

Draft Regional Transport Strategy Monitoring

1. INTRODUCTION

- 1.1 SEStran produced a Regional Transport Strategy for the period 2008 to 2028, which was refreshed in 2015. The RTS is an ever-evolving strategy and has a very complex monitoring framework relating to key objectives and targets/actions. In 2015 it was identified that there may need to be a review of monitoring and this paper seeks to discuss the changes needed in the monitoring framework and the document itself.

2. RTS MONITORING FRAMEWORK

- 2.1 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. However, between 2008 and 2017 SEStran has dramatically changed, both in terms of capital funding for project/ infrastructure delivery and corporate processes. Through the review process, key themes were identified; financial costings, a lack of data available at a regional level and outdated targets.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. The full breakdown of the Regional Transport Strategy Analysis is contained in Annex 1.
- 2.2 Previously, 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. Many of the targets in the Regional Transport Strategy were made up by a multi-criterion, rather than breaking the data down into the eight councils of the SEStran region. 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. PROPOSAL

- 3.1 Following completion of the desk based study it is apparent that the monitoring framework for the RTS must be refreshed. SEStran's targets should be SMART (Specific, Measurable, Attainable, Realistic and Time Bound) targets, based on the Economy, Accessibility, the Environment and Health and Safety. The framework needs to be updated so that it can be safeguarded for the future, but this does require changing nearly all of our existing targets so that it is tailored towards how we work today. The proposal of accessible, realistic and usable smart targets allows SEStran to monitor effectively and to determine the level of data we handle.

3.2 The RTS is a statutory document and requires supporting qualitative and quantitative data from our partnership councils. Chief Officers will be aware that previously there was a regular update item on past agendas and it is proposed that this is introduced with an update on significant items at each meeting and a submission once a year of written information on progress on delivering the statutory RTS for inclusion in the SEStran Annual Report. Collective reporting will offer a qualitative approach to monitoring to support some of the key actions in the SEStran Annual Report and demonstrate a partnership approach to delivery of the RTS.

4 FUTURE MONITORING

4.1 In light of the first five years' experience of monitoring of the RTS, changing data availability and in response to government strategies and guidelines, some amendments to the indicators used and the approach to monitoring may be required. For example, future Scottish low emissions strategy performance indicators may need to be reflected in the RTS. However, maintaining the continuity of monitoring is also important, and any adjustments will seek to achieve this. Future changes to the RTS Monitoring Framework will be reported in the SEStran Annual Report.

5. COMMENTS/ SUGGESTED RESPONSE

- 5.1** Chief Officers are invited to agree:
- That the current RTS Monitoring Framework is not best value use of resource nor fit for purpose and as outlined in the current RTS on page 42, Chief Officers are asked to agree to the wholesale re-development of the RTS Monitoring Framework;
 - The continuation of a standing verbal item on each meeting and;
 - To provide written updates on key actions that are seeking to progress the four main objectives of the RTS for inclusion in future SEStran Annual Reports.

Sophie Pugh
Undergraduate Technical Officer
 17th August 2017

Annex 1 – Regional Transport Strategy Monitoring Analysis

Annex 2 – Regional Transport Strategy Monitoring 2017

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.
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Regional Transport Strategy: Monitoring Analysis

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Monitoring Analysis

Economy					
Objective 1 – Maintain and improve labour market accessibility to key business/employment locations.					
Target	Review	Red	Yellow	Green	
Relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.	<i>This objective is made up of multi-criteria targets which are difficult to measure and infer casual link to SEStran actions. No data is available on this and would require purchasing. It could be addressed through modelling but could be resource intensive on a regular basis.</i>				
Objective 2 - Maintain and improve connectivity to the rest of Scotland, the UK and beyond.					
Target	Review	Red	Yellow	Green	
To improve connectivity to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland. SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.	<i>The data for this target is covered at a national level and some questions asked on these issues are going to become biennial. In terms of airport connectivity, consider key operators (and the airport, based on any surveys they have done on passenger origin data).</i>				
Objective 3 - Support other strategies, particularly land-use planning, and economic development.					
Target	Review	Red	Yellow	Green	
Demonstrate progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key Agency in the planning process in relation to Strategic Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.	<i>It is unlikely numerical data will be available for this objective. It is important to keep this kind of outcome and can be described through other evidence e.g.</i> <ul style="list-style-type: none"> ▪ <i>Following up with main partners around some key interventions/interactions we have made with them.</i> ▪ <i>What has our contribution added?</i> ▪ <i>What would have happened had we not contributed?</i> ▪ <i>Do our partners agree with our assessment of events?</i> <i>These kinds of questions can be answered by qualitative (interview/focus group) etc.</i>				
Objective 4 - Reduce the negative impacts of congestion to improve journey time reliability for passengers and freight.					
Target	Review	Red	Yellow	Green	
Reduce car driver share for travel-to-work by six percentage points over the period of the RTS. Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network. From the SHS, reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.	<i>This target is made up of multi-criteria.</i> <ol style="list-style-type: none"> 1. <i>Travel SHS</i> 2. <i>TS data, not proxy.</i> 3. <i>This target is quite specific and difficult to measure, there is the potential to use the national proxy (is this available or needs special request)</i> 				

