



**Regional Transport Strategy 2021
Monitoring Report**

April 2011

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 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 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 2011 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 | 2011 Monitoring Report |
|---|------------------------------|------------------------------|------------------------------|
| Indicators on target | 12 | 18 | 18 |
| Indicators with <i>some success</i> | 8 | 14 | 12 |
| Indicators moving in the wrong direction | 7 | 9 | 7 |
| Indicators with no data available | 18 | 4 | 8 |

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

It should be noted that although this report is published on an annual basis, 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.

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 | 2011 Monitoring Report |
|--|---|------------------------------|------------------------------|------------------------------|
| Strategic Objective 1: Economy | | | | |
| Trains and Railways (pages 10-14) | | | | |
| Indicator 1 | Number of railway stations | <u>On target</u> | <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> | <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> | <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> | <u>On target</u> |
| Road – External Links (pages 14-15) | | | | |
| Indicator 5 | Example car/van journey times from key nodes to important sample destinations | Wrong direction | <i>Some success</i> | <i>Some success</i> |
| Indicator 6 | Traffic flows (traffic per day) on key strategic routes | No target ↑ | No target ↑ | No target = |
| Indicator 7 | Proportion of HGVs on key strategic routes | No target = | 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> | <i>Some success</i> |
| Coach (pages 15-16) | | | | |
| 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> | <i>Some success</i> |
| Air Routes (pages 17-19) | | | | |
| Indicator 10 | Number of passengers through Aberdeen Airport | <u>On target</u> | <u>On target</u> | Wrong direction |
| Indicator 11 | Proportion of Scotland's air passengers using Aberdeen Airport | <u>On target</u> | <u>On target</u> | <u>On target</u> |
| Indicator 12 | The number of destinations served direct from Aberdeen Airport | Wrong direction | Wrong direction | <u>On target</u> |
| Indicator 13 | Number of passengers through Aberdeen Airport using bus/rail | Data not yet available | Data not yet available | Data not available |
| Indicator 14 | Proportion of passengers through Aberdeen Airport using bus/rail | Data not yet available | Data not yet available | Data not available |
| Maritime (pages 19-20) | | | | |
| Indicator 15 | Number of ferry services from north east ports (with typical journey times) | <u>On target</u> | <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 | <i>Some success</i> |

| | 2009 Monitoring Report | 2010 Monitoring Report | 2011 Monitoring Report |
|--|------------------------------|------------------------------|------------------------------|
|--|------------------------------|------------------------------|------------------------------|

| | | | |
|--|------------------|---------------|------------------|
| Indicator 17 Number of countries with shipping services from North East ports | <u>On-target</u> | Awaiting Data | <u>On-target</u> |
|--|------------------|---------------|------------------|

Strategic Object 1: Economy – Operational Objective 1

Congestion (page 21)

| | | | |
|--|---------------------|------------------------|------------------------|
| Indicator 18 Time lost on trunk roads within the north east | <i>Some success</i> | Wrong direction | Wrong direction |
|--|---------------------|------------------------|------------------------|

Strategic Object 1: Economy – Operational Objective 2

Freight (pages 22-23)

| | | | |
|---|---------------------|------------------------|------------------------|
| Indicator 19 The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode | <i>Some success</i> | Wrong direction | Wrong direction |
|---|---------------------|------------------------|------------------------|

Maritime (pages 23-24)

| | | | |
|--|------------------|---------------------|------------------------|
| Indicator 20 The volume of goods through the north east's major ports | <u>On target</u> | <i>Some success</i> | Wrong direction |
|--|------------------|---------------------|------------------------|

Heavy Goods Vehicles (pages 24-25)

| | | | |
|---|-------------|-------------|-------------|
| Indicator 21 The volume of goods to or from the region carried by heavy goods vehicles | No target ↑ | No target ↓ | No target ↑ |
|---|-------------|-------------|-------------|

Railfreight (page 25)

| | | | |
|--|------------------|------------------|---------------|
| Indicator 22 The volume of goods to or from the region carried by railfreight | <u>On target</u> | <u>On target</u> | Awaiting Data |
|--|------------------|------------------|---------------|

Strategic Object 1: Economy – Operational Objective 3

Journey Times (pages 26-29)

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

Strategic Object 2: Accessibility Safety and Social Inclusion

Car Ownership (pages 30-31)

| | | | |
|---|-------------|-------------|-------------|
| Indicator 25 The number of cars owned in the north east relative to the number of households | No target ↑ | 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 ↓ | No target ↑ |

Accessibility (pages 31-32)

| | | | |
|---|---------------------|---------------------|---------------------|
| 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 | <i>Some success</i> | <i>Some success</i> | <i>Some success</i> |
|---|---------------------|---------------------|---------------------|

Aberdeenshire with a bus service within 13 minutes' walk

| 2009 Monitoring Report | 2010 Monitoring Report | 2011 Monitoring Report |
|------------------------|------------------------|------------------------|
|------------------------|------------------------|------------------------|

Drivers with Disability (pages 32-33)

| | | | | |
|---------------------|---|-------------|-------------|-------------|
| Indicator 28 | The number of blue badge holders (and proportion relative to cars registered) in the north east | No target ↑ | No target ↓ | No target ↑ |
|---------------------|---|-------------|-------------|-------------|

Taxis (pages 33-34)

| | | | | |
|---------------------|--|------------------|-------------------|-------------------|
| Indicator 29 | The number of taxis and private hire vehicles available in the northeast | <u>On target</u> | <u>TARGET MET</u> | <u>TARGET MET</u> |
|---------------------|--|------------------|-------------------|-------------------|

| | | | | |
|---------------------|--|-------------|-------------|-------------|
| Indicator 30 | The number of licensed taxi and private hire drivers in the north east | No target ↑ | No target ↑ | No target ↑ |
|---------------------|--|-------------|-------------|-------------|

| | | | | |
|---------------------|---|------------------|------------------|------------------|
| Indicator 31 | The proportion of taxis which are capable of carrying wheelchairs | <u>On target</u> | <u>On target</u> | <u>On target</u> |
|---------------------|---|------------------|------------------|------------------|

Motorcycles (pages 34-35)

| | | | | |
|---------------------|--|------------------|-------------------|-------------------|
| Indicator 32 | The number of motorcycles and powered two wheelers registered within the north east as a proportion of all vehicles registered | <u>On target</u> | <u>TARGET MET</u> | <u>TARGET MET</u> |
|---------------------|--|------------------|-------------------|-------------------|

Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 1

Travel Plans (page 36)

| | | | | |
|---------------------|--|--------------------|------------------|---------------|
| Indicator 33 | The number of business travel plans in place across the north east | Data not available | <u>On target</u> | Awaiting data |
|---------------------|--|--------------------|------------------|---------------|

Car Parking (pages 36-38)

| | | | | |
|---------------------|---|--------------------|--------------------|-------------|
| Indicator 34 | Proportion of car commuters in the north east who have free parking | Data not available | Data not available | No Target = |
|---------------------|---|--------------------|--------------------|-------------|

| | | | | |
|---------------------|---|---------------|-------------|-------------|
| Indicator 35 | The number of public car parking spaces available in Aberdeen City Centre | Awaiting data | No target ↑ | No Target = |
|---------------------|---|---------------|-------------|-------------|

| | | | | |
|---------------------|---|---------------|---------------------|------------------------|
| Indicator 36 | 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 | Awaiting data | <i>Some success</i> | Wrong direction |
|---------------------|---|---------------|---------------------|------------------------|

| | | | | |
|---------------------|--|-------------|-------------|-------------|
| Indicator 37 | To compare cost of monthly bus ticket in Aberdeen with other Scottish cities | No target ↑ | No target ↓ | No Target = |
|---------------------|--|-------------|-------------|-------------|

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

Casualties (pages 39-41)

| | | | | |
|---------------------|---|------------------|---------------------|------------------|
| Indicator 38 | The number of casualties in road traffic collisions | <u>On target</u> | <i>Some success</i> | <u>On target</u> |
|---------------------|---|------------------|---------------------|------------------|

Data not directly comparable

| | | | | |
|---------------------|---|------------------------|------------------------|---------------------|
| Indicator 39 | The number of deaths in road traffic collisions | Wrong direction | Wrong direction | <i>Some success</i> |
|---------------------|---|------------------------|------------------------|---------------------|

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

School Travel (page 42)

| | | | | |
|---------------------|---|---------------------|---------------------|---------------------|
| Indicator 40 | The proportion of children travelling actively to school (walking or cycling) | <i>Some success</i> | <i>Some success</i> | <i>Some success</i> |
|---------------------|---|---------------------|---------------------|---------------------|

Cycling (pages 43-44)

| | | | | |
|---------------------|---|--|------------------|------------------|
| Indicator 41 | Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week | Wrong direction Wrong direction | <u>On target</u> | <u>On target</u> |
| Indicator 42 | Number of cyclists on key routes in morning peak (7:30-9:00am) | <i>Awaiting data</i> | <u>On-target</u> | <u>On-target</u> |

Car Share (pages 44-45)

| | | | | |
|---------------------|--|------------------|------------------|------------------|
| Indicator 43 | Number of participants in carshare schemes in the north east | <u>On target</u> | <u>On target</u> | <u>On target</u> |
|---------------------|--|------------------|------------------|------------------|

Strategic Objective 3: Environment

Carbon Emissions (pages 46)

| | | | | |
|---------------------|--|---------------------|---------------------|---|
| Indicator 44 | Carbon dioxide emissions from road transport | <i>Some success</i> | <i>Some success</i> | <u>On target, but not directly comparable</u> |
|---------------------|--|---------------------|---------------------|---|

Strategic Objective 3: Environment – Operational Objective 1

Travel to Work (pages 47-50)

| | | | | |
|----------------------|--|------------------------|------------------------|---------------------------|
| Indicator 45a | The proportion of travel to work journeys by modes other than car driver | <u>On target</u> | <u>On-target</u> | <u>On-target</u> |
| Indicator 45b | Bus usage | <i>Some success</i> | <i>Some success</i> | Data published April 2011 |
| Indicator 45c | Bus vehicle kilometres | Wrong direction | Wrong direction | |

Strategic Objective 3: Environment – Operational Objective 2

Air Quality (pages 51)

| | | | | |
|---------------------|---|------------------|---------------------|---------------------|
| Indicator 46 | The average atmospheric concentration of monitored pollutants in Aberdeen City Centre | <u>On target</u> | <i>Some success</i> | <i>Some success</i> |
|---------------------|---|------------------|---------------------|---------------------|

Strategic Objective 3: Environment – Operational Objective 3

Traffic in the north east (pages 52-56)

| | | | | |
|----------------------|---|------------------------|------------------------|---------------------|
| Indicator 47a | Growth in vehicle kilometres travelled in the north east in the preceding decade. | <i>Some success</i> | <u>On target</u> | <u>On target</u> |
| Indicator 47b | Distance travelled by vehicles in the north east | Wrong direction | Wrong direction | <i>Some Success</i> |
| Indicator 48 | Traffic in north east as a percentage of Scotland's traffic | No target ↑ | No target ↑ | No target ↑ |

Strategic Objective 4: Spatial Planning

Proportion of Retail Turnover in Town and City Centres (page 57)

| | | | | |
|---------------------|--|---------------|--------------------|--------------------|
| Indicator 49 | The proportion of retail turnover in town and City centres | Awaiting data | Data not available | Data not available |
|---------------------|--|---------------|--------------------|--------------------|

Strategic Objective 4: Spatial Planning – Operational Objective 1

Reliability and Punctuality of Buses (pages 58)

| | | | | |
|---------------------|--|---------------------|------------------------|------------------------|
| Indicator 50 | Reliability and punctuality of buses in the north east | <i>Some success</i> | Wrong direction | Wrong direction |
|---------------------|--|---------------------|------------------------|------------------------|

Strategic Objective 4: Spatial Planning – Operational Objective 2

Integrated Ticketing (page 59)

| | | | | |
|---------------------|---|---------------|---------------------|---------------------|
| Indicator 51 | The ability to transfer from one transport company to another with minimum hassle and using a single ticket | Awaiting data | <i>Some success</i> | <i>Some success</i> |
|---------------------|---|---------------|---------------------|---------------------|

Strategic Objective 4: Spatial Planning – Operational Objective 3

Proportion who find Public Transport Convenient or Very Convenient (page 60)

| | | | | |
|---------------------|--|------------------------|---------------------|---------------|
| Indicator 52 | The percentage of residents who find public transport convenient | Wrong direction | <i>Some success</i> | Awaiting data |
|---------------------|--|------------------------|---------------------|---------------|

Park and Ride (pages 60-61)

| | | | | |
|---------------------|---|---------------|------------------------|---------------|
| Indicator 53 | The number of people using Park & Ride sites in the north east annually | Awaiting data | Wrong direction | Awaiting data |
|---------------------|---|---------------|------------------------|---------------|

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 2008-09

There were 84.5 million rail journeys originating in Scotland in the 2008-09 financial year. This was around 3.2 million (-4%) less than the previous year but 22 million (35%) more than 10 years earlier. In 2008-09, 57% of passengers using Aberdeen Station travelled over 100 kilometres compared to 18% and 5% at Edinburgh and Glasgow stations respectively (Source: Scottish Transport Statistics 2010).

| 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 |
| 2011 | 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 |
| | 2011 | 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 |
| | 2011 | 7hrs 05 | 10hrs 07 | 2hrs 34 | 2hrs 32 | 1hrs 10 | 2hrs 11 | 0hrs 25 |
| 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. | | | | | | | | |

