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**Regional Transport Strategy 2021
Monitoring Report**

April 2010

1. Introduction

This 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 third 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 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.

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.

An indication of which indicators are moving in the right direction is provided by 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** and those with no data or no significant change are not highlighted.

In the 2010 monitoring report, of 45 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
Indicators on target	12	18
Indicators with <i>some success</i>	8	13
Indicators moving in the wrong direction	7	8
Indicators no significant change or no data available	18	6

In some cases, the interim targets for 2011 have already been met.

It should be noted that although this report is published in 2009 and 2010, it uses the most recent data available from the variety of different sources used to compile this report, of which the two key publications are the 'Scottish Transport Statistics' (published annually) and the 'Scottish Household Survey' (published bi-annually). As these publications are produced at different times, the most recent annual results for all indicators do not always show the same year. Caution should therefore be taken when comparing different indicators with each other as sources and years may vary.

This report provides data regarding measurable indicators under each of the strategy's four strategic objectives and twelve operational objectives. The objectives have been developed from the National Transport Strategy's five high level objectives of Economic growth, Accessibility, Safety, Environmental Sustainability and Integration and relate to its strategic outcomes. It also reflects the Government's Purpose and outcomes and correlates to the developing local authority and Community Planning Partnerships' Single Outcome Agreements. The report also identifies where there are gaps in the information available and considers where there may be a need to ensure that measurements are undertaken to inform transport operators and authorities of the success of interventions in the system.

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There are a number of indicators for which it is not appropriate to establish targets, but the indicators will be monitored to provide an understanding of the changing nature of transport in the area.

Nestrans will work closely with local authorities in seeking to ensure that the indicators, targets and monitoring regimes to support Local Transport Strategies are consistent with the RTS and that there is no duplication of effort in producing data.

Index of Indicators

		2009 Monitoring Report	2010 Monitoring Report
Strategic Objective 1: Economy			
Trains and Railways (pages 6 – 8)			
Indicator 1	Number of railway stations	<u>On target</u>	<u>On target</u>
Indicator 2	Number of rail services per week (with typical journey time) from Aberdeen to key destinations	<u>On target</u>	<i>Some success</i>
Indicator 3	Number of passengers per year through north east stations (and ranking within Scotland for those in top 100)	<u>On target</u>	<u>On target</u>
Indicator 4	Number of Passenger miles travelled to/from/within north east by rail (for journeys wholly within Scotland)	<u>On target</u>	<u>On target</u>
Road – External Links (page 9)			
Indicator 5	Example car/van journey times from key nodes to important sample destinations	Wrong direction	<i>Some success</i>
Indicator 6	Traffic flows (traffic per day) on key strategic routes	No target ↑	No target ↑
Indicator 7	Proportion of HGVs on key strategic routes	No target =	No target ↑
Indicator 8	Number of permanent restrictions affecting trunk routes in or to/from the north east	No progress	<i>Some success</i>
Coach (page 10)			
Indicator 9	Number of coach services per week from the north east direct to key locations (with typical journey time)	Wrong direction	<i>Some success</i>
Air Routes (pages 11-13)			
Indicator 10	Number of passengers through Aberdeen Airport	<u>On target</u>	<u>On target</u>
Indicator 11	Proportion of Scotland's air passengers using Aberdeen Airport	<u>On target</u>	<u>On target</u>
Indicator 12	The number of destinations served direct from Aberdeen Airport	Wrong direction	Wrong direction
Indicator 13	Number of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available
Indicator 14	Proportion of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available
Maritime (page 14)			
Indicator 15	Number of ferry services from north east ports (with typical journey times)	<u>On target</u>	<u>On target</u>
Indicator 16	Number of passengers carried on ferry services to the Northern Isles (note that this data includes Scrabster-Stromness as well as Aberdeen-Kirkwall and Aberdeen-Lerwick)	<u>On target</u>	Wrong direction
Indicator 17	Number of countries with shipping services from North East ports	<u>On-target</u>	Awaiting Data

Strategic Object 1: Economy – Operational Objective 1

Congestion (page 15)

Indicator 18 Time lost on trunk roads within the north east	Some success	Wrong direction
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Strategic Object 1: Economy – Operational Objective 2

Freight (page 17)

Indicator 19 The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode	Some success	Wrong direction
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Maritime (page 18)

Indicator 20 The volume of goods through the north east's major ports	On target	Some success
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Heavy Goods Vehicles (page 19)

Indicator 21 The volume of goods to or from the region carried by heavy goods vehicles	No target ↑	No target ↓
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Railfreight (page 20)

Indicator 22 The volume of goods to or from the region carried by railfreight	On target	On target
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Strategic Object 1: Economy – Operational Objective 3

Journey Times (pages 21-22)

Indicator 23 To monitor average journey speeds by car for 12 typical journeys across the north east	On target	On target
Indicator 24 The ratio of public transport journey times:car journey times for 12 typical journeys across the north east	Wrong direction	On target

Strategic Object 2: Accessibility Safety and Social Inclusion

Car Ownership (page 24)

Indicator 25 The number of cars owned in the north east relative to the number of households	No target ↑	No target ↑
Indicator 26 The proportion of households in the north east without access to a car or van	No target =	No target ↓

Accessibility (page 25)

Indicator 27 The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in Aberdeenshire with a bus service within 13 minutes' walk	Some success	Some success
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		2009 Monitoring Report	2010 Monitoring Report
Drivers with Disability (page 26)			
Indicator 28	The number of blue badge holders (and proportion relative to cars registered) in the north east	No target ↑	No target ↓
Taxis (pages 26-27)			
Indicator 29	The number of taxis and private hire vehicles available in the northeast	On target	TARGET MET
Indicator 30	The number of licensed taxi and private hire drivers in the north east	No target ↑	No target ↑
Indicator 31	The proportion of taxis which are capable of carrying wheelchairs	On target	On target
Motorcycles (page 28)			
Indicator 32	The number of motorcycles and powered two wheelers registered within the north east as a proportion of all vehicles registered	On target	TARGET MET
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 1			
Travel Plans (page 29)			
Indicator 33	The number of business travel plans in place across the north east	Data not available	On target
Car Parking (pages 29-30)			
Indicator 34	Proportion of car commuters in the north east who have free parking	Data not available	Data not available
Indicator 35	Proportion of car commuters in the north east who drive because they are also doing other activities (such as dropping children at school, shopping, etc.)	Data not available	Data not available
Indicator 36	The number of public car parking spaces available in Aberdeen City Centre	Awaiting data	No target ↑
Indicator 37	To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ration of 2hrs off-street parking in a Council multi-storey car park;cost of daily ticket on First Bus	Awaiting data	Some success
Indicator 38	To compare cost of monthly bus ticket in Aberdeen with other Scottish cities	No target ↑	No target ↓
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 2			
Casualties (page 32)			
Indicator 39	The number of casualties in road traffic collisions	On target	Some success
Indicator 40	The number of deaths in road traffic collisions	Data not directly comparable	Wrong direction
		Wrong direction	Wrong direction

Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 3

School Travel (page 33)

Indicator 41	The proportion of children travelling actively to school (walking or cycling)	Some success	Some success
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Cycling (page 34)

Indicator 42	Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week	Wrong direction Wrong direction	On target Some success
Indicator 43	Number of cyclists on key routes in morning peak (7:30-9:00am)	Awaiting data	On-target

Car Share (page 35)

Indicator 44	Number of participants in carshare schemes in the north east	On target	On target
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Strategic Objective 3: Environment

Carbon Emissions (page 37)

Indicator 45	An estimate of the total carbon emissions from road vehicles calculated by factoring fuel consumption by average emission levels per kilometre	Some success	Some success
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Strategic Objective 3: Environment – Operational Objective 1

Travel to Work (page 39)

Indicator 46	The proportion of travel to work journeys by modes other than car driver	On target	On-target
Indicator46b	Bus usage	Some success	Awaiting data
Indicator 46c	Bus vehicle kilometres	Wrong direction	Awaiting data

Strategic Objective 3: Environment – Operational Objective 2

Air Quality (page 40)

Indicator 47	The average atmospheric concentration of monitored pollutants in Aberdeen City Centre	On target	Some success
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Strategic Objective 3: Environment – Operational Objective 3

Traffic in the north east (pages 42-43)

Indicator48a	Growth in vehicle kilometres travelled in the north east in the preceding decade.	Some success	On target
Indicator 48b	Distance travelled by vehicles in the north east	Wrong direction	Wrong direction
Indicator 49	Traffic in north east as a percentage of Scotland's traffic	No target ↑	No target ↑

Strategic Objective 4: Spatial Planning

Proportion of Retail Turnover in Town and City Centres (page 45)

Indicator 50	The proportion of retail turnover in town and City centres	Awaiting data	Data not available
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Strategic Objective 4: Spatial Planning – Operational Objective 1

Reliability and Punctuality of Buses (page 46)

Indicator 51	Reliability and punctuality of buses in the north east	Some success	Wrong direction
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Strategic Objective 4: Spatial Planning – Operational Objective 2

Integrated Ticketing (page 47)

Indicator 52	The ability to transfer from one transport company to another with minimum hassle and using a single ticket	Awaiting data	Some success
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Strategic Objective 4: Spatial Planning – Operational Objective 3

Proportion who find Public Transport Convenient or Very Convenient (page 48)

Indicator 53	The percentage of residents who find public transport convenient	Wrong direction	Wrong direction
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Park and Ride (page 49)

Indicator 54	The number of people using Park & Ride sites in the north east annually	Awaiting data	Awaiting data
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Strategic Objective 1: Economy

To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality.

The External Connections section of the Regional Transport Strategy contains proposals for enhancing links to and from the north east, by rail, road, sea and air. The following are considered to be appropriate indicators for measuring the success of the strategy in delivering against Strategic Objective 1.

Trains and Railways

There are eight railway stations in the north east. Three of these (Aberdeen, Dyce and Stonehaven) were in Scotland's hundred busiest in 2004/05 and remain so in the years to 2007/08.

There were 87.7 million rail journeys originating in Scotland in the 2007-08 financial year. This was around 8.2 million (10%) more than the previous year and 27 million (44%) more than 10 years earlier. In 2007-08, 52% of passengers using Aberdeen Station travelled over 100 kilometres compared to 18% and 5% at Edinburgh and Glasgow stations respectively (Source: Scottish Transport Statistics 2009).

Indicator 1: Number of rail stations in the North East			
	Aberdeen City	Aberdeenshire	Total
2007	2	5	7
2009	2	6 (Laurencekirk opened May 2009)	8
2010	2	6	8
Target: To open a new railway station in the north east every three years, to a total of 12 by 2021.			

Indicator 2: Number of rail services per week (with typical journey times) from Aberdeen to key destinations								
		London	Sleeper	Edinburgh	Glasgow	Dundee	Inverness	Inverurie
No. of Services	2007	19	7	124	102	232	59	95
	2009	21	7	117	102	219	71	131
	2010	21	6	117	96	220	71	131
Journey time (hrs)	2007	7hrs 02	10hrs 24	2hrs 25	2hrs 33	1hrs 11	2hrs 15	0hrs 25
	2009	7hrs 02	10hrs 24	2hrs 20	2hrs 33	1hrs 11	2hrs 15	0hrs 25
	2010	7hrs 05	10hrs 07	2hrs 24	2hrs 39	1hrs 15	2hrs 11	0hrs 23
Target: To increase the number of services to key destinations by 10% every five years, and to have shorter journey times to key destinations, reduced by 10% by 2021.								

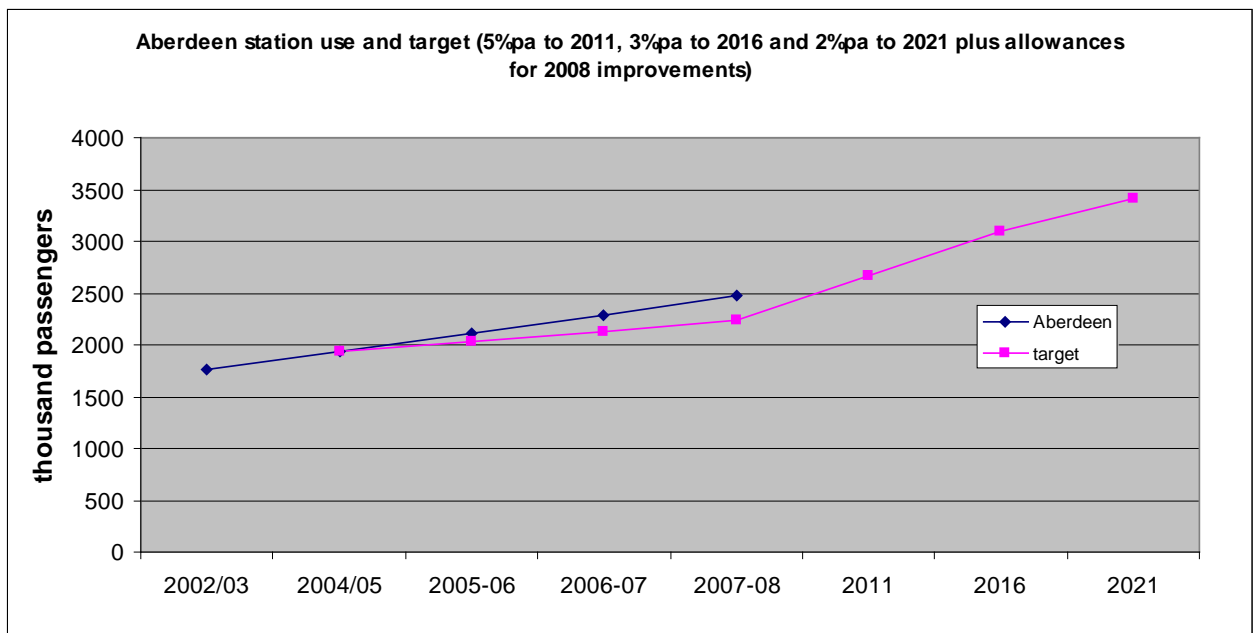
Source: Rail timetables

Indicator 3: Number of passengers per year through North East stations (and ranking within Scotland for those in top 100)

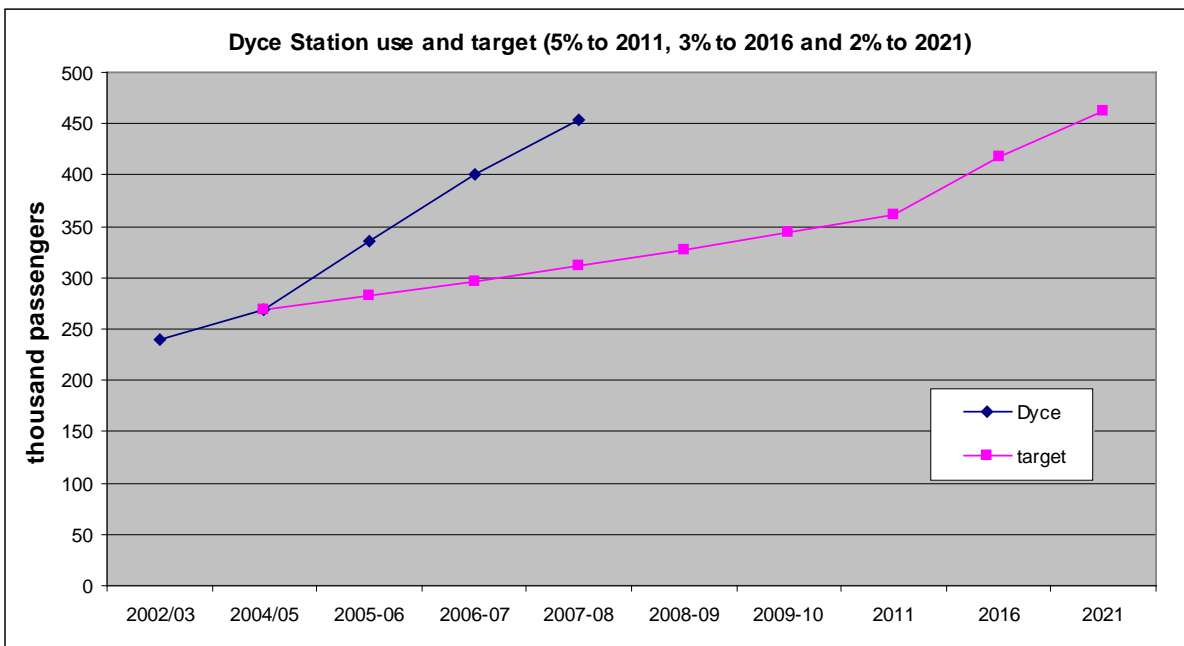
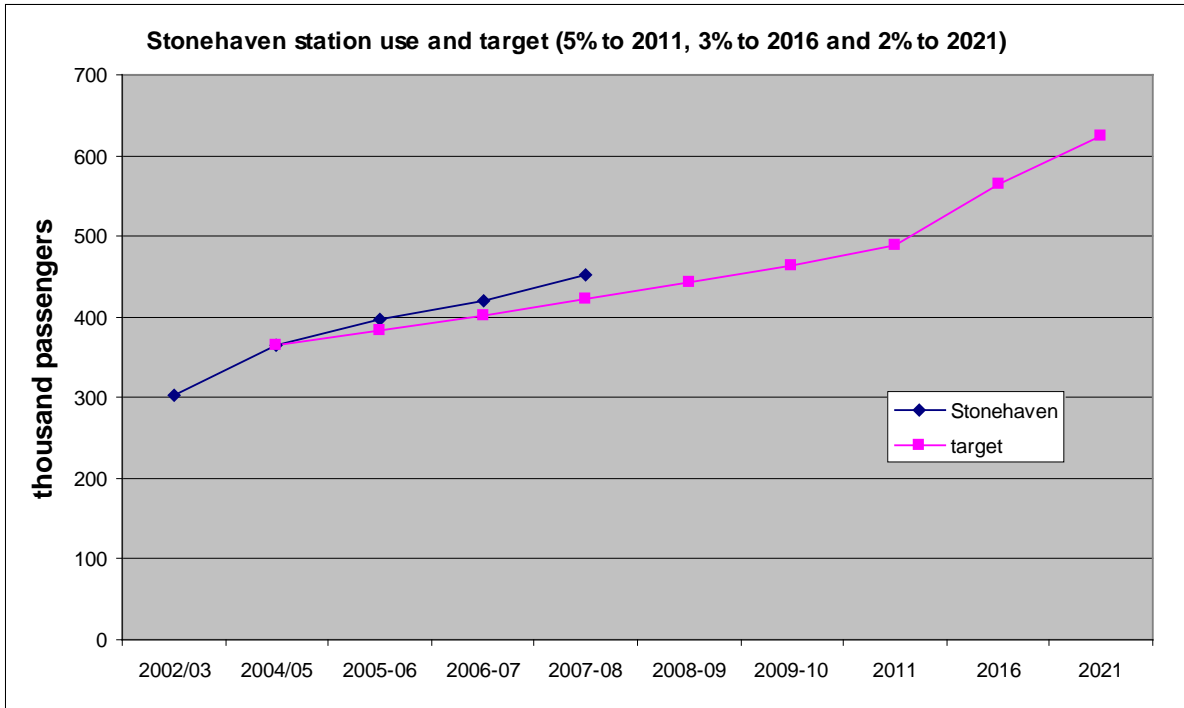
	Aberdeen	Stonehaven	Dyce	Inverurie	Huntly	Insch	Portlethen
2004/05	1,932,000 (5 th)	364,000 (67 th)	269,000 (92 nd)	127,779	69,533	62,261	10,722
2005/06	2,108,000 (5 th)	397,000 (66 th)	335,000 (81 st)	154,103	70,430	66,432	14,887
2006/07	2,279,000 (5 th)	419,000 (65 th)	401,000 (69 th)	175,934	75,708	65,823	21,073
2007/08	2,470,270 (5 th)	452,596 (64 th)	453,634 (62 nd)	195,138	84,223	72,644	22,055
% change from 04/05	+28%	+24%	+68%	+53%	+21%	+17%	+106%

Target: to increase passenger numbers through the north east's busiest railway stations to 3,400,000 through Aberdeen in 2020/21 (2,700,000 in 2010/11); 624,000 through Stonehaven in 2020/21 (488,000 in 2010/11) and 462,000 through Dyce in 2020/21 (361,000 in 2010/11) and by 2.5% per year for other stations.

