

3 Monitoring

3.1 Introduction

3.1.1 Monitoring will play a key role in ensuring that :-

- the RTS Interventions are meeting the Strategy Objectives;
- the Interventions are achieving their intended outcomes; and
- that the assumptions behind our Objectives remain relevant.

This Chapter sets out our initial monitoring arrangements. TACTRAN will develop and refine these to ensure effective monitoring of progress towards achieving the defined RTS Objectives and planned outcomes of the Strategy.

3.2 Monitoring Outcomes

- 3.2.1 At this early stage of the Strategy's evolution we have defined a series of initial Output and Outcome Measures. These relate the RTS Interventions and Objectives. The current measures are set out in the tables below.
- 3.2.2 Monitoring of outputs and outcomes will be used to assist in developing future policies and determining new or amended Interventions.

3.3 Targets

- 3.3.1 As the Strategy develops and is implemented, we will develop a series of Specific, Measurable, Achievable, Realistic and Timebound (SMART) Targets, against which delivery progress will be measured and reported annually.
- 3.3.2 During public consultation on the Draft RTS comments were sought on a set of proposed Targets. Many respondents considered that Targets should be aspirational, particularly in relation to Objectives and Interventions which seek to effect modal shift in favour of more sustainable modes, and reducing the impact of transport on the environment.
- 3.3.3 In defining SMART Targets we will have regard to comments received during public consultation on the Draft RTS. However, many of our proposed Interventions and Actions are currently at an early stage of development. Further detailed appraisal will assist in defining measurable outcomes, for which Targets can then be set.
- 3.3.4 Targets should also be determined in the context of available delivery resources, both financial and human. As indicated earlier, this Delivery Plan will be the subject of further detailed consultation with constituent Councils and other potential delivery partners, to determine delivery priorities and responsibilities. This will include discussion and agreement on appropriate delivery targets.
- 3.3.5 Reflecting linkages with the National Transport Strategy, the establishment of Targets for the RTS will also be influenced by, and will have regard to, relevant Targets established through the Delivery Plan for the NTS.

Table 0.1 Proposed Monitoring Methodology

Sub-Objective	Measure	Targets	How
Economy			
To ensure that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	Progress on strategic network improvement proposals.	To be defined.	Annual Report
To improve the efficiency, reliability and integration of the movement of goods and people	<p>% residents making congested/unreliable journeys</p> <p>Minutes lost through congestion on strategic network.</p>	To be defined.	<p>Scottish Household Travel Survey</p> <p>Transport Model for Scotland</p>
To address issues of peripherality associated with the TACTRAN area	<p>Journey time and service frequency by all modes to key destinations – e.g. Edinburgh; London</p> <p>No and destinations of flights from Dundee Airport</p>	To be defined.	Public Transport Timetables and journey-planning information.

Sub-Objective	Measure	Targets	How
Accessibility			
To improve access to employment	<p>No of new public transport/DRT services serving existing and new employment locations.</p> <p>Proportion of employees covered by Active Travel Plans</p>	<p>To be defined.</p> <p>To be defined by Travel Plan Strategy</p>	ACCESSION & demographic & employment data
To improve access to public services, including health and education	<p>No of public transport services/DRT serving existing and new health and higher education facilities.</p> <p>Proportion of population within 1 hour of hospital by Public Transport.</p> <p>Proportion of 16- 25 population within 1 hour of FE college or University</p> <p>Proportion of schools with School Travel Plan</p>	To be defined	ACCESSION & demographic data
To improve access to retail, recreation and leisure facilities	<p>No of pubic transport/DRT services serving existing and new retail, recreation and leisure facilities</p> <p>Number of non-car-owning households more than 45 minutes from a 'retail centre' by PT</p>	To be defined	ACCESSION & demographic data
To reduce severance and social and economic isolation caused by transport, or by a lack of it	To be defined.	To be defined.	

To improve the accessibility and inclusivity of the transport system

Proportion of bus fleet which is accessible to mobility impaired.

To be defined through Buses Strategy

Proportion of public transport network covered by Real Time Information

Proportion of bus stops with bus Boarders

Sub-Objective

Measure

Targets

How

Environment

To contribute to the achievement of the Scottish national targets and obligations on greenhouse gas emissions

% growth/reduction in traffic levels compared with 2001 (linked to NTS Road Traffic Stabilisation Target)

To be defined.

Scottish Household Travel Survey

Proportion of single occupancy car travel

Proportion of Freight carried by rail and water.

(Other measures to be determined in light of National Transport Strategy Monitoring and Targets.)

To promote a transport system that respects both the natural and the built environment

To be defined having regard to Councils' State of the Environment Reports.

To be defined.

To promote a shift towards more sustainable modes

Public transport ridership as a proportion of total travel

To be defined through Buses, Walking & Cycling and Travel Plan Strategies

Scottish Household Travel Survey

No of participants in car-sharing schemes

Sub-Objective	Measure	Targets	How
Health & Well-being			
To help meet or better all statutory air quality requirements in the TACTRAN area	Local Air Quality Measurements	.	Direct measurement
To promote a culture of active and healthy travel	% of active mode (walk or cycle) trips made by TACTRAN residents Length of walkway/cycleway installed	To be defined through Walking & Cycling Strategy	Scottish Household Travel Survey
Safety & Security			
To improve transport-related safety	Progress against National targets for Casualty Reduction (being reviewed as part of NTS Delivery Plan).	To be defined through Regional Safety Strategy	Standard accident statistics
To improve real or perceived levels of personal security on the transport network	No of reported incidents on public transport services No of CCTV schemes implemented	To be defined through Regional Safety Strategy	Scottish Household Travel Survey

Sub-Objective	Measure	Targets	How
Integration			
To improve integration of the transport modes	<p>Proportion of public transport network(s) participating in Integrated Ticketing and Timetabling scheme(s).</p> <p>Proportion of buses carrying cycles.</p> <p>No of Park & Ride spaces/cycle spaces provided at stations, bus stations and other interchanges.</p>	To be defined through Buses and Walking & Cycling Strategies	
To ensure integration with land-use planning	No of Active Travel plans implemented as condition of Planning Consent	To be defined through Regional Framework for Development Management	
To ensure a fit with other relevant national, regional and local strategies and policies	Compatibility of Structure Plan, Local Plan, National Park Plan and emerging City Region Plan policies with RTS Objectives.	Ongoing monitoring and liaison with Planning Authorities.	Annual Policy Audit