

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**17 MARCH 2026****DIRECTOR'S REPORT****Purpose & Summary**

The report provides updates on RTP Chairs meeting of 3rd December 2025; bus initiatives and rail updates; potential funding to support transport to employment measures; updates on previous consultations and the proposed consultation response to the Scottish Government's Infrastructure Strategy 2027-2037.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) Notes the discussions held at the RTP Chairs meeting of 3rd September 2025;
- (ii) Notes the bus initiatives and rail updates;
- (iii) Delegate to the Partnership's Executive Committee the consideration of any programme and related spend should monies be awarded to the Partnership by Transport Scotland to address barriers to employment in 2026/27;
- (iv) Notes the update on Transport Scotland's Transport and Noise Action Plans, and the consultation analysis of Transport Scotland's Just Transition Plan for Transport; and
- (v) Approves the proposed response to the Scottish Government's Infrastructure Strategy 2027-2037 consultation, set out in Appendix A.

2 DISCUSSION**RTP Chairs Meetings**

- 2.1 The RTP Chairs meet on a quarterly basis, with Depute Provost Parrott representing Tactran. The minutes of the September 2025 meeting are available in the Members area of the Tactran website.
- 2.2 The RTP Chairs held a meeting on 3 December 2025, when the following agenda items were discussed:
 - Dumfries and Galloway Active Lives Pathway Presentation – Tina Lockhart
 - Bus Fare Cap Regional Pilot
 - Scottish Government Draft Climate Change Plan 2026 - 2040
 - Active Travel People and Place Programme
 - RTP Programme of Meetings for 2026

- RTP Collaboration Proposal – Workforce Mobility Project
 - RTP Joint Manifesto
 - Health and Transport Presentation
- 2.3 The minutes of the December meeting will be published in the members area of the Tactran webpage when approval is received from the secretariat and RTP Chairs at the March meeting.
- 2.4 The RTP Chairs will meet on 11 March 2026, the following agenda items will be discussed. A verbal update will be provided to the Partnership Meeting.
- Tactran People and Place Programme Presentation
 - National Transport Strategy
 - NTS Fifth Delivery Plan (RTP Content for use as the report if the Plan itself not ready by meeting)
 - NTS Delivery Board Update
 - RTP Funding Discussion)
 - Access to Work RTP Programmes
 - Active Travel People and Place Programme 9. Regionalisation Agenda Based on SEStran paper
 - £2 Regional Bus Fare Cap Pilot – HITRANS and ZetTrans to prepare report
- 2.5 The minutes of the March meeting will be published in the members area of the Tactran webpage when approval is received from the secretariat and RTPs.

Bus Initiatives Update

- 2.6 Bus alliances have been progressing work supported under the Bus Infrastructure Fund (BIF), reported to the partnership in the Director's Report (RTP/25/49) and including Sustainable Transport Corridors in Perth and Dundee, and infrastructure projects across the region.
- 2.7 The Tayside Bus Alliance has developed engagement sub-groups for sustainable corridors, reported to the last partnership board, that have met on multiple occasions to support the design and development of BIF funded infrastructure. The full Tayside Bus Alliance has also met to progress BIF projects development.
- 2.8 An initial submission to a Transport Scotland £2 bus fare cap was made across the Tayside and Forth Valley Bus Alliances. The application was unsuccessful, with funding for the pilot being awarded to Shetlands and Highland Council areas.

