nestrans

Regional Transport Strategy 2021 Monitoring Report

May 2013

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 sixth annual 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 2012 monitoring report, of 40 indicators for which indicative targets have been identified, using the most up-to-date data available the following results could be summarised:

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

A number of changes have been made to the indicators and targets since the 2012 report and therefore the numbering and presentation of indicators and data has changed since 2012. The indicators and targets have been reviewed and a number of them updated. The total number of indicators has been reduced from 55 in 2012 to 52.

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

Strategic Objective 1: Economy

Trains and Railways (page 12-15)

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
1	Number of railway stations in the North East and population with access to a station	On target	On target	On target	*Some success*	*Some success*
2	Number of rail services per week (with typical journey time) from Aberdeen to key destinations	On target	*Some success*	*Some success*	*Some success*	*Some success*
3	Number of passengers per year through north east stations (and ranking within Scotland for those in top 100)	On target	On target	On target	On target	On target

Road – External Links (page 16-17)

4	Example car/van journey times from key nodes to important sample destinations	**Wrong direction**	*Some success*	*Some success*	On target	On target
5	Traffic flows (traffic per day) on key strategic routes	No target ↑	No target ↑	No target =	No target ↑	No target ↓
6	Proportion of HGVs on key strategic routes	No target =	No target ↑	No target ↑	No target ↓	No target ↓
7	Number of permanent restrictions affecting trunk routes in or to/from the north east	No progress	*Some success*	*Some success*	*Some success*	*Some success*

Coach (page 18)

8	Number of coach services per week from the north east direct to key locations (with typical journey time)	**Wrong direction**	*Some success*	*Some success*	On target	On target

Air Routes (page 19-21)

9	Number of passengers through Aberdeen Airport	On target	On target	**Wrong direction**	*Some success*	*Some success*
10	Proportion of Scotland's air passengers using Aberdeen Airport	On target	On target	On target	On target	On target
11	The number of destinations served direct from Aberdeen Airport	**Wrong direction**	**Wrong direction**	On target	On target	On target

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
12	Proportion of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available	Data not available	*Some success*	Data not available
Maritime (page 21-22)						
13	Number of ferry services from north east ports (with typical journey times)	On target	On target	On target	On target	On target
14	Number of passengers carried on ferry services to the Northern Isles	On target	**Wrong direction**	*Some success*	*Some success*	On target
15	Number of countries with shipping services from North East ports	On-target	Awaiting Data	On-target	Awaiting Data	On target
Strategic Object 1: Economy – Operational Objective 1						
Congestion (page 23)						
16	Time lost on trunk roads within the north east	*Some success*	**Wrong direction**	**Wrong direction**	**Wrong direction**	*Some success*
17	The percentage of driver journeys delayed due to congestion	New Target in 2013				
Strategic Object 1: Economy – Operational Objective 2						
Freight (page 24-25)						
18	The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode	*Some success*	**Wrong direction**	**Wrong direction**	**Wrong direction**	Data not available
Maritime Freight (page 25-26)						
19	The volume of goods through the north east's major ports	On target	*Some success*	**Wrong direction**	**Wrong direction**	On target
Heavy Goods Vehicles (page 27)						
20	The volume of goods to or from the region carried by heavy goods vehicles	No target ↑	No target ↓	No target ↑	No target ↓	No target ↓

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
Railfreight (page 27)						
21	The volume of goods to or from the region carried by railfreight	On target	On target	Data not available	**Wrong direction**	Data not available
Strategic Object 1: Economy – Operational Objective 3						
Journey Times (page 28-29)						
22	To monitor average journey speeds by car for 12 typical journeys across the north east	On target	On target	On target	On target	*Some success*
Strategic Object 2: Accessibility Safety and Social Inclusion						
Car Ownership (page 30-31)						
23	The proportion of households in the north east without access to a car or van	No target =	No target ↓	No target ↑	No target ↑	Data not available
Accessibility (page 31-32)						
24	The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in Aberdeenshire with a bus service within 13 minutes' walk	*Some success*	*Some success*	*Some success* *Now green*	On target	Data not available
Drivers with Disability (page 32-33)						
25	The number of blue badge holders (and proportion relative to cars registered) in the north east	No target ↑	No target ↓	No target ↑	No target ↓	No target =
Taxis (page 33-34)						
26	The number of taxis and private hire vehicles available in the northeast	On target	TARGET MET	TARGET MET	TARGET MET	On target

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
27	The number of licensed taxi and private hire drivers in the north east	No target ↑	No target ↑	No target ↑	No target ↑	No target ↓
28	The proportion of taxis which are capable of carrying wheelchairs	On target	On target	On target	On target	On target

Motorcycles (page 35)

29	The number of motorcycles and powered two wheelers registered within the north east as a proportion of all vehicles registered	On target	TARGET MET	TARGET MET	On target	Target removed[1]

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

Car Parking (page 36-37)

30	The number of public car parking spaces available in Aberdeen City Centre	Awaiting data	No target ↑	No Target =	No target ↓	No target ↑
31	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	*Some success*	**Wrong direction**	*Some success*	*Some success*
32	To compare cost of monthly bus ticket in Aberdeen with other Scottish cities	No target ↑	No target ↓	No Target =	No target ↑	No target ↑

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

Casualties (page 38-40)

33	The number of casualties in road traffic collisions	On target	*Some success*	On target	On target	On target
		Data not directly comparable				
34	The number of deaths in road traffic collisions	**Wrong direction**	**Wrong direction**	*Some success*	*Some success*	On target

[1] The target to increase the proportion of vehicles registered which are powered two wheelers has been removed as, although it is an objective of the RTS to ensure safety and appropriate provision for all modes, it is not seen as a necessary target to actively promote an increase in powered two wheelers.

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 3						
School Travel (page 41-42)						
35	The proportion of children travelling actively to school (walking or cycling)	*Some success*	*Some success*	*Some success*	*Some success*	*Some success*
Cycling (page 42-43)						
36a	Number of cyclists on key routes in morning peak (7:30-9:00am) – Aberdeen City	*Awaiting data*	On-target	On-target	On-target	On-target
36b	Number of cyclists on key routes in morning peak (7:30-9:00am) – Aberdeenshire					
Car Share (page 44)						
37	Number of participants in carshare schemes in the north east	On target	On target	On target	On target	On target
38	Number of Car Club members	New target in 2013				
Strategic Objective 3: Environment						
Carbon Emissions (page 45)						
39	Carbon dioxide emissions from road transport	*Some success*	*Some success*	On target, but not directly comparable	On target	On target
Strategic Objective 3: Environment – Operational Objective 1						
Travel to Work (page 46-47)						
40	The proportion of travel to work journeys by modes other than car driver	On target	On-target	On-target	On-target	On-target
41	Bus usage	*Some success*	*Some success*	Data published April 2011	*Some success*	*Some success*

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
Buses (page 48-49)						
42	Bus vehicle kilometres	**Wrong direction**	**Wrong direction**		*Some success*	*Some success*
Strategic Objective 3: Environment – Operational Objective 2						
Air Quality (page 50-51)						
43	The average atmospheric concentration of nitrogen dioxide in Aberdeen City Centre	**Wrong direction**	*Some success*	*Some success*	*Some success*	*Some success*
44	The average atmospheric concentration of particulates (PM10s) in Aberdeen City Centre	*Some success*	*Some success*	*Some success*	*Some success*	*Some success*
Strategic Objective 3: Environment – Operational Objective 3						
Traffic in the north east (page 52-55)						
45	Growth in vehicle kilometres travelled in the north east in the preceding decade.	*Some success*	On target	On target	On target	TARGET MET
46	Distance travelled by vehicles in the north east	**Wrong direction**	**Wrong direction**	*Some Success*	*Some Success*	On target
47	Traffic in north east as a percentage of Scotland's traffic	No target ↓	No target ↓	No target ↓	No target ↓	No target ↓
Strategic Objective 4: Spatial Planning – Operational Objective 1						
Reliability & Punctuality (page 56)						
48	Reliability and punctuality of buses in the north east	*Some success*	**Wrong direction**	**Wrong direction**	Awaiting data	*Some Success*

Indicator		2009 monitoring report	2010 monitoring report	2011 monitoring report	2012 monitoring report	2013 monitoring report
Strategic Objective 4: Spatial Planning – Operational Objective 2						
Integrated Ticketing (page 57)						
49	The ability to transfer from one transport company to another with minimum hassle and using a single ticket	Awaiting data	*Some success*	*Some success*	*Some success*	*Some success*
Strategic Objective 4: Spatial Planning – Operational Objective 3						
Proportion who find Public Transport Convenient or Very Convenient (page 58)						
50	The percentage of residents who find public transport convenient	**Wrong direction**	*Some success*	On target	On target	Data not available
Park and Ride (page 58-59)						
51	The number of people using Park & Ride sites in the north east annually	Awaiting data	**Wrong direction**	*Some success*	*Some success*	**Wrong direction**

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 currently eight railway stations in the north east. This has increased from seven with the opening of Laurencekirk station in May 2009. Three of these stations (Aberdeen, Dyce and Stonehaven) were in Scotland's hundred busiest in 2004/05 and remain so in the years to 2010-11.

There were 81.9 million rail journeys originating in Scotland in the 2010-11 financial year. This was a slight decrease on the previous year (-4%) but almost 20 million (26%) more than 10 years earlier. In 2010-11, 51% of passengers using Aberdeen Station travelled over 100 kilometres compared to 17% and 5% at Edinburgh and Glasgow stations respectively (Source: Scottish Transport Statistics 2010).

Indicator 1 : Number of rail stations in the North East and population with access to a station

	Number of stations	Population within 1.6km of a station (and proportion of total North East population)	Population within 5km of a station (and proportion of total North East population)
2001	7	81,550 (19%)	230,986 (53%)
2009	8 (Laurencekirk opened in May 2009)	88,996 (19%)	238,938 (52%)

Target: *To open a new railway station in the north east every three years, to a total of 12 by 2021 and increase the proportion of the population with access to a station.*

Source: Strategic Development Planning Authority Main Issues Report Monitoring Statement (2011)

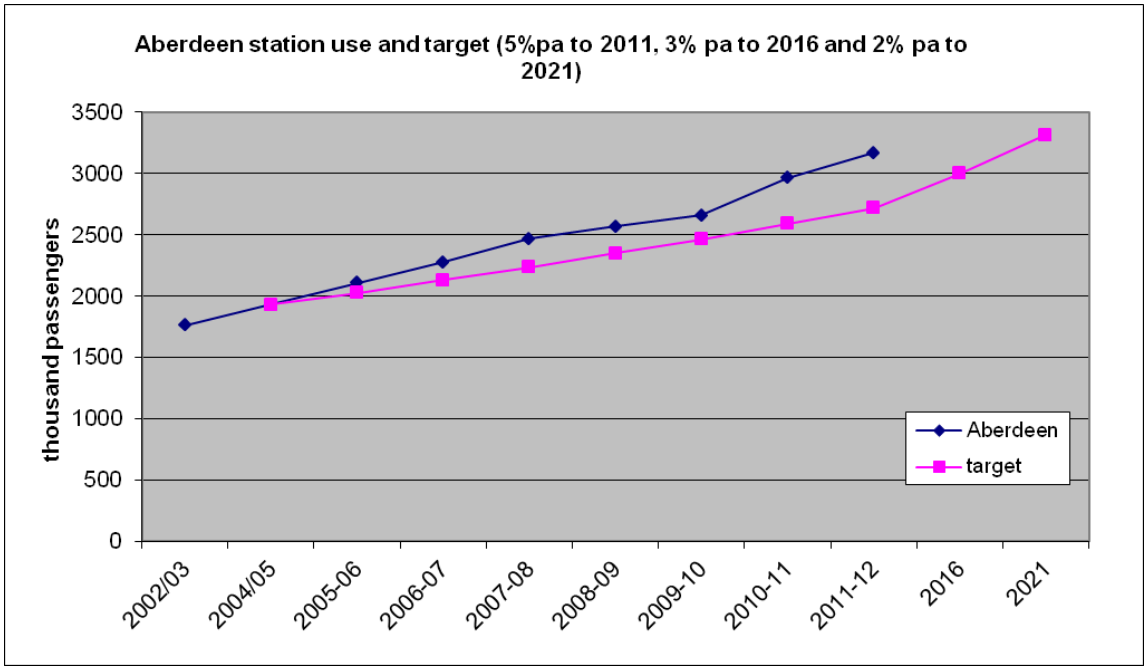
Indicator 2: Number of rail services per week (with typical journey times) from Aberdeen to key destinations								
		London	**Sleeper**	**Edinburgh**	**Glasgow**	**Dundee**	**Inverness**	**Inverurie**
No. of Services	**2007** Baseline	19	7	124	102	232	59	95
	2012 (5 yrs)	21	6	117	96	231	71	131
	2013 Most recent	21	6	118	96	228	71	137
Journey time (hrs)	**2007** Baseline	7hrs 02	10hrs 24	2hrs 25	2hrs 33	1hrs 11	2hrs 15	0hrs 25
	2012 (5 yrs)	7hrs 11	10hrs 05	2hrs 29	2hrs 40	1hrs 12	2hrs 16	0hrs 23
	2013 Most recent	7hrs 07	10hrs 04	2hrs 31	2hrs 41	1hrs 14	2hrs 15	0hrs 24
	2012 & 2013 times are average journey times across all services Monday to Sunday – this is different to previous years which simply recorded a typical journey time.							
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.*								

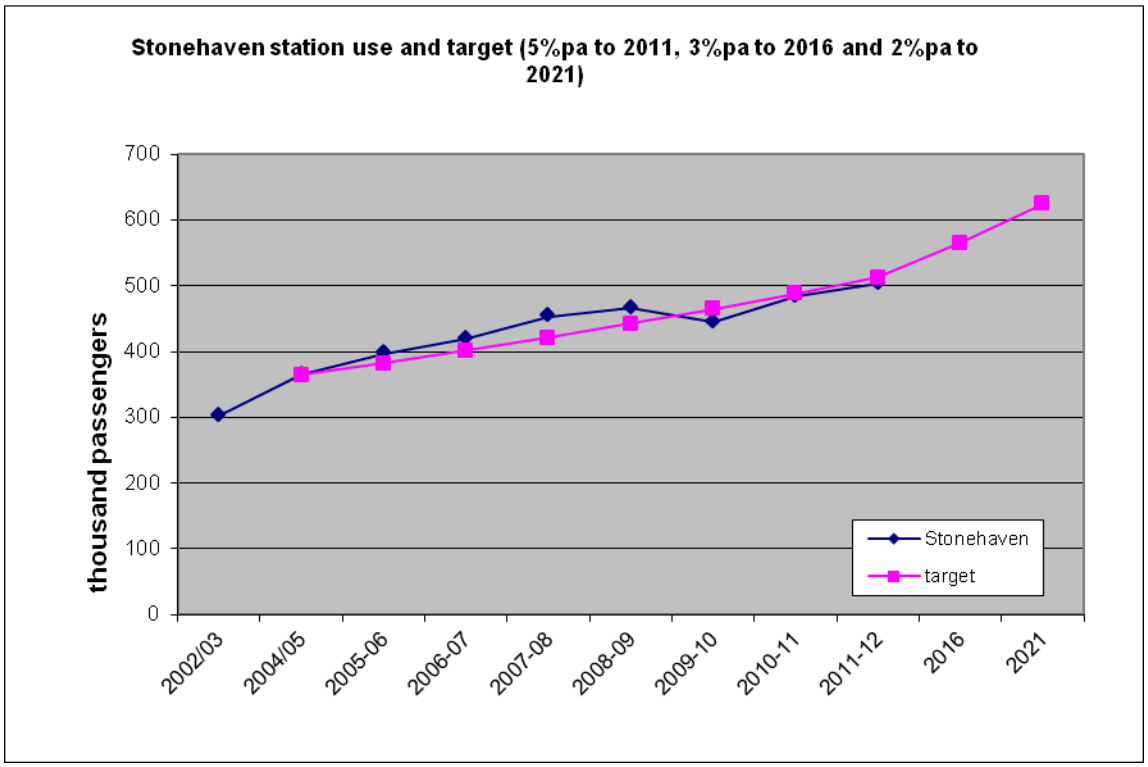
Source: Rail timetables

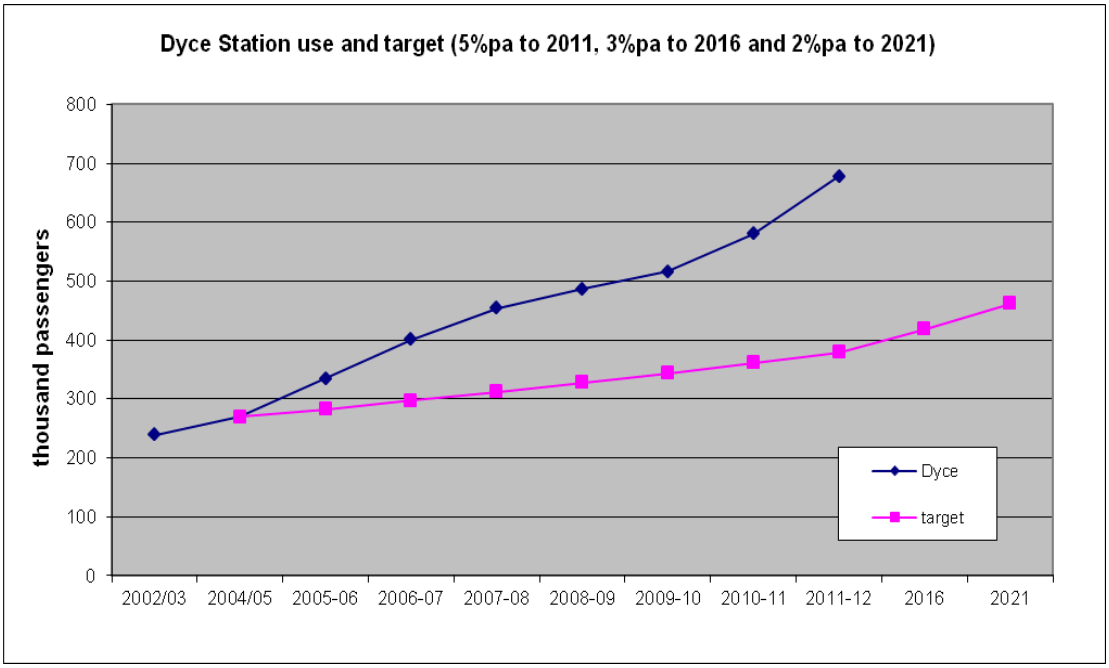
Indicator 1 : Number of passengers per year through North East stations (and ranking within Scotland for those in top 100)								
	Aberdeen	**Stonehaven**	**Dyce**	**Inverurie**	**Huntly**	**Insch**	**Portlethen**	**Laurencekirk**
2004/05	1,932,000 (5th)	364,000 (67th)	269,000 (92nd)	127,779	69,533	62,261	10,722	-
2005/06	2,108,000 (5th)	397,000 (66th)	335,000 (81st)	154,103	70,430	66,432	14,887	-
2006/07	2,279,000 (5th)	419,000 (65th)	401,000 (69th)	175,934	75,708	65,823	21,073	-
2007/08	2,470,270 (5th)	452,596 (64th)	453,634 (62nd)	195,138	84,223	72,644	22,055	-
2008/09	2,568,810 (5th)	466,996 (73rd)	487,972 (71st)	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[2]
2010/11	2,964,302 (5th)	482,722 (74th)	579,660 (59th)	345,790	90,010	86,854	18,382	73,594
2011/12	3,170,226	502,816	677,876	403,948	93,792	93,718	19,078	86,142
% change from 04/05	**64%**	**38%**	**152%**	**216%**	**35%**	**51%**	**78%**	**52%** since 2009/10
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

