

## **Report to Partnership Meeting 8 November 2013**

### **RESEARCH AND STRATEGY DEVELOPMENT**

#### **Regional Transport Strategy Monitoring Report for 2012/13**

##### **Purpose of Report**

To report to Members on the Regional Transport Strategy Monitoring and Evaluation for the 2012/13 period.

This information will be reproduced in full along with the detailed spreadsheet of indicators in the 2012/13 Annual Report in line with the recommendations made to HITRANS by Audit Scotland.

##### **Background**

Eyland Skyn was commissioned by HITRANS to update the Regional Transport Strategy (RTS) Monitoring Spreadsheet for the 2012/13 monitoring period.

In addition, Eyland Skyn 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 investment plan.

This report should be read in conjunction with the accompanying spreadsheet 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.

The tables included in this report relate to the monitoring exercise but do not capture the full annual monitoring trends which are captured in a separate set of Excel spreadsheets that will be published with this report in the annual report.

## EMERGING TRENDS

As was the case in 2011/12 monitoring report, 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.

Five tables follow for each of the **economy, environment, safety, accessibility** and **health** Regional Transport Strategy 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

For each indicator with available and up to date information, commentary is provided as to the movement over the last year and compared to earlier in the Regional Transport Strategy period as appropriate, from the base year of 2006.

**Table 1.1 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, and has then shown year on year growth through 2010 and 2011.	Through 2006-2008 there were far more business 'births' less business 'deaths' across the region, whereas in 2009 and 2010 there were net losses (105 and 155 respectively). In 2011 some recovery is reflected in a positive 'births' minus 'deaths' standing at 50 for the region for the year.	Economic activity rates have fallen year on year in Argyll and Bute (2006-2012). After years of decline, the rate in 2012 for Eilean Siar showed a notable increase to 76.7, and taking it above the rate for Argyll & Bute (75.6). Highland has also shown a decline in 2012 to 79.1 from a peak of 84.1 in 2009. Moray and Orkney both showed an increase in 2012 compared to the prior year. Overall, the HITRANS rate (79.5) showed a slight decline in 2012 on the prior year, which was in fact the lowest rate of the whole RTS monitoring period.	Following a period of decline, the Highland average earnings were significantly up in 2012. Argyll & Bute and Eilean Siar earnings remained roughly on a par with the prior year, whereas average earnings in Orkney and Moray were down. Average earnings are highest in Highland (in 2012) for the first time, closely followed by Argyll & Bute. Earnings are lowest in Eilean Siar; £325 less than Moray, which in turn are £449 less than average annual earnings in Orkney.
Accommodation GVA	Annual tourist visitor trips	Fuel costs in key locations	
Accommodation GVA has demonstrated a general upwards trend in the period 2008-2011. GVA was up in 2011 compared to 2010 in each of Highland, Moray and Eilean Siar, while there was a slight decline in Argyll & Bute and Orkney figures were not available.	Not available after 2010.	Slight increase at some sites in 2013 compared to 2012, and some notable decreases, particularly at Stornoway, Ullapool and Portree.	
Average journey times	Journey time reliability	Basket of regional transport fares	

Linkages – Economy Objective		
The regional economy displays mixed performance from the start of the RTS to date.		
Generally no change between 2009 and 2013.	Reliability in 2013 on a par with prior years.	Not collected.

**Table 2.1 Environment Objective**

Linkages – Environment Objective		
The regional environment has experienced some improvement through an increase in public transport usage on the journey to work particularly, and there has been some improvement in the competitiveness of non-private modes of transport. There continues to be no sites of air quality exceedences across the region.		
Number of air quality exceedences	Level of road traffic noise in specific locations	
No sites of air quality exceedences across HITRANS local authorities in 2013	Not collected.	
Mode split on journey to work	Mode split of journey to school	
2012 data shows a significant decline in use of car as the means of travel to work for the HITRANS region. This is accompanied by a return to 2008 levels of public transport usage (7.1% from 5.7% in 2010) and a significant increase in the number of people citing walking or cycling for their journey to work (up almost 5 percentage points on 2010).	Data available in 2014.	
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 slightly more 'competitive' with motoring between 2012 and 2013. On some routes there has been a worsening with public transport becoming relatively slower compared to a car journey, notably on the A9 north.	Not collected.