Source: Office of the Rail Regulator and Scottish Transport Statistics



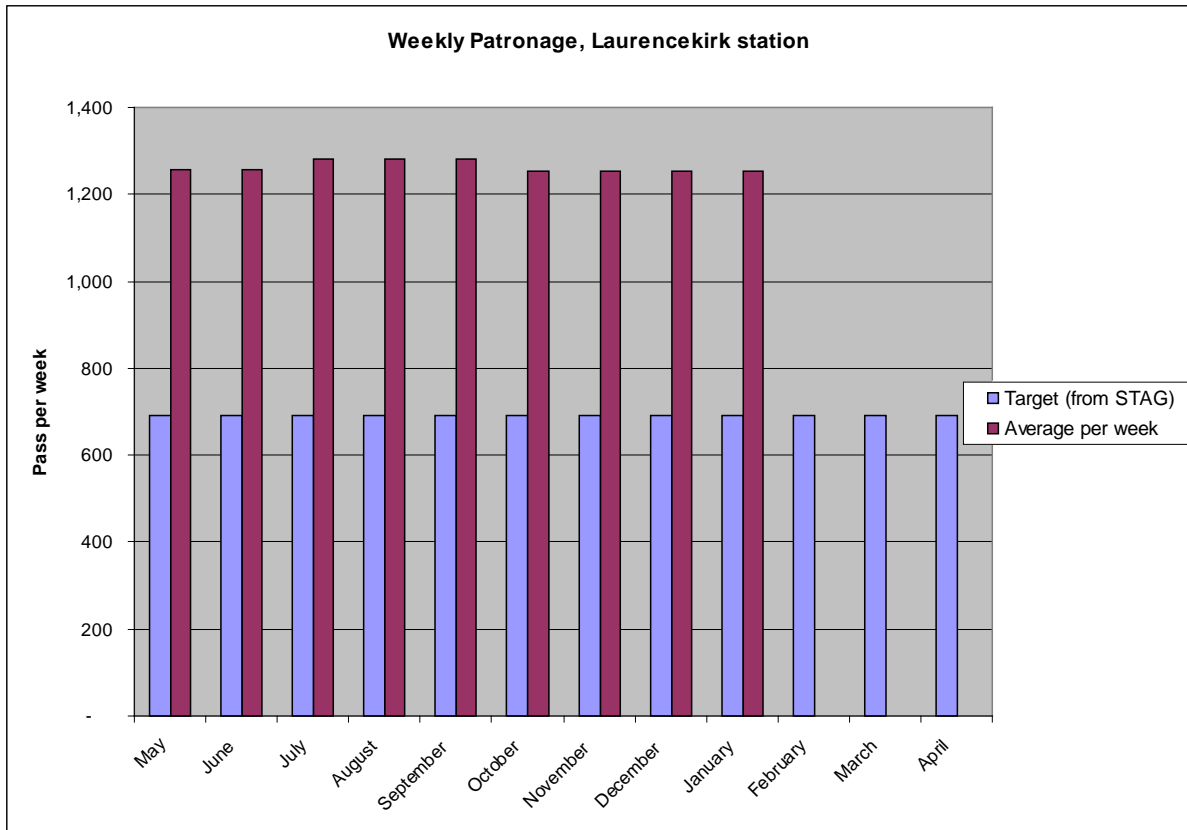
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A new station opened at Laurencekirk in May 2009. No annual patronage figures are available for this station yet, however an indication of the weekly patronage figures in comparison to targets identified are shown in the graph below.

Initial figures show that patronage numbers are significantly greater than those projected and are above 1,200 passengers per week.

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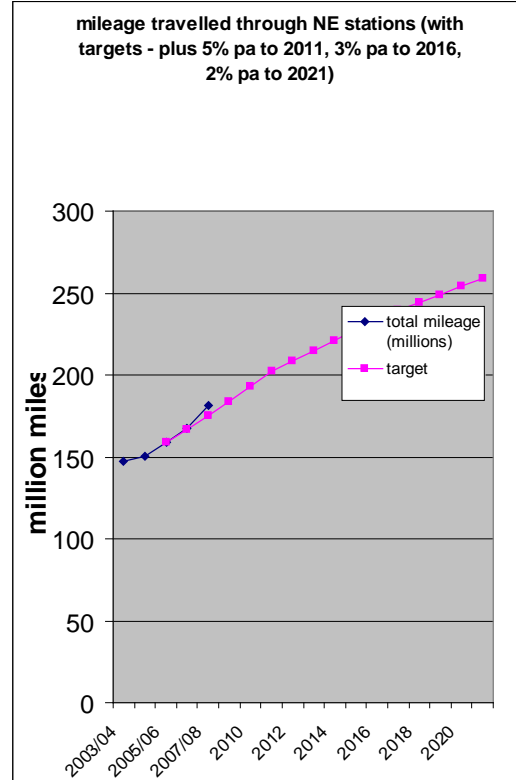
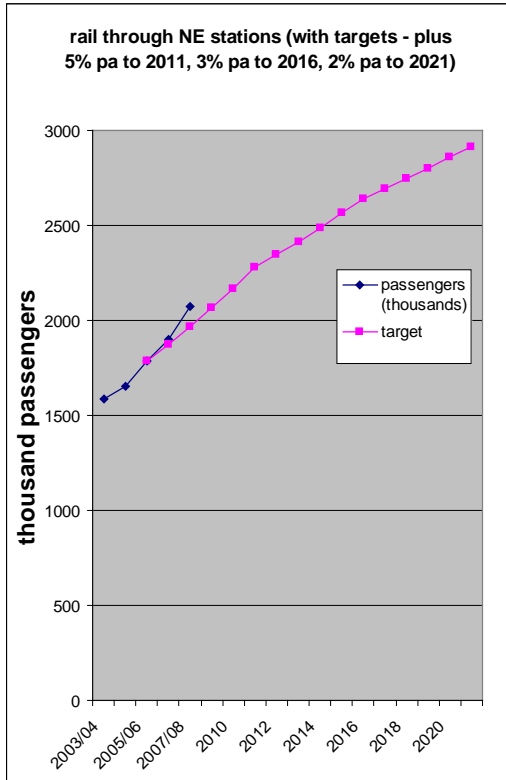


Indicator 4: Number of passenger miles travelled to/from/within the North East by rail (for journeys wholly within Scotland)

	Passengers numbers	Miles travelled
2004/05	1.65 million	151 million
2005/06	1.76 million	159 million
2006/07	1.9 million	168 million
2007/08	2.07 million	181 million
% change from 2004/05	+31%	+20%

Target: To increase the number of rail passengers travelling within Scotland through north east stations to 2.9million passengers by 2020/21 (2.25million in 2010/11), and the miles travelled to 260million miles by 2020/21 (200 million miles by 2010/11).

Source: extrapolated from Scottish Transport Statistics



Road – External Links

Two major trunk roads link the north east to the rest of Scotland and beyond – the A90 from Fraserburgh and Peterhead through Aberdeen to the south and the A96 from Aberdeen to Inverness. Journey times on these routes are crucial to the connectivity of the region and the economic performance of north east businesses.

Indicator 5: Example car/van journey times from key nodes to important sample destinations						
	Aberdeen Harbour to Inverness			Peterhead to national motorway network at Friarton Bridge, Perth		
	Journey time	Miles	Average speed	Journey time	Miles	Average speed
2007	3hrs 26min	111	32.3mph	3hrs 05min	123	39.9mph
2009	3hrs 29min	111	32.9mph	3hrs 10min	123	38.9mph
2010	3hrs 27min	111	32.2mph	3hrs 7min	123	36.9mph
Target: To maintain or reduce journey times on key strategic corridors between 2007 and 2021.						

Source: www.transportdirect.info

Indicator 6: Traffic flows (traffic per day) on key strategic routes		
	Vehicles - 7 day annual average	
	A90 at Stonehaven	A90 at Bridge of Don
2005	24,743	16,750
2006	24,921	17,291
2007	26,045	17,686
2008	26,427	17,339
% change from 2005 baseline	+6.8%	+3.5%

Source: Scottish Transport Statistics

Indicator 7: Proportion of HGVs on key strategic routes	
	A90 Bridge of Don – 7 day annual average
2005	11%
2006	11%
2007	11%
2008	12%

Source: Scottish Transport Statistics

Indicator 8. Number of permanent restrictions affecting trunk routes in or to/from the north east	
2007 Baseline	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge Width restriction (7' 0") A90 at Bridge of Dee
2008	No change on 2007.
2009	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge however this bridge identified for improvement in STPR. Width restriction (7' 0") A90 at Bridge of Dee – this will no longer be on a trunk road once the AWPR is constructed and this road will be de-trunked.
Proposed Target: To remove all diversions relating to restrictions on trunk roads by 2015	

Coach

Increasingly, strategic passenger journeys to, from and within the north east are made by long-distance coach. A number of services are currently operating, including Megabus, National Express and Stagecoach operations. Maintaining and improving the choice of a coach option for travel will be important in ensuring that the connectivity of the region is maintained.

Indicator 9. Number of coach services per week from the north east direct to key locations (with typical journey time)

Baseline 2007:

0 direct coaches per week to Edinburgh
111 to Glasgow (3 hours 15 mins)
86 to Inverness (3 hours 51 mins)
14 to London (12 hours)
7 to Manchester (8 hours 20 mins)
0 to Newcastle
0 to Birmingham
Total Services per week: 218

Source: *Traveline Scotland, 2007*

2008: Direct coaches per week

Destination	Services /wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0	-	-	-	-	-
Glasgow	104	3hrs 15	15	15	14	Scottish Citylink/Megabus & National Express
Inverness	76	3hrs 51	11	13	8	Stagecoach Bluebird
London	14	12hrs	2	2	2	National Express
Manchester	7	8hrs 20	1	1	1	National Express
Newcastle	0	-	-	-	-	-
Birmingham	0	-	-	-	-	-
Total Services per week	201	(-7.8%)				
Journey Time:		No change				

Source: *Traveline Scotland 2008*

2010: Direct coaches per week

Destination	Services /wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0	-	-	-	-	-
Glasgow	104	3hrs 05	15	15	14	Scottish Citylink/Megabus & National Express
Inverness	85	3hrs 51	13	12	8	Stagecoach Bluebird
London	14	12hrs 10	1	1	1	National Express
Manchester	7	8hrs 20	1	1	1	National Express
Newcastle	0	-	-	-	-	-
Birmingham	0	-	-	-	-	-
Total Services per week	210	(-4% on 2007 timetables)				
Journey Time:		Reduction in Glasgow journey time				

Source: *Traveline Scotland 2010*

Target: To have direct coach services to each of the identified locations, with an increase in total number of coach services by 10% every five years and journey times reduced by 10% by 2021

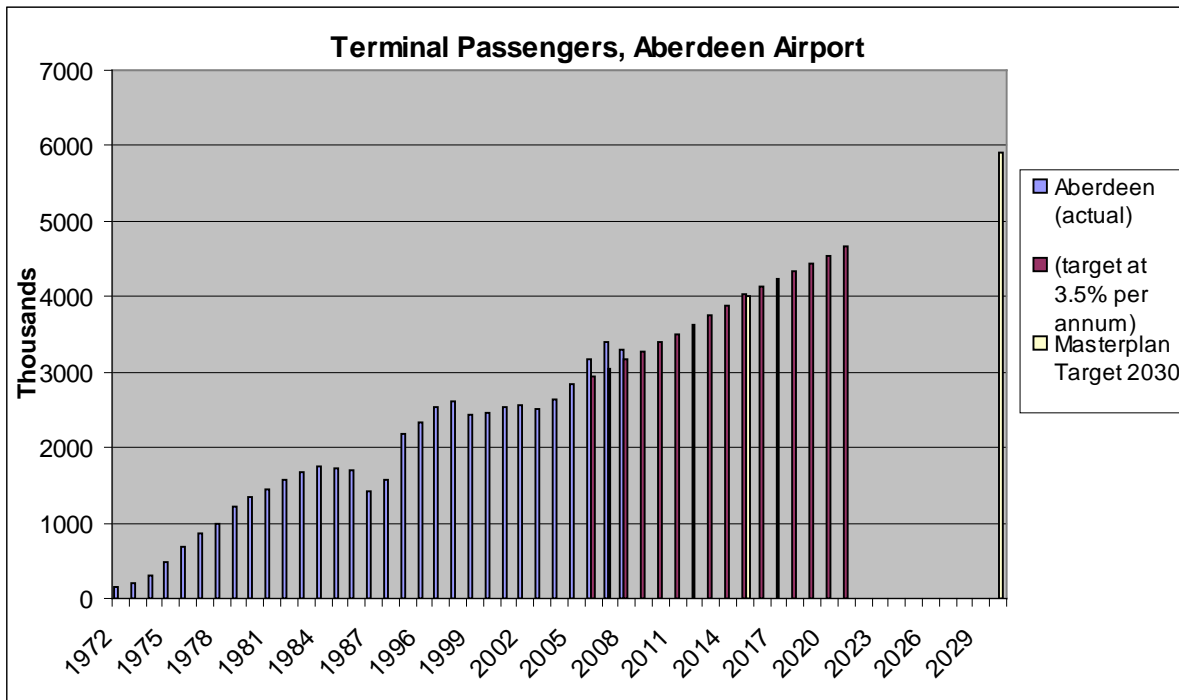
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Air Routes

Aberdeen Airport is crucially important to the regional economy, contributing significant millions of pounds directly into the local economy but also supporting business connections. In recent years, investment in the airport, extension to opening hours and the growth of low-cost airlines has led to Aberdeen Airport experiencing significant growth. The heliport is one of the world's busiest and passenger growth has been the most significant of Scotland's major airports. A decline has been seen in the year 2007-08, however this is likely due to the down turn in the economy.

Indicator 10: Number of passengers through Aberdeen Airport

	Passengers	% change on previous year
2005	2,852,000	
2006	3,163,000	+10.9%
2007	3,411,000	+8%
2008	3,290,000	-4%
% change on 2005 baseline	+15%	
Target: To increase the number of passengers through Aberdeen Airport by an average of 3½% per year between 2005 and 2021, to 4.6million by 2021.		

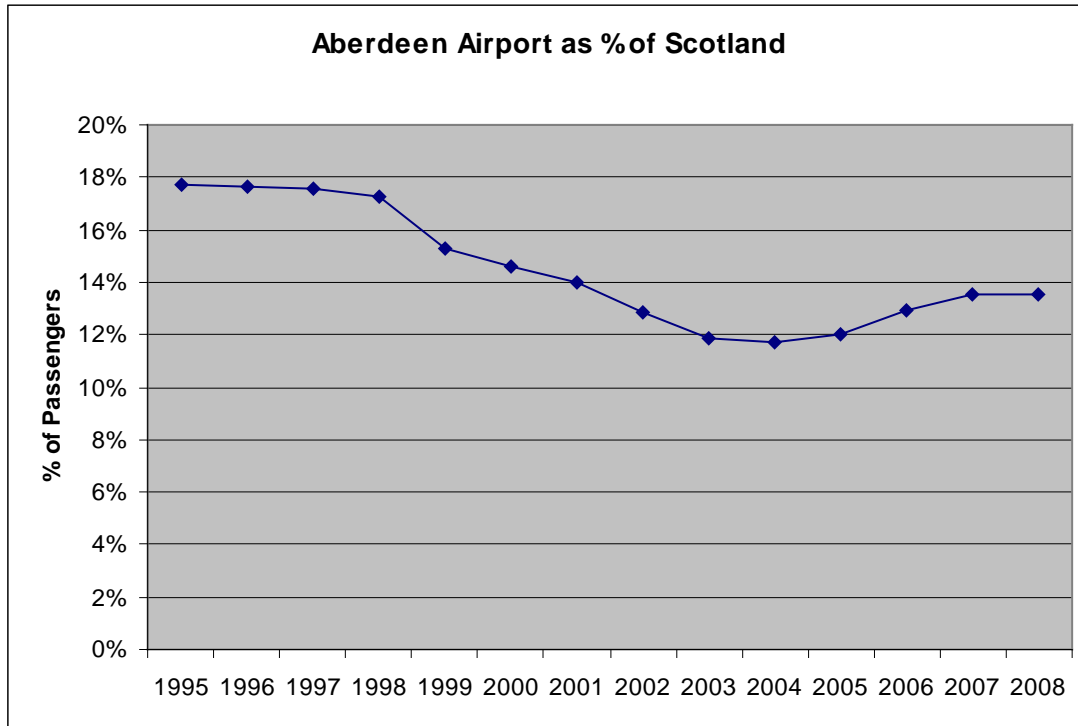


Source: Scottish Transport Statistics, BAA Scotland "Aberdeen Airport Masterplan" and Grampian Marketing Information 1988.

