

Regional Transport Strategy Monitoring

1. Introduction

- 1.1 At the previous Chief Officers Liaison Group Meeting on the 23rd of August, SEStran Officers presented a paper on the proposed future monitoring of the Regional Transport Strategy (RTS).
- 1.2 SEStran Chief Officers agreed that the current RTS Monitoring Framework was not best value use of resource nor fit for purpose. Chief Officers had previously agreed that there should be a wholesale re-development of the RTS Monitoring Framework, and that there should be a standing verbal item 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.
- 1.3 SEStran Officers presented a proposed updated framework that would allow monitoring activities to be more relevant and potentially achievable in the future. Proposed changes were to be more applicable to how SEStran and its Partner Authorities operate today. Within the proposal, Officers demonstrated that 'smart' targets would allow SEStran and its Partners to monitor effectively, using more readily available data.

2. Future Monitoring

- 2.2 It was agreed that future RTS monitoring would require supporting qualitative and quantitative data from each partner authority. Previously, this included a regular update item on past agendas and it was agreed 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.
- 2.3 Members agreed that 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 the delivery of the RTS.

3. Next Steps

- 3.1 At the last Chief Officers Meeting, it was agreed that partners were to provide feedback on the proposed new monitoring framework. Based on this, SEStran officers now submit the attached table for approval.
- 3.2 It is proposed that the RTS monitoring continues to be a regular item at each Chief Officers Liaison Group meeting.

4. Recommendations

- 4.1 Chief Officers are invited to approve the RTS monitoring framework and;
- 4.2 Chief Officers are invited to supply the appropriate data on agreed performance indicators.

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

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

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		<ul style="list-style-type: none"> Rest of world: 263,856 <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 2015-16.²</p>					
Economy objective 1.3 – to support other strategies, particularly land-use planning, and economic development							
Demonstrable progress in collaborative working between SEStran, planning authorities, economic development agencies and other appropriate stakeholders.	This will be revisited following the NTS2 Review.						
Economy Objective 1.4 – to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight							
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"> Car availability (car owning households) Delays to bus services Reduce proportion of car driver journeys which are reportedly affected by congestion between 0700 and 0900. Reduce routine freight journey times 	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. ³			<ul style="list-style-type: none"> SHS Travel Diary Scottish Transport Statistics (Transport Scotland) Bus companies/ Traveline Logistics and Freight Forum 		

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

³ <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"> • Forth Bridge approaches • Kincardine Bridge approaches • A8/M8 – Ballieston to Hermiston Gait • M9 – from M8 junc at Claylands to M9 Spur • A1 – Macmerry to junction with A720 • A720 City Bypass 				<ul style="list-style-type: none"> • Freight companies • Liftshare data 		
Accessibility Objective 2.1 – to improve access to health facilities							
<p>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).</p>	<ul style="list-style-type: none"> • Frequency of using car to visit GPs • % within 20 mins of a primary health care facility by public transport • % of non-car owning households who have no public transport access or cannot access any hospital within 60 mins public transport journey • % 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"> ○ BGH 				<ul style="list-style-type: none"> • Patient travel surveys • Staff travel surveys • Community transport providers • Census Data • SHS data • Equalities & Access to Healthcare Forum • Lowest 10/15/20% of SIMD health data zones 		

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	<ul style="list-style-type: none"> ○ Dunfermline Queen Margaret ○ Victoria Hospital ○ Ed. Western General ○ Royal Hospital for Sick Children ○ ERI ○ St John's Hospital ○ Forth Valley Royal Hospital ○ Dundee Ninewells ○ Perth Royal Infirmary ○ Dumfries & Galloway Infirmary 						
Accessibility Objective 2.2 – to improve access to other services, such as retailing, leisure and education							
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"> • Census data • Scottish Transport Statistics • SHS 		
Accessibility Objective 2.3 – to make public transport more affordable and socially inclusive							