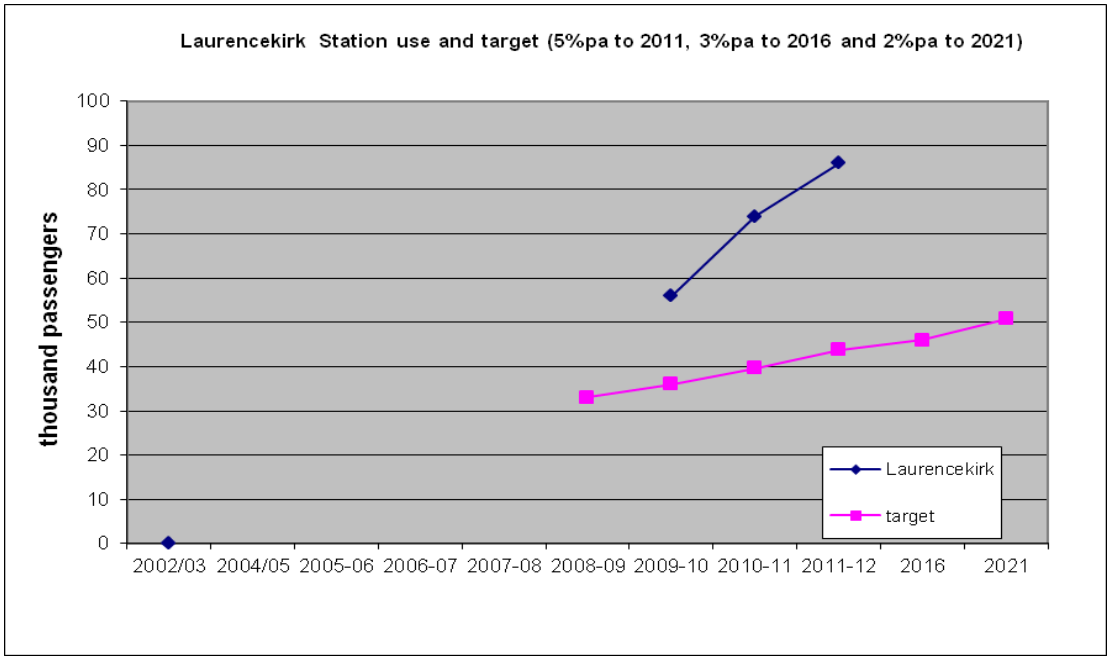
[2] Laurencekirk Station opened in May 2009. The figure for 2009/10 does not therefore cover a full year. The full year figure for 2009/10 at Laurencekirk is estimated at 64,000.


Aberdeen station use and target (5%pa to 2011, 3% pa to 2016 and 2% pa to 2021)
thousand passengers
3500
3000
2500
2000
1500
1000
500
0
2002/03
2004/05
2005-06
2006-07
2007-08
2008-09
2009-10
2010-11
2011-12
2016
2021
Aberdeen
target


Stonehaven station use and target (5%pa to 2011, 3%pa to 2016 and 2%pa to 2021)
thousand passengers
700
600
500
400
300
200
100
0
2002/03
2004/05
2005-06
2006-07
2007-08
2008-09
2009-10
2010-11
2011-12
2016
2021
Stonehaven
target



Laurencekirk Station opened 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. Significant growth is subsequently seen in 2011-12, well above projected levels (see the graph below).



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.

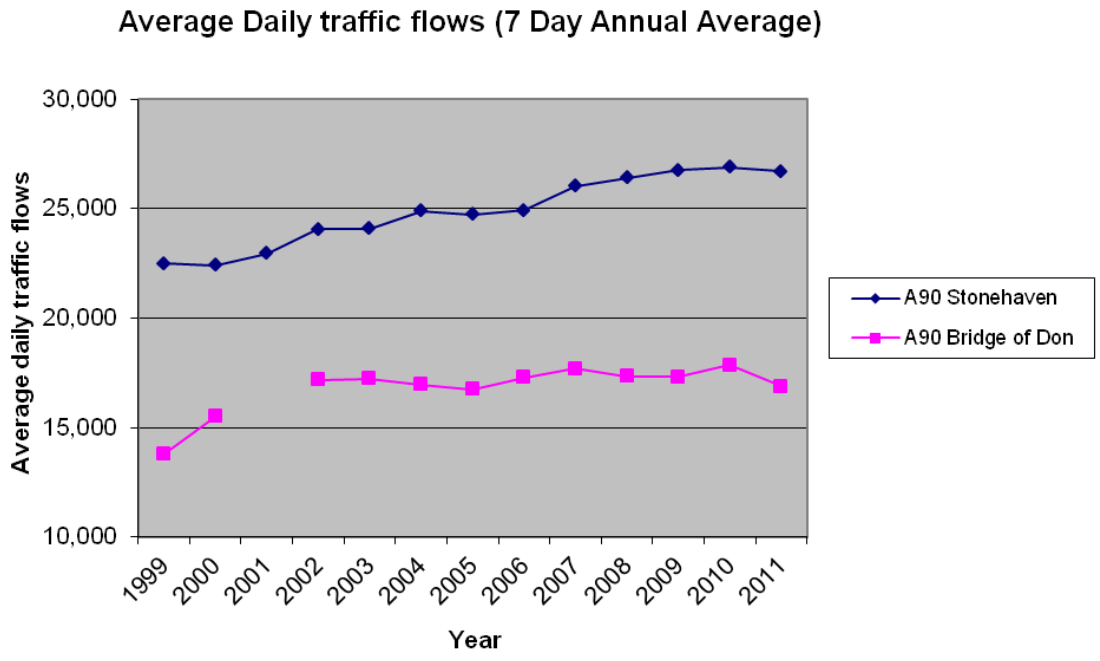
Indicator 4 : Example car/van journey times from key nodes to important sample destinations

	Aberdeen Harbour to Inverness	Peterhead to national motorway network at Friarton Bridge, Perth (through Aberdeen city centre)
	Journey time	**Journey time**
2011	2hrs 50	2hrs 45
2012	2 hrs 30	2hrs 42
2013	2 hrs 36	2hrs 23

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

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

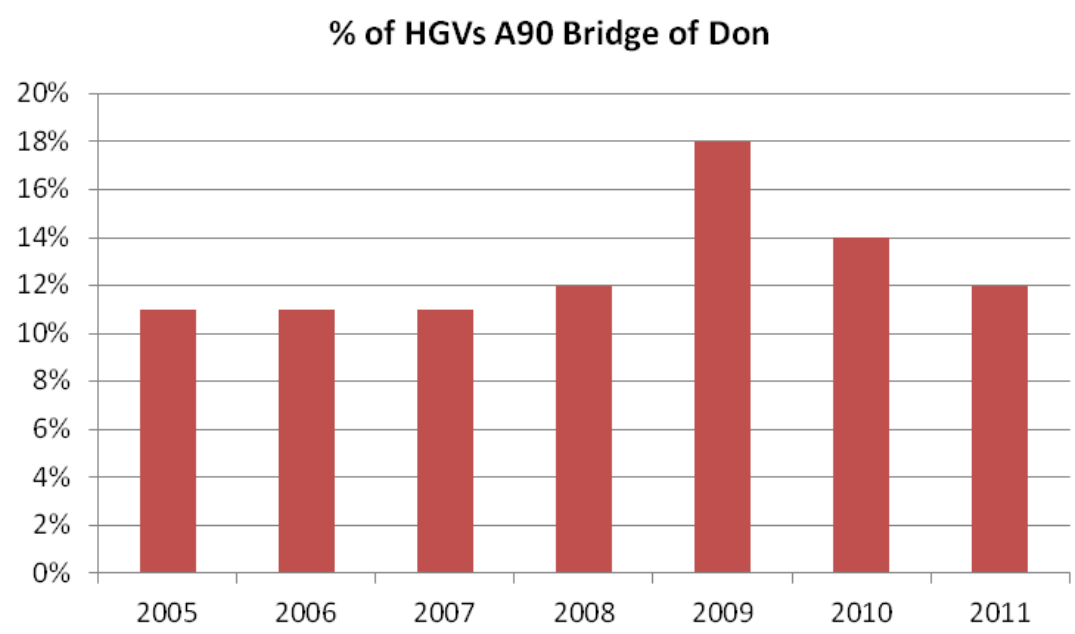
Indicator 5 : Traffic flows (traffic per day) on key strategic routes



% change from 2005 baseline	A90 Stonehaven: +7.9%	A90 Bridge of Don: +0.8%

Source: Scottish Transport Statistics

Indicator 6 : Proportion of HGVs on key strategic routes



Source: Scottish Transport Statistics

Indicator 7 : 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
2013 update	A preferred option for the upgrade of the Inveramsay Bridge has been identified. Work on the AWPR is now progressing and is scheduled to be complete by 2018. This will then become the new trunk road and an alternative unrestricted route for HGCs. The A90 at Bridge of Dee will become a local authority road. A STAG appraisal for the Bridge of Dee is however also being progressed and has identified a number of options for improvement which are undergoing appraisal.
Proposed Target: *To remove all diversions relating to restrictions on trunk roads by 2018*	

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. In recent years a new international coach service to Poland has also been introduced.

Indicator 8 : Number of coach services per week from the north east direct to key locations (with typical journey time)	
Baseline 2007:	Total Services per week: 218
2012 (5 years from baseline):	Total Services per week: 275 % change since 2007: +26%
2013 (current year): Direct coaches per week 122 direct coaches per week to Edinburgh 154 to Glasgow (2hrs 59 – 3hrs 05) 72 to Inverness (service 10 3 hrs 50) 35 to London (11hrs 50 – 12hrs 50)	7 to Manchester (8 hrs 40) 13 to Newcastle 14 to Birmingham Total Services per week: 417[3]
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	

Source: Traveline Scotland and Operator timetables

Air Routes

Aberdeen Airport is crucially important to the regional economy, contributing millions of pounds directly into the local economy but also supporting business connections. In 2009, 54% of passengers using Aberdeen Airport were business travellers, compared to 30% at Edinburgh and 29% at Glasgow.

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 worlds busiest and passenger growth has been the most significant of Scotland's major airports.

[3] Megabus services to Edinburgh and Newcastle were not previously counted as direct as megabus require a change of vehicles in Perth or Dundee. This may well still be the case, but it is advertised as a direct service and therefore has been counted as one in 2013 which explains the significant increase in services per week.

Indicator 9 : Number of passengers through Aberdeen Airport

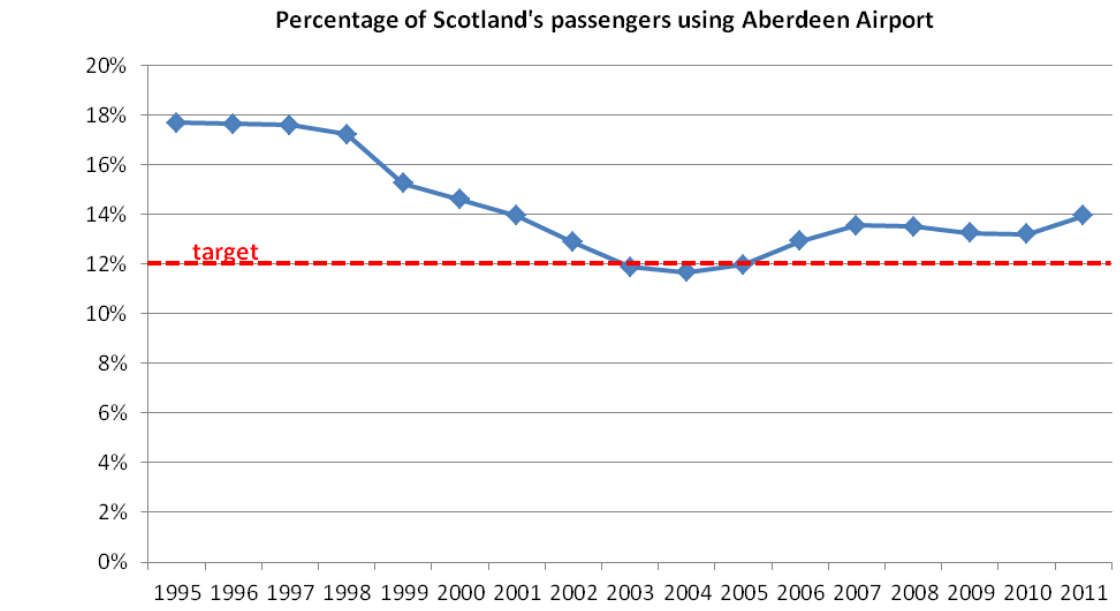
% change on 2005 baseline	+8%

Target: *To increase the number of passengers through Aberdeen Airport by an average of 3½% per year between 2005 and 2021, to 4.9million by 2021.*

Source: Scottish Transport Statistics, Aberdeen Airport Masterplan

Passenger numbers through Aberdeen Airport showed a dip between 2008 and 2010 due to the wider economic recession, however figures for 2011 and 2012 show a return to growth.

Indicator 102 : Proportion of Scotland's air passengers using Aberdeen Airport



% change on 2005 baseline	+2% points

Target: To maintain at least 12% of Scotland's air passengers through Aberdeen Airport to 2021.

Source: Scottish Transport Statistics (2011 data sourced from CAA website)

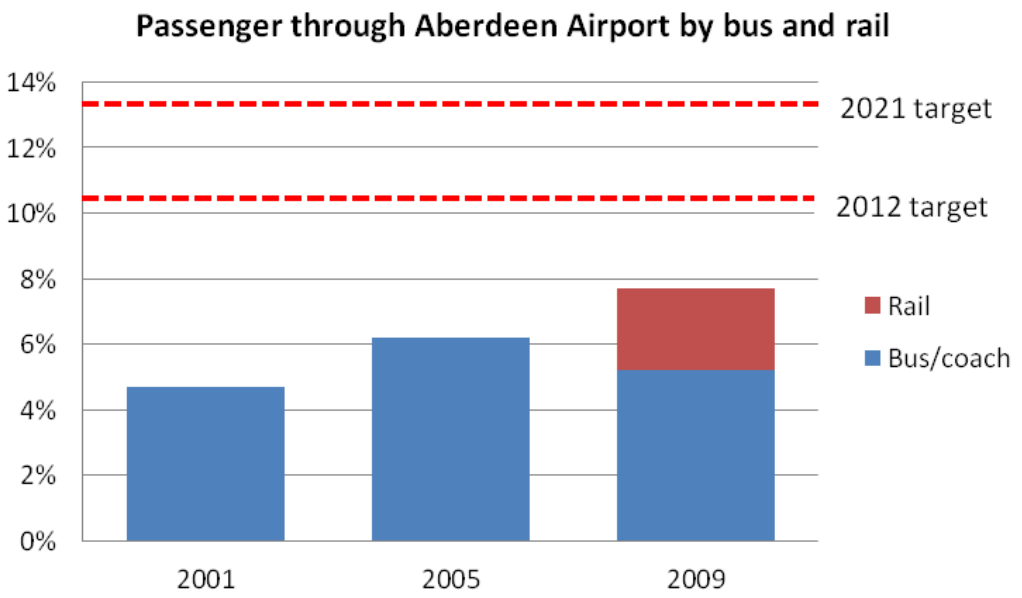
Indicator 11 : The number of destinations served direct from Aberdeen Airport

% change on 2005 baseline	Destinations: +2% points	Countries: 0% points

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

Source: BAA timetable information

Indicator 12 : Proportion of passengers through Aberdeen Airport using bus/rail.