**Table 3.1 Safety Objective**

Linkages – Safety Objective	
Regional safety has deteriorated over the last year, notably with a growth in the number of KSIs on the region's roads.	
Number of KSIs	Fear of crime on public transport
There has been an increase in the number of KSIs overall for the HITRANS area in 2012 compared to 2011. It is noted that Highland achieved a reduction year-on-year, whereas all other areas saw an increase, and significantly in Moray from 28 to 46 and in Orkney from 2 to 10.	Those reporting that they feel safe when travelling on public transport in the evenings fell in 2010 (compared to 2006 and 2009 monitoring periods), but this has recovered in 2012, although not as far as the 2006 or 2008 levels. 2012 data shows across the HITRANS region that 70.6% of people report that they feel safe when travelling by public transport in the evening.
	CCTV coverage on strategic public transport network
	Not collected

**Table 4.1 Accessibility Objective**

Linkages – Accessibility Objective		
Regional accessibility has improved in some areas, such as the convenience of public transport and accessibility of public transport to key services. Some data on the linkages is however unavailable.		
<b>% school leavers in full time education, employment or training</b>	<b>Number of job seekers' allowance claimants</b>	
The rate of school leavers having a positive destination has increased for the HITRANS region in both 2010/11 and 2011/12. Each local authority area is also showing increases in the rate of positive outcomes. 91.1% of young people in 2011/12 went into education, employment, training or a voluntary position.	The 2012 rate of job seekers' allowance claimants in the HITRANS region is the same as in 2011, which was a slight increase on previous years.	
<b>Community transport patronage</b>	<b>Number of people citing transport as a key barrier</b>	
Not collected.	Reduction of 3.7 percentage points between 2010 and 2012 in people citing public transport in their area fairly or very inconvenient – this is the lowest level since RTS monitoring began. Notable reductions in Eilean Siar (-5.1 percentage points), Highland (5.2) and Orkney (19.8).	
<b>% population within 30 mins of key services</b>	<b>% public transport fleet that is accessible</b>	<b>% public transport stops with Real Time Information</b>
Increase from 66% to 69% for the HITRANS area between 2009 and 2012. Eilean Siar saw a reduction of seven percentage points recorded, while all other areas saw an increase, and notably Orkney (+9) and Argyll & Bute (+7).	Not collected.	Not collected.

**Table 5.1 Health Objective**

Linkages – Health Objective		
Regional health has improved over the life of the RTS. There is some evidence of increased levels of physical activity for the purposes of individuals' travel, and health outcomes, including levels of obesity in children which has fallen in most areas.		
<b>Coronary heart disease – hospital admissions rate/100,000</b>	<b>Levels of obesity</b>	<b>Elective Hospital Admissions</b>
Overall a notable decline between 2006 and 2010, although each of Moray, Orkney, Argyll & Bute and Eilean Siar have seen an increase in rate in 2011 compared to 2010, whereas the Highland rate was down following a spike in 2010.	Levels of obesity amongst P1 pupils continue to climb in Moray (6.8% in 2012 compared to 6.0 in 2011 and 6.1 in 2010). Levels of obesity have fallen in all other areas in 2012 compared to 2011, and significantly in Argyll & Bute from 7.5 to 4.9.	Despite a general upwards trend in the level of elective hospital admissions across the region between 2006 and 2010; 2011 and 2012 data show a decrease in admissions in Eilean Siar, Argyll & Bute and Highland.
<b>Levels of activity<sup>1</sup></b>	<b>Number of cancelled health appointments</b>	
Data for all journey purposes is not available for 2012 yet, however journey to work data shows that there has been a	Not collected.	

<sup>1</sup> Scored as 'amber' as levels of activity for all journey purposes data is not available.

## Linkages – Health Objective

**Regional health has improved over the life of the RTS. There is some evidence of increased levels of physical activity for the purposes of individuals' travel, and health outcomes, including levels of obesity in children which has fallen in most areas.**

significant increase in the use of walking and cycling for the journey to work, rising to 24.4% in 2012 from 19.9% in 2010 for the HITRANS region.

### % of active travel trips

Significant increase across HITRANS region from 19.9% to 24.4% in 2012. Increases in all local authority areas with the exception of Orkney.

### % of population within 30 mins of a GP

Percentage of population within 30 mins of a GP increased across the region from 75% in 2009 to 77% in 2013. Increases in all areas with the exception of Eilean Siar, which saw a decrease from 63% to 58%.

## Conclusion

As can be seen from the tables in this section, there are mixed results across the objectives, but on the whole an improving position.

Notably, the economy objective remains 'amber' demonstrating some continuing progress; the health objective remains 'green', with data suggesting continued significant progress; environment and accessibility objectives have both improved from 'amber' to 'green', demonstrating a notable upturn in results; finally, safety has moved from 'amber' to 'red' reflecting a sizeable increase in the number of people killed or seriously injured on the region's roads, despite an improvement in respect to the fear of crime on public transport across the region.

## COMPARING 2012/13 to 2011/12

This section presents the traffic light-based assessment for 2012/13 compared to 2011/12 in order to demonstrate progress and otherwise against the Regional Transport Strategy objectives.

