

Report to Partnership Meeting 5th October 2012

RESEARCH AND STRATEGY DELIVERY

Regional Transport Strategy Monitoring Report

Purpose of Report

To report to Members on the Regional Transport Strategy (RTS) Monitoring and Evaluation for the 2011/12 period.

This information will be reproduced in full along with the detailed spreadsheet of indicators in the 2011/12 Annual Report as part of our overall RTS Monitoring processes in line with the recommendations made to HITRANS by Audit Scotland.

Background

The Spyria Partnership was commissioned by HITRANS to update the Regional Transport Strategy (RTS) Monitoring Spreadsheet for the 2011/12 monitoring period.

In addition, The Spyria Partnership was asked to comment on any emerging trends from the analysis and to consider future monitoring requirements, particularly in light of the Scottish Government's most recent infrastructure investment plan commitments.

This report should be read in conjunction with the spreadsheet provided separately to Members containing the updated monitoring data. The spreadsheet will be included in the Annual Report.

This report is structured as follows:

- Overview of emerging trends.
- Issues to consider.
- Future monitoring requirements.

EMERGING TRENDS

The emerging trends are presented in this section by way of setting out the monitoring framework and commenting on the headline position of each linkage in the framework.

As such, five tables follow for each of the economy, environment, safety, accessibility and health RTS objectives. In each case, the objective and linkages have been assessed with a 'traffic light' score to depict overall performance, on a scale of:

Green: progress, generally significant, made towards objective or outcome
Amber: some progress made towards objective, but generally a mixed picture of progress across the region
Red: negative results across the period of the RTS
Blue: data not available across the time period

Table 1 Economy Objective

Linkages – Economy Objective			
The regional economy displays mixed performance from the start of the RTS to date			
Economic Output	Number of new businesses formed	% economically active	Average earnings per head
Regional GVA showed growth in 2007 and 2008, but then fell back slightly in 2009.	In 2010 there was a significant reduction in the number of business 'births' less business 'deaths' across the region compared to 2009 and 2006.	Between 2006 and 2011, economic activity rates have been consistently high across Orkney, Highland and Moray, while the proportion of the population that is economically active has fallen in Argyll & Bute and Eilean Siar fairly significantly.	Between 2008 and 2011, average earnings increased in Argyll & Bute, in Orkney and significantly in Moray. While in Eilean Siar average earnings have declined, and they have stayed roughly on par in Highland. In 2008 the highest average earnings were to be found in Highland, while in 2011 Orkney and Argyll & Bute have the highest average earnings.
Regional Tourism GVA	Annual tourist visitor trips	Fuel costs in key locations	
Not collected.	Significant growth in visits to sites across the region throughout 2006 to 2010.	Continuing uplift in costs across all sites between 2009 and 2011/12.	
Average journey times	Journey time reliability	Basket of regional transport fares	
Generally no change between 2009 and 2011/12, with slight reductions on longer distance routes and slight increase on suburban Inverness route.	Improvements in reliability across all routes between 2009 and 2011/12.	Not collected.	

Table 2 Environment Objective

Linkages – Environment Objective	
The regional environment has experienced some improvement through an increase in public transport usage on the journey to school for example, while other contributors have worsened, such as the levels of private car use on the journey to work and journey to school	
Number of air quality exceedences	Level of road traffic noise in specific locations
Reduction from 1 in 2009 to 0 throughout 2010 and 2011 for Hitrans local authorities.	Not collected.

Linkages – Environment Objective		
The regional environment has experienced some improvement through an increase in public transport usage on the journey to school for example, while other contributors have worsened, such as the levels of private car use on the journey to work and journey to school		
Mode split on journey to work		Mode split of journey to school
Between 2007 and 2010 slight increase in car mode share, accompanied by decline in public transport share while walking and cycling remains at similar level.		Between 2007 and 2010 increase in car and public transport mode share accompanied by a decline in levels of walking and cycling to school across the region.
Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan
Not collected.	On around one-half the routes monitored public transport has become more 'competitive' with motoring between 2009 and 2011/12. There is little change on other routes.	Not collected.