Target: *To increase the proportion of passengers accessing Aberdeen Airport by public transport between 2005 and 2021, to at least 13.4% of passengers by 2021 (at least 10.5% by 2012).*

Source: Scottish Transport Statistics[4]

The Civil Aviation Authority undertakes passenger surveys at airports on a rolling four year basis. Although there is no update to this data at present, there have been significant improvements in access to the airport by public transport in recent years through the introduction of the Jet 727 service and service 80 Dyce shuttle service connecting Dyce rail station with the airport. The success of these services continues and patronage through Dyce railway station has also seen significant increases.

Maritime

Indicator 13 : 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
2013 update	4	6 hours	7	12 ½ - 14 ½ hours depending on whether it calls at Kirkwall

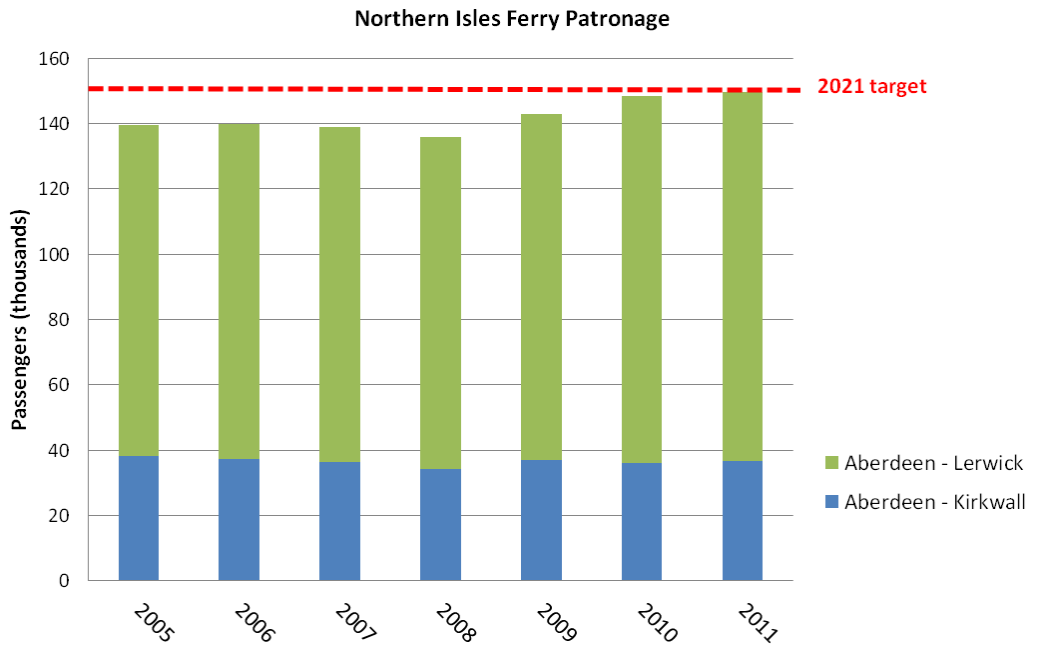
Target: To maintain at least the current number of ferry services and journey times from north east ports through to 2021.

Source: Northlink Ferries Summer timetables

[4] Data is collected by the CAA every four years

The new Scottish Ferries Plan was published in early 2013 and this has confirmed the continuation of the service from Aberdeen to Orkney and Shetland.

Indicator 14 : Number of passengers carried on ferry services to the Northern Isles.

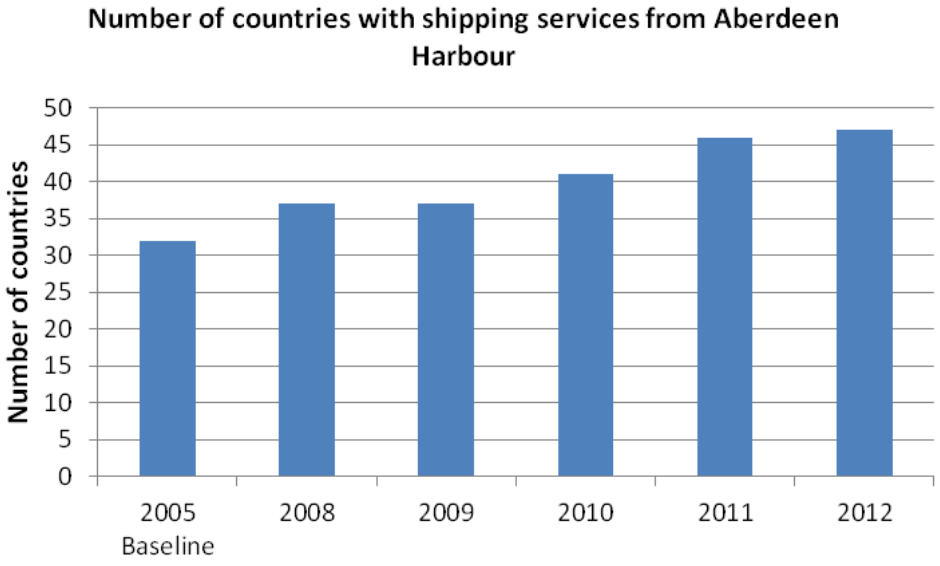


% change on 2005 baseline	Aberdeen-Kirkwall	Aberdeen-Lerwick	Total
	-4%	+12%	+7%

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 150,000 passengers by 2021.

Source: Scottish Transport Statistics

Indicator 15 : Number of countries with shipping services from north east ports



Target: To maintain the number of countries with links from north east ports through to 2021.

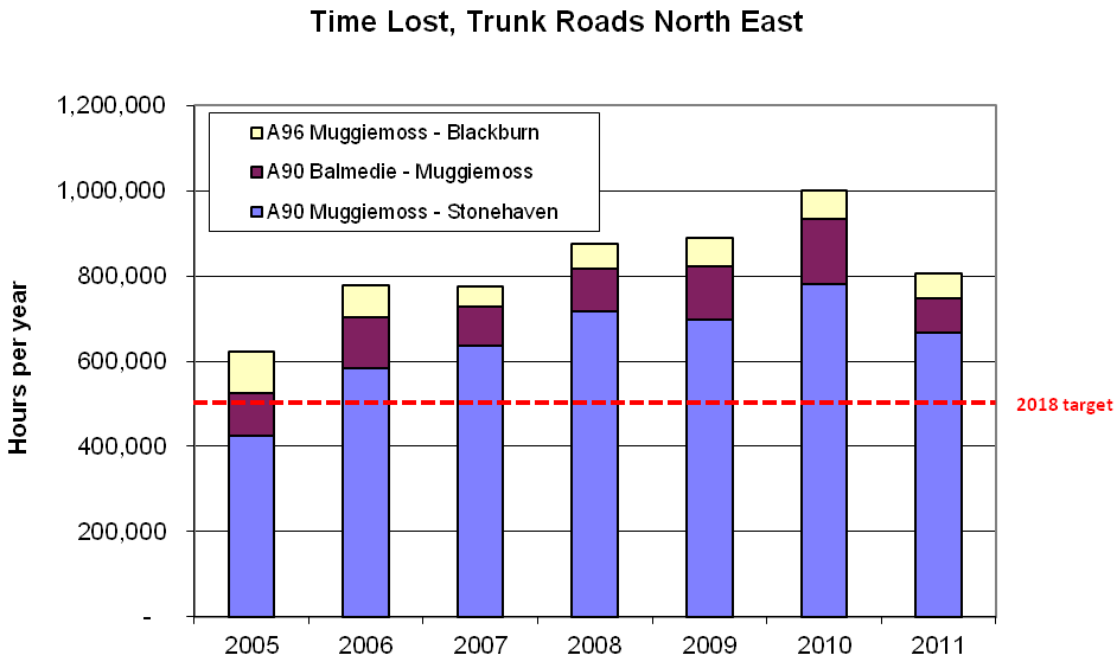
Source: Aberdeen Harbour Annual Review

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 by Transport Scotland on trunk roads and is published in Scottish Transport Statistics on an annual basis.

Congestion

Indicator 16 : Cumulative time lost on trunk roads within the north east



% change on 2005 baseline	+57%	-18% however significant fluctuations from year to year	-42% however significant fluctuations from year to year	+29%

Target: *to reduce congestion on trunk roads in the north east to below 500,000 hours per year by 2018 and maintain that level.*

Source: extrapolated from Scottish Transport Statistics

Indicator 17 : The percentage of driver journeys delayed due to congestion

	Aberdeen City	Aberdeenshire	North East
2009/10	18%	12%	15%

Target: to reduce the proportion of journeys delayed due to congestion in the north east to less than 10% by 2018 and maintain that level.

Source: Scottish Household Survey Transport: Local Area Analysis 2009/10

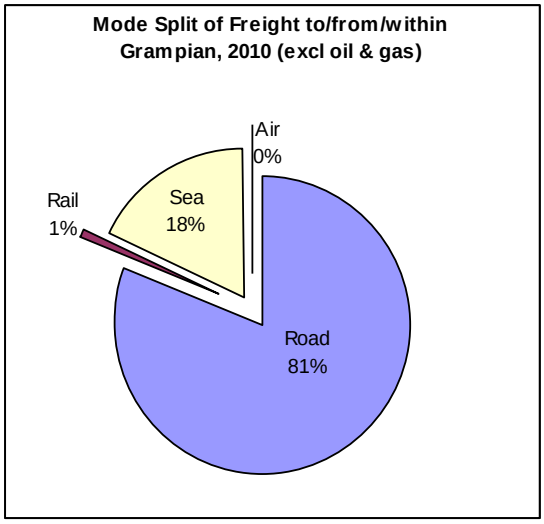
Strategic Objective 1: Economy
Operational Objective 2: To improve the range and quality of transport to/from the North East to key business destinations.

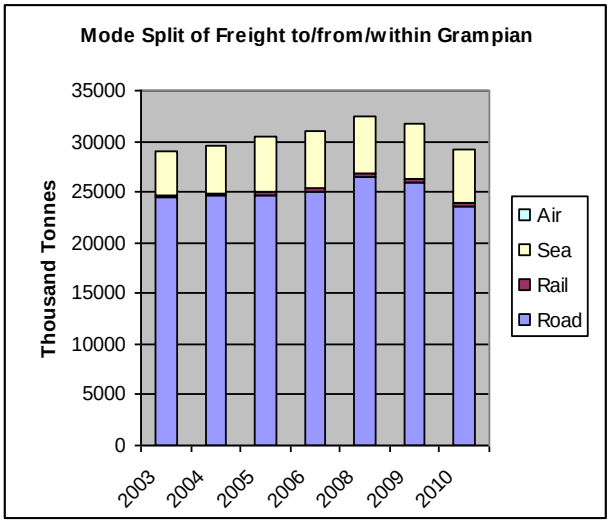
Aviation, maritime and road transport links are considered above. Modal split of freight movements is a key indicator of the efficiencies of the movement of goods and the availability of alternative choices.

Freight

Around 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 2010 however the mode split has remained the same with road accounting for 81%.





Source: Scottish Transport Statistics and NESRFDG

Indicator 18 : 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
2010	23,640,000	81%	232,000[5]	1%	5,271,000	18%	4,211	0%	29,147,000
2011	No data available		No data available		5,219,000		5,311		
There is insufficient data available to update this indicator in full at this time									
%change on 2005 base	-3%		+14%		-5%		+3%		-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

Note: There is insufficient data available to update this indicator at this time. The indicator and target will be reviewed once more up to date information is available.

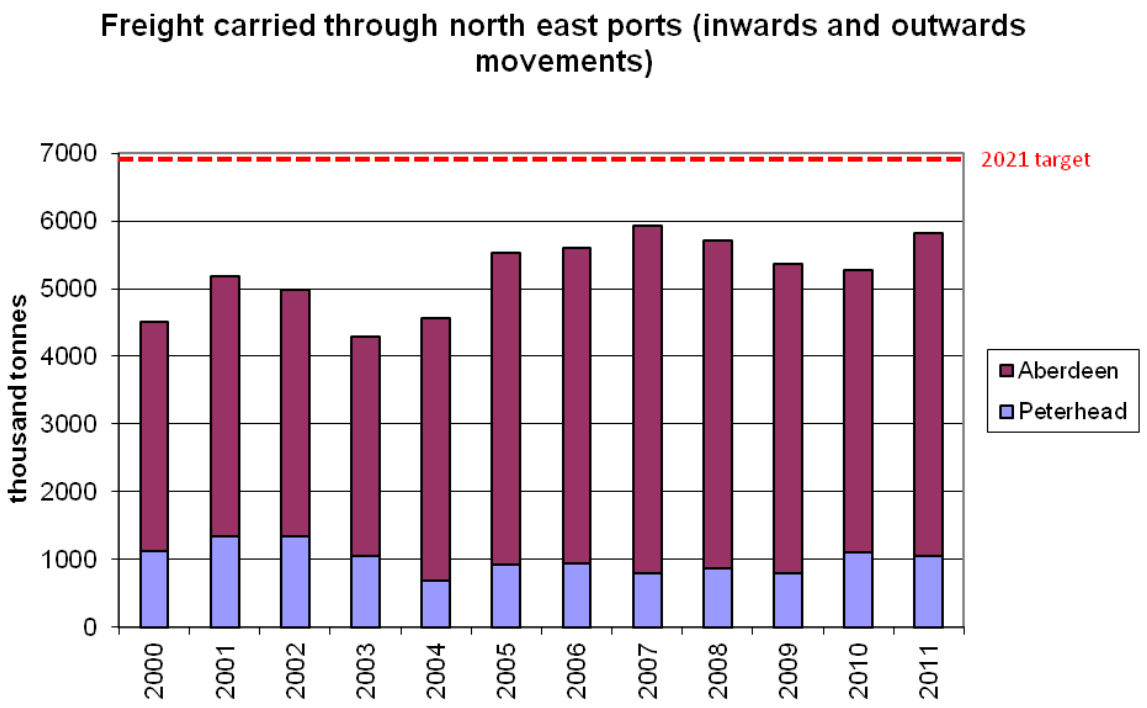
Maritime

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 2009. 2010, 2011 and 2012 have however seen an increase to over 1 million tonnes for the first time since 2003. Aberdeen Harbour on the other hand saw growth of 52% between 2000 and 2007 to a figure of over 5 million tonnes.

Although the figures reported in the graph below are only to 2011, Aberdeen Harbour Boards' Annual Report for 2012 reports a significant increase in total cargo tonnage from 4.76 million tonnes in 2011 to 5.14 million tonnes in 2012, a rise of almost 8%.

[5] This is an estimate

Indicator 19 : The volume of goods through the north east's major ports (Tonnes)



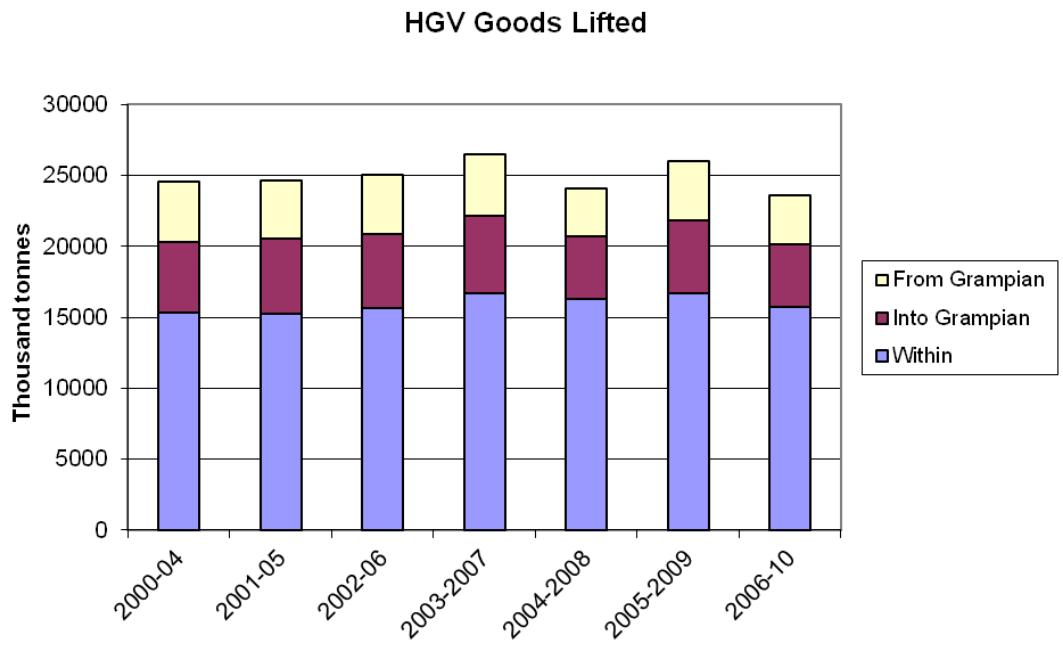
% change on 2005 baseline	Aberdeen: -10%	Peterhead: +14%	Total: -6%

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).

Source: Scottish Transport Statistics

Heavy Goods Vehicles

24 million Tonnes of Grampian's Goods moving by lorry

Indicator 20 : The volume of goods to or from the region carried by Heavy Goods Vehicle				
				
% change on 2001-05 baseline	Within Grampian: +3%	Into Grampian: -17%	From Grampian: -15%	Total: -4%

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) has combined to offer a much enhanced railfreight product in the north east.

