the main project outcomes?**

The delivery of cycle storage will directly support increased active travel, contribute to improved perceptions of active travel options as including:

- Increase the number of people choosing cycling in access to the workplace
- Improving attitudes towards/propensity to cycling

Indirect benefits also accrue from the increased use of cycles, reducing the overall use of private cars, supporting health and environmental benefits, and localised traffic management. Direct links are also visible to the wider workplace travel planning activities, listed in the project above, and similar effect in schools (active travel uptake), and community benefits.

- **What is project's main existing evidence base or rationale for adoption?**

Integral to the choice of cycling as a mode of transport, is the willingness and certainty of being able to store a cycle at the destination. Secure storage is likely to be available at a majority of homes but is significantly less certain across the range of destinations for which cycling may be a realistic option. The need for lockable cycle parking being highlighted by Marquez et al. (2024) as one of the hard measures for motivating workers to commute by bicycle. Parking and storage availability can be built in as part of a planning process in some locations, but not all, whilst the provision of secure cycle parking is an opportunity, or barrier by its absence, in specific focused locations. The extension of workplace travel planning, including the project described above, as to lead directly to planned cycle storage provision, increases the benefits of both projects, and contributes to the realisation of community, social, health, and environmental outcomes.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**
  - Indicator 1: Proportion of short everyday journeys by cycling
  - Indicator 2: Attitudes towards/propensity to cycling
  - Indicator 15: Proportion of people identifying barriers to walking

### **Theme - Accessibility and Inclusion**

#### **1. Project Name: Dundee Hub Community Engagement Programme**

- **What are the main project outputs?**

The hub community engagement programme is based on the delivery of multiple outputs at hub locations, focused on combinations of active travel support and engagement activities. These to include:

- Provision of services and appropriate staffing at Dundee Cycle Hub, Waterfront Place, to deliver; public information, events, repairs, learning, cafe etc. for a minimum of 5 days a week catering to approximately 30,000 visitors per year and running approximately 200 events and sessions.
- Provision of Community Support, to work with organisations to continue to grow the range of Active Travel activity available to Dundee residents. We expect that this support will lead to the generation of approximately 120 partner delivered sessions per year and provide support for over 32 organisations.
- Provision of Community Bike Servicing, including subsidised servicing and bike maintenance for 500 Dundee residents to enable and support continued use of cycling as an active travel alternative within the city. As well as associated Dr Bike Services, to provide a minimum of x20, free remote bike maintenance sessions per year throughout the Dundee City area.
- Bike Maintenance Classes: Provision of a minimum x10 Bike maintenance classes with a range of different focus to offer tailored support for beginners through to advanced cyclists. By upskilling local people (capability), they will have the knowledge to maintain their bicycles and this will keep them cycling for longer; and
- Community Cycling & Active Travel Events: Provision of minimum x30 Active Travel Events within the city catering to around 2500 participants, including Pump Track sessions, Crazy Bike sessions, Smoothie bike hire, Bike rental, cycle training and similar.

The project will also seek to develop a route to financial sustainability, being the assessment of medium to long term cost and income structures applicable based on the experiences observed over the course of the project delivery supported here, as an integral element in the engagement programme. Tactran will work with delivery partners and the local authority across hub projects to identify medium and long-term models.

- **What are the main project outcomes?**

- Increase the number of people choosing walking, cycling and wheeling in Scotland
- Proportion of short everyday journeys by walking and cycling
- Attitudes towards/propensity to walking, cycling and wheeling
- Proportion of journeys to school by walking, cycling and wheeling
- Frequency of walking and cycling for pleasure/exercise
- Walking, cycling and wheeling is safer for all
- Perceptions of safety of walking, wheeling and cycling
- Delivery of walking, cycling and wheeling is promoted and supported by a range of partners
- Perception of community involvement in walking, cycling and wheeling initiatives
- Walking, cycling and wheeling is available to all
- Household access to a bike (with focus on regional and socio-economic variation)
- Proportion of people identifying barriers to walking, cycling and wheeling

- **What is project's main existing evidence base or rationale for adoption?**

The combination of closely related activities is felt to support and encourage engagement more comprehensively than their separation. This includes the concept of co-location, being the underlying principle of the hub itself, and the combination of activities as available. The community engagement programme supports the delivery of combined activities that individually support and can be justified on positive outcomes, evidenced across projects that currently exist and are supported by observed and measured outcome data, including that of the P&P delivery projects seen thus far. The combination of activities is felt likely to enhance this, including agglomeration effects and direct inclusive activity.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**

