

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 MARCH 2026

## HEALTH AND TRANSPORT

## REPORT BY TRANSPORT STRATEGY OFFICER

Purpose

This report provides an update on the various health-related strands of work Tactran are collaborating with partners to progress. These updates show where progress against outcomes is being made, and where there are gaps in our partnership working, allowing for identification of areas for future prioritisation.

Summary

The main areas for collaboration relate to access to healthcare; levels of physical activity; air quality; access to healthy lives (food/ leisure/ social isolation/ work/ education) and road safety. There is a recognition that poverty, including child poverty, is an underlining factor in all of the above, and hence tackling poverty needs to be at the heart of improving health outcomes.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) Notes the updates in relation to the work Tactran are collaborating with, and supporting others, to progress;
- (ii) Agrees that Lynne Hamilton, Public Health Programme Director, NHS Tayside join the Tactran Board as a non-Councillor Member; and
- (iii) Endorses officer discussions with Health Boards, and the Senior Officer Group, on the steps to enhance collaboration as identified in paragraphs 4.8 - 4.10.

**2 BACKGROUND**

2.1 A key area of focus for Tactran is in relation to health. Members will be aware the Regional Transport Strategy (RTS) includes a strategic objective, and supporting outcomes, related to improving health and wellbeing.

2.2 It should also be noted that the strategic objective of reducing inequalities has strong ties to public health, recognising that poverty is an underlining factor in health-related outcomes.

2.3 These RTS strategic objectives and supporting outcomes are derived from Scottish Government priorities identified across a number of strategy and legislation areas e.g. [National Transport Strategy 2](#), [Public Health Priorities](#),

[Fairer Scotland Action Plan](#) (including child poverty), [Cleaner Air for Scotland, Road Safety Framework](#).

- 2.4 Tactran has previously developed health and transport frameworks to inform work with NHS Forth Valley and NHS Tayside ([Tactran Health and Transport Evidence Review](#)).

### **3 DISCUSSION**

- 3.1 Progress against the national and regional health related outcomes will require co-ordinated action across a number of partners:

- Transport Scotland
- Health Boards (NHS Forth Valley (NHSFV), NHS Tayside (NHST), Public Health Scotland (PHS) and NHS Assure
- Local authorities (transport planning, environmental health, development planning teams)
- Road safety partners (local authorities, Police Scotland, Scottish Fire and Rescue Service)
- Community Planning Partnerships (including anti-poverty task forces)

- 3.2 The scope of each partners' work is highlighted in Appendix A.

#### **Transport Scotland**

- 3.3 The National Transport Strategy 2 (NTS2) sets as two of its priorities - 'Improves our health and wellbeing' and 'Reduces inequalities'.

- 3.4 The Partnership will be aware that a Transport to Health discussion paper was presented at the National Transport Strategy Delivery Board in July 2025 ([Report RTP/25/32](#) refers). The paper gave examples of progress being made across Scotland following the publication of the [Transport to Health Delivery Plan](#) in October 2024. Recommendations for wider adoption were:

- Scale and replicate successful models, particularly Grampian's Health and Transport Action Plan (HTAP).
- Fund dedicated coordination posts in each region to lead HTAP delivery.
- Prioritise equity by addressing transport poverty and rural access issues.
- Strengthen the evidence base, including consistent NHS data on missed appointments due to transport issues.
- Promote national coordination, with a formal HTAP network across RTPs.
- Support community transport providers as essential health access partners.
- Identify revenue funding sources to support local authority subsidised transport services and Community Transport operations.