Indicator 21 : The volume of goods to or from the region carried by railfreight	
2005 Baseline	165,500 Tonnes per year (*source: NESRFDG)*
2006	325,000 Tonnes per year (*source: Sustaccess study*)
2011	232,000 Tonnes per year (estimate)
% 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.

		April 2013	
	Miles	Car	Public Transport*
Fraserburgh to St Cyrus	74	2hrs 06	2hrs 48
Peterhead to Banchory	51	1hr 36	2hrs 17
Banff to Foresterhill	45	1hr 27	1hr 46
Turriff to RGU	37	1hr 15	2hrs 02
Bridge of Don to Dyce	7	22mins	48mins
Stonehaven to Airport	21	49mins	55mins
Braemar to Woodhill House	59	1hr 45	2hrs 34
Huntly to Union Street	39	1hr 09	58mins
Seaton to Altens	5	13mins	31mins
Portlethen to Kirkhill	15	40mins	49mins
Tillydrone to East Tullos	4	11mins	34mins
Cults to Balmedie	14	30mins	1hr 06
TOTAL DISTANCE	373		
Total journey time		12hrs 03	17hrs 08
Average journey speed			

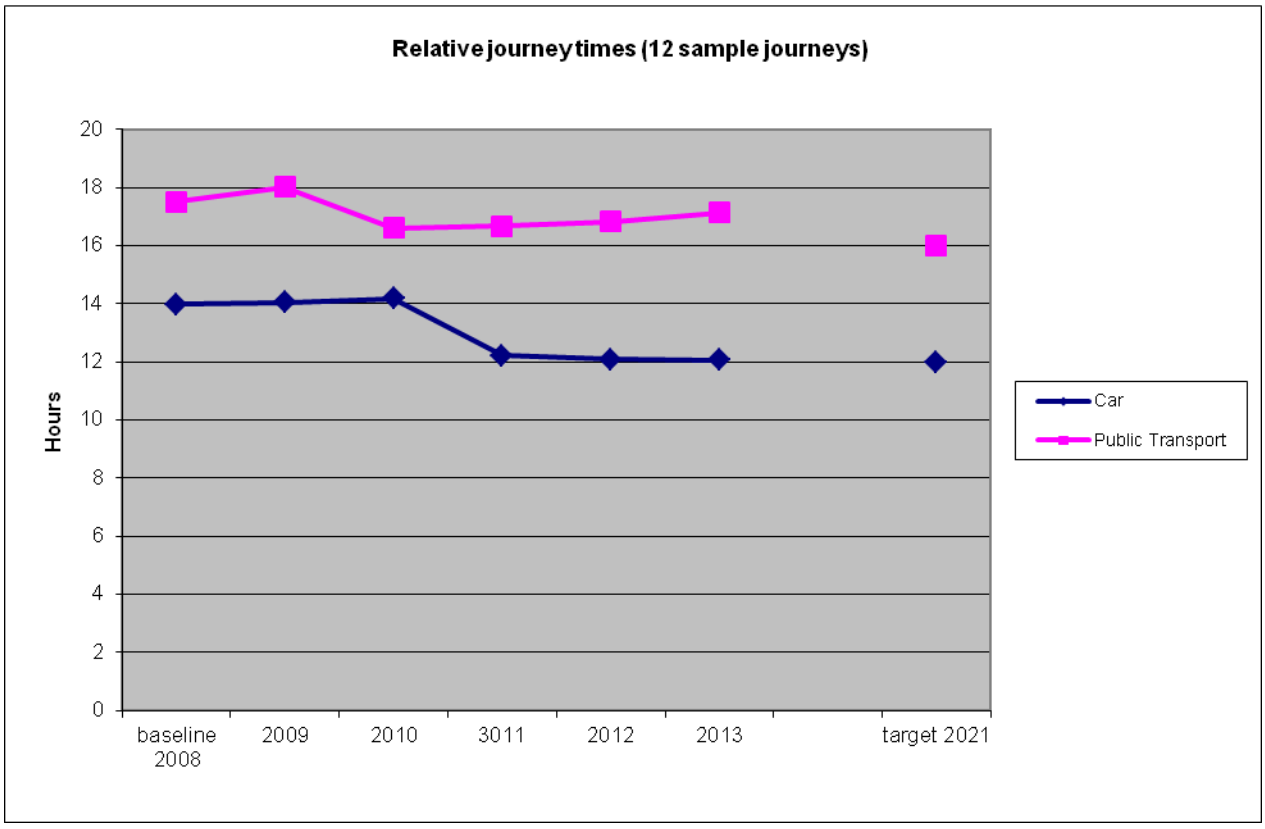
*shortest journey time starting between 0800 and 0959, weekday[6]
Source: www.transportdirect.info

[6] 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 22: To monitor average journey speeds by car and public transport for 12 typical journeys across the north east (total distance 373 miles).				
	Total journey time across 12 journeys		Average journey speed across 12 journeys	
	Car	Public Transport	Car	Public Transport
April 2008	13hrs 59	17hrs 31	26.8 mph	21.4 mph
April 2009	14hrs 03	18hrs 56	26.6 mph	19.7 mph
April 2010	14hrs 11	16hrs 36	26.4 mph	22.5 mph
April 2011	12hrs 13	16hrs 40	30.7 mph	22.5 mph
April 2012	12hrs 05	16hrs 49	29.9 mph	22.7 mph
April 2013	12hrs 03	17hrs 08	30.9mph	21.8mph
Target: *to maintain or improve journey times between key locations within the north east between 2008 and 2018*				

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.



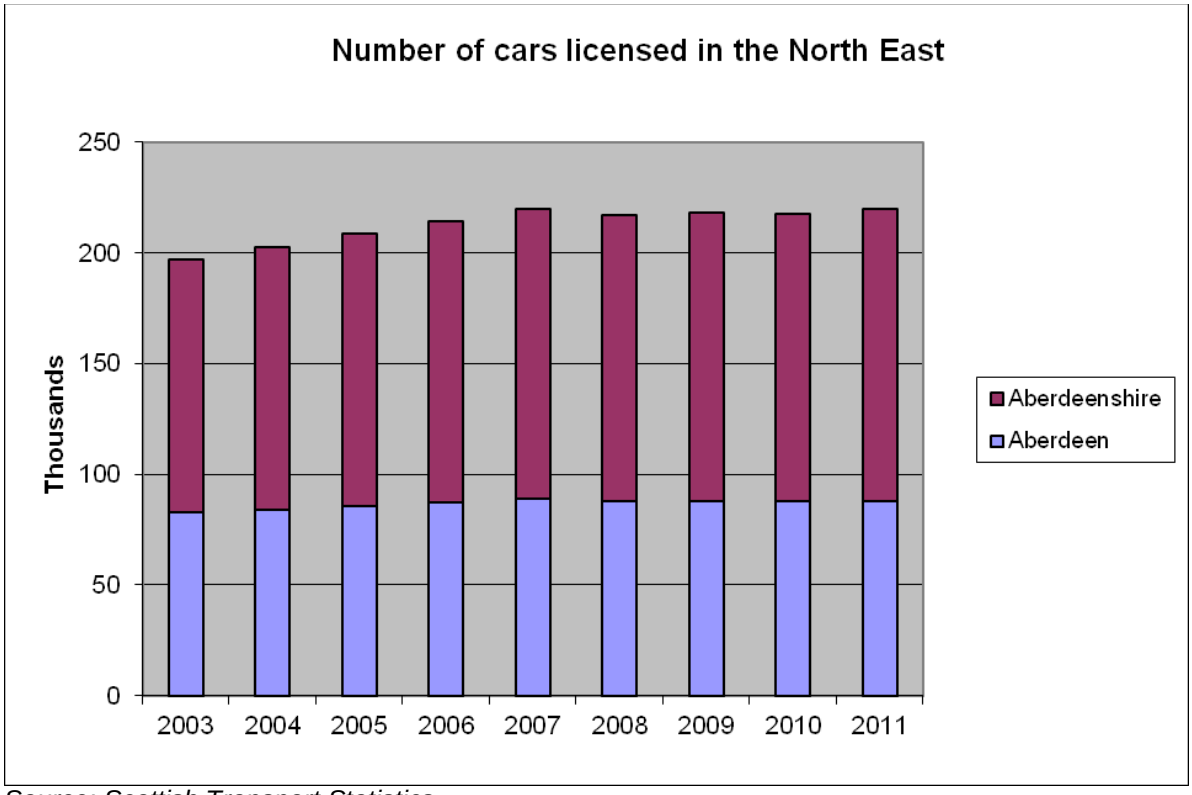
Strategic Objective 2: Accessibility, Safety and Social Inclusion

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

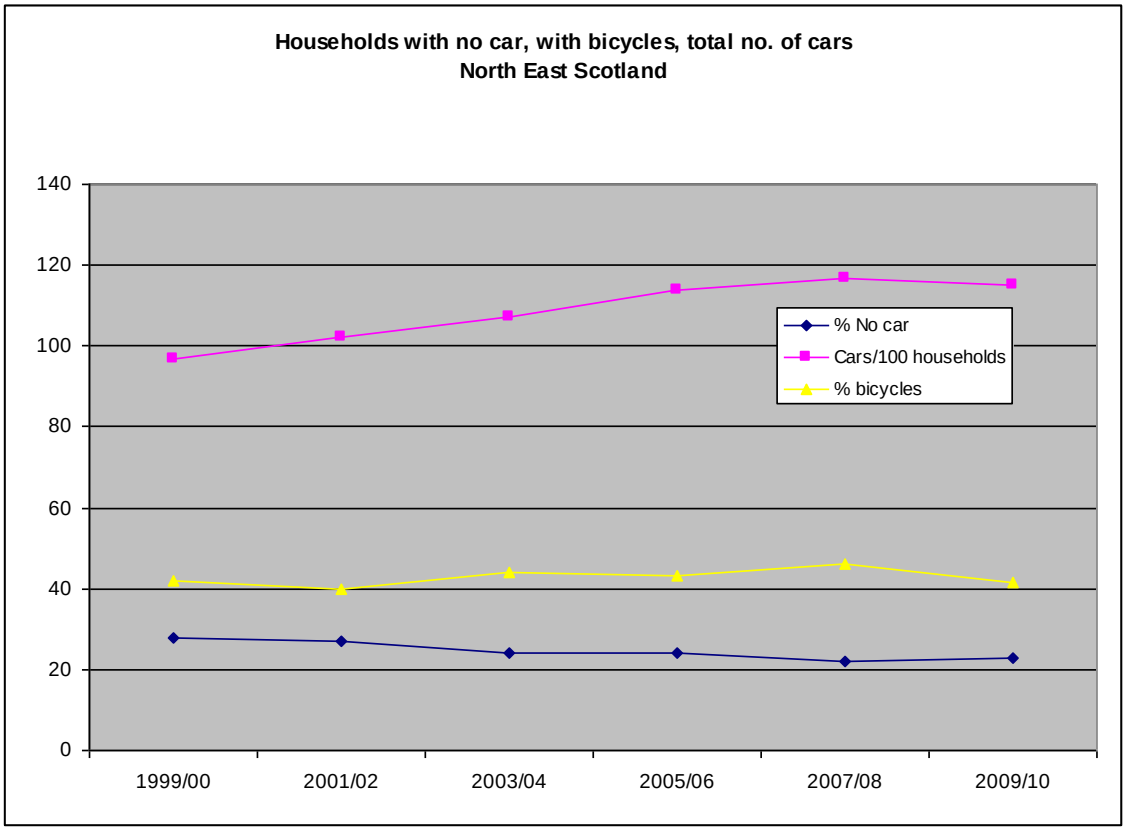
With 220,000 cars, the north east has more cars and vans than households, yet around a quarter of households do not have access to a vehicle.

There were 88,100 cars registered in Aberdeen and 131,700 registered in Aberdeenshire at end December 2011 (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 77% of households having access to a car. Aberdeenshire has the highest rate of car ownership in Scotland, with around 85% 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 and 2009/10. Despite this, some 31% of households in the City and 16% of households in Aberdeenshire do not have access to a car or van (Source: Scottish Transport Statistics). This proportion has increased in Aberdeenshire since 2007/08.



Source: Scottish Household Survey

Indicator 23 : 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%
2009/10	31%	16%	23%

Source: Scottish Household Survey

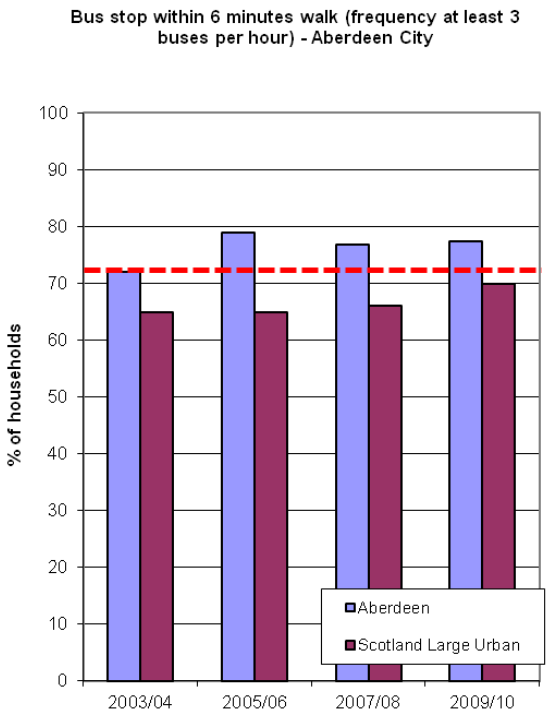
Accessibility

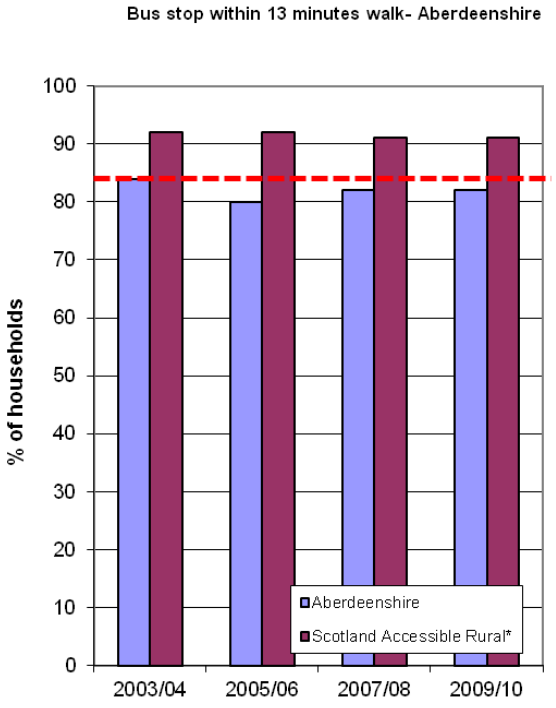
Great variations in bus accessibility across the north east

In 2009/10, across the north east 49% 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). Aberdeenshire in particular has seen an increase in this category from just 9% in 2003/04 to 22% in 2009/10. This is similar to the Scottish average of 50%, but masks the differences within the region – 77% of households in Aberdeen meet this indicator, but just 22% 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).

Indicator 24 : 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.





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 24,332 Blue Badge holders in the north east at end March 2011. 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, there have been reductions in Aberdeen City. Aberdeenshire however saw a significant reduction in 2009, but a significant increase in 2010 and again in 2011.

Indicator 25 : The number of blue badge holders (and proportion relative to cars registered) in the north east.