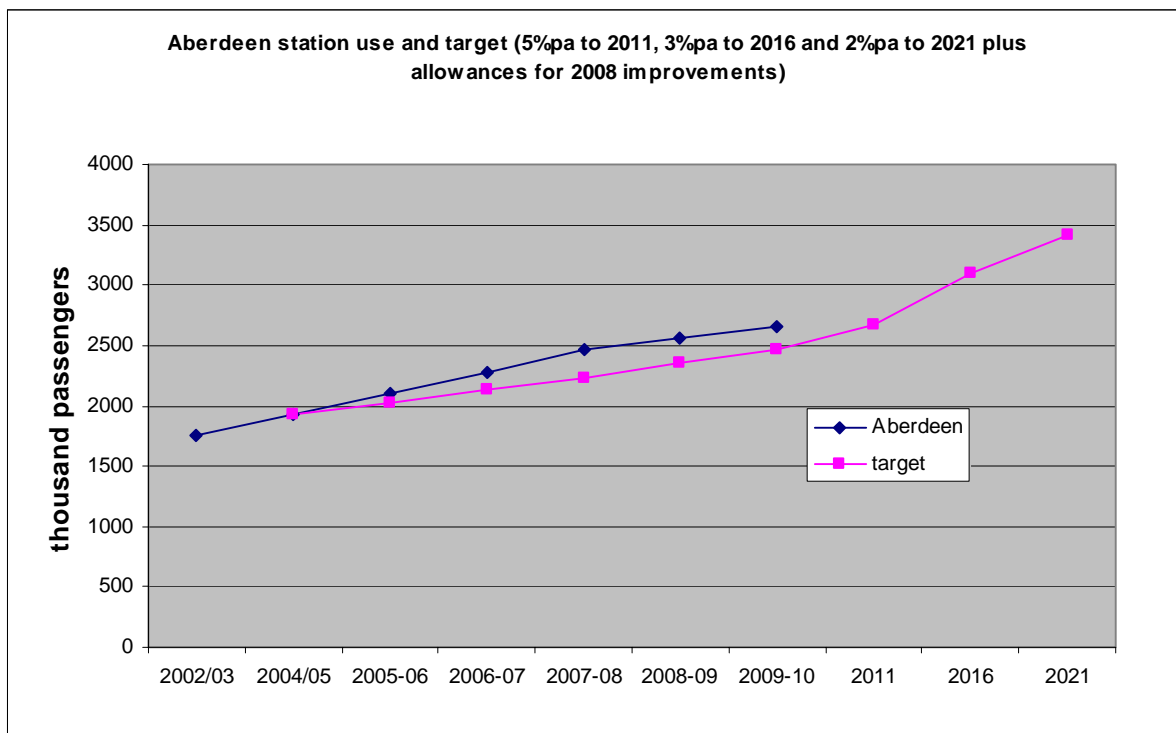
Source: Rail timetables

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

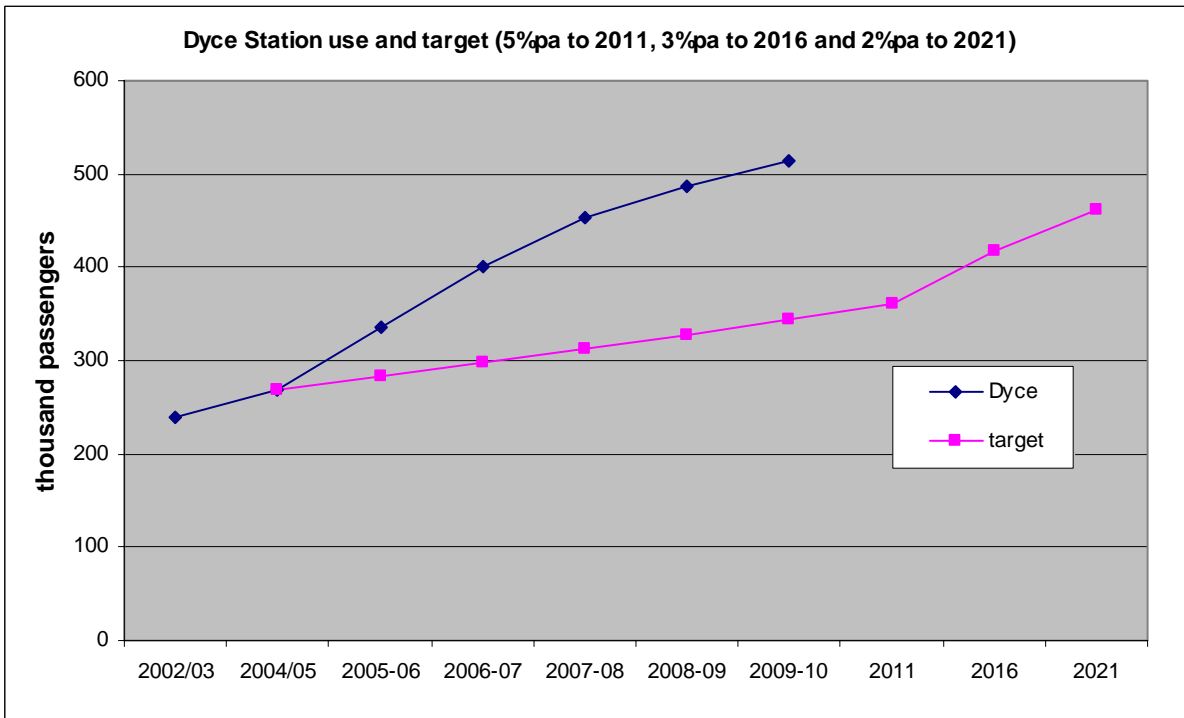
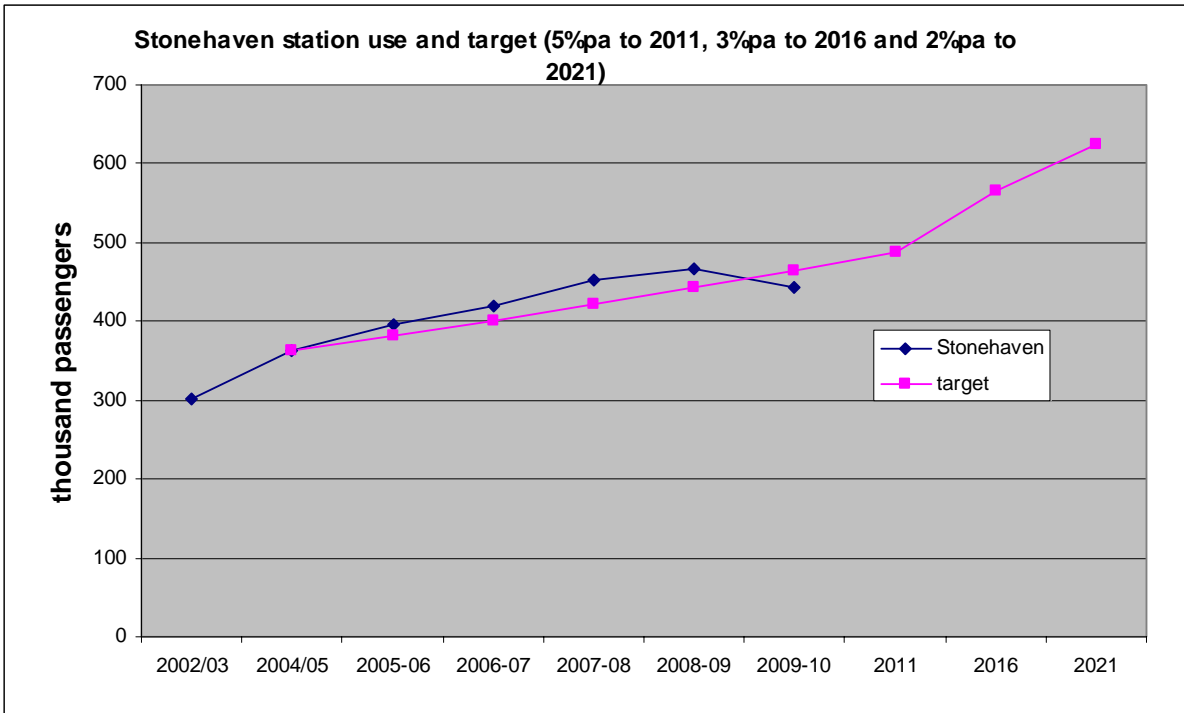
| | Aberdeen | Stonehaven | Dyce | Inverurie | Huntly | Insch | Portlethen | Laurence kirk |
|----------------------------|---------------------------------|--------------------------------|--------------------------------|-------------|------------|------------|------------|---------------------|
| 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 | - |
| 2008/09 | 2,568,810 (5 th) | 466,996 (73 rd) | 487,972 (71 st) | 223,556 | 87,894 | 79,466 | 19,906 | - |
| 2009/10 | 2,657,014 | 444,822 | 515,524 | 292,408 | 84,300 | 82,706 | 15,186 | 56,496 ¹ |
| % change from 04/05 | 38% | 22% | 91% | 129% | 21% | 33% | 42% | - |

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.

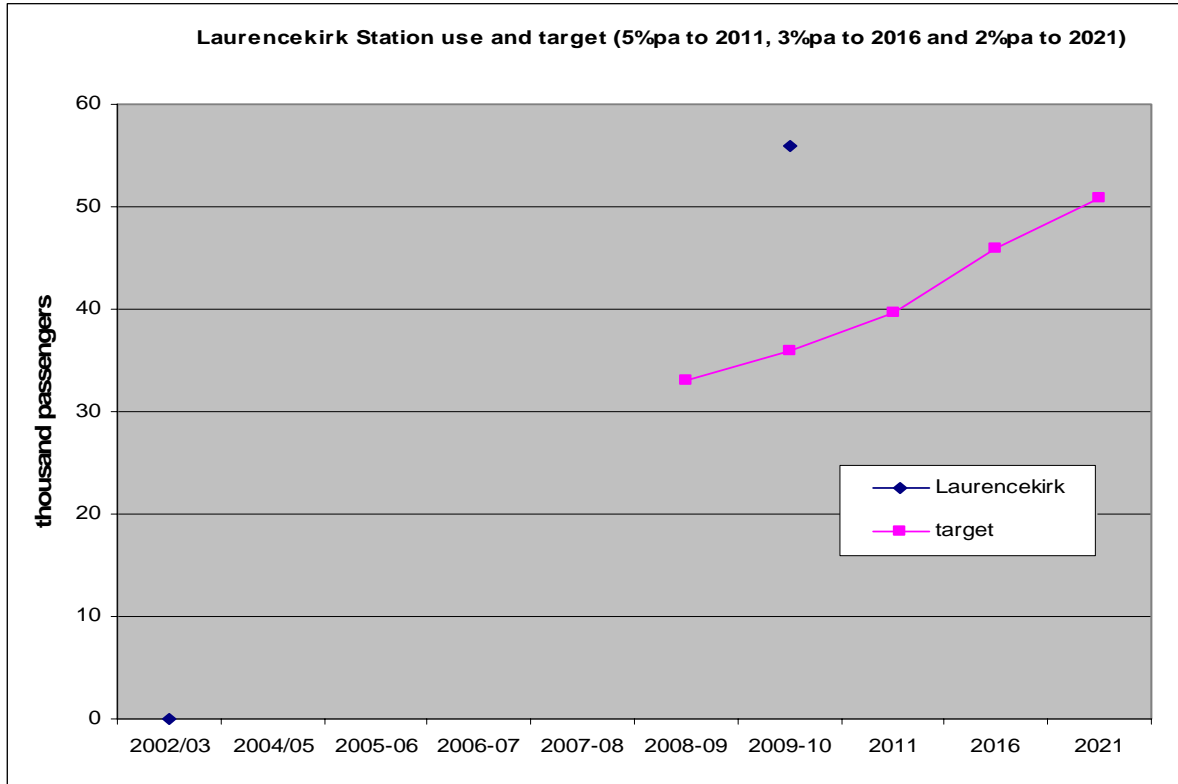
Source: Office of the Rail Regulator and Scottish Transport Statistics



¹ Laurencekirk Station opened in May 2009. The figure for 2009/10 does not therefore cover a full year.



A new station opened at Laurencekirk in May 2009. The first year of annual patronage figures available for this station from the Office of the Rail Regulator is 2009-10 and these show patronage well above the predicted levels for this station (see the graph below).

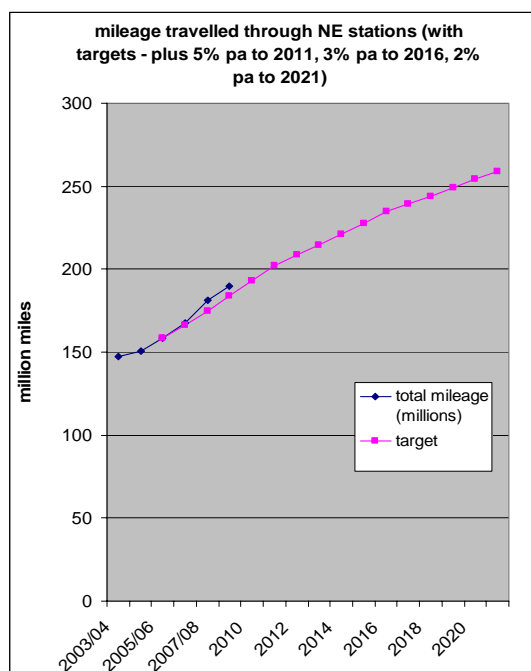
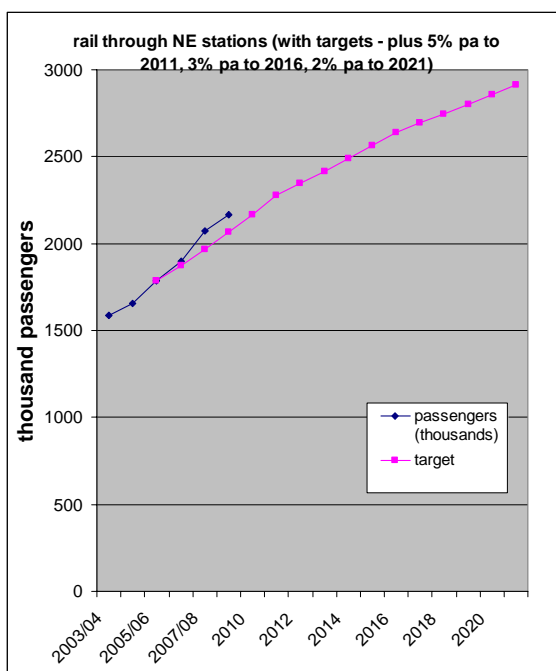


Indicator 4 : Number of passenger miles travelled to/from/within the North East by rail (for journeys wholly within Scotland)

| | 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 |
| 2008/09 | 2.69 million | 190 million |
| % change from 2004/05 | +63% | +26% |

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 |
| 2011² | 2hrs 50 min | 105 | 37.8mph | 2hrs 45min | 123 | 44.7mph |

Target: To maintain or reduce journey times on key strategic corridors between 2007 and 2021.

Source: www.transportdirect.info / www.google.co.uk

² In the years 2007 to 2010, the quickest route was used from Aberdeen to Inverness which, according to Transport Direct was via the A944. The 2011 data show the distance and time for the route via the A96 and is therefore not directly comparable to previous years.

| 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 |
| 2009 | 26,778 | 17,308 |
| % change from 2005 baseline | +8.2% | +3.3% |

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% |
| 2009 | 18% |

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. |
| 2011 | The height restriction remains on Inveramsay Bridge however the Transport Minister has committed to improving this and Transport Scotland have commissioned an options appraisal study. Width restrictions remain on the Bridge of Dee however a study has been commissioned by Nestrans to look at options for improvement. |
| Proposed Target: To remove all diversions relating to restrictions on trunk roads by 2015 | |

Coach

Many 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 | 7 | 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*

2011: Direct coaches per week

| Destination | Services /wk | Journey time | Mon-Fri (daily) | Sat | Sun | Operator |
|-------------------------|---|---------------------------|-----------------|-----|-----|------------------------------------|
| Edinburgh | 0 | | | | | Change in Dundee or Perth required |
| Glasgow | 111 | 3 hrs 05 | 16 | 16 | 15 | Scottish Citylink / Megabus |
| Inverness | 129 | 3hrs 45 | 12 (13 on Fri) | 14 | 6 | Stagecoach Bluebird |
| London | 7 | 12hrs 10 | 1 | 1 | 1 | National Express |
| Manchester | 7 | 8hrs 40 | 1 | 1 | 1 | National Express |
| Newcastle | 0 | - | - | - | - | - |
| Birmingham | 0 | - | - | - | - | - |
| Total Services per week | 254 | (+16% on 2007 timetables) | | | | |
| Journey Time: | Slight reduction in Inverness journey time compared to 2010 | | | | | |

