

PROGRESS INDICATORS AND THEIR IMPLICATIONS FOR STATISTICS

1. This paper has two purposes. First, to inform Members of the Committee about the Scottish Executive's Transport progress indicators, and to seek their views on them and the implications for statistics. Members will recall that it was suggested, at the previous meeting, that this topic should be on the agenda for this meeting. And, they will have seen that the title of the joint Napier University Transport Research Institute / Transport Statistics Users Group seminar (which will be held in the afternoon, following the meeting) is "Transport Indicators - where to?" The second purpose is to respond to a request, from the Secretary of the ScotStat Board, that the Committee consider various issues regarding indicators, key statistics and targets.

The Scottish Executive's Transport Progress Indicators

2. *Transport Indicators for Scotland* was published in December 2002. It can be found on the Scottish Executive Web site, at:

<http://www.scotland.gov.UK/library5/transport/stdi-00.asp>

Unfortunately, we cannot provide any printed copies, as the stock of them has been exhausted.

3. There are eleven indicators, some of which involve several different sets of statistics relating to the same indicator. They are presented in a series of graphs, generally showing the trends since 1995. In some cases, figures are not available for all the years. The document stated that such indicators may be expanded later, when more years' figures become available, to show the trends over several years. In other cases, no figures at all were available, and the document noted that the Executive would have to collect suitable data.

4. In summary, the indicators are:

- **Road traffic volumes** - major roads, minor roads, all roads;
- **Passenger journeys by public transport** - bus, rail, air, ferry and HIAL airports;
- **Freight lifted** - road, coastal shipping, pipeline, inland waterway, rail;
- **Road traffic congestion** - figures not yet available;
- **Condition of the road network** - residual life of trunk road surface (% in various bands);
- **Transport emissions** - the levels of Nitrogen Dioxide (NO₂) and Particulates (PM₁₀) measured at sites in the centres of Edinburgh and Glasgow;
- **Accessibility of local bus services** - walking time to nearest bus stop for six different types of urban and rural area (% of households in various bands), "latest year" figures only;
- **Short journeys** - modal shares for journeys of different lengths, "latest year" figures only;
- **Travel to work and school** - modal shares for large urban areas, other urban areas and small towns, "latest year" figures only;
- **Road accident casualties** - all casualties and child casualties, by severity;
- **Access to public transport information** - figures not yet available.

5. *Transport Indicators for Scotland* added that the Scottish Executive had also published several targets that relate to transport indicators, and referred to the following "key targets and publications":

Building a Better Scotland

- Increase **rail passenger journeys on the ScotRail network** by a further 5% by 2006 on 2002-03 levels.
- Increase **local bus passenger journeys** by 5% by 2006 on 2000-01 levels.

- Increase **passenger numbers passing through HIAL airports** by 5% by 2006 on 2001-02 levels.
- Increase the quality and quantity of **lifeline ferry services** and ensure 98% of planned sailings actually sail and 98% arrive on time, by 2006.
- Reduce the **time taken to undertake trunk road journeys** on congested/heavily trafficked sections of the road network by 2006.
- Achieve best value for money by reducing **the proportion of the trunk road network that requires close monitoring** to 6% for motorways and 8% for dual carriageways by 2006.
- Reduce the number of **serious and fatal road accident casualties** by 40% by 2010 and by 50% for children over the same period, compared with 1994-98 annual averages.
- **Traveline Scotland** Ltd to answer at least 1 million enquiries per year by 2006 and for performance and output standards to be met.
- **Transport Direct** portal to achieve at least 1.5 million visits per annum by 2006 and for performance and output standards to be met.

Scottish Climate Change Programme

- Make an equitable contribution to the UK Kyoto target of a 12.5% reduction in 1990 levels of **greenhouse gas emissions**.

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

- To work in partnership with local authorities with the aim of meeting the annual **nitrogen dioxide** objective by 2005 and the objective for **PM10** by 2010 in all areas.