Indicator 11: Proportion of Scotland's air passengers using Aberdeen Airport

	%	Comment
2005	12.0%	A fall from 17.7% in 1995
2006	12.9%	The highest proportion since 2001
2007	13.6%	An increase on 2005 and 2006
2008	13.5%	
% change on 2005 baseline	+1.5%	
Target: To maintain at least 12% of Scotland's air passengers through Aberdeen Airport to 2021.		

Source: Scottish Transport Statistics



Indicator 12: The number of destinations served direct from Aberdeen Airport

	No of destinations	Number of countries
2007	46	15
2008	38	11
2009	38	10
% change on 2005 baseline	-17%	-33%

Target: To maintain at least the number of destinations direct from Aberdeen as in the base year of 2007.

Source: BAA timetable information

Indicator 13. Number of passengers through Aberdeen Airport using bus/rail.

2006 Baseline	BAA Airport Surface Access Strategy surveys indicate that 165,000 passengers accessed the airport by public transport in 2006 (compared to 112,500 in 2000-01). Source: BAA Surveys
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At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years.

Target: To increase the number of passengers accessing Aberdeen Airport by public transport between 2006 and 2012, to at least 311,000 passengers by 2012.

Indicator 14. Proportion of passengers through Aberdeen Airport using bus/rail.

2006 Baseline	BAA Airport Surface Access Strategy surveys indicate that 6.7% of passengers access the airport by public transport (compared to 4.5% in 2000-01). <i>Source: BAA Surveys</i>
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At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years.

Target: To increase the proportion of passengers accessing Aberdeen Airport by public transport between 2006 and 2021, to at least 13.4% of passengers by 2021 (at least 10.5% by 2012).

Maritime

Indicator 15. Number of ferry services from north east ports (with typical journey times)

	To Orkney		To Shetland	
	Journeys / week	Journey time	Journeys / week	Journey time
2007 Baseline	4	6 hours	7	12 ½ hours
2009	4	6 hours	7	12 ½ hours
2010	4	6 hours	7	12 ½ hours

Target: To maintain at least the current number of ferry services and journey times from north east ports through to 2021.

Source: Northlink Ferries Summer timetables

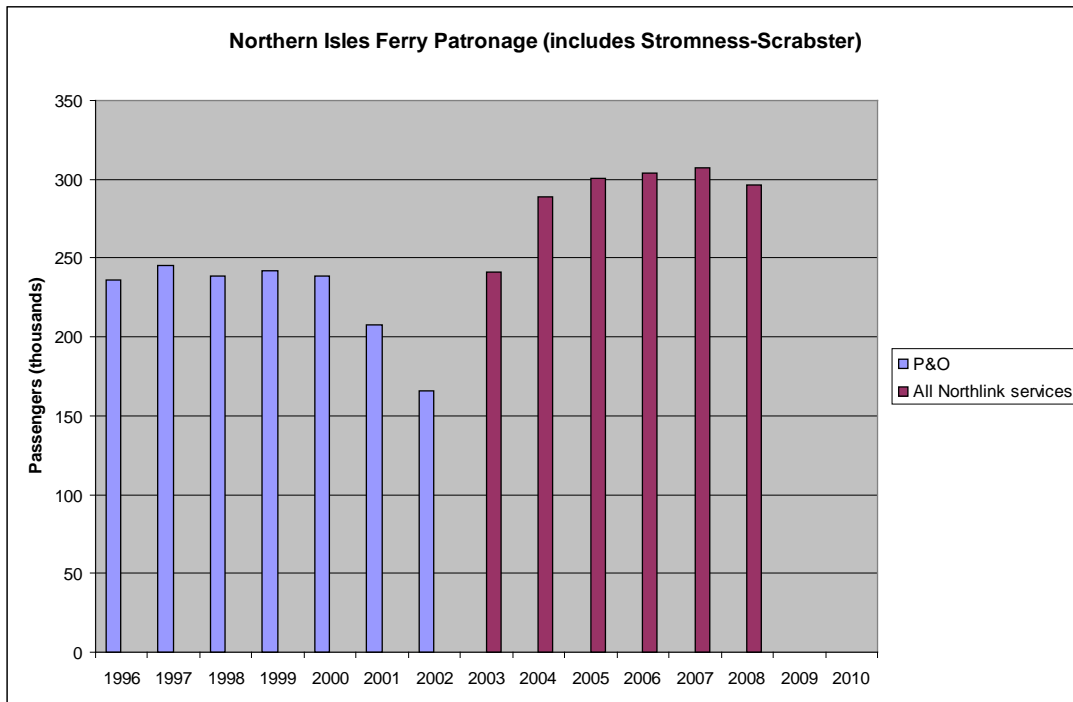
Indicator 16. Number of passengers carried on ferry services to the Northern Isles (note that this data includes Scrabster-Stromness as well as Aberdeen-Kirkwall and Aberdeen- Lerwick).

	Passengers	% change on previous year
2006	304,000	26.1% since 2003
2007	307,000	+1%
2008	296,000	-4%
% change on 2006 baseline	-2.6%	

Target: To increase the number of passengers on Northern Isles ferry services by an average of 1% per year between 2006 and 2021, to at least 350,000 passengers by 2021.

Previously Green

Source: Scottish Transport Statistics



Source: Scottish Transport Statistics and Aberdeen Harbour Annual Review

Indicator 17. Number of countries with shipping services from north east ports

	Number of countries
2005 Baseline	32
2008	37
2009	2009 Annual Report not yet published
Target: To maintain the number of countries with links from north east ports through to 2021.	

Strategic Objective 1: Economy

Operational Objective 1:

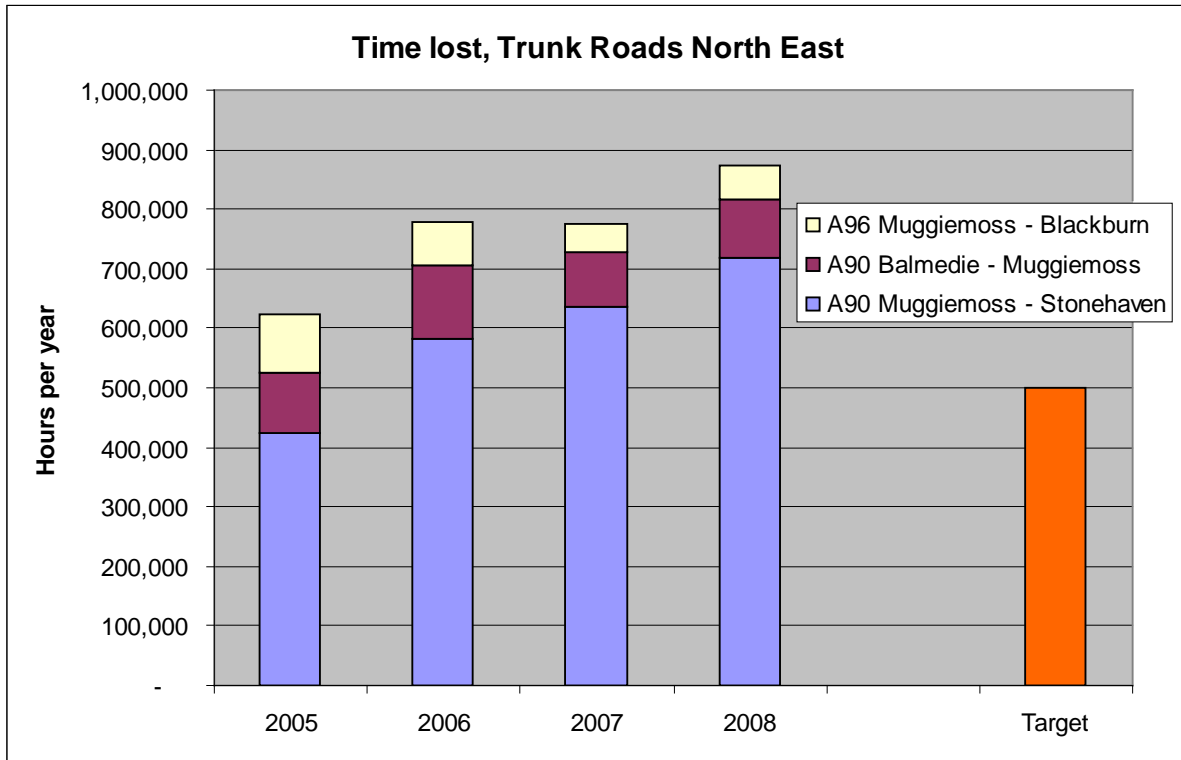
To make the movement of goods and people within the North East and to/from the area more efficient and reliable.

Journey times to/from the north east are generally covered above. However, congestion is a key issue in determining the reliability of journey times and an important indicator of the efficiency of the road network, particularly within the north east. Congestion data is monitored through Transport Scotland's NADICS system on trunk roads and is published in Scottish Transport Statistics on an annual basis.

Congestion

Indicator 18: Cumulative time lost on trunk roads within the north east				
	A90 Muggiemoss – Stonehaven	A90 Balmedie - Muggiemoss	A90 Muggiemoss - Blackburn	Total
2005	425,500 hours	98,500 hours	98,100 hours	622,100
2006	583,600 hours	120,600 hours	73,800 hours	778,000
2007	635,700 hours	91,100 hours	48,200 hours	775,000
2008	717,705 hours	98,957 hours	58,028 hours	874,690
% change on 2005 baseline	+69%	+0.5% however significant fluctuations from year to year	-41% however significant fluctuations from year to year	+41%
Target: to reduce congestion on trunk roads in the north east to below 500,000 hours per year by 2011 and maintain that level.				
Previously Yellow				

Source: extrapolated from Scottish Transport Statistics



Source: Scottish Transport Statistics

Strategic Objective 1: Economy

Operational Objective 2:

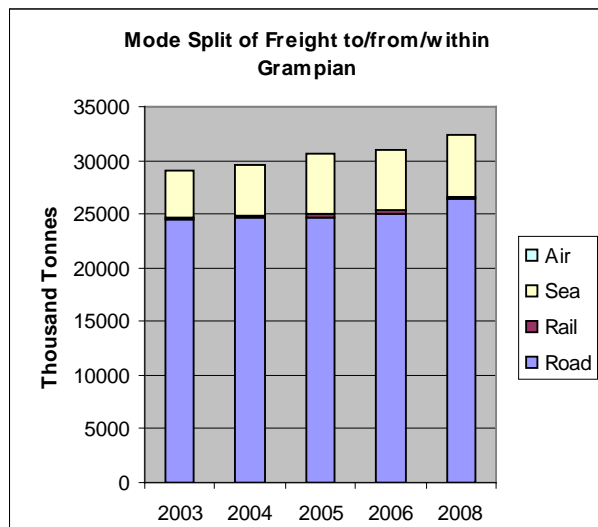
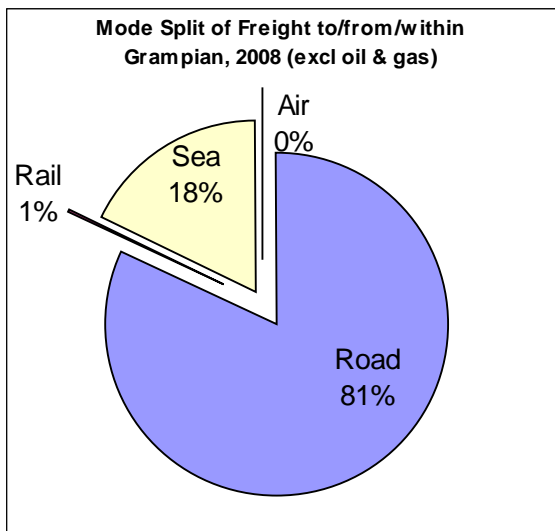
To improve the range and quality of transport to/from the North East to key business destinations.

Aviation, maritime and road transport links are considered above. Modal split of freight movements is a key indicator of the efficiencies of the movement of goods and the availability of alternative choices.

Freight

Over 30 million Tonnes of Goods (excluding oil and gas) moved to/from/within Grampian per year

In 2006, just over 25 million Tonnes of goods were moved by HGV to/from and within the region, 5.6 million Tonnes through the region's major ports of Aberdeen and Peterhead and over 300 thousand Tonnes were carried by rail. The total volume of goods moved has increased to 2008 however the mode split has remained the same with road accounting for 81%.



Source: Scottish Transport Statistics and NESRFDG

Indicator 19: The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode

Tonnes and Percentage of total goods moved									
	Road		Rail		Sea		Air		Total
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes
2005	24,385,000	81%	165,500	1%	5,537,000	18%	4,089	0%	30,392,000
2006	25,016,000	81%	325,000	1%	5,610,000	18%	4,022	0%	30,955,000
2008	26,487,000	81%	325,000	1%	5,704,000	18%	4,006	0%	32,520,000
%change on 2005 base	+9%	0%	+97%	0%	+3%	0%	-2%	0%	+16%

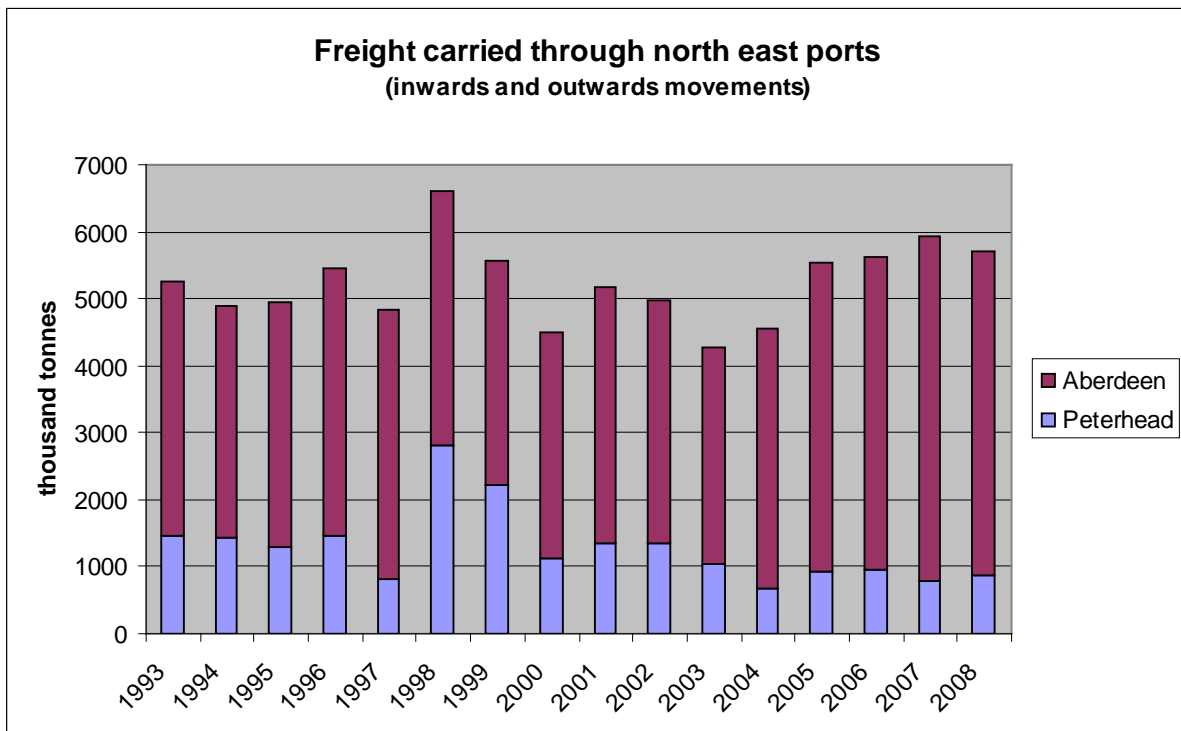
Target: To increase the proportion of goods moved by rail or sea to, from or within the north east to at least 25% of all goods by 2021 (20% by 2011).

Source: Scottish Transport Statistics and NESRFDG

Maritime

The movement of goods through Aberdeen and Peterhead harbours has seen varying fortunes over the past decade. Peterhead has seen a decline from its peak of over 2.8million tonnes in 1998 to fewer than a million tonnes in recent years, despite significant growth in imports between 2004 and 2006. Aberdeen Harbour on the other hand saw growth of 52% between 2000 and 2007 to a figure of over 5 million tonnes. This did however see a slight decline again in 2008.

Imports tend to outweigh exports from the region's major ports with an average ratio of 53:47 over the last five years.



