



# Monitoring Strategy

**North Wales Regional Transport Plan  
2010- 2015**

**Appendix 9**

**Taith**

Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham Councils working in Partnership

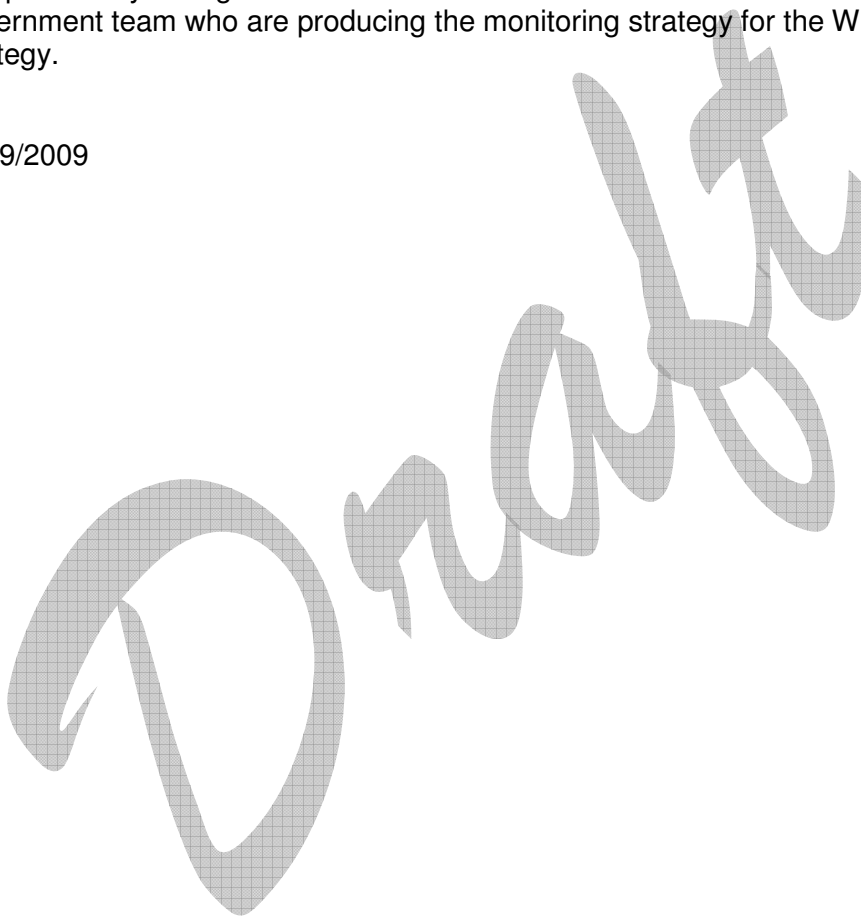
**September 2009**

**North Wales RTP Monitoring Strategy - further steps**

This Monitoring Strategy is currently in a draft form and will be developed into its final form for submission by the end of December 2009. This will allow for further development and consultation within the region as well as discussions with the Welsh Assembly Government to link Taith's Monitoring Strategy with the emerging monitoring strategy for the Wales Transport Strategy.

Strategic Directors for the Local Authorities in the region have made comments on the existing draft as has the Regional Transport Planner for the Welsh Assembly Government. In order to investigate these suggestions fully and incorporate them into the document a group of officers will meet to discuss them. Following this the document will be updated. Before the final document is produced it is also hoped to incorporate any changes related to discussions with the Welsh Assembly Government team who are producing the monitoring strategy for the Wales Transport Strategy.

24/09/2009



## North Wales RTP Monitoring Strategy

### 1. Introduction

As part of the Regional Transport Plan (RTP), Taith is required to produce a Monitoring Framework which will monitor not only the Objectives and Priorities of the RTP but also assist in monitoring the Wales Transport Strategy (WTS) Outcomes and Priorities, and hence those of the Wales Spatial Plan.

Monitoring will measure the effectiveness of RTP interventions in its 5 year programme. This will allow for changes to be made to the way the RTP is delivered in future years if necessary to enable the Objectives and Priorities of the RTP to be fulfilled.