Rail Update

- 2.9 In anticipation of rail improvement programmes being delivered across the region over the next couple of years, a short introduction to the programmes being progressed by Network Rail and ScotRail is provided, prior to further details being provided at future Partnership meetings.
- 2.10 Over recent years ScotRail and Network Rail have delivered the Edinburgh Glasgow Improvement Programme resulting in electrification and new rolling stock serving Stirling/Dunblane. In addition, significant improvements have been made at both Dundee and Stirling stations.
- 2.11 Network Rail and ScotRail have been co-ordinating programmes to ensure that the benefits of improvements are fully felt, and to minimise the level of disruption (i.e. co-ordinating maintenance, decarbonisation, stabling and fleet programmes).
- 2.12 The following work streams are currently being progressed to improve capacity and reliability improvements to and through the region:
- Provision of electrified services between Edinburgh and Dundee/Perth
 - This requires stabling and electrification in the Dundee area
 - Aberdeen to Central Belt Rail Corridor Improvements
 - Intercity and sub-urban fleet replacement
 - Perth Station Masterplan
- 2.13 The Aberdeen to Central Belt Rail Improvements includes the following aspirations:
- Improved connectivity and frequency of local-stopping services: more and better opportunities to travel from intermediate stations, with better connections for making shorter journeys to Edinburgh and Glasgow
 - Improved average InterCity journey times for passengers: reduce the journey time between Aberdeen and Edinburgh to 2h 10min, Aberdeen and Glasgow to 2h 30min, and Aberdeen and Dundee to 1h 10min
 - Improved freight capacity: 11 new freight paths. Off-peak hourly freight paths
 - Improved service performance and reliability
- 2.14 All improvements (including sections of route improvement) will be subject to the Scottish Government's budgets and approvals processes.
- 2.15 Members may also be interested to note the recent announcement concerning the freezing of rail fares for 2026/27 ([ScotRail fares frozen for 12 months - gov.scot](https://www.gov.scot))

Transport to Employment

- 2.16 Transport Scotland have recently opened discussions with the Regional Transport Partnerships concerning potential funding in 2026/27 to address transport barriers to employment. If additional funding is forthcoming, officers would need to initiate an appropriate programme of measures as soon as possible to ensure measures have an impact within 2026/27. It is therefore recommended that consideration of a detailed programme and approval of related spend is delegated to the Partnership's Executive Committee to enable any programme to be commenced before the June Partnership meeting.
- 2.17 Initial options that are currently being discussed with Transport Scotland can be viewed in the Members area of the Tactran website.

