

## **Regional Transport Strategy Monitoring**

### **1. Introduction**

- 1.1** In August 2017, SEStran presented a paper on the potential future monitoring of the Regional Transport Strategy (RTS). Following completion of a desk based study it was apparent that the monitoring framework for the RTS must be refreshed. It was acknowledged that SEStran's targets should be 'SMART' (Specific, Measurable, Attainable, Realistic and Time Bound), based on the Economy, Accessibility, the Environment and Health and Safety, headlines.
- 1.2** It was proposed that the framework needed to be updated so that it could be safeguarded for the future, but it would require changing nearly all existing targets so that it could be more tailored towards how SEStran and its Partner Authorities operate today. The proposal of accessible, realistic and usable smart targets would allow SEStran and its Partners to monitor effectively and to determine the level of data handled.
- 1.3** It is obvious that the RTS monitoring requires supporting qualitative and quantitative data from our partner authorities. Previously, this included a regular update item on past agendas and it is proposed that this be reintroduced with significant items at each meeting, and a submission once a year of written information on progress for the SEStran Annual Report. Collective reporting will offer a qualitative approach to monitoring to support some of the key actions in the SEStran Region and demonstrate a partnership approach to delivery of the RTS.

### **2 Data Availability**

- 2.1** Due to changing data availability and in response to government strategies and guidelines, some amendments to the indicators used and the approach to monitoring are required. An example previously given was the Scottish low emissions strategy performance indicators, which may need to be reflected in the RTS. However, it is understood that maintaining the continuity of monitoring is also important, and any adjustments will seek to achieve this.
- 2.2** In the past, SEStran used data modelling as a way of monitoring objectives and therefore, most of the targets set are heavily reliant on this method. However, data modelling, through the use of external consultants, is costly and if done on a regular basis is extremely resource intensive. These targets depend on far too many variables and can therefore not reasonably be monitored and available data is often set at a national level, rather than a regional level. Other targets in the strategy were very unlikely to have numerical data available and therefore could only be monitored using a narrative and providing qualitative evidence.

### **3 Work to date**

- 3.1** SEStran has undertaken a desk based study to analyse the Regional Transport Strategy framework to identify how monitoring can be carried out in relation to the objectives and targets. Through this review process, key themes were identified; financial costings, a lack of data available at a regional level and outdated targets. These themes – especially those that have multi-criteria – are factors which affect SEStran’s ability to monitor targets accurately and successfully.
- 3.2** In previous reports, SEStran Chief Officers agreed that the current RTS Monitoring Framework was not best value use of resource nor fit for purpose and as outlined in the current RTS. Chief Officers also agreed that there should be a wholesale re-development of the RTS Monitoring Framework, and that there should be a standing verbal item should be included at each meeting and; written updates on key actions on the progress the four main objectives of the RTS for inclusion in future SEStran Annual Reports.

**4. Next Steps**

- 4.1** SEStran has drafted a proposed new monitoring framework for discussion. The new framework will require additional input from each Local Authority Partner.

**Recommendations**

- 5.1** Chief Officers are invited to provide comment on the monitoring framework;
- 5.2** Agree to supply the appropriate data on agreed performance indicators.

**Appendix 1 – RTS Monitoring Review Table**

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 9<sup>th</sup> August 2018

Policy Implications	Proposed re-development of RTS Monitoring Framework and implications for RTS delivery.
Financial Implications	Proposed savings from significantly reduced data modelling by external consultants.
Equalities Implications	None.
Climate Change Implications	None.