### 2. Methods used to develop the RTP Monitoring Strategy

In developing this Monitoring Strategy the issues that Taith have considered are:

- ◆ How to monitor progress towards :
  - The WTS Outcomes and Priorities
  - The RTP Objectives and Priorities
- ◆ Data already collected in the Taith Region which includes :
  - WAG Performance Indicators
  - CSS Benchmarking Indicators
  - Local Performance Indicators
  - ATCO Benchmarking Indicators
- ◆ Review of Indicators for the RTP :
  - Possible new data sources
  - Possible changes to existing data sources
  - Duplication of data
- ◆ Setting of targets as appropriate

Types of indicators for which data will be gathered are:

- ◆ National Indicators for the WTS,
- ◆ Core Regional Indicators which will focus on the RTP Objectives and Priorities and will form the basis for evaluating the effectiveness in delivering the RTP
- ◆ Others as required may be :
  - Sub Regional Indicators for specific issues of importance within the Region
  - Secondary Indicators which would be additional for evaluating the RTP but may not be affordable (budgetary constraints) in the RTP1 period.

### 3. Monitoring the Wales Transport Strategy

The Wales Transport Strategy has its own Monitoring Strategy which includes indicators which need to be measured regionally. These will therefore be included within this RTP Monitoring Strategy and where possible will assist in monitoring not only the WTS Outcomes but also the regional Objectives and Priorities. Indicators may therefore act both as National and Regional Indicators.

Table 1. WTS Outcomes to be measured regionally

Outcomes	Data Sources / Indicators
<b>WTS</b>	
1. Improving Access to Healthcare <b>S1</b> Proportion of households within 30, 60 and 90 minute travel time thresholds of a NHS District General Hospital between 10am and 12pm on a Tuesday (i) by public transport and (ii) by car.	Accession
2. Improving Access to education, training and lifelong learning. <b>S2</b> Proportion of people aged 16-74 within 30, 60 and 90 minute travel time thresholds of 'Learning Providers' (as recognised within the ELWa National Planning Framework) between 7am and 9am on a Tuesday (i) by public transport and (ii) by car.	Accession
3. Improving Access to shopping and leisure facilities <b>S3.1</b> Proportion of households within 30, 60 and 90 minute travel time thresholds of a 'Key Centre' between 10am and 12pm on a Tuesday (i) by public transport and (ii) by car. <b>S3.2</b> Proportion of households within 30, 60 and 90 minute travel time thresholds of a 'Key Centre' between 8pm and 10pm on a Saturday (i) by public transport and (ii) by car.	Accession
5. Improve the actual and perceived safety of travel <b>S5.1</b> Total number of KSI casualties by mode <b>S5.2</b> Total number of child KSI casualties <b>S5.3</b> Total number of child pedestrian casualties in socially deprived areas <b>S5.4</b> Rate of slight casualties per 100 million vehicle kilometres	Stats 19 data
6. Improving Access to employment opportunities <b>S6.1</b> Proportion of people aged over 16 within 30, 60 and 90 minute travel time thresholds of a 'Key Centre' between 7am and 9am on a Tuesday (i) by public transport and (ii) by car.	Accession
10. Improving Access to key visitor attractions <b>E10.1</b> Proportion of people aged over 16 within 30, 60 and 90 minute travel time thresholds of a 'Key Visitor Attraction' between 7am and 9am on a Tuesday (i) by public transport and (ii) by car.	Accession

<p>14. Reducing the contribution of transport to air pollution and other harmful pollutant emissions</p> <p><b>Env14.1</b> Emissions of air pollutants apportioned to the transport sector (NO<sub>2</sub> &amp; PM10)</p> <p><b>Env14.2</b> Number of AQMAs where transport is the primary cause</p>	<p>National Indicator (Welsh Air Quality Archives) but LAs are probably monitoring this also.</p> <p>UK National Air Quality Archive / Local Authorities</p>
<p>Transport Theme</p> <p>1. Achieving a more effective and efficient transport system</p> <p><b>T1.3</b> Condition of roads; (i) Principal (A) Roads (ii) Non principal / classified Roads</p>	<p>CSS Benchmarking HMKPI 1a CSS Benchmarking HMKPI 1b</p>

#### 4. Monitoring the Regional Transport Plan

The Regional Transport Plan has a list of Objectives and Priorities which need to be monitored.