Consultations

Scottish Government's Infrastructure Strategy 2027-2037

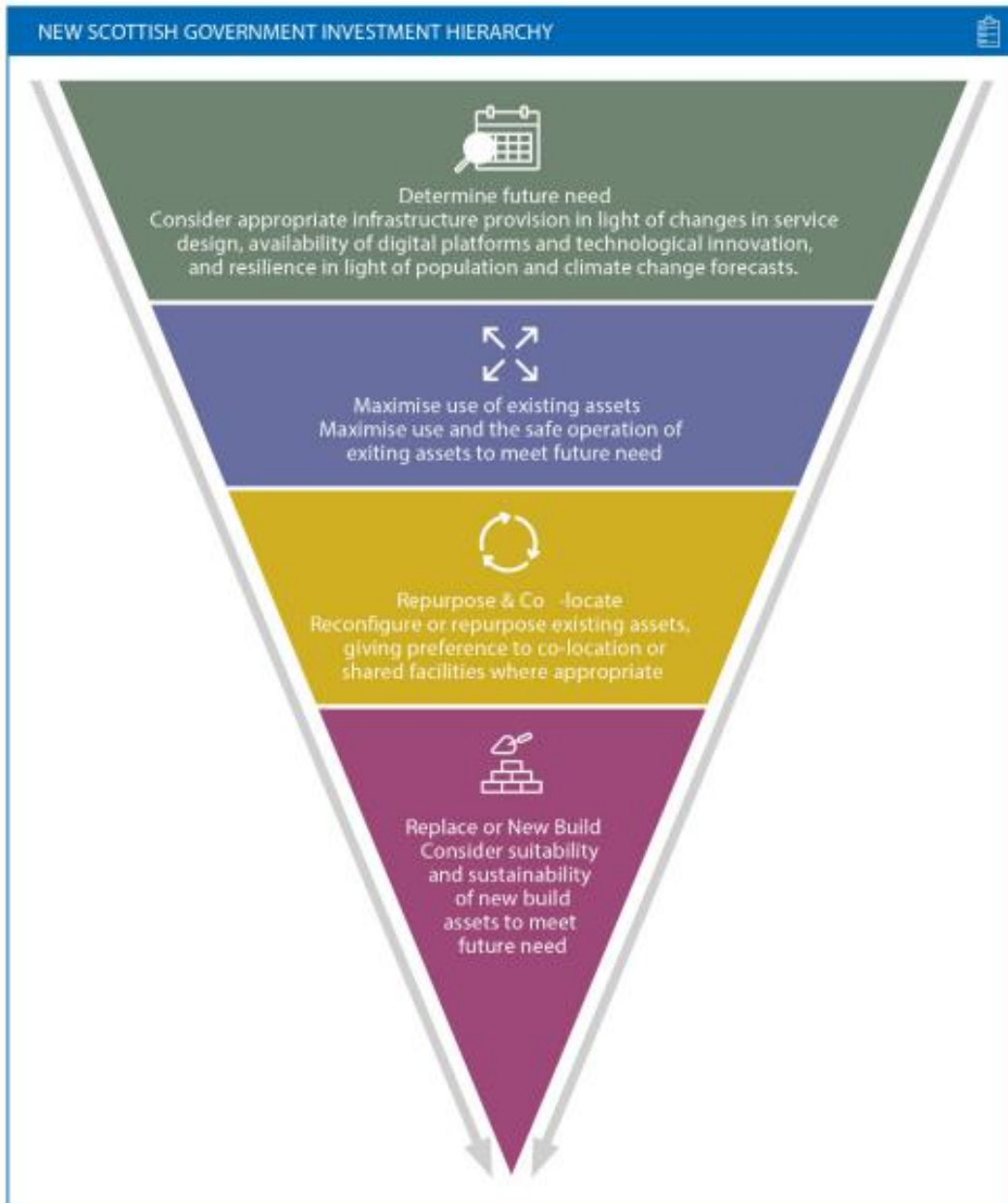
- 2.18 On 13 January 2026 Scottish Government issued for consultation the Infrastructure Strategy 2027-2037. The consultation document can be accessed via: [Infrastructure Strategy 2027-2037: consultation - gov.scot](https://www.gov.scot/publications/infrastructure-strategy-2027-2037-consultation/pages/1). The consultation closes on 5 May 2026.
- 2.19 The draft Strategy is intended as a consultation document and therefore focuses on high-level priorities and principles rather than detailed portfolio plans. The final Strategy, to be published later in 2026, will provide greater detail on public assets, sector specific investment priorities, and portfolio level strategies to guide implementation.
- 2.20 The Strategy sets out a ten-year framework (2027 to 2037) to guide infrastructure planning, investment, and delivery across Scotland.
- 2.21 The Strategy provides the context for future Spending Reviews and Budget decisions but does not include a pipeline of infrastructure programmes and projects (which is developed separately through spending reviews and budget processes, and it set out in the [Infrastructure Delivery Pipeline](#)). The Strategy is underpinned by robust governance principles and a common investment hierarchy that prioritises making best use of existing assets before considering new infrastructure.
- 2.22 The Strategy is informed by the 30-year Needs Assessment, developed by the Scottish Futures Trust, which is Scotland's first assessment of long-term need covering economic, social and natural infrastructure, available here: scottishfuturestrust.org.uk/publications/documents/long-term-infrastructure-for-scotland. The Strategy also draws on insights from the Scottish Government's Horizon Scanning Project ([2. Future Trends for Scotland - Future Trends for Scotland: findings from the 2024-2025 horizon scanning project - gov.scot](#)).

2.23 The strategy is structured around three enablers:

- public assets – ensuring Scotland’s infrastructure estate is well-managed, maintained, and aligned with modern service delivery models;
- place-making – embedding local priorities and spatial planning into infrastructure decisions, in line with the Place Principle and National Planning Framework 4; and
- private investment – creating the conditions to attract and unlock private capital to complement public funding and accelerate delivery

2.24 Tactran’s proposed response to the Infrastructure Strategy consultation is set out in Appendix A. Paragraphs 2.23 and 2.24 highlight key themes in the proposed response.

2.25 The strategy recognises that tough decisions have to be made around what can and cannot be afforded. It places an emphasis on the Investment Hierarchy to determine priority of investment decisions. The key issue is where these investment decisions are made. The proposed response recognises the need for regional level co-ordination between appropriate agencies to determine the strategic investment priorities for an area, linked to local place partnerships to ensure any investment is maximised for the place.