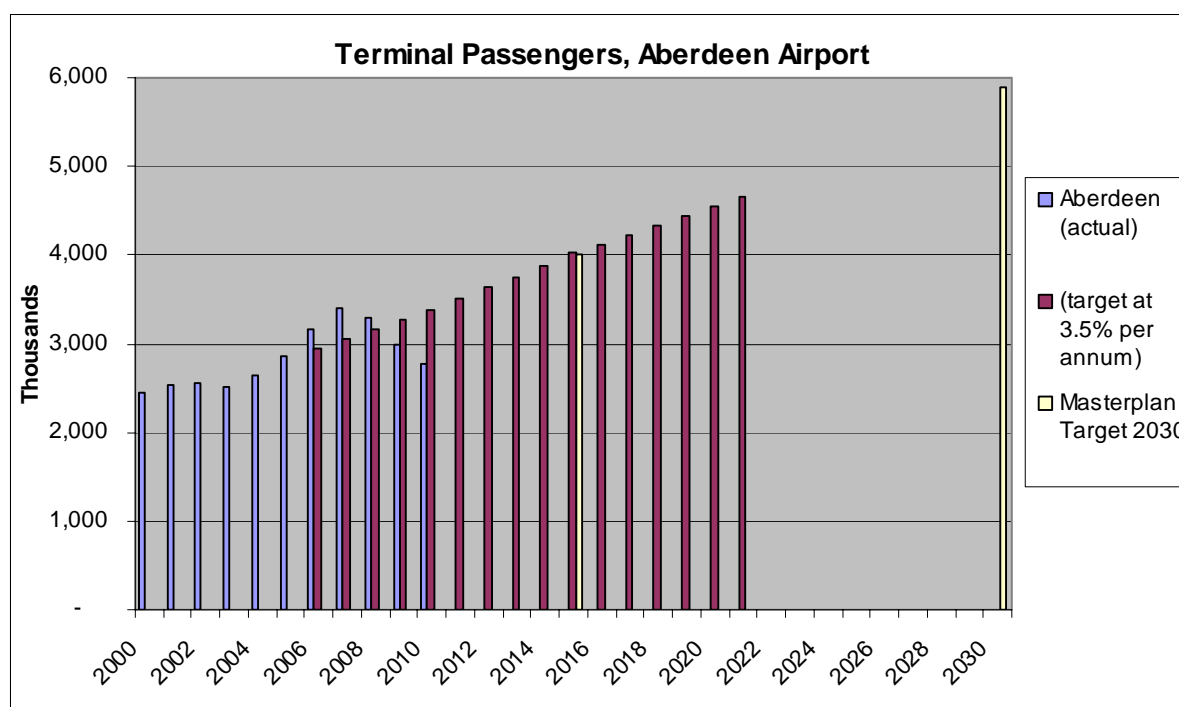
Source: *Traveline Scotland 2011 and Operator Timetables*

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

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 recent years, 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% |
| 2009 | 2,984,000 | -9% |
| 2010 | 2,777,000 ³ | -7% |
| % change on 2005 baseline | -2% | |
| 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. | | |
| Previously Green | | |



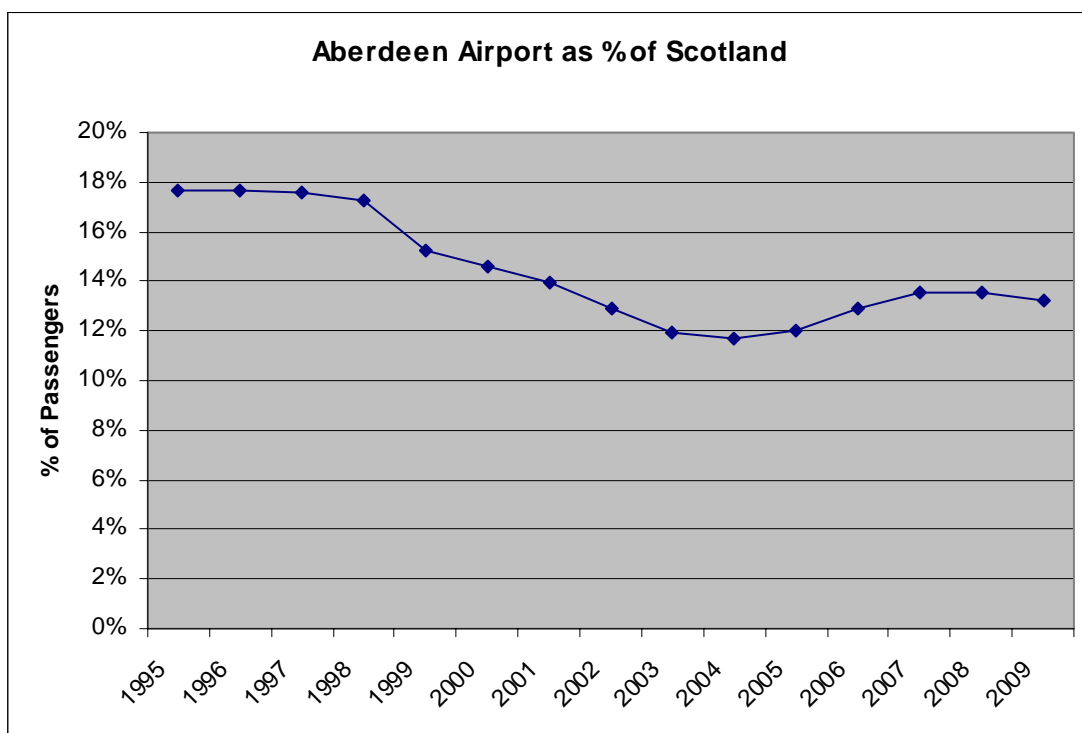
Source: Scottish Transport Statistics, BAA Scotland "Aberdeen Airport Masterplan" and Grampian Marketing Information 1988.

³ Source: Mackay Consulting Economic Report

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% | |
| 2009 | 13.3% | |
| % change on 2005 baseline | +1.3% | |
| 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 |
| 2011 | 48 | 13 |
| % change on 2005 baseline | +4% | -13% |
| Target: To maintain at least the number of destinations direct from Aberdeen as in the base year of 2007. | | |
| Previously Red | | |

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). <i>Source: BAA Surveys</i> |
|----------------------|---|

At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years. No more up to date data is currently available.

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> |
|----------------------|--|

At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years. No more up to date data is currently available.

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 |
| 2011 | 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

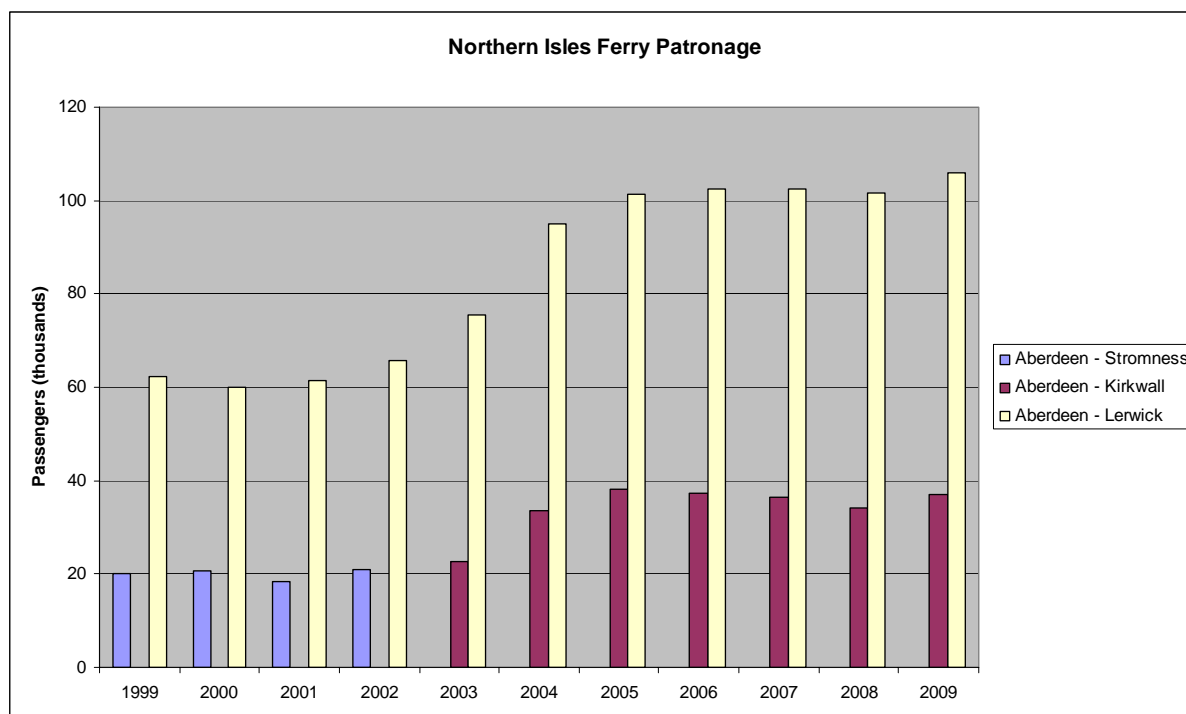
Indicator 16 : Number of passengers carried on ferry services to the Northern Isles.

| | Passengers | | |
|----------------------------------|---------------------|--------------------|---------|
| | Aberdeen – Kirkwall | Aberdeen - Lerwick | Total |
| 2006 | 37,300 | 102,600 | 139,900 |
| 2007 | 36,500 | 102,400 | 138,900 |
| 2008 | 34,200 | 101,600 | 135,800 |
| 2009 | 37,000 | 105,900 | 142,900 |
| % change on 2006 baseline | -1% | +3% | +2% |

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 Red

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 | 37 |

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.

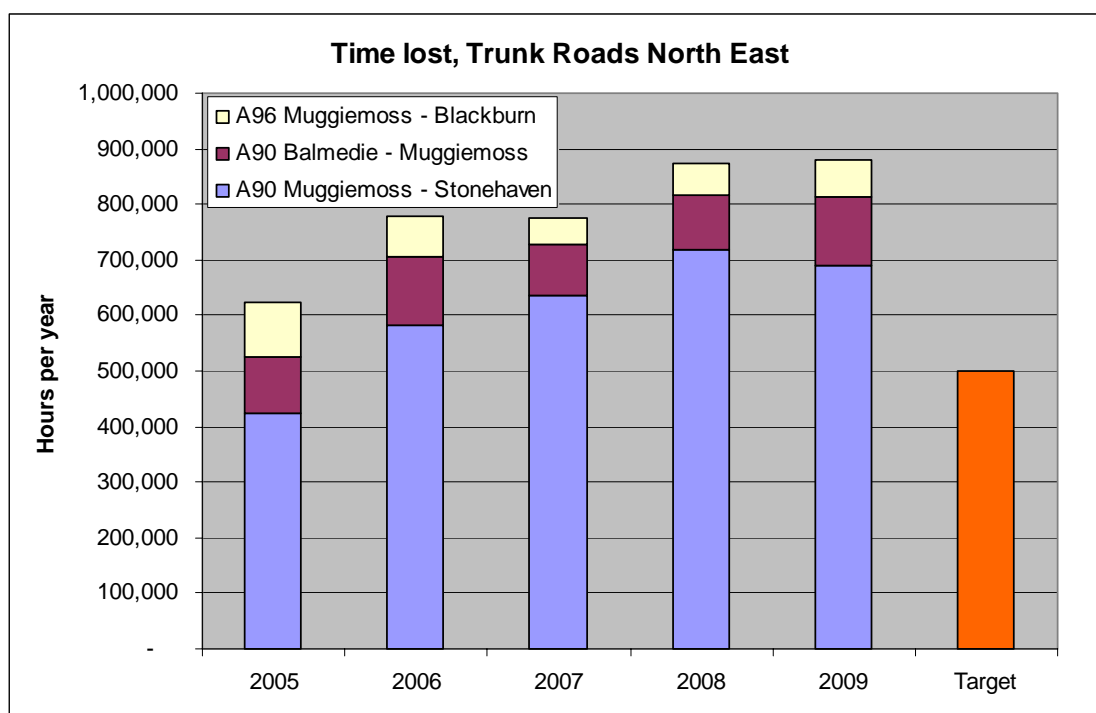
Congestion

Indicator 18 : Cumulative time lost on trunk roads within the north east

| | A90 Muggiemoss – Stonehaven | A90 Balmedie - Muggiemoss | A96 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 |
| 2009 | 668,793 hours | 125,471 hours | 66,778 hours | 881,043 |
| % change on 2005 baseline | +57% | +27% however significant fluctuations from year to year | -32% however significant fluctuations from year to year | +42% |

Target: to reduce congestion on trunk roads in the north east to below 500,000 hours per year by 2011 and maintain that level.

Source: extrapolated from Scottish Transport Statistics



Source: Scottish Transport Statistics

Strategic Objective 1: Economy

Operational Objective 2:

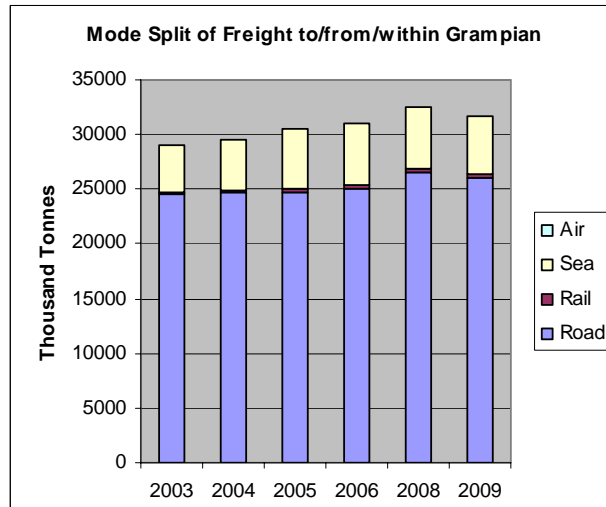
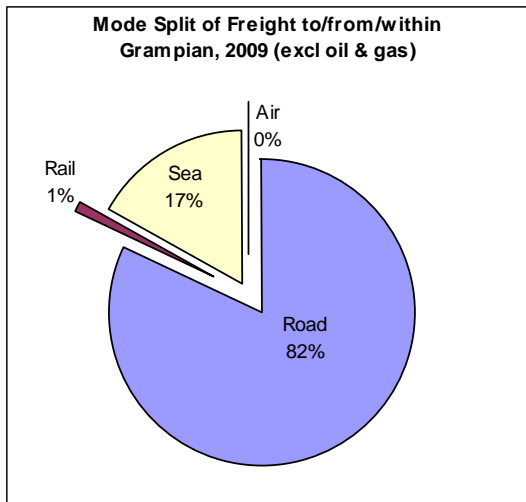
To improve the range and quality of transport to/from the North East to key business destinations.

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 2009 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 |
| 2009 | 25,989,000 | 82% | 325,000 | 1% | 5,367,000 | 17% | 3,822 | 0% | 31,685,000 |
| %change on 2005 base | +7% | +1% | +97% | 0% | -3% | -1% | -7% | 0% | +4% |

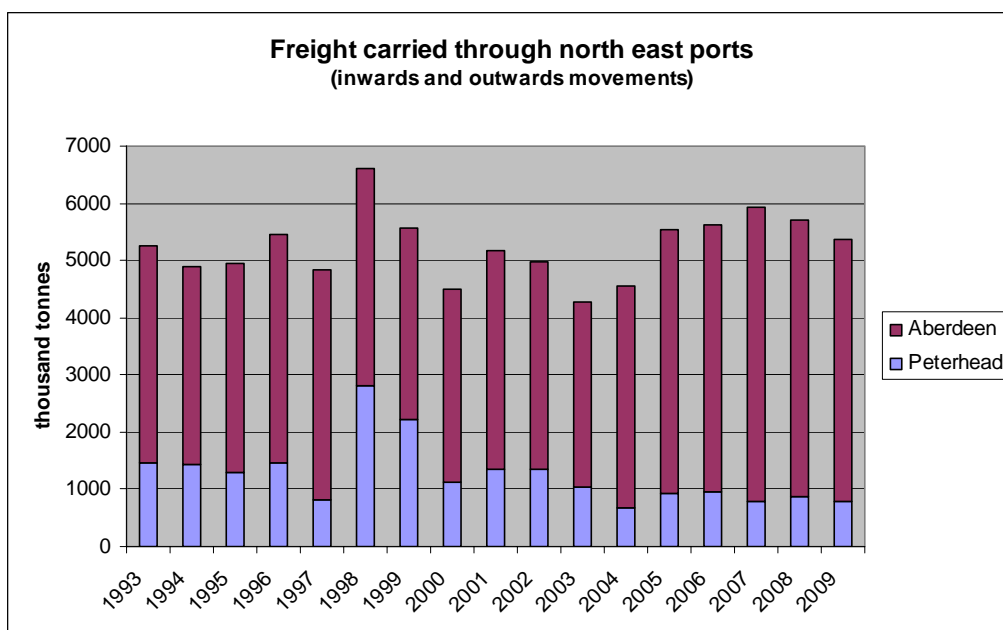
Target: To increase the proportion of goods moved by rail or sea to, from or within the north east to at least 25% of all goods by 2021 (20% by 2011).