Table 3 Safety Objective

Linkages – Safety Objective	
Regional safety has improved since the commencement of the RTS monitoring period	
Number of KSIs	Fear of crime on public transport
Numbers of KSIs have declined across all local authority areas between 2007 and 2011.	The fear of crime on public transport between 2006 and 2009 has decreased as a whole across the Hitrans area. This comprises decreases in Argyll & Bute and Highland and slight increases in Eilean Siar and Moray. Data for Orkney was not available in 2009.
	CCTV coverage on strategic public transport network
	Not collected

Table 4 Accessibility Objective

Linkages – Accessibility Objective		
Regional accessibility has improved in some areas, such as the convenience of public transport. Some data has not been collected or is not available; the wider economic conditions mean that some of the linked outcomes, e.g. claimant count have taken a backwards step, though encouragingly there has been an increase in the proportion of school leavers continuing into education, employment or training		
% school leavers in full time education, employment or training		Number of job seekers' allowance claimants
Growth across the Hitrans area between 2006 and 2010. Comprising growth in each of Argyll & Bute, Highland and Moray, and decline in Eilean Siar and Orkney.		Thirty-two per cent growth in the number of work benefit claimants across the Hitrans area between 2006 and 2011. The claimant count rate has grown by between 0.1 in Eilean Siar and 1.0 in Argyll & Bute.
Community transport patronage		Number of people citing transport as a key barrier
Not collected.		Reduction of 4.2 percentage points between 2006 and 2008 in people citing public transport in their area fairly or very inconvenient. Between 2008 and 2010 there was however an increase of 1.0 percentage point, with 20.2% of people in the Hitrans area stating that public transport is inconvenient in 2010.
% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information
SIMD data only available for	Not collected.	Not collected.

<p>Linkages – Accessibility Objective Regional accessibility has improved in some areas, such as the convenience of public transport. Some data has not been collected or is not available; the wider economic conditions mean that some of the linked outcomes, e.g. claimant count have taken a backwards step, though encouragingly there has been an increase in the proportion of school leavers continuing into education, employment or training</p> <p>2009 to date.</p>
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Table 5 Health Objective

<p>Linkages – Health Objective Regional health has improved over the life of the RTS. There is evidence of increased levels of physical activity for the purposes of individuals' travel, and health outcomes, including levels of coronary heart disease and life expectancy has improved.</p>		
Levels of coronary heart disease	Levels of obesity	Life expectancy
There has been a notable decline across the local authority areas in levels of coronary heart disease between 2006 and 2010.	There has been a marked decrease in the % of P1 pupils in Eilean Siar considered obese between 2008 and 2010. The data remain about the same for Highland and Argyll & Bute and time series data was not available for Moray and Orkney.	0.5 years has been added to life expectancy of people in the Hitrans area between 2008 and 2010. There has been an increase in each local authority area over the period except in Orkney where life expectancy has decreased from 78.6 to 78.5 years.
Levels of activity	Number of cancelled health appointments	
For all journey purposes, there has been a significant increase in the number of people in the Hitrans area stating that they have made a walk trip as a means of transport at least once in the last seven days (47% in 2006, 47.9% in 2008 and 56.0% in 2010).	There was no significant change in the number of cancelled health appointments across Highland, Western Isles, Orkney and Grampian Territorial Health Boards between 2009 and 2010; this data is no longer routinely collected as a HEAT target.	
% of active travel trips	% of population within 30 mins of a GP	
SHS data shows there has been a modest decline in the % of active travel trips to work across the Hitrans area – from 20.7% in 2008 to 19.9% in 2010. This comprises a declining active travel to work population in Argyll & Bute, significantly in Eilean Siar (16.3% to 8.2%) and marginally in Highland, while there has been growth in active travel in Moray and significantly in Orkney (21.7% to 25.9%).	SIMD data only available for 2009 to date.	

