

HIGHLANDS AND ISLANDS REGIONAL TRANSPORT STRATEGY

**Supporting Monitoring Framework
Information**

Technical Note

July 2007

Prepared for:

HITRANS

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Review of other monitoring frameworks

- 1.1 To support the development of a monitoring framework for the HITRANS Regional Transport Strategy, which is presented in Section 5 of the main Strategy document, a review of local and regional indicators of relevance to the Strategy was undertaken. This review is presented in the table below.

TABLE 1.1 LOCAL AND REGIONAL INDICATORS RELEVANT TO HITRANS

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
TRANSPORT		
Orkney Local Transport Strategy (draft for consultation February 2007)	<ul style="list-style-type: none"> • Active Travel • Air services • Bus services and community and voluntary transport • Ferry services, ports and harbours • Freight transport • Land use planning and development control • Local roads and roads maintenance • Smarter choices and information • Taxis and private hire vehicles • Traffic and parking • Travelling safely 	Directly relevant – consistency with HITRANS RTS monitoring desirable
Argyll and Bute Local Transport Strategy (draft for January consultation 2007)	<p>Economy objective:</p> <ul style="list-style-type: none"> • Population (Census) • Employment (Area statistics)_ • Gross Value Added (Area statistics) • Commercial traffic on ferries (National Statistics) <p>Integration objective</p> <ul style="list-style-type: none"> • Public perception / satisfaction (from Citizen's Panel) • Intermodal connections (proportion of services providing connecting opportunities) • Number of interchanges improved or refurbished <p>Environment objective</p> <ul style="list-style-type: none"> • NOx levels 	Directly relevant – consistency with HITRANS RTS monitoring desirable

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
	<ul style="list-style-type: none"> • PM10 levels • Modal shift (volume of timber transported by sea) • Number of cycle trips (results of local cycle counters) • Mileage of local cycle network connecting to the National Cycle Network • No. of schools participating in Active Travel (no. of school travel plans implemented) <p>Accessibility objective</p> <ul style="list-style-type: none"> • Access to public transport (bus passenger numbers) • Accessible transport (passenger numbers on community and demand responsive transport) • Access over water (ferry passenger numbers) • Access over air (air passenger numbers) <p>Safety objective</p> <ul style="list-style-type: none"> • Road casualties (accident statistics) <p>Safer communities (speed limit review)</p>	
Comhairle nan Eilean Siar Local Transport Strategy	In development and still to be finalised	Directly relevant – consistency with HITRANS RTS monitoring desirable, although as in development at time of writing, the first Annual Report of the HITRANS RTS will review individual indicators
Highland Local Transport Strategy	In development and still to be finalised	Directly relevant – consistency with HITRANS RTS monitoring desirable, although as in development at time of writing, the first Annual Report of the HITRANS RTS will review individual indicators
Moray Local Transport Strategy	In development and still to be finalised	Directly relevant – consistency with HITRANS RTS monitoring desirable, although as in development at time of writing, the first Annual Report of the

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
		HITRANS RTS will review individual indicators
Regional Transport Strategy for the west of Scotland	To be finalised and reviewed in first HITRANS Annual Report – extensive range developed in draft form for Consultative Draft RTS which have been reviewed for the HITRANS Strategy	Directly relevant – consistency with HITRANS RTS monitoring desirable, particularly where cross-boundary issues are concerned
Regional Transport Strategy for North East Scotland	To be finalised and reviewed in first HITRANS Annual Report	Directly relevant – consistency with HITRANS RTS monitoring desirable, particularly where cross-boundary issues are concerned
Regional Transport Strategy for Tayside and Central	To be finalised and reviewed in first HITRANS Annual Report	Directly relevant – consistency with HITRANS RTS monitoring desirable, particularly where cross-boundary issues are concerned
Audit Commission for Scotland	The Audit Commission for Scotland holds data and information on Best Value performance monitoring for local authorities in Scotland. However, transport has limited coverage in the Best Value process in Scotland, being limited to three indicators covering carriageway condition, traffic light repairs and street light repairs (http://www.audit-scotland.gov.uk/).	Indicators more appropriately monitored at a local level, not a regional one.
ECONOMY		
Draft Budget 2007-08 (Scotland) – Enterprise and Lifelong Learning objectives and targets	<p>Of most relevance to HITRANS RTS:</p> <p>Objective 3: Improve the skill base of Scotland to be better prepared to meet the demands of the knowledge economy.</p> <ul style="list-style-type: none"> Target 6: Increase the number of people in employment undertaking training. <p>Objective 4: Closing the opportunity gap in employment and learning.</p> <ul style="list-style-type: none"> Target 7: Close the gap in unemployment rates between the worst 10% of areas and the Scottish average by 2008. 	<p>Most relevant targets are indirectly related to HITRANS RTS area of influence, particularly with regards to accessibility to employment, education and training.</p> <p>Difficult to directly attribute progress in these indicators to transport.</p>