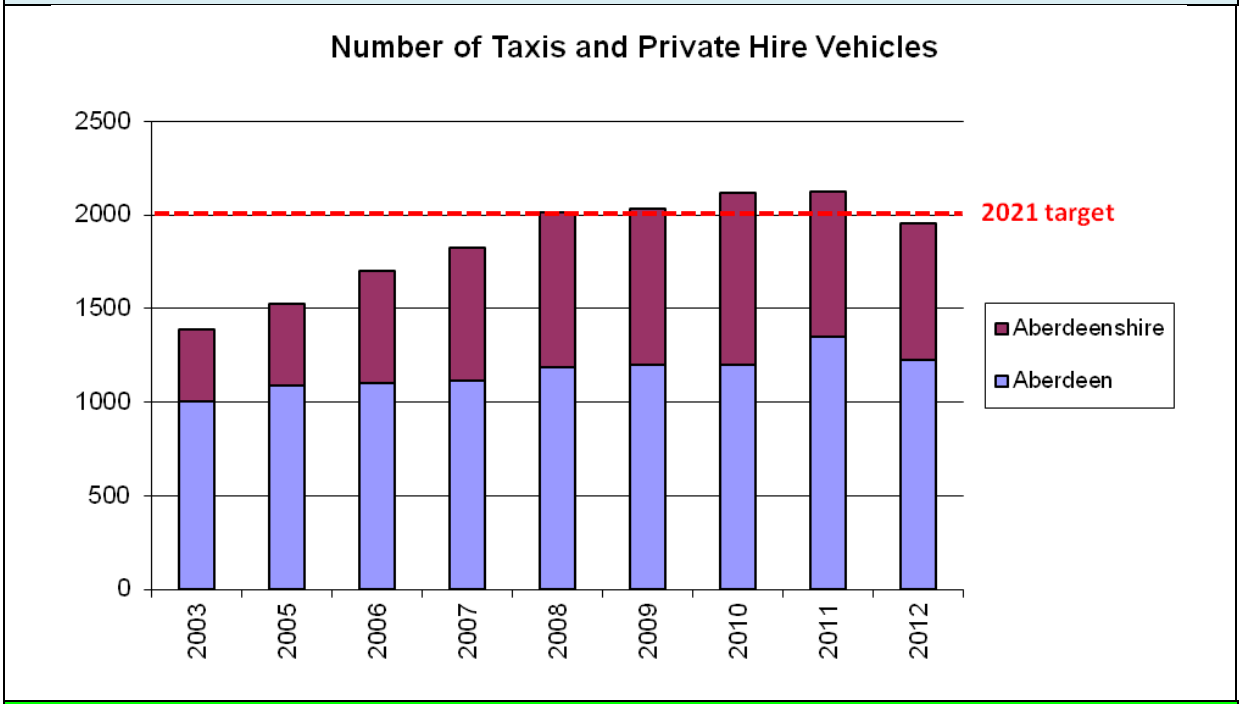
	Aberdeen		Aberdeenshire		North East	
	Blue badges	**% of all cars**	**Blue badges**	**% of all cars**	**Blue badges**	**% of all cars**
March 2006	8,645	10%	10,024	8%	18,669	9%
March 2007	8,937	10%	10,883	9%	19,820	9%
March 2008	8,949	10%	11,579	9%	20,528	10%
March 2009	8,564	10%	9,240	7%	17,804	8%
March 2010	8,313	10%	15,601	12%	23,914	11%
March 2011	8,044	8%	16,288	12%	24,332	11%
% change form 2006 baseline	-7%	-2% points	+33%	+4% points	+15%	+2% points

Source: Scottish Transport Statistics

Taxis

There are 1,348 vehicles licensed to carry passengers in Aberdeen and 774 in Aberdeenshire (across the north east, 77% of these are taxis, the rest private hire vehicles).

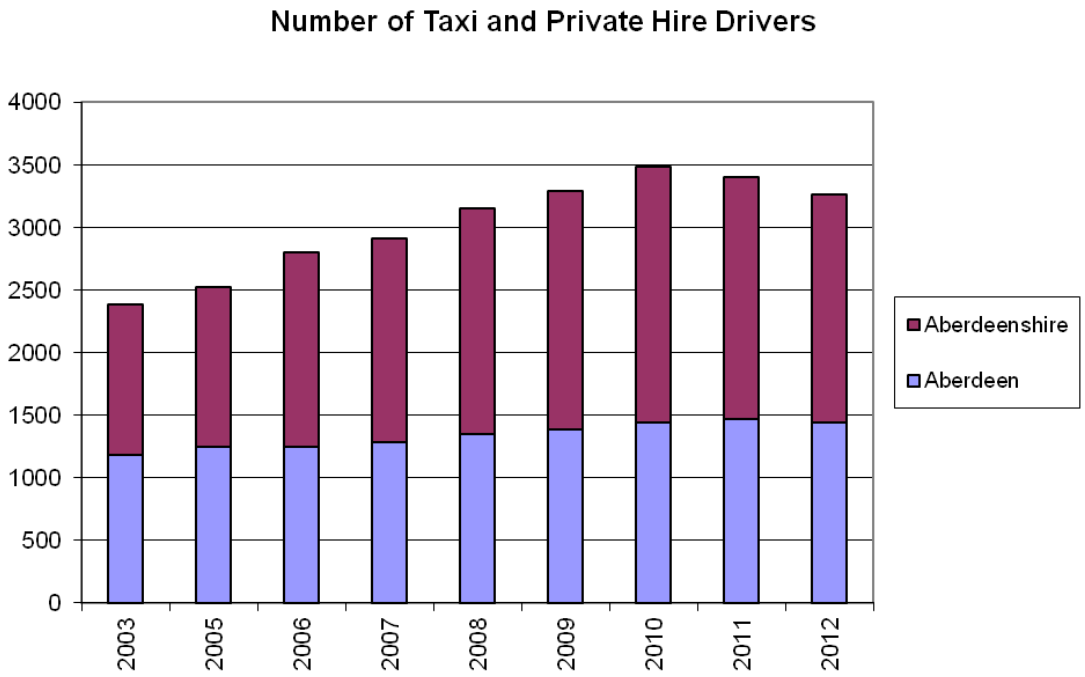
Indicator 26: The number of taxis and private hire vehicles available in the north east.



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.

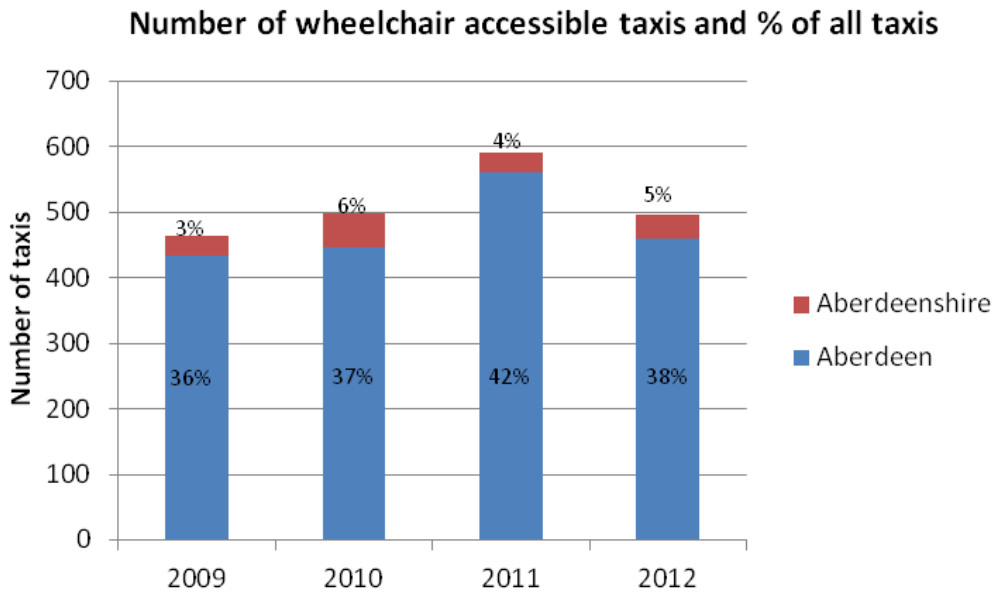
Source: Scottish Transport Statistics

Indicator 27: The number of licensed taxi and private hire drivers in the north east.



Source: Scottish Transport Statistics

Indicator 28 : The proportion of taxis which are capable of carrying wheelchairs



Target: To increase the proportion of taxis which are capable of carrying wheelchairs to 25% by 2021 (20% by 2011).

Source: Scottish Transport Statistics

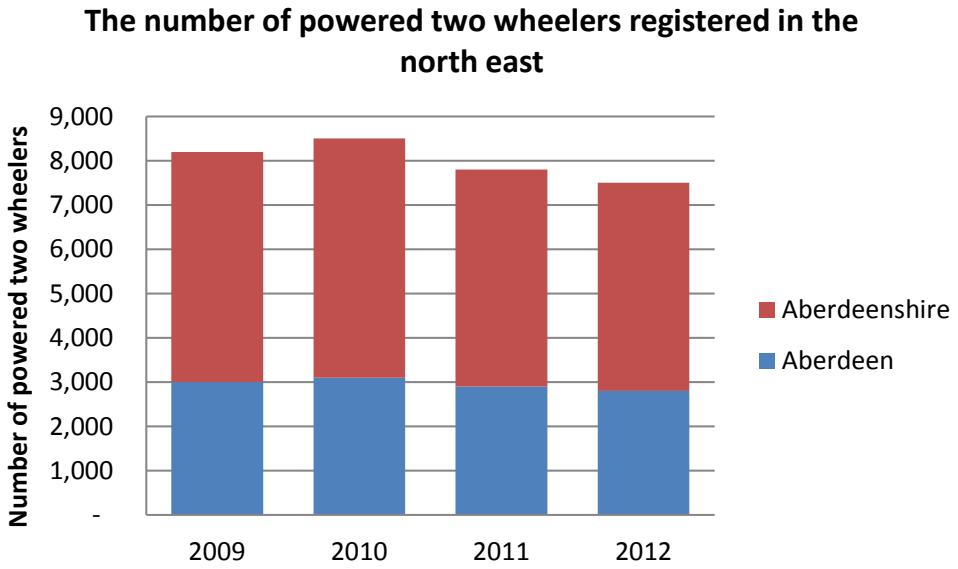
In June 2012 Aberdeen City Council announced a cap in the number of taxi licences and committed to a 100% wheelchair accessible fleet within five years. At this time however it has been decided not to change the RTS target for the north east as a whole which also includes figures for Aberdeenshire.

Motorcycles

Around 7,500 Powered Two-Wheelers

In 2012, there were 2,800 motorcycles licensed in Aberdeen and 4,700 in Aberdeenshire. The number of motorcycles in the region has seen a slight decline in 2011 and 2012 after increases between 2006 and 2010. They account for 2.7% of all vehicles registered in the north east.

Indicator 29: The number of motorcycles and Powered Two-Wheelers registered within the north east as a proportion of all vehicles registered.



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.

Car Parking

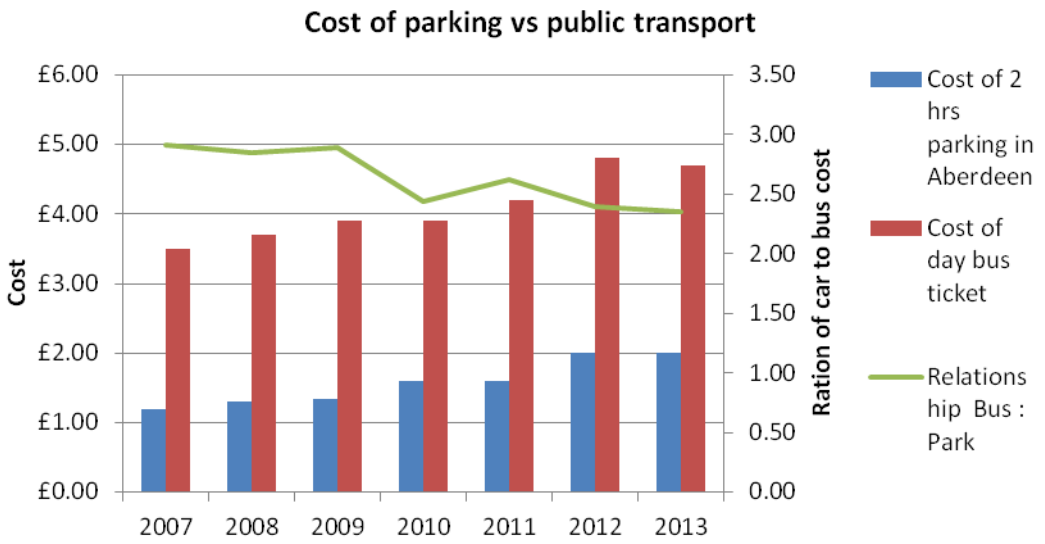
In Aberdeen City Centre, there are around 6,000 off street public parking spaces (of which approximately one quarter is in Council ownership and the rest operated by private companies). Around a further 7,000 on-street Pay and Display spaces are available in and around the City Centre. Parking charges have been steadily increasing in the city in recent years and are now £2.00 for two hours in Council off-street car parks.

Indicator 30: 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
2012	1,232	4,347	7,000	12,579
2013	1,559	4,648	7,000	13,207
% change on 2007 baseline	-30%	+107%	0%	+15%

Source: Aberdeen City Council website

Indicator 31: 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 peak daily ticket on First bus.

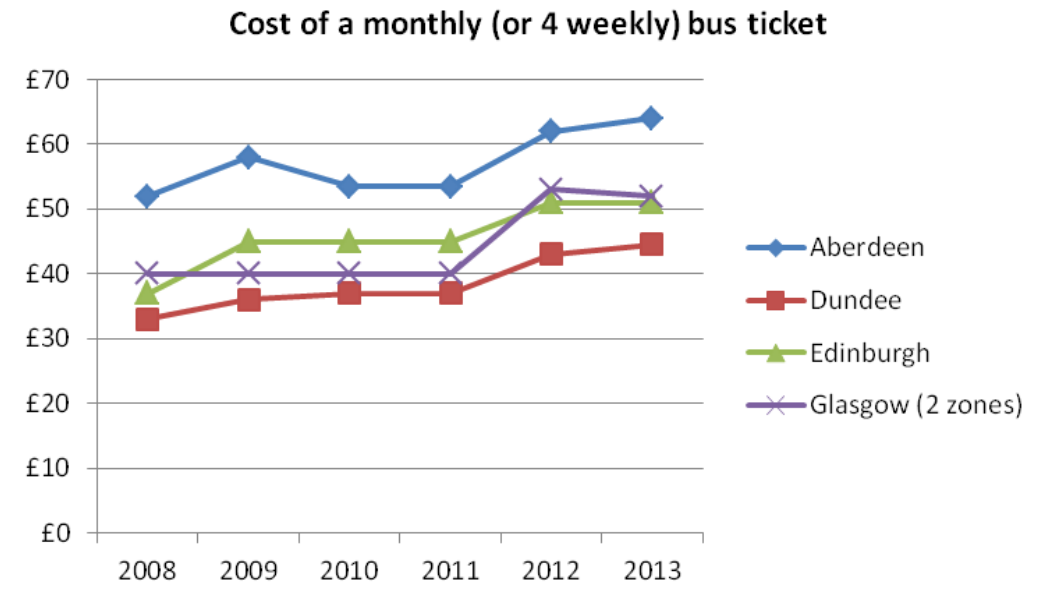


% change in cost on 2007 base	Cost of 2 hrs parking: +67%	Cost of bus day ticket: +34%

Target: *To reduce the differential between the cost of parking and bus travel to a factor of no more than 1.5 by 2021.*

Source: Aberdeen City Council and First Aberdeen

Indicator 32: To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.



% change on 2008 baseline	Aberdeen: +23%	Dundee: +35%	Edinburgh: +38%	Glasgow: +30%

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

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 and this was maintained in 2010. In 2011, there was a reduction in fatalities and slight casualties compared to 2010 but a slight increase in the number of serious casualties.

Indicator 33: The number of casualties in road traffic collisions

2001-05 average: Baseline

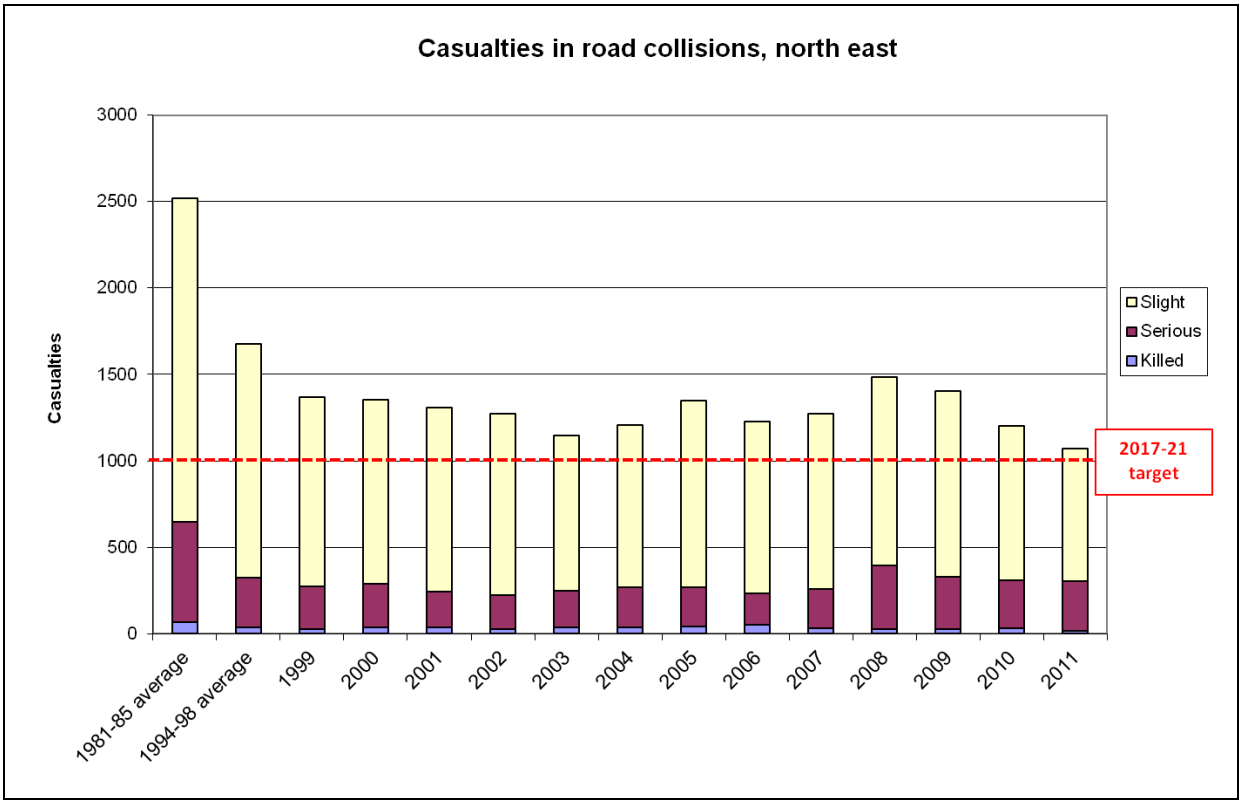
	Fatal	Serious	Slight	All
Aberdeen	6.4	70	402	479
Aberdeenshire	31.2	148	605	784
North east	37.6	218	1,007	1,263