Table 2. RTP Objectives and Priorities

Outcomes	
RTP Objectives	
1	Optimise accessibility to employment, education, health and services for all the diverse communities of North Wales.
2	Improve the quality and provision of passenger transport throughout North Wales and to and from the Region.
3	Facilitate the efficient movement of freight supporting the Region's industry and commerce and its International Gateway functions.
4	Provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment.
5	Improve safety of all forms of transport.
6	Enhance the efficiency and use of the transport network.
7	Upgrade and maintain the transport infrastructure, providing new where necessary
RTP Priorities	
1	<p><b>Efficiently meeting North Wales' diverse transport needs</b></p> <p>Providing a transport network for North Wales that recognises the geographic and social diversity of the Region, making best use of the available resources to give efficient movement of both people and freight.</p>
2	<p><b>Passenger transport profile and performance</b></p> <p>Raising the profile and performance of public transport services in North Wales within an integrated system including trains, high quality fast interurban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.</p>
3	<p><b>Reducing congestion and journey times</b></p> <p>Resolving congestion and highway access issues.</p>
4	<p><b>Supporting development</b></p> <p>Supporting the development of towns and other key centres to increase their economic viability and to promote sustainable development and environmental improvement.</p>

Outcomes	
5	<b>Safe, efficient, sustainable transport networks</b> Maintaining safe, efficient, more sustainable transport networks.
6	<b>Improving rail services for North Wales</b> Seeking improvements to all North Wales rail passenger services and facilities.
7	<b>Environmentally-friendly and efficient freight movement</b> Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.
8	<b>Smart traffic planning and management</b> Establishing an integrated North Wales traffic monitoring, information and control network and seeking to promote more sustainable transport behaviour through travel planning and better education in efficient travel choices and driving techniques.
9	<b>Sustainable transport</b> Increasing current levels of cycling and walking by residents and visitors.

#### 5. Indicators Currently monitored by Local Authorities

Indicators that are currently monitored by each Local Authority within the Taith Region have been considered for the monitoring of the RTP. If an Indicator is already collected it can help the RTP monitoring process considerably. Firstly a system is already in place to collect the data, making it easier to continue to do so rather than starting from scratch. Secondly there will be existing baseline figures for those Indicators when the RTP comes into being.

This does not mean that all the indicators that Local Authorities already collect will be suitable for monitoring the RTP. Only those that are deemed practical for monitoring the RTP Objectives and Priorities have been included and duplication of indicators has been avoided.

The list of RTP Objectives and Priorities has been copied below, with corresponding Core Regional Indicators.

Table 4. RTP Outcomes and Indicators

Outcomes	Indicators	Data Sources	Baseline Year
<b>RTP Objectives</b>			
<b>1</b> Optimise accessibility to employment, education, health and services for all the diverse communities of North Wales	Expected to follow WTS Indicators - not yet published.	Accession	
<b>2</b> Improve the quality and provision of passenger transport throughout North Wales and to and from the Region	Expenditure on local bus services (net figures)	ATCO benchmarking indicators collected by LAs (1)	2008/09
	Expenditure on Unconventional Public Transport (net figures)	ATCO benchmarking indicators collected by LAs (2)	2008/09
	Bus stop facilities: Total number of bus stops in the Taith area	ATCO benchmarking indicators collected by LAs (6a)	2008/09
	Number of bus shelters in the Taith area	ATCO benchmarking indicators collected by LAs (6b)	2008/09
	Expenditure on Public Transport Publicity and Information	ATCO benchmarking indicators collected by LAs (7)	2008/09
	Number of Passenger Journeys on supported bus services.	CSS benchmarking collected by LAs (from Tr.1a. Cost per passenger)	2008/09
	Reimbursement per passenger	CSS benchmarking collected by LAs (Tr.1b)	2008/09
	Subsidy per population	CSS benchmarking collected by LAs (Tr.1c)	2008/09
	Bus Stops displaying current Timetable Information	CSS benchmarking collected by LAs (Tr.4b)	2008/09
%age of Bus Stops with Raised kerbs	CSS benchmarking collected by LAs (Tr.4c)	2008/09	
<b>3</b> Facilitate the efficient movement of freight supporting the Region's industry and commerce and its International Gateway functions	<a href="#">National Transport Stats?</a>	<i>To be determined</i>	