Source: Scottish Transport Statistics

Indicator 20: The volume of goods through the north east's major ports (Tonnes)

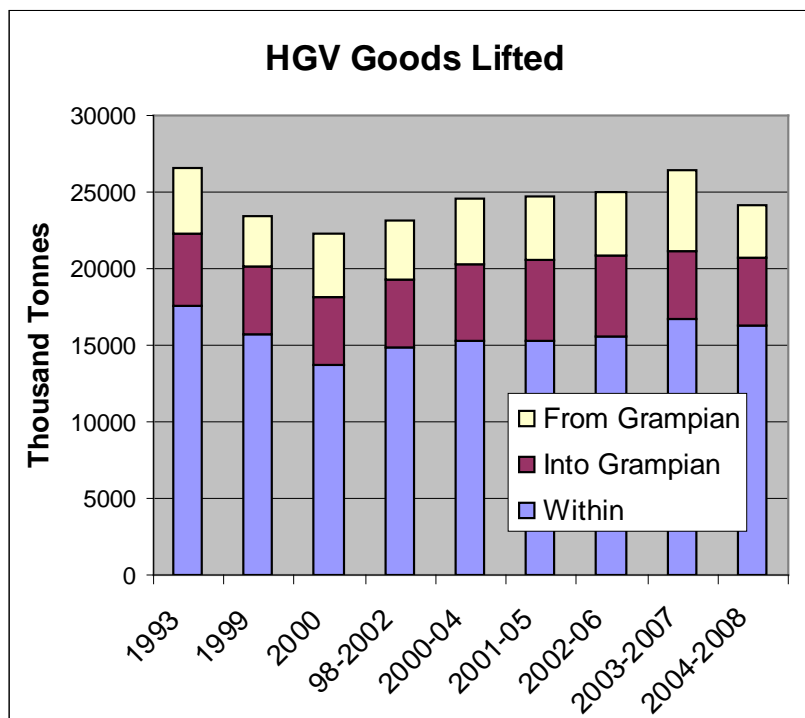
	Aberdeen Harbour	Peterhead Harbour	Total
2005	4,609,000	928,000	5,537,000
2006	4,663,000	947,000	5,610,000
2007	5,131,000	790,000	5,921,000
2008	4,833,000	871,000	5,704,000
% change on 2005 baseline	4.9%	-6.1%	+3%
Target: To increase the volume of goods through Aberdeen and Peterhead Harbours by an average of at least 1% per year between 2005 and 2021, to 6.9 million Tonnes by 2021 (6 million Tonnes by 2012).			
Previously Green			

Source: Scottish Transport Statistics

Heavy Goods Vehicles

24 million Tonnes of Grampian's Goods moving by lorry

The graph below shows average annual volume of goods (in tonnes) transported into, out of and within the north east by HGV.



Source: DETR and Scottish Transport Statistics

Indicator 21: The volume of goods to or from the region carried by Heavy Goods Vehicle				
	Within Grampian	To Grampian	From Grampian	Total
Average annual tonnes				
2001-2005	15,268,000	5,274,000	4,143,000	24,685,000
2002-2006	15,625,000	5,248,000	4,143,000	25,016,000
2003-2007	16,723,000	5,401,000	4,363,000	26,487,000
2004-2008	16,261,000	4,435,000	3,390,000	24,086,000
% change on 2001-05 baseline	+6%	-15%	-18%	-2%

Source: Scottish Transport Statistics

Railfreight

In recent years, Network Rail has implemented a gauge enhancement, which removes one of the constraints restricting railfreight development to and from the north east. Terminal developments recently constructed and marketing of the availability of services, including the work of the North East Scotland Rail Freight Development Group (NESRFDG), will combine to offer a much enhanced railfreight product in the north east.

Indicator 22: The volume of goods to or from the region carried by railfreight	
2005 Baseline	165,500 Tonnes per year (<i>source: NESRDFDG</i>)
2006	325,000 Tonnes per year (<i>source: Sustaccess study</i>)
% change on 2005 baseline	Sources are not directly comparable
Target – To increase the volume of goods moved by rail by at least 5% per year on 2005 baseline, to at least 350 thousand Tonnes by 2021.	

Strategic Objective 1: Economy

Operational Objective 3:

To improve connectivity within the north east, particularly between residential and employment areas.

Journey Times

There is a need to monitor and maintain records of average journey times by various modes. To do this, twelve key links have been established and annual data gathering undertaken to monitor the journey times, particularly at peak times.

The Department for Transport has now established transportdirect, a website which offers journey planning by different modes and takes account of possible delays. It is possible to identify specific journeys and these twelve journeys are assessed using the information from this website.

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	Miles	April 2008		April 2009		April 2010	
		Car	Public Transport*	Car	Public Transport*	Car	Public Transport*
Fraserburgh to St Cyrus	77	2hrs 19	2hrs 33	2hrs 23	2hrs 42	2hrs 23	2hrs 31
Peterhead to Banchory	51	1hr 59	1hr 57	1hr 59	2hrs 09	1hr 52	2hrs 01
Banff to Foresterhill	45	1hr 40	2hrs 03	1hr 41	2hrs 02	1hr 41	1hr 59
Turriff to RGU	36	1hr 28	1hr 48	1hr 28	1hr 56	1hr 29	1hr 47
Bridge of Don to Dyce	8	21mins	39mins	27mins	53mins	27mins	54mins
Stonehaven to Airport	21	50mins	1hr 08	52mins	1hr 09	56mins	48mins
Braemar to Woodhill House	58	2hrs 06	2hrs 40	2hrs 06	2hrs 32	2hrs 05	2hrs 32
Huntly to Union Street	39	1hr 25	1hr 25	1hr 20	1hr 07	1hr 24	58mins
Seaton to Altens	5	17mins	34mins	17mins	34mins	17mins	34mins
Portlethen to Kirkhill	14	42mins	1hr 04	43mins	1hr 14	46mins	43mins
Tillydrone to East Tullos	4	15mins	29mins	14mins	41mins	14mins	30mins
Cults to Balmedie	16	37mins	1hr 11	33mins	1hr 02	37mins	1hr 19
TOTAL DISTANCE	374						
Total journey time		13hrs 59	17hrs 31	14hrs 03	18hrs 56	14hrs 11	16hrs 36
Average journey speed		26.8mph	21.4mph	26.6mph	19.7mph	26.4mph	22.5mph

*shortest journey time starting between 0800 and 0959, weekday

Source: www.transportdirect.info

Indicator 23: To monitor average journey speeds by car for 12 typical journeys across the north east.

	Total mileage of all 12 journeys	Total Journey time of all 12 journeys	Average speed
2008 Baseline	374 miles	14 hours	26.8mph
2009	374 miles	14 hours	26.6mph
2010	374 miles	14 hours	26.6mph

It should be noted that although the total journey time of all 12 journeys combined has not changed, there have been changes in individual journeys between 2009 and 2010 and these are shown in the table above.

Proposed Target: To maintain or improve journey times between key locations within the north east between 2008 and 2021.

Source: www.transportdirect.info

A key determinant of transport choice is the relative journey time, compared to using private car. In particular, some journeys require a change of public transport and connections are not always convenient. The same 12 sample journeys are monitored and assessment made of relative car and public transport journey times. The public transport times allow for a starting time when a service is available (between 8am and 9:30am), but include changes and any connections to be made. Monitoring over time will be affected by journey times,

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which may be influenced by interventions such as better connections or improved journey times, particularly where bus priorities are available.

Indicator 24: The ratio of public transport journey times:car journey times for 12 typical journeys across the north east.

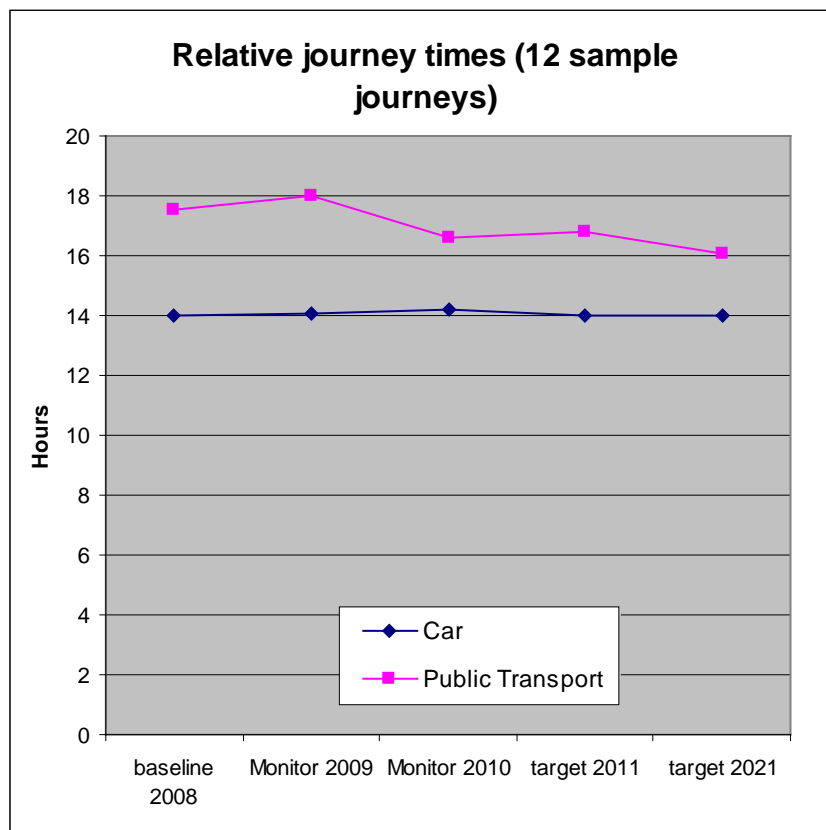
	Total mileage of all 12 journeys	Total Journey time of all 12 journeys	Car journey time for the same 12 journeys	Ratio to car journey time
2008 Baseline	374 miles	17hrs 31 mins	14 hours	1.25
2009	374 miles	19hrs	14 hours	1.36
2010	374 miles	16hrs 36 min	14 hours	1.19

Overall, public transport journey times have improved since 2008 and 2009, primarily due to rail journeys becoming a more attractive option, particularly with the introduction of the Dyce service 80 shuttle bus for journeys to Dyce.

Target: To reduce the differential between car trip journey times and public transport alternatives to no more than 1.15 by 2021 (no more than 1.20 by 2011).

Previously Rec

Source: www.transportdirect.info



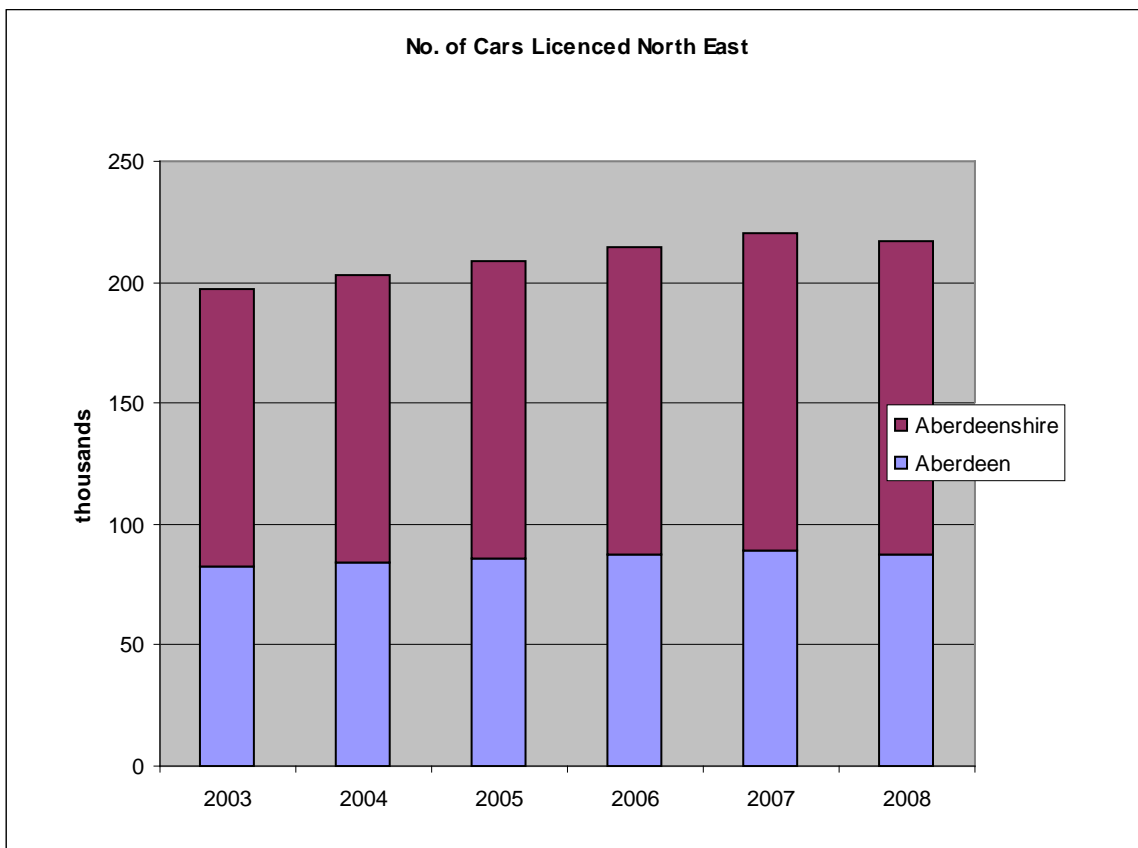
Strategic Objective 2: Accessibility, Safety and Social Inclusion

To enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.

Car Ownership

With over 200,000 cars, the north east has more cars and vans than households, yet a quarter of households do not have access to a vehicle.

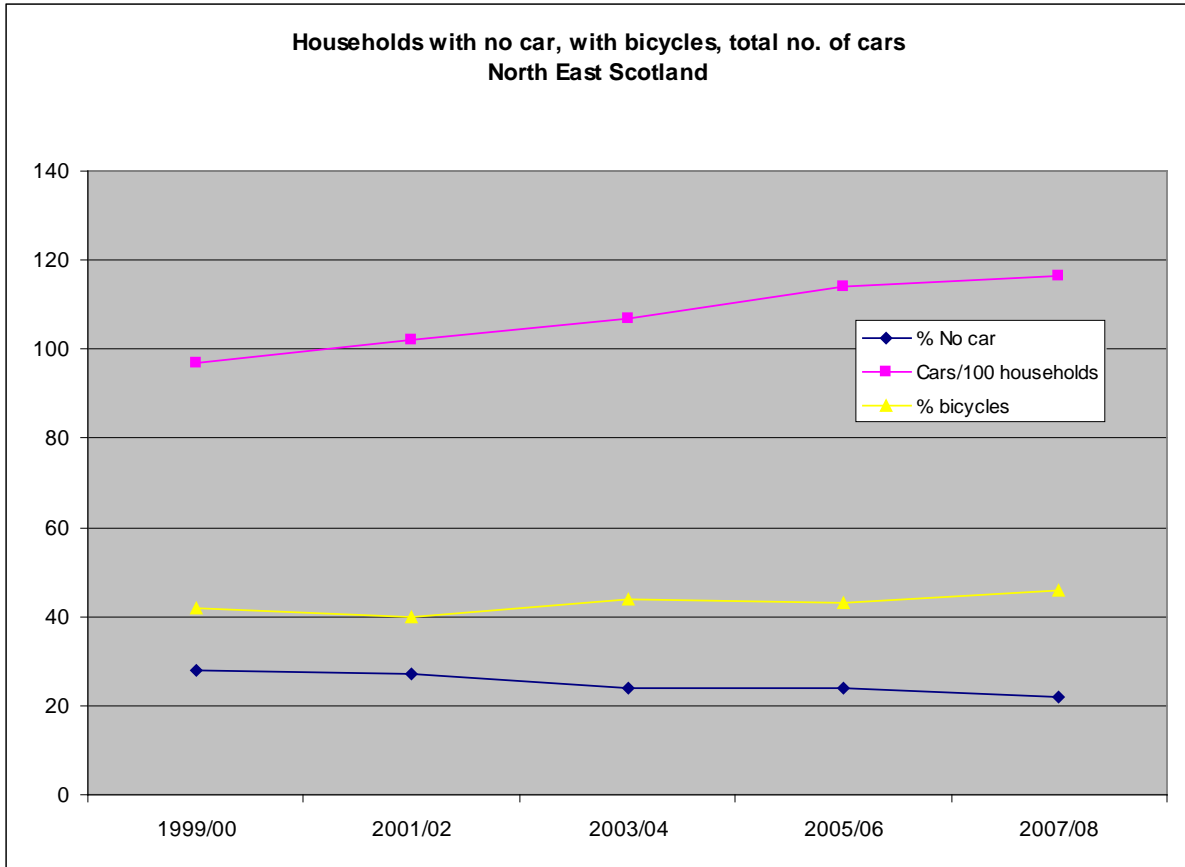
There were 87,700 cars registered in Aberdeen and 129,300 registered in Aberdeenshire at end December 2008 (Source: Scottish Transport Statistics), decreases of 1.7% and 1.2% respectively on the previous year although a general increase since 2006.



Source: Scottish Transport Statistics

Car ownership is high in the north east, with around 78% of households having access to a car. Aberdeenshire has the highest rate of car ownership in Scotland, with 87% of households having access to at least one vehicle. Car ownership in Aberdeen City has increased from 65% in 2005/06 to 69% in 2007/08. Despite this, some 31% of households in the City and 13% of households in Aberdeenshire do not have access to a car or van (Source: Scottish Transport Statistics). Bicycle ownership is shown as Indicator 42.

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Source: Scottish Household Survey

Indicator 25: The number of cars owned in the north east relative to the number of households.

	Aberdeen	Aberdeenshire	North East
2003/04	0.91	1.29	1.07
2005/06	0.90	1.32	1.14
2007/08	0.95	1.39	1.17

Source: Scottish Household Survey

Indicator 26: The proportion of households in the north east without access to a car or van.

