HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 15 November 2019

RESEARCH AND STRATEGY DELIVERY

RTS Monitoring Report

Purpose of Report
To introduce the draft 2018 -2019 Regional Transport Strategy Monitoring Report.

Background
Since the publication of the original Regional Transport Strategy in 2008 there have been a number of significant changes and updates to the policy context on which the Strategy is based.

In light of these changes, HITRANS members approved an updated Regional Transport Strategy in 2018. In updating the Strategy, a new approach to monitoring the objectives and outcomes was proposed. In line with this, the KTP Associate was charged with identifying robust data sources and helping identify new indicators for the statutorily required Annual RTS Monitoring Report.

RTS Monitoring Report

The draft report includes 15 additional indicators to the original 35 proposed in the updated 2018 Strategy. The data sourced for each indicator has been used to produce graphs and charts that illustrate the data in the report. As it develops the Monitoring report will provide an improved focus on the Transport Objectives contained within the Strategy and Delivery Plan. This will provide a better measure of how positively we are contributing towards our high-level and transport objectives.

The report gives a demographic overview of the region and a graphic synopsis of the annual movement in the selected indicators. The main body of the report is structured into nine sections; Active Travel, Bus, Rail, Road, Air, Ferries and Ports, Road Safety, Freight and Community Transport. Each section details the statistical data at a regional level and at a local authority level wherever the available data makes this possible.

Summary

The findings of the RTS monitoring report highlight the unique nature of the HITRANS region compared to the rest of Scotland and the challenges and advantages of delivering effective, efficient and affordable transport in remote and rural areas. This is exemplified by the fact that there is a higher proportion of car usage in HITRANS region and more people having access to 2 or more cars compared to the rest of Scotland. This is coupled with a greater likelihood of

travelling longer distances of between 10 and 40 kilometres. This means that to serve the needs of the HITRANS population their needs to be a greater emphasis on fairer access to transport as highlighted in the 2018 Strategy update.

Data gathered in the RTS monitoring report shows that more people in the HITRANS region think that bus fares offer good value compared to the rest of Scotland, 72% as opposed to 61%. However, fewer people thought that it was easier to change to other forms of transport (67% in HITRANS compared with 75.5% in rest of Scotland), less people agreed that finding out about routes and times is easy (77% compared to 83.1% in Scotland). Fewer people in HITRANS area agreed that buses are stable; 78.2% compared to 80.2% for Scotland. Finally, 70.7% felt buses were on time in the HITRANS area compared to 74.4% overall in Scotland. Analysis of data on rail user perspectives shows similar results.

These challenges are perhaps contributing factors to the recent fall in bus usage which has seen a 20% decrease in the last 5 years compared to only 8% fall in the rest of Scotland. Similarly, There has been a 5.05% reduction in rail passenger journeys between 2015/16 and 2016/17 in the HITRANS area compared to an overall percentage change of 0.6% for Scotland.

There is a need for resilience in all modes of public transport including ferries and air, across the HITRANS region to not only continue to deliver a stable service but also meet the needs and demands of rural and remote communities.

The need for transport to work alongside spatial planning and land use is really important in the HITRANS region, in order to enable people to access work and services. Statistics show that 65% of travel to work journeys in the HITRANS region were conducted via a car or van in 2017 and only 8% of journeys to work take place on public transport, walking accounts for 14% and cycling accounts for 6.5% of all methods of travel to work.

48% of children use non-active modes of transport to travel to school in the HITRANS region.

Fewer people in the HITRANS region make use of their national concessionary passes compared to Scotland. According to the 2017 Scottish Household Survey 56.1% who had a concessionary pass did not use it compared to 3.7% in Scotland. Further the average number of times it is used by car holders in Edinburgh is up to 8 times that in Local Authorities in the HITRANS area.

A copy of the full report is included for information with the Board papers and will be made available on the HITRANS website following approval by the Partnership Board.

Proposal for further work

It would hugely beneficial to HITRANS, partner local authorities and other RTPs if the data necessary to produce these statutory reports was published at its origin in an automatically updating format. At present the majority of this data, produced by the Scottish government but we are in dialogue to see if there is can be resolved.

Recommendation

Members are asked to
1. note the report
2. Consider how HITRANS and partners best impact and monitor outcomes which the Regional Transport Strategy is seeking to address.
3. approve the delegation of responsibility to the Partnership Director and HITRANS Chair to finalise the RTS monitoring Report in advance of inclusion in the HITRANS Annual Report.

Risk	Impact	Comment
RTS delivery	√	*Comment* – 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	-	Budget line and value – The budget for RTS Monitoring and Annual Report production is allowed for in the Publicity budget within the Business Plan.
Equality	-	Improvement of public transport services helps reduce social exclusion by improving access to employment and services for those living in our most remote areas.

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