Accessibility				
Objective 5 - Improve access to employment.				
Target	Review	Red	Yellow	Green
For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average if at least 10% after 15 years).	<i>Need to ask for custom data set of SHS mode share by SIMD e.g. 2008, 2012, 2016 as a proxy. Overtime modal share for 15%.</i>			
Objective 6 - Improve access to health facilities.				
Target	Review	Red	Yellow	Green
Reduce the proportion of zero-car households with poor access (>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).	<i>Ask NHS reps for Patient Travel Surveys.</i>			
Objective 7 - Improve access to other services, such as retailing, leisure and education.				
Target	Review	Red	Yellow	Green
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).	<i>This target requires modelling which we have previously paid Systra to model for us, however it is costly and potentially does not reflect real behaviour as it is modelled results. We should change this indicator to suit the time we are in currently and the future.</i>			
Objective 8 - Make public transport more affordable and socially inclusive				
Target	Review	Red	Yellow	Green
By, or before the end of the RTS, monitor the implementation if all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act 2010. Identify high fare anomalies in the SEStran area by the end of the RTS period, relative to 2007. Seek to influence national policy in relation to procurement of bus services, if necessary to meet other RTS targets.	<ol style="list-style-type: none"> 1. <i>CPT figures</i> 2. <i>Proxy</i> 3. <i>This indicator is not measurable.</i> 			

Environment					
Objective 9- Contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions.					
Target	Review	Red	Yellow	Green	
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.	<i>No data is available at a local level; therefore, the national proxy should be used.</i>				
Objective 10 - Minimise the negative impacts of transport on natural and cultural resources					
Target	Review	Red	Yellow	Green	
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.	<i>There is no data on this and therefore, should become narrative and an EIA process.</i>				
Objective 11 - Promote sustainable travel					
Target	Review	Red	Yellow	Green	
Targets for mode share (Reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight).	<i>Congestion target – can we get annual data on mode share.</i>				
Objective 12 - Reduce the need for travel.					
Target	Review	Red	Yellow	Green	
To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.	<i>Motorised vs Non-motorised – from census</i>				
Objective 13 - Increase transport choices, reducing dependency on the private car.					
Target	Review	Red	Yellow	Green	
Targets for mode share (Reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight).					
Objective 14 - Improve safety (reduce accidents) and personal security					
Target	Review	Red	Yellow	Green	
By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and to cut the number of children killed by 50% and seriously injured by 65% all from a 2004 – 2008 base. There is also a target to reduce the slight casualty rate by 10%. Over the period of the strategy, a 20% reduction (7% after five years) in pedestrians and cyclists killed or seriously injured (KSI) per trip made (using SHS data for trip making). 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 Bus Satisfaction monitoring data (two percentage points after five years).	<i>Again, multi-criteria for this target. Need to work out if this data can be broken down to SEStran from National to the 8 SEStran councils.</i>				
Objective 15 - Increase the proportion of trips by walks/cycle					
Target	Review	Red	Yellow	Green	
Targets for mode share, in addition over the period of the strategy, a 5%-point increase in walking and cycling mode share for all trips, SEStran wide. Cycling	<i>Modal share data from the census</i>				

Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.		Red	Yellow	
Objective 16 - Meet or better all statutory air quality requirements				
Target	Review	Red	Yellow	Green
To meet or better all statutory air quality requirements.	SEPA/LA stats → number of AQMAs designated in 8 councils → FoE data from annual survey.		Yellow	Green



Regional Transport Strategy

UPDATE 2017

Sophie Pugh | SEStran | 15/08/17

Executive Summary

SEStran produced a *Regional Transport Strategy* for the period 2008 to 2028, and in 2015 underwent a thorough update and refresh. However, the nature of the RTS is an ever-evolving strategy and has a very complex monitoring framework for the key objectives and targets/actions. In 2015, it was identified that there may need to be a review of monitoring in the near future and this report sets out the current findings for the strategy and links to the *Monitoring Analysis*.