	Aberdeen	Aberdeenshire	North East
2003/04	31%	16%	24%
2005/06	34%	14%	24%
2007/08	31%	13%	22%

Source: Scottish Household Survey

Accessibility

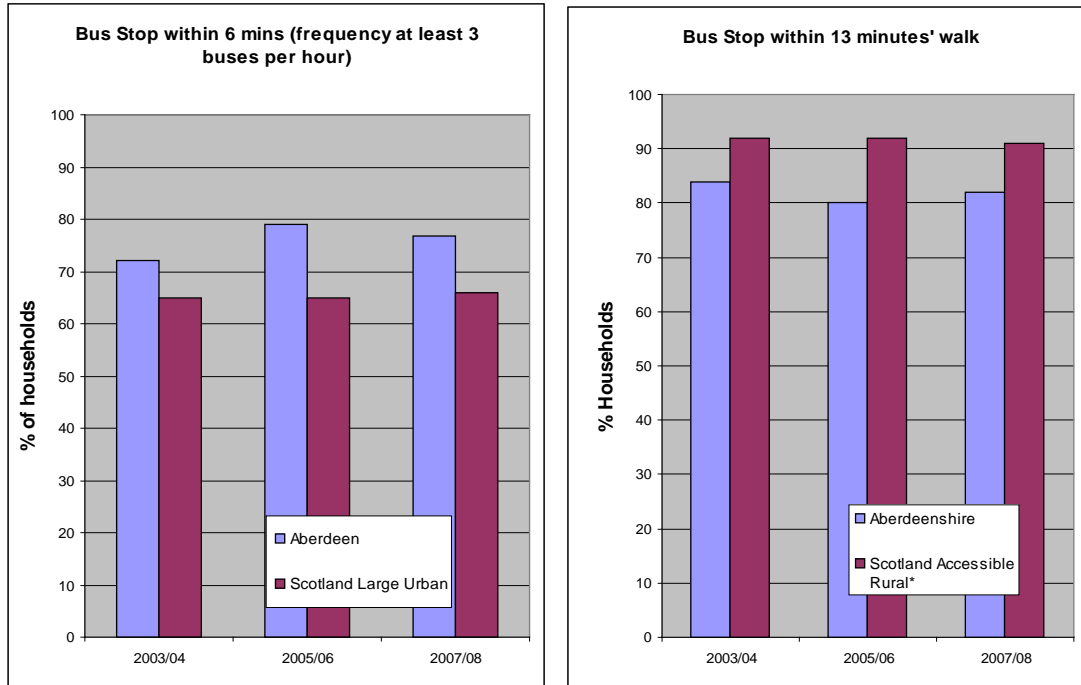
Great variations in bus accessibility across the north east

In 2005/06, across the north east 44% of households had a bus stop within 6 minutes walk and a service frequency of three buses per hour or better (an increase from 40% in 2003/04 but a 1% decrease since 2005/06). This is similar to the Scottish average of 43%, but

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masks the differences within the region – 77% of households in Aberdeen meet this indicator, but just 11% of households in Aberdeenshire.

Separate indicators have therefore been devised for Aberdeen City (a bus stop within 6 minutes' walk and a frequency of service of at least three buses per hour) and for Aberdeenshire (a bus service to within 13 minutes' walk of the place of residence).



Source: Scottish Household Survey

Indicator 27: The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in Aberdeenshire with a bus service within 13 minutes' walk.

	Aberdeen	Aberdeenshire
2003/04	72%	84%
2005/06	79%	80%
2007/08	77%	82%

Target: To at least maintain the accessibility of bus services across the north east (from base indicator in 2003/04 of 72% of residents in Aberdeen with a bus stop within 6 minutes walk and a service frequency of at least three or four buses per hour and 84% of residents in Aberdeenshire with a bus service within 13 minutes' walk) through to 2021.

Source: Scottish Household Survey

Drivers with a Disability

There were 17,804 Blue Badge holders in the north east at end March 2009. This represents some 8.2% of cars registered in the region. After a number of years of continuous increases in the number of Blue Badge holders, 2009 saw a slight reduction in Aberdeen City and a reduction of over 2,000 in Aberdeenshire (Source: Scottish Transport Statistics).

Indicator 28: The number of blue badge holders (and proportion relative to cars registered) in the north east.

	Aberdeen		Aberdeenshire		North East	
	Blue badges	% of all cars	Blue badges	% of all cars	Blue badges	% of all cars
March 2006	8,645	10.1%	10,024	8.1%	18,669	8.9%
March 2007	8,937	10.2%	10,883	8.6%	19,820	9.2%
March 2008	8,949	10.0%	11,579	9.2%	20,528	9.7%
March 2009	8,564	9.8%	9,240	7.2%	17,804	8.2%
% change form 2006 baseline	-0.9%	-0.3%	-7.8%	-0.9%	-4.6%	-0.7%

Source: Scottish Transport Statistics

Taxis

There are 1,198 vehicles licensed to carry passengers in Aberdeen and 834 in Aberdeenshire (across the north east, 74% of these are taxis, the rest private hire vehicles). There has been an increase in licensed vehicles for hire of 10.1% in the past year.

Indicator 29: The number of taxis and private hire vehicles available in the north east.

	Aberdeen		Aberdeenshire		Total		
	Taxi	Private Hire	Taxi	Private Hire	Taxi	Private Hire	All
March 2006	927	174	360	242	1,287	416	1,703
March 2007	939	175	438	274	1,377	449	1,826
March 2008	980	207	501	322	1,377	449	2,010
March 2009	979	219	532	302	1,511	521	2,032
% change form 2006 baseline	+6%	+26%	+48%	+25%	+17%	+25%	+19%

Target: To increase the number of vehicles available for hire by at least 1% per year from 2006 base to at least 2,000 by 2021.

TARGET MET

Source: Scottish Transport Statistics

Indicator 30: The number of licensed taxi and private hire drivers in the north east.							
	Aberdeen		Aberdeenshire		Total		
	Taxi	Private Hire	Taxi	Private Hire	Taxi	Private Hire	All
March 2006	1,249	2	1,493	57	2,742	59	2,801
March 2007	1,286	2	1,561	63	2,847	65	2,912
March 2008	1,346	2	1,745	56	3,091	58	3,149
March 2009	1,386	2	1,841	62	3,227	64	3,291
% change form 2006 baseline	+11%	0%	+23%	+8%	+18%	+8%	+17%

Source: Scottish Transport Statistics

Indicator 31: The proportion of taxis which are capable of carrying wheelchairs			
	Aberdeen (% of all taxis)	Aberdeenshire (% of all taxis)	North East (% of all taxis)
2006	299 (27%)	21 (4%)	320 (19%)
2007	350 (31%)	26 (4%)	376 (21%)
2008	393 (33%) <i>Statistics 2008</i>	39 (5%)	432 (22%)
2009	435 (36%)	29 (3%)	464 (23%)
% change on 2006 baseline	+9%	-1%	+4%
Target: To increase the proportion of taxis which are capable of carrying wheelchairs to 25% by 2021 (20% by 2011).			

Source: Scottish Transport Statistics

Motorcycles

Around 8,000 Powered Two-Wheelers

In 2008, there were 3,000 motorcycles licensed in Aberdeen and 5,200 in Aberdeenshire. The number of motorcycles in the region has been steadily increasing since 2006 and now account for 3% of all vehicles, an increase of 1,200 motorcycles since 2006.

The target set by this monitoring report has now been achieved, ahead of the 2021 schedule, although it will remain to be seen if this level is maintained in years to come.

Indicator 32: The number of motorcycles and Powered Two-Wheelers registered within the north east as a proportion of all vehicles registered.

	Aberdeen (% of all vehicles)	Aberdeenshire (% of all vehicles)	North East (% of all vehicles)
2005	2,500 (2.5%)	4,100 (2.7%)	6,600 (2.6%)
2006	2,500 (2.5%)	4,500 (2.8%)	7,000 (2.7%)
2007	2,800 (2.7%)	4,800 (2.9%)	7,600 (2.8%)
2008	3,000 (2.8%)	5,200 (3.1%)	8,200 (3.0%)
% change on 2006 baseline	+0.3%	+0.4%	+0.4%

Target: To increase the proportion of vehicles registered which are Powered-Two Wheelers to 3.0% of all vehicles registered in the north east by 2021.

TARGET MET

Source: Scottish Transport Statistics

Strategic Objective 2: Accessibility, Safety and Social Inclusion

Operational Objective 1:

To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.

Travel Plans

In addition to the large number of school travel plans in place and being developed, increasingly, major companies and public bodies are seeing the benefits of preparing travel plans. Local authorities also require travel plans to be prepared for major planning applications and elements can be required as conditions of consent. Nestrans has recently funded the purchase of a Travel Plan Builder and the travel plan monitoring tool I-Trace for the benefit of the region. These will now be used to monitor the uptake and success of travel plans across the region.

Indicator 33: The number of business travel plans in place across the north east.

2007 Baseline	There are eleven active travel plans being operated by businesses or public bodies in the north east, five of which have dedicated co-ordinators in post and three include restraint measures to encourage modal shift. <i>Nestrans Travel Planning Officer 2007</i>
2010	Aberdeen – 15 travel plans 15 in the City Aberdeenshire - 5 travel plans <i>Source: Travel Plan Builder & I-Trace</i>

Target: To increase the number of business travel plans in the north east by at least three per year, to a total of 50 by 2021.

Car Parking

Approximately 91% of Car Commuters have free parking

Just 3% of people who drive a car or van to work (residing in both Aberdeen City and Aberdeenshire) park in a commercial car park. In total, only 9% of residents of Aberdeen City and Shire who commute by car pay towards the cost of their parking. This is marginally less than the national average of around 10%.

	Commercial Car Park	On-street free	On-street charged	Employer free	Employer charged	Other free	Elsewhere
Aberdeen	3%	15%	0%	73%	5%	1%	2%
Aberdeenshire	3%	8%	1%	75%	6%	4%	2%
Scotland	3%	14%	1%	69%	6%	4%	1%

Source: Scottish Household Survey 2005

Indicator 34: Proportion of car commuters in the north east who have free parking.

2005 Baseline	Across the north east 91% of car commuters park free.
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Source: Scottish Household Survey

Since 2005, the Scottish Household Survey has not provided data at a local area level relating to the question of where commuters park their car. An alternative indicator (number of journeys which also include other activities) has been included, but is of less relevance in transport policy terms.

Indicator 35: Proportion of car commuters in the north east who drive because they are also doing other activities (such as dropping children at school, shopping, etc).

	Aberdeen	Aberdeenshire	North East
2005-06 Baseline	22%	28%	25%

Scottish Household Survey

In Aberdeen City Centre, there are 5,581 off street public parking spaces (of which approximately one quarter are in Council ownership and the rest operated by private companies). Another 7,000 on-street Pay and Display spaces are available in and around the City Centre. Parking charges have been steadily increase in the city in recent years and are now £1.60 for two hours.

Indicator 36: The number of public car parking spaces available in Aberdeen City Centre.

	Off-street Council	Off-street Commercial	On-street	Total
2007	2,219	2,245	7,000	11,464
2010	1,333	4,248	7,000	12,581
% change on 2007 baseline	-40%	+89%	0%	+9%

Source Aberdeen City Council

Indicator 37: To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ratio of 2hrs off-street parking in a Council multi-storey car park:cost of daily ticket on First bus.

	Cost of 2 hrs parking	Cost of day bus ticket	Relationship Bus:Park
2007	£1.20	£3.50	0.343
2008	£1.30	£3.70	0.351
2009	£1.35	£3.90	0.346
2010	£1.60	£3.90	0.410
% change on 2007 base	+33%	+11%	

Target: To reduce the differential between the cost of parking and bus travel to 0.686 by 2021 (0.50 by 2011).

Source: Aberdeen City Council and First Aberdeen

Indicator 38: To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.

	Aberdeen	Dundee	Edinburgh	Glasgow (two zones)
June 2008	£52.00	£33.00	£37.00	£40.00
April 2009	£58.00	£36.00	£45.00	£40.00
April 2010	£53.50	£37.00	£45.00	£40.00
% change on 2008 baseline	+3%	+12%	+22%	0%

Source: First Aberdeen, Travel Dundee, Lothian Buses and First Glasgow

Strategic Objective 2: Accessibility, Safety and Social Inclusion

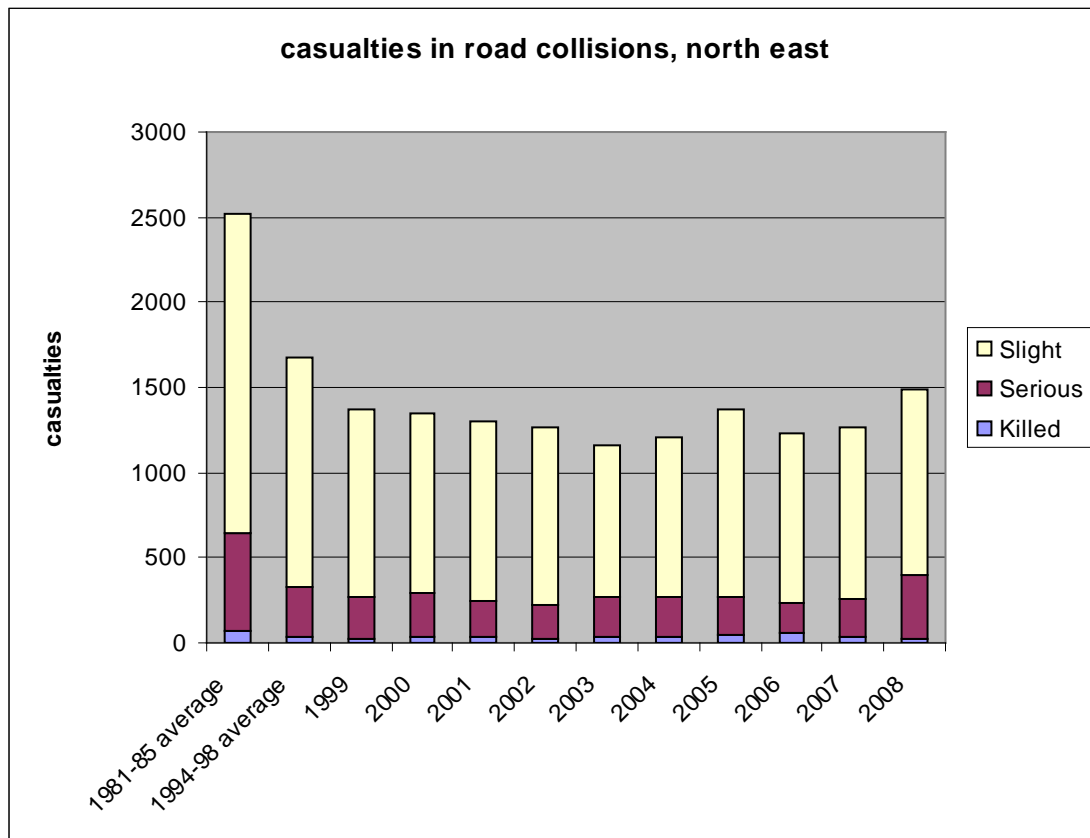
Operational Objective 2:

To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.

Casualties

Road Traffic Casualties – 27% reduction in casualties in road collisions between 1994/98 and 2003/07, but bad years in 2005 and 06

In the late 1990's there were around 1,675 casualties in road collisions in the north east every year. Overall, significant reductions have been achieved with 2003-07 averages being 26.8% less than early 90's averages. In 2006 however, there was a significant increase in fatalities with 54 deaths (the worst year on north east roads since 1988) and 178 serious injuries in road traffic collisions, of a total of 1,228 casualties of all severities (this represented some 7.1% of all injuries in Scotland). The total number of fatalities has decreased again slightly in 2008 however the number of serious and slight casualties has risen.



Source: Scottish Government Road Casualties Scotland 2007

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Indicator 39: The number of casualties in road traffic collisions					
2001-05 average: Baseline		Fatal	Serious	Slight	All
	Aberdeen	6.4	70	402	479
	Aberdeenshire	31.2	148	605	784
	North east	37.6	218	1,007	1,263
(All severities - reduction of 24.6% on 1994-98 average)					
2002-06 average:		Fatal	Serious	Slight	All
	Aberdeen	6.0	69	394	469
	Aberdeenshire	34.6	143	601	785
	North east	40.6	212	995	1,256
	% Change since 2001-05	+8.0	-2.8%	-1.2%	-0.6%
2003-07 average		Fatal	Serious	Slight	All
	Aberdeen	5.8	68	382	455
	Aberdeenshire	35.2	141	594	770
	North east	41	210	976	1225
	% Change since 2002-06	+1.0%	-0.9%	-1.9	-2.5%
2004-2008 average		Fatal	Serious	Slight	All
	Aberdeen	6	82	407	495
	Aberdeenshire	33	166	625	824
	North east	39	248	1,032	1,319
	% Change since 2003-07	-5%	+18%	+6%	+8%
<i>It should be noted that Grampian Police Force underwent a quality review from 2007 onwards. Data prior to this may not be comparable. This perhaps explains the significant increases shown.</i>					
Target: To reduce the number of casualties in road traffic collisions by at least 2% per five-year average to less than 1,000 of all severities by 2017-21.					
Previously Green, but data not directly comparable					

Source: Road Casualties Scotland

Indicator 40: The number of deaths in road traffic collisions			
	Aberdeen	Aberdeenshire	North East
2001-05 average	6.4	31.2	37.6
2006-06 average	6.0	34.6	40.6
2003-07 average	5.8	35.2	41
2004-08 average	6.0	33.0	39
% change on 2001-05 baseline	-6%	+6%	+4%
Target: To reduce deaths from road traffic collisions by at least 50% of 2001-05 average to less than an average of 20 per year by 2017-21.			