2.26 The strategy naturally places an emphasis on growth, recognising where growth pressures exist. However, whilst there are parts of Scotland which are experiencing growth, there are others where there is depopulation. It is suggested that the strategy needs to not only focus on how to prioritise and encourage infrastructure investment in those areas where there are growth pressures, but also where there is a need to arrest decline and depopulation.

Transport and Noise Action Plans

2.27 [The Environmental Noise \(Scotland\) Regulations 2006](#), amended by [The Environmental Noise \(Scotland\) Amendment Regulations 2018](#) incorporate the [European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC](#) requirements to:

- To determine the noise exposure of the population through noise mapping.
- To make information available on environmental noise to the public
- To establish Action Plans, based on the mapping results, to reduce noise levels where necessary, and to preserve environmental noise quality where it is good.

2.28 The strategic noise mapping and related action plan process is to be completed every 5-years on a rolling cycle.

2.29 In November 2025 the Scottish Government issued for consultation [Draft Agglomerations Noise Action Plan for Scotland - Environmental Noise \(Scotland\) Regulations 2006](#). This draft plan covers the five urban agglomerations in Scotland, including Dundee. On 17 December 2025, Transport Scotland issued for consultation [Draft Transport Noise Action Plan \(TNAP\) 2024 to 2028 - Scottish Government consultations - Citizen Space](#) which covered those locations outwith the agglomerations.

2.30 The respective draft plans have been informed by identifying locations which suffer minimal / noticeable / high / severe / extreme levels of noise annoyance.

2.31 This has led to the identification of Candidate Noise Management Areas (CNMA). The following number of CNMA – all as a consequence of road traffic noise - have been identified in the Region:

| | | |
|-------------------|---|--|
| Dundee | 8 | 5 on the inner ring road (Marketgait), 2 on Albert St and 1 on Dens Rd |
| Perth and Kinross | 1 | Location not identified in the draft Plan |
| Stirling | 2 | Location not identified in the draft Plan |

2.32 The draft plans set out proposed actions for Transport Scotland and stakeholders. Those actions are included as Appendix B.

2.33 Officers were unaware of the consultation of the Draft Agglomerations Noise Action Plan for Scotland and were unable to respond to the Draft Transport Noise Action Plan. Officers have been in discussion with Transport Scotland to understand what support can be provided to the process of reducing noise to help reduce the impact of noise on health and to make our places better. Initial discussions have highlighted the following opportunities:

- Identification of infrastructure/service projects which Transport Scotland's noise team could consider whether there are any opportunities to also introduce noise reduction/mitigation measures (e.g. sustainable transport corridors)
- Identification of infrastructure/service projects which offer an opportunity to monitor the before and after impacts of an intervention on noise (e.g. traffic calming / speed reduction schemes)
- Ensuring Transport Scotland's noise team are involved in appraisals (whether transport or local development plan appraisals) which should consider the impact of noise
- Due consideration of noise in the forthcoming transport appraisals for the respective constituent authorities Local Development Plans
- Investigating whether noise, and other environmental factors, can be built into the next update of the Tay Cities Regional Transport Model.

2.34 Officers will report back any actions to the Partnership as is appropriate.

Transport Just Transition Plan: Consultation Analysis

2.35 Members will be aware Tactran responded to the Scottish Government's 'A Draft Just Transition Plan for Transport in Scotland'. Report RTP/25/23 refers.

2.36 Consultation analysis, [Transport Just Transition Plan: Consultation Analysis - gov.scot](#), has recently been published. This was undertaken by an independent research company. The analysis concluded:

- That the Plan should be much more action focused, outlining how change will be achieved, lines of responsibility, and timescales;
- The need to improve public transport to make this a viable, accessible and attractive option;
- The need to improve active travel opportunities and infrastructure, as well as ensuring better integration between active travel and public transport;
- More focus was needed on the sustainable transport hierarchy;
- More detailed consideration was needed of different vulnerable groups and those in rural areas;
- Greater support was expressed for 'carrot' rather than 'stick' approaches, although a few did support the use of disincentives and traffic management approaches;
- Ensuring that policies provide targeted support and mitigations where needed to avoid any unintended consequences;
- Ongoing meaningful engagement with stakeholders and collaborative working approaches as being key to successful design and delivery;
- That other policy areas and economic sectors will need to be considered and included for the Plan to be successful; and
- The need for financial and other support for individuals, communities, and businesses, as well as the public sector, third sector, and education providers to deliver the required changes.