(All severities - reduction of 24.6% on 1994-98 average)

2007-2011 average

	Fatal	Serious	Slight	All
Aberdeen	5	91	379	475
Aberdeenshire	22	202	439	816
North east	27	293	818	1,291
% Change since 2005-09	-6%	+3%	-18%	-3%

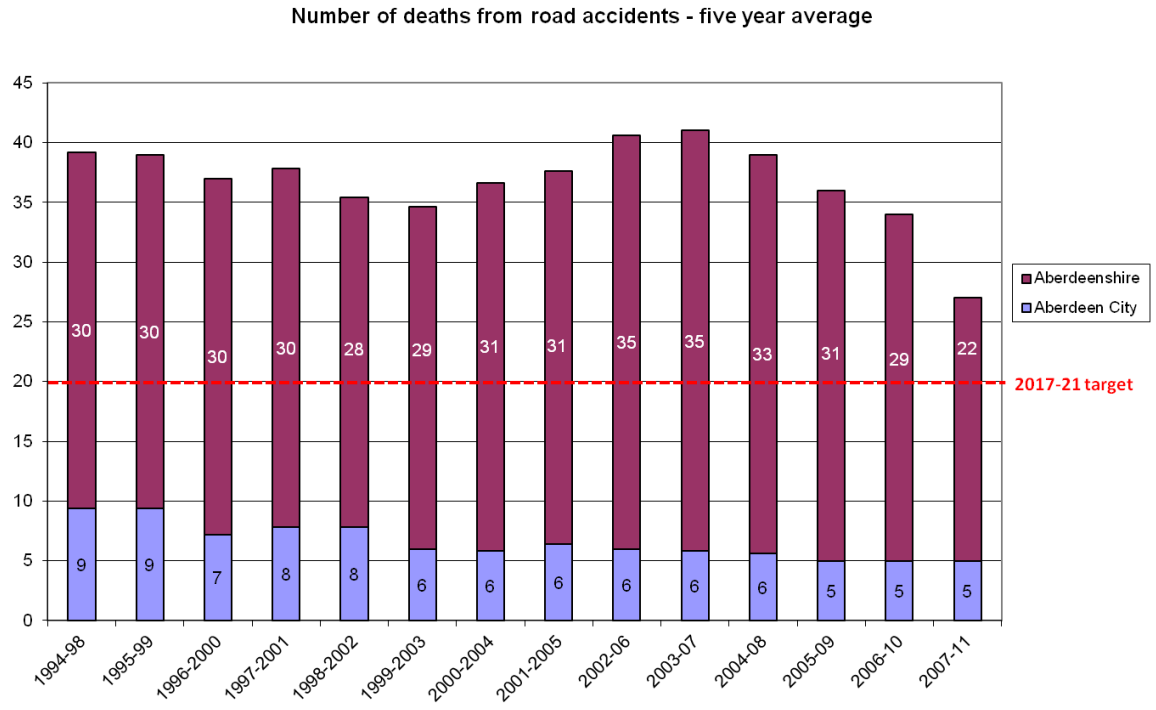
At the time of update, the 2010 data was provisional



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.

Source: Road Casualties Scotland

Indicator 34: The number of deaths in road traffic collisions



% change on 2001-05 baseline	Aberdeen City: -22%	Aberdeenshire: -29%	North East: -28%

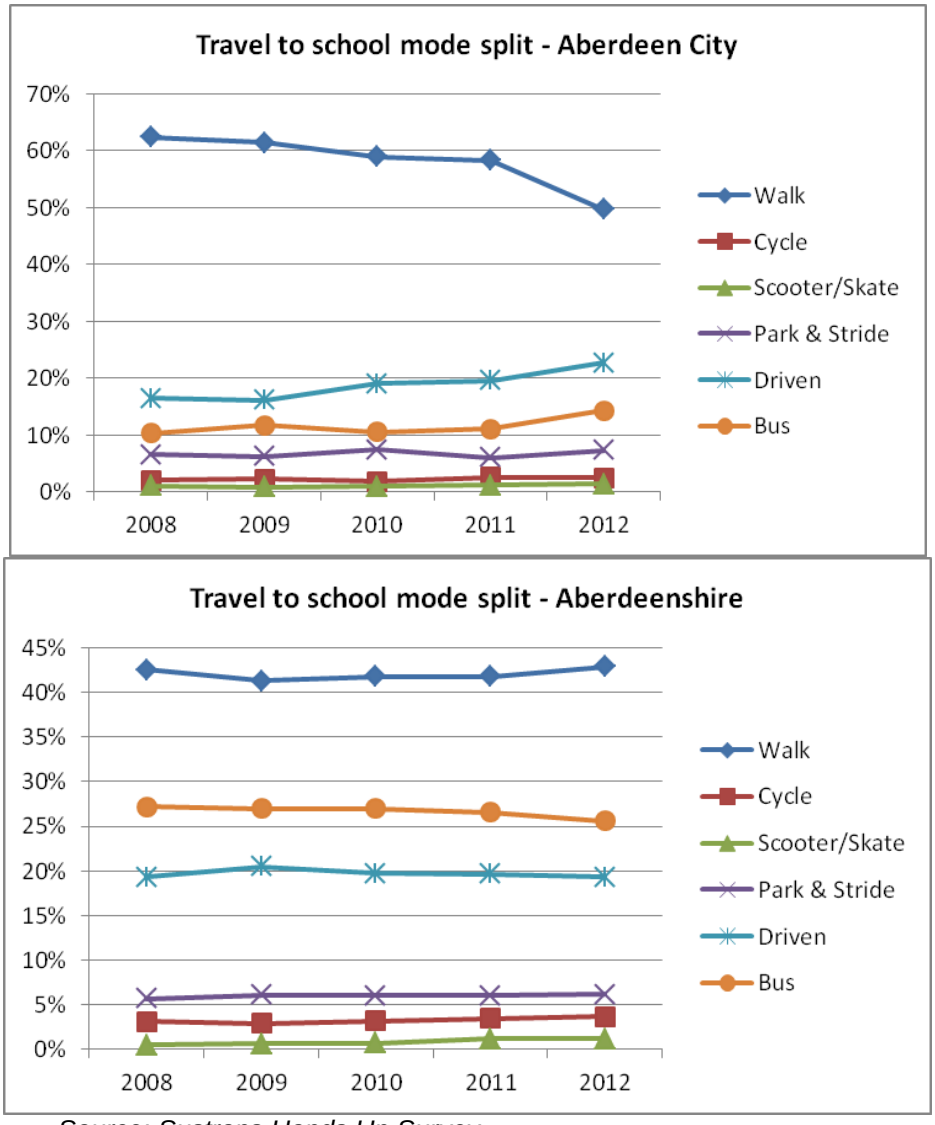
Target: To reduce deaths from road traffic collisions by at least 50% of 2001-05 average to less than an average of 20 per year by 2017-21.

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, 51% of pupils in full-time education at school usually walked to school in 2009/10, 2% cycled, 27% took a school bus or other bus service, with 20% being driven and 1% using other modes. These figures show that the proportion of children cycling and walking to school over the period 2003-04 to 2009-10 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. Since 2007/08 Aberdeen City has seen an increase in children walking and cycling to school and a reduction in children travelling by car. Aberdeenshire however has seen a reduction in children travelling by car and walking and an increase in those travelling by bus.



Source: Sustrans Hands Up Survey

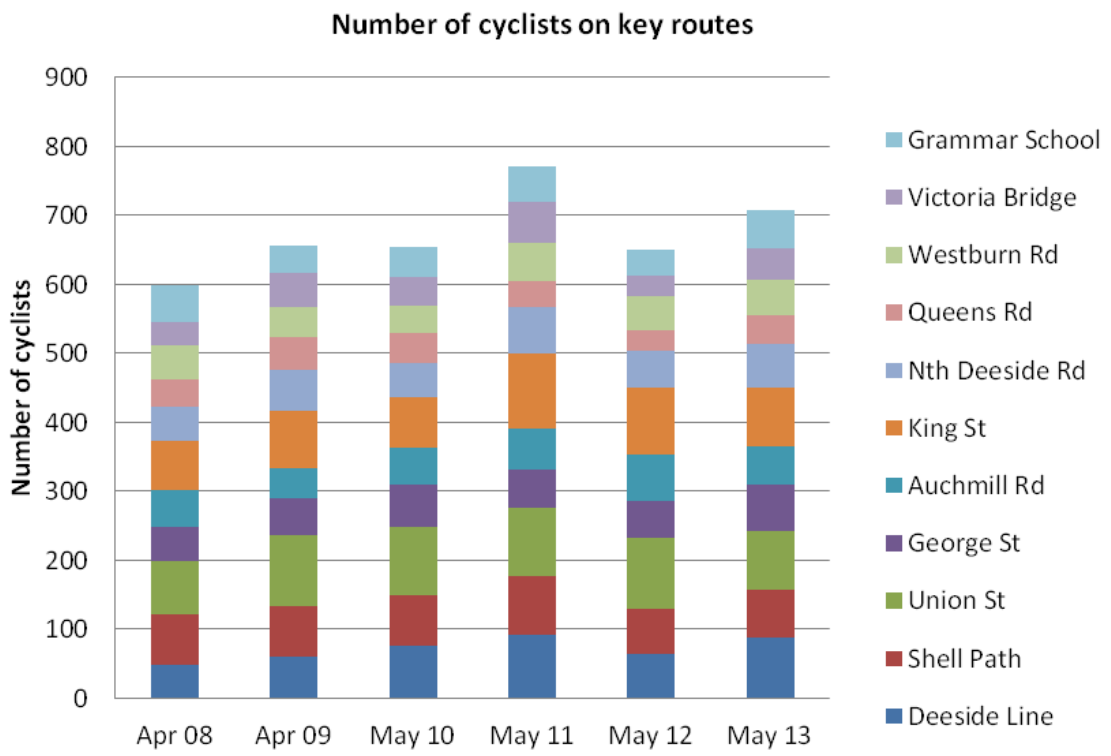
Indicator 35: The proportion of children travelling actively to school (walking or cycling).									
	Walking			Cycling			Scooter/Skate		
	City	Shire	NE	City	Shire	NE	City	Shire	NE
2008	62%	43%	**53%**	2%	3%	**3%**	1%	1%	**1%**
2009	61%	41%	**51%**	2%	3%	**3%**	1%	1%	**1%**
2010	59%	42%	**50%**	2%	3%	**3%**	1%	1%	**1%**
2011	58%	42%	**50%**	3%	3%	**3%**	1%	1%	**1%**
2012	50%	43%	**46%**	3%	4%	**3%**	1%	1%	**1%**
% point change since 2003/04 baseline	-12% points	=	**-7% points**	+1% point	+1% point	**=**	**=**	**=**	**=**
Target: *To increase the proportion of children walking and cycling to school to at least 60% by 2021.*									

Source: Sustrans Hands Up Surveys

Cycling

Aberdeen Cycle Forum undertake an annual cycle count survey at 11 points across the city. This has shown a 23% increase in the number of people cycling during the AM peak since 2008. The most significant increase has been seen on the Deeside line which has seen significant investment and improvement in recent years.

Indicator 36a : Number of cyclists on key routes in morning peak – Aberdeen City (7:30-9:00am).



Percentage change since 2008	+23%

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

Source: Aberdeen Cycle Forum

Indicator 36b : Number of cyclists on key routes in morning peak – Aberdeenshire.

	2009	2010	2011	2012	% change since 2009
Westhill (total of 2 monitoring sites	9	11	17	Awaiting data	
Peterhead (total of 3 monitoring sites		30	59		
Insch Path	Awaiting data				
Percentage change since 2009					

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

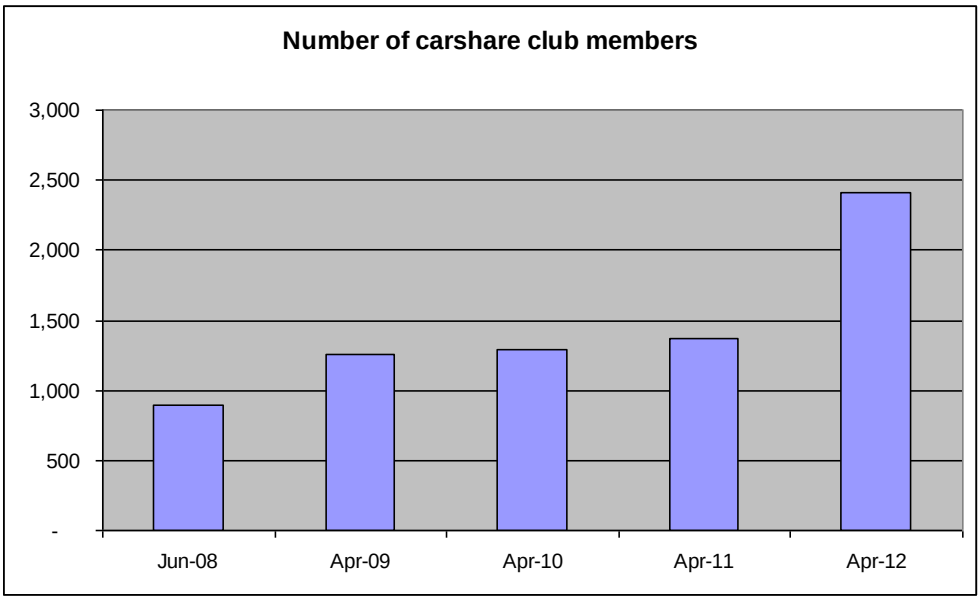
Source: Aberdeenshire Council

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 37 : 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%
2012	2,415	796	2,205	4,387,946	69%
2013	2,486	361	2,240	4,043,213	66%
% change on 2008 baseline	+177%		+634%		-11% points
Target: To increase participation in the Nestrans car share scheme by 2021, to at least 5,000 members (saving at least eight million miles per year).					

Source Nestranscarshare.com



Indicator 38: Number of car club members				
	Number of cars in the fleet	**Number of members (organisations & individuals**	**Number of drivers**	**% utilisation of the vehicles**
2012/13	12	104	395	20%
Target: To increase the number of drivers to over 1,000 by 2021, maintaining and increasing utilisation of vehicles and to extend the car club scheme beyond Aberdeen				

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.

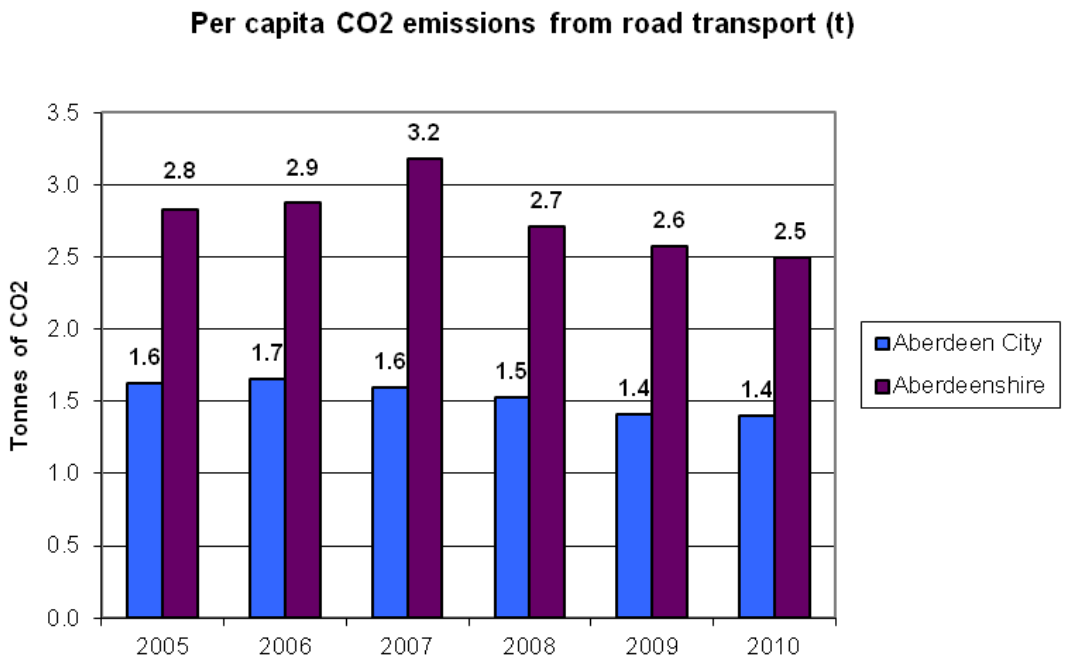
Carbon Emissions

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.

In 2010, road transport accounted for 19% of total carbon dioxide emissions from road transport, industry and commercial and domestic sources in Aberdeen City and 30% in Aberdeenshire. This proportion has remained relatively static since 2005.

Indicator 39: Carbon Dioxide emissions from road transport



% per capita reduction since 2005	Aberdeen City -14%	Aberdeenshire -12%	North East -12%

Target: To reduce the CO2 emissions from road transport in the north east by at least 1% per year.