Road Casualties Scotland

Strategic Objective 2: Accessibility, Safety and Social Inclusion

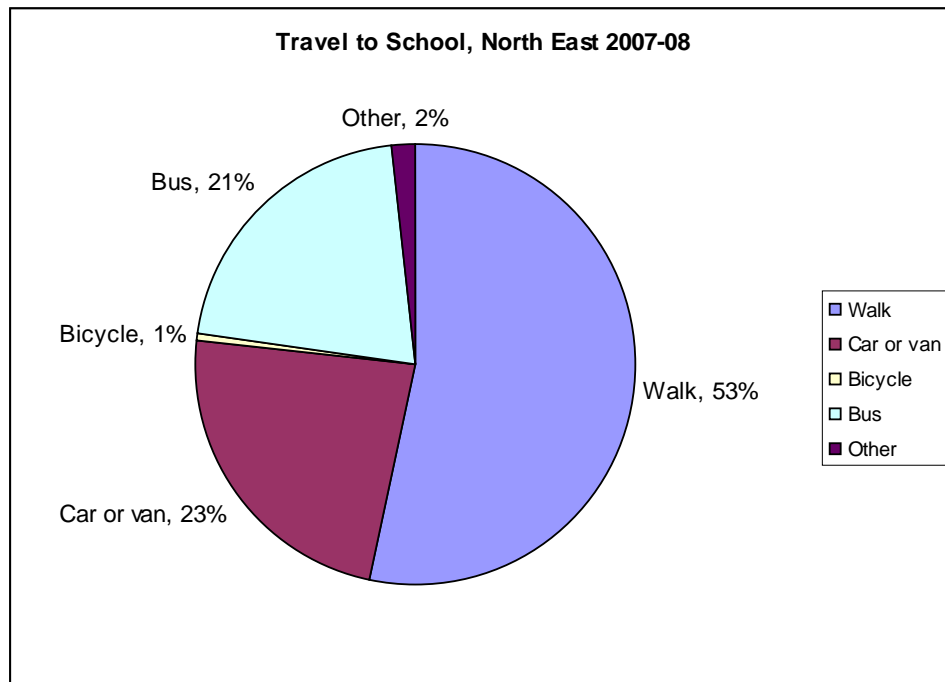
Operational Objective 3:

To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of North East residents.

School Travel

Over half of north east children walk to school

Across the north east, 53% of pupils in full-time education at school usually walked to school in 2007/08, 1% cycled, 21% took school bus or other bus service, with 23% being driven and 2% using other modes. These figures show that the proportion of children cycling and walking to school over the period 2003-04 to 2007-08 has been maintained but there has been an increase in those travelling by car and a decrease in the number travelling by bus over this period.



Source: Scottish Household Statistics

Indicator 41: The proportion of children travelling actively to school (walking or cycling).

	Car			Walking			Cycling		
	City	Shire	NE	City	Shire	NE	City	Shire	NE
2003/04	23%	16%	19%	59%	48%	52%	<1%	1%	1%
2005/06	21%	17%	19%	55%	50%	52%	<1%	1%	1%
2007/06	22%	25%	23%	57%	50%	53%	<1%	2%	1%
% change since 2003/04 baseline	-1%	+9%	+4%	-2%	+2%	+1%	0%	+1%	0%

Target: To reduce the proportion of children being driven to school to less than 18% by 2021.

Although the number of children being driven to school has increased since 2005/06 it should be noted, that in terms of children travelling actively to school, the proportion of children cycling and walking has been maintained and in Aberdeenshire, increased. The increase in car use is matched by a decline in those travelling by bus.

Source: Scottish Household Survey

Cycling

46% of north east households own at least one adults bicycle

37% of households in Aberdeen and 55% of households in Aberdeenshire own a bicycle which could be used by adults. However, 96% have not cycled as a means of transport (i.e. as opposed to cycling for leisure) in the previous week. Two per cent of people in the north east cycle as a means of travel to work. (Source: Scottish Household Survey)

Indicator 42: Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week as a means of transport.

	Aberdeen		Aberdeenshire		North East	
	Own a bike	Used in last wk	Own a bike	Used in last wk	Own a bike	Used in last wk
2003/04	36%	3%	52%	4%	44%	4%
2005/06	32%	3%	53%	3%	43%	3%
2007/08	37%	3%	55%	5%	46%	4%
% change on 2003/04 baseline	+1%	0%	+3%	+1%	+2%	0%

Target: To increase the bicycle owning population to half of households by 2021 and to increase the proportion of people using a bicycle at least once per week to over 10% by 2021.

Scottish Household Survey

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Indicator 43: Number of cyclists on key routes in morning peak (7:30-9:00am).

Monitor April:

	April 2008	April 2009	% change since 2008
	Total	Total	Total
Deeside Line (nr Holburn St turn off)	48	61	+27%
Shell Path (junc with Abbotswell Rd)	73	73	0%
Union St (junc with Union Terrace/Bridge St)	78	102	+31%
George St (junc with Hutcheon St)	49	53	+8%
Auchmill Rd (nr Chalmers bakery in Bucksburn)	54	45	-17%
King St (junc with Mounthooly Way)	71	82	+15%
Grandholm Br	14	16	+14%
Nth Deeside Rd (Mannofield; junc with Countesswells Rd)	49	59	+20%
Queens Rd (junc with Springfield Rd)	40	48	+20%
Westburn Rd (junc with Westburn Drive/Argyll Pl)	50	45	-10%
Victoria Bridge (north end, junc with Market St)	34	49	+44%
Grammar School (junc Esslemont Ave/Rose St)	53	40	-25%
Kings Gate (between Hazlehead and Anderson Dr roundabouts)	16	8	-50%
TOTAL	629	681	+8%
Den of Maidencraig		24	
Lang Stracht		41	
Leggart Terrace/Deeside roundabout		31	

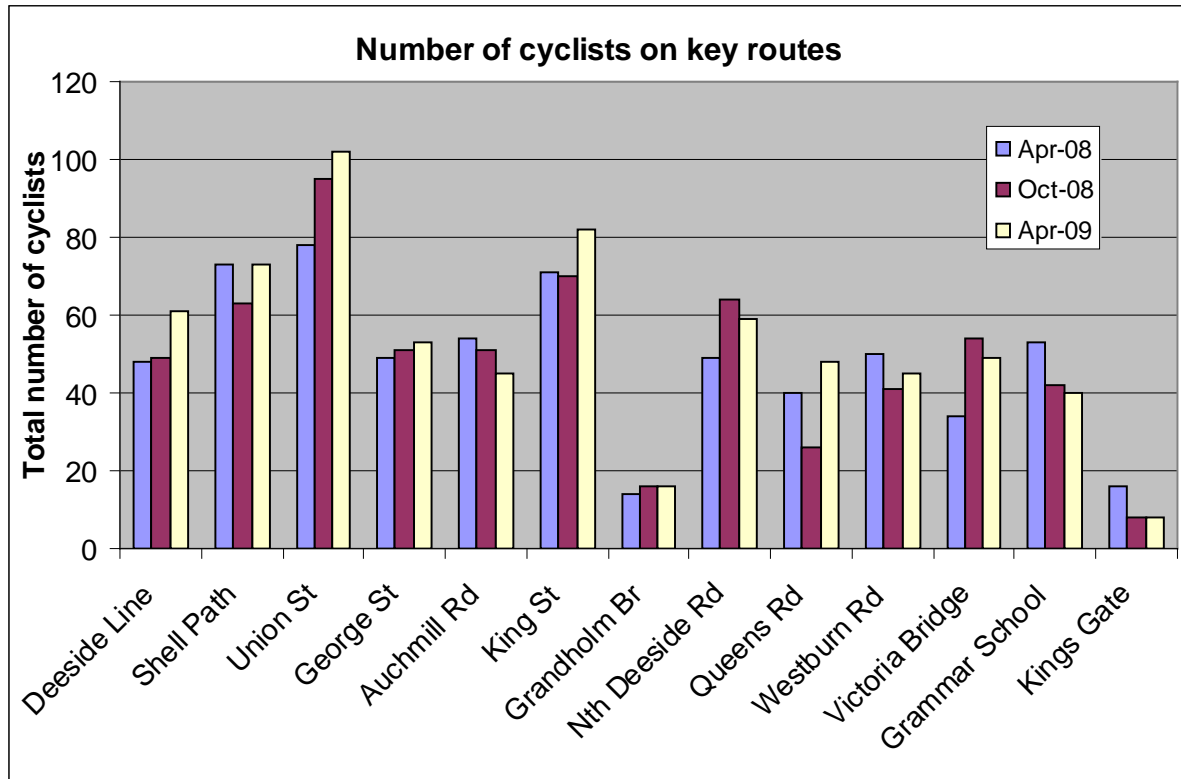
Monitor October

	October 2008
	Total
Deeside Line	49
Shell Path	63
Union St	95
George St	51
Auchmill Rd	51
King St	70
Grandholm Br	16
Nth Deeside Rd	64
Queens Rd	26
Westburn Rd	41
Victoria Bridge	54
Grammar School	42
Kings Gate	8
Sub-total of routes monitored in April 2008	630
Berryden	30
Don Bridge, Ellon Rd	73
Rosemount viaduct	26
QEII bridge/Wellington Rd	65
TOTAL	824

Target: To increase the number of cyclists on key routes in the morning peak by at least 10% by 2021.

Previously Yellow

Source: Aberdeen Cycle Forum



Source: Aberdeen Cycle Forum Surveys

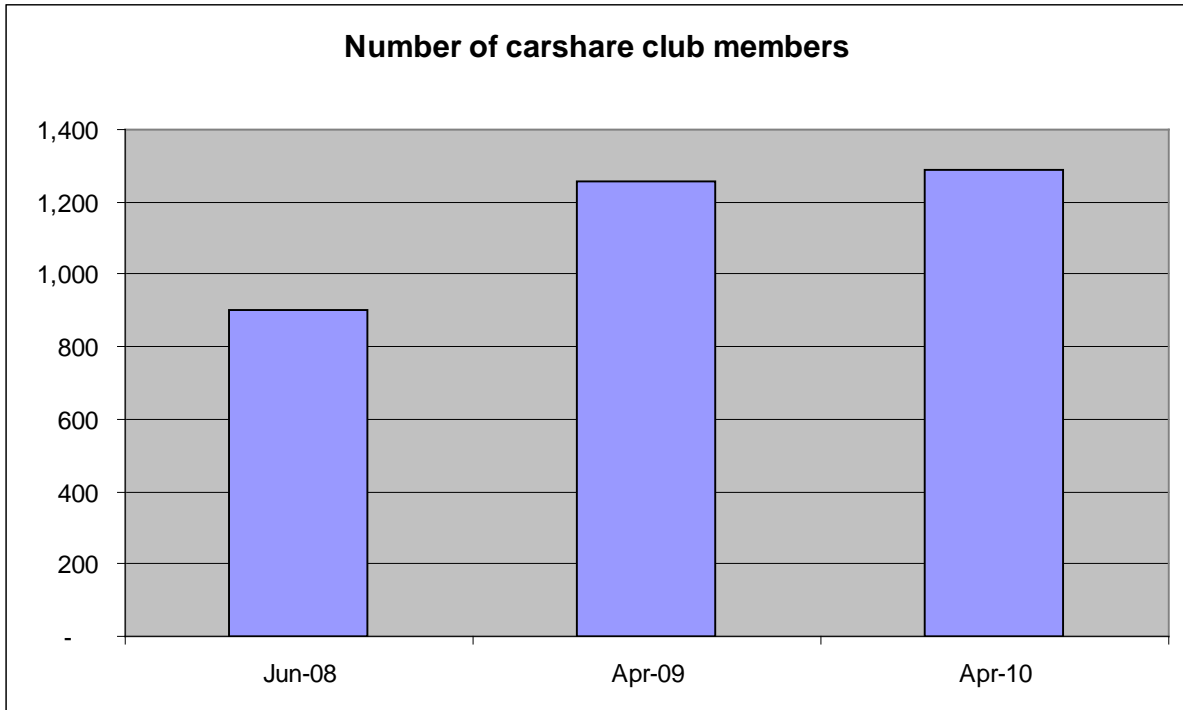
Car Share

Nestrans supports a carshare database www.Nestranscarshare.com, which has a number of umbrella organisations using their own accounts within the scheme. Recognising that car use can be a necessity for many users, Nestrans supports the principle of encouraging sharing where possible.

Indicator 44: Number of participants in Nestrans' carshare scheme.					
	Total members	New members in last year	Number of journeys	Mileage saved	% transferred from single occupancy car
2008	899	378	305	489,278	
2009	1,256	357	884	58,473	77%
2010	1,290	391	957	1,900,603	76%
% change on 2008 baseline	+43%	+3%	+214%	+288%	-1%

Target: To at least double participation in the Nestrans car share scheme by 2021, to at least 1,800 members (saving at least one million miles per year).

Source Nestranscarshare.com



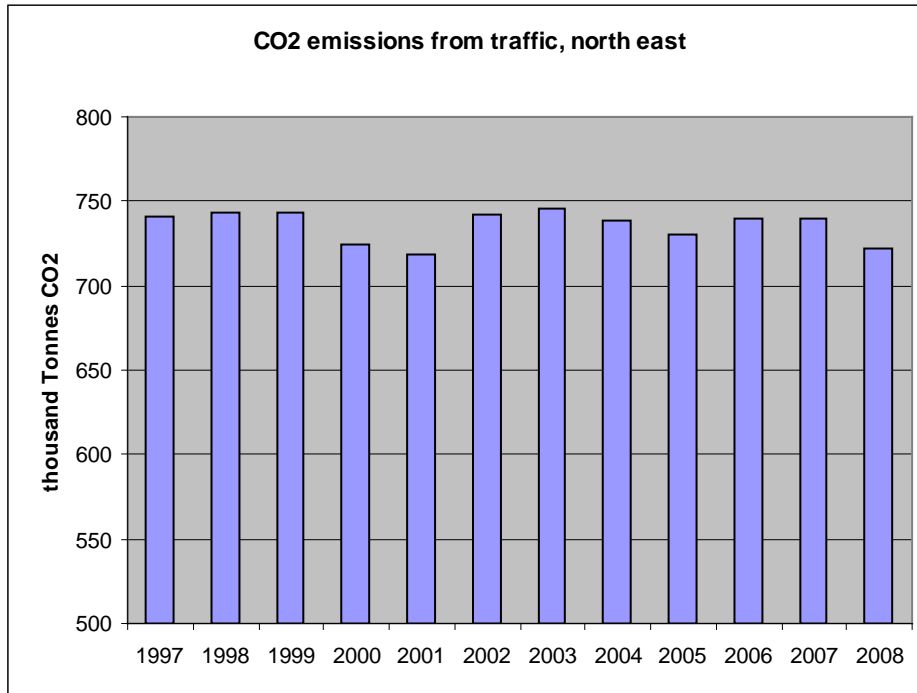
Strategic Objective 3: Environment

To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate and air quality.

Carbon Emissions

Traffic in the north east emits around 720,000 Tonnes of CO2 per year

Average new cars in 2006 produced around 158 grammes of CO2 per kilometre travelled. This is a reduction from 164 grammes per kilometre in 2007 and is a result of increasing vehicle efficiencies. By factoring an average CO2 based on all vehicles against traffic in the north east, it is possible to estimate total Carbon Dioxide emissions. Between 1997 and 2008, average CO2 emissions per vehicle kilometre travelled fell by 12.5%, but traffic rose by 11%, resulting in minimal change in overall CO2 emissions. A minor downturn in traffic can have more significant impact on CO2 levels as cars become cleaner year on year (as can be seen between 1999 and 2001, when there was a 1.3% decrease in traffic, resulting in a 3.4% fall in CO2 emissions), however in recent years traffic growth in the north east has outstripped any benefit from more efficient engines.



Source: Scottish Transport Statistics and the Society of Motor Manufacturers and Traders

Indicator 45: An estimate of the total carbon emissions from road vehicles calculated by factoring traffic by average emission levels.

	Estimated CO2 emissions from traffic in the North East
2005	730,000 Tonnes
2006	740,000 Tonnes
2007	740,000 Tonnes
2008	720,000 Tonnes
% change on 2005 baseline	-1.4%

Target: To reduce the CO2 emissions from road transport in the north east by at least 1% per year, to less than 600 thousand Tonnes by 2021.

Source: Scottish Transport Statistics and the Society of Motor Manufacturers and Traders

Strategic Objective 3: Environment

Operational Objective 1:

To reduce the proportion of journeys made by cars and especially by single occupant cars.