As can be seen from Tables 1 to 5, there have been mixed results in respect to economic performance, the environment and accessibility, while the picture for safety and health is generally positive across the region.

ISSUES TO CONSIDER

Through the 2011/12 update to the RTS Monitoring Spreadsheet it has been apparent that a number of indicators are now unavailable, are not collected routinely enough to assist in regular monitoring or have not been recently updated. These data comprise:

Strategic Outcomes:

Increased economic output: Regional Gross Value Added - National Statistics (£m, current basic prices). The Office for National Statistics plans to publish estimates of regional GVA for 1997 to 2011 and sub-regional and local GVA for 1997 to 2010 in December 2012.

Reductions in number of work benefit claimants: Official Labour Market statistics (Nomis). Suggested collection of the rate of claimants instead of the number of claimants to allow for a more meaningful comparison over the time period. Both rate and count data have been provided in the RTS monitoring spreadsheet.

Reductions in crimes and fear of crime when travelling on public transport: Scottish Household Survey question - 'How safe from crime do you feel when travelling by bus in the evenings?' Not available in the 2010 Local Area Analysis.
Intermediate Outputs:

Tourist visits to top visitor attraction in each authority: data for some visitor attractions was no longer available. Replacement visitor attractions have been chosen with data for previous years for these attractions added to show change over the period of the RTS. VisitScotland no longer routinely collates and presents this data, but in the future it will be available to purchase from the Moffat Centre for Travel and Tourism Business Development at Glasgow Caledonian University.

Number of people citing transport as a key barrier to accessing employment / education / training services - % citing public transport in their area fairly or very inconvenient: individual local authority-level data has been added to aid comparison and to draw out any trends within the region.

Number of cancelled health appointments: This is no longer a Health Improvement, Efficiency, Access, Treatment (HEAT) target for the NHS, and is not due to reappear in the HEAT targets for the next 2-3 years which are set out by the Scottish Government. As such, while individual health boards may report on this measure, it is not necessarily reported back and presented annually or in Scottish Government monitoring reports.
Transport indicators:

Accessibility of key employment/service centres by public or community transport and access to health facilities: journey times by all modes: there is no updated Scottish Index of Multiple Deprivation data available beyond 2009. The next update is expected in late 2012.

% of active travel trips to work: local authority-level data has been added to assist comparison within the region.

The following intermediate outputs and transport indicators have not been collected through the RTS Monitoring Spreadsheet. Comments are provided with suggestions as to how this or similar or a proxy data entry may be collated, and what value this could be to the monitoring of the RTS.

Intermediate outputs:

Number of passengers using community transport services: there is no 'global' routine monitoring of community transport patronage. In the same way that visitor information has

been collected for a selection of visitor attractions across the region, it would be valuable and practical to collate usage data for a selection of community transport services across the region, perhaps focussing on those funded through the Local Authority's Enhanced Demand Responsive Transport schemes, which will be required to provide monitoring data to their sponsor Local Authority.

Transport indicators:

Basket of regional transport fares (air, ferry). Fuel prices are monitored, but not public transport fares – bus, air, ferry etc. Collecting fares on a selection of routes would assist in assessing a fuller picture of transport costs across the region over time, and should be readily available.

Number of schools with a travel plan. This information should be available from within Local Authorities. For example, The Highland Council reports in their 2010/11 to 2013/14 Local Transport Strategy that 60% of schools have a Travel Plan in place.

FUTURE MONITORING REQUIREMENTS

The Scottish Government Infrastructure Investment Plan 2011 sets out, under the purpose of the National Transport Strategy's three Key Strategic Outcomes for transport of: improving journey times and connections, reducing emissions, and improving quality, accessibility and affordability; a number of projects for delivery up to 2030. Of relevance to the Hitrans area are¹:

Completed projects:

- A96 Fochabers bypass.
- Road Equivalent Tariff pilot on ferry routes to the Western Isles, Coll and Tiree.
- Air Discount Scheme.
- Concessionary Fares Scheme.

