

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 ninth annual monitoring report and provides information against a total of 48 monitored indicators of which 37 have targets set against them (a total of 43 targets).

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.

o Updates on the 2016 monitoring report

The indicators that are monitored have been reviewed since 2016 and some, where data has been inconsistent or is now no longer collected, have been removed or amended.

o Summary of results

In the 2017 monitoring report, of the 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):

	2017
Indicators <u>on target</u>	21
Indicators with <i>some success</i>	14
Indicators moving in the wrong direction	8
Indicators with no data available or target set	11

The full 2017 Monitoring Report is attached as an Appendix 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)** has recently seen an overall decrease through north east stations between 2014/15 and 2015/16. This is due, in part, to reductions in the number of passengers at Aberdeen station and Dyce station. Stonehaven station still sees year-on-year passenger growth and, although there has been a small dip in passenger numbers at Portlethen station, Potlethen has seen a 206% increase in passenger numbers since 2010.
- **Traffic (indicator 5)** remains fairly static at around 4.2 billion kilometres (2.6 billion miles), just 3% higher than in 2005;
- The **number of passengers through Aberdeen Airport (Indicator 9)** was 2.96 million in 2016. This is a reduction from its peak of 3.7 million in 2014. Aberdeen International Airport provides links to 48 airports in 19 countries and is the best connected UK to UK airport in the country with services to 24 other British airports;
- **Passengers using Northern Isles ferry services through Aberdeen Harbour (Indicator 14)** increased to 156,000 in 2015. However growth in Aberdeen-Lerwick (up 20% since 2007) masks a decline in Aberdeen-Kirkwall figures.
- **The volume of freight through Peterhead and Aberdeen Harbours (Indicator 15)** has seen continued recovery in 2015 and now sits at 5.8 million Tonnes, an increase of 6% since 2005. Peterhead in particular has seen strong growth, up by 58% between 2005 and 2015;
- **Restrictions affecting trunk roads** in the region (**Indicator 19**) has been reduced by the opening of the new Inveramsay Bridge on the A96 in March 2016. Due to open in early 2018, the AWPR will ensure an unrestricted route for HGVs on trunk routes;
- The number of **coach services** to and from the region (**Indicator 21**) has increased between 2007 and 2017. There are now 533 coach services per week to key destinations. There have been significant increases in the number of journeys to English destinations, although there has been a drop in the number of services to Scottish destinations between 2016 and 2017;
- There were over 28.6 million **bus journeys made (Indicator 22)** in the north east in 2016/17. There has been a decrease in the number of paying passengers, although the number of concessions has seen an increase;
- The **relative cost** of parking to bus fares remains static (**Indicator 26**) with a day bus ticket in Aberdeen costing approximately 1.8 times the price of 2 hours car parking;
- The number of **cyclists on key routes** in Aberdeen and Aberdeenshire (**Indicators 30 and 31**) are increasing. Aberdeen has seen a 40% increase between 2008 and 2016, and Aberdeenshire has seen a 58% increase between 2015 and 2016;
- **Journeys to work (Indicator 35)** by modes other than car driver are up from 36% in 2003/04 to 42% in 2015 (48% in Aberdeen and 35% in Aberdeenshire). The proportions driving has fallen in both Aberdeen and Aberdeenshire;
- The numbers **walking to work** has seen the greatest increase in Aberdeen – from 14% to 26% between 2005/06 and 2015;
- **Mode split on the travel to school (Indicator 36)** shows just over 50% of children walking, cycling or scooting. Although numbers walking have reduced, cycling is increasing in both Aberdeen and Aberdeenshire schools with an increase from 1% in 2003/04 to 4% in 2016;

- The numbers participating in **carshare schemes (Indicator 37)** and the **car club (Indicator 38)** are increasing, with over 3,000 registered car sharers and over 1,500 car club registrations, both at their highest ever levels;
- **Number of injuries in road traffic collisions** in the north east (**Indicator 42**) has seen a further reduction with total number of casualties in 2015 46% lower than in 2005;
- Number of **fatalities in road traffic collisions** in the north east (**Indicator 43**) has seen a reduction and the five year average for 2011-15 is at the lowest level recorded;
- **Per capita Carbon Dioxide emissions from transport (Indicator 44)** 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 2017, which will be uploaded to the Nestrans' website.

NL/16 June 2017