- 2.37 This feedback will inform future just transition planning in the transport sector, as opposed to a revision of the Plan.
- 2.38 Issues raised in Tactran's response are broadly picked up, specifically in relation to points made regarding impacts/mitigation measures only being properly identified in the detailed delivery plans of the interventions. Our concerns related to timescales is also brought out, and the idea that public transport (and to a lesser extent active travel) needs to be improved to avoid negative impacts such as increased costs, reduced travel opportunities, or disproportionate effects of disincentives.

Draft Climate Change Plan 2026-2040: Consultation Analysis

- 2.39 Members will be aware Tactran responded to the Scottish Government's draft Climate Change Plan 2026-2040.(Report [RTP/25/47](#) refers).
- 2.40 Consultation analysis, [Public Consultation Analysis on Scotland's Draft Climate Change Plan 2026-2040 - gov.scot](#), has recently been published. This was undertaken by an independent company. The analysis concluded:
- Respondents were generally supportive of the Plan and welcomed it as a step in the right direction, however concern was raised around the need for better connected, affordable, and accessible public transport was particularly prominent, amongst other aspects
 - Just transition considerations featured prominently - particularly in relation to residents in rural areas and vulnerable groups, amongst others
 - Respondents noted outcomes will vary across geographies and a place-based approach would assist in delivery of climate change obligations. Local authorities and regional partners were seen as critical to successful implementation, but respondents highlighted the need for adequate resourcing, clear roles, and strong coordination across levels of government
 - The need for a robust and transparent monitoring and evaluation framework was emphasised
- 2.41 Tactran's response focused on car km reduction given our work to date on this subject. Some of the themes of the response are picked up, for example:
- A frequently discussed theme suggested that the Government should invest in public transport, especially in rural areas, to incentivise reduced car use
 - Respondents discussed the introduction of restrictive measures aimed at discouraging carbon-intensive behaviours, including direct restrictions on car usage
 - Concerns surrounding clarity of the plan's implementation, delivery requirements and expectations

3 CONSULTATION

- 3.1 Elements of the report have been the subject of consultation with partner Councils, and other partners/stakeholders (Transport Scotland, Network Rail and ScotRail), as appropriate.

4 RESOURCE IMPLICATIONS

- 4.1 This report has no direct or additional financial or other resource implications.

5 EQUALITIES IMPLICATIONS

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

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NOTE

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

Report to Partnership RTP/25/23, Directors Report, 17 June 2025

Report to Partnership RTP/25/49, Directors Report, 16 December 2025

Response to Scottish Government's Infrastructure Strategy 2027-2037

Role of the Infrastructure Strategy

1. Do you agree with the scope and role of the Infrastructure Strategy?

The strategy recognises many of the challenges in providing infrastructure to support inclusive sustainable growth. An opportunity could be recognised in terms of interdependencies i.e. importance of digital connectivity in reducing the pressure on transport (and other physical) infrastructure.

However, in recognising the challenge of *population change requiring different public service provision* (p14), the strategy appears to place an emphasis on providing where there is a growth in demand (as a result of growth in population), rather than tackling the tricky balance of the different challenges of:

- Providing infrastructure where there is growth
- Providing infrastructure to address decline

Without getting the balance right, there is the risk of only providing where there is growth and the biggest (numerical) demands and hence accelerating decline in the other areas. There must also be careful consideration of the type of infrastructure that will address decline in areas of depopulation.

2. Do you think the proposed framework, linking the 30-year Needs Assessment, 10-year Infrastructure Strategy, Spending Reviews and annual Budgets will support improved strategic planning and delivery? Are there any further improvements you want to suggest?

The proposed framework should help support strategic planning, subject to strong, appropriate and linked governance at national, regional and local levels, and funding.

Infrastructure Governance Principles

3. Do any elements of the infrastructure lifecycle need to be strengthened to promote more effective infrastructure planning and delivery?

This section could be expanded. In terms of strategic alignment, clear objectives need to be focused on those who have the greatest need.