## Health Boards

### Public Health Scotland (PHS)

- 3.5 PHS have created a Public Health and Sustainable Transport Partnership. The Partnership brings together national and local government, health boards, third sector organisations and academics to help support the development of transport policy and practice that promotes health and equity alongside sustainability and economic growth. HITRANS sit on the Partnership representing the Regional Transport Partnerships. A [recent evaluation](#) of the Partnership showed the value of this model of multi-sectoral collaboration. The evaluation suggested that the Partnership can meet most of the Health in All Policies principles, but further work is needed to achieve participation of affected populations.
- 3.6 A wider Public Health and Sustainable Transport Learning Network has been created by PHS. The Learning Network allows updates relating to policy, guidance, events etc to be shared across partners as well as providing opportunities for collaboration.
- 3.7 Recent briefings/research, by PHS, of most relevance include:
- 'Place and wellbeing: integrating transport and public health in Scotland',
  - 'Transport Poverty: a public health issue'
  - 'Why buses matter for health and reducing transport poverty?'
- 3.8 Appendix B contains a brief summary of each of these publications.
- 3.9 The Partnership were previously asked to note the Tactran officer response to PHS's Long-Term Strategy 2025-35 Consultation ([Report RTP/25/32](#) refers). The response:
- Set out where we believe PHS and Tactran can work together going forward, principally in the areas of access to healthcare, and improving health and wellbeing
  - Suggested Tactran's work to date on developing a Mobility as a Service (MaaS) pilot programme with NHS Tayside could be scaled nationally to meet patient and visitors transport needs
  - Recognised the need to target resources to specific communities/ groups
  - Supported PHS' continued data collection and publication of resources, highlighting the interdependencies between transport and health
  - Suggested how PHS can strengthen how they work and collaborate, for example through Community Planning Partnerships.
- 3.10 The strategy has now been published and is available at: [Strategic vision - Together we can: our 10-year strategy to 2035 - What we do and how we work - About us - Public Health Scotland](#).

## Joint Public Health Scotland & Tactran Workshop

- 3.11 In early 2025 a number of regional networking events were undertaken by PHS, Regional Transport Partnerships and Health Boards to discuss health and transport priorities. Tactran hosted the event in Perth in March 2025, which drew 19 attendees.
- 3.12 Key points highlighted in the PHS post-event evaluation report are:
- 1. Strengthen whole-system collaboration** - Encourage continued cross-sector partnerships between transport, health, and planning, with a shared focus on tackling transport poverty, car culture, and sustainability to improve health, reduce inequalities, and support climate action.
  - 2. Amplify lived experience** - Future events should include more voices of those directly affected by transport poverty. Storytelling and case studies could help bring real-world perspectives and highlight community-led solutions.
  - 3. Improve accessibility and engagement** - Maintain online formats to reduce travel and increase accessibility, while exploring hybrid models to better support those in remote and rural areas. Continue using networks like the Public Health and Sustainable Transport learning network for virtual collaboration.
  - 4. Bridge policy and practice** - Support ongoing dialogue on translating transport and health policy into practical action. Provide tailored toolkits and examples to help embed health considerations into transport and planning decisions.
  - 5. Sustain and build on enthusiasm** - Leverage the energy and commitment of engaged participants by empowering them as ambassadors or change agents within their communities. Consider regular regional events and thematic workshops to maintain momentum and deepen engagement.

## NHS Tayside

- 3.13 NHS Tayside established a number of working groups in response to the [NHS Scotland climate emergency and sustainability strategy: 2022-2026](#). This included the establishment of NHS Tayside's Sustainable Transport and Travel Group.
- 3.14 Tactran support the above group which comprises officers representing the full breadth of NHS Tayside active travel, transport and fleet activity. The group provides the collective leadership for the work required to deliver the actions identified in the Climate Change & Sustainability Strategy.
- 3.15 As a consequence of the above relationship:

- The Board is asked to approve the adoption of Lynne Hamilton, Public Health Programme Director, NHS Tayside onto the Tactran Board
  - Tactran officers have assisted NHS Tayside in the development a draft Active and Sustainable Travel Strategy
  - NHS Tayside now attend the Tayside Bus Alliance to improve links with operators and Local Authorities.
- 3.16 The Partnership will also be aware of the ongoing work to promote and improve the NHS Tayside journey planner tool, part of Tactran's Mobility as a Service (MaaS) programme ([Report RTP/25/31](#) refers) to improve access to healthcare.

### **NHS Forth Valley**

#### NHS Forth Valley Population and Health Care Strategy

- 3.17 The Partnership were previously asked to note the Tactran officer response to the NHS Forth Valley Population and Health Care Strategy Consultation ([Report RTP/25/32](#) refers). The Strategy has been published and is available here: [Population Health & Care Strategy 2025 – 2035 – NHS Forth Valley](#).