## Appendix 1 – RTS Monitoring Table

<b>RTS Targets for 2020</b> <small>Note: Targets relate to the RTS 2015-2020 Refresh.</small>	<b>Smart Indicator</b>	<b>17/18 Baseline (where possible or 2016)</b>	<b>Current 18/19 Baseline</b>	<b>Key Activities undertaken in 18/19</b>	<b>Indicator/ Result</b>	<b>Additional Comments</b>	<b>Status</b> ↓ ↑ ↔
<b>Economy Objective 1.1 - to maintain and improve labour market accessibility to key business/employment locations</b>							
<p>Relative to 2007, achieve a 10% increase in (public transport) labour catchments (within 30 minutes and within 60 minutes) for selected locations.</p> <p>For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment by an average of at least 10% after 15 years.</p>	<p>Labour market catchment population accessibility by public transport to:</p> <ul style="list-style-type: none"> <li>• Edinburgh City Centre</li> <li>• Gyle &amp; Edinburgh Park</li> <li>• Edinburgh Airport</li> <li>• Livingston</li> <li>• Glenrothes</li> <li>• Leith</li> <li>• Edinburgh Royal Infirmary</li> <li>• SAC Bush Estate/ Science Park</li> </ul>				<ul style="list-style-type: none"> <li>• SHS Data</li> <li>• Lowest 10-20% SIMD</li> <li>• NEET Data Zones</li> </ul>		
<b>Economy Objective 1.2 – to maintain and improve connectivity to the rest of Scotland, the UK and beyond</b>							
<p>Increase number of daily coach/rail/air services to regional/national/international destinations</p>	<ul style="list-style-type: none"> <li>• Number &amp; frequency of direct rail and coach/bus services per day</li> <li>• Number of domestic &amp; international flight destinations</li> </ul>	<p>Edinburgh Airport had 12.3 million terminal passengers in 2016.</p> <p>Terminal passenger traffic by destination, 2016<sup>1</sup>:</p> <ul style="list-style-type: none"> <li>• Other Scottish Airports: 121,740</li> <li>• Other UK Airports: 5,066,027</li> <li>• Europe: 5,905,754</li> <li>• North America: 310,681</li> </ul>			<ul style="list-style-type: none"> <li>• Edinburgh Airport monitoring data</li> <li>• ORR / Network Rail</li> </ul>		

<sup>1</sup> <https://www.transport.gov.scot/media/41863/scottish-transport-statistics-2017-with-correction-to-table-214.pdf>

**Appendix 1 – RTS Monitoring Table**

		<ul style="list-style-type: none"> <li>Rest of world: 263,856</li> </ul> <p>There were 4,640,000 cross-border journeys starting or ending in the SEStran region in 2015-16.</p> <p>There were 40,570,000 journeys within Scotland in 2015-16.<sup>2</sup></p>					
<b>Economy objective 1.3 – to support other strategies, particularly land-use planning, and economic development</b>							
Demonstrable progress in collaborative working between SEStran, planning authorities, economic development agencies and other appropriate stakeholders.	This will be revisited following the NTS2 Review.						
<b>Economy Objective 1.4 – to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight</b>							
Reduce time lost in congestion on trunk road network after 15 years (stabilise after 5 years); Reduce car mode share for the journey to work; Reduce car users reportedly affected by congestion.	<ul style="list-style-type: none"> <li>Car availability (car owning households)</li> <li>Delays to bus services</li> <li>Reduce proportion of car driver journeys which are reportedly affected by congestion between 0700 and 0900.</li> <li>Reduce routine freight journey times</li> </ul>	In 2016, 42.2% of all people aged 17+ drove every day, 14.3% drove at least 3 times per week, 6% drove once or twice per week. <sup>3</sup>			<ul style="list-style-type: none"> <li>SHS Travel Diary</li> <li>Scottish Transport Statistics (Transport Scotland)</li> <li>Bus companies/ Traveline</li> <li>Logistics and Freight Forum</li> </ul>		

<sup>2</sup> <https://www.transport.gov.scot/media/41863/scottish-transport-statistics-2017-with-correction-to-table-214.pdf>

<sup>3</sup> <https://www.transport.gov.scot/media/41863/scottish-transport-statistics-2017-with-correction-to-table-214.pdf>

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	<p>Annual change in trunk road network:</p> <ul style="list-style-type: none"> <li>• Forth Bridge approaches</li> <li>• Kincardine Bridge approaches</li> <li>• A8/M8 – Ballieston to Hermiston Gait</li> <li>• M9 – from M8 junc at Claylands to M9 Spur</li> <li>• A1 – Macmerry to junction with A720</li> <li>• A720 City Bypass</li> </ul>				<ul style="list-style-type: none"> <li>• Freight companies</li> <li>• Liftshare data</li> </ul>		
<b>Accessibility Objective 2.1 – to improve access to health facilities</b>							
<p>Reduce the proportion of zero-car households with poor access (&gt;60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).</p>	<ul style="list-style-type: none"> <li>• Frequency of using car to visit GPs</li> <li>• % within 20 mins of a primary health care facility by public transport</li> <li>• % of non-car owning households who have no public transport access or cannot access any hospital within 60 mins public transport journey</li> <li>• % of non-car owning households who have no public transport access or cannot travel within 60 mins by public transport to: <ul style="list-style-type: none"> <li>○ BGH</li> </ul> </li> </ul>				<ul style="list-style-type: none"> <li>• Patient travel surveys</li> <li>• Staff travel surveys</li> <li>• Community transport providers</li> <li>• Census Data</li> <li>• SHS data</li> <li>• Equalities &amp; Access to Healthcare Forum</li> <li>• Lowest 10/15/20% of SIMD health data zones</li> </ul>		