- Indicator 1: Proportion of short everyday journeys by active and sustainable modes
- Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
- Indicator 4: Frequency of walking and cycling for pleasure/ exercise
- Indicator 9: Perceptions of safety of walking, wheeling and cycling
- Indicator 15: Proportion of people identifying barriers to walking, cycling and wheeling

**2. Project Name: Bike reuse, bike hire, and lease project (Dundee Green Transport Hub)**

- **What are the main project outputs?**

Community focused circular bike project focused on the development of a bike reuse and lease / rental model for Dundee communities. To be complementary to school focused access to bike schemes, ensuring equitable access across the city, and supporting the active and sustainable travel focus of the green transport hub. To include:

- Development of partnerships, systems and protocols with Dundee City, including management and administration
  - Implementation of additional storage at Dundee Cycle Hub
  - Logistics for the collection of bike waste where appropriate
  - Contribution to additional warehouse costs required to implement the scheme and process, triage and store bikes.
  - Development of customer facing systems, and processes as to include Implementation of a city-wide online bike hire and lease portal so that residents can access and book bikes. Marketing of the scheme to Dundee residents
  - Rental and lease of approximately 400 refurbished bikes.
- **What are the main project outcomes?** (i.e. what the outputs achieve in relation to the project’s objectives, e.g. numbers of people that will adopt more active and sustainable travel choices, number of vehicle miles reduced, etc.) *[150 words]*
- Support an increase the number of people choosing cycling
  - Increase the proportion of short everyday journeys by cycling for all purposes
  - Increase the frequency of walking and cycling for pleasure/exercise
  - Increase community involvement in cycling initiatives
  - Access to bikes, e-bikes, and cycles adapted to match user needs
  - Access to wheeling and forms of active mobility equipment such as scooters
- The project will increase cycling rates across the city, with the effect of reducing the numbers of driven miles, Increasing cycle leisure activities, as reducing car based / reliant activities, with further benefits arising including increased levels of personal fitness associated with bike use, and vehicular emissions reductions.
- **What is project’s main existing evidence base or rationale for adoption?**
- In common to other access to bikes projects, including those at schools, described above, bike reuse increases in the ability to cycle, rather than drive, individual and community benefits. The recycling of bikes forms a key facet of the project, recognising that many used cycles retain significant life. As individual cycle needs change with age and growth, the focus on reuse ensures a maximisation benefit from the same fleet, whilst individuals may move from one cycle to the next, including larger and more specialist bikes without facing the cost of new cycles at each occasion.
- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**
- Indicator 1: Proportion of short everyday journeys by walking/wheeling and cycling
  - Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
  - Indicator 3: Proportion of journeys to school by walking, cycling and wheeling
  - Indicator 4: Frequency of walking and cycling for pleasure/ exercise

### 3. Project Name: Dundee Dragons

- **What are the main project outputs?** The project listed supports accessibility and inclusion aims, being delivered at a community level, and is set out under the community empowerment heading below..

### Sustainable Travel

#### **4. Project Name: Multimodal travel planning, active and sustainable travel integration**

- **What are the main project outputs?**

In situ travel planning to be provided and promoted within school, workplace, and community environments. The project contributes to active and sustainable travel promotion but is specifically extended to personalised planning for habitual and repeated travel choices. The project will encourage trip planning to favour combinations of active and sustainable mode choices by highlighting specific benefits of active and sustainable travel combinations, including, but not limited to:

- Individual travel audits, identifying core trip patterns, routes, active and sustainable alternatives, including travel to work, school, and other habitual trip choices,
- Awareness campaigns, supporting travel planning, per se, and multi-modal options where applicable
- Personalised identification of key points of conflict within existing travel behaviour, those that support and those that act as barriers to sustainable travel integration. Identifying realistic alternatives and providing combinations of travel options that may not traditionally feature in individual travel planning tools.

The project will be delivered regionally, and develop from existing contact points in schools, workplaces and community hubs. It is anticipated that up to 200 bespoke plans may be produced.

- **What are the main project outcomes?**

The project will contribute to Increased use of both active and sustainable travel options as to include, but not be limited to

- Increased use of integrated modes, reducing barriers to modal chains as may include, absence of accurate information of access points, mapping and transfer times, physical infrastructure layout (side of the road, time for transfer and physical location)
- Increased awareness of barriers, with feedback loops to infrastructure planning
- Increased awareness of practical stop, hub, and transfer point facilities, including those required where services may be late, or where integrated facilities may be needed (including bike storage, service information, water and repair facilities).
- Benefits directly associated with a reduction in car miles, to include health, environmental, and social impacts discussed in preceding project descriptions.