#### NHS Forth Valley Anchor Springboard

- 3.18 NHS Forth Valley have not established any transport related groups. As part of the RTS delivery plan process, Tactran, along with SESTRAN, have held discussions with NHS Forth Valley to identify and help understand how the RTPs can support the shared objectives with the Health Board. As a consequence, the three parties are discussing a transport workstream to be added to the NHS Forth Valley Anchor Springboard.
- 3.19 The Anchor Springboard seeks to plan development and coordination between NHS Forth Valley with other public sector partners. Figure 1 below, from the [NHS Forth Valley Anchor Plan 2023 – 2026](#), sets out the Board's approach to anchor planning and delivery.

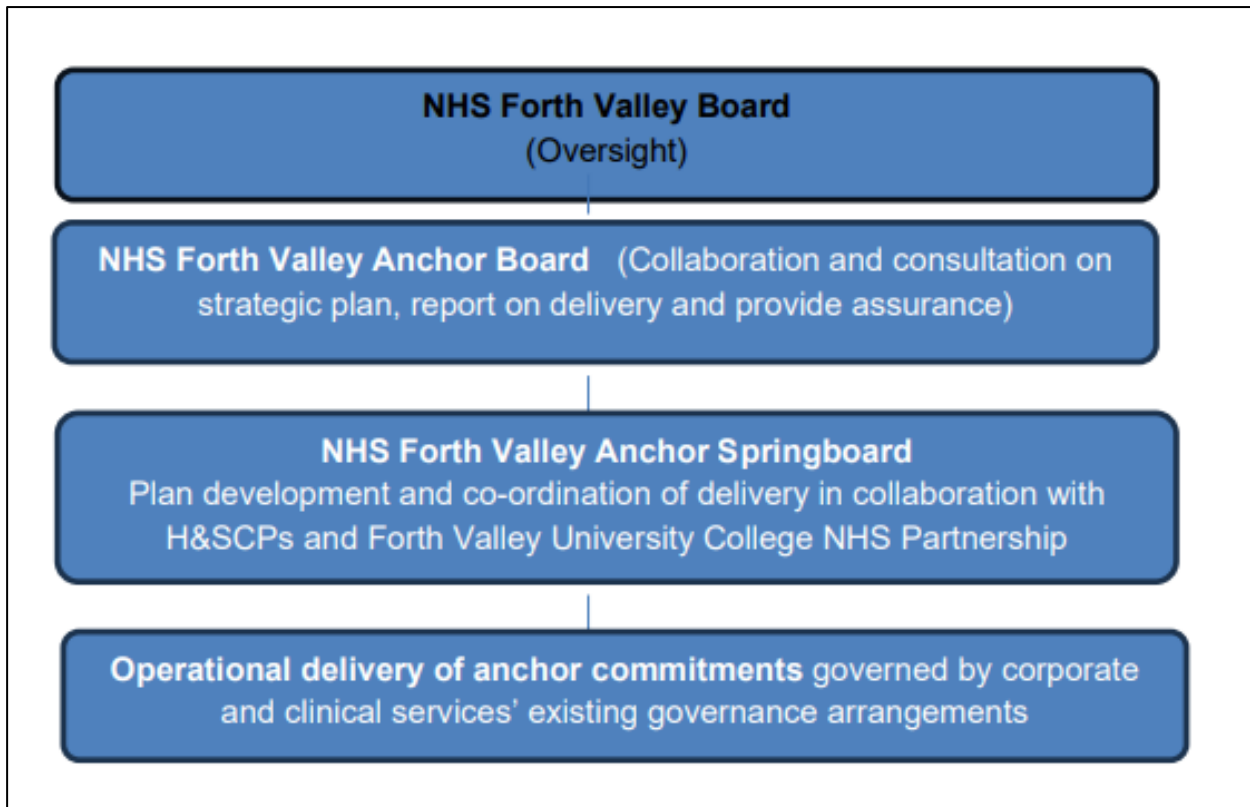


Figure 1. NHS Forth Valley Anchor governance

### **NHS Assure**

- 3.20 NHS Scotland Assure, a sub-division of National Services Scotland, works with health boards to improve the healthcare built environment.
- 3.21 NHS Scotland Assure have developed a Connectivity Dashboard, which was initially developed with a focus to aid reporting of health boards' commuter emissions but will assist in understanding the broader potential for increased public transport usage to sites. The initial pilot phase included Ninewells Hospital and we continue to work to best integrate the tool into NHS Tayside workstreams. Subject to funding, it is intended to roll the tool out across Health Boards.