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 in 2008 and again in 2009.

Imports tend to outweigh exports from the region's major ports with an average ratio of 54:46 over the last five years.



Source: Scottish Transport Statistics

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

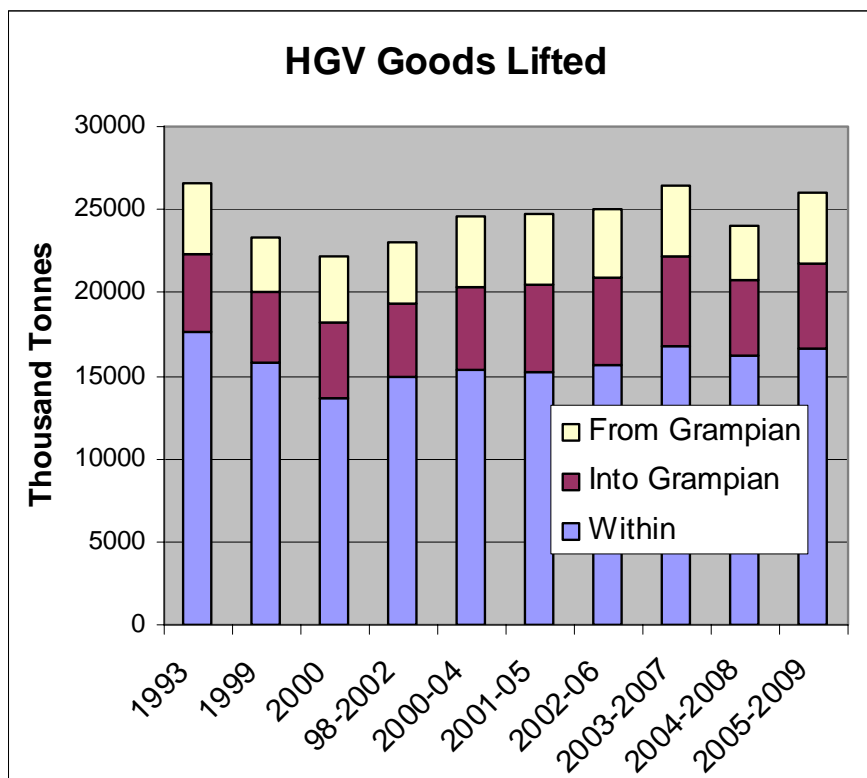
| | Aberdeen Harbour | Peterhead Harbour | Total |
|--|------------------|-------------------|-----------|
| 2005 | 4,609,000 | 928,000 | 5,537,000 |
| 2006 | 4,663,000 | 947,000 | 5,610,000 |
| 2007 | 5,131,000 | 790,000 | 5,921,000 |
| 2008 | 4,833,000 | 871,000 | 5,704,000 |
| 2009 | 4,570,000 | 797,000 | 5,367,000 |
| % change on 2005 baseline | -14% | -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). | | | |
| <i>Previously Yellow</i> | | | |

Source: Scottish Transport Statistics

Heavy Goods Vehicles

26 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 |
| 2005-2009 | 16,655,000 | 5,168,000 | 4,166,000 | 25,989,000 |
| % change on 2001-05 baseline | +9% | -2% | 1% | 5% |

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 journeys are planned using the journey planning website www.transportdirect.info 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.

| | Miles | April 2008 | | April 2009 | | April 2010 | | April 2011 | |
|---------------------------|-------|------------|-------------------|------------|-------------------|------------|-------------------|--------------------|-------------------|
| | | Car | Public Transport* | 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 | 2hrs 08 (74 miles) | 2hrs 35 |
| Peterhead to Banchory | 51 | 1hr 59 | 1hr 57 | 1hr 59 | 2hrs 09 | 1hr 52 | 2hrs 01 | 1hr 39 (53 miles) | 2hrs 01 |
| Banff to Foresterhill | 45 | 1hr 40 | 2hrs 03 | 1hr 41 | 2hrs 02 | 1hr 41 | 1hr 59 | 1hr 25 | 1hr 45 |
| Turriff to RGU | 36 | 1hr 28 | 1hr 48 | 1hr 28 | 1hr 56 | 1hr 29 | 1hr 47 | 1hr 15 | 1hr 53 |
| Bridge of Don to Dyce | 8 | 21mins | 39mins | 27mins | 53mins | 27mins | 54mins | 23mins | 53mins |
| Stonehaven to Airport | 21 | 50mins | 1hr 08 | 52mins | 1hr 09 | 56mins | 48mins | 50mins | 48mins |
| Braemar to Woodhill House | 58 | 2hrs 06 | 2hrs 40 | 2hrs 06 | 2hrs 32 | 2hrs 05 | 2hrs 32 | 1hr 47 (60 miles) | 2hrs 39 |
| Huntly to Union Street | 39 | 1hr 25 | 1hr 25 | 1hr 20 | 1hr 07 | 1hr 24 | 58mins | 1hr 09 | 57mins |
| Seaton to Altens | 5 | 17mins | 34mins | 17mins | 34mins | 17mins | 34mins | 13mins | 36mins |
| Portlethen to Kirkhill | 14 | 42mins | 1hr 04 | 43mins | 1hr 14 | 46mins | 43mins | 40mins | 43mins |
| Tillydrone to East Tullos | 4 | 15mins | 29mins | 14mins | 41mins | 14mins | 30mins | 11mins | 31mins |
| Cults to Balmedie | 16 | 37mins | 1hr 11 | 33mins | 1hr 02 | 37mins | 1hr 19 | 33mins (14 miles) | 1hr 19 |
| TOTAL DISTANCE | 374 | | | | | | | 375 | |
| Total journey time | | 13hrs 59 | 17hrs 31 | 14hrs 03 | 18hrs 56 | 14hrs 11 | 16hrs 36 | 12hrs 13 | 16hrs 40 |
| Average journey speed | | 26.8mph | 21.4mph | 26.6mph | 19.7mph | 26.4mph | 22.5mph | 28.4mph | 22.5mph |

*shortest journey time starting between 0800 and 0959, weekday⁴
Source: www.transportdirect.info

⁴ The journey times in this chart should be treated with caution. The journey planning website www.transportdirect.info is used each year to calculate journey times and distances and it is therefore not possible to ensure it uses exactly the same route year on year.

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 |
| 2011 | 375 miles | 12 hours | 28.4mph |

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 9:59am), but include changes and any connections to be made. Monitoring over time will be affected by journey times, 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.

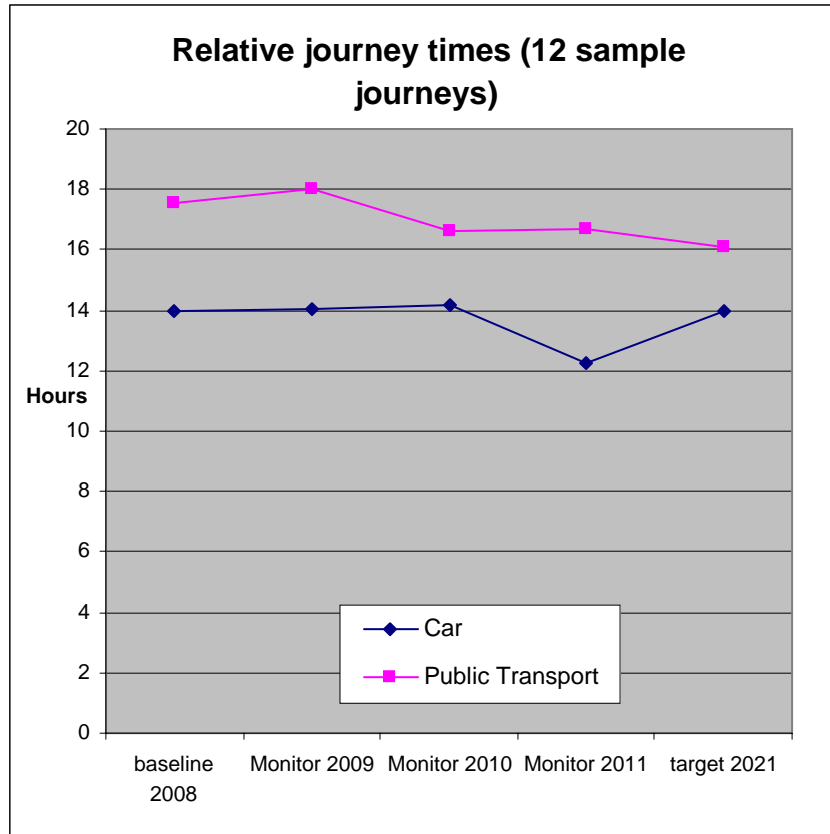
| | Total mileage of all 12 journeys | Total Journey time of all 12 journeys | Car journey time for the same 12 journeys | Ratio to car journey time |
|----------------------|----------------------------------|---------------------------------------|---|---------------------------|
| 2008 Baseline | 374 miles | 17hrs 31 mins | 14 hours | 1.25 |
| 2009 | 374 miles | 19hrs | 14 hours | 1.36 |
| 2010 | 374 miles | 16hrs 36 mins | 14 hours | 1.19 |
| 2011 | 375 miles | 16 hours 40 mins | 14 hours | 1.36 |

Although public transport journey times in 2011 are still quicker than in 2008 and 2009 (primarily due to rail journeys becoming a more attractive option and the Dyce Airlink), there has been a slight increase since 2010.

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 Green

Source: www.transportdirect.info



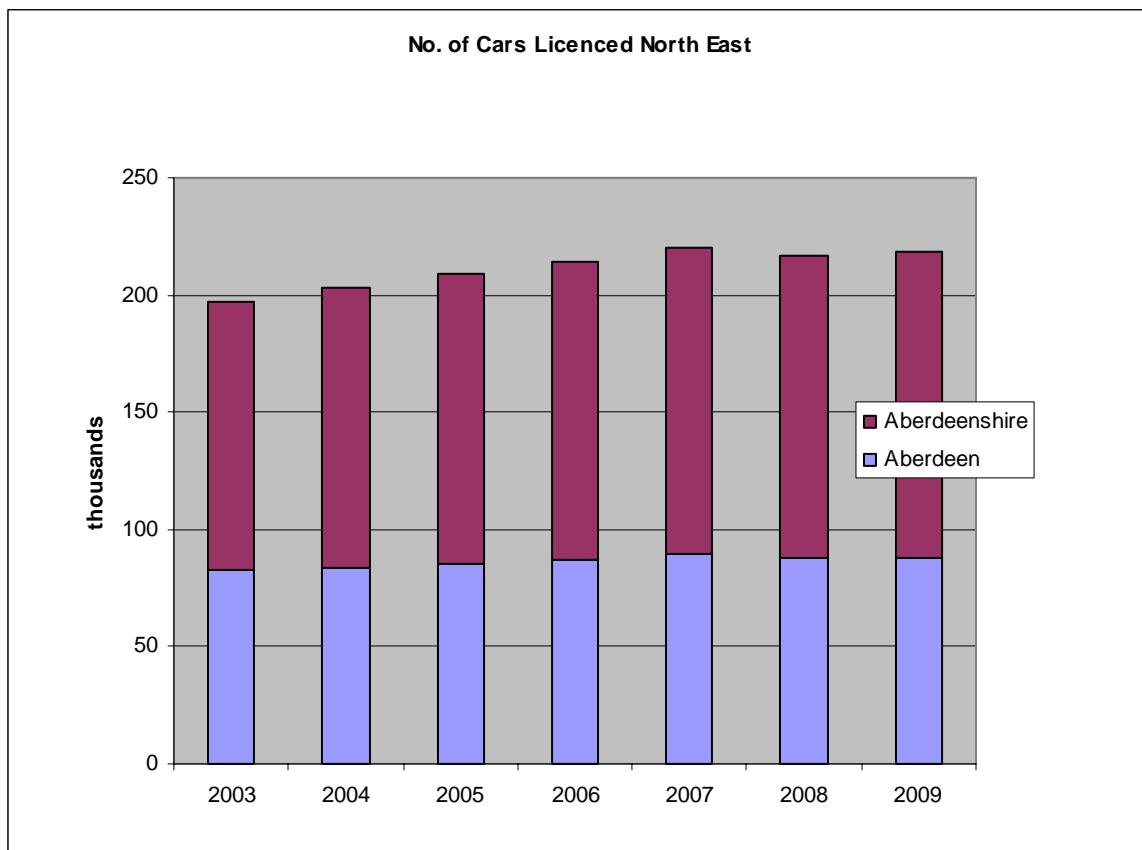
Strategic Objective 2: Accessibility, Safety and Social Inclusion

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

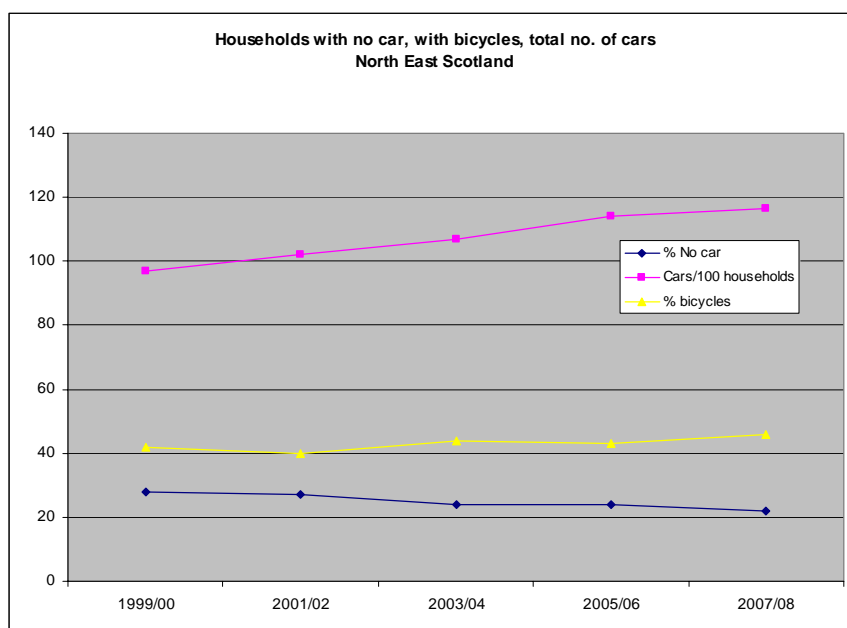
With over 200,000 cars, the north east has more cars and vans than households, yet a quarter of households do not have access to a vehicle.