Need to emphasise the need for assessment of priorities in line with the Investment Hierarchy within the early stages of the infrastructure lifecycle stages of strategic alignment and collaboration. Respective partners need to co-ordinate at the start of the cycle to recognise those infrastructure priorities which fall into the different stages of the investment hierarchy.

4. In what areas could changes to governance or planning processes across the public sector improve the impact of the investment hierarchy?

Cross sector working would be better able to identify shared opportunities. A regional prioritisation process is likely to better identify those strategic priorities.

In transport terms, the investment hierarchy is established, as set out in the National Transport Strategy 2. However, how best to put this into practice requires further exploration, for example, how best to integrate into technical appraisal or recommendations from technical appraisal, such as the Scottish Transport Appraisal Guidance process further.

Infrastructure Themes and Enablers

5. Do you agree that enabling net zero and environmental sustainability, driving economic growth, and building resilient places continue to be the right outcomes to guide infrastructure investment over the next decade?

These are important criteria, but it is equally important to address decline (rather than growth) in those areas where there is depopulation.

6. Are the three proposed enablers, public assets, place-making and private investment, sufficient to deliver the Strategy's outcomes? Are there other enablers we should consider instead/additionally?

The proposed enablers are appropriate building blocks. But it would be wrong not to also recognise the importance of public sector interventions / support. The draft strategy recognises that we can not do everything. The enablers will only be sufficient if there is realism about what can, and can't, be achieved.

7. What mechanisms or approaches should the Infrastructure Strategy adopt to ensure that critical cross-cutting priorities, such as housing delivery, regional economic development, and natural infrastructure are systematically embedded in investment planning and decision making?

Recent national planning, economic development and transport reviews have recognised the strength of co-ordinating regional economic development, development planning and transport planning to identify, prioritise and co-ordinate strategically important infrastructure to enable growth.

However, the delivery element – to enable the best reflection of the place principle – should be led at the local level.

It is essential that these two levels work seamlessly together.

8. Are there any findings from the SFT Needs Assessment (perhaps from drivers of change, cross-cutting themes or enablers) that we should more fully integrate into this 10-year Infrastructure Strategy?

The SFT Needs Assessment identifies that regional transport partnerships, alongside local authorities and national agencies “will need to work collaboratively to integrate transport and infrastructure planning, ensuring that transport systems are aligned with broader public sector priorities, such as health, education, and housing.” The

existence of, and opportunities available through, Regional Transport Partnerships appears to be overlooked in the draft Infrastructure Strategy.

Place-Based Approach

9. Do you support the proposal that infrastructure investment is more directly driven by the priorities of places across Scotland?

All infrastructure has the goal of improving a place. However, when there are difficult decisions to be made between places in terms of supporting growth or addressing decline, there is a danger that if the priorities were set by individual places, resources may not be directed to where they may be most needed.

There may also be other local vs national/regional tensions. e.g. in rail, a desire for frequent stopping services serving a greater proportion of communities vs a desire to reduce end-to-end travel times

10. Are the proposed principles, national spatial priorities and place partnerships, the right ones to guide a place-based approach? Are there other principles we should consider?

Place partnerships will work well at a local level to deliver improvements. Whether local partnerships are best placed to prioritise strategic investment is another matter.

11. Do you agree with the Scottish Government's proposal to empower communities to play a more active role in infrastructure decision making? What mechanisms would best support meaningful community involvement and help to maximise local social benefits?

Respectfully, we all are probably aware of examples where communities have stopped / hindered infrastructure proposals rather than supported them. Often this is as a result of a community feeling that something has been imposed on them at a late stage. Early involvement of communities can not guarantee support from all, but it is the right approach, and one we must continue to seek to improve.

A hurdle that needs to be addressed is that many strategic proposals have been in existence over generations and this slow pace of change may disengage as opposed to empower communities.

12. Do you believe the current landscape of local and regional partnerships (e.g. Community Planning Partnerships, Regional Economic Partnerships, HubCos, Regional Adaptation Partnerships) provides an effective framework for delivering place-based infrastructure investment? Please explain your answer, including any suggestions for improvement of existing structures.