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	<ul style="list-style-type: none"> <li>○ Dunfermline Queen Margaret</li> <li>○ Victoria Hospital</li> <li>○ Ed. Western General</li> <li>○ Royal Hospital for Sick Children</li> <li>○ ERI</li> <li>○ St John's Hospital</li> <li>○ Forth Valley Royal Hospital</li> <li>○ Dundee Ninewells</li> <li>○ Perth Royal Infirmary</li> <li>○ Dumfries &amp; Galloway Infirmary</li> </ul>						
<b>Accessibility Objective 2.2 – to improve access to other services, such as retailing, leisure and education</b>							
Reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years).	Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by public transport.				<ul style="list-style-type: none"> <li>• Census data</li> <li>• Scottish Transport Statistics</li> <li>• SHS</li> </ul>		
<b>Accessibility Objective 2.3 – to make public transport more affordable and socially inclusive</b>							

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<p>1. By, or before the end of the RTS, monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act 2010</p> <p>2. Identify high fare anomalies in the SEStran area by the end of the RTS period, relative to 2007</p> <p>3. Increase the distribution &amp; awareness of the Thistle Assistance Card</p>	<ul style="list-style-type: none"> <li>• DDA Compliant routes</li> <li>• Perception of bus fares at good value</li> <li>• Distribution of the Thistle Card</li> </ul>	<p>In 2017, 1,865 Thistle Assistance Cards were distributed.</p>			<ul style="list-style-type: none"> <li>• CPT, Passenger Focus data</li> <li>• Bus registration data</li> <li>• SHS</li> </ul>		
<p><b>Environment Objective 3.1 – to contribute to the achievement of the UK’s national targets and obligations on greenhouse gas emissions</b></p>							
<p>Progress should be made at the SEStran level towards the Scottish Government’s aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government’s emissions targets.</p>	<ul style="list-style-type: none"> <li>• Change in traffic levels</li> <li>• Change in petrol and diesel consumption</li> <li>• % increase in ULEVs and EVs</li> </ul>				<ul style="list-style-type: none"> <li>• Passenger Focus data</li> <li>• SHS data</li> <li>• Scottish Transport Statistics</li> <li>• DVLA</li> </ul>		
<p><b>Environment Objective 3.2 – to minimise the negative impacts of transport</b></p>							
<p>To minimise significant effects on areas designated for, or acknowledged for, their biodiversity interests (including protected species), landscape and/or cultural heritage importance, from interventions in the RTS.</p>	<p>Redundant – covered by other objectives.</p>						
<p><b>Environment Objective 3.3 – to promote more sustainable travel</b></p>							

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<p>Aim to increase mode share of sustainable modes</p>	<ul style="list-style-type: none"> <li>Expand Go e-bike project and monitor use</li> <li>Usual method of travel from SHS Travel Diary</li> <li>Number of car club members</li> <li>Number of Tripshare journeys</li> <li>Rail station use</li> <li>Bus patronage data</li> </ul>	<p>Transport Focus (2017):</p> <ul style="list-style-type: none"> <li>First Scotland East: 89% very/fairly satisfied with the bus journey / Stagecoach East Scotland 91%.<sup>4</sup></li> <li>160 million bus passenger journeys 2016-17<sup>5</sup></li> </ul> <p>In 2016, 31% of all people aged 16+ did no walking as a means of transport in the previous seven days.</p>			<ul style="list-style-type: none"> <li>Bike Plus data</li> <li>Scottish Transport Statistics</li> <li>SHS Data</li> <li>Car Club stats</li> <li>Liftshare data</li> <li>Network Rail</li> </ul>		
<p><b>Environment Objective 3.4 – to reduce the need to travel</b></p>							
<p>To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.</p>	<ul style="list-style-type: none"> <li>Number of adults working from home</li> <li>Number of trips using motorised transport</li> </ul>	<p>Traffic on major roads 2016 (million vehicle kilometres)<sup>6</sup></p> <ul style="list-style-type: none"> <li>Clackmannanshire: 323</li> <li>East Lothian: 910</li> <li>Edinburgh: 3,088</li> <li>Falkirk: 1,649</li> <li>Fife: 2,982</li> <li>Midlothian: 687</li> <li>Scottish Borders: 1,268</li> <li>West Lothian: 1,840</li> </ul>			<ul style="list-style-type: none"> <li>SHS data</li> <li>SHS Travel Diary</li> </ul>		
<p><b>Environment Objective 3.5 – to increase transport choices, reducing dependency on the private car</b></p>							
<p>Linked to mode share Objective 1.4 Targets for mode share (reduce the negative impacts of congestion in particular to</p>	<ul style="list-style-type: none"> <li>Frequency of driving</li> <li>Proximity to public transport (bus stops and rail stations)</li> </ul>				<ul style="list-style-type: none"> <li>SHS</li> <li>Scottish Transport Statistics</li> </ul>		