There were 87,900 cars registered in Aberdeen and 130,000 registered in Aberdeenshire at end December 2009 (Source: Scottish Transport Statistics). These figures are approximately the same as the previous year although a slight increase on the baseline.



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 around 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 in Indicator 42.



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 |
| 2009 | Full Local Authority Analysis due to be published in August 2011 | | |

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% |
| 2009 | Full Local Authority Analysis due to be published in August 2011 | | |

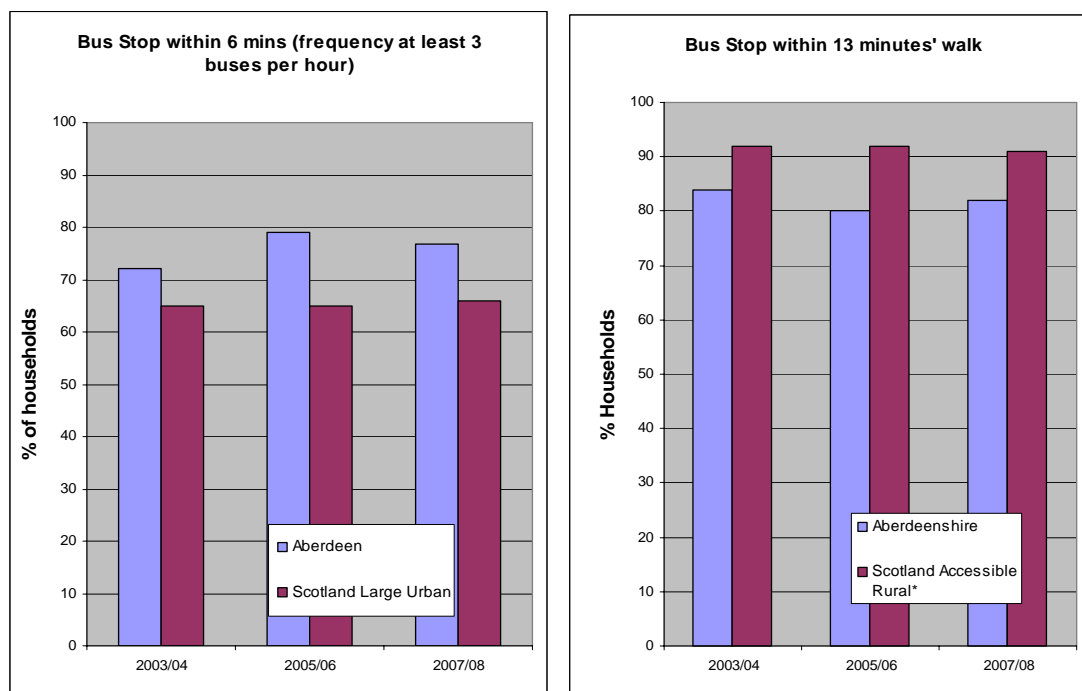
Source: Scottish Household Survey

Accessibility

Great variations in bus accessibility across the north east

In 2007/08, 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 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 23,914 Blue Badge holders in the north east at end March 2010. This represents some 11% of cars registered in the region. After a number of years of continuous increases in the number of Blue Badge holders, 2009 and 2010 saw slight reductions in Aberdeen City. Aberdeenshire however saw a significant reduction in 2009, but a significant increase in 2010. (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% |
| March 2010 | 8,313 | 9.5% | 15,601 | 12.0% | 23,914 | 11.0% |
| % change form 2006 baseline | -4% | -0.6% | 56% | 3.8% | 28% | 2% |

Source: Scottish Transport Statistics

Taxis

There are 1,199 vehicles licensed to carry passengers in Aberdeen and 916 in Aberdeenshire (across the north east, 76% of these are taxis, the rest private hire vehicles). There has been an increase in licensed vehicles for hire of 4% 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 |
| March 2010 | 992 | 207 | 606 | 310 | 1,598 | 517 | 2,115 |
| % change form 2006 baseline | +7% | +18% | +68% | +28% | +24% | +24% | +24% |

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 |
| March 2010 | 1,441 | 2 | 1,976 | 62 | 3,417 | 64 | 3,481 |
| % change form 2006 baseline | +15% | 0% | +32% | +9% | +25% | +8% | +24% |

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%) |
| 2010 | 447 (37%) | 52 (6%) | 499 (24%) |
| % change on 2006 baseline | +10% | +2% | +5% |

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 8,500 Powered Two-Wheelers

In 2009, there were 3,100 motorcycles licensed in Aberdeen and 5,400 in Aberdeenshire. The number of motorcycles in the region has been steadily increasing since 2006 and now account for 4% of all vehicles, an increase of 1,500 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%) |
| 2009 | 3,100 (2.9%) | 5,400 (3.1%) | 8,500 (3.1%) |
| % change on 2006 baseline | +0.4% | +0.4% | +0.5% |
| 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 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

The Scottish Household Survey shows that in 2005, approximately 91% of Car Commuters in Aberdeen and Aberdeenshire had 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 (97% Scotland wide) |
| 2007/08 | Scotland wide 97% of car / van drivers do not pay for parking. Figures are not available at a local level, but it is therefore assumed that the figure of 91% in the North East has remained fairly static since 2005/06. |

Source: 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 increasing in the city in recent years and are now £1.60 for two hours.

Indicator 35 : 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 |
| 2011 | 1,309 | 4,275 | 7,000 | 12,584 |
| % change on 2007 baseline | -41% | +90% | 0% | +10% |

Source Aberdeen City Council

Indicator 36 : 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 | 1 : 0.34 |
| 2008 | £1.30 | £3.70 | 1 : 0.35 |
| 2009 | £1.35 | £3.90 | 1 : 0.35 |
| 2010 | £1.60 | £3.90 | 1 : 0.41 |
| 2011 | £1.60 | £4.20 | 1 : 0.38 |
| % change on 2007 base | +33% | +20% | |

Target: To reduce the differential between the cost of parking and bus travel to 1 : 0.696 by 2021 (1 : 0.50 by 2011).

Previously yellow

Source: Aberdeen City Council and First Aberdeen

Indicator 37 : 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 |
| April 2011 | £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

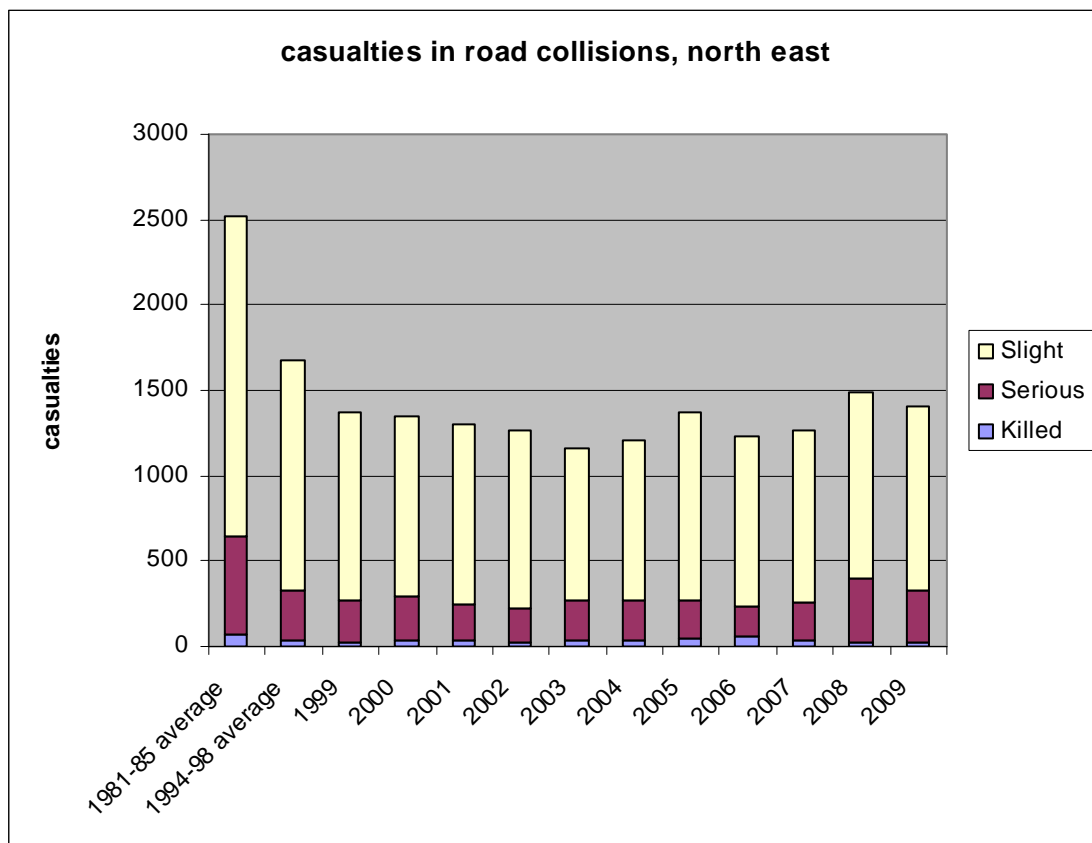
Operational Objective 2:

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 – 15% reduction in average annual casualties in road collisions between 2001-05 and 2005-09, 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). There has been a reduction across fatal, serious and slight casualties in 2009 compared to 2008.



Source: Scottish Government Road Casualties Scotland

Indicator 38 : The number of casualties in road traffic collisions

| | | | | | |
|--|---|--------------|----------------|---------------|------------|
| 2001-05 average: Baseline | | Fatal | Serious | Slight | All |
| | Aberdeen | 6.4 | 70 | 402 | 479 |
| | <u>Aberdeenshire</u> | <u>31.2</u> | <u>148</u> | <u>605</u> | <u>784</u> |
| | 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 |
| | <u>Aberdeenshire</u> | <u>34.6</u> | <u>143</u> | <u>601</u> | <u>785</u> |
| | 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 |
| | <u>Aberdeenshire</u> | <u>35.2</u> | <u>141</u> | <u>594</u> | <u>770</u> |
| | 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 |
| | <u>Aberdeenshire</u> | <u>33</u> | <u>166</u> | <u>625</u> | <u>824</u> |
| | 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> | | | | |
| 2005-2009 average | | Fatal | Serious | Slight | All |
| | Aberdeen | 5 | 73 | 360 | 438 |
| | <u>Aberdeenshire</u> | <u>28</u> | <u>145</u> | <u>461</u> | <u>634</u> |
| | North east | 33 | 218 | 821 | 1,072 |
| | % Change since 2004-08 | -15% | -12% | -20% | -18% |
| | <i>At the time of update, the 2009 data was provisional</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 Yellow | | | | | |

Source: Road Casualties Scotland

Indicator 39 : 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 | 41.0 |
| 2004-08 average | 6.0 | 33.0 | 39.0 |
| 2005-2009 average⁵ | 5.0 | 28.0 | 33.0 |
| % change on 2001-05 baseline | -22% | -10% | -12% |

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.

Previously Red

Road Casualties Scotland

⁵ At the time of update, the 2009 figures for road casualties in Scotland were provisional.

Strategic Objective 2: Accessibility, Safety and Social Inclusion

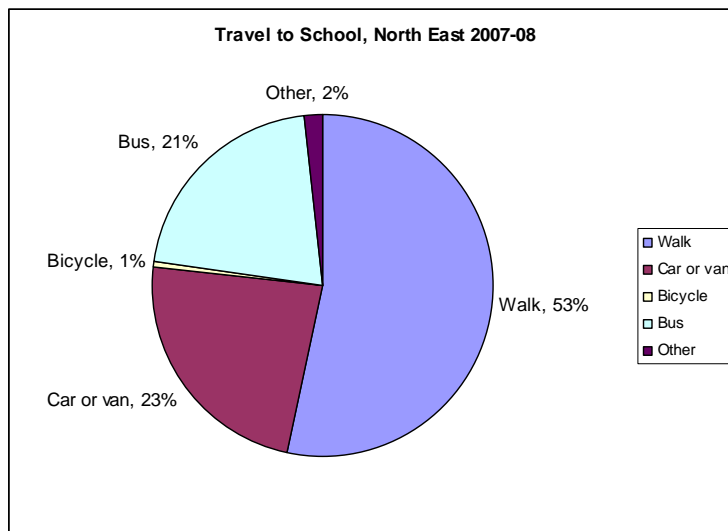
Operational Objective 3:

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 40 : 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 41 : 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

Indicator 42 : Number of cyclists on key routes in morning peak (7:30-9:00am).

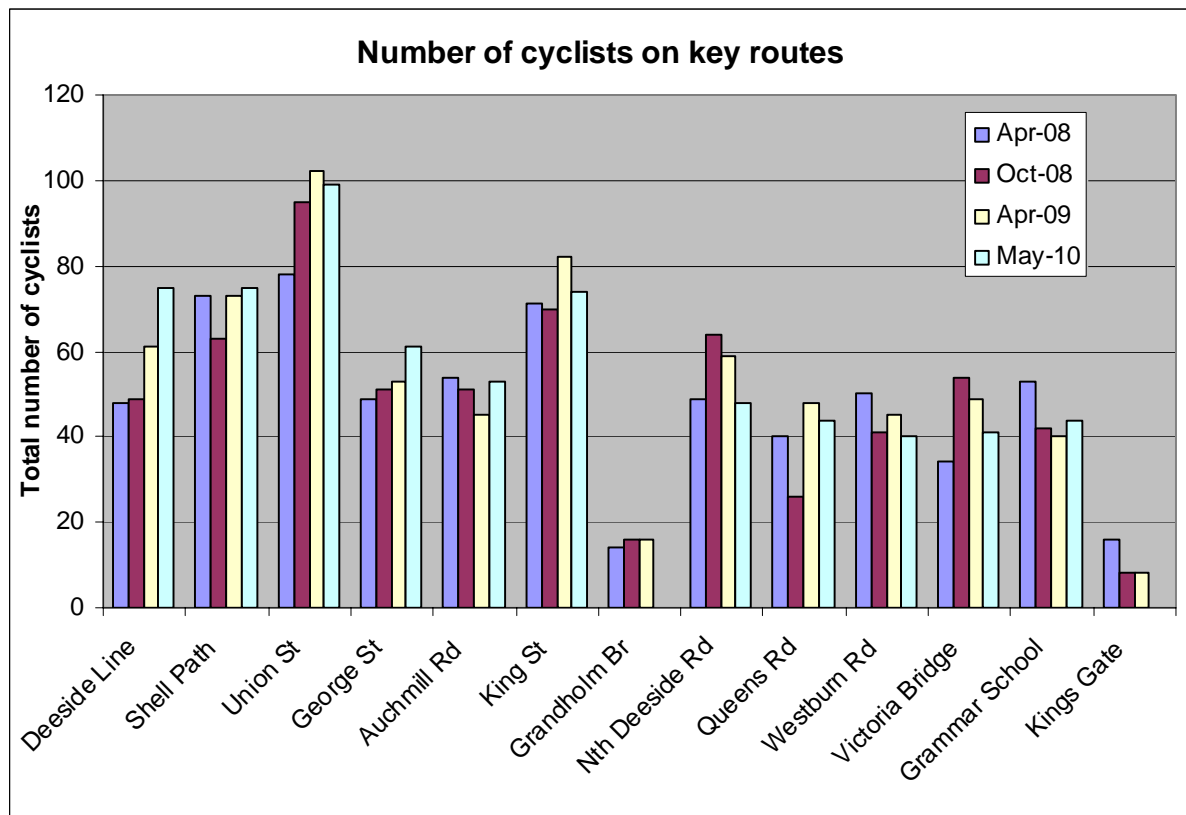
Monitor April:

| | April 2008 Baseline | April 2009 | May 2010 | % change since 2008 |
|---|---------------------|------------|------------|---------------------|
| | Total | Total | Total | Total |
| Deeside Line (nr Holburn St turn off) | 48 | 61 | 75 | +56% |
| Shell Path (junc with Abbotswell Rd) | 73 | 73 | 75 | +3% |
| Union St (junc with Union Terrace/Bridge St) | 78 | 102 | 99 | +27% |
| George St (junc with Hutcheon St) | 49 | 53 | 61 | +24% |
| Auchmill Rd (nr Chalmers bakery in Bucksburn) | 54 | 45 | 53 | -2% |
| King St (junc with Mounthooly Way) | 71 | 82 | 74 | +4% |
| Nth Deeside Rd (Mannofield; junc with Countesswells Rd) | 49 | 59 | 48 | -2% |
| Queens Rd (junc with Springfield Rd) | 40 | 48 | 44 | +10% |
| Westburn Rd (junc with Westburn Drive/Argyll Pl) | 50 | 45 | 40 | -20% |
| Victoria Bridge (north end, junc with Market St) | 34 | 49 | 41 | +21% |
| Grammar School (junc Esslemont Ave/Rose St) | 53 | 40 | 44 | -17% |
| TOTAL | 599 | 657 | 654 | +9% |

| Additional locations | April 2008 Baseline | April 2009 | May 2010 |
|--|----------------------------|-------------------|-----------------|
| Den of Maidencraig | | 24 | |
| Lang Stracht | | 41 | |
| Leggart Terrace/Deeside roundabout | | 31 | |
| Stoneywood Road | | | 41 |
| Grandholm Br | 14 | 16 | |
| Kings Gate (between Hazlehead and Anderson Dr roundabouts) | 16 | 8 | |