**Table 1.2 Economy Objective**

Linkages – Economy Objective 2012/13				
Linkages – Economy Objective 2011/12				
<b>2012/13</b>	Economic Output	Number of new businesses formed	% economically active	Average earnings per head
<b>2011/12</b>	Economic Output	Number of new businesses formed	% economically active	Average earnings per head
<b>2012/13</b>	Accommodation GVA	Annual tourist visitor trips	Fuel costs in key locations	
<b>2011/12</b>	Regional Tourism GVA	Annual tourist visitor trips	Fuel costs in key locations	
<b>2012/13</b>	Average journey times	Journey time reliability	Basket of regional transport fares	
<b>2011/12</b>	Average journey times	Journey time reliability	Basket of regional transport fares	

**Table 2.2 Environment Objective**

Linkages – Environment Objective 2012/13			
Linkages – Environment Objective 2011/12			
2012/13	Number of air quality exceedences	Level of road traffic noise in specific locations	
2011/12	Number of air quality exceedences	Level of road traffic noise in specific locations	
2012/13	Mode split on journey to work	Mode split of journey to school	
2011/12	Mode split on journey to work	Mode split of journey to school	
2012/13	Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan
2011/12	Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan

**Table 3.2 Safety Objective**

Linkages – Safety Objective 2012/13		
Linkages – Safety Objective 2011/12		
2012/13	Number of KSIs	Fear of crime on public transport
2011/12	Number of KSIs	Fear of crime on public transport

**Table 4.2 Accessibility Objective**

Linkages – Accessibility Objective 2012/13			
Linkages – Accessibility Objective 2012/13			
2012/13	% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
2011/12	% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
2012/13	Community transport patronage	Number of people citing transport as a key barrier	
2011/12	Community transport patronage	Number of people citing transport as a key barrier	
2012/13	% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information
2011/12	% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information

**Table 5.2 Health Objective**

Linkages – Health Objective – 2012/13			
Linkages – Health Objective – 2011/12			
2012/13	Coronary heart disease – hospital admissions rate/100,000	Levels of obesity	Elective Hospital Admissions
2011/12	Levels of coronary heart disease	Levels of obesity	Life expectancy
2012/13	Levels of activity	Number of cancelled health appointments	
2011/12	Levels of activity	Number of cancelled health appointments	
2012/13	% of active travel trips	% of population within 30 mins of a GP	
2011/12	% of active travel trips	% of population within 30 mins of a GP	

## Conclusions

Comparing 2012/13 to 2011/12 there has been noticeable movement. Considering the headline objectives of economy, environment, safety, accessibility and health, the table below depicts the changes from 2011/12 to 2012/13:

2011/12	2012/13
Economy	Economy
Environment	Environment
Safety	Safety
Accessibility	Accessibility
Health	Health

Overall, there have been improvements in terms of the indicators for environment and accessibility, while the economy indicators show moderate progress with a continuation of the amber score, and the health indicators show that outcomes continue to be largely positive across the region. On the other hand, the safety indicators suggest a worsening situation and hence a shift from an amber to red score.

## COMMENTARY

Through the 2012/13 update to the Regional Transport Strategy Monitoring Spreadsheet it has been apparent that there is a good availability of new data which has been released during the course of the preceding year since the last update. This includes releases of:

- Office for National Statistics Business Surveys and other Office for National Statistics data.
- NOMIS Labour Market Statistics.
- School Leaver Destinations for 2010/11 and 2011/12.
- 2009/10 Scottish House Survey Local Authority analysis, some 2011/12 regional indicators and some 2012 Local Area analysis.

- Health Statistics.
- Scottish Index of Multiple Deprivation 2012.

These releases of data have allowed a more comprehensive assessment of the indicators within this update.

That said, there are still a small number of indicators which are not available at this time, or which have become obsolete, or for which no monitoring regime has commenced, that is:

- **Strategic Outcomes:**

- ST10 reduced levels of coronary heart disease. Up until 2010 this was collected from Community Health Partnership Profiles, but since then nothing further has been published. An update may be available later in September 2013. Depending upon future availability, it may be appropriate to consider an alternative indicator, and for the purposes of this present update, Scottish Household Survey: *Coronary Heart Disease Admissions - both sexes - all ages - rate/100,000* has been considered over the time period 2002 to 2010. This data indicated that following some reduction in the rates from 2009 to 2010, that there had been an increase from 2010 to 2011. This earlier movement is consistent with what was reported in the Regional Transport Strategy Monitoring Report last year in relation to *levels of coronary heart disease* from the Community Health Partnership Profiles. Therefore the Scottish Household Survey rate used in this 2012/13 update can be considered an appropriate substitute for the meantime.
- ST12 general health of the population – life expectancy. No supplementary data has been released since the data for 2010. It would seem appropriate to consider a substitute measure to monitor 'general health of the population'. In the monitoring report this year *Elective Hospital Admissions - all ages, rate per 100,000* has been considered. This showed a reduction between 2010 and 2011 for each of Argyll & Bute, Eilean Siar and Highland and a small increase in rate for Moray and Orkney. This rate can be considered to give an indication of the general health of the population, when taken with the other established indicators for the HITRANS health outcome, in terms of indicating the rate at which hospital treatment is required.