The current landscape provides good foundations. Tactran would support further detail regarding of the role of Regional Transport Partnerships in delivering place-based infrastructure investment in the final strategy.

Current experience is that CPPs are not led by an infrastructure focus. They are – as encouraged by the local outcome improvement plan process – focused on interventions to support those most in need. It is not that CPPs would be an inappropriate vehicle, it is more that they would need to expand their remit and skills.

Enabling Private Infrastructure

13. Are there additional sectors or opportunities that should be considered for strategic investment to support economic growth and maximise opportunities for longer-term growth?

Attracting private investment into growth areas has potential. A different (or at least a different scale of) approach is likely to be required to attract investment into areas of decline.

14. To make the most of the strategic opportunities in renewables, housing, and natural capital, what will the economy need from our infrastructure to grow and thrive up to 2037?

The economy needs reliability from our infrastructure to enable planning, investment and growth. This means reliability in terms of

- Reliable and resilient infrastructure
- Reliability in terms of deliverability – whether that be decision making, funding or approvals

Proposed actions within the draft Noise Action Plans

Agglomerations Noise Action Plan for Scotland

| |
|---|
| <p>Objective 1: We will improve consideration of environmental noise management in strategic planning</p> |
| <p>1a. Scottish Government and Agglomerations will promote environmental noise management in strategic planning at both National and Local levels</p> |
| <p>1b. Scottish Government, working closely with local authorities will prepare for the next round of noise mapping, considering data needs and engaging with wider stakeholders.</p> |
| <p>Objective 2: On a prioritised basis agglomerations will manage exposure to environmental noise</p> |
| <p>2a. Agglomerations to validate and assess the Candidate Noise Management Areas (CNMA) to identify any NMAs and prioritise these areas.</p> |
| <p>2b. For NMAs in agglomerations:</p> <ul style="list-style-type: none"> • consider, and where relevant implement, specific measures to support noise management in prioritised NMAs; and • apply noise management interventions during existing maintenance and improvement programmes, where practical. |
| <p>2c. Transport Scotland will work closely with local authorities, to prioritise noise reduction measures for trunk road and rail NMAs within agglomerations.</p> |
| <p>Objective 3: We will work with partners to reduce potential exposure to environmental noise and increase awareness of noise control measures and actions</p> |
| <p>3a. Scottish Government to facilitate the Scottish Environmental Noise Coordination Group, with key partners, to oversee delivery of this noise action plan. The Co-ordinating Group will also:</p> <ul style="list-style-type: none"> • engage with local authorities, and other partners, across Scotland on utilising Scotland's noise maps; and • engage with local authorities across Scotland to support the promotion of case studies of different noise reduction measures that have been used successfully to reduce exposure to environmental noise. |

Transport Noise Action Plan Actions for 2024 to 2028

| Action | Description | Delivery Period |
|--------|--|-----------------|
| 1a | Transport Scotland will promote environment noise management through the major road and rail corridors working with stakeholders to support a collaborative approach to noise management. | 2024 to 2028 |
| 1b | Transport Scotland will, working closely with Trunk Road and Rail stakeholders, prepare for the next round of noise mapping, considering data needs and engaging with wider impacted groups | 2025 to 2026 |
| 2a | Transport Scotland will assess all major road and rail Candidate Noise Management Areas (CNMAs) and to identify NMAs and develop appropriate interventions on a prioritised basis. | 2025 to 2026 |
| 2b | Transport Scotland will work with stakeholders to implement, specific measures to support noise management in prioritised NMAs | 2025 to 2028 |
| 2c | Transport Scotland will ensure that noise management interventions are built in to existing maintenance and improvement programmes where practical. | 2025 to 2028 |
| 3a | Transport Scotland will continue to provide information to the public in relation to Transport noise action on the Transport Scotland webpage, signposting stakeholders and those affected by transport noise to support resources. | 2024 to 2028 |
| 3b | Transport Scotland will provide guidance and advice to individuals affected by Transport Noise, working with partners agencies to advocate mitigation of impacts where possible. | 2024 to 2028 |
| 3c | Transport Scotland will continue collaboration with key stakeholders across the public, private, and academic sectors to understand and utilise new methods of noise management and prevention to advocate their use with partner organisations. | 2024 to 2028 |