Source: Department of Energy and Climate Change

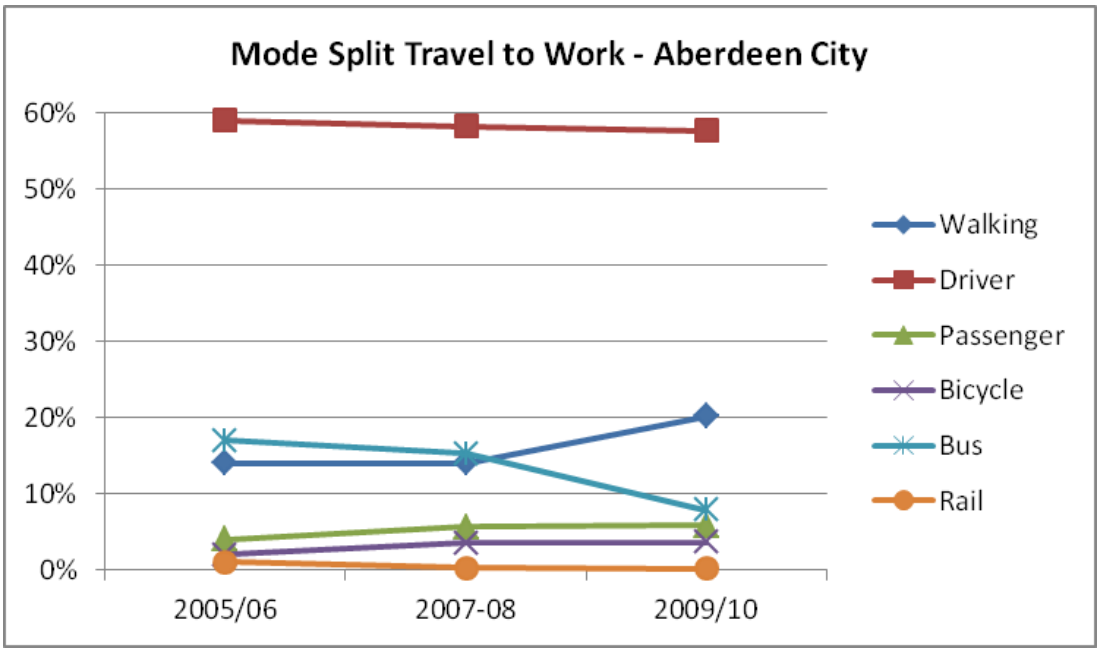
Strategic Objective 3: Environment
Operational Objective 1: To reduce the proportion of journeys made by cars and especially by single occupant cars.

Travel to work

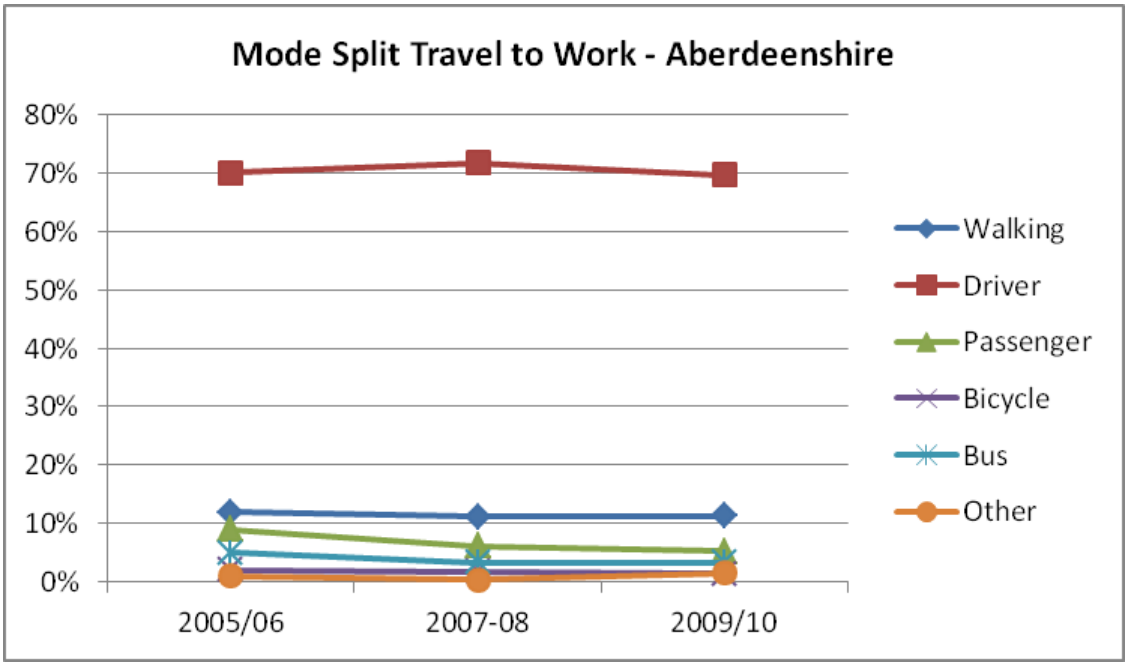
Two-thirds drive to work

Across the north east in 2009-10 some 64% 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 70% 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 which has been maintained into 2009/10. Levels of walking in Aberdeen have also significantly increased from 14% in 2007-08 to 20% in 2009-10. This has however been mirrored by a similar decline in bus use over the same period. Levels of walking and bus use in Aberdeenshire have remained static during this period.



Source: Scottish Household Survey Travel Diary Results



Source: Scottish Household Survey Travel Diary Results

Indicator 40: The proportion of travel to work journeys by modes other than car driver.

% points change on 2003/04 baseline	Aberdeen City: +2 %points	Aberdeenshire: = %points	North East: = %points

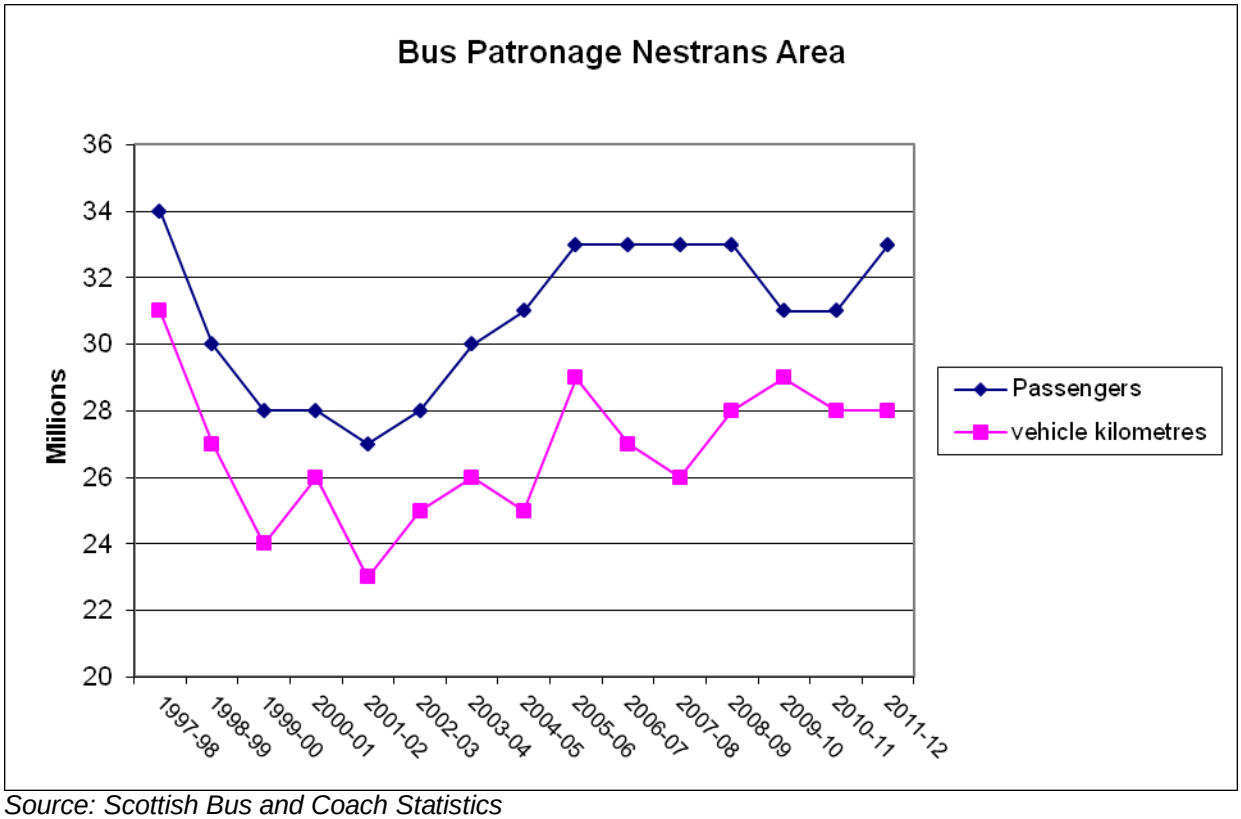
Target: *To increase the proportion of travel to work journeys by modes other than car driver to 40% across the north east by 2021.*

Source: Scottish Household Survey Travel Diary Results

Bus Usage

Trends in bus passenger boardings and vehicle kilometres on local bus services in the Nestrans region are shown in the graph below up to 2007/08. 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%. The format in which the data is published now no longer enables this comparison. Due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped into larger geographical areas. .



Source: Scottish Bus and Coach Statistics

Indicator 41: The number of people using buses in the north east.			
	Bus Passenger Boardings		
	Nestrans area	**North East, Tayside & Central**	**North East as a % of NE, Tayside & Central**
2005/06	33 million	68 million	49%
2006/07	33 million	65 million	51%
2007/08	33 million	68 million	49%
Note: *due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped differently in the Bus and Coach Statistics publication as information can only be made available at higher geographical areas. The North East is now part of the North East, Tayside & Central region. Although the figures are of less relevance, they are still presented below to illustrate the trend. Based on preceding years data an assumption has been made that the north east accounts for around 50% of this wider grouping and this has been applied to estimate a north east figure.*			
2008/09	66 million = approx. 33 million in the north east		
2009/10	61 million = approx. 31 million in the north east		
2010/11	62 million = approx. 31 million in the north east		
2011/12	65 million = approx. 33 million in the north east		
Target: *To increase the number of bus passenger journeys to at least 57 million passengers By 2021 (38 By 2011).*			

Source: Scottish Bus and Coach Statistics

Indicator 42: Local bus services - vehicle kilometres			
	Bus vehicle kilometres		
	Nestrans area	**North East, Tayside & Central**	**North East as a % of NE, Tayside& Central**
2005-06	29 million	56 million	52%
2006/07	27 million	56 million	48%
2007-08	26 million	51 million	51%
Note: *due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped differently in the Bus and Coach Statistics publication as information can only be made available at higher geographical areas. The North East is now part of the North East, Tayside & Central region. Although the figures are of less relevance, they are still presented below to illustrate the trend. Based on preceding years data an assumption has been made that the north east accounts for around 50% of this wider grouping and this has been applied to estimate a north east figure.*			
2008/09	55 million = approx. 28 million in the north east		
2009/10	58 million = approx. 29 million in the north east		
2010/11	55 million = approx. 28 million in the north east		
2011/12	56 million = approx. 28 million in the north east		
Target: *To maintain bus vehicle kilometres at 29 million by 2021*			

Source: Scottish Bus and Coach Statistics

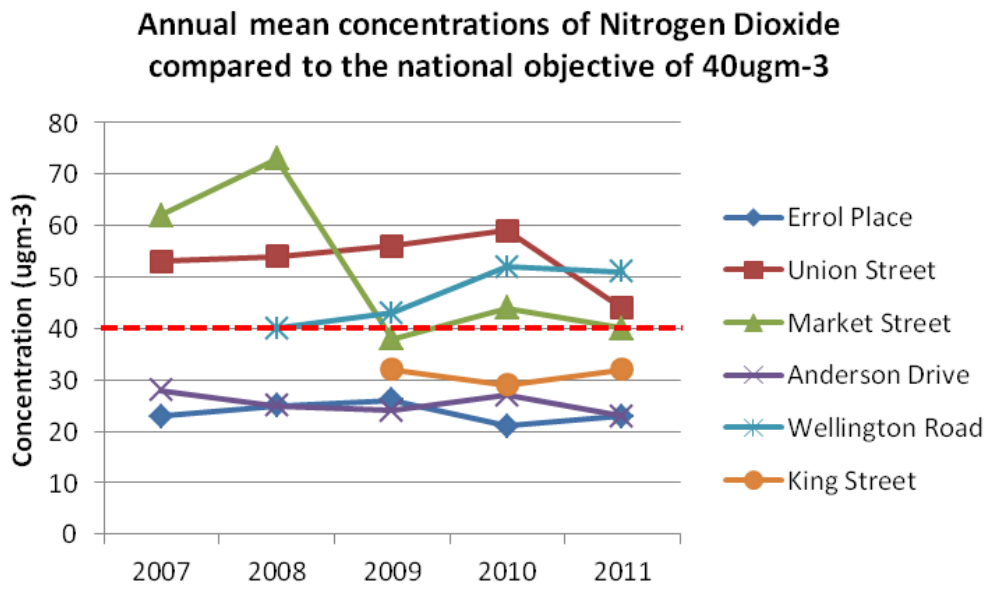
Strategic Objective 3: Environment
Operational Objective 2: To reduce the environmental impacts of transport, in line with national targets

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 reducing emissions to within European-defined maximum levels.

Monitoring stations are in place at six locations and provide data on the current situation as well as annual average concentrations of pollutants.

Indicator 43: The average atmospheric concentration of nitrogen dioxide

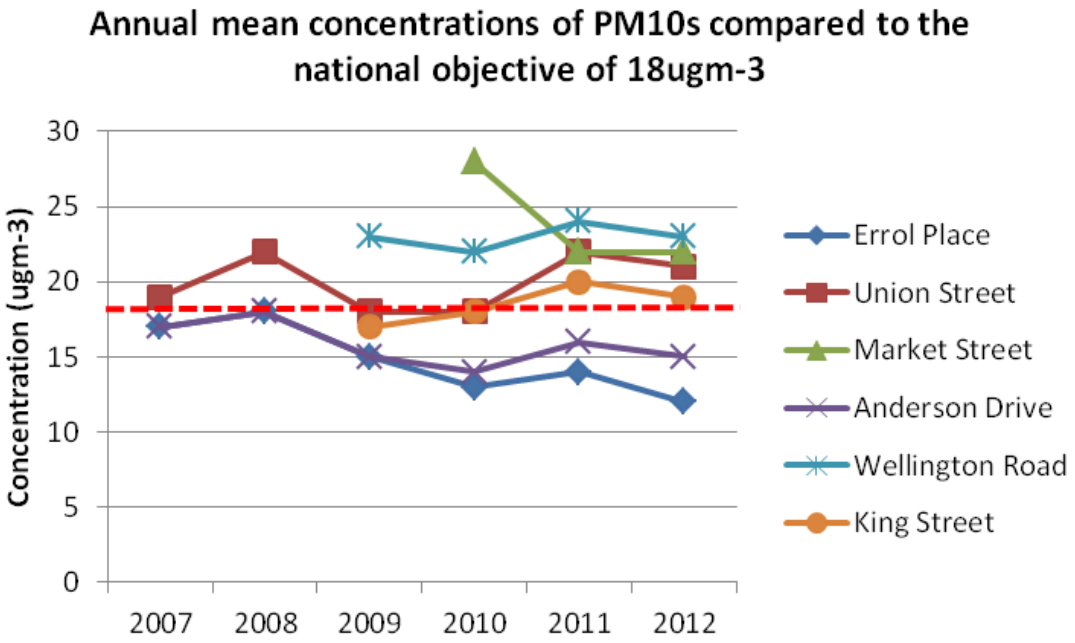


Target: *To reduce the levels of identified pollutants and meet national and European legislation on pollutants (AQMA in Aberdeen City Centre).*

Note: The Market Street site ceased operation in October 2008 due to development of adjacent land and was relocated in 2009. This is the reason for the sharp reduction shown in 2009, rather than a significant reduction in emissions.

Source: www.scottishairquality.co.uk and Aberdeen City Council Air Quality Updating and Screening Report 2012

Indicator 44: The average atmospheric concentration of particulates (PM10s)



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

Source: www.scottishairquality.co.uk and Aberdeen City Council Air Quality Updating and Screening Report 2012

Strategic Objective 3: Environment
Operational Objective 3: To reduce growth in vehicle kilometres travelled.