- **Intermediate Outputs**

- IO03 number of passengers using community transport services. There is no 'global' routine collection of metrics on the usage, coverage or performance of community transport services. It would be advantageous for HITRANS to consider a means by which they could support the constituent local authorities to agree a scheme to collect and share basic information about schemes / a selection of schemes within their areas. It is likely that these schemes will receive some financial support from the local authorities, and so relationships and most probably contracts or Service Level Agreements will exist between schemes and local authorities that could form the basis for monitoring activity.
- IO06 Mode split on the journey to school. This data is available biennially, and the next update is expected in 2014, which will allow a comparison against the 2008 and 2010 rates.



- IO07 Increased activity levels (walking in the past seven days). This data is available biennially, and the next update is expected in 2014, which will allow a comparison against the 2008 and 2010 rates.
- IO08 Number of cancelled health appointments. As reported in the 2011/12 report, this is no longer a Health improvement, Efficiency, Access, Treatment (HEAT) target for the NHS in Scotland.
- Other metrics that could be considered for demonstration of accessibility and health outcomes specifically, and for which data is readily available include:
  - Concessionary travel passes issued. Data is reported annually (at January each year) on the number of concessionary travel passes held per local authority. Between 2011 and 2012, the HITRANS authorities saw a 3.7% increase in card holders, and a further 3.3% increase in card holders from 2012 to 2013. Based on the 2011 population estimates from the Office for National Statistics, then 86% of people aged 60 and above in the HITRANS area have a national concessionary pass, and variation across the region is as follows:
    - Argyll & Bute: 88%.
    - Eilean Siar: 90%.
    - Highland: 84%.
    - Moray: 84%.
    - Orkney: 89%.

The uptake of concessionary passes can be considered to correlate to the perceived accessibility of the bus network, in other words, people feel they can use the bus network and so apply for a concessionary travel pass in order to use the network for free. It should be noted however that in some areas the concessionary pass can also be used for other entitlements, such as concessions on ferry services, which might prompt applications also.

There is established evidence on the link between concessionary travel schemes and health outcomes, notably that people taking advantage of free bus travel tend to be more physically active, where there are no other barriers to use of public transport (such as lack of availability, physical accessibility of vehicles etc.).

- Passenger km on road. Passenger journeys and bus service kilometres by region for local bus services are collated through the Department for Transport's survey of Public Service Vehicle operators. Data is published annually and data is available for the region of the '*Highlands, Islands and Shetland*'. Coinciding with the introduction of the Scotland-Wide Free Bus Travel Scheme for Older and Disabled People in 2006, passenger journeys in the *Highlands, Islands and Shetland* increased by 35% between 2005/6 and 2006/7. There was then a levelling off, with 10% reduction between 2006/7 and 2007/8, then followed by three years of little movement in the number of passenger journeys made. Then in 2011/12, there was a reduction of 10% in the number of passenger journeys made in the

region. Interestingly, this recent reduction coincides with an almost 10% reduction in the number of vehicle kilometres for local bus services in the *Highlands, Islands and Shetland* for the same period between 2010/11 and 2011/12.

- **Transport Indicators:**

- Fully populated with the exception of levels of School and Workplace Travel Plans which are not routinely or centrally collected.

### Next Steps

The RTS Monitoring Report and full spreadsheet of Indicators will be published within the 2012/13 Annual Report on the HITRANS website. Officers and Partnership Advisors will consider the detail of the Indicators and where delivery is falling behind the timetable for delivery (set out in the Infrastructure Investment Plan, Ferris Plan etc) discussions will be initiated with the responsible body.

In terms of the Indicators that have been highlighted where no data collection has been routinely gathered the Partnership Advisors and Officers will consider whether the recommendations of the Monitoring Report can practically be addressed to plug these gaps.

### Recommendation

1. Members are asked to note the report.

<b>Risk</b>	<b>Impact</b>	<b>Comment</b>
RTS delivery	√	Completion of Annual Monitoring is a requirement of HITRANS duty to establish and monitor the Regional Transport Strategy and meets 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	-	

**Report by:** Ranald Robertson  
**Designation:** Partnership Director  
**Date:** 28<sup>th</sup> October 2013