### **Further NHS integration**

- 3.22 NHS Tayside and NHS Forth Valley health boards will be part of the RTS Delivery Board. This proposed approach will be taken through the appropriate NHS governance mechanism for agreement.
- 3.23 The RTS identified the main reason for promoting active travel is for health reasons (including air quality), therefore it is proposed the NHS boards could have greater involvement in the People & Place process going forward, see para 4.8 below.

- 3.25 Tactran have procured consultants to assist with producing a Health and Transport evidence base. The scope of this work is to identify and develop a transport evidence base to assist NHS partners identify, target, and monitor activities.
- 3.26 In terms of the NHS Journey Planner, officers continue to engage at national and regional level to explore the potential of the NHS Tayside Journey Planning tool to be expanded across other health boards.

### **Other health programmes**

#### Air Quality

- 3.27 Members will be aware of existing air quality monitoring regimes in the respective Councils, the declared Air Quality Management Areas (AQMA) in Dundee and Perth cities and their respective action plans. The previous AQMA in Crieff was revoked on 1 December 2024.
- 3.28 Tactran contributed, alongside NHS Tayside and other Council services, to the update of the Perth Air Quality Action Plan, approved in August 2025. Work will continue to support Council teams to progress actions in their AQAPs as much as possible.

#### Development Planning

- 3.29 As part of the production of Local Development Plans, Perth and Kinross, Angus and Dundee City planners have been working with NHS Tayside and Health and Social Care Partnership colleagues regarding the capacity of existing health premises, future projections and need. This will help ensure the location of new development and its relationship to health services (existing and future) is joined up, promoting the local living principle.

#### Active travel promotion

- 3.30 Members will be aware of constituent authority's efforts in improving levels of physical activity – and access to services - through improved walking and cycling infrastructure.
- 3.31 Members will be aware of Tactran's role in administering People and Place (P&P) Programme funding for the region. The P&P funding encourages progress towards a range of health outcomes through behaviour change projects (for a summary of benefits from the 2024/25 P&P Programme see report [RTP/25/27](#)). For the 2026/27 programme see Report RTP/26/09 to this Board.

### Community Transport

- 3.32 A recent Community Transport Association publication [‘Making Scotland Healthier: Community Transport, NHS Boards and the 2019 Transport Act’](#) highlighted progress against Health Boards obligations in relation to community transport.
- 3.33 The report also highlighted the role of community transport in supporting access to health and social care.
- 3.34 Tactran will support further partnership working between the Community Transport Association and health boards, including community transport integration into the NHS Journey Planner.

### Road Safety

- 3.35 Tactran support the Tayside Road Safety Forum and the Perth and Kinross Road Safety Forum. Funding, administered by Tactran, supports the workstream of the respective forums, with Perth and Kinross Council’s pilot approach to integrating road safety education with bikeability training being a notable example of collaboration in this area.

### **Reducing Inequalities**

- 3.36 As noted at the start of this paper, the biggest determinant on health outcomes is often poverty and inequalities. Accordingly work focused on vulnerable groups to reduce inequalities will have a significant long-term effect on health outcomes.
- 3.37 The work Tactran are leading on Perth and Kinross Community Planning Partnership’s Transport Anti-Poverty Taskforce will provide a useful pilot in understanding how to improve access to employment, training and health care for the most vulnerable.

## **4 CONCLUSIONS AND NEXT STEPS**

- 4.1 The above summary of collaboration with various health bodies, road safety partners, Local Authorities partners, Community Planning Partnerships and Transport Scotland highlight the solid foundations of partnership working to achieve the health and transport related outcomes in the RTS and partner strategies.
- 4.2 Appendix C sets out the health-related RTS outcomes, summarises the current actions identified above, and suggests gaps and opportunities.
- 4.3 Positively, PHS principles back the RTS principles of identifying priorities and co-ordinating actions. Their work and publications help guide and frame the work Tactran undertake on transport and health, and we will continue to input into their workstreams. Tactran will continue to support health boards via existing and new NHS governance mechanisms.

