

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**25 SEPTEMBER 2018****RTS MONITORING FRAMEWORK: 2018 PROGRESS REPORT****REPORT BY SENIOR STRATEGY OFFICER**

This report asks the Partnership to approve further amendments to the RTS Monitoring Framework and to note progress against the indicators included in a refreshed Regional Transport Strategy Monitoring Framework.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) approves amendments to the RTS Monitoring Framework as set out in paragraphs 3.6 - 3.11 of this report;
- (ii) notes the report on progress against the refreshed Regional Transport Strategy Monitoring Framework as presented in the report and Appendix A; and
- (iii) endorses further consideration, in association with appropriate partners, be given to promoting the collection of information which measures the ability and confidence of people with mobility difficulties to undertake the whole journey.

2 BACKGROUND

- 2.1 At its meeting on 23 June 2009 the Partnership approved the Regional Transport Strategy (RTS) Monitoring Framework and Indicators (Report RTP/09/27 refers).
- 2.2 A Refresh of the Regional Transport Strategy (RTS) was approved by the Minister for Transport and Islands in July 2015 (Report RTP/15/29 refers). At its meeting of 13 September 2016 the Partnership approved an updated RTS Monitoring Framework (Report RTP/16/26 refers). In doing so the Partnership agreed that the Monitoring Framework should be kept under ongoing review and be updated to take account of further developments in relevant policy and delivery frameworks, including Community Planning as a result of the Community Empowerment (Scotland) Act 2015.
- 2.3 At its meeting of 26 June 2018 the Partnership approved the refreshed Regional Transport Strategy Monitoring Framework and agreed to receive a report on progress against the refreshed RTS Monitoring Framework at the next Partnership meeting on 25 September.

3 DISCUSSION

3.1 The purpose of the RTS Monitoring Framework is to identify and track outcome indicators which help inform:

- The extent to which the RTS objectives are being achieved
- The extent to which the RTS Delivery Plan, and other programmes, are achieving their intended outcomes
- Whether the assumptions behind the RTS objectives remain relevant

3.2 In doing so, the RTS Monitoring Framework provides an evidence base for the Partnership and its partners to make informed policy and investment decisions.

Refresh of the Monitoring Framework

3.3 In reviewing the Framework consideration was given to:

- Monitoring RTS objectives and sub-objectives
- Aligning the framework with, and therefore its ability to inform, relevant partner plans, in particular the recently adopted Local Outcomes Improvement Plans (LOIPs)
- Availability of existing sources of data
- Identification of gaps in the existing framework

3.4 The intended result is a suite of indicators and supporting information which enables an understanding of trends, influences and risks against which progress on achievement of RTS objectives by all relevant stakeholders and partners can be measured, and which can also better support and inform relevant aspects of other strategies and plans, including LOIPs.

3.5 At its meeting of 26 June 2018 the Partnership approved the indicators to be used in the refreshed Monitoring Framework. However, since that meeting, three further amendments are proposed.

3.6 Firstly, it has been noted that an error occurred in omitting an indicator that covered walking and cycling to school. It is therefore recommended that the indicator 'H4 Proportion of children taking active travel modes to school' be included.

3.7 Secondly, it is considered that the 'labour market catchment' indicator, would better reflect RTS objectives (specifically sub-objective '2a improving access to employment') and inclusive growth principles if it measured the ability of people to access a range of jobs (i.e. sites) by public transport, rather than (as the existing indicator does) the number of people that can access any one employment site by public transport. It is therefore proposed that this indicator be renamed 'A1 Proportion of working age population, with and without cars, more than 30/60mins of employment centres by public transport' (As requested at the Partnership meeting of 26 June 2018, this access to

employment information now also reflects access by the older labour market catchment i.e. over 65s).