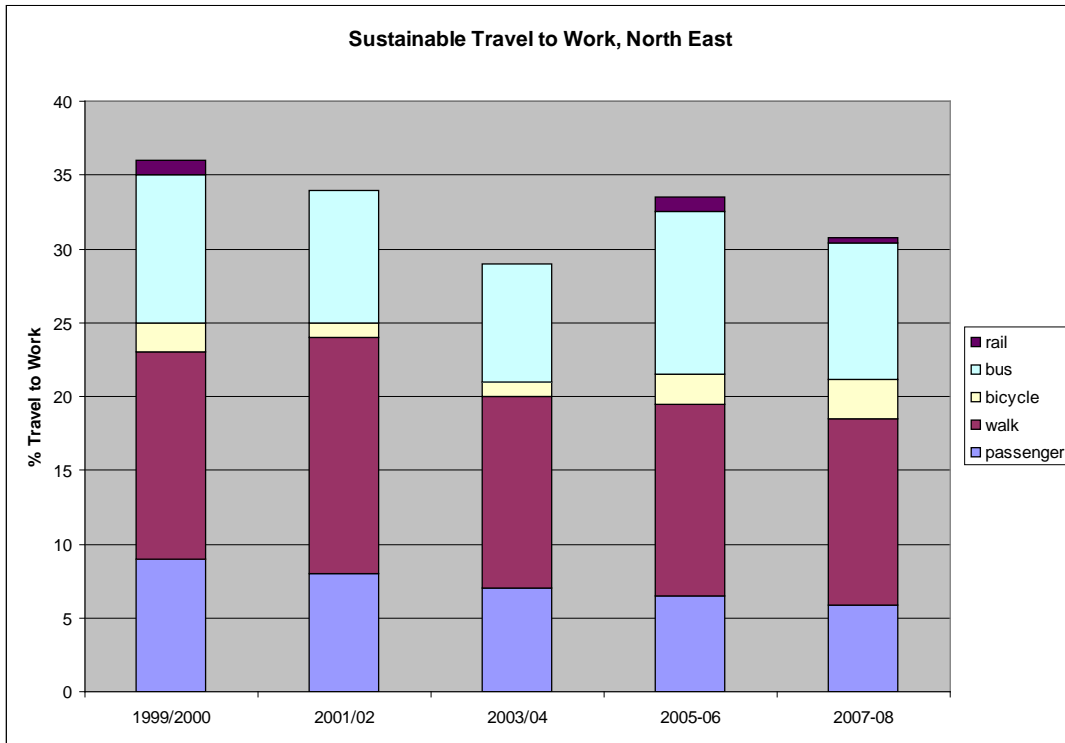
Travel to work

Two-thirds drive to work

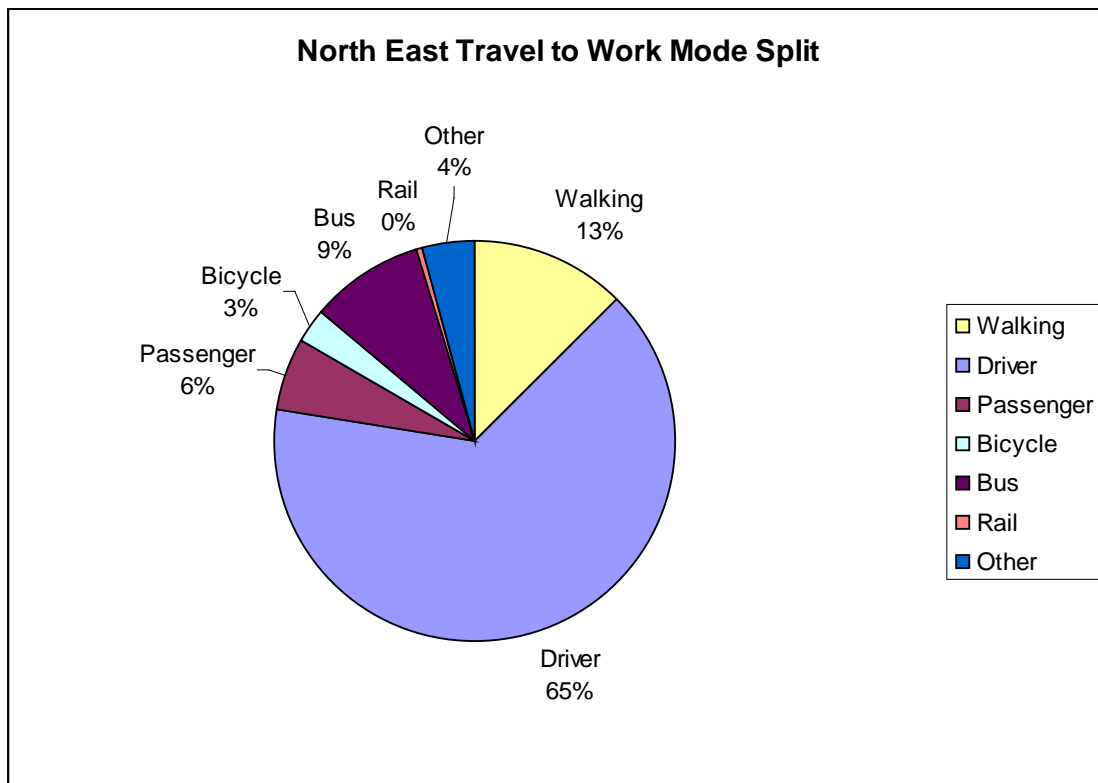
Across the north east in 2007-08 some 65% of employed adults not working from home, drove to work and another 6% travelled as passengers in cars or vans. This compares to 64% and 7% respectively in 2005-06. 58% of residents in Aberdeen drive to work, compared to 72% in Aberdeenshire (61% is the average for Scotland as a whole).

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Of particular note in 2007-08 was the increase in people cycling to work in Aberdeen City from 2% in 2005-06 to 3.5% in 2007-08, a notable achievement in terms of cycling. This is the third highest level of cycling to work in Scotland behind Edinburgh and Moray.



Source: Scottish Household Survey



Source: Scottish Household Survey 2007-08

Indicator 46: The proportion of travel to work journeys by modes other than car driver.

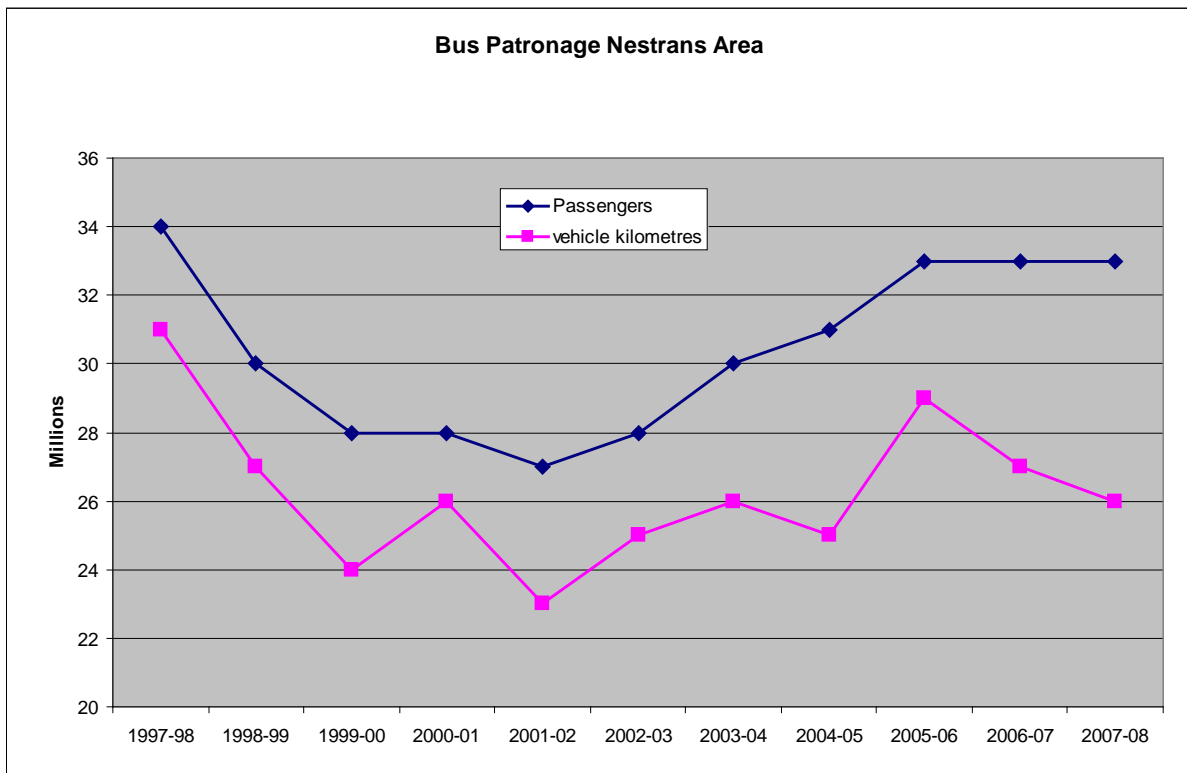
	% of north east residents travelling to work by modes other than car driving
2003/04	33%
2005/06	36%
2007/08	35%
% change on 2003/04 baseline	+2%
Target: To reverse the trend towards fewer sustainable travel journeys, to maintain at least 30% through to 2021.	

Source: Scottish Household Survey

Bus Usage

Trends in bus passenger boardings and vehicle kilometres on local bus services in the Nestrans region are shown in the graph below. Both vehicle kilometres and patronage have declined between 1997-98 and 2001-02 when they started to increase. The number of passenger boardings has levelled out in the three years since 2005-06, however vehicle kilometres have started to decline again.

Overall, in the 10 year period to 2007-08, passenger boardings have decreased by 3% and vehicle kilometres have decreased by 16%.



Source: Scottish Bus and Coach Statistics

Indicator 46b: The number of people using buses in the north east.	
	Bus passenger boardings within Nestrans area
2003/04	31 million
2005/06	33 million
2006/07	33 millions
2007/08	33 millions
% change on 2003/04 baseline	+6.5%
<i>Target: To increase the number of bus passenger journeys to at least 57 million passengers By 2021 (38 By 2011).</i>	

Indicator 46c: Local bus services - vehicle kilometres	
	Bus vehicle kilometres within the North East
2005-06	29 million vehicle kilometres
2006/07	27 million vehicle kilometres
2007-08	26 million vehicle kilometres
% change on 2005-06 baseline	-10%
Target: To increase bus vehicle kilometres to 29 million by 2021	

Strategic Objective 3: Environment

Operational Objective 2:

To reduce the environmental impacts of transport, in line with national targets

Air Quality

Central Aberdeen is an Air Quality Management Area with projected exceedances in permitted levels of both Nitrogen Dioxide (NO₂) and particulates (PM₁₀). The City Council has declared an Air Quality Management Area and produced a plan of action for ensuring that European-defined maximum levels are not exceeded.

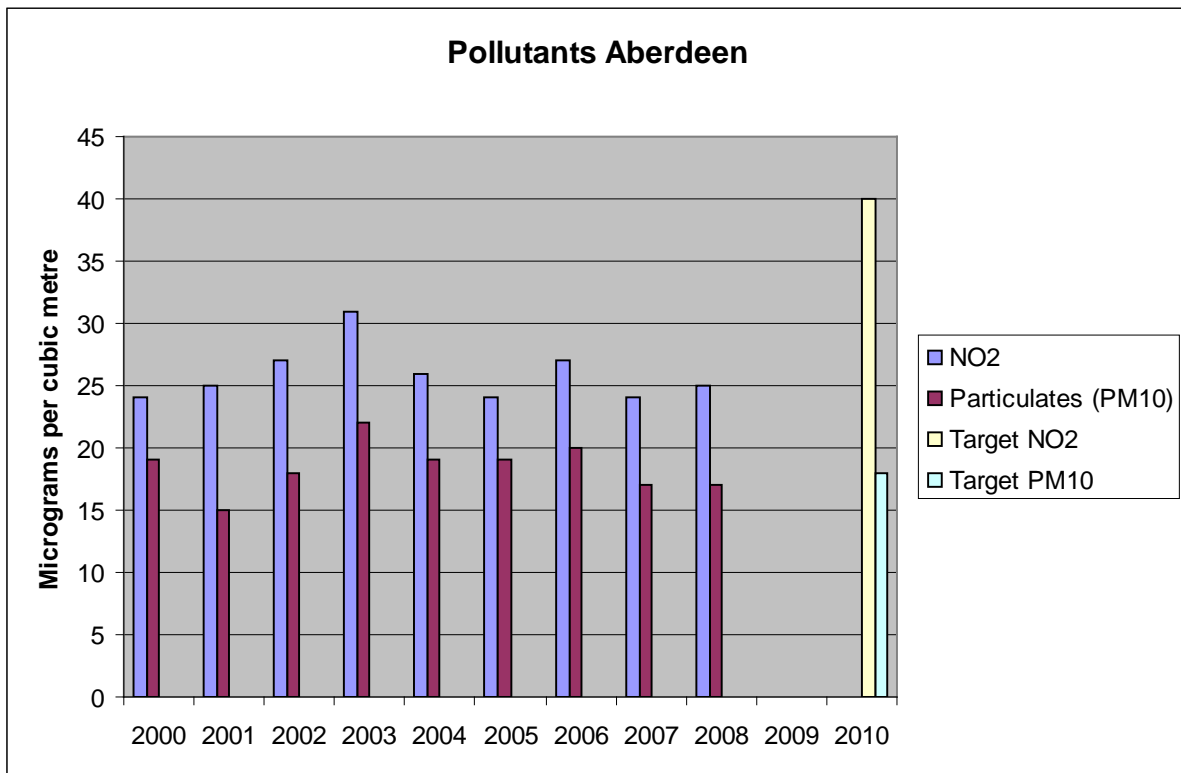
Monitoring stations on Union Street and Market Street provide detailed information and other stations gather background levels and check areas where levels may cause some concern.

Indicator 47: The average atmospheric concentration of monitored pollutants in Aberdeen City Centre.

	Nitrogen Dioxide	Particulates (PM10)
2005	24 micrograms per cubic metre	19 micrograms per cubic metre
2006	27 micrograms per cubic metre	20 micrograms per cubic metre
2007	24 micrograms per cubic metre	17 micrograms per cubic metre
2008	25 micrograms per cubic metre	17 micrograms per cubic metre
% change on 2005 baseline	+4%	-10.5%

Target: To reduce the levels of identified pollutants and meet national and European legislation on pollutants (AQMA in Aberdeen City Centre).

Source: Scottish Transport Statistics



Source: Scottish Transport Statistics and Aberdeen City Council "Air Quality management Plan".

Strategic Objective 3: Environment

Operational Objective 3:

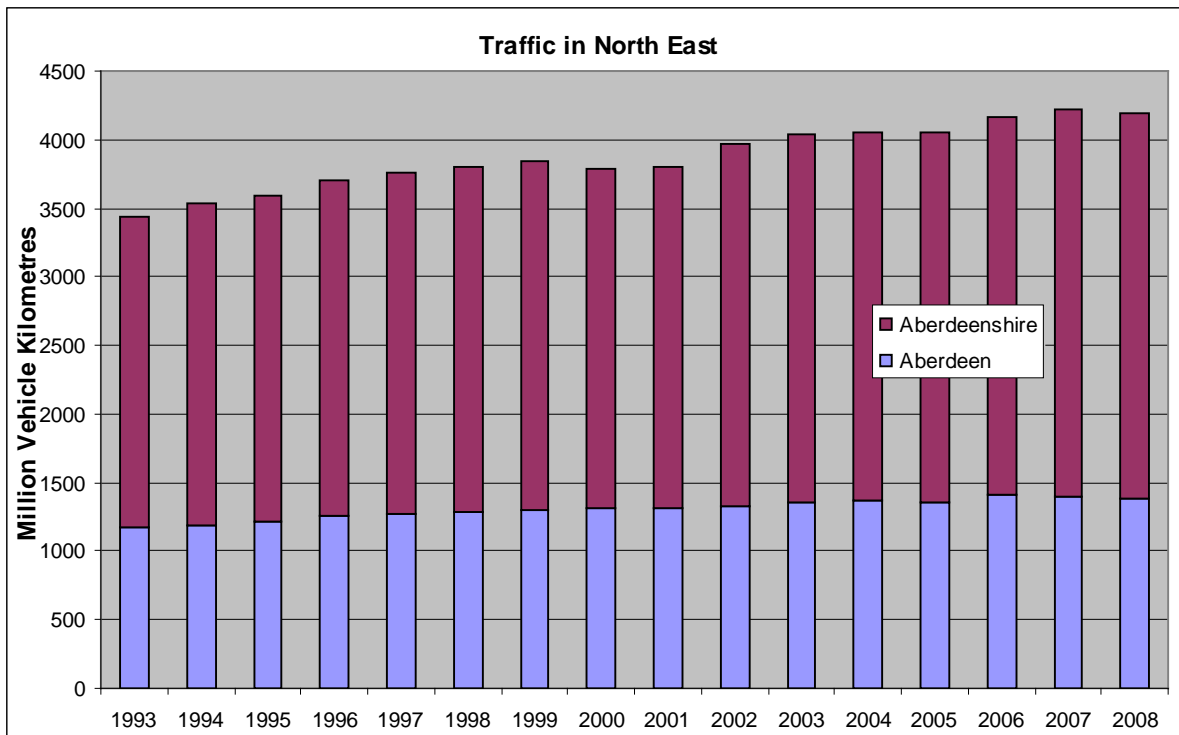
To reduce growth in vehicle kilometres travelled.

Traffic in the north east

Over 2½ billion miles per year.

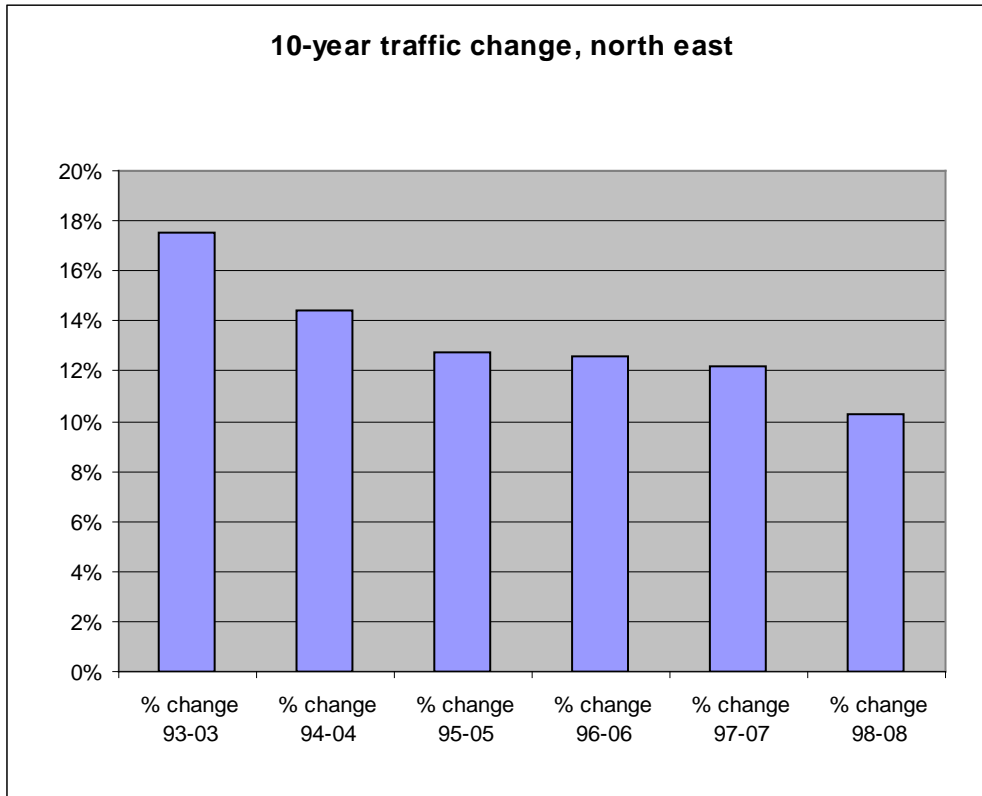
In 2008, traffic within the north east travelled a total of 4.193 billion kilometres (2.606 billion miles), some 9.43% of all traffic in Scotland. In Aberdeen there was 1.379 billion kilometres (0.857 billion miles) travelled, a reduction of 0.9% on 2007, and in Aberdeenshire 2.814 billion kilometres (1.749 billion miles), a reduction of 0.7% on the previous year.