- **What is project's main existing evidence base or rationale for adoption?**

Travel choices rarely exist in isolation but are based on a complex mix of (known) alternatives, with behavioural choice often based on the most beneficial outcomes at point of use. The choices made are, effectively, based on the values associated with the elements that can be compared in terms of cost and benefit. The concept is well developed in economic terms, based on a concept of a 'generalised cost' comprising all elements known, and some that are

estimated, at the time of use. Significant also to the evidence base are gaps in information, miscalibration of values, as well as complex overburdensome planning tools that contribute to a lack of information or its inaccurate interpretation.

Whilst not all planning tools are complex, all convey weightings toward particular outcomes, often based on the assumptions applied and left unchanged in use (preferences). A benefit is thus likely to accrue where planning tools can be combined, evidenced across a number of significant studies over time. Local references can be seen in relation to route choices including the EU-funded project COMPASS (2013), demonstrating benefits from ITS applications supporting mode choice including in the Highlands as a case study area, while the more recent development of app-based tools have significantly increased accuracy in both passenger and vehicle locations.

Resulting recent travel apps have had a significant impact on route and mode choice, whilst more advanced systems have allowed access to multiple mode choices, effectively reducing barriers to use and overcoming many of the gaps in information identified above. In Scotland the national planning app, Traveline Scotland, demonstrates both need and benefit from multi-modal tools, though it is notable that the combinations of service planning, ticketing, and active travel elements are less widespread, while DRT schemes are limited and underrepresented.

Wider examples of combined and integrated planning best practice have emerged, including that of MaaS, though this is not fully developed nor universally available. Literature also highlights locational effects limiting or promoting specific uses (Amorim and Silva, 2025), based on stated intentions, whilst many operator focused apps appear focused on specific choice outcomes including in limitations of ticketing to that operator alone. Mindell et al (2025) go a step further, by comparing literature of disability, travel, and inequalities, highlighting travel choices and travel information being significantly less available, and requiring additional functionalities, including wayfinding and a more detailed information as to the nature of stops and their facilities.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**
  - Indicator 1: Proportion of everyday journeys by active and sustainable modes
  - Indicator 2: Attitudes towards/propensity to active and sustainable modes
  - Indicator 15: Proportion of people identifying barriers to active and sustainable modes

*[Guidance note: While sustainable travel may feature under any of the behaviour change themes, in this section we are particularly interested to see something only made possible specifically by the expansion of the programme remit to include sustainable travel.]*

### **Community Empowerment**

- **Project Name: Dundee Dragons, accessible cycle group**
- **What are the main project outputs?**

Community empowerment projects are focused on community groups delivering local projects within their own communities. A range of organisations are included and include local clubs, community companies, and associations.

The Dundee Dragons are community focused club providing access to adaptive cycles for individuals with ambulant disability, specialist cycles and tricycle rickshaws available for club use, outings and activities. The group will be supported to provide support to the purchase, maintenance and repair of adaptive cycles, and support their use.

- **What are the main project outcomes?**

- Inclusive access to cycling
- Supported activity development

- **What is project's main existing evidence base or rationale for adoption?**

The proposed approach to community empowerment projects develops from the experiences observed in delivery under the community projects transition fund. Best Practices include the identification of supportive processes delivered by Paths for All as a part of a two-stage application process, which we have also adopted in this process. The first stage providing an Expression of Interest, has allowed the funder to enter into a focused discussion and provide guidance and support, The Tactran process will similarly provide support and guidance to the community organisation(s) including in the application process, and in relation to project administration. The experience of the last year has also highlighted the need to focus on small, community, organisations, which was not always the case in the current CPTF projects. This includes a much broader conversation, maximising the numbers of groups and community organisations aware of and engaged in the process. It has also informed the maximum amounts for the fund, at £25,000 or lower, intended to further focus activity at community organisation, rather than national or established large delivery partner.

- The project supports the extension of access to bikes recognising the needs and hardship in accessing appropriate equipment.
- Support for clubs and similar organisations at grassroots levels is not always straightforward, while the benefits of their existence can be clear, the support required for expansion and indeed survival can be complex. The development of a community fund addresses many of the barriers to grassroots organisations, and is based on proportionality, whereby the process of delivery does not overwhelm the organisation or reduce its ability to deliver.
- The delivery of a grassroots support process will impact on the ability of the organisation(s) to concentrate on their core activities and maximise benefits to their members.
- The project is specific to one community partner alone but will be replicated across multiple organisations.