Outcomes	Indicators	Data Sources	Baseline Year
4 Provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment	%age target school population who've completed cycle training (N5).	CSS benchmarking / LAs	2008/09
	The percentage of adults aged 60+ who hold a concessionary travel pass.	WAG Core Set Indicator (THS/007)	2008/09
	Possible new indicators: Car share provision / take up	<i>Liftshare / Taith - monitoring of car share schemes</i>	2010/11
	Cycle counts	<i>To be developed</i>	2010/11
	Air Quality from Air Quality Management Site data? Number of AQM zones	<i>To be developed</i>	2009/10
5 Improve safety of all forms of transport	Government Casualty Reduction Targets	STATS 19 / LAs	2008/09
	No. of casualties per km per annum	CSS benchmarking / LAs (L2)	2008/09
	Prop. of car parks with secured status	CSS benchmarking / LAs (L6)	2008/09
	Proportion of children required to receive kerb craft training who have received training	CSS Benchmarking / LAs (L5)	2008/09
	Number of interchanges with CCTV	Network Rail / LA	2009/10
	% of bus fleet fitted with CCTV	Bus Operators	2009/10
6 Enhance the efficiency and use of the transport network	%age of Cat.1 defects repaired within 24 hrs.	Local Performance Indicators (LI HT 08)	2008/09
7 Upgrade and maintain the transport infrastructure, providing new where necessary	% of roads in overall poor condition	WAG National Strategic Indicator (THS/010)	2008/09
	Total funding from Transport related grants	Taith	2008/09
<b>RTP Priorities</b>			
<b>1 Efficiently meeting North Wales' diverse transport needs</b> Providing a transport network for North Wales that recognises the geographic and social diversity of the Region, making best use of the available resources to give efficient movement of both people and freight.	Accessibility	Accession	
<b>2 Passenger transport profile and performance</b> Raising the profile and performance of public transport services in North Wales within an integrated system	Public Assessment of Bus Services Satisfaction Rating		

Outcomes	Indicators	Data Sources	Baseline Year
including trains, high quality fast interurban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.	Provision of public transport information	CSS Benchmarking / LAs(Tr.5a)	2008/09
	Frequency of bus services	CSS Benchmarking / LAs(Tr.5b)	2008/09
	State of bus stops/shelters	CSS Benchmarking / LAs(Tr.5c)	2008/09
	Reliability of buses	CSS Benchmarking / LAs(Tr.5d)	2008/09
	Local Bus Service – Overall	CSS Benchmarking / LAs(Tr.5e)	2008/09
<b>3 Reducing congestion and journey times</b> Resolving congestion and highway access issues.	Journey time surveys	<i>To be developed</i>	2010/11
	Strategic Network traffic flow	AADT <i>To be developed</i>	2009/10
<b>4 Supporting development</b> Supporting the development of towns and other key centres to increase their economic viability and to promote sustainable development and environmental improvement.	%age of stations (bus or train) with cycle parking	LAs	2009/10
	Number of designated Park and Ride and / or Share sites	LAs	2009/10
	Number of new school travel plans	LAs - <i>To be developed</i>	2009/10
	Number of workplace travel plans	LAs - <i>To be developed</i>	2009/10
	Work Place Travel Plan Coverage (% of region's workforce covered by a travel plan / or by main town)?	<i>To be developed</i>	2009/10
	Number of section 106 agreements with transport related outputs	LAs	2009/10
	Number of travel plans required/ produced as planning application requirement?	<i>To be developed</i>	2009/10
	No. of casualties per km per annum	CSS benchmarking / LAs (L2)	2008/09
	Government Casualty Reduction Targets	STATS 19 / LAs	2008/09
Number of Buses meeting Euro IV standard or better	Bus Operators	2009/10	
<b>6 Improving rail services for North Wales</b>	Trains per day - Holyhead to Chester (mon-	Rail Timetable	Current Service

