**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**

**26 JUNE 2018**

**REVIEW OF RTS MONITORING FRAMEWORK**

**REPORT BY SENIOR STRATEGY OFFICER**

This report seeks the Partnership's approval of a refreshed Regional Transport Strategy Monitoring Framework.

**1        RECOMMENDATIONS**

1.1     That the Partnership:

(i)      considers and approves the refreshed Regional Transport Strategy Monitoring Framework as presented in the report and Appendix B; and

(ii)     agrees to receive a report on progress against the refreshed RTS Monitoring Framework at the next Partnership meeting on 25 September.

**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, as reported to the Partnership on 15 September 2015 (Report RTP/15/29 refers).  A review of the RTS Delivery Plan was progressed in parallel with the RTS Refresh and the finalised RTS Delivery Plan 2016-2021 was approved by the Partnership on 14 June 2016 (Report RTP/16/19 refers).

2.3     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.

**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; and
- 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.

3.3   The Framework relies on published sources of data in order to contain monitoring costs within manageable levels and recognising that additional data gathering and analysis, whilst desirable, would have potentially significant cost and other resource implications.

3.4   The Monitoring Framework adopted in 2016 consists of 15 indicators, and proposed the development of 1 further indicator.

Review of the Monitoring Framework

3.5   In reviewing the Framework consideration has been 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);
- A commitment made in Tactran's Mainstreaming the Equality Duty Report and Employee Information document (April 2017) that when reviewing and defining a new set of equalities outcomes for publication by April 2019 consideration will be given to incorporation of appropriate and relevant PIs and targets within the RTS Monitoring Framework (Executive Committee report RTP/17/11 refers);
- Availability of existing sources of data;
- Identification of gaps in the existing framework.

3.6   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.

Proposed Changes to Indicators

3.7   It is proposed that the following outcome indicators are introduced to the framework to help provide information relevant to the respective objectives/sub-objectives:

- Number of rail passengers using the region's major stations (source: Office of Rail and Road station exit and entry data)
- The frequency of walking as a mode of travel (source: Scottish Household Survey – Table 3a Frequency of walking in the previous seven days)

- The use of local bus and train services (source: Scottish Household Survey – Table 28 Adults use of local bus and train services, in the past month)
- Bus frequency on strategic routes (source: registered services timetable data)
- Number of registered electric vehicles (source: DfT/DVLA vehicle registration data – table VEH01)
- Perceptions of safety when walking alone in the neighbourhood (source: Scottish Household Survey – Table 4.12)
- Share of Scottish Indices of Multiple Deprivation (SIMD) access deprived data zones (source: Scottish Government SIMD data)

3.8 It is proposed that the following existing indicators be strengthened:

- A2 Proportion of population and non-car owning households more than one hour from public transport be expanded and refined to include:
  - Population within 30minutes of a primary health care facility by public transport
  - Population within 30minutes drive time of accident and emergency
- A2(i), A2(ii), A3 and EC1 to include data for the lowest 10/15/20% SIMD data zones
- EC3 Journey time and service frequency between key locations by rail and air; to include car and coach information;
- EC1 Labour market catchment population by public transport; to include access by 18-24yr olds not in education, employment or training (NEETs);
- S1 Killed and slightly injured; to include child data;
- I2 Compatibility of development plans; to reference relevant policies.

3.9 It is proposed that the following indicators be removed:

- A1 Employees covered by a travel plan. This is considered to be output data better covered in the RTS Delivery Plan Progress Report (Specifically project TP3.1)
- I1 Buses able to carry cycles: It is considered that this should be provided within supporting information, rather than as a headline indicator.

3.10 It is proposed that the following indicators be 'relocated' under more relevant sub-objectives:

- EC1 Labour market catchment population by public transport, be relocated to Accessibility, Equity & Social Inclusion as it best relates to RTS Sub-objective 2A: Improving access to employment;
- A4 Proportion of transport hubs that satisfy minimum criteria defined in the Buses Strategy be expanded and relocated to integration as it best relates to RTS sub-objective 6A: Improving integration of all transport modes.

3.11 A noise indicator (EN1 Noise) was proposed in the approved framework, anticipating work emerging from Transport Scotland's Transportation Noise Action Plan. This work identified candidate (i.e. potential) noise management

areas.  This work is ongoing, and introducing a Noise indicator will be kept under review subject to the outputs of the Transportation Noise Action Plan.

3.12    In considering monitoring of RTS sub-objective 2E: Improving the accessibility and inclusivity of the transport network, no available suitable outcome monitoring data has been found in relation to travel difficulties experienced by people with mobility difficulties or those with protected characteristics.  Further consideration will be given to identifying suitable indicators, including discussion with Transport Focus, Transport Scotland and others on the potential for including questions on inclusivity and accessibility within annual Bus Passenger and other surveys/research, and within any new monitoring framework(s) developed as part of the review of the National Transport Strategy.  In the meantime available output data (blue badge holders / concessionary travel use etc.) relating to the ability of people with mobility difficulties will be utilised to help inform progress against sub-objective 2E.