Although traffic levels have grown by around 3% since the baseline year of 2005 and 10% in the decade since 1998, traffic levels have decreased by 0.76% between 2007 and 2008.



Source: *Transport Statistics, Scottish Executive*

Reducing the growth in vehicle kilometres travelled is best represented by considering ten-year growth patterns. In the decade to 2003, growth in the north east was around 17.5%, an average of 1.75% per annum. In the decade to 2008, however, this has reduced to 10.3%.



Source: Transport Statistics, Scottish Executive

Indicator 48a: Growth in vehicle kilometres travelled in the north east in the preceding decade.

		KM 1993	KM 2003	% change
1993-2003	Aberdeen	1,169	1,353	15.7%
	Aberdeenshire	2,270	2,688	18.4%
	North East	3,439	4,041	15.5%
1995-2005	Aberdeen	1,213	1,357	11.9%
	Aberdeenshire	2,382	2,697	13.2%
	North East	3,595	4,054	12.8%
1997-2007	Aberdeen	1,273	1,391	9.3%
	Aberdeenshire	2,492	2,834	13.7%
	North East	3,765	4,225	12.2%
1998-2008	Aberdeen	1,285	1,379	7.3%
	Aberdeenshire	2,516	2,814	11.8%
	North East	3,801	4,193	10.3%

Target: To reduce the rate of growth of traffic to less than 10% for the decade to 2010 and to less than 6% for the decade to 2020.

Previously Yellow

Source: Scottish Transport Statistics

Indicator 48b: Distance travelled by vehicles in the north east.						
	Aberdeen		Aberdeenshire		North East	
	Miles	Kilometres	Miles	Kilometres	Miles	Kilometres
2005 (millions)	843	1,357	1,676	2,697	2,519	4,054
2006 (millions)	876	1,410	1,711	2,753	2,587	4,163
2007 (millions)	864	1,391	1,761	2,834	2,625	4,225
2008 (millions)	857	1,379	1,749	2,814	2,606	4,193
% change on 2005 baseline	+1.7%	+1.6%	+4.4%	+4.3%	+3.5%	+3.4%
Target: To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021.						

Source: Scottish Transport Statistics

Over 4,000 miles (almost 6½thousand kilometres) of roads

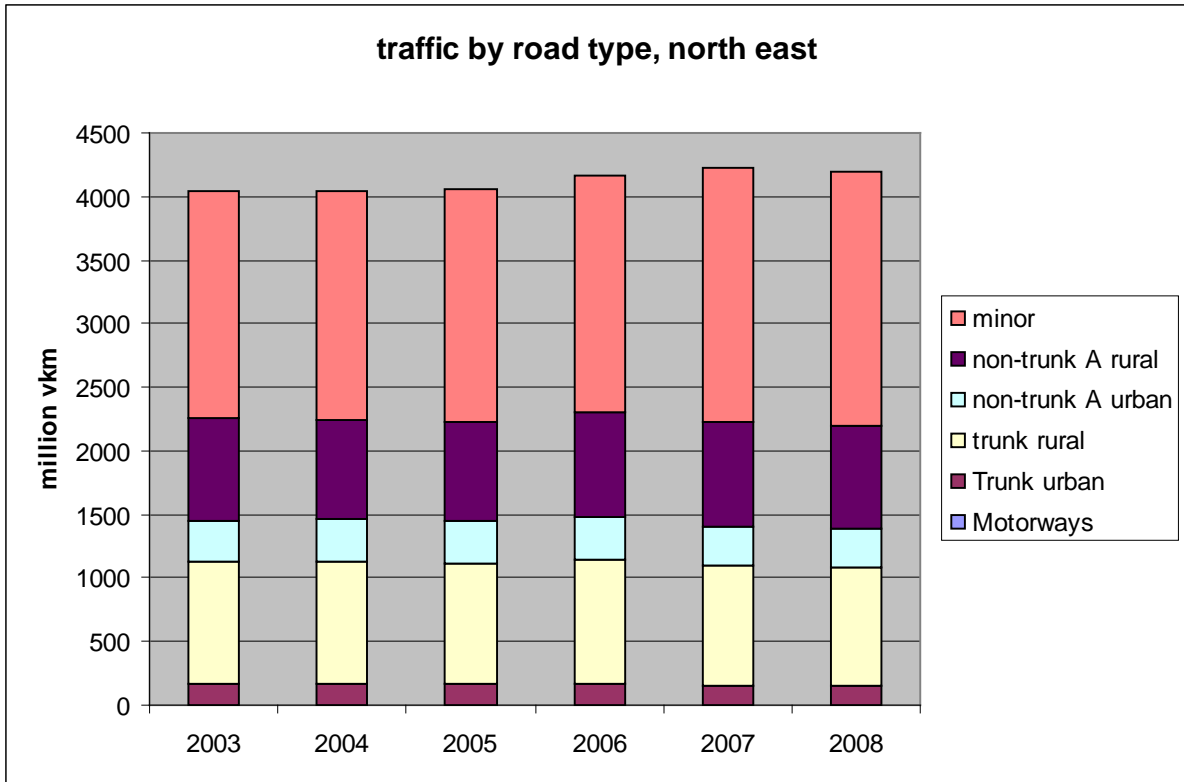
The north east's road network consists of 6,522 kilometres (4,053 miles), around 11.7% of Scotland's total road network, an increase of 60 kilometres on 2005. Aberdeen has 29 kilometres of trunk road and 907 kilometres of local authority roads, 73 kilometres of which is classified as "A" class. This is an increase of 15km of A road since 2007. Aberdeenshire has 177 kilometres of trunk road and 5,409 kilometres of local roads, 687 km of which is A class. The Trunk and A class roads, however, despite making up just 14.8% of the region's roads carry 52.3% of all traffic. Local authority roads carry 47.7% of traffic.

Road Lengths and Traffic, north east 2008

		Transport Scotland		Local Authority Roads		TOTAL
		Motorway	Trunk	A Class	Minor	
Road lengths (kilometres)	Aberdeen	0	29	73	834	937
	Aberdeenshire	0	177	687	4,722	5,585
	North east	0	206	760	5,556	6,522
Traffic (million kilometres)	Aberdeen	0	264	363	751	1,379
	Aberdeenshire	0	820	745	1,249	2,814
	North east	0	1,084	1,108	2,000	4,193

Source: Scottish Transport Statistics 2009

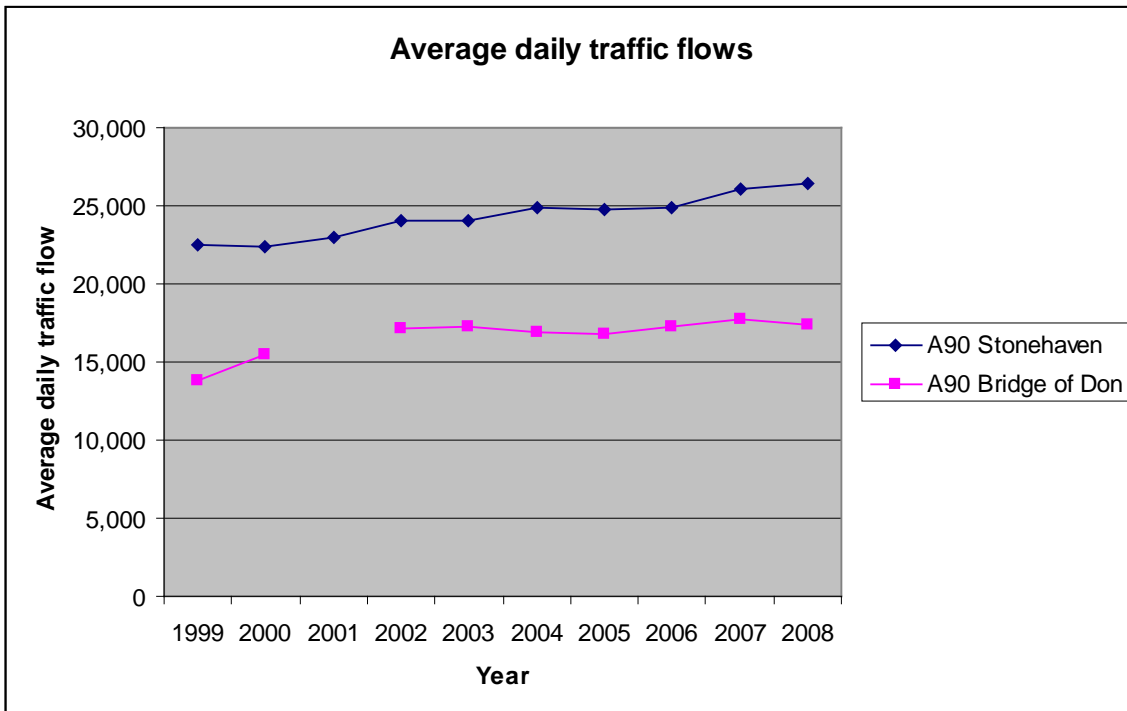
Between 1997 and 2007, there was a 4.8% increase in trunk road traffic in the region, and a 15% increase in traffic on local roads. Traffic levels in the North East have however seen a slight decrease in the year between 2007 and 2008 (-0.76%).



Source: Scottish Transport Statistics

The 7-day average two-way daily flow on the A90 at Stonehaven in 2008 was 26,427 and on the A92 Bridge of Don 17,339 (increases of 6.8% and 3.5% on 2005 figures respectively). HGV traffic accounts for 12% of traffic at Bridge of Don on a weekday.

Source: Scottish Transport Statistics



Indicator 49: Traffic in north east as a percentage of Scotland's traffic

	Total traffic in North East	Total Scottish Traffic	North East traffic as a % of Scotland
2005	4,054,000km	42,718,000km	9.5%
2006	4,163,000km	43,880,000km	9.5%
2007	4,225,000km	44,666,000km	9.5%
2008	4,193,000km	44,470,000km	9.4%
% change on 2005 baseline	+3.4%	+4.1%	-0.1%

Source: Scottish Transport Statistics



Strategic Objective 4: Spatial Planning

To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

Proportion of retail turnover in town and city centres.

	Units	Gross Floor Area (square metres)	Turnover (£million)
Aberdeen City Centre	845	250,000	582
Other Aberdeen	257	124,000	489
Aberdeenshire	<u>1,100</u>	<u>196,000</u>	<u>375</u>
Total	2,202	570,000	1,446

Source: *Aberdeen and Aberdeenshire Retail Study, 2004*

Data is not available broken down by town centres/out-of-town sites for Aberdeenshire. Future retail studies should endeavour to provide this breakdown.

Indicator 50: The proportion of retail turnover in town and City centres.		
	Aberdeen	Aberdeenshire
Baseline 2004	54%	Unknown
<i>No more up to date data is available on this at present</i>		
Target: To ensure that at least 50% of retail turnover in Aberdeen is in the City Centre and that 50% of retail turnover in Aberdeenshire is in town centres		

Although no more up to date data is available, it is worth noting that the opening of the Union Square shopping centre, with a range of shops, cinema complex, restaurants and hotel has had a significantly positive impact on the regeneration of the Guild Street area, including the rail and bus stations. This development has attracted a number of new retailers to the city.

Strategic Objective 4: Spatial Planning

Operational Objective 1:

To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling.

Reliability and punctuality of buses

First publish data relating to reliability and punctuality on their website. As part of the Quality Partnership for public transport in the north east, it should be possible to secure similar information from Stagecoach and possibly other operators. It must be noted that delays and most of the operational problems relate to congestion on the road network and is not a criticism of the operators. The need for adequate enforcement, and enhancements to bus priorities will be identified through monitoring these data.

No data is currently available for other bus companies in the north east.

Indicator 51: Reliability and Punctuality of buses in the north east

	Punctuality		Reliability	
	First	Stagecoach	First	Stagecoach
2006/07	76.8%	93%	98.1%	99.9%
2007/08	81.4%	93%	99.2%	99.9%
2008/09	79%	92%	99.5%	99.8%

Target: To secure 99% reliability (services run) and 95% punctuality (no more than one minute early or five minutes late) for bus services within the north east by 2011 and maintained through to 2021.

Previously Yellow

Strategic Objective 4: Spatial Planning

Operational Objective 2:

To encourage integration of transport and spatial planning and improve connections between transport modes and services.

Integrated ticketing

Indicator 52: The ability to transfer from one transport company to another with minimum hassle and using a single ticket

Baseline 2007	A pilot scheme is operating in Buchan, but through ticketing or multi-operator tickets are not available elsewhere in the north east.
2010	Aberdeen City Council, in partnership with the LABOF partners are progressing a pilot project to provide multi-operator ticketing in the city and on the Buchan corridor. The LABOF partners have also established a task group to look at the regions medium to long term goals for integrated ticketing.

Target: To implement an integrated ticketing scheme including multi operators within the north east by 2012.

Strategic Objective 4: Spatial Planning

Operational Objective 3:

To enhance public transport opportunities and reduce barriers to use across the north east, especially rural areas.

Proportion who find public transport convenient or very convenient

In Aberdeen in 2004/05, 90% regarded public transport as “convenient” or “very convenient” (the highest of any area in Scotland, which had an average of 77%), whereas in Aberdeenshire this figure was just 56%, fifth lowest in Scotland.

Source: Bus and Coach Statistics 2004/05

Indicator 53: The percentage of north east residents who find public transport convenient

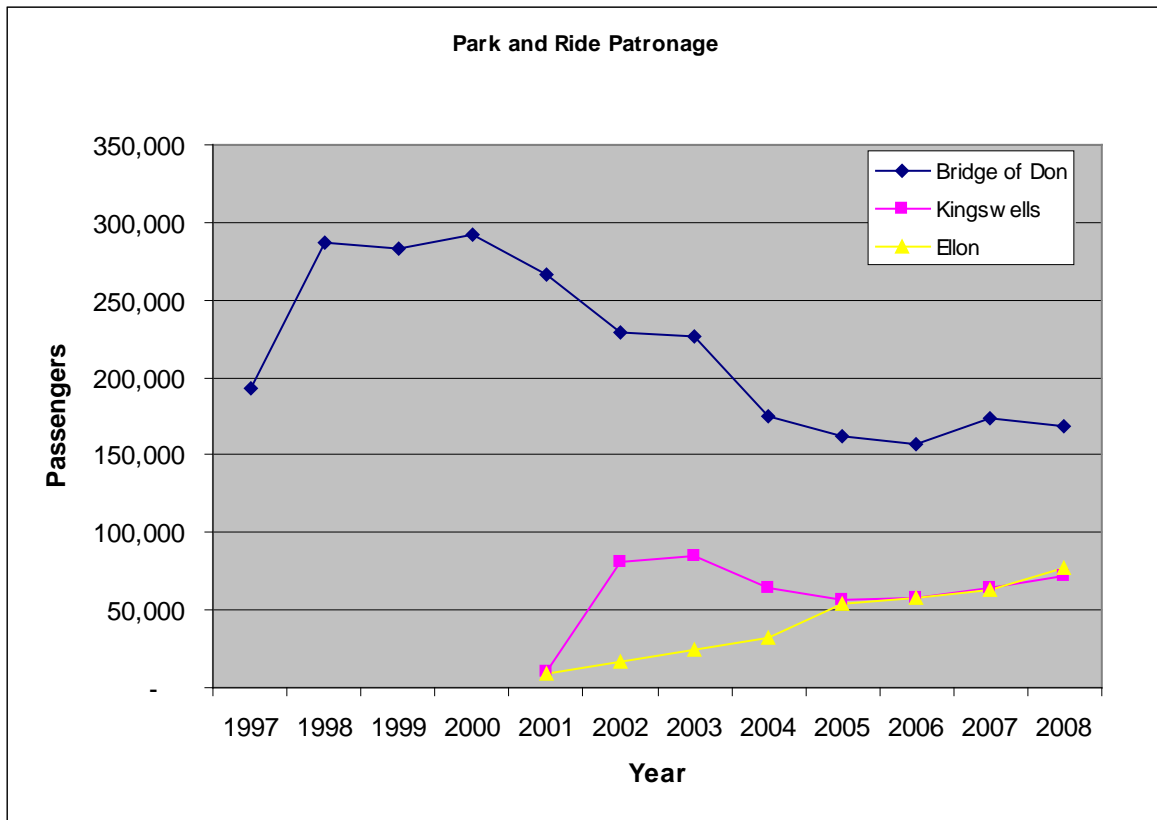
	Baseline 2005/06	2006/07	2007/08
Very convenient	58%	39%	40%
Convenient	24%	40%	39%

Target: To maintain proportions in the north east who find public transport convenient or very convenient at 80% or more through to 2021.

Source: Bus and Coach Statistics and Scottish Household Survey

Park and Ride

The north east has three bus-based Park & Ride sites, at Bridge of Don and Kingswells in Aberdeen City and at Ellon in Aberdeenshire. The RTS proposes further Park & Ride sites and the authorities hope to develop this service to enable public transport access, particularly where congestion, air pollution and availability of land for parking are at their most acute.



Source: Aberdeen City Council (* 2005 and 2006 estimates based on incomplete data), Aberdeenshire Council

Indicator 54: The number of people using Park & Ride sites in the north east annually							
	Bridge of Don		Kingswells		Ellon		
	Spaces	Passengers	Spaces	Passengers	Spaces	Passenger	Total passengers
2007	600	170,554	990	63,603	250	62,741	296,898
2008	600	168,619	990	72,227	250		
2009	600		990		250		
2010	600		990		250		
Target: To increase the number of Park & Ride sites to six by 2015 and to double patronage to a total of 600,000 by 2021 (400,000 by 2011).							

Source: Aberdeen City and Aberdeenshire Councils

KM April 2010