- 4.4 Funding opportunities, specifically the People and Place (P&P) fund, will continue to provide opportunity to progress transport-based projects with health (and wider equality) related outcomes.
- 4.5 Road safety partnerships are well established and Tactran will continue to support partners in this area. Likewise, improving air quality remains high on Local Authority agendas and Tactran will continue to support partnership working in this area.
- 4.6 Continued investment in Mobility as a Service (MaaS) provides opportunity to further transport and health related outcomes, especially in expanding the NHS Tayside Journey Planner at a regional and national level as a mechanism to improve access to health.
- 4.7 In developing this report, gaps are highlighted such as progress against:
- Preventing isolation
  - NHS involvement in RTS delivery, including P&P programme
  - Co-ordinated monitoring and evaluation of indicators
  - Understanding actions against the following RTS outcomes:
    - Reducing the impact of traffic on communities on strategic routes
    - Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport
    - Improved ability to access active leisure facilities and green space in least affluent SIMD data zones
  - Development Planning
- 4.8 Reflecting on the recommendations of Transport Scotland's Transport to Health Delivery Plan (para 3.4) and PHS's summary of regional networking events (para 3.12), it is recommended that the following items are discussed further with NHS Forth Valley, NHS Tayside and the RTS Senior Officer Delivery Group.
- Whole systems approach, ensuring co-ordination of priorities and delivery, including:
    - It is intended that NHS Forth Valley and NHS Tayside health boards will be part of the RTS Delivery Board. This proposed approach will be taken through the appropriate NHS governance mechanism for agreement
    - The RTS identified the main reason for promoting active travel is for health reasons (including air quality), therefore it is proposed the NHS boards could have greater involvement in People & Place process going forward.

- Maintain online formats of meetings and workshops to reduce travel and increase accessibility, while exploring hybrid models to better support those in remote and rural areas
- Strengthen the evidence base
  - joint monitoring frameworks are being established at present, so that NHS boards are aware of transport data which informs the respective organisations shared objectives. This can in turn help to target interventions at a time when budgets are constrained. The RTS Outcomes Monitoring Report, due in June 2026 will provide a measure of progress against indicators.

4.9 Officers are to discuss with partners specific actions against the following RTS outcomes:

- Reducing the impact of traffic on communities on strategic routes
- To improve access to active leisure facilities and green spaces for the least affluent SIMD data zones with Local Authority partners
- Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport

4.10 Finally, further headway can be made in terms of development planning. NPF4 highlights that RTPs and their RTS work has a role in supporting Local Authorities in ensuring planning policies make positive impact in guiding and shaping development proposals as they relate to transport and health.

## **5 CONSULTATIONS**

5.1 The report has been prepared in consultation with Local Authority transport officers, NHS and PHS colleagues.

## **6 RESOURCE IMPLICATIONS**

6.1 To enhance partnership working, there are likely to be resource implications. Any resource implications will be explored and reported further in individual project proposals and future budget setting.

## **7 EQUALITIES IMPLICATIONS**

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

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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 the above Report:

Report to Partnership [RTP/25/27](#) People and Place Programme Evaluation 2024/25, 16 September 2025

Report to Partnership [RTP/25/29](#) Regional Transport Strategy: Delivery Update, 16 September 2025

Report to Partnership [RTP/25/31](#) MaaS Update, 16 September 2025

Report to Partnership [RTP/25/32](#) Director's Report, 16 September 2025

Report to Partnership [RTP/25/46](#) Social Return on Investment Summary, 16 December 2025

## Appendix A

### Relationship between partners' areas of work and main problem areas/ areas of collaboration

Given the broad spectrum of health and transport related outcomes, Table 1 below assists in understanding how the focus of partners work relates to the problems/areas for collaboration identified in this paper. This is to be seen as providing a broad overview of partners main areas of responsibility and interest. Partners may have different workstreams at any one time and certain themes not being attributed to that organisation does not mean partners are not involved in work in that space.

Table 1. Relationship between partners' areas of work and main problem areas/ areas of collaboration

Partner	Main problem areas/ areas for collaboration				
	Access to health	Levels of physical activity	Air quality	Access to healthy lives	Road safety
Transport Scotland	√	√	√	√	√
Public Health Scotland	√	√	√	√	√
NHS Tayside	√	√		√	
NHS Forth Valley	√	√		√	
NHS Scotland Assure	√				
Local Authority – Environmental Health			√		
Local Authority – Planning	√			√	
Local Authority – Transport		√	√		√
Police Scotland/ Scottish Fire and Rescue Service					√
Community Planning Partnerships	√	√		√	

## Appendix B

### Summary of relevant work posted on Public Health Scotland's Learning Network

['Place and wellbeing: integrating transport and public health in Scotland'](#), (October 2025) was published in association with [The Improvement Service](#).