- 3.8 Thirdly, it is proposed that 'Annual traffic (major and minor roads)' is adopted as indicator Ec1, rather than as supporting information as previously agreed. This is in recognition of it being a good indicator of the amount of 'travel' across the region.
- 3.9 The Partnership at its meeting of 26 June 2018 also noted that further consideration be given to developing indicators relating to RTS sub-objectives:
- 2e: Improving the accessibility and inclusivity of the transport system
 - 3b: Promoting a transport system that respects both the natural and the built environment
- 3.10 In relation to 2e: Improving the accessibility and inclusivity of the transport system, it is recommended that:
- The framework includes information which highlights the proportion of people who may have mobility difficulties, as well as an indicator, 'A10 Access facilities at rail stations', which evidences the status of strategic transport infrastructure in terms of enabling access for all.
 - Further consideration, in association with appropriate partners, be given to promoting the collection of information which measures the ability (existence of appropriate facilities) and confidence (awareness of facilities / perception of safety and security etc.) of people with mobility difficulties to undertake the whole journey.
- 3.11 In relation to 3b: Promoting a transport system that respects both the natural and the built environment, while processes exist to help ensure this happens, it is difficult to identify an indicator that measures the extent to which infrastructure respects the natural and built environment. For example, major infrastructure schemes will be required to undertake Environmental Impact Assessments which will appropriately consider the impact on the natural and built environment, however for smaller schemes where planning permissions are not required, such considerations are subject to the priorities of the specific design process. It is considered that sensitive natural and built sites be identified (via each Council's Local Development Plan), which will assist the Partnership in identifying whether potential infrastructure may have an impact on protected sites.

Progress against the refreshed Regional Transport Strategy Monitoring Framework

3.12 Table 1 summarises the headlines from the progress report:

Table 1: Headlines from RTS Monitoring Framework 2018 Progress Report	
RTS Indicator	Progress / Summary
Ec1 Traffic on major and minor roads	There was a small dip in traffic growth between 2010 and 2013 in Perth and Stirling, with traffic growth in Angus & Dundee appearing to be on a slight increase
Ec2 Numbers entering/leaving the region's stations	Significant increases in usage across region between 2009/10 and 2015/16. Small decrease in 2016/17
Ec3 Proportion of congested journeys	Perceived decreases by residents in all areas except Dundee
Ec4 (i) Journey time and (ii) service frequency between key locations by (a) rail (b) coach (c) air (d) car	Number of rail services and direct routes continue to increase (inc to Aberdeen and Edinburgh airports)
	Rail journey times to key destinations tend to be faster than by car (except between Perth and Edinburgh)
	Number of passenger services from Dundee Airport have declined
A1 Proportion of working age population within 30/60mins of employment centres by public transport	Across the region, 11.3% of the working age population (approx.6527) without access to a car have access to a limited number of employment centres (1 or 2 centres) within 60mins by public transport. In addition, 6.6% (approx. 3,810) of working age residents without access to a car do not have access to any employment centre by public transport.
A2 Proportion of population and non-car owning households within 30mins of a primary health care facility	91% of the population are within 30mins by walk/bus from the nearest GP However, between 10% (Angus/Stirling) and 13% (Perth & Kinross) of the population have no access by public transport to a GP. This amounts to approximately 40,428 people across the region, of which 1,382 live in households without access to a car
A3 Proportion of population and non-car owning households within 30mins drive time of A&E	Over half (52.4%) of the Angus population (approx. 60,780 people) are over 30mins drive time from an A&E unit. This includes 56.6% of the over 65s that do not have access to a car (approx. 3636people)
A4 Proportion of 16-24 year olds and total population more than one hour from a Further Education college by public transport	Across the region, 8.3% (approx. 5,243) of 16-24 yr olds are not able to access further education by public transport. A further 4.9% (approx. 3,100) over 60mins away by public transport. In Perth & Kinross 15.1% (approx. 2,173) of 16-24yr olds cannot access further education by public transport.
A5 Proportion of all/non-car owning households more than 30/60mins from retail facilities by public transport	8.2% of the population (41,172) are not able to access a local shopping centre (containing a small supermarket and a post office), whilst 90.4% of the population are within 30mins by public transport 67.9 % of the population are within 30minutes of a regional shopping centre by public transport, whilst 3.2% (15,836) are over 60mins by public transport.