5. *Transport Indicators for Scotland* stated that SE "will monitor progress against these indicators, review them on a regular basis and publish an annual update on the Scottish Executive website". It added that "where we have not set targets and/or have a requirement to begin collecting data, we intend to further develop and refine our progress indicators over the coming 12 months". The process of reviewing and updating the indicators is getting under way, and it is hoped to publish an updated version in December.

6. **Members of the Committee are invited to comment on**
- **the Scottish Executive's Transport progress indicators, and**
 - **the way in which they are presented.**

The Executive would welcome Members'

- **suggestions for possible developments and improvements to the indicators and**
- **views on the implications for the collection of the statistics from which indicators may be produced.**

Key Statistics, Targets and Performance Indicators

7. Members of the Committee will recall the list of "key statistics, targets and performance indicators", requested by the ScotStat Board, which was produced with Members' assistance. A copy of the final version of this list, which was e-mailed to members on 8th May, is enclosed for ease of reference (the file name is: "Key Transport Stats for ScotStat Board 29 Apr 03.xls").

8. The Secretary of the ScotStat Board wrote to the Chairs of the committees on 1st August. Her letter included the following paragraph:

Key Statistics/Targets

The Board found the Matrix of indicators a very useful starting point in their consideration of the role of ScotStat in improving the quality/consistency of target setting/monitoring. It was decided that the Matrix could be developed a bit further, and

consideration could be given to extending it's use by making it available on the web-site, updating it regularly, and using it as a tool within the Executive, and other organisations where appropriate. Committees are therefore asked to consider including an item in KeyStat/Targets on their next agenda to consider the issues of quality, fitness for purpose, existence of inconsistent targets etc. for the relevant indicators identified in the Matrix (spreadsheet and covering paper presented to Board attached). You are also requested to consider the range of indicators listed in the Matrix, and provide additional information either on the listed indicators, and on other indicators which have been omitted.

9. The "Matrix of indicators" and the covering paper for the ScotStat Board are also enclosed (file names: SCOTSTAT 8-03.xls and SCOTSTAT 8-03.doc). The "Matrix" is an greatly expanded version of the "Key Transport Stats ..." spreadsheet. It contains 422 indicators, supplied by the different Committees, including 44 "Transport" ones. At present, the spreadsheet shows only those for which the "National Statistics Theme" (column J) is "T,T&T" - change the selection criterion for this column to "All" if you wish to see all 422 indicators. Many of the columns have been narrowed greatly to make a print of the spreadsheet fit within the width of a page - you may wish to widen some of them to see what they are.

10. It is not possible for the Committee to consider each of the 44 "Transport" "key statistics, targets and performance indicators" at this meeting. However, the Committee can identify any of them for which members have concerns about issues such as their quality, fitness for purpose, and any inconsistencies between different targets. If there are such concerns, the Committee can consider whether it should set up a working group to look into such matters in more detail. (Any such working group would *not* report directly to the Committee, but would, from time to time, inform Committee members of progress and/or seek their views on particular points.) If required, a working group on "key statistics, targets and performance indicators" could have other functions relating to them - for example, it could advise on possible changes to the existing ones, the possible introduction of new ones, and the implications for the collection of statistics.

11. On the other hand, members may have no concerns about the "Transport" "key statistics, targets and performance indicators", and may feel that there is no need to (e.g.) look into such matters in more detail or provide advice on such topics. If so, the Committee could agree that the ScotStat Board should be informed that there is no need (at present) for further work on these matters.

12. **Members of the Committee are invited to:**

- **identify any of the 44 "Transport" "key statistics, targets and performance indicators" for which they have concerns about issues such as:**
 - **quality,**
 - **fitness for purpose,**
 - **inconsistencies between different targets;**
- **consider whether there is a need for a working group on "key statistics, targets and performance indicators" and, if so, would they be willing to be a member of it;**
- **raise any other matters related to "key statistics, targets and performance indicators" - for example, should the list be extended by including other ones? Is there information that they would like added to some of the entries in the list?**

Key Statistics/PIs and Targets - Matrix (SCOSTAT 8/03)

Aim

1. The ScotStat Board is asked to consider the information contained in a matrix on key statistics, targets, milestones and performance indicators which exist across the Scottish Executive and other organisations, with a view to assessing the contribution it can make to the thinking of the range of information available.

