nestrans

Regional Transport Strategy Monitoring Report

September 2016

1. Introduction

This Monitoring Report provides information and background data to support the development of the Regional Transport Strategy (RTS), first produced in 2008 and a refresh as approved by Scottish Ministers in 2014. This is the eighth annual monitoring report and provides information against a total of 48 monitored indicators of which 35 have targets set against them.

This monitoring report is designed to show progress against the objectives of the RTS which is delivered by Nestrans and its partners. It should be noted that it may take many years for the strategy to decisively influence most indicators, but it is Nestrans' intention to maintain regular monitoring of its targets and indicators. Nestrans itself may have limited influence over delivery against of some of the indicators however as the delivery of the RTS as a whole relies on the work of many partners, it is important to understand the wider progress and trends across the region.

This report seeks to provide information and consider appropriate indicators for taking the RTS forward. In particular, it contains SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) targets to be refined as part of the Delivery Plan. Targets, where possible, relate back to the strategy's identified objectives and therefore the indicators too relate to objectives and the strategy's 21 strands.

The objectives of the Regional Transport Strategy are as follows:

Economy	
1	To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality. a) To make the movement of goods and people within the north east and to/from the area more efficient and reliable. b) To improve the range and quality of transport to/from the north east to key business destinations. c) To improve connectivity within the north east, particularly between residential and employment areas.
Monitored by indicators:	

1	**2**	**2**	**3**	**4**	**7**	**8**	**9**	**10**	**11**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**42**

Accessibility, Safety and Social Inclusion	
2	To enhance choice, accessibility and safety of transport for all in the north east, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited. a) To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car. b) To reduce the number and severity of traffic related casualties and improve personal safety and security for all users of transport. c) To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents.
Monitored by indicators:	
2 **23** **27** **28** **33** **34** **35** **39** **41** **42** **43** **44**	

Environment	
3	To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate, noise and air quality. a) To reduce the proportion of journeys made by cars and especially by single occupancy cars. b) To reduce the environmental impacts of transport, in line with national targets. c) To reduce growth in vehicle kilometres travelled.
Monitored by indicators:	
3 **5** **6** **23** **31** **32** **36** **37** **38** **40** **42** **45** **46** **47**	
Spatial Planning	
4	To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east. a) To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling. b) To encourage integration of transport and spatial planning and improve connections between transport modes and services. c) To enhance public transport opportunities and reduce barriers to use across the north east, especially rural areas. d) To ensure that all new developments and transport infrastructure improvements give consideration to and make provisions for pedestrians and cyclists as an integral part of the design process.
Monitored by indicators:	
1 **3** **24** **25** **26** **29** **30** **40** **42**	

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 highlighted in grey; those with no target are not highlighted.

In the 2016 monitoring report, there are 48 indicators identified 39 have at least one target set against them. Using the most up-to-date data available, the following results can be summarised:

	2016
Indicators on target	21
Indicators with *some success*	14
Indicators moving in the **wrong direction**	6
Indicators with no data available or target set	12

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 in December) and the 'Scottish Household Survey' (published bi-annually in August). 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 local authority and Community Planning Partnerships' outcomes. 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.

2. Index of Indicators

	Target	2016
Rail		
1	Number of rail stations in the North East and population with access to a station	*Some success* *Some success*
2	Number of rail services per week (with typical journey times) from Aberdeen to key destinations.	*Some success* **Wrong direction**
3	Number of passengers per year through north east stations	On target
4	Number of passengers per year through north east stations and proportion of all Scotland's rail patronage	On target
Road		
5	Distance travelled by vehicles in the north east	*Some success*
6	Growth in vehicle kilometres travelled in the north east in the preceding decade	On target
7	Traffic in north east as a percentage of Scotland's traffic	No target set
8	Composition of motorised traffic on north east roads	No target set
Air		
9	Number of passengers through Aberdeen Airport	*Some success*
10	Proportion of Scotland's air passengers using Aberdeen Airport	On target
11	The number of destinations served direct from Aberdeen Airport	On target
12	Proportion of passengers through Aberdeen Airport using bus / rail	On target
Maritime		
13	Number of ferry services from north east ports (with typical journey times)	On target On target
14	Number of passengers carried on ferry services to the Northern Isles	*Some success*
Freight		
15	The proportion of goods to, from or within the north east (excluding oil and gas) moved by mode	No update available
16	The volume of goods through the north east's major ports	*Some success*
17	Number of countries with shipping services from north east ports	*Some success*
18	The volume of goods to or from the region carried by air freight	No target set
19	The volume of goods to or from the north east carried by Heavy Goods Vehicle	No target set
20	Number of permanent restrictions affecting trunk routes in or to/from the north east	On target
21	The volume of goods to or from the region carried by rail freight	No update available
Coach		
22	Number of coach services per week from the north east direct to key locations	On target
Bus		
23	The number of people using buses in the north east	**Wrong direction**
24	The percentage of north east residents who find public transport convenient	On target
25	The percentage of north east residents who were satisfied	*Some success*