- **Which of the specific People and Place Programme Monitoring and Evaluation Framework outcomes does the project deliver against?**

- Indicator 2: Attitudes towards/propensity to walking, cycling and wheeling
- Indicator 4: Frequency of walking and cycling for pleasure/ exercise
- Indicator 15: Proportion of people identifying barriers to walking, cycling and wheeling

**Underpinning theme - Capacity and Capability Building - RTP internal capacity and capability**

- **Please provide details of how you plan to use the funding to build your own internal delivery capacity and capability**

Tactran have identified a need for additional staffing for the delivery of programme and have costed two FTE posts at officer level. It is also anticipated that existing embedded officers within a local authority setting will continue to be funded directly through the active travel Local Authority funding. Full details of

what the role of the officers will entail will be developed in collaboration with the local authorities, through which Tactran have initially identified an additional resource requirement.

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### D. Programme Risks

Please provide the main risks related to the overall investment:

Risk	Level of Risk	Mitigating action to prevent or reduce the residual outcome of the risk
Lack of stakeholder	Low	Continued engagement with the local authorities on the behaviour change delivery plan.

support from local authorities and other required delivery partners		
Lack of resource from delivery partners	Medium	The new Community Transition Fund will provide a bit more comfort to delivery partners to ensure that resource is maintained for the next financial year. Continued conversations with delivery partners as information and future plans become available will be held.
Resource		
RTPs set-up in relation to procurement and awarding grant funding	Low	As provided in Section 3 (5) of the Transport (Scotland) Act 2005, Tactran is able to award grants to organisations and has significant experience in doing so. In terms of procurement Tactran follows the advice and procedures of Perth & Kinross Council.
Monitoring and evaluation set-up in time	High	Continued liaison between Transport Scotland, the RTPs and local authorities to ensure that any monitoring and evaluation framework is achievable and can be delivered.
Costs for delivery partners to complete work	Medium	Adopting a competitive market approach where RTPs and local authorities can gather quotes for the work to compare costs for delivery partners to deliver the work.
Emphasis / focus is on one mode – cycling – need to consider other modes i.e. walking, wheeling and public / shared transport	High	Continued engagement with delivery partners to ensure that the programmes being provided to local communities does not just focus on cycling. Walking and wheeling are the most inclusive, accessible to all and are at the top of the transport hierarchy.

### Annex A – Programme Scope

The purpose of the People and Place programme is to support the delivery of place-based active and sustainable travel behaviour change projects that will enable the Scottish Government to meet its targets that by 2030 walking, wheeling and cycling will be people's [most popular choice for shorter everyday journeys](#) and [car usage will be reduced by 20%](#) against a 2019 baseline. Utilising the active travel infrastructure already in place, our intention is to maximise the opportunities for local communities to use these facilities and increase their modal shift.

Continuing from the 2024/25 transitional year (Year 1), 2025/26 (Year 2) will continue with the same four key themes:

- *Behaviour change theme: Schools and Young People*
- *Behaviour change theme: Workplaces*
- *Behaviour change theme: Accessibility and Inclusion*
- *Underpinning theme: Capacity and Capability*

As we have done this year, we are keen to identify projects which support the [First Minister's priorities](#) of:

- Eradicating child poverty;
- Growing the Scottish economy;
- Tackling the climate emergency; and
- Improving public services

### Theme: Schools and Young people

Interventions in Scottish schools (taken broadly to encompass educational setting, from nurseries through to universities) that deliver holistic solutions for creating an environment where sustainable and active travel choices are not only an option, but the most effective way to travel for young people and families. Deliverables proposed for this programme could include:

- Cycle and scooter parking and storage (infra) – also college and university
- Provision/access to bikes for young people
- Walking promotion for schools
- Safe Walking / Scooting training (not just cycles)
- Support for community engagement – parents behaviour change
- Support to develop tailored interventions for specific pupils e.g. girls / disable children
- Pre-school/nursery interventions to build a skill for life and make cycling the norm for families through community interventions.

There would be a strong link to infrastructure through the interventions making use of local safe routes, active travel routes and pump tracks. Fun, inclusive, social and simple would be guiding principles for the delivery of these interventions as it is recognised that schools represent an opportunity to establish and embed travel choices and behaviours for life.

