
Strategy – 3c Monitoring Report

o 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 and is available as Appendix A attached to this report.

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 July 2008. This is the fifth 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.

As this is the fifth year of monitoring and a substantial amount of data is now presented, the opportunity has been taken to review the targets and indicators and the way in which they are presented. Many of the indicators are now provided in graph form to make them easier to read and identify trends at a glance. A number of indicators have also been amended, removed or updated. A summary of the proposed changes to indicators and targets is provided below along with some key results.

o Proposed changes to indicators and targets

- Indicator 1 - addition of the measure of population with access to a rail station as well as showing the number of rail stations.
- The indicator relating to the number of rail passenger miles travelled to/from/within the North East has been removed as the data is no longer available. There were also questions over its relevance as it only considered journeys wholly within Scotland.
- A new indicator has been added to show the percentage of driver journeys delayed due to congestion.
- The indicator showing the proportion of commuters that have free parking has been removed due to a lack of data.
- The indicator on travel plans has been removed due to a lack of data with the focus instead being on the desired outcomes including more sustainable travel to work and school which is represented by other indicators.
- The indicator relating to the number of households owning a bike has been removed as it was felt that the number of people cycling and mode split was more relevant.
- An indicator has been added to show use of the car club.
- The indicator on CO2 emissions has been changed to show per capita emissions rather than total emissions as this is more informative on increases in CO2 whilst taking into account changes in population.
- The targets for travel to school and travel to work have been re-worded to focus on increasing sustainable modes rather than reducing car use.
- The indicator on travel to school mode split has been updated to use data from the Sustrans Hands Up Survey rather than the Scottish Household Survey. The Hands Up Survey happens annually and has recently been awarded National Statistics status.

- The target for increasing the proportion of travel to work journeys by modes other than car driver has been increased as it was already being met region wide and not felt to be challenging enough.
- Data is no longer available at a regional level for indicators 41 and 42 on bus passengers and bus vehicle kilometres and therefore an estimate has been made.
- The indicator for air quality has been split into two parts to show more detail of the different monitoring sites for nitrogen dioxide and particulates.
- The indicator relating to retail turnover has been removed due to a lack of data.
- The target to increase the number of motorcycles has been removed as although this is still an important indicator, it is not an objective of the RTS to increase their usage but rather ensure provision and safety for all road users.
- The target for use of the car share scheme has been increased as this was already being met.
- The target date for removing restrictions on the trunk road network, cumulative time lost due to congestion and average journey speeds has been amended to 2018 to reflect the delay in the delivery of the AWPR, as it was assumed that this would be in place when the targets were initially set.

o Some key results

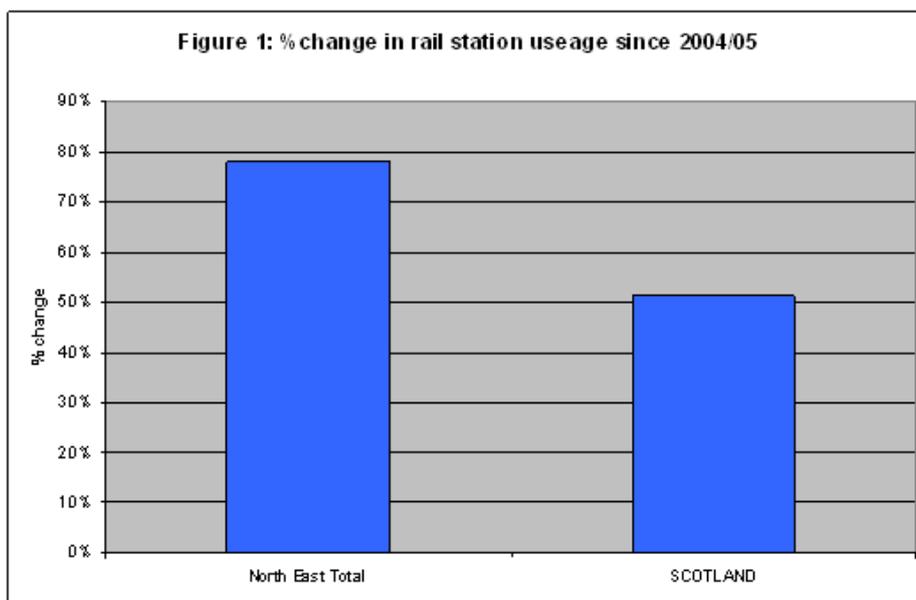
In the 2013 monitoring report, of 40 indicators for which indicative targets have been identified, using the most up-to-date data available the following results could be summarised:

	2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report	2013 Monitoring Report
Indicators <u>on target</u>	12	18	18	20	19
Indicators with <i>some success</i>	8	14	12	16	14
Indicators moving in the wrong direction	7	9	7	5	1
Indicators with no data available	18	4	8	4	6

It should be noted that due to the changes identified above, the total number of indicators has been reduced from 55 to 52.

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

- **Rail patronage (Indicator 3)** has again shown a significant increase both from the baseline year of 2004/05 and within the last year, with all stations seeing an increase. Since 2004/05 Dyce has seen an increase of 152% whilst passenger numbers through Inverurie have increased by 216%. To put this level of growth in context, the graph below shows the level of growth in the North East compared to Scotland as a whole.



- The **cumulative time lost due to congestion on trunk roads (Indicator 16)** has seen a decrease in 2011 compared to 2010 and has reduced below 2008 levels. It is likely however that this is a result of the economic recession and it will be interesting to see if this trend continues in future years.
- A reduction in **the number of casualties in road traffic collisions** in the north east (**Indicator 33**) which is now just above the target for the ten year average 2017-2021. The **number of deaths from road traffic collisions** has also seen a significant reduction from an average of 34 in the period 2006-10 to 27 in 2007-11. (**Indicator 34**).
- The **growth in vehicle kilometres travelled in the north east in the preceding decade (Indicator 45)** has now reduced to 5%, below the target that was set for 2020.
- The **distance travelled by vehicles in the north east (Indicator 46)** has also reduced and is now below the target level of 4 billion vehicle kilometres per year.
- **Indicator 51, the number of people using park and ride** is moving in the wrong direction and is well below the target set for 2011. The site at Ellon continues to see good increases however Bridge of Don saw a decrease of 11% on 2011 and Kingswells a decrease of 2%. Overall, park and ride patronage has reduced by 1% between 2011 and 2012 and 6% since 2005.

The points above highlight some of the key statistics and trends emerging from the 2013 monitoring report. It should be noted however that although this report is published on an annual basis, it uses the most recent data available from a variety of different sources, of which the two key publications are the 'Scottish Transport Statistics' (published annually) and the 'Scottish Household Survey' (published bi-annually). Up to date data is therefore not always available for each indicator.

o Recommendation

- That the Board consider and approve the amendments that have been made to the indicators and targets; and
- That the Board note the positive trends emerging against many of the targets and note those that are not performing as well.