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

Source: Aberdeen Cycle Forum



Source: Aberdeen Cycle Forum Surveys

Car Share

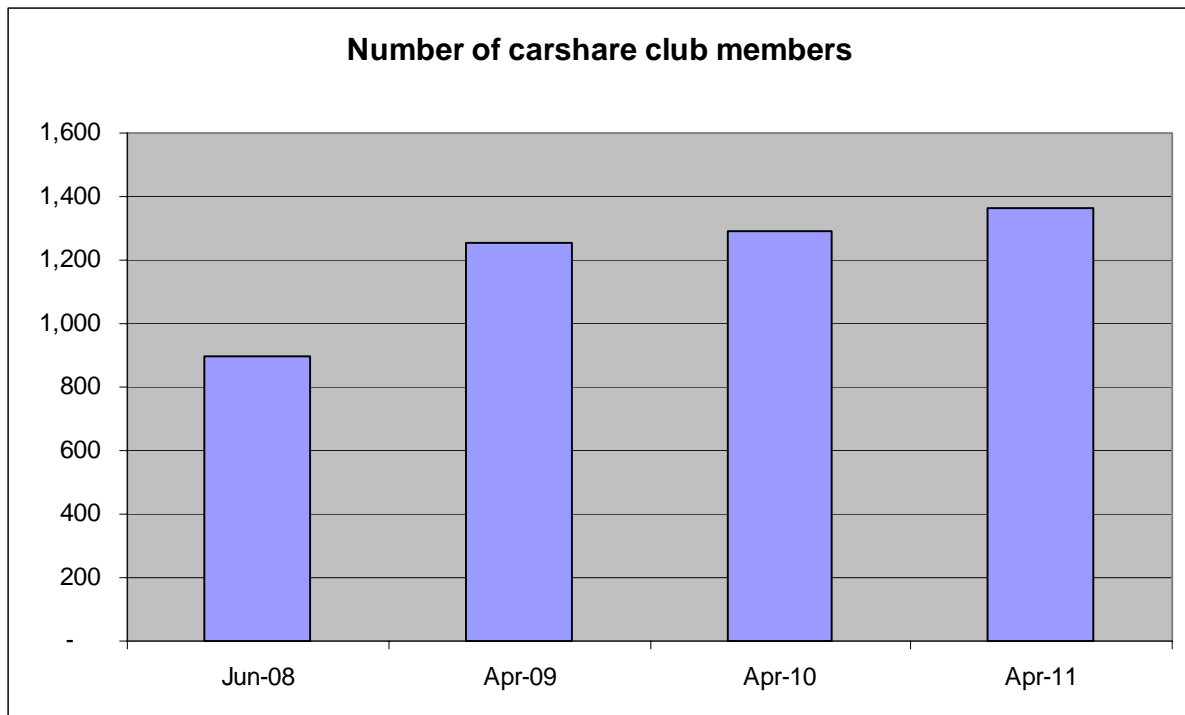
Nestrans supports a carshare database www.nestranscarshare.com, which has a number of umbrella organisations using their own accounts within the scheme. Recognising that car use can be a necessity for many users, Nestrans supports the principle of encouraging sharing where possible.

Indicator 43 : 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% |
| 2011 | 1,367 | 232 | 1,230 | 2,547,049 | 50% |
| % change on 2008 baseline | +52% | -39% | +303% | +349% | -27 % points |

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

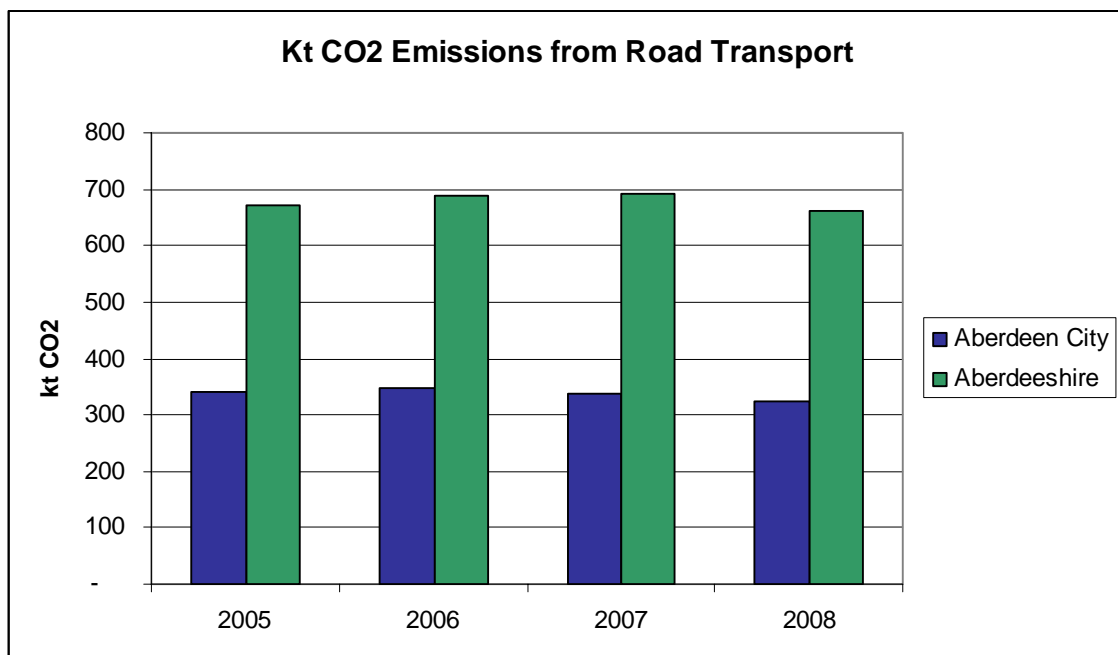
Per capita CO2 emissions from road transport

The Department for Energy and Climate Change provides data supporting the national indicator of per capita CO2 emissions in Local Authority areas across the UK split by energy sector. This data has been used to replace the previous indicator as it provides a more robust estimate of CO2 emissions from road transport.

In 2008, road transport accounted for 19% of total carbon dioxide emissions from road transport, industry and commercial and domestic sources in Aberdeen City and 31% in Aberdeenshire. This proportion has remained relatively static since 2005.

| Indicator 44 : Carbon Dioxide emissions from road transport | | | |
|---|-------------------|---------------|-------|
| | Kilotonnes of CO2 | | |
| | Aberdeen City | Aberdeenshire | Total |
| 2005 | 341 | 672 | 1013 |
| 2006 | 346 | 687 | 1,033 |
| 2007 | 339 | 693 | 1,031 |
| 2008 | 325 | 661 | 986 |
| % change on 2005 baseline | -5% | -2% | -3% |
| Target: To reduce the CO2 emissions from road transport in the north east by at least 1% per year. | | | |
| Previously yellow, but data source has changed so not directly comparable | | | |

Source: Department of Energy and Climate Change



Strategic Objective 3: Environment

Operational Objective 1:

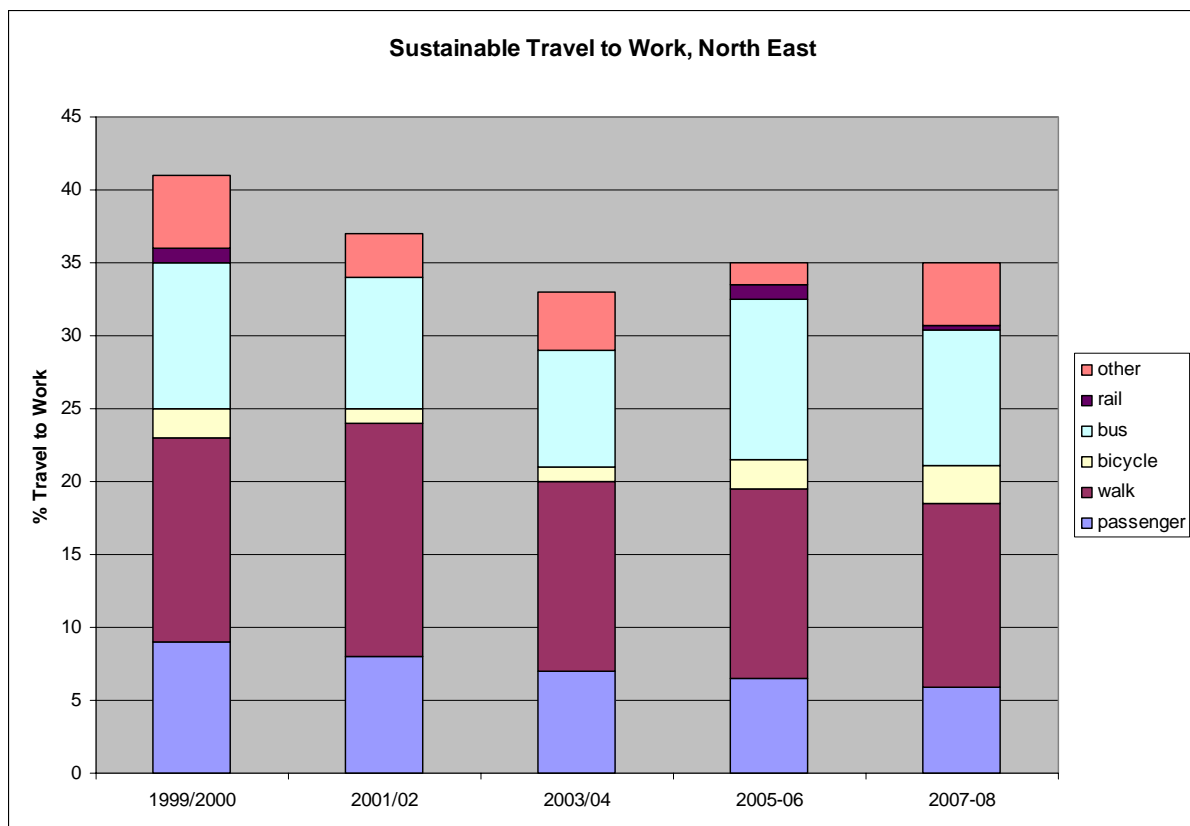
To reduce the proportion of journeys made by cars and especially by single occupant cars.

Travel to work

Two-thirds drive to work

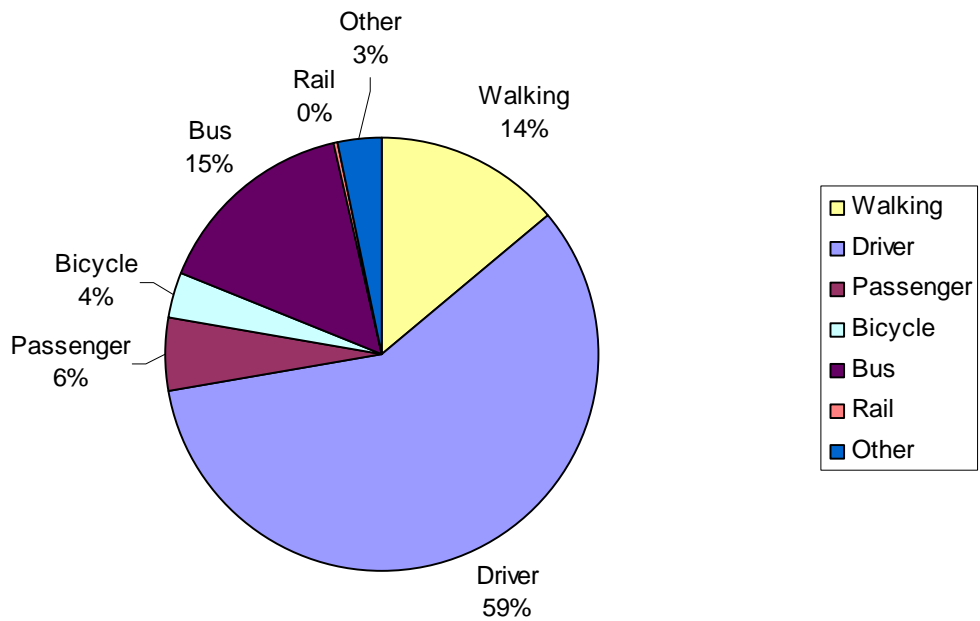
Across the north east in 2007-08 some 65% of employed adults not working from home, drove to work and another 6% travelled as passengers in cars of vans. This compares to 64% and 7% respectively in 2005-06. 58% of residents in Aberdeen drive to work, compared to 72% in Aberdeenshire (61% is the average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

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.