3.13    Similarly, no suitable outcome indicators have been identified for sub-objectives 3B: Promoting a transport system that respects both the natural and the built environment and 6C: Ensuring a fit with other relevant national, regional and local strategies and policies.  Suitable indicative information regarding progress with these two sub-objectives will be explored and included as appropriate.

3.14    It should also be noted that indicators will be mapped against consistent themes emerging across the LOIPs to strengthen the alignment with LOIP outcomes and where possible both regional and local data will be provided.

3.15    Appendix A summarises the proposed amendments to the Monitoring Framework discussed above.

3.16    The proposed Tactran Regional Transport Strategy Monitoring Framework, with the revised performance indicators (including revised reference numbers) as discussed above is shown in Appendix B, which the Partnership is asked to approve.

3.17    It is intended to prepare a fully populated RTS Monitoring Framework report to the next Partnership meeting on 25 September 2018.

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.


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## 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

# Proposed changes to RTS Monitoring Indicators

| RTS Objective | Outcome Indicators | Proposal Delete / Retain | Proposed enhancement of existing indicator | Proposed new indicator |
|---|---|---|---|---|
| **Economy**: to ensure transport helps to deliver regional prosperity | EC1: Labour market catchment population by public transport | Retain and enhance | Add data for households with/without car for:<br>• NEETs (16-24)<br>• Lowest 10/15/20% of SIMD Data zones | |
| | EC2: Proportion of congested journeys | Retain | | Numbers entering/leaving the regions stations |
| | EC3: Journey time and service frequency between key locations by rail/air | Retain and enhance | Add data for car and coach | |
| **Accessibility, Equity and Social Inclusion**: To improve accessibility for all, particularly for those suffering from social exclusion | A1: Employees covered by travel plan | Delete | | |
| | A2(i): Proportion of population and non-car owning households more than one hour from hospital by public transport | Retain and enhance | Expand indicator:<br>(i) Within 30mins of a primary health care facility by public transport<br>(ii) Within 30mins drive time of A&E<br>Add data for households with/without car for:<br>• 65+<br>• Lowest 10/15/20% of SIMD health Data zones | |
| | A2(ii) : Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by public transport | Retain and enhance | Add data for:<br>• 16-24yr olds<br>• 16-24yr olds from lowest 10/15/20% of SIMD Data zones | |
| | A3: Proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport | Retain and enhance | Split indicator<br>(i) Proportion of all/non-car owning households more than 30/60mins from retail facilities by public transport. Add data for:<br>• Over 65s<br>• lowest 10/15/20% of SIMD Data zones<br>(ii) Proportion of all/non-car owning households more than 30/60mins from | Bus frequency on strategic routes (Defined in RTS Appendix 3)<br><br>Share of lowest 5/10/15% SIMD access deprived data zones<br><br>Adults (16+) - use of local bus services, and train services in the previous month |

| RTS Objective | Outcome Indicators | Proposal Delete / Retain | Proposed enhancement of existing indicator | Proposed new indicator |
|---|---|---|---|---|
| | | | recreation and leisure facilities:<br>• Over 65s<br>• lowest 10/15/20% of SIMD health data zones | |
| | A4: Transport hubs that satisfy minimum criteria defined in the Buses Strategy | Retain and enhance | Enhance to include mode integration facilities: Re-word: 'Integration Transport Hubs' and relocate | |
| **Environment**: To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement | EN1: Transport related CO2 emissions | Retain | | Electric vehicle registrations |
| | EN2: Air quality – NO2 and PM10 measurements | Retain | | TBC *(e.g. number of schemes within protected designations)* |
| | EN3: Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle | Retain | | Adults (16+) - frequency of walking in previous 7 days |
| **Health and wellbeing**: to promote the health and well-being of communities | H1: Noise indicator - to be developed | Keep under review | | |
| | H2: Proportion of children taking active travel modes to school | Retain | | |
| **Safety and security:** to improve the real and perceived safety and security of the transport network | S1: Number of persons killed or seriously injured in road accidents | Retain and enhance | Include child data | |
| | S2: How safe adults feel when travelling by bus | Retain | | Perceptions of safety when walking alone in the neighbourhood |
| **Integration:** to improve integration, both within transport and between transport and other policy areas | I1: Buses able to carry cycles | Delete | | (see above 'Enhance to include mode integration facilities: Re-word: 'Transport hubs with integration facilities' and relocate') |
| | I2: Compatibility of SDP, LDPs and National Park Plans with RTS objectives | | | Include as an appendix a cross reference between RTS objectives and relevant national, regional, local strategies and policies |