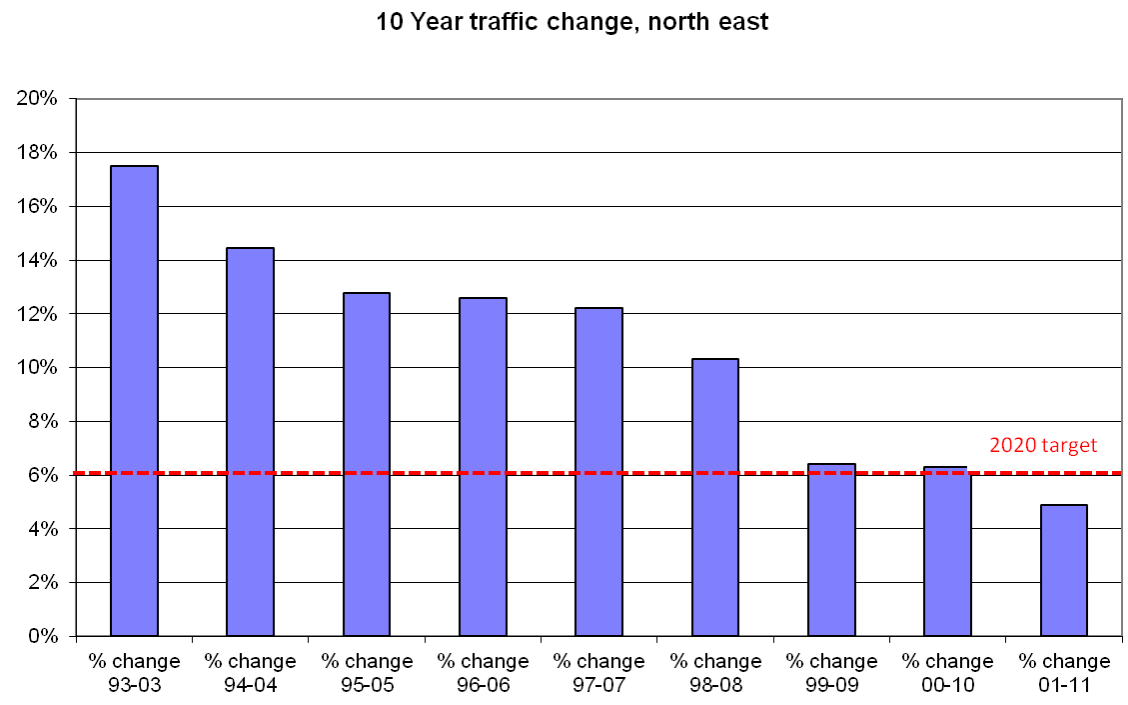
Traffic in the north east

In 2011, traffic within the north east travelled a total of 3.98 billion kilometres (2.47 billion miles), some 9.2% of all traffic in Scotland. In Aberdeen there was 1.297 billion kilometres (0.818 billion miles) travelled, a reduction of 4% on 2005, and in Aberdeenshire 2.683 billion kilometres (1.117 billion miles), a reduction of 0.5% on 2005.

Traffic levels are now slightly less than in the baseline year of 2005.

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 2011, however, this has reduced to less than 6%.

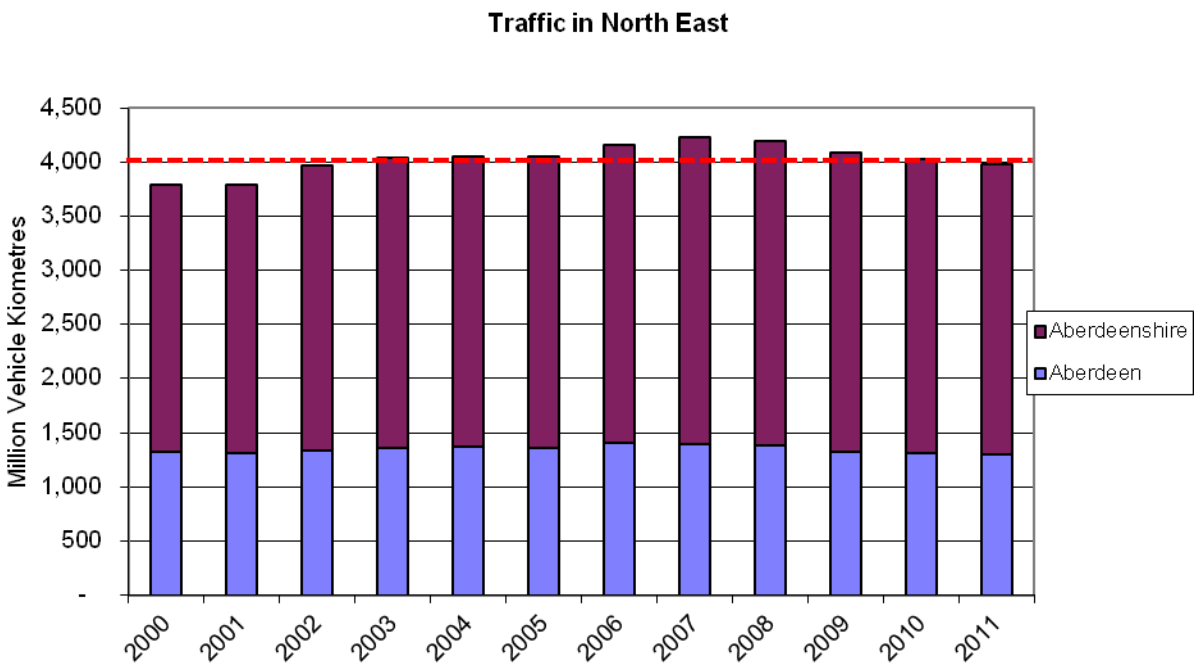
Indicator 45: Growth in vehicle kilometres travelled in the north east in the preceding decade.



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 46: Distance travelled by vehicles in the north east



% change on 2005 baseline	Aberdeen City: -4.4%	Aberdeenshire: -0.5%	North East: -1.8%

Target: To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021.

Source: Scottish Transport Statistics

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

The north east's road network consists of 6,567 kilometres (4,080 miles), around 11.8% of Scotland's total road network, an increase of 108 kilometres on 2005. The Trunk and A class roads, however, despite making up just 14.5% of the region's roads carry 54.2% of all traffic. Local authority roads carry 45.8% of traffic.

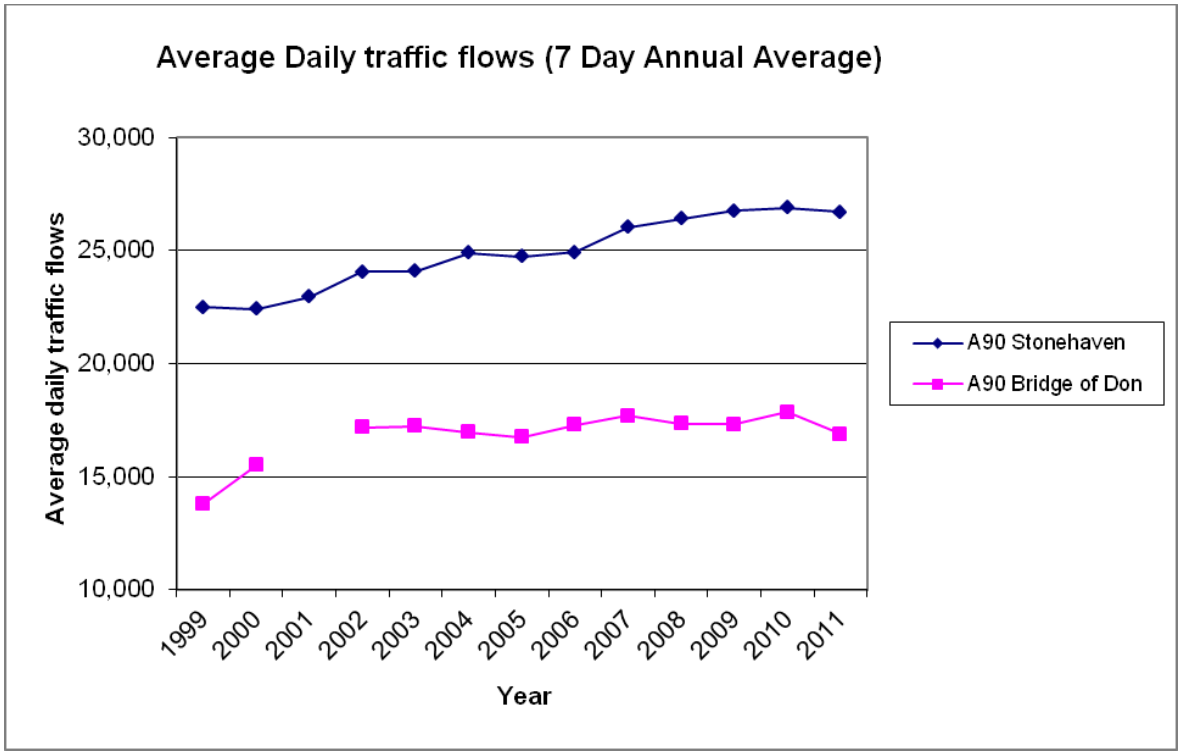
Road Lengths and Traffic, north east 2011

		Transport Scotland		Local Authority Roads		TOTAL
		Motorway	Trunk	A Class	Minor	
Road lengths (kilometres)	Aberdeen	0	24	58	855	937
	Aberdeenshire	0	187	687	4,756	5,630
	North east	0	211	745	5,611	6,567
Traffic (million kilometres)	Aberdeen	0	258	340	699	1,297
	Aberdeenshire	0	823	737	1,123	2,683
	North east	0	1,081	1,077	1,822	3,980

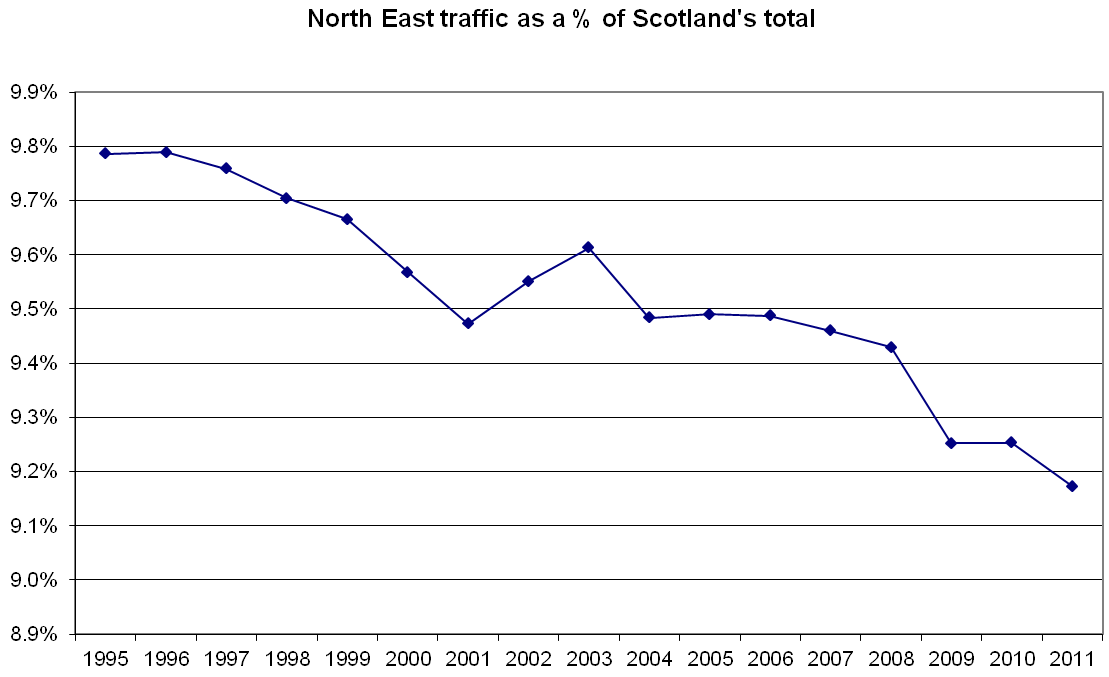
Source: Scottish Transport Statistics 2012

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 2011 (-7%).

The 7-day average two-way daily flow on the A90 at Stonehaven in 2011 was 26,704 and on the A92 Bridge of Don 16,875 (increases of 8% and 1% on 2005 figures respectively). HGV traffic accounts for 12% of traffic at Bridge of Don a reduction from 18% in 2009 (Source: Scottish Transport Statistics).



Indicator 47: Traffic in north east as a percentage of Scotland's traffic



% change on 2005 baseline	Traffic in the North East: -2%	Total Scottish Traffic: +2%	North East as a % of Scotland: -0.3% points

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.

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 48: 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%
2011	88%	91%	99.7%	99.8%
2012	94%[7]	91%	99.7%	99.5%

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.*

[7] First in Aberdeen provide punctuality data from their real time information system and are therefore able to provide figures from a much larger sample size of information than Stagecoach who currently base figures on manual monitoring exercises.

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

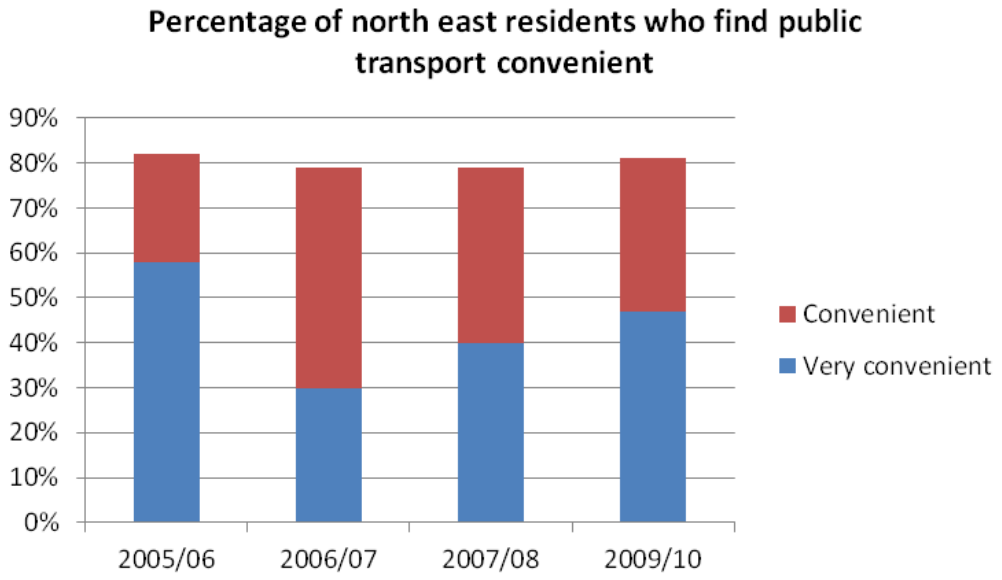
Indicator 49: The ability to transfer from one transport company to another with minimum hassle and using a single ticket	
2013 update	A regional fares and ticketing strategy has been adopted which includes a number of actions relating to the development of integrated and smart ticketing. A multi-operator ticketing agreement is being developed in the hope of implementing a multi-operator travel card on a zonal basis across the region. The Councils are working in partnership with Transport Scotland on a pilot smart ticketing project on Bain's Coaches service 52. It is proposed that infrastructure and lessons learned will inform the development of other smart ticketing products in partnership with bus operators.
Target: *To implement an integrated ticketing scheme including multi operators within the north east by 2017*	

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

Since 2005/06, there has been a reduction in the proportion of people who find public transport 'very convenient' although this has been matched by a similar increase in the proportion of people stating that it is 'convenient'.

Indicator 50: The percentage of north east residents who find public transport convenient



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

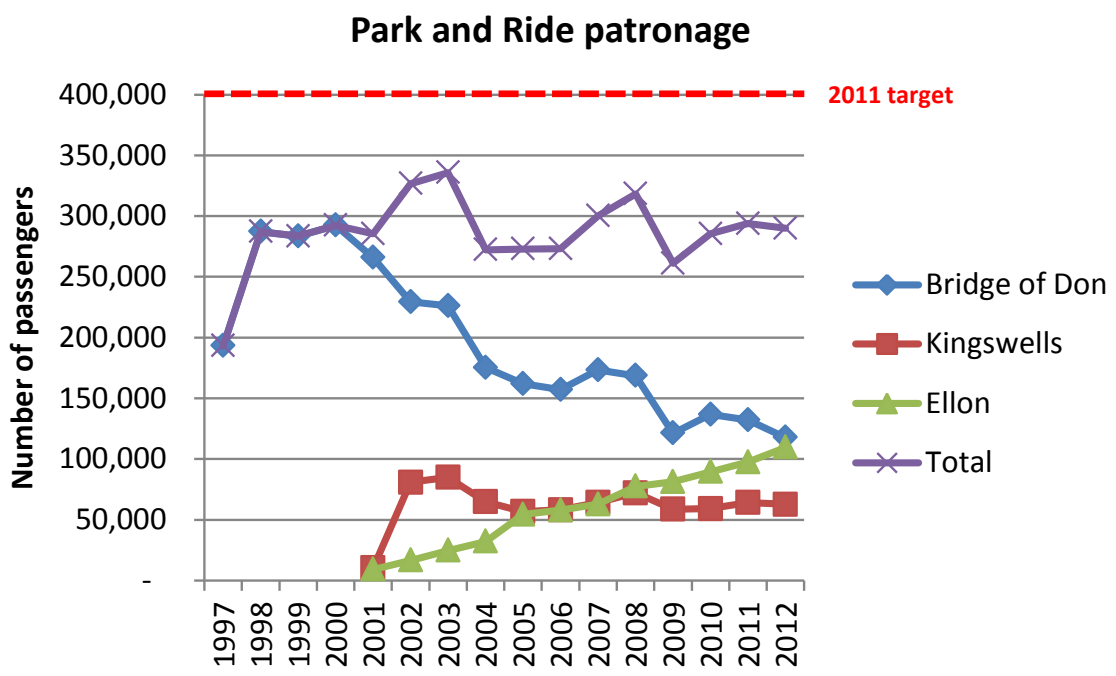
More detailed analysis of passenger satisfaction with bus services in the North East is available through the annual Bus Satisfaction Survey which is available on the Nestrans website.

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.

Following a decline in patronage at Bridge of Don and Kingswells in 2009, 2010 showed a slight return to growth, however the decline has continued into 2011 and 2012 with levels at Bridge of Don now at their lowest point. Patronage at Ellon park and ride has continued to grow meaning that overall, total park and ride users has remained relatively static.

Indicator 51: The number of people using Park & Ride sites in the north east annually



Percentage change on 2011 – 2012	Bridge of Don	Kingswells	Ellon	Total
	-11%	-2%	+13%	-1%

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

KC May 2013