Table 1: Headlines from RTS Monitoring Framework 2018 Progress Report	
RTS Indicator	Progress / Summary
A6 Proportion of all/non-car owning households more than 30/60mins from recreation and leisure facilities	Between 10% (Angus/Stirling) and 13% (Perth & Kinross) of the population have no access by public transport to a leisure centre. 1.4% of households without access to a car, have no access to a leisure centre by public transport (approximately 1395 people across the region)
A7 Share of lowest 5/10/15% SIMD access deprived data zones	With the exception of Dundee, there is a significant element of each of the 3 remaining council areas that are amongst the most access deprived areas in Scotland. For example, 17% of Stirling, 20% of Angus and 21% of Perth & Kinross datazones are within the 10% most access deprived areas across Scotland.
A8 Bus frequency on strategic routes	The RTS target for a minimum level of bus service between the main centres is being maintained
A9 Adults (16+) - use of local bus services, and train services in the previous month	A slight decline in people who used the bus at least once a month across the region, with, as would be expected more frequent use of buses by Dundee residents. Perhaps an increase in those who used rail at least once a month up to 2014, with a slight decline since
A10 Access facilities at stations	While the level of facilities are improving, only the major stations could be considered fully accessible for people with mobility difficulties
En1 Transport related CO2 emissions	Transport related CO2 emissions dipped between 2008-2016, but now appear to be on rise, except in Dundee
En2 Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle	SHS data suggests that modal share has remained reasonably static between 2006-2017
H1 Air quality – NO2 and PM10 measurements	While there appears to be a slight improvement at monitored sites, there remain incidences above air quality thresholds
H2 Electric vehicle registrations	Number of electric vehicles increasing
H3 Adults (16+) - frequency of walking in previous 7 days	The frequency of walking at least once a week as a mode of travel has declined across Tactran, compared to an increase across Scotland
H4 Proportion of children taking active travel modes to school	Active travel to school is increasing if you include park and stride as 'active travel'
S1 Number of (a) persons (b) children killed or seriously injured in road accidents	Numbers killed or seriously injured continue to decline at a faster rate than the national milestone targets
S2 How safe adults feel when travelling by bus	Improved perception of safety in Dundee and Perth & Kinross and a deterioration in Angus and Stirling
S3 Perceptions of safety when walking alone in the neighbourhood	The majority of people feel safe walking in their neighbourhood, with the perception of safety appearing to be improving in most areas, except Stirling
I1 Transport hubs with integration facilities	The level of interchange facilities at interchange sites across the area is mixed
I2 Compatibility of SDP, LDPs and National Park Plans with RTS objectives	Good compatibility
I3 Compatibility of RTS objectives with relevant national, regional, local strategies and policies	Good compatibility

3.13 Appendix A presents the RTS Monitoring Framework 2018 Progress Report.

Informing Future Work Priorities

3.14 The outcomes of the RTS 2018 Monitoring Report and RTS Delivery Plan 2018 Progress Report will be taken account of and considered when setting priorities for the 2019/20 Revenue Budget and Programme.

4 CONSULTATIONS

4.1 This proposed RTS Monitoring Framework has been developed in consultation with the Transportation Officers Liaison Group and Public Transport Officers Liaison Group.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

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

Jonathan Padmore
Senior Strategy Officer

Report prepared by Jonathan Padmore and Niall Moran. For further information e-mail jonathanpadmore@tactran.gov.uk / tel. 01738 475774 or niallmoran@tactran.gov.uk / tel. 01738 475772.

NOTE

The following 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 the above Report.

Report to Partnership RTP/09/27 Regional Transport Strategy Monitoring Framework
23 June 2009

Report to Partnership RTP/15/29 Finalised RTS Refresh 2015-2036, 15 September
2015

Report to Partnership RTP/16/19 Review of RTS Delivery Plan, 14 June 2016

Report to Partnership RTP/16/26 Review of RTS Monitoring Framework, 13
September 2016

Report to Executive Committee RTP/17/11 Public Sector Equality Duties Reporting
2017, 13 April 2017

Report to Partnership RTP/18/20 Review of RTS Monitoring Framework 26 June
2018