

3c Annual Monitoring Report

o Purpose of Report

The purpose of this report is to provide members with an Annual Monitoring Report in support of the Regional Transport Strategy.

o Background

The Monitoring Report provides information and background data to support the development of the Regional Transport Strategy (RTS), as approved by Scottish Ministers in 2008 and its subsequent Refresh approved in 2014. This is the seventh 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.

o Summary of results

In the 2015 monitoring report, of 40 indicators for which indicative targets have been identified, using the most up-to-date data available the following results can be summarised:

	2009	2010	2011	2012	2013	2014	2015
Indicators on target	12	18	18	20	19	22.5	20
Indicators with some success	8	14	12	16	14	14	12
Indicators moving in the wrong direction	7	9	7	5	1	2.5	1
Indicators with no data available	18	4	8	4	6	3	7

A full Monitoring Report 2015 is attached as Appendix 1 to this report.

o Some key results

The monitoring report contains a lot of information within its tables and graphs however some key points to note are:

- **Rail patronage (Indicator 3)** continues to increase at every station across the North East. Highest growth is at Portlethen (up 163% between 2010/11 and 2014/15) and Inverurie (up 45% in the same period);
- the **number of passengers through Aberdeen Airport (Indicator 9)** was up in 2014 at 3.7 million.
- The proportion of passengers using **bus or rail to access Aberdeen Airport (Indicator 12)** has shown considerable growth, from less than 5% in 2001 to over 14% in 2013.

- **Passengers using Northern Isles ferry services through Aberdeen Harbour (Indicator 14)** reached the target of over 150,000 in 2013. However growth in Aberdeen-Lerwick masks a decline in Aberdeen-Kirkwall figures.
- **The volume of freight through through Peterhead and Aberdeen Harbours (Indicator 18)** has seen a decline in 2013;
- The relative cost of parking to bus fares is narrowing (**Indicator 30**) with a day bus ticket in Aberdeen now costing approximately 1.8 times the price of 2hours car parking;
- **The number of fatalities in road traffic collisions** in the north east (**Indicator 33**) has seen further reduction and the five year average for 2009-13 is at the lowest level recorded;
- **Mode split on the travel to school (Indicator 34)** shows 46% of children walking and another 5% cycling or scootering;
- **journeys to work (Indicator 40)** by modes other than car driver are up to 40% (46% in Aberdeen and 33% in Aberdeenshire);
- The **number of bus passengers in the north east (Indicator 41)** has seen an increase in 2013/14 and has returned to just under 2009/10 figures;
- **Indicators 43 and 44 relate to air quality** and show a mixed picture with some areas showing average concentrations of nitrogen dioxide and particulates below national and European legislative targets but a number of areas still in excess of these (Wellington Road, Union Street and Market Street);
- The **growth in vehicle kilometres travelled in the north east in the preceding decade (Indicator 46)** has now reduced to less than zero (i.e. traffic in 2013 is lower than 2003);
- the **distance travelled by vehicles in the north east (Indicator 47)** has remained fairly static over the last four years.

o Indicators moving

A few indicators have seen significant changes in the past year, resulting in changes in their categorisation.

Five have been upgraded to **on target** (removing restrictions on trunk roads, public transport accessing the airport, ferry passenger numbers, travel to work by modes other than driving and public transport satisfaction); one has been reduced to **some success** (proportion of taxis capable of carrying wheelchairs); and one has moved from on target to **wrong direction** (volume of goods through north east ports).

Obviously some indicators are affected by outside agencies such as global recession or oil price, others may be as a direct impact of local decisions which Nestrans can influence.

It should also be noted that the data is predominantly published information and in some circumstances may not reflect the most up-to-date situation. For example the Monitoring Report shows growth at Aberdeen Airport since the published data refers to 2014, but press announcements have indicated a reduction in passenger numbers in the first half of this year.

o **Recommendation**

It is recommended that the Board:

- a) Note the contents of this report and the trends emerging against many of the RTS targets;
- b) Approve the Nestrans Monitoring report 2015, which will be uploaded to the Nestrans' website .

RD/28 September 2015