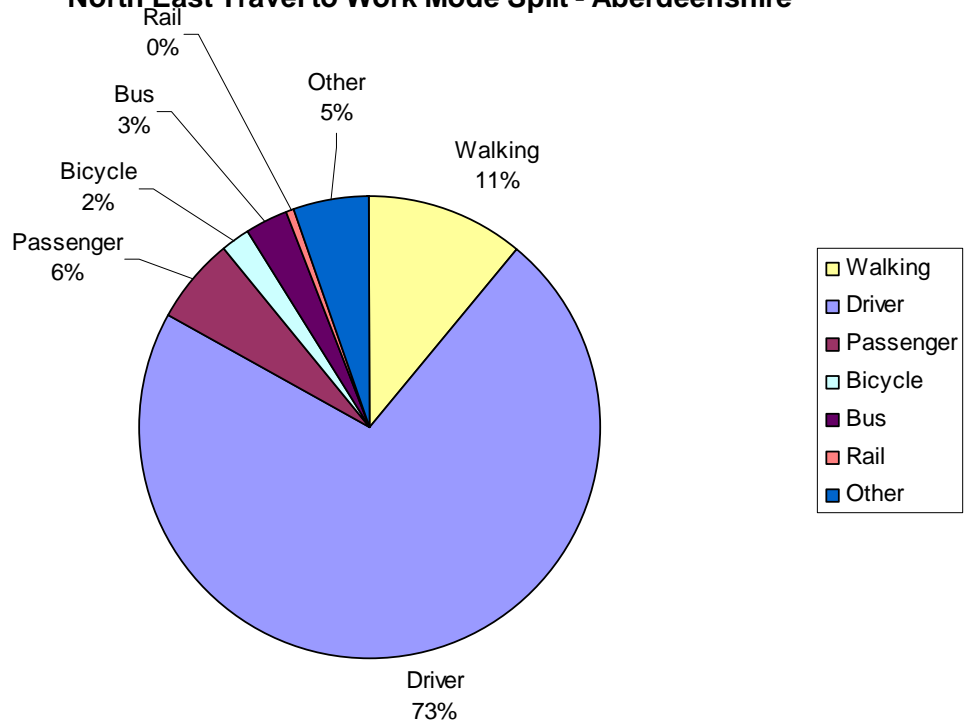


Source: Scottish Household Survey

North East Travel to Work Mode Split - Aberdeen City



North East Travel to Work Mode Split - Aberdeenshire



Source: Scottish Household Survey 2007-08

Indicator 45a : The proportion of travel to work journeys by modes other than car driver.

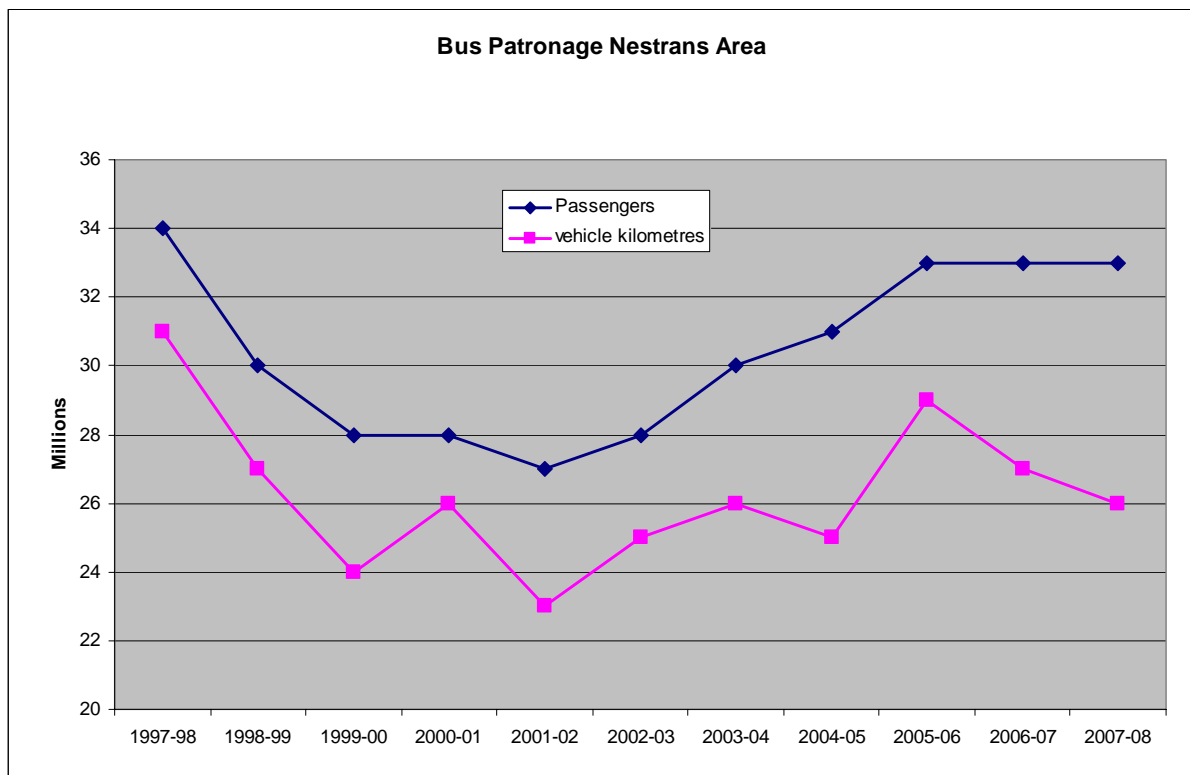
| % of north east residents travelling to work by modes other than car driving | | | |
|--|---|---------------|------------|
| | Aberdeen City | Aberdeenshire | North East |
| 2003/04 | 41% | 30% | 36% |
| 2005/06 | 40% | 30% | 35% |
| 2007/08 | 42% | 28% | 35% |
| 2009 | <i>Need to await publication of Local Authority results in August 2011 for updated data</i> | | |
| % change on 2003/04 baseline | +1 %points | -2 %points | +2 %points |
| 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 45b: 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 million |
| 2007/08 | 33 million |
| % 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 45c: 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 maintain bus vehicle kilometres at 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.

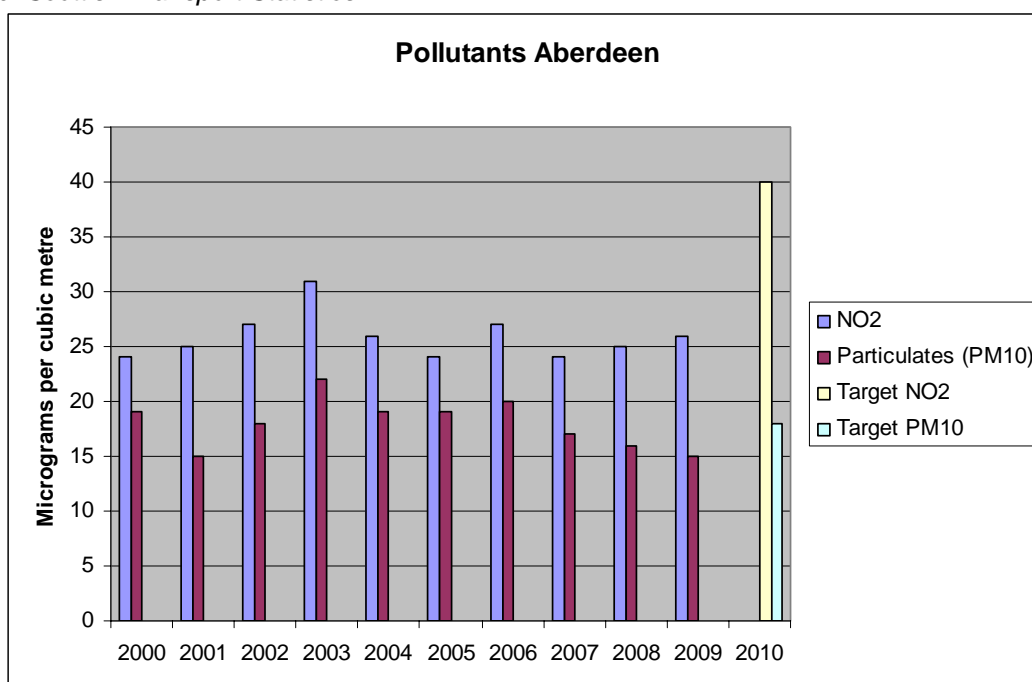
Monitoring stations on Union Street and Market Street provide detailed information and other stations gather background levels and check areas where levels may cause some concern.

Indicator 46 : The average atmospheric concentration of monitored pollutants in Aberdeen City Centre.

| | Nitrogen Dioxide | Particulates (PM ₁₀) |
|----------------------------------|-------------------------------|----------------------------------|
| 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 | 16 micrograms per cubic metre |
| 2009 | 26 micrograms per cubic metre | 15 micrograms per cubic metre |
| % change on 2005 baseline | +8% | -21% |

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:

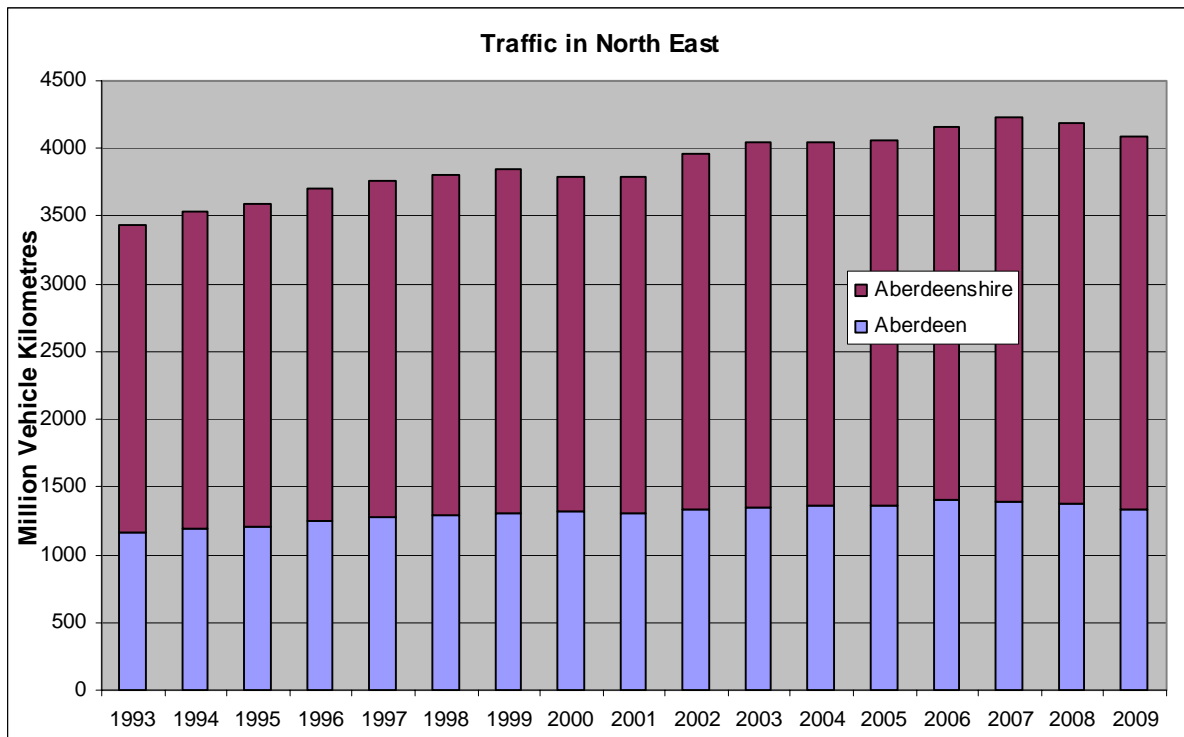
To reduce growth in vehicle kilometres travelled.

Traffic in the north east

Over 2½ billion miles per year.

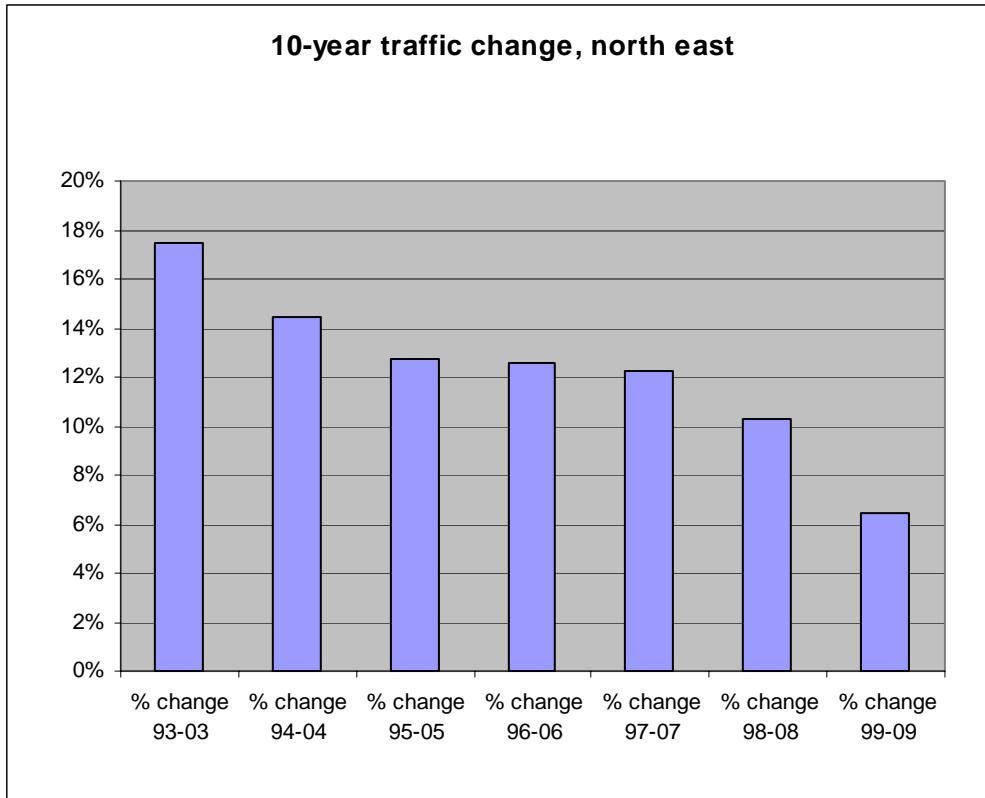
In 2008, traffic within the north east travelled a total of 4.091 billion kilometres (2.542 billion miles), some 9.25% of all traffic in Scotland. In Aberdeen there was 1.329 billion kilometres (0.825 billion miles) travelled, a reduction of 4% on 2008, and in Aberdeenshire 2.762 billion kilometres (1.716 billion miles), a reduction of 2% on the previous year.

Although traffic levels have grown by around 1% since the baseline year of 2005 and 6% in the decade since 1999, traffic levels have decreased by 3% between 2007 and 2009.



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 2009, however, this has reduced to 6%.



Source: Transport Statistics, Scottish Executive

Indicator 47a : Growth in vehicle kilometres travelled in the north east in the preceding decade.

| | | Km at start of decade | Km at end of decade | % change |
|------------------|---------------|-----------------------|---------------------|----------|
| 1993-2003 | Aberdeen | 1,169 | 1,353 | 15.7% |
| | Aberdeenshire | 2,270 | 2,688 | 18.4% |
| | North East | 3,439 | 4,041 | 17.5% |
| 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% |
| 1999-2009 | Aberdeen | 1,303 | 1,329 | 2.0% |
| | Aberdeenshire | 2,541 | 2,762 | 8.7% |
| | North East | 3,844 | 4,091 | 6.4% |

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.