	with public transport	
26	Punctuality and reliability of buses	On target *Some success*
27	The price of car parking in Aberdeen city centre relative to bus fares	On target
28	The cost of a monthly bus ticket in Aberdeen compared with other Scottish cities	No target set
29	The number of people using park and ride sites in the north east	**Wrong direction**
30	The ability to transfer from one transport company to another with minimum hassle and using a single ticket	On target
Cycling and Walking		
31	Number of cyclists on key routes in Aberdeen in the morning peak	On target
32	Total number of cyclists recorded on key routes – Aberdeenshire	Trend yet to be established
Mode Split and Personal Travel		
33	The proportion of households in the north east without access to a car or van	No target set
34	The number of blue badge holders in the north east	No target set
35	The proportion of taxis which are capable of carrying wheelchairs	*Some success*
36	The proportion of travel to work journeys by modes other than car driver	On target
37	The proportion of children travelling actively to school	**Wrong direction**
38	Number of participants in the Getabout car share scheme	On target
39	Number of car club members	On target
Journey Times and Congestion		
40	The percentage of driver journeys delayed due to congestion	**Wrong direction**
41	Average journey speeds by car and public transport	*Some success* **Wrong direction**
42	Typical journey times by road to and from Aberdeen city centre	No target set
Road safety		
43	The number of casualties in road traffic collisions	On target
44	The number of deaths in road traffic collisions	On target
Environment		
45	Carbon Dioxide emissions road transport	On target
46	The average atmospheric concentrations of nitrogen dioxide	*Some success*
47	The average atmospheric concentrations of particulates	*Some success*
48	The number of Noise Management Areas	Trend yet to be established

3. Population

The population of the Nestrans area at the time of the 2011 Census was **475,766** – an increase of 36,770 since 2001 (a rise of 8.4% in ten years). Table 1 shows the population, number of households and area of the region at 2011. All of these approximate between 8 and 9% of Scotland as a whole.

Table 1: Population, Households and Area 2011

	Population	Number of households	Area (sq km)	Area (sq miles)
Aberdeen City	222,793	103,371	186	72
Aberdeenshire	252,973	104,714	6,313	2,437
North East	475,766	208,085	6,499	2.509
SCOTLAND	5,295,403	2,372,222	77,925	30,087
NE as % of Scotland	9.0%	8.8%	8.3%	8.3%

Source: Scotland's Census 2011, National Records of Scotland

4. Rail

There are currently eight railway stations in the north east. This has increased from seven with the opening of Laurencekirk station in May 2009. Progress is now being made towards the opening of a new station at Kintore and this project is now contained within Network Rails funding period 2014-19 with delivery anticipated by the end of this period.

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 baseline	7	81,550 (19%)	230,986 (53%)
2012	8	95,259 (20%)	254,431 (53%)
Target 1a: *To open a new railway station in the north east every three years, to a total of 12 by 2021*			
Target 1b: *To increase the proportion of the north east population with access to a station to at least 25% within 1.6km and at least 60% within 5 km by 2021.*			

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 (average journey times)	**2007** **Baseline**	19 (7hrs 02)	7 (10hrs 24)	124 (2hrs 25)	102 (2hrs 33)	232 (1hr 11)	59 (2hrs 15)	95 (0hrs 25)
	2012 **(5 yrs)**	21 (7hrs 11)	6 (10hrs 05)	117 (2hrs 29)	96 (2hrs 40)	231 (1hr 12)	71 (2hrs 16)	131 (0hrs 23)
	2016	26 (7hrs 7)	6 (10hrs 4)	118 (2hrs: 31)	106 (2hrs 41)	230 (1hr 13)	71 (2hrs 16)	143 (0hrs 23)
	2012 & 2016 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 2a: *To increase the number of rail services to key destinations by 10% every five years (i.e. services from Aberdeen to six key destinations totalling 775 services per week by 2021).*

Target 2b: *To have shorter rail journey times to key destinations, reduced by at least 10% by 2021 (i.e. Aberdeen-London <6hrs 30; Aberdeen-Edinburgh <2hrs 10; Aberdeen-Glasgow <2hrs 20; Aberdeen-Inverness <2hrs).*

