

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

This Monitoring Report provides information and background data to support the development of the Regional Transport Strategy (RTS), first produced in 2008 and a refresh as approved by Scottish Ministers in 2014. This is the eighth annual monitoring report and provides information against a total of 48 monitored indicators of which 35 have targets set against them.

This monitoring report is designed to show progress against the objectives of the RTS which is delivered by Nestrans and its partners. It should be noted that it may take many years for the strategy to decisively influence most indicators, but it is Nestrans' intention to maintain regular monitoring of its targets and indicators. Nestrans itself may have limited influence over delivery against some of the indicators however as the delivery of the RTS as a whole relies on the work of many partners, it is important to understand the wider progress and trends across the region.

This report seeks to provide information and consider appropriate indicators for taking the RTS forward. In particular, it contains SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) targets to be refined as part of the Delivery Plan. Targets, where possible, relate back to the strategy's identified objectives and therefore the indicators too relate to objectives and the strategy's 21 strands.

A total of 48 indicators are monitored, of which 35 have also got targets set against them.

o Updates on the 2015 monitoring report

Following feedback at previous board meetings the indicators that are monitored have been reviewed since 2015 and some, where data has been inconsistent or is now no longer collected, have been removed.

o Summary of results

In the 2016 monitoring report, of the 35 indicators for which indicative targets have been identified, using the most up-to-date data available the following results can be summarised (it should be noted that some indicators have more than one target):

	2016
Indicators <u>on target</u>	21
Indicators with <i>some success</i>	14
Indicators moving in the wrong direction	6
Indicators with no data available or target set	12

The full 2016 Monitoring Report is attached as Appendix A 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, with stations seeing 30% more passengers between 2010/11 and 2014/15 and now exceeding 6 million. The highest growth has been at Portlethen (up 211% between 2010/11 and 2014/15) and Inverurie (up 55% in the same period);
- **Traffic (indicator 5)** remains fairly static at around 4.2 billion kilometres (2.3 billion miles), just 3% higher than in 2005;
- The **number of passengers through Aberdeen Airport (Indicator 9)** was 3.47 million in 2015, although a decline from 2014, still the second highest year ever. Aberdeen International Airport provides links to 48 airports in 16 countries and is the best connected UK to UK airport in the country with services to 21 other British airports;
- 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)** increased to 151,000 in 2014. However growth in Aberdeen-Lerwick (up 18% since 2005) masks a decline in Aberdeen-Kirkwall figures.
- **The volume of freight through Peterhead and Aberdeen Harbours (Indicator 16)** has seen a recovery in 2014 and now sits at over 6 million Tonnes, an increase of 10% since 2005. Peterhead in particular has seen strong growth, up by 48% between 2005 and 2014;
- **Restrictions affecting trunk roads** in the region (**Indicator 20**) has been reduced by the opening of the new Inveramsay Bridge on the A96;
- The number of **coach services** to and from the region (**Indicator 22**) has increased between 2007 and 2016. There are now 541 coach services per week to key destinations;
- There were nearly 19.5 million **bus journeys made (Indicator 23)** in the north east in 2015/16;
- The **relative cost** of parking to bus fares is narrowing (**Indicator 27**) with a day bus ticket in Aberdeen now costing approximately 1.8 times the price of 2hours car parking;
- The number of **cyclists on key routes** in Aberdeen and Aberdeenshire (**Indicator 31 and 32**) are increasing. Aberdeen has seen a 50% increase between 2008 and 2016;
- **Journeys to work (Indicator 36)** by modes other than car driver are up from 36% in 2003/04 to 40% in 2014 (46% in Aberdeen and 33% in Aberdeenshire). The proportions driving has fallen in both Aberdeen and Aberdeenshire;
- The numbers **walking to work** has seen the greatest increase – from 12% to 14% in Aberdeenshire and from 14% to 25% in Aberdeen between 2005/06 and 2014;
- **Mode split on the travel to school (Indicator 37)** shows 50% of children walking, cycling or scootering. Although numbers walking have reduced, cycling is increasing in both Aberdeen and Aberdeenshire schools with an increase from 1% in 2003/04 to 3% in 2015;

- The numbers participating in **carshare schemes (Indicator 38)** and the **car club (Indicator 39)** are increasing, with over 3,000 registered car sharers and over 1,200 car club registrations, both at their highest ever levels;
- **Number of injuries in road traffic collisions** in the north east (**Indicator 43**) has seen further reduction with total number of casualties now 46% lower than in 2005;
- Number of **fatalities in road traffic collisions** in the north east (**Indicator 44**) has seen further reduction and the five year average for 2011-15 is at the lowest level recorded;
- **Carbon emissions from transport (Indicator 45)** have seen a 16% reduction across the north east between 2005 and 2014;
- **Indicators 46 and 47 relate to air quality** and show reducing average concentrations of nitrogen dioxide and particulates. 2015 levels in Wellington Road, Union Street and Market Street all show improvements and are close to achieving European-defined maximum levels.

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 2016, which will be uploaded to the Nestrans' website .

KC/20 September 2016