Outcomes	Indicators	Data Sources	Baseline Year
Seeking improvements to all North Wales rail passenger services and facilities.	fri)		level 2009/10
	Trains per day - Llandudno Junct. to Chester (mon-fri)	Rail Timetable	Current Service level 2009/10
	Trains per day - Conwy Valley line (mon-fri)	Rail Timetable	Current Service level 2009/10
	Trains per day - Borderlands line (mon-fri)	Rail Timetable	Current Service level 2009/10
	Number of passenger journeys to / from railway stations in the Taith area.	Arriva Trains Wales	2008/09
<b>7 Environmentally-friendly and efficient freight movement</b> Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.	Annual Tonnage of Freight on rail lines in Taith Area	<i>To be developed</i>	2009/10
<b>8 Smart traffic planning and management</b> Establishing an integrated North Wales traffic monitoring, information and control network and seeking to promote more sustainable transport behaviour through travel planning and better education in efficient travel choices and driving techniques.	<i>To be developed</i>	<i>To be developed</i>	?
<b>9 Sustainable transport</b> Increasing current levels of cycling and walking by residents and visitors.	Proportion of target school year population who have completed cycle training	CSS benchmarking / LAs (N5)	2008/09
	<b>Possible new:</b> Cycle counts (Automatic / Manual on certain routes)	<i>To be developed</i> <i>Local Authorities / Sustrans</i>	2010/11
	Public experience / perception of walking and cycling in the region	<i>Regional Transport Survey - To be developed</i>	2009/10
	Walking counts	<i>To be developed</i>	2010/11

## 6. Resources and cost implications

Many of the indicators listed above are currently collected by the North Wales Local Authorities within Taith but figures will need to be aggregated to achieve regional figures.

Some indicators are new and need to be developed although some should be relatively easy to collect where they are based on data held by the Local Authorities. Some will require more work to develop and carry out, such as the Regional Transport survey which will cost in the region of £40K each time the survey exercise is carried out.

Traffic data is collected by WAG and Local Authorities but the method of collating it into a meaningful regional resource is yet to be developed. Some cycling and walking data is also collected by the Local Authorities and Sustrans but will also need collating for the region and more precise indicators developed.

There are also resource implications for carrying out Accession work for the accessibility indicators for WAG and the RTP.

The County of Gwynedd is part of two Consortia, Taith and TraCC, and will therefore have to split their data for the monitoring of some of the indicators.

## 7. Targets

Targets have been set by the UK Government for casualty reduction and the North Wales Local Authorities will be working towards these targets. Targets for the year 2010 compared to the 1994-98 average are:

- a 40% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million vehicle kilometres

In April 2009 the Department for Transport issued a consultation document entitled "A Safer Way : Consultation on making Britain's Roads the Safest in the World". This document suggests new targets for 2020 (based on 2004-08 baseline average).

No other targets have currently been set for the RTP. This will be reviewed in the Annual Progress Report once baseline figures for all indicators have been set.

## 8. Guiding Principles

- M1 Data for Monitoring Indicators for the RTP will be collected by each Local Authority in a standard format.
- M2 Data will be analysed to evaluate trends and determine effectiveness of interventions.
- M3 The results and any actions arising will be reported in the Annual Progress Report

**9. Timescale**

Baseline figures which are available will be prepared prior to the RTP coming into force in April 2010. Baseline figures are not available for all indicators on a regional basis at present, but these will be developed over the next year and will be presented in the first Annual Progress report of the RTP.

**10. Evaluation**

Progress towards the improvement in the indicators will be evaluated for the Annual Progress Report each year.

**11. Delivery**

Taith will implement a delivery mechanism which will draw on current best practice in Local Authorities.