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
	Target 8: Reduce the proportion of 16-19 year olds not in education, training and employment by 2008.	
Highlands and Islands Enterprise Network Operating Plan 2006-09 ¹	Network targets and measure of progress of relevance to HITRANS Regional Transport Strategy Strengthening Communities: Number of new / enhanced community assets; and Number of community groups with increased capacity Regional GVA Number of business growth projects	Difficult to directly attribute progress in these indicators to transport
SUSTAINABLE DEVELOPMENT AND STRATEGIC ENVIRONMENTAL ASSESSMENT		
Indicators of Sustainable Development for Scotland: Progress Report 2005 ²	<ul style="list-style-type: none"> • Indicator 1: Sustainable prosperity, as measured by index of carbon dioxide emissions divided by GDP. According to Friends of the Earth, road transport is currently responsible for around 22 per cent of UK carbon dioxide emissions, and that level is expected to rise . • Indicator 7: Climate Change, as measured by Million tonnes of greenhouse gases carbon equivalent (weighted by Global Warming Potential). • Indicator 8: Air Quality, as measured by the number of Air Quality Management Areas. • Indicator 14: Travel - distance, as measured by total vehicle kilometres. With road traffic forecast to rise by 27% by 2021, this is viewed by the Scottish Executive to be unsustainable, and long distance commuting may be contributing to this indicator. 	Several are directly relevant to HITRANS RTS, and direct consistency with transport indicators (14-17) desirable. Indicators 1, 7 and 8 will be monitored through the Strategic Environmental Assessment process

¹ <http://www.hie.co.uk/HIE-HIE-corporate-documents-2005-06/HIE-Network-Operating-Plan-2006-09.pdf>

² <http://www.scotland.gov.uk/Publications/2005/08/26122734/27353>

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
	<ul style="list-style-type: none"> Indicator 15: Travel - industry, as measured by freight intensity (relationship between tonne kilometres moved and Gross Domestic Product). Indicator 16: Travel - mode: as measured by the proportion of journeys to work not by car. Indicator 17: Travel – accessibility, as measured by the percentage of Scottish households within 6 minutes walk of a bus stop. 	
HEALTH		
NHS Clinical Outcome Indicators, 2005 ³	Indicators related to child health, cancer, women's health, mental health, knees and hips, surgical procedures and other miscellaneous	Reviewed for the HITRANS Strategy and none assessed to be of direct relevance to HITRANS with the exception of Childhood Obesity, which was last reported on in 2003. It is concluded however that the HITRANS Strategy would be better placed to monitor transport actions that contribute to reducing obesity through increased physical activity (School Travel Plans, Active Travel and so on)
Scottish Health and Community Care targets (Draft Budget 2007-08) ⁴	Targets relating to health improvement, reducing health inequalities, involvement by the public in NHS planning, improvement in quality of NHS services, patients receiving healthcare promptly	Reviewed for the HITRANS Strategy and no objectives or related targets assessed to be directly relevant to HITRANS Regional Transport Strategy
PLANNING AND OUTDOOR ACCESS		

³ <http://www.indicators.scot.nhs.uk/Reports/Published.html>

⁴ <http://www.scotland.gov.uk/Publications/2006/09/05131713/10>

Partner and Plan	Indicators	Assessment of relevance to HITRANS RTS
Relevant Development Plan indicators across the region	<p>Cairngorms National Park Plan⁵ and Local Plan (consultative draft)⁶ – no indicators presented</p> <p>No overall Local Plan for Loch Lomond and Trossachs National Park at time of writing</p> <p>Highland Trends 1999⁷ - monitors information on areas related to the Highland Structure Plan, and of relevance to the HITRANS RTS:</p> <p>Economy – travel to work</p> <p>Infrastructure – transport</p> <p>Environment – air quality</p>	No indicators identified for Cairngorms
Relevant Outdoor Access Strategy indicators across the region	<p>Cairngorms National Park Authority Draft Outdoor Access Strategy⁸, August 2006 – no indicators presented</p> <p>No overall Outdoor Access Strategy for Loch Lomond and Trossachs National Park at time of writing</p>	No indicators identified

⁵ <http://www.cairngorms.co.uk/parkauthority/publications/results.php?publicationID=98>

⁶ <http://www.cairngorms.co.uk/resource/docs/publications/07112005/CNPA.Paper.182.Local%20Plan%20Draft%20Report%20Oct%202005%20-%20Full%20Report.%20Policies%20and%20Settlement%20Statements.pdf>

⁷ http://www.highland.gov.uk/NR/rdonlyres/E7B23C46-6067-477D-A0F3-3707E2C9BF19/0/highland_trends_99.pdf

⁸ <http://www.cairngorms.co.uk/parkauthority/publications/results.php?publicationID=82>

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ISSUE HISTORY

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1	30.03.07	Final submission to Ministers, approved by HITRANS
2	25.06.07	Supporting monitoring information presented as separate technical note upon Ministerial approval of main RTS.

REVIEW

Originator: DEA

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DISTRIBUTION

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