

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****18 JUNE 2019****RTS MONITORING UPDATE****REPORT BY SENIOR STRATEGY OFFICER**

This report provides an update to the Partnership on the monitoring the outcomes and outputs of the Regional Transport Strategy.

**1 RECOMMENDATIONS****1.1 That the Partnership:-**

- (i) notes the 'RTS Delivery Plan: 2018/19 Summary' report;
- (ii) notes the proposed process for enhancing mode share monitoring;
- (iii) notes the proposal to consider target development with the constituent Councils; and
- (iv) notes the outstanding work required on accessibility monitoring.

**2 BACKGROUND**

- 2.1 A RTS Delivery Plan 2018 Progress Report was presented to the Partnership on 26 June 2018 (Report RTP/18/21 refers). The Partnership agreed to receive a further review of the RTS Delivery Plan following the outcomes of the National Transport Strategy Review and requested that the Director consider a simplified annual RTS Delivery Plan progress report for June 2019.
- 2.2 At the Partnership meeting of 18 December 2018, T Craggs asked if targets were available for Liftshare projects to show they are being successful and was advised a monitoring framework is being developed to help measure the success of modal shift initiatives which will be presented to a future meeting.
- 2.3 At the same Partnership meeting B Benson asked for further information on the Modal Share Monitoring project and was advised there is a significant amount of information available that is currently gathered and that further information sources are being identified, with the modal share cordon counts forming part of this process. B Benson suggested holding a development session to enable more time for discussion.
- 2.4 In considering the RTS Monitoring Framework: 2018 Progress Report (Report RTP/18/31 refers) the Partnership agreed to endorse 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.

### **3 DISCUSSION**

#### RTS Delivery Plan: 2018/19 Summary

3.1 To complement the comprehensive progress reviews of the RTS Delivery Plan, a RTS Delivery Plan: 2018/19 Annual Summary has been prepared and is detailed in Appendix A. The report highlights those projects:

- Where there has been significant change over the previous year
- Those projects which are behind schedule

3.2 Key messages from the 'RTS Delivery Plan: 2018/19 Annual Summary' include:

Completion of:

- SC1.2 Edinburgh Glasgow Improvement Programme (EGIP)
- SC7.1 Shaping Perth's Transport Future - Phase 1 Crieff Road improvements

Progress against:

- SC1.1 Electrification of strategic rail network
- AT3.15 (Investigate) Regional Walking and Cycling Route: Montrose - Dunkeld (via Brechin, Forfar, Kirriemuir, Alyth, Blairgowrie)
- AT3.22 (Investigate) Regional Walking and Cycling Routes: Stirling – Denny – Larbert
- PR3.1 (Investigate) Strategic Park & Ride facility at Bannockburn, Stirling / R5.6 Investigate whether a relocated Bridge of Allan Station support LTS objectives
- R1.1 Tay Estuary Rail Service from Arbroath to Glasgow
- R5.5 (Investigate) New Rail Station at Bridge of Earn
- F6.1 Highland Spring Rail Access at Blackford

3.3 It is intended that a RTS Delivery Plan: Annual Summary will be produced in the years between each comprehensive RTS Delivery Plan review. The Partnership agreed to undertake the next comprehensive review of the RTS Delivery Plan following the outcomes of the National Transport Strategy Review.