- The briefing is split into four sections, to illustrate the health and wellbeing landscape in Scotland, to allow health practitioners to understand transport planning, and vice versa, and finally how we can collaborate on transport planning policy
- Collaboration opportunities are seen as:
  - o Raising awareness and knowledge of issues
  - o Improving communication and engagement between professions
  - o Integrating health into transport policy
  - o Better consideration of transport in health planning decisions
  - o Aligning transport, health and sustainability strategies
  - o Sharing data and evidence
  - o Addressing the triple win – health, equity and climate impacts
  - o Community engagement and empowerment

['Transport Poverty: a public health issue'](#) (January 2024), is intended to raise awareness of the importance of transport poverty and inform further actions to understand and reduce it. A major workstream for Public Health Scotland relates to transport poverty and its public health implications. Transport is seen as one of the building blocks of health and well-being. The research identified five dimensions of transport poverty: availability, reliability, affordability, accessibility and safety.

['Why buses matter for health and reducing transport poverty?'](#) (February 2026) followed the above and Tactran participated in a structured interview and workshops in its development. The recommendations include:

- Recognising the importance of investments and bus prioritisation measures
- Identifying evidence gaps and further develop the evidence base
- PHS to develop and deliver joint training in Health Impact Assessments for RTPs, local authorities and their local public health partners
- RTPs, local authorities and bus operators should engage communities effectively in the design of, and decisions about, bus infrastructure and services
- Transport Scotland should develop best practice guidance on accessible and inclusive design for the “bus journey”
- NHS boards, local authorities, RTPs and other partners should work collaboratively on plans to make it easier for people to access health and care services by bus and other sustainable transport modes

## RTS Health Related Outcomes

RTS Outcomes	Current Actions	Gaps & Opportunities
<b>Strategic objective: to improve health and wellbeing</b>		
<b>Reduce fatalities and injuries</b> <ul style="list-style-type: none"> <li>Improve road safety for vulnerable users (pedestrians, cyclists, children and older people)</li> </ul>	<ul style="list-style-type: none"> <li>Tactran supports Tayside and PKC Road Safety Forums</li> <li>Support for Stirling's Safe Drive Stay Alive Programmes</li> <li>Long standing road authorities road safety programmes</li> </ul>	<ul style="list-style-type: none"> <li>Continued prioritisation of resources against key outcomes and areas (geographic or demographic) showing negative road safety trends</li> </ul>
<b>Reduce the impact of traffic on communities</b> <ul style="list-style-type: none"> <li>Reduce transport emissions in declared air quality management areas</li> <li>Reduce the impact of traffic on communities on strategic routes</li> </ul>	<ul style="list-style-type: none"> <li>Support Low Emission Zone and Air Quality Management Plan processes</li> <li>Support Transport Scotland's Transport and Noise Action Plan recommendations</li> </ul>	<ul style="list-style-type: none"> <li>Understanding impact of traffic on communities on strategic routes, and targeting programmes in these locations</li> <li>Ensuring planning policies make a positive impact in guiding and shaping development proposals as they relate to transport and health</li> </ul>
<b>Improve the ability for older people and rural and disadvantaged communities to access healthcare</b> <ul style="list-style-type: none"> <li>Improve the ability of over- 65s to access healthcare (primary health care / hospitals)</li> <li>Ability of all in the least affluent SIMD data zones (health domain) targeted by the respective Council to access healthcare</li> <li>Ability of rural communities to access healthcare</li> </ul>	<ul style="list-style-type: none"> <li>Provision of NHS Tayside Journey Planner</li> <li>Tactran lead on Perth &amp; Kinross Transport Anti-Poverty Taskforce</li> <li>Tactran working with Angus Council on Digital Demand Responsive Transport (DRT) solutions</li> <li>Local Authority DRT and supporting community transport</li> <li>Angus, Dundee City and Perth and Kinross development planners'</li> </ul>	<ul style="list-style-type: none"> <li>Actions stemming from future adoption of NHS Tayside Active and Sustainable Travel Strategy</li> <li>Development of NHS Assure Connectivity Tool across NHS FV and NHST</li> <li>Community transport coverage within NHS Tayside Journey Planner</li> <li>Ensuring planning policies make a positive impact in guiding and</li> </ul>