Source: Scottish Transport Statistics

Indicator 47b: 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 |
| 2009 (millions) | 826 | 1,329 | 1,716 | 2,762 | 2,542 | 4,091 |
| % change on 2005 baseline | -2% | -2% | +2% | +2% | +1% | +1% |
| Target: To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021. | | | | | | |
| Previously Red | | | | | | |

Source: Scottish Transport Statistics

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

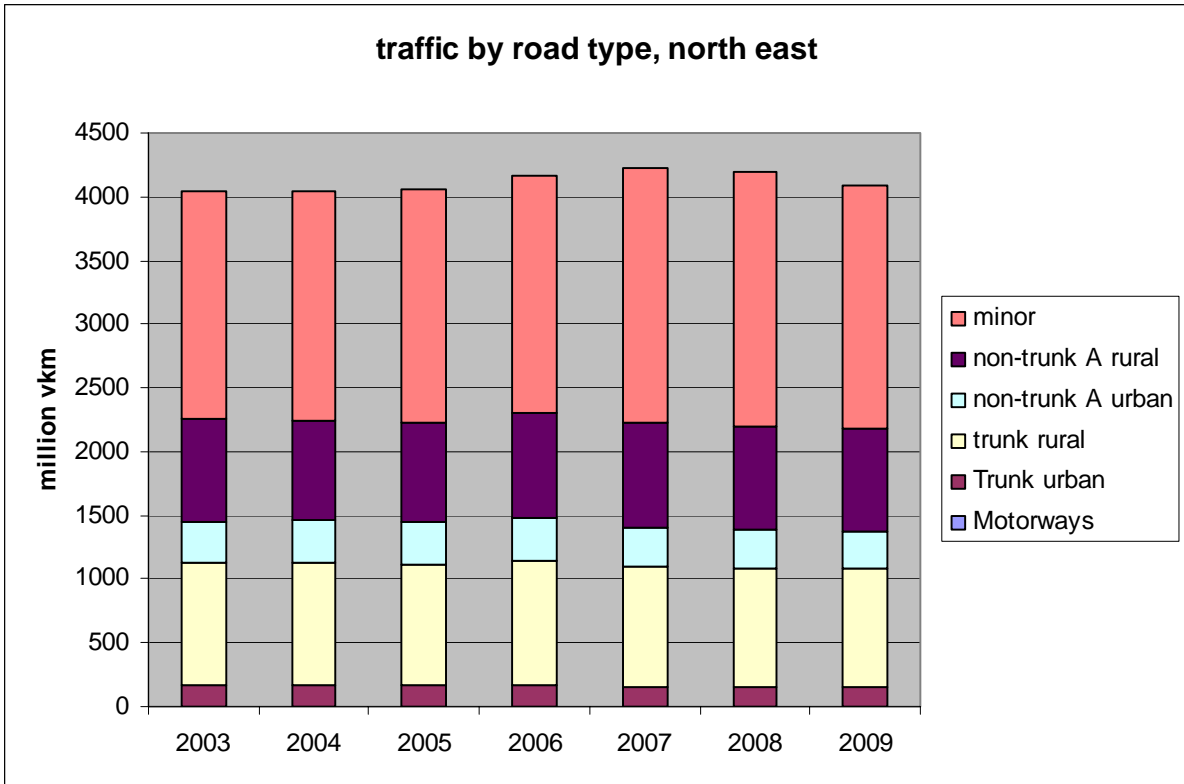
The north east's road network consists of 6,519 kilometres (4,050 miles), around 11.8% of Scotland's total road network, an increase of 60 kilometres on 2005. Aberdeen has 29 kilometres of trunk road and 894 kilometres of local authority roads, 58 kilometres of which is classified as "A" class. Aberdeenshire has 177 kilometres of trunk road and 5,419 kilometres of local roads, 687 km of which is A class. The Trunk and A class roads, however, despite making up just 14.6% of the region's roads carry 53.4% of all traffic. Local authority roads carry 46.5% of traffic.

Road Lengths and Traffic, north east 2009

| | | Transport Scotland | | Local Authority Roads | | TOTAL |
|------------------------------|---------------|--------------------|-------|-----------------------|-------|-------|
| | | Motorway | Trunk | A Class | Minor | |
| Road lengths (kilometres) | Aberdeen | 0 | 29 | 58 | 836 | 923 |
| | Aberdeenshire | 0 | 177 | 687 | 4,732 | 5,596 |
| | North east | 0 | 206 | 745 | 5,568 | 6,519 |
| Traffic (million kilometres) | Aberdeen | 0 | 253 | 351 | 725 | 1,329 |
| | Aberdeenshire | 0 | 828 | 754 | 1,179 | 2,762 |
| | North east | 0 | 1,081 | 1,105 | 1,904 | 4,091 |

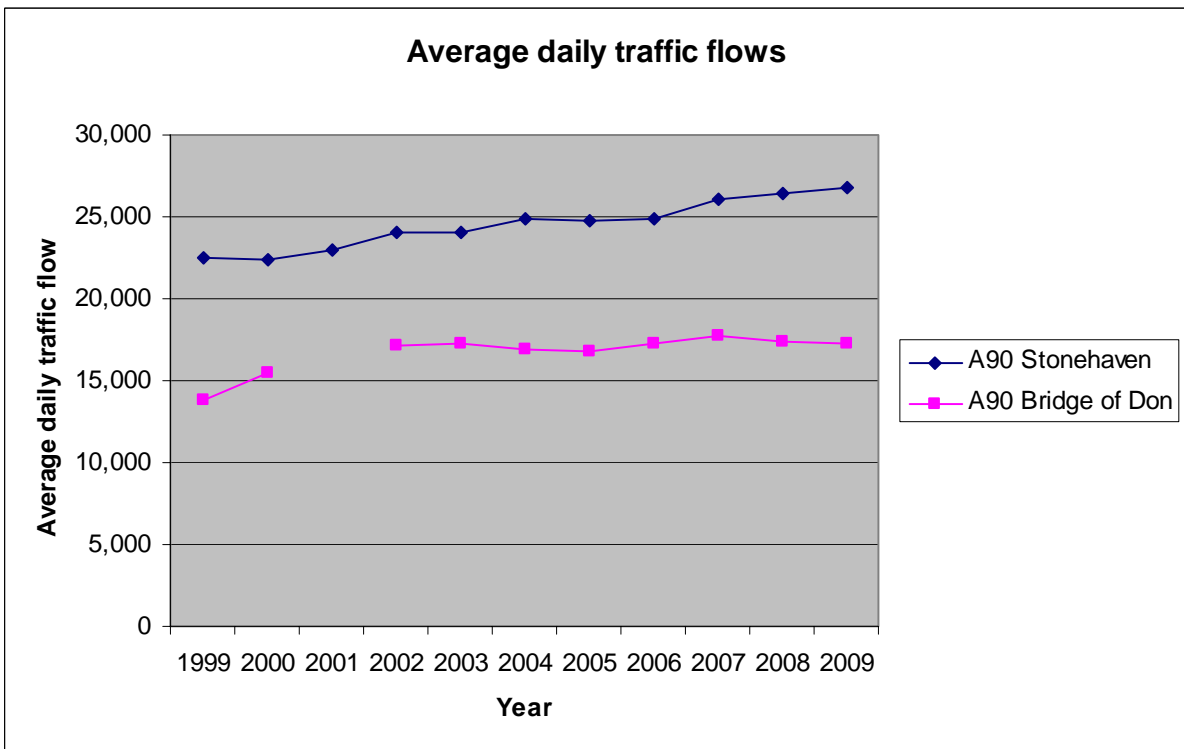
Source: Scottish Transport Statistics 2010

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 2009 (-3%).



Source: Scottish Transport Statistics

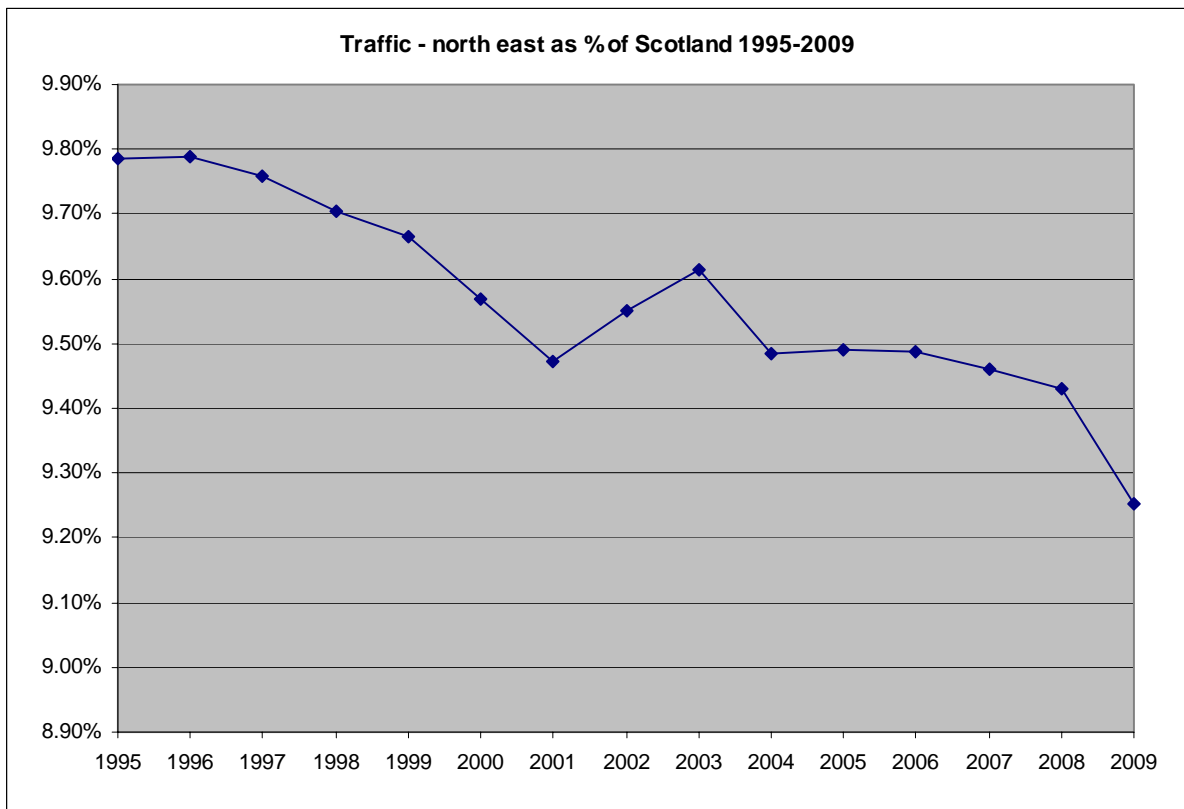
The 7-day average two-way daily flow on the A90 at Stonehaven in 2008 was 26,778 and on the A92 Bridge of Don 17,308 (increases of 8% and 3% on 2005 figures respectively). HGV traffic accounts for 18% of traffic at Bridge of Don (Source: Scottish Transport Statistics).



Indicator 48 : 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% |
| 2009 | 4,091,000km | 44,219,000km | 9.3% |
| % change on 2005 baseline | +0.9% | +3.5% | -0.2% |

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 49 : 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. There are however still a high proportion of vacant units on Union Street, particularly at the west end.

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

Both First and Stagecoach publish data relating to reliability and punctuality. 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 table below shows that although reliability remains high for both operators, punctuality has in general worsened between 2006/07 and 2010. In order to address this, a Bus Punctuality Improvement Partnership (BPIP) was launched in 2010 as a partnership between Nestrans, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen and Stagecoach, with the Buchan / King Street corridor identified as the first corridor for action. A number of actions have been taken forward since the launch of this agreement, along with changes to bus timetables, all aimed at improving bus punctuality. It is hoped that these improvements will be reflected in future years monitoring.

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

Indicator 50 : 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% |
| 2010 | 79% | 90% | 99.5% | 99.4% |

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 51 : 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. |
| 2011 | The implementation of a multi-operator ticket ran into problems in 2010. A task group is however progressing this issue. |

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 52 : 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% |
| Total | 83% | 79% | 79% |

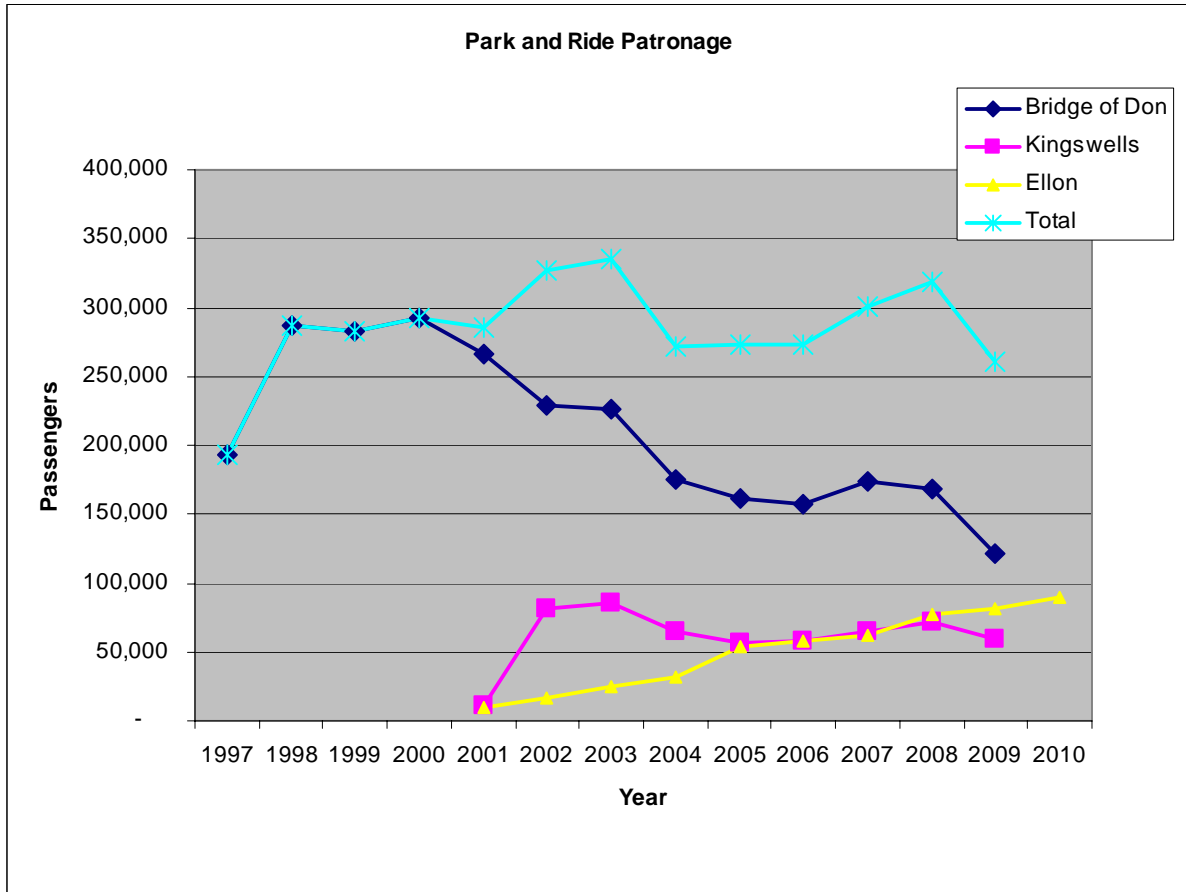
Target: To maintain proportions in the north east who find public transport convenient or very convenient at 80% or more through to 2021.

Source: Bus and Coach Statistics and Scottish Household Survey

More detailed analysis of passenger satisfaction with bus services in the North East is available through the annual Bus Satisfaction 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 53 : The number of people using Park & Ride sites in the north east annually | | | | | | | |
|--|---------------|------------|------------|------------|--------|-----------|------------------|
| | Bridge of Don | | Kingswells | | Ellon | | Total passengers |
| | Spaces | Passengers | Spaces | Passengers | Spaces | Passenger | |
| 2007 | 600 | 170,554 | 990 | 63,603 | 250 | 62,741 | 296,898 |
| 2008 | 600 | 168,619 | 990 | 72,227 | 250 | 77,451 | 318,297 |
| 2009 | 600 | 121,184 | 990 | 58,766 | 250 | 81,216 | 261,166 |
| 2010 | 600 | | 990 | | 250 | 89,540 | |
| 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 2011