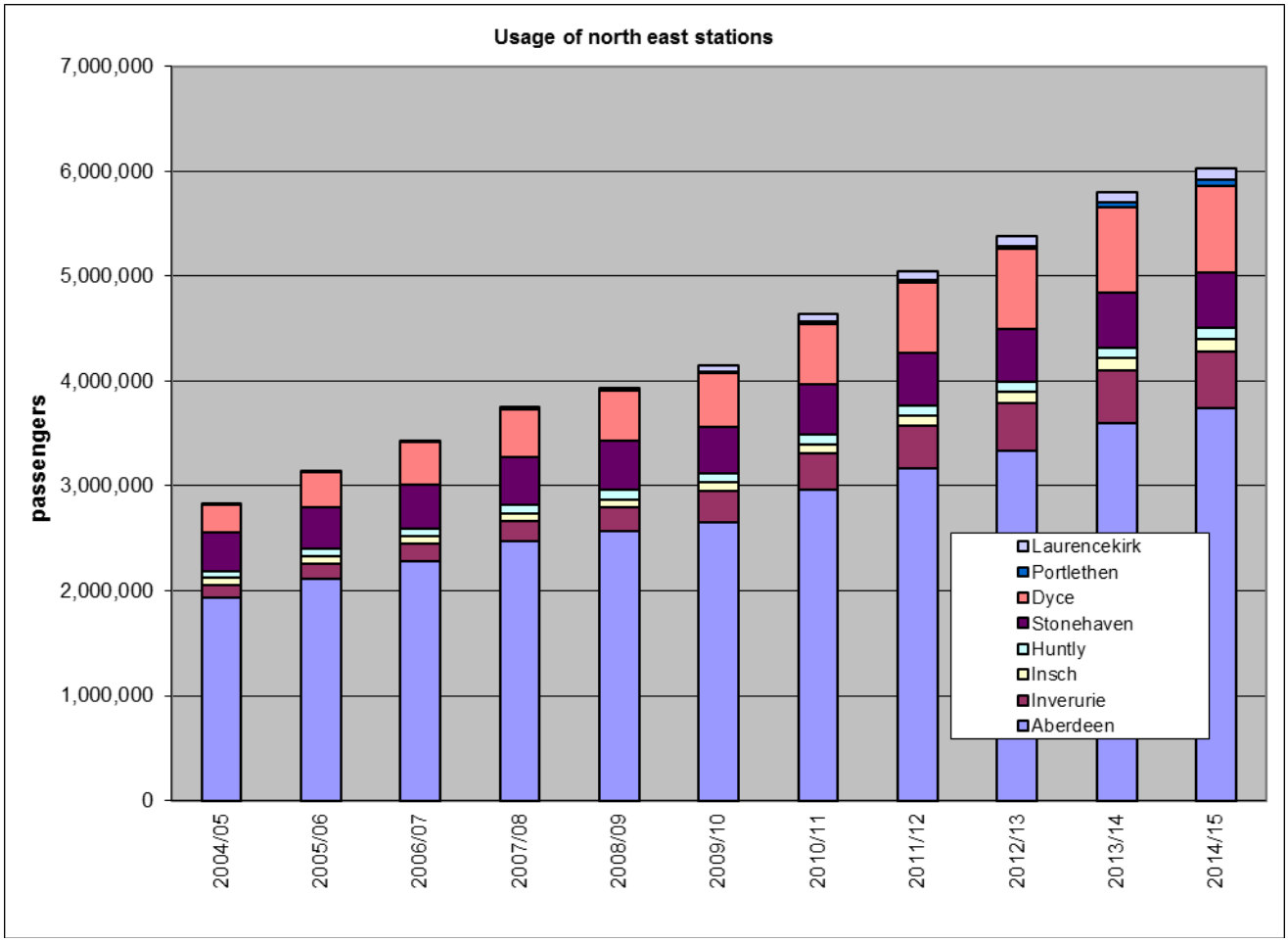
Source: Rail timetables

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

	Aberdeen	Dyce	S'haven	Inverurie	Insch	L'kirk	Huntly	P'lethen	TOTAL
2010/11 **Baseline**	2,964,302 (5^{th})	579,660 (59^{th})	482,722 (74^{th})	345,790 (99^{th})	86,854	73,594	90,010	18,382	**4,641,314**
2014/15	3,742,646	823,866	534,892	534,462	122,404	112,914	104,534	57,152	**6,032,870**
% change from baseline	**+26%**	**+42%**	**+11%**	**+55%**	**+41%**	**+53%**	**+16%**	**+211%**	**+30%**

Target 3a : to increase passenger numbers through the north east's railway stations by 50% by 2021 on 2010/11 figures

Source: Office of the Rail Regulator and Scottish Transport Statistics



It is estimated that 2.98 million rail journeys were made to, from or within the north east in 2014/15, with one million into and out of the region and 813,000 internal trips. In total, these trips cover an estimated 235 million miles.[1]

Indicator 4 : Total number of passengers per year through North East stations and proportion of all Scotland's rail patronage*

	North East all stations	Total number of passengers through Scottish stations	NE as % of Scotland
2010/11	4,641,000	164,341,000	2.8%
2011/12	5,048,000	166,646,000	3.0%
2012/13	5,382,000	171,476,000	3.1%
2013/14	5,803,000	173,356,000	3.4%
2014/15	6,033,000	183,472,000	3.3%
% change from 2010/11 to 2013/14	**+30%**	**+12%**	

Target 4: To increase passenger numbers through the north east's railway stations as a proportion of Scotland's rail patronage to at least 4% by 2021.