This report is set out with the following headings; *Economy, Accessibility and Environment*.

The findings for these headings will be shown below, any objectives and targets where there were no or little findings available will be linked to the *Monitoring Analysis* - mentioned above which gives more detail to why this is.

Many of the targets listed below have multi-criterion and only some data will evidence parts of the target rather than all of it. In this case please reference to the '*Regional Transport Strategy Monitoring Analysis 2017*'.

ECONOMY

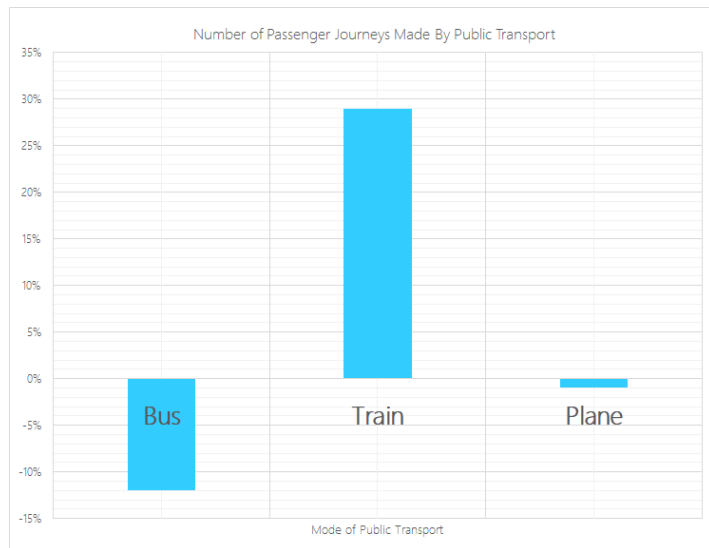
The objective of the RTS are as follows:

- 1. Maintain and improve connectivity to the rest of Scotland, the UK and beyond.**

The target for this objective is *to improve connectivity to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland. SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.*

This objective can be monitored through information provided by Transport Scotland, VisitScotland, Edinburgh Airport Consultative Committee, Virgin Trains, First Scotland East which can be seen below;

Since 2006, (to 2014) the number of passenger journeys made by train have increased by 29% and journeys made by bus and plane have decreased by 12% and 1% respectively.



Edinburgh Airport had the highest number of terminal passengers in 2015. The number of passengers in 2015 has risen by 9% since 2014.

It is also noted that the main methods of transport to Scotland were by car or plane, however, European visitors (56%) and first time visitors (39%) were most likely to fly directly to Scotland, whilst 47% of long haul visitors required a connecting flight. UK trains (16%) and hire cars were also used by long haul visitors to get to Scotland and visitors from the UK tended to use their own car.

Satisfaction of getting around Scotland easily can be measured via a regional visitor survey (from 2015/16):

Local Authority	Satisfaction with Ease of Getting Around	
	Average	Percentage Scored 9 or 10 on the Scale (%)
Edinburgh City	8.1	48
Fife	8.4	55
The Lothians	8.6	56
Stirling, Falkirk & Forth Valley	8.6	57
Scottish Borders	8.7	61

The current Airport Surface Access Strategy is up for renewal. The information provided is from 2016/17:

Bus Services	<i>Services continue to operate well. The 747 Fife Bus is now operating 24/7 and new high specification buses have been introduced on the GlasgowExpress service.</i>
Tram	<i>The tram now operates every 7 minutes throughout the day.</i>
Train	<i>The Edinburgh Gateway Station has now opened and an integrated ticketing system has been introduced between tram and train with connections also available from Edinburgh Park station.</i>
Surface Access Strategy	<i>The public transport mode share for the final quarter of 2015 was 31.6% and the 12 months rolling share mode for 2016 was 30.2%.</i>

Users of local bus services were asked for their views on the bus from the previous month which showed a large improvement from 2010 to 2014. However, there are slight variances in the types of questions asked between the years and the data is at a national level.

