

People and Place Monitoring and Evaluation Update

1 INTRODUCTION

- 1.1 The purpose of this paper is to provide the Board with a brief update on progress with monitoring and evaluation (M&E) for the People and Place Programme following the presentation to the last Board meeting, and to present a copy of the final 2024/25 evaluation report

2 2024/25 PEOPLE AND PLACE EVALUATION

- 2.1 Following the presentation to the Board at its meeting on 20 June, a final 2024/25 programme evaluation was submitted to Transport Scotland in line with their requirements. This report has subsequently been produced in a public version that can be viewed here: <https://sestran.gov.uk/wp-content/uploads/2025/09/DIGITAL-GoSESTRAN-Evaluation-v1.2.pdf>
- 2.2 As discussed in the presentation, the report demonstrates clear evidence of progress in 2024/25 on 5 of the 6 key indicators, with insufficient evidence to show progress on the final indicator. The report includes a series of recommendations to improve the programme M&E for 2025/26 (see below)

3. 2025/26 PEOPLE AND PLACE EVALUATION

- 3.1 Significant work has already begun on M&E for 2025/26. A key part of this has been the production of more detailed guidance for projects, that can be tailored by project type, to ensure consistent and high quality data collection. This goes significantly further than the existing Transport Scotland guidance, and will underpin the 2025/26 programme evaluation.
- 3.2 As part of the 2024/25 evaluation, a series of recommendations were produced. The following table shows current progress and plans against these:

Recommendation	Priority	Current Progress/Plans
Standardise data collection tools and templates	Must do	This has been achieved through the creation of the standard project monitoring guidance which has now been distributed
Introduce outcomes and indicators to measure capacity and capability	Must do	This is part of the brief for consultant support for 2025/26
Require EDI and follow-up data collection	Should do	This has been achieved through the creation of the standard project monitoring guidance which has now been distributed. Evaluation of this is

		included in the brief for consultant support for 2025/26
Improve data quality through training and support	Should do	This is part of the brief for consultant support for 2025/26
Implement a change control and data audit trail	Should do	This has been fully implemented
Develop case studies (testimonials)	Should do	A standard template for this has been created and distributed as part of the wider communications support package
Introduce a centralised digital reporting portal	Could do	A tender exercise for this has recently been completed, with the aim of rolling out for 2026/27
Expand indicator coverage to capture wider impacts	Could do	This has been achieved through the creation of the standard project monitoring guidance which has now been distributed.
Facilitate peer learning and data sharing	Could do	An ongoing series of events is planned to support this. 3 subregional workshops are planned for October, along with more themed workshops for Q4. A local authority delivery group is also proposed to be trialled in Q3.
Value for Money comparison	Could do	In the absence of national guidance, this is not being taken forward at this time, however collection of data that will support this in the future is part of the brief for consultant support for 2025/26

4 RECOMMENDATIONS

4.1 The Partnership Board is asked to note the content of this report

Michael Melton
Programme Manager
 26th September 2025

Policy Implications	The People and Place Plan aligns with the objectives of the RTS and therefore will help deliver on SEStran's policy objectives.
Financial Implications	All costs are within the grant award from Transport Scotland, so there is no financial impact on the SEStran core budget. Funding agreements are in place for each grant to ensure funds are appropriately managed.
Equalities Implications	In supporting people to travel actively, the grants should have a positive impact on equalities. Specific elements of the grants have been designed to further support the accessibility of active travel, including a focus on the provision of adaptive bikes and a programme focused on physical barrier removal on pavements. An EqlA has been undertaken on the People and Place Delivery Plan and recommendations from this will be incorporated where possible.
Climate Change Implications	In promoting behaviour change from private cars to active travel, the grants will support the transition to net zero.