## Modal Share Monitoring

- 3.4 The achievement of a mode shift is at the heart of Tactran's work. To inform future work programmes information required is:
- Whether interventions are delivering a modal shift?
  - Which measures are most effective? Monitoring information along with other work (such as feasibility studies etc) helps us understand this
- 3.5 However, modal share monitoring data is limited and the wider set of data that informs understanding of whether interventions are effective (or what influences their effectiveness) is not often collated at a level which informs RTS/LTS programmes.
- 3.6 Officers have been undertaking work with partners to understand:
- What data exists (outcome data as well as the output and socio-demographic data which may inform the outcomes)
  - What geographic level these data sets exist at (e.g. Council wide; settlement level; campus level; corridor level)
- 3.7 This mapping of data helps understand where we can get the fullest picture to determine the impact of interventions in the region as well as highlighting gaps in the information available.
- 3.8 An initial development session was held with partners (Paths for All; Sustrans; Cycling Scotland, CoMoUK) as well as Bob Benson. The outcomes of the discussion were:
- **Mode share monitoring:** Partners agreed additional modal share monitoring would help understand the effectiveness of programmes. Paths for All would welcome a bid from Tactran to build on the existing modal share cordon counts in the region. Officers will therefore consider what match funding opportunities exist to enable further mode share work to be undertaken.
  - **Collation / sharing of data:** Partners recognised breadth of information desired, some easily accessible, some not, to help monitor and understand effectiveness of modal shift interventions. It was agreed that it would be useful for all to (i) have easy access to information available (ii) be aware where there are gaps in information. Transport Scotland will be finalising their active travel framework shortly, and have offered the opportunity for a discussion with RTPs. It was proposed that this would be a good opportunity to further explore how we all best collate and share the information that informs the Transport Scotland active travel monitoring framework and the broader mode share monitoring framework.

## Target Setting

- 3.9 One purpose of better understanding the trends in the data that informs an understanding of the effectiveness of interventions, is so that we can consider how much needs to be done, where and by when. The setting of targets against outcomes or outputs helps us to understand at a glance whether we are on track to achieve what (has been determined) needs to be achieved.
- 3.10 The RTS and the RTS Delivery Plan do not contain targets. Individual projects, particularly those that are being delivered by external grant funding may include outcome targets (e.g. travelknowhow). However, the quantity of the outputs we are seeking to deliver should be informed by the outcome we are seeking to achieve.
- 3.11 The outcomes we are seeking to achieve will be informed by, for example, the modal shift required to achieve our air quality, climate change, health, congestion etc. objectives.
- 3.12 We should however also consider the role of outcome targets set by Regional Transport Partnerships. Tactran will not be responsible for the majority of actions within the RTS Delivery Plan. Setting outcome targets will only be of use in challenging partners about the pace of change. There are clearly sensitivities in how this could work, and perhaps would require major delivery partners (e.g. the Council's) to be willing to develop outcome targets.
- 3.13 In the absence of taking a 'top down' approach by calculating what any national targets mean at the local level it remains difficult to state the quantity of interventions required.
- 3.14 The discussion of targets within the context of the 'development session' was initiated by a question in relation to Liftshare.
- 3.15 The annual subscription to Liftshare does not commit them to any incremental increase in usage. However in receipt of the recent SCSP award Liftshare aspires to:
- 10% increase in Liftshare members across all organisations in Tayside and Central within 12 months.
  - an overall 5% increase in Liftshare members across Tactran Liftshare in general (currently 4,700)
  - at least two new organisations to join Tactran Liftshare as private group organisations over 12 months
- 3.16 However, whilst the current output targets indicate an intention to improve, we have nothing to judge how close or far this trajectory is from what is required i.e. we don't know the extent to which we need to increase car sharing (along with numbers walking, cycling or using the bus) to achieve 'x' modal shift.

- 3.17 Dundee, Perth & Kinross and Stirling Councils' are all either reviewing or propose to review their transport/traffic models for their respective cities. These models would enable work to understand mode share targets in these localities. It is proposed that Tactran offer to work with the Council's in developing mode share targets.

The ability and confidence of people with mobility difficulties to undertake the whole journey

- 3.18 Following the review of the RTS Monitoring Framework, further work was identified to collect data which measures the ability and confidence of people with mobility difficulties to undertake the whole journey.
- 3.19 Some initial scoping of the types of data required to inform an understanding of the ability and confidence to undertake the whole journey. It is now proposed to discuss this matter in more detail with the Mobility and Access Committee for Scotland (MACS).

#### **4 CONSULTATIONS**

- 4.1 The report has been prepared in consultation with the Transportation Officers Liaison Group and the Public Transport Officers Liaison Group.

#### **5 RESOURCE IMPLICATIONS**

- 5.1 The main resource implications are addressed within the 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.

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## **NOTE**

The following 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 this Report.