Users views on local bus services 2010	
	Agree (%)
Buses are on time	73
Buses are frequent	79
Service runs when I need it	74
Service is stable and isn't regularly changing	80
Buses are clean	75
Buses are comfortable	77
Feels safe on the bus during the day	91
Feels safe on the bus during the evening	59
Simple deciding the type of ticket I need	88
Finding out about routes and times is easy	81
Easy changing from bus to other modes	74
Fares are good value	59

Users views on local bus services 2014	
	Agree (%)
Buses are on time	77.9
Service is stable and not regularly changing	83.4
Buses are clean	78.1
Buses are environmentally friendly	65.5
Feel safe on the bus during the day	94.1
Simple deciding the type of ticket I need	89.4
Finding out about routes and times is easy	85.5
Easy to change buses to other modes	75.1
Fares are good value	60.4
Feel safe on the bus during the evening	69.3

Again, users of local train services were asked for their views on the train from the previous month.

Users views on local train services 2010	
	Agree (%)
Trains are on time	93
Trains are frequent	89
Service runs when I need it	90
Service is stable and isn't regularly changing	86
Trains are clean	88
Trains are comfortable	83
Feels personally safe and secure on the train during the day	98
Feels personally safe and secure on the train during the evening	72
Simple deciding the type of ticket I need	86
Finding out about routes and times is easy	90
Easy changing from train to other forms of transport	81
Fares are good value	58

Users views on local train services 2014	
	Agree (%)
Trains run to timetable	91.2
Train service is stable and not regularly changing	91.2
Trains are clean	90.7
Feel safe/secure on trains during the day	96.6
It is simple to decide what type of ticket I need	87.0
Finding out about routes and times is easy	91.1
Easy to change from trains to other forms of transport	80.3
Train fares are good value	56.7
Feel safe/secure on trains during the evening	80.6

Train and bus operators were asked to comment on what they had achieved towards this target for the region. Their responses can be seen below;

Virgin Trains

Virgin Trains' reputation as the UK's leading long-distance passenger rail operators was put to the test in 2016, which saw the extended closure of the West Coast Main Line at Lamington from New Year's Eve and ambitious targets set for delivering passenger growth on the East coast Anglo-Scottish route. We have more than risen to these challenges: by the end of 2016 we had driven record passenger numbers on both East and West coast routes, outperformed the long-distance sector on customer satisfaction scores, re-established our reputation for innovation with our industry leading entertainment streaming service, BEAM, and invested heavily in customer service basics, including driving up performance, to create the brand identity with all the panache you would expect from a Virgin company, Virgin Trains has once again set the bar for others in the transport sector.

Key achievements include:

- *8% passenger growth between Edinburgh – London, breaking the one million barrier*
- *Record Glasgow – London passenger numbers in latter half of 2016 after Lamington disruption*
- *Launch of 45 additional EC services between Edinburgh and London per week*
- *Best performance on WC since privatization; PPM eight percentage points improved*
- *Major investment in East Coast fleet overhaul and First Class Lounges, extra car parking, bike spaces, redesigned menus and uniforms*
- *Highest customer satisfaction scores among long-distance franchises in NRPS (Autumn 2016)*
- *Rolling out BEAM, our revolutionary onboard entertainment service, on EC and WC routes*

The West and East Coast businesses provide 93% of train services connecting Scotland to London as well as connections to the Northern cities of England. We collectively employ more than a thousand people in Scotland.

We were awarded the East Coast franchise in March 2015. This franchise will see £140m invested into our services to create a more personalized travel experience. This includes a major fleet revamp, smarter stations and exciting new routes.

2018 will see the initial roll out of the first Azuma trains. Once fully introduced, the 65-strong Azuma fleet will provide 12,000 extra seats for a new and expandable timetable, increasing capacity into King's Cross by 28% during peak time and allowing regular Edinburgh – London journeys to be accelerated to around four hours.

Last year saw the first step change in the provision of East Coast services between Edinburgh and London with the addition of 42 additional services per week in May. This was achieved using existing fleet inherited at the start of the franchise by extending eight weekday London trains (four Northbound, four Southbound) that previously started or terminated at Newcastle, and adding two weekend services, in total providing 22,000 additional seats per week. In December, a further three Edinburgh – London services were added on Sunday to meet high levels of demand. This enhanced timetable now provides a half-hourly service through most of the day between the UK and Scottish capitals and has provided capacity for the passenger growth described above as well as growth between Newcastle and Scotland.