<sup>4</sup> <https://www.transportfocus.org.uk/research-publications/publications/bus-passenger-survey/>

<sup>5</sup> <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/chapter-2-bus-and-coach-travel/#Table2.2b>

<sup>6</sup> <https://www.transport.gov.scot/media/41863/scottish-transport-statistics-2017-with-correction-to-table-214.pdf>



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<p>improve journey times reliability for passengers and freight).</p>	<ul style="list-style-type: none"> <li>○ Households living within 6 mins walk time to the nearest stop</li> <li>● Perceptions and use of public transport</li> </ul>				<ul style="list-style-type: none"> <li>● Passenger Focus data</li> </ul>		
<p><b>Safety and Health Objective 4.1 – to improve safety (reducing accidents) and personal security</b></p>							
<p>1. By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and child killed by 50% and seriously injured by 65% from a 2004-2008 base. There is also a target to reduce the slight casualty rate by 10%.</p> <p>2. Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs per trip made (using SHS data for trip making).</p> <p>3. Over the period of the strategy, a five percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%) using Scottish Government</p>	<ul style="list-style-type: none"> <li>● Number of KSI casualties, child, pedestrian and cyclist KSIs</li> <li>● Perception of safety on public transport from SHS</li> </ul>	<p>Number of people killed in road accidents (2016)<sup>7</sup>:</p> <ul style="list-style-type: none"> <li>● Clackmannanshire: 0</li> <li>● East Lothian: 3</li> <li>● Edinburgh: 9</li> <li>● Falkirk: 1</li> <li>● Fife: 10</li> <li>● Midlothian: 8</li> <li>● Scottish Borders: 12</li> <li>● West Lothian: 7</li> </ul> <p>Number of people seriously injured in road accidents (2016):</p> <ul style="list-style-type: none"> <li>● Clackmannanshire: 14</li> <li>● East Lothian: 30</li> <li>● Edinburgh: 168</li> <li>● Falkirk: 51</li> <li>● Fife: 87</li> <li>● Midlothian: 36</li> <li>● Scottish Borders: 69</li> </ul>			<ul style="list-style-type: none"> <li>● Local Authority data</li> <li>● Key reported Road Casualties Scotland – Accidents and Casualties by Police Force Division and Local Authority</li> <li>● Scottish Transport Statistics</li> </ul>		

<sup>7</sup> <https://www.transport.gov.scot/media/40042/sct09170291561.pdf>

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<p>Bus Satisfaction monitoring data (two percentage points after five years).</p>		<ul style="list-style-type: none"> <li>• West Lothian: 42</li> <li>• 370 pedestrians killed (provisional 2017 figure)<sup>8</sup></li> <li>• 171 pedal cyclists killed (provisional 2017 figure)</li> <li>• 2 children killed by transport (provisional 2017 figure)</li> <li>• 152 children seriously injured (provisional 2017 figure)</li> </ul> <p>In 2016, 93% of users agreed with the statement “feel safe/secure on bus during day”, 70% of users agreed with the statement “feel safe/secure on bus during the evening”.<sup>9</sup></p>					
<p><b>Safety and Health Objective 4.2 – to increase the proportion of trips by walk/cycle</b></p>							
<p>Linked to mode share Objective 1.4; in addition, over the period of the strategy, a 5% point increase in walking and cycling mode share for all trips, SEStran wide. Cycling Action Plan for Scotland has a vision of 10%</p>	<ul style="list-style-type: none"> <li>• Number of bikes in households, trips by bike and on foot by purpose from SHS data</li> </ul>				<ul style="list-style-type: none"> <li>• SHS data</li> </ul>		

<sup>8</sup> <https://www.transport.gov.scot/media/42306/sct04185220761.pdf>

<sup>9</sup> <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/chapter-2-bus-and-coach-travel/#Table2.2a>

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of all journeys will be by bike by 2020.							
<b>Safety and Health Objective 4.3 – to meet or better all statutory air quality requirements</b>							
To contribute to meeting the national targets for air quality	<ul style="list-style-type: none"> <li>• Review of the number of AQMAs designated in each Local Authority</li> <li>• Number of sites exceeding National Air Quality Standards/ number of AQMAs in region</li> <li>• Annual increase in traffic</li> <li>• Number of LEZs</li> <li>• Change recorded within LEZs</li> </ul>				<ul style="list-style-type: none"> <li>• SEPA</li> <li>• Local Authority data</li> <li>• FoE data from annual survey</li> </ul>		
<b>Safety and Health Objective 4.4 – to reduce the impacts of transport noise</b>							
No quantitative target							