

## Strategy - 3b Monitoring Report

- Purpose of Report

To update the Board on progress in monitoring against the agreed targets and indicators contained in the RTS monitoring report. The full monitoring report will be published as part of the Annual Report.

- Background

The Monitoring/baseline Report provides information and background data to support the development of the Regional Transport Strategy (RTS), as approved by Scottish Ministers in July 2008. This is the third monitoring report, considering progress towards achievement of the measures identified as providing a baseline, when the RTS was originally approved by Board and submitted to the Scottish Government in 2007. It should be noted that most indicators will take many years for the Strategy to decisively influence them, but it is Nestrans' intention to maintain regular monitoring of its targets and indicators.

A copy of the monitoring report is appended to this Board Report. The first page provides an index of all 54 indicators and an indication of whether they are moving in the right direction. This is presented using a colour coding scheme, whereby indicators on-target are indicated in green highlight and underlined, those which have *some degree of success (perhaps some parts are being achieved or some improvement, but not as great as targeted)* are highlighted in yellow and are in italics, those which indicate **a move in the wrong direction are highlighted in red and in bold**. Those awaiting data are highlighted in grey.

There are a number of indicators for which targets have not been set and are monitored for information purposes only. In these cases, progress is indicated by arrows showing an increasing or decreasing trend.

- Some key results

In the 2010 monitoring report, of 45 indicators for which indicative targets have been identified, using the most up-to-date data available the following results could be summarised:

	2009 Monitoring Report	2010 Monitoring Report
Indicators <u>on target</u>	12	18
Indicators with <i>some success</i>	8	13
Indicators moving in the <b>wrong direction</b>	7	8
Indicators no significant change or no data available	18	6

The monitoring report contains a lot of information within its tables and graphs. It is however worth highlighting a number of notable changes since 2009.

- **Rail patronage** continues to grow across all stations in the north east. Since 2004/05, Portlethen station has seen a 106% increase in total annual passenger numbers with Dyce and Inverurie seeing a 68% and 53% increase respectively over the same time. (**Indicator 4**)
- **Aberdeen Airport** saw a slight decrease in passengers between 2007 and 2008 however this is thought to be due to the economic climate at this time and follows

increases in the previous two years. Overall passengers through Aberdeen Airport increased by 15% since the 2005 baseline. **(Indicator 10)**

- **Car and public transport journey times for twelve key routes** across the region are monitored on an annual basis. Across all twelve journeys the total journey time by car has remained relatively static since 2008, however public transport journey times have improved since 2008 and 2009. This is primarily due to rail journeys becoming a more attractive option, particularly with the introduction of the Dyce service 80 shuttle bus for journeys to the Dyce area. **(Indicators 23 & 24)**
  - The target to increase the **number of taxis and private hire vehicles** available in the North East has been met with an overall increase of 19% since 2006. **(Indicator 29)**
  - The target for the number of motorcycles and powered two wheelers registered within the North East has been met and they now account for 3% of all vehicles registered in the North East. **(Indicator 32)**
  - **Travel to school** – although the number of children being driven to school has increased since 2005/06, the number of children travelling actively to school (walking and cycling) has been maintained across the north east as a whole and increased in Aberdeenshire. The increase in those travelling by car is matched by a decline in the number travelling to school by bus. **(Indicator 41)**
  - **Cycling** – Thirteen key points on the road and cycle networks have been monitored in April 2008 and 2009 to record the number of cyclists and the results show an 8% increase over this 1 year period. **(Indicator 43)**
  - **Travel to work-** Across the North East in 2007/08 some 65% of employed adults not working from home drove to work with a further 6% travelling by car as a passenger. However, 2007/08 also saw a notable increase in the number of people cycling to work in Aberdeen City from 2% in 2005/06 to 3.5% in 2007/08. This is a notable increase in terms of cycling and is the third highest level of cycling to work in Scotland behind Edinburgh and Moray. **(Indicator 46)**
- Recommendation
    - That the Board note the positive trends emerging against many of the targets and note the progress towards meeting many of the targets that have been set.

KM/5 Apr 2010