2016 was the year of strong investment on the East Coast route with a £140m investment programme frontloaded to ensure the Virgin sparkle was delivered to stations and trains early in the franchise. This includes:

- *A £21m 'total rehaul' of the entire fleet, replacing old upholstery, carpets and toilets with mood lighting, fresh furnishings and executive leather in First Class.*

- A stylistic revamp of the eight First Class Lounges, including Waverly Station
- 500 additional car parking spaces and 400+ cycle spaces across the network
- Free Wi-Fi in Standard
- Booking horizons extended from three to six months
- Bean-to-cup coffee introduced onboard

First Scotland East

We work with several key stakeholders such as Destination Stirling, and other tourist organisations. In addition to this a key ongoing project is our work with Abellio at Croy Station where we have agreed a marketing campaign to include adverts at key stations/bus stops/on buses and social media, to promote both bus and rail travel encouraging modal shift. We also work closely with colleges and universities to promote public transport, not just local, but from greater distances, and an example of this would be our network alterations in May introduced direct travel to the University of Stirling from areas such as; Cumbernauld and Denny.

2. Reduce the negative impacts of congestion to improve journey time reliability for passengers and freight.

The target for this objective is to reduce car driver share for travel-to-work by six percentage points over the period of the RTS. Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network. From the SHS, reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.

This objective can be monitored through information provided by Transport Scotland.

Nationally, the average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

The public were asked what their modal share was to their place of work. (2010 and 2015).

Modal Share to Place of Work 2010	
Walking (%)	13.4
Car or Van (%)	67.3
Driver (%)	61.0
Passenger (%)	6.3
Bicycle (%)	2.3
Bus (%)	10.8
Rail, including underground (%)	3.6
Other (%)	2.7

Modal Share to Place of Work 2015	
Walking (%)	13.6
Car or Van (%)	65.9
Driver (%)	60.3
Passenger (%)	5.6
Bicycle (%)	2.2
Bus (%)	11.2
Rail, including underground (%)	4.4
Other (%)	2.7

The public were asked how traffic congestion effected their travel to work between the period 2007 to 2010 and then compared to the period 2011 to 2015.

Effects of traffic congestion on travel to work journey, 2011 – 2015					
	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
<i>At least once a week</i>	45	35	49	10	37
<i>Less often</i>	22	20	22	9	19
<i>Never</i>	32	45	29	81	44
How much extra time normally allowed for journey to work					
<i>None</i>	25	24	28	34	26
<i>Less than 5 mins</i>	9	13	6	14	9
<i>5 – 10 mins</i>	27	27	26	23	27
<i>11 – 30 mins</i>	31	29	30	17	29
<i>31 – 60 mins</i>	6	5	8	9	7
<i>More than 1 hour</i>	1	2	2	3	2

Effects of traffic congestion on travel to work journey, 2007 – 2010					
	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
<i>At least once a week</i>	39.1	31.7	43.2	7.3	31
<i>Less often</i>	23.2	19.3	21.2	6.8	18.4
<i>Never</i>	37.7	49	35.6	85.9	50.6
How much extra time normally allowed for journey to work					
<i>None</i>	26.2	25	30.3	38.7	27.7
<i>Less than 5 mins</i>	7.8	8.9	6.8	9.2	7.8
<i>5 – 10 mins</i>	26.7	31	23	19.9	25.8
<i>11 – 30 mins</i>	31.5	28.9	29.3	24.4	30.4
<i>31 – 60 mins</i>	6	4.8	7.4	5.9	6.1
<i>More than 1 hour</i>	1.9	1.4	3.1	1.9	2.1

ACCESSIBILITY

3. *Improve access to employment.*

The target for this objective is *for communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average of at least 10% after 15 years).*

This objective can be monitored through information provided by the Transport Scotland.

The public were asked how they normally travel to work (2010 and 2014).

[Travel to work] Employed adults' method of travel to work, 2010.		
	Bus (%)	Other (%)
By Scottish Index of Multiple Deprivation:		
1 (20% most deprived)	55	18
2	66	13
3	69	9
4	73	8
5 (20% least deprived)	71	8
[Travel to work] Employed adults' method of travel to work, 2014.		
	Bus (%)	Other (%)
By Scottish Index of Multiple Deprivation:		
1 (20% most deprived)	59	15
2	64	13
3	71	9
4	74	7
5 (20% least deprived)	67	9

4. *Improve access to health facilities.*

The target for this objective is *to reduce the proportion of zero-car households with poor access (>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).*

This objective can be monitored through information provided by the Transport Scotland.

Households living in rural areas are more likely to have access to a car compared to those living in urban areas in Scotland (around 83% compared to 60% in large urban areas). There is a general trend of increasing car ownership as the level of rurality increases: rural areas also have higher levels of multiple car ownership with 38% of remote rural areas having two or more cars compared to 19% in large urban areas.