# Proposed RTS Monitoring Framework

| RTS Objectives | LOIP 'Themes' | RTS Sub-Objectives | Outcome Indicators | Supporting Information (examples) |
|---|---|---|---|---|
| **Economy**: to ensure transport helps to deliver regional prosperity | Promoting a prosperous economy / attractive location for employment | 1A: Ensuring that transport infrastructure and services in the region help deliver **economic growth**, particularly in key business and employment sectors, and in supporting town centres<br>1B: Improving the **efficiency, reliability & integration** of the movement of goods and people | Numbers entering/leaving the region's stations<br><br>Proportion of congested journeys | Traffic on major roads (by class / type) and on minor roads<br>Development Plan Monitoring Reports |
|  |  | 1C: Addressing issues of **peripherality** associated with the Tactran region<br>1D: Ensuring good **connectivity** between between Tactran's cities and those in the rest of the UK, and with major airports | Journey time and service frequency between key locations by rail/air /car/coach | Distance travelled |
| **Accessibility, Equity and Social Inclusion**: To improve accessibility for all, particularly for those suffering from social exclusion | Inclusive economy | 2A: Improving **access to employment** | Labour market catchment population by public transport | Where do people travel to work<br>% 16-74yr olds economically active<br>% Aged 16 to 24 unemployed |
|  | Connected communities, including access to education and training | 2B: Improving **access to public services, including health and education**<br><br>2C: Improving **access to retail, recreation, leisure and tourist facilities**<br><br>2D: Reducing **severance and social and economic isolation** caused by transport, or by a lack of it | Proportion of all/non-car owning households more than 30/60mins from retail facilities by public transport<br><br>Proportion of all/non-car owning households more than 30/60mins from recreation and leisure facilities<br><br>Proportion of population and non-car owning households within 30mins of a primary health care facility<br><br>Proportion of population and non-car owning households Within 30mins drive time of A&E<br><br>Bus frequency on strategic routes<br><br>Adults (16+) - use of local bus services, and train services in the previous month<br><br>Share of lowest 5/10/15% SIMD access deprived data zones<br><br>Proportion of 16-24 year olds and total population more | Car ownership<br><br>Adults (16+) - who used a local bus services in the past month - percentages who agreed with each statement<br><br>Percentage of people very or fairly satisfied with the quality of public transport<br><br>Households with home internet access<br><br>Purpose of trips (national data only) |

| RTS Objectives | LOIP 'Themes' | RTS Sub-Objectives | Outcome Indicators | Supporting Information (examples) |
|---|---|---|---|---|
| | | | than one hour from a Further Education college or university by public transport | |
| | Independent lifestyles | 2E: Improving the **accessibility and inclusivity of transport system** | *Further consideration required* | Adults aged 60+ - possession of a concessionary fare pass, and use in the past month<br><br>Long term health problem or disability<br><br>Age<br><br>Number of blue badges on issue |
| **Environment**: To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement | A reduced carbon footprint | 3A: Contributing to achievement of the Scottish national targets and obligations on **greenhouse gas** emissions | Transport related CO2 emissions | % of CO2 emissions due to transport<br>Liftshare CO2 saving<br>Climate Change Reports |
| | A quality place | 3B: Promoting a transport system that respects both the **natural and the built environment** | *Further consideration required (e.g. number of schemes within protected designations)* | Place Standard Tool<br>SNH Protected Areas<br>HES Designations |
| | | 3C: Promoting a shift towards more **sustainable modes** | Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle | SHS – Transport & Travel |
| **Health and wellbeing**: to promote the health and well-being of communities | Improving local air quality | 4A: Helping to meet or better all statutory **air quality** requirements in the Tactran region | Air quality – NO2 and PM10 measurements<br>Electric vehicle registrations | EV Charge Point Locations |
| | | 4B: Helping to reduce **noise** generated on the Tactran transport network | *Noise: Keep under review* | Noise modelling data |
| | Improved physical health, including for children and young people | 4C: Promoting a culture of **active and healthy lifestyles** | Adults (16+) - frequency of walking in previous 7 days | Child obesity<br>Cycle Count Data<br>Number of bikes available for private use by household |
| **Safety and security**: to improve the real and perceived safety and security of the transport network | Improve road safety | 5A: Improving transport related **safety** | S1: Number of persons / children killed or seriously injured in road accidents | |
| | Safe and secure transport networks | 5B: Improving real or perceived levels of personal **security** related to the transport network | How safe adults feel when travelling by bus<br>Perceptions of safety when walking alone in the neighbourhood | Transport Focus – Bus Passenger Survey |
| **Integration**: to improve integration, both within transport and between transport and other policy areas | | 6A: Improving integration of all transport **modes** | Transport hubs with integration facilities | |
| | | 6B: Ensuring integration with **land-use** planning | Compatibility of SDP, LDPs and National Park Plans with RTS objectives | |
| | | 6C Ensuring a fit with **other relevant national, regional, local strategies and policies** | Include as an appendix a cross reference between RTS objectives and relevant national, regional, local strategies and policies | |