

Strategy – 3d 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 and is available as Appendix 1 attached to this 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 fourth 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 pages provide an index of all 55 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 2012 monitoring report, of 44 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
Indicators <u>on target</u>	12	18	18	20
Indicators with <i>some success</i>	8	14	12	15
Indicators moving in the wrong direction	7	9	7	6
Indicators no significant change or no data available	18	4	8	4

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** has again shown a significant increase both from the baseline year of 2004/05 and within the last year. In just one year between 2009/10 and 2010/11 patronage at Aberdeen and Dyce has grown by 12%, at Inverurie by 18%, at Portlethen by 21% at Laurenckirk by 15%, at Stonehaven by 9% and at Huntly and Insh by 7% and 5% respectively. To put this level of growth in context, the average

growth in rail station usage across Scotland between 2009/10 and 2010/11 was just 4%. This level of growth means that the targets for passenger growth for 2010/11 have been met and in most cases exceeded. **(Indicators 3 & 4)**

- Although the number of passengers through **Aberdeen Airport** shows a slight decline, the latest figures available through the Scottish Transport Statistics are for 2010. The decline that is seen between 2008 and 2010 is believed to be due to the economic climate at this time. Recent reports have however indicated that passenger numbers through Aberdeen Airport have returned to growth in 2011. The number of destinations available from Aberdeen in 2012 has increased. **(Indicators 10, 11 & 12)**
- The proportion of airport **passengers accessing Aberdeen Airport by bus or rail** has increased in 2009 with 5.2% travelling by bus and 2.5% of passengers travelling by rail. The increase in rail travel from 0 in 2005 coincides with the launch of the Dyce shuttle bus and we would expect that the proportion travelling by bus or rail has increased further with the continuation of the Dyce shuttle service and the launch of the Jet bus service. **(Indicator 13)**
- The **cost of a day bus ticket** in the city increased from £4.20 to £4.80 between 2011 and 2012 and has seen a 37% increase since 2007. The cost of a monthly ticket has also increased between 2011 and 2012 and although it is still more expensive to purchase a monthly bus ticket in Aberdeen, similar increases have been seen across other cities in Scotland. **(Indicator 35 & 36)**
- **Road casualty statistics** show a decrease of 3% in all road casualties in the north east since the 2004-08 baseline. A 13% reduction in the number of deaths in road traffic collisions has been seen over the same period. **(Indicators 37 & 38)**
- **Cycling** – Eleven key points on the road and cycle networks have been monitored in 2008, 2009, 2010 and 2011 to record the number of cyclists and the results show a further increase in cycling numbers in the city (+29% between 2008 and 2011). Figures for cycling in Westhill and Peterhead are also included for the first time and also show significant increases. **(Indicator 41)**
- The number of **participants in the Carshare scheme** has increased significantly with total membership now at 2,415 members and 796 new members in the last year. This significant increase is partly due to the takeover of all members that were previously in the Dyce TMO scheme who have now transferred to the Nestrans scheme and partly due to the TV and press advertising campaign that was carried out in 2011. **(Indicator 42)**
- The proportion of **travel to work journeys by modes other than car driver** has increased between 2007/08 and 2009/10 in both Aberdeen City and Aberdeenshire and now accounts for 43% and 30% of travel to work journeys respectively. This increase has brought these back into line with 2003/04 levels after a decline in 2007/08. This is in line with the target to reverse the trend to fewer sustainable travel journeys and to maintain at least 30% through to 2021. **(Indicator 44)**
- **Bus passenger boardings** and **bus vehicle kilometres** are recorded through data published in the Bus and Coach Statistics. The format of this data has however changed and figures for the North East are now grouped with Tayside and Central regions. It is worth noting however that this wider region was the only one in Scotland to show a growth in bus passenger journeys between 2009/10 and 2010/11 with a growth of 2%. In comparison bus patronage in the South West and Strathclyde decreased by 12% in the same year. **(Indicators 45 & 46)**
- The number of people using **park and ride** in the north east has increased for the second year running. Although a slight decline was seen in 2011 at Bridge of Don, increases at Kingswells and Ellon have resulted in an overall increase in park and ride patronage. **(Indicator 55)**

The points above highlight some of the key statistics and trends emerging from the 2012 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).

- 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 2012