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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 & awareness of the Thistle Assistance Card</p>	<ul style="list-style-type: none"> • DDA Compliant routes • Perception of bus fares at good value • Distribution of the Thistle Card 	<p>In 2017, 1,865 Thistle Assistance Cards were distributed.</p>			<ul style="list-style-type: none"> • CPT, Passenger Focus data • Bus registration data • SHS 		
<p>Environment Objective 3.1 – to contribute to the achievement of the UK’s national targets and obligations on greenhouse gas emissions</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"> • Change in traffic levels • Change in petrol and diesel consumption • % increase in ULEVs and EVs 				<ul style="list-style-type: none"> • Passenger Focus data • SHS data • Scottish Transport Statistics • DVLA 		
<p>Environment Objective 3.2 – to minimise the negative impacts of transport</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>Environment Objective 3.3 – to promote more sustainable travel</p>							

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<p>Aim to increase mode share of sustainable modes</p>	<ul style="list-style-type: none"> Expand Go e-bike project and monitor use Usual method of travel from SHS Travel Diary Number of car club members Number of Tripshare journeys Rail station use Bus patronage data 	<p>Transport Focus (2017):</p> <ul style="list-style-type: none"> First Scotland East: 89% very/fairly satisfied with the bus journey / Stagecoach East Scotland 91%.⁴ 160 million bus passenger journeys 2016-17⁵ <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"> Bike Plus data Scottish Transport Statistics SHS Data Car Club stats Liftshare data Network Rail 		
<p>Environment Objective 3.4 – to reduce the need to travel</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"> Number of adults working from home Number of trips using motorised transport 	<p>Traffic on major roads 2016 (million vehicle kilometres)⁶</p> <ul style="list-style-type: none"> Clackmannanshire: 323 East Lothian: 910 Edinburgh: 3,088 Falkirk: 1,649 Fife: 2,982 Midlothian: 687 Scottish Borders: 1,268 West Lothian: 1,840 			<ul style="list-style-type: none"> SHS data SHS Travel Diary 		
<p>Environment Objective 3.5 – to increase transport choices, reducing dependency on the private car</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"> Frequency of driving Proximity to public transport (bus stops and rail stations) 				<ul style="list-style-type: none"> SHS Scottish Transport Statistics 		

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

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

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

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improve journey times reliability for passengers and freight).	<ul style="list-style-type: none"> ○ Households living within 6 mins walk time to the nearest stop ● Perceptions and use of public transport 				<ul style="list-style-type: none"> ● Passenger Focus data 		
Safety and Health Objective 4.1 – to improve safety (reducing accidents) and personal security							
<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"> ● Number of KSI casualties, child, pedestrian and cyclist KSIs ● Perception of safety on public transport from SHS 	<p>Number of people killed in road accidents (2016)⁷:</p> <ul style="list-style-type: none"> ● Clackmannanshire: 0 ● East Lothian: 3 ● Edinburgh: 9 ● Falkirk: 1 ● Fife: 10 ● Midlothian: 8 ● Scottish Borders: 12 ● West Lothian: 7 <p>Number of people seriously injured in road accidents (2016):</p> <ul style="list-style-type: none"> ● Clackmannanshire: 14 ● East Lothian: 30 ● Edinburgh: 168 ● Falkirk: 51 ● Fife: 87 ● Midlothian: 36 ● Scottish Borders: 69 			<ul style="list-style-type: none"> ● Local Authority data ● Key reported Road Casualties Scotland – Accidents and Casualties by Police Force Division and Local Authority ● Scottish Transport Statistics 		

⁷ <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"> • West Lothian: 42 • 370 pedestrians killed (provisional 2017 figure)⁸ • 171 pedal cyclists killed (provisional 2017 figure) • 2 children killed by transport (provisional 2017 figure) • 152 children seriously injured (provisional 2017 figure) <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”.⁹</p>					
<p>Safety and Health Objective 4.2 – to increase the proportion of trips by walk/cycle</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"> • Number of bikes in households, trips by bike and on foot by purpose from SHS data 				<ul style="list-style-type: none"> • SHS data 		

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

⁹ <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.							
Safety and Health Objective 4.3 – to meet or better all statutory air quality requirements							
To contribute to meeting the national targets for air quality	<ul style="list-style-type: none"> • Review of the number of AQMAs designated in each Local Authority • Number of sites exceeding National Air Quality Standards/ number of AQMAs in region • Annual increase in traffic • Number of LEZs • Change recorded within LEZs 				<ul style="list-style-type: none"> • SEPA • Local Authority data • FoE data from annual survey 		
Safety and Health Objective 4.4 – to reduce the impacts of transport noise							
No quantitative target							