Report to Partnership, RTP/18/21 RTS Delivery Plan 2018 Progress Report 26 June 2018

Report to Partnership, RTP/18/31 RTS Monitoring Framework: 2018 Progress Report, 25 September, 2018

## Appendix A

### RTS Delivery Plan: 2018/19 Summary

1.Strategic Connectivity	Projects	Lead	2018 Progress	2019 Progress	Comments
Rail links and services	SC1.1 Electrification of strategic rail network	Transport Scotland	On programme	On programme	Electrification of network to Dunblane now complete improving journey times and passenger experience via new rolling stock.
	SC1.2 Edinburgh Glasgow Improvement Programme (EGIP)	Transport Scotland	On programme	Implemented	Project now complete with new rolling stock introduced improving journey times
Strategic roads	SC6.1 A9 upgrading from Perth to Inverness	Transport Scotland	On programme	On programme	Significant progress with Kincaig – Dalraddy section complete and construction commenced on Luncarty – Birnam section.
	SC7.1 Shaping Perth's Transport Future - Phase 1 Crieff Road improvements	Perth & Kinross	On programme	Implemented	Scheme now operational
	SC7.5 Stirling City Area Transport Plan: M9/A811 New Junction	Stirling Council	Not yet progressed	On programme	STAG Case for change commenced with Tacran funding
Air Service	SC11.1 Promote services, routes and facilities at Dundee Airport	HIAL / Tay Cities	On programme	On Programme	Tayside Aviation Study being undertaken to support Tay Cities Deal project
2. Health and Transport	Projects	Lead	2018 Progress	2019 Progress	Comments
Transport and public health	HT3.6 DCC will explore the feasibility of a Low Emission Zone for the central area of the city	Dundee CC	On programme	On programme	Extensive modelling work being undertaken to support implementation of LEZ.
	HT3.7 Transport Scotland will work with key partners to investigate the use of hydrogen as a transport fuel	Transport Scotland	On programme	On programme	Work continuing on H2 refuelling facilities at Broxden as part of the Low Carbon Hub project. Funding secured via Tay Cities Deal
Access to healthcare	HT7.2 Work in Partnership to integrate NHS appointment process with Travel Options	NHS	Behind programme	Behind programme	No progress
	HT9.1 Improve efficiency and co- ordination of transport and healthcare service delivery	NHS	Not yet progressed	On programme	NHS Tayside Transport Appraisal to commence in 2019
NHS staff travel	HT11.1 Work to eliminate unnecessary commuting or business journeys by NHS staff	NHS	Behind programme	On programme	NHS Tayside Transport Appraisal to commence in 2019. Significant travel planning activity in NHS Forth Valley area.