### Theme: Workplaces

Interventions that focus on places of work, that make sustainable and active travel choices a realistic solution for commuting. These could include investment in workplace cycle storage/parking or maintenance provision, or incentivisation schemes that make cycling and walking a more attractive choice to private car use. Deliverables proposed for this programme could include:

- Auditing business parks / major employment centres
- National walking activities and challenges e.g. step count challenges
- Support for travel planning – integrating sustainable and active travel and public transport
- Support for provision of cycle parking/storage and showers/changing rooms
- Confidence building and cycle training, including route planning for walking, wheeling and cycling journeys
- Provision of bikes e.g. pool bikes

These interventions would see links being made with large employers/property owners that are large trip generators – universities for example. There would also be benefit in a proactive approach to engage where new development is planned or already under construction. It should be noted that workplaces do not always mean paid employment, and consideration can be given to unpaid roles such as care givers and volunteer based organisations.

### Theme: Accessibility and Inclusion

Evidence shows that there is a large number of underrepresented groups in Scotland who do not participate in sustainable and active travel. Barriers that prevent people from participating include, cost, social perception, culture, health, ability, and geographical location. A truly holistic integrated transport system is one which creates opportunities for all to make the choice to travel sustainably and actively. Deliverables proposed for this programme could include:

- Communications that reach out to people who aren't included just now – co-designing the approach with people with lived experience.
- Promotion/awareness raising of safe walking, wheeling, and cycling routes between locations people want and need to travel.
- Training for LA officers on best practice (e.g. EQIAs).
- Access to bikes, e-bikes, and cycles adapted to match user needs
- Access to wheeling and forms of sustainable and active mobility equipment such as scooters<sup>1</sup>

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<sup>1</sup> [Active mobility Definition](#)

- Support and advice in removing barriers and clutter

There would be a need for good engagement with groups not currently reached by active and sustainable travel interventions, co-designing approaches with people with lived experience, and consideration to the approach of modal shift that is not just from carbon based transport to active travel, but from immobility to active and sustainable mobility.

### Sustainable travel

With sustainable travel projects now being deemed eligible for funding through People and Place, it is important that a distinction is made as to what constitutes a “sustainable travel project” in this realm. Sustainable travel can be defined as including active, public and shared transport modes. However, in the context of the People and Place behaviour change programme, we are focussing on those projects that involve solutions that can specifically improve travel planning and encourage more joined-up journeys.

### *Travel Planning*

This is all about getting the right information to the right people at the right time. Using Traveline Scotland as the baseline information source, RTPs can use funding to develop solutions to get accurate, timely travel information to residents, visitors and businesses to give them the confidence to leave the car at home.

### *Joined-up Journeys*

Aimed at improving integration between modes of transport, funding can support projects that focus on inclusion of mobility hubs or pop-up mobility hubs as well as providing a choice of transport modes for passengers, allowing them to choose the most suitable mode for their onward journeys.

Eligible sustainable travel projects should include at least one of the following elements:

- Shared transport (such as introduction or expansion of car clubs, bike and e-bike share schemes, as well as car share/lift-share)
- (Digital) Demand Responsive Transport schemes
- Mobility Hubs (full and pop-up)
- Real Time Passenger Information (RTPI) provision

- Support for Mobility as a Service (MaaS) project roles

## **Annex B – Evaluation: Outcomes and indicators**

Progress of all sustainable and active travel investments are measured using the indicators in the Active Travel Outcomes Framework, published in 2019, which feed into the National Performance Framework. Identifying how a proposal will meet these outcomes is a crucial part of the decision-making process for allocating the overall sustainable and active travel budget. Note that projects are not expected to provide evidence against every outcome and every indicator, but proposals should be clear as to which outcome and indicators they contribute to.

*Increase the number of people choosing walking, cycling and wheeling in Scotland*

*Proportion of short everyday journeys by walking and cycling*

- Attitudes towards/propensity to walking, cycling and wheeling
- Proportion of journeys to school by walking, cycling and wheeling
- Frequency of walking and cycling for pleasure/exercise

*High quality walking, cycling and wheeling infrastructure is available to all*

- Km of traffic-free walking and cycling facilities
- Distance to traffic-free cycling infrastructure
- Quality of walking and cycling infrastructure

*Walking, cycling and wheeling is safer for all*

- Casualties by mode of transport and distance travelled (number and proportion)
- Perceptions of safety of walking, wheeling and cycling

*Walking, cycling and wheeling is available to all*

- Household access to a bike (with focus on regional and socio-economic variation)

- Proportion of people identifying barriers to walking, cycling and wheeling

*Delivery of walking, cycling and wheeling is promoted and supported by a range of partners*

- Level of inclusion of active travel in local development plans
- Level of public sector spend on walking, cycling and wheeling
- Perception of community involvement in walking, cycling and wheeling initiatives
- Proportion of primary schools delivering on-road cycle training