Issues for discussion

2. Members are invited to comment on;
 - the usefulness of the matrix in it's current form
 - scope for further expansion
 - if/how to make available more widely (SE, other organisations, SCOTSTAT)
 - how this informs thinking on key statistic/PI/target guidance

Background

3. The ScotStat Board has been taking forward thinking on how it can assess the contribution it can make to the thinking of the range of key statistics, targets, milestones and performance indicators, which exist across the Scottish Executive and other organisations. As an initial part of this thinking, the Board asked the ScotStat Board Support Group to collate information provided by committees on the range of existing indicators in which their committee has an interest.
4. It was expected that such a matrix should assist in the understanding of the range of targets, duplication, inconsistencies etc, and provide a catalyst for thinking about action/guidance could usefully be developed to aid the monitoring/development of future indicators. A related thought was that the list of targets and indicators could eventually be made publicly available on the ScotStat web site, together with available metadata, and could be used within the Executive and other organisations to help to avoid future duplication of targets/indicators.

Compilation of a matrix of key statistics, targets, milestones and performance indicators

5. Each committee was provided with a template which included a complete list of both Building a Better Scotland targets (BABS) and Social Justice Milestones (SJMs) and were asked to supply information relating to relevant BABS targets and SJMs. Each committee was also asked to add other Key Statistics, targets, milestones and performance indicators in which they had an interest (within and outwith the Executive).

6. The information collected from those committees, which provided details of key statistics, targets, milestones and performance indicators, is provided in the Excel spreadsheet entitled

‘SCOTSTAT 8-03.xls’

7. Board members should note that this matrix is a starting point, and does not attempt to provide a comprehensive list of all key statistics etc across the SE and other organisations.

Contents of a matrix of key statistics, targets, milestones and performance indicators

8. The spreadsheet contains the following three tabs:

Matrix: provides details of the key statistics etc in which the committees are interested

Programme: provides an explanation of the abbreviations used to describe the programme.

Abbreviations: provides an explanation of any other abbreviations used by each committee

9. Looking at the matrix, the columns of the spreadsheet are divided into three main sections: the first (columns A to J) gives details of the target itself, the second (columns K to V) contains information on those targets which each committee is interested and the third section (columns W to AB) contains information on ownership, quality assurance etc. The column headings for a committee for which no data is yet available, is shown in red. Please note that although ‘Health and Care – Care’ and ‘Health and Care – Health’ have been identified separately on this matrix, they are in fact one ScotStat committee.

10. The key items of information on the matrix are as follows:

Programme (col. B): This will refer to the programme under which a particular set of key statistics etc was prepared e.g. BABS. Clicking on the ‘Programme’ tab gives a key to the abbreviations used to describe the programmes.

Target (col. I): A description of the key statistic, target, milestone or performance indicator in question.

National Statistics Theme (col. J): The National Statistics theme into which a key statistic etc would naturally fall.

Owner (col. X): Identifies the ‘owner’ of a key statistic etc. Note that the Transport and Travel committee have provided separate information on the ‘owner’ of the Target/indicator and the ‘owner’ or supplier of the figures. This information is given in columns Y and Z).

Quality Assurance (col. AA): Any quality assurance to which a key statistic etc is subjected.

11. There are two main ways in which the matrix can be used:

- i) *To look at a particular key statistic etc:* by looking at a particular key statistic etc, look at the committees which have identified an interest in this key statistic etc to identify any duplication or gaps and
- ii) *To look at a particular committee:* by looking at the information provided by a particular committee (by using the filter option on the column name), look at the key statistics etc in which a particular committee is interested.

SCOTTISH EXECUTIVE

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