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	HT12.1 Ensure that all NHS staff travel is undertaken by active or sustainable modes, where appropriate	NHS	Behind programme	On programme	NHS Tayside Transport Appraisal to commence in 2019. Significant travel planning activity in NHS Forth Valley area.
	HT12.2 Improve provision of active and sustainable travel infrastructure for staff arriving by these modes	NHS	Behind programme	On programme	NHS Tayside Transport Appraisal to commence in 2019. Significant travel planning activity in NHS Forth Valley area.
<b>3. Active Travel</b>	<b>Projects</b>	<b>Lead</b>	<b>2018 Progress</b>	<b>2019 Progress</b>	<b>Comments</b>
Strategic integration	AT1.1 Each local authority to develop an Active Travel Strategy	Councils	On programme	Implemented	All four local authorities have approved Active Travel Strategies.
High quality infrastructure	AT2.1 Continue to develop and maintain community links	Councils	On programme	On programme	Community Links Plus bids submitted 2019 by PKC & DCC. Funding now secured for Stirling CLP project from Sustrans and through City Deal.
	AT3.15 Regional Walking and Cycling Route: Montrose - Dunkeld (via Brechin, Forfar, Kirriemuir, Alyth, Blairgowrie)	Angus / Perth & Kinross	Not yet progressed	On programme	Montrose – Brechin and Blairgowrie – Dunkeld feasibility studies ongoing.
	AT3.22 Regional Walking and Cycling Routes: Stirling – Denny - Larbert	Stirling	On programme	On programme	Stirling – Plean – Larbert feasibility study ongoing
Influencing travel behaviour	AT9.2 Continue the promotion and development of cycle projects such as Bikeability Scotland training	Cycling Scotland	On programme	On programme	Progress has been made to enable a step change in delivering adult cycling and bikeability programmes.
<b>4. Travel Planning</b>	<b>Projects</b>	<b>Lead</b>	<b>2018 Progress</b>	<b>2019 Progress</b>	<b>Comments</b>
Travel Plan Guidance and Support	TP4.1 Work to increase uptake and implementation of School Travel Plans	Councils	Behind programme	Behind programme	Ongoing work by partners and seeking data to establish current situation.
<b>5. Buses &amp; community transport</b>	<b>Projects</b>	<b>Lead</b>	<b>2018 Progress</b>	<b>2019 Progress</b>	<b>Comments</b>
Infrastructure and Vehicles	B7.1 Provide and maintain bus infrastructure, such as bus stops, bus shelters and associated infrastructure, including CCTV, lighting, buildouts, laybys, raised kerbs, etc. and ensure it meets the needs of the elderly, disabled and other encumbered passengers	Councils	Behind programme	Behind programme	Remains behind programme due to ongoing budget constraints.
Network Performance	B17.1 Dundee and Angus Bus Punctuality Improvement Partnership (BPIP)	Angus /DCC/Operators	Behind programme	Behind programme	Project still in abeyance

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6. Park & Ride	Projects	Lead	2018 Progress	2019 Progress	Comments
Promote New Bus and Rail Based Park & Ride	PR3.1 Strategic Park & Ride facility at Bannockburn, Stirling	Stirling Council	Not yet progressed	On programme	Being progressed via a LRDF STAG study.
7. Rail	Projects	Lead	2018 Progress	2019 Progress	Comments
	R1.1 Tay Estuary Rail Service from Arbroath to Glasgow	Transport Scotland/ ScotRail/Tactran	On programme	Behind programme	Timetable improvements delivered in 2018/19 with full half hourly service between Glasgow and Arbroath to be included as part of May 2020 timetable changes.
	R3.1 Perth depot stabling and servicing	Network Rail	Not yet progressed	On programme	Network rail seeking planning consent to reuse old marshalling yards at Tulloch
	R5.2 Significant improvements to Perth's rail and bus stations and associated links to the city centre	ScotRail / Perth&Kinross	On programme	On programme	Funding announced as part of Tay Cities Deal and OBC being prepared along with station masterplan.
	R5.5 New Rail Station at Bridge of Earn	PKC/Fife Council/ Tactran/Sestran	On programme	On programme	LRDF funding secured and Case for Change report submitted to Transport Scotland for Review in April 2019
	R5.6 Investigate whether a relocated Bridge of Allan Station support LTS objectives	Stirling Council	Not yet progressed	On programme	Being progressed via a LRDF STAG study.
8. Freight	Projects	Lead	2018 Progress	2019 Progress	Comments
	F6.1 Highland Spring Rail Access at Blackford	Highland Spring	On programme	On programme	Construction of facility ongoing with opening scheduled for 2020
9. Travel Information	Projects	Lead	2018 Progress	2019 Progress	Comments
Making Efficient Use of the Transport Network	TI8.1 Improved Regional Travel Information for Road Freight Industry	Tactran	Behind programme	On programme	Tactran have commissioned Lorryroute.com to provide an online resource for compliant HGV routing.
10. Climate Change	Projects	Lead	2018 Progress	2019 Progress	Comments
Low Carbon Vehicles and Infrastructure	CC1.1 Promote the uptake and use of cleaner and/or alternative fuels where possible for transport	Tactran/SctGvt/ Transport Scotland/EST	On programme	On programme	Tactran Regional EV Strategy being developed.
	CC1.7 Support Low Carbon Transport & Travel Hubs	Councils	On programme	On programme	Funding agreed for Broxden LCTTH as part of Tay Cities Deal.