RTS Outcomes	Current Actions	Gaps & Opportunities
<p><b>Improve ability for the most vulnerable to access social activities</b></p> <ul style="list-style-type: none"> <li>Ability of older people and those in least affluent SIMD data zones targeted by the respective Council to access social activities</li> </ul>	<p>liaison with NHST and Health and Social Care Partnership</p> <ul style="list-style-type: none"> <li>Development of joint monitoring indicators</li> </ul>	<p>shaping development proposals as they relate to transport and health</p>
<p><b>Increase levels of physical activity</b></p> <ul style="list-style-type: none"> <li>Levels of walking and cycling in the least affluent SIMD data zones (health domain) targeted by the respective Council</li> <li>Improved ability to access active leisure facilities and green space in least affluent SIMD data zones</li> </ul>	<ul style="list-style-type: none"> <li>People and Place programme</li> <li>Long standing local authority walking and cycling infrastructure programmes</li> <li>Development of joint monitoring indicators</li> </ul>	<ul style="list-style-type: none"> <li>Specific actions to improve access to active leisure facilities and green spaces for the least affluent SIMD data zones</li> <li>NHS involvement in People and Place programme</li> <li>Ensuring planning policies make a positive impact in guiding and shaping development proposals as they relate to transport and health</li> </ul>
<b>Strategic objective: to reduce inequalities</b>		
<p><b>Improve ability for young people, and disadvantaged &amp; rural communities to access jobs, education and services</b></p> <ul style="list-style-type: none"> <li>Improve ability of 16-24 year olds to access jobs and further education</li> <li>Improve ability of all in the lowest SIMD data zones (all domains), targeted by the respective Councils, to access jobs, education and services</li> <li>Improve ability of families, targeted in local child poverty action plans, to access jobs, education and services</li> <li>Improve ability of rural communities to access jobs, education and services</li> </ul>	<ul style="list-style-type: none"> <li>Provision of NHS Tayside Journey Planner / My Dundee and Angus College Journey Planner / Travel Assistant</li> <li>Tactran lead on Perth &amp; Kinross Transport Anti-Poverty Taskforce</li> <li>Tactran working with Angus Council on Digital DRT solutions</li> <li>Local Authority DRT and supporting community transport</li> <li>Angus, Dundee City and Perth and Kinross development planners liaison with NHST and Health and Social Care Partnership</li> <li>Development of joint monitoring indicators</li> </ul>	<ul style="list-style-type: none"> <li>Actions stemming from adoption of NHS Tayside Active and Sustainable Travel Strategy, utilising forthcoming Health and Transport evidence base</li> <li>Explore opportunities through NHS Forth Valley Anchor Springboard</li> <li>Development of NHS Assure Connectivity Tool across NHS FV and NHST</li> <li>Ensuring planning policies make a positive impact in guiding and shaping development proposals as they relate to transport and health</li> </ul>

RTS Outcomes	Current Actions	Gaps & Opportunities
<ul style="list-style-type: none"> <li>Improve the ability of over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities</li> </ul>		
<b>Improve the ability of people with disabilities to access jobs, education and services</b>	<ul style="list-style-type: none"> <li>Improvements made with transport infrastructure programmes</li> <li>Angus, Dundee City and Perth and Kinross development planners' liaison with NHST and Health and Social Care Partnership</li> <li>Development of joint monitoring indicators</li> </ul>	<ul style="list-style-type: none"> <li>Development of NHS Assure Connectivity Tool across NHS FV and NHST</li> <li>Actions stemming from adoption of NHS Tayside Active and Sustainable Travel Strategy, utilising forthcoming Health and Transport evidence base</li> <li>Limited planned audits and improvement programmes</li> <li>Ensuring planning policies make a positive impact in guiding and shaping development proposals as they relate to transport and health</li> </ul>
<b>Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport</b>	<ul style="list-style-type: none"> <li>MaaS journey planning tools seek to provide confidence and re-assurance</li> </ul>	<ul style="list-style-type: none"> <li>Improved partnership working needed with a range of stakeholders to progress action against this outcome</li> <li>Ensuring planning policies make a positive impact in guiding and shaping development proposals as they relate to transport and health</li> </ul>