Households	Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural	Scotland
No Access to cars (%)	40	30	22	30	12	17	30
At least one (%)	60	70	78	70	88	83	70
One (%)	41	46	43	47	41	45	43
Two or More (%)	19	25	35	23	47	38	27
Base	3,090	3,490	960	620	1,120	1,040	10,330

The public were asked how they normally travel to a doctors' surgery (2010), however there is no data on this question after 2010.

How adults normally travel to a doctors' surgery 2010							
	Walking (%)	Driver Car/Van (%)	Passenger Car/Van (%)	Bicycle (%)	Bus (%)	Rail (inc. U/g) (%)	Other (%)
All people aged 16+	37	41	9	0	10	0	3
Male	36	47	6	1	8	0	2
Female	37	37	11	0	11	0	3
16 – 29	48	27	12	0	12	1	1
30 – 39	44	46	3	1	6	0	1
40 – 49	36	50	5	1	7	0	2
50 – 59	33	50	6	1	8	0	2
60 – 69	31	45	10	0	12	0	2
70 – 79	26	36	17	0	14	0	6
80+	25	27	22	0	15	0	11
Self Employed	25	68	2	2	2	0	0
Employed Full Time	37	52	4	1	6	0	1
Employed Part Time	40	48	4	0	7	0	1
Looking After the Home/Family	43	34	10	0	11	0	2
Permanently Retired from Work	29	37	15	0	13	0	5
Unemployed/Seeking Work	55	21	4	1	15	0	3
In Further/Higher Education	53	20	10	0	16	0	1
Permanently Sick or Disabled	28	22	21	0	18	0	10
1 (20% Most Deprived)	41	25	11	1	18	0	5
2	41	35	8	0	13	0	3
3	34	46	10	0	8	0	2
4	31	52	8	0	6	0	2
5 (20% Least Deprived)	36	49	8	0	5	0	1
Large Urban Areas	43	32	8	1	14	0	3
Other Urban	34	42	10	0	10	0	3
Small Accessible Towns	48	39	6	0	5	0	2
Small Remote Towns	37	45	11	0	4	0	2

Accessible Rural	21	63	11	0	4	0	1
Remote Rural	24	61	9	0	4	0	2

The public were asked how they normally travel to the hospital outpatients (2010), however there is no data for this question after 2010.

How adults normally travel to a hospital outpatients 2010							
	Walking (%)	Driver Car/Van (%)	Passenger Car/Van (%)	Bicycle (%)	Bus (%)	Rail (inc. U/g) (%)	Other (%)
All people aged 16+	9	47	18	0	19	1	6
Male	10	56	12	0	17	0	5
Female	9	39	24	0	20	1	7
16 - 29	15	29	27	0	23	1	4
30 - 39	12	60	9	1	14	1	4
40 - 49	9	61	11	1	14	0	3
50 - 59	8	54	14	0	17	0	6
60 - 69	7	50	17	0	20	1	5
70 - 79	5	34	27	0	24	1	10
80+	3	24	35	0	19	1	18
Self Employed	10	81	4	2	3	0	0
Employed Full Time	11	65	10	0	12	0	2
Employed Part Time	7	59	15	0	15	1	3
Looking After the Home/Family	8	38	25	0	20	1	8
Permanently Retired from Work	5	37	25	0	22	1	10
Unemployed/Seeking Work	23	23	12	1	35	1	4
Permanently Sick or Disabled	5	25	30	0	28	0	12
1 (20% Most Deprived)	10	29	21	0	29	0	10
2	8	42	18	0	23	1	7
3	9	51	20	0	15	0	4
4	9	59	17	0	9	1	4
5 (20% Least Deprived)	9	56	15	0	15	1	3
Large Urban Areas	12	35	17	0	27	1	8
Other Urban	9	48	20	0	18	0	6
Small Accessible Towns	4	53	25	1	13	1	3
Small Remote Towns	21	54	15	1	5	1	3
Accessible Rural	2	72	16	1	7	1	2
Remote Rural	6	62	20	0	5	0	7

5. Make public transport more affordable and socially inclusive

The target for this objective is 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. Identify high fare anomalies in the SEStran area by the end of the RTS period, relative to 2007. Seek to influence national policy in relation to procurement of bus services, if necessary to meet other RTS targets. at relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.

This objective can be monitored through information provided by the Transport Scotland.

The national proxy says that between 2006 and 2014, bus and rail fares have seen steady increases and in 2013 were 14% and 16% higher than in 2006 respectively. Whereas, the car has only risen by 2% in that time.