Future projects and policy aspects:

- Dealing with *"...particular congestion or environmental issues, including Nairn..."*
- *"Upgrading the A82 and route action programmes where there is a higher than average accident rate."*
- *"Securing the consents necessary to allow the upgrading of the A9 between Perth and Inverness to dual carriageway standard by 2025".*
- *"...the upgrading to dual carriageway of the A96 between Inverness and Aberdeen..."*
- *"...updated signalling, additional passing loops on single lines and upgrading and rail alignment...plans are being developed with Network Rail for the corridors between Aberdeen and Inverness, the Highland Main Line..."*
- *"...continuing investment in schemes including roll out of the Road Equivalent Tariff scheme as the basis for ferry fares, the Air Discount Scheme, Bus Service Operators Grant, the evolution of the Concessionary fares scheme, contracts for ferry operation as well as the ScotRail franchise."*
- Over the forthcoming years there will be continued downward pressure on Local Authority and Scottish Government budgets, which may have an adverse impact on the amount of spend available for public transport and road maintenance and investment for example.

In light of prospective national projects and the wider economic context, it is suggested that consideration be given to collating the following data to inform the monitoring of strategic outcomes for the Hitrans region through the RTS delivery:

Transport and travel costs: add a selection of public transport costs to the existing monitoring of fuel prices. The levels of public transport costs for users have linkages to the attractiveness of public transport, and so will assist in informing the environment and accessibility objectives of the RTS particularly.

Journey times to central belt: consider adding journey time comparisons (private transport and public transport) between Inverness and other key centres across the region to each of Aberdeen, Edinburgh and Glasgow (as appropriate) in order to report on the progress of the schemes listed in the Scottish Government Investment Plan and to track evidence that public transport is keeping at pace with any improvements in private transport journey time and reliability or otherwise.

¹ Infrastructure Investment Plan 2011, published December 6th 2011. Accessed from: <http://www.scotland.gov.uk/Publications/2011/12/05141922/0>

Journey time reliability: in the same way that road journey reliability data is collected, consider collating ScotRail punctuality and reliability data for ScotRail Express (Glasgow/Edinburgh-Inverness), ScotRail Highland (Aberdeen-Inverness, Inverness-Wick/Thurso, Inverness-Kyle of Lochalsh, West Highland Lines) and Caledonian Sleepers (Edinburgh/Glasgow/Aberdeen/Inverness/Fort William-London Euston) services. This data is readily available from ScotRail and will monitor performance over time and in relation to future investment in the lines.

'Fastest' journey times: monitoring of the 'fastest' journey time could assist in highlighting connections that could be considered particularly distant, for example, as the RTS identifies, Skye is notably 'distant' from central Scotland, and subsequently the RTS included an aspiration to see air services connect Skye. Logging 'fastest' journeys will record progress across the region, including relative to each other.

Passengers through airports around the region: the internal air services and air connections to outwith the region will have a causal relationship with economic performance and visitor numbers for example, which could add to the linkages within the economy objective. The data should be readily available from Highlands and Islands Airports. It might also be prudent to monitor annually the number of direct domestic and international destinations served by air services in keeping with aims to preserve and grow such opportunities.

Use of concessionary travel passes: consider inclusion of possession of concessionary travel passes (as a % of adults aged 60 and over), and use in the past month; both of which would be available from the Scottish Household Survey, and which would go to highlight performance in respect to making public transport affordable and socially inclusive.

Recommendation

1. Members are asked to note the report.

Risk	Impact	Comment
RTS delivery	√	Completion of Annual Monitoring is part of the means by which HITRANS meets its duty to establish and monitor the Regional Transport Strategy and accords with the recommendations made to the Partnership by Audit Scotland
Policy	√	As above
Financial	-	The budget for RTS Monitoring and Annual Report production is allowed for in the Publicity budget within the Business Plan.
Equality	-	

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