ENVIRONMENT

6. Contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions.

The target for this objective is *that 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.*

This objective can be monitored through information provided by the Transport Scotland.

The national data for this target shows that in 2014 demand for all road transport stood at 44.8 billion kilometres, as compared to 36.5 billion kilometres in 1995.

7. Promote sustainable travel.

The target for this objective is *reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight.*

This objective can be monitored through information provided by the Transport Scotland.

In 2014, 11.7% of car driver journeys were perceived to have been delayed due to traffic congestion, an increase from 9.7% in 2013, but below 12.7% seen in 2006 and the peak of 14.4% seen in 2007.

The public were asked how they usually travelled to work a year ago, from the period (2007 to 2009) to the period (2011 – 2015).

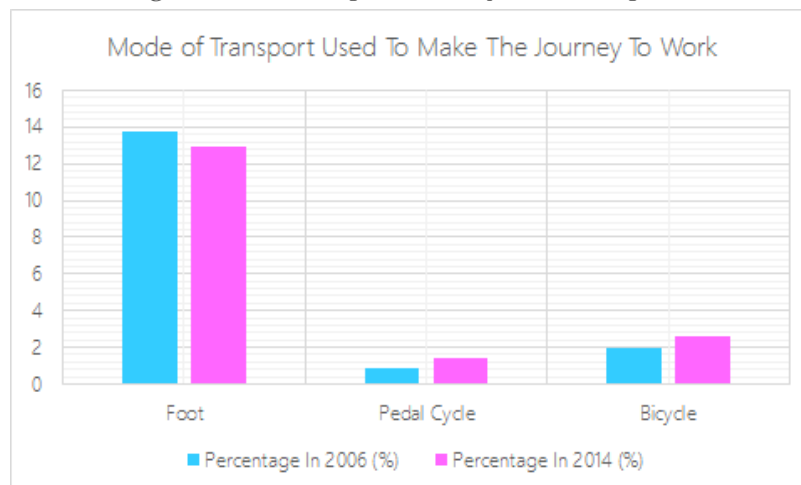
[Travel to work] How random adult usually travelled to work a year ago, (2011-2015)							
	Walking (%)	Driver (%)	Passenger (%)	Bicycle (%)	Bus (%)	Rail (%)	Other (%)
<i>Current Usual Mode</i>							
Walking	87.1	0.9	1.7	3.2	4.4	2.5	1.4
Driver	5.4	97.2	5.5	9.3	4.6	9.2	8.6
Passenger	2.2	0.5	88.6	0.3	2.6	0.8	0.9
Bicycle	0.8	0.2	0.5	83.3	0.8	1	0.3
Bus	2.9	0.5	1.9	2.2	85.7	2.9	1.7
Rail	0.6	0.5	0.8	0.6	1.4	82.9	1.9
Other	1	0.3	1.1	1	0.4	0.8	85.3
[Travel to work] How random adult usually travelled to work a year ago, (2007-2009)							
	Walking (%)	Driver (%)	Passenger (%)	Bicycle (%)	Bus (%)	Rail (%)	Other (%)
<i>Current Usual Mode</i>							
Walking	85	1	3	2	3	3	6
Driver	6	96	9	10	8	10	14
Passenger	2	1	83	0	4	1	5
Bicycle	1	0	1	85	0	1	3
Bus	4	1	4	2	84	4	3
Rail	1	0	0	1	1	82	1
Other	0	1	1	1	0	1	68

8. Reduce the need to travel.

The target for this objective is to stabilize and reduce the number of trips per person per year made using motorized modes, by 5% over the period of the RTS.

This objective can be monitored through information provided by the Transport Scotland.

The proportion of journeys to work made on foot, by pedal cycle, and bicycle in 2006; 13.8%, 0.9%, 2% respectively and in 2014; 12.9%, 1.4%, 2.6% respectively.



Pedal cycle traffic

(vehicle-kilometres) in 2006, was 260 million and in 2014 it was 339 million for the whole of Scotland.

9. Increase transport choices, reducing dependency on the private car.

The target for this objective is to *reduce the negative impacts of congestion in particular, to improve journey time reliability for passengers and freight.*

This objective can be monitored through information provided by the Transport Scotland and VisitScotland.

Response to 'how often have you used your local bus service in the past month, if at all?' were that, 31% of adults used the bus at least once a week and 54% had not used it in the past month. However, this is only a national figure.

The proportion of those travelling to work by public and private transport has remained static. The average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

Adults living in urban areas were more satisfied with the quality of the three public services; local health service, school and public transport than those in small towns and rural areas – mainly due to greater satisfaction with public transport. The proportion of people that are very satisfied by public transport has remained at 23%. There were 407 million bus journeys made in Scotland in 2015/2016, a reduction from 414 million in 2014/2015.



In 2015, 93.2 million passengers were carried by ScotRail, an increase of 0.6% from 92.7 million in 2017, and an increase of 19% over the last five years.

9% of the population (16+) reported using the train at least once a week in 2015 and 70% had not used the train in the last month – a reduction from 80% in 2005.

The proportion of people who reported that they had not used the train in the last month had increased with age (61% of those aged 16 – 19 had not used the train in the last month, compared to 92% of those aged 80+).

10. Improve Safety (reduce accidents and personal security).

The target for this objective is by 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and to cut the number of children killed by 50% and seriously injured by 65% all from a 2004 – 2008 base. There is also a target to reduce the slight casualty rate by 10%. Over the period of the strategy, a 20% reduction (7% after five years) in pedestrians and cyclists killed or seriously injured (KSI) per trip made (using SHS data for trip making). 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 Bus Satisfaction monitoring data (two percentage points after five years).

This objective can be monitored through information provided by the Transport Scotland.

Users Views on Local Bus Service 2014	
	Agree (%)
Feel safe/secure on the bus during the day	94.1
Feel safe/secure on bus during the evening	69.3

Users Views on Local Bus Service 2010	
	Agree (%)
Feel safe/secure on the bus during the day	91
Feel safe/secure on bus during the evening	59

11. Increase the proportion of trips by walks/cycle.

The target for this objective is a target for mode share, 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% of all journeys will be by bike by 2020.

This objective can be monitored through information provided by the Transport Scotland.

Modal Share of All Journeys (%)		
	2010	2015
Walking	22.0	21.6
Driver Car/Van	51.0	49.7
Passenger Car/Van	13.3	13.3
Bicycle	0.9	1.2
Bus	8.6	9.5
Taxi/Minicab	1.4	1.3
Rail	1.9	1.7
Other	1.0	0.6

12. Meet or better all statutory air quality requirements.

The target for this objective is *to meet or better all statutory air quality requirements.*

This objective can be monitored through information provided by the Friends of the Earth.

A report from the Friends of the Earth report in January found that Scotland's most polluted streets breached the European limit for levels of nitrogen dioxide. Some of the most polluted streets in the SEStran region were, St. John's Road in Edinburgh at 49 micrograms per cubic metre and Queensferry Road also in Edinburgh at 42 micrograms per cubic metre. The European Ambient Air Quality directive limits nitrogen dioxide to 40 micrograms per cubic metre.

Throughout the SEStran region;

Falkirk had four pollution zones, where the most polluted was West Bridge Street.

Fife had two pollution zones, where the most polluted was Appin Crescent in Dunfermline.

East Lothian had one pollution zone, where the most polluted was High St in Musselburgh.

Edinburgh had six pollution zones, where the most polluted was St. John's Road.

West Lothian had three pollution zones, where the most polluted was Linlithgow High Street.

There were five new pollution zones identified in 2016 of those; Salamander Street in Edinburgh, in Linlithgow and Newton in West Lothian.

Out of the seven most polluted streets for particulate matter the ones below were in the SEStran region;

- Queensferry Road in Edinburgh at 20 microgrammes per cubic metre.*
- Salamander Street in Edinburgh at 20 microgrammes per cubic metre.*
- West Bridge Street in Falkirk at 19 microgrammes per cubic metre.*
- Glasgow Road in Edinburgh at 18 microgrammes per cubic metre.*

NB: the Scottish Air Quality objective is 18 microgrammes per cubic metre.

PLEASE REFER TO THE MONITORING ANALYSIS DOCUMENT

1. Maintain and improve labour market accessibility to key business/employment locations.

The target for this objective is *that relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.*

2. Support other strategies, particularly land-use planning, and economic development.

The target for this objective is *to demonstrate progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key Agency in the planning process in relation to Strategic Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.*

3. Improve access to other services, such as retailing, leisure and education.

The target for this objective is *to 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).*

4. Minimise the negative impacts of transport on natural and cultural resources.

The target for this objective is *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.*

5. Meet or better all statutory air quality requirements.

The target for this objective is *to meet or better all statutory air quality requirements.*