*Note that a journey within Scotland will involve at least two stations (i.e. an entry and exit, plus any changes or transfers) so total number of passenger journeys is less than half total number of passengers through stations.

[1] Reference: Estimated using data from the Scottish Transport Statistics

Road

Road Lengths (Kilometres) 2014/15

		Transport Scotland		Local Authority Roads		TOTAL
		Motorway	Trunk	A Class	Minor	
Road lengths	Aberdeen	0	24	58	855	937
	Aberdeenshire	0	177	687	4,799	5,663
	North east	0	201	746	5,653	6,600

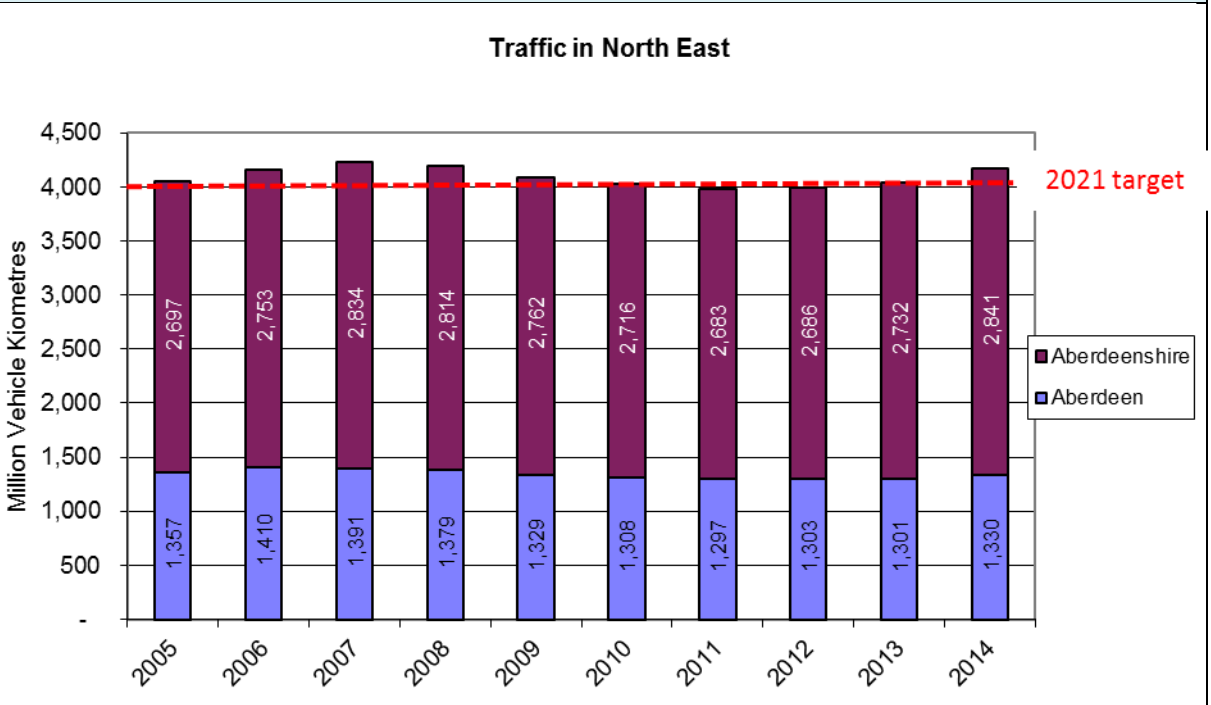
Source: Scottish Transport Statistics 2015

Traffic in the north east

In 2014, traffic within the north east travelled a total of **4.2 billion kilometres (2.3 billion miles)**, some 9.3% of all traffic in Scotland. In Aberdeen there was 1.3 billion kilometres (0.8 billion miles) travelled, and in Aberdeenshire 2.8 billion kilometres (1.8 billion miles).

Traffic levels have been on or below the target of 4 billion vehicle kilometres per year since 2010, however 2014 has seen a slight increase above this target line and is an overall increase of 3% on the 2005 baseline year. This increase is predominantly a result of increased traffic in Aberdeenshire.

Indicator 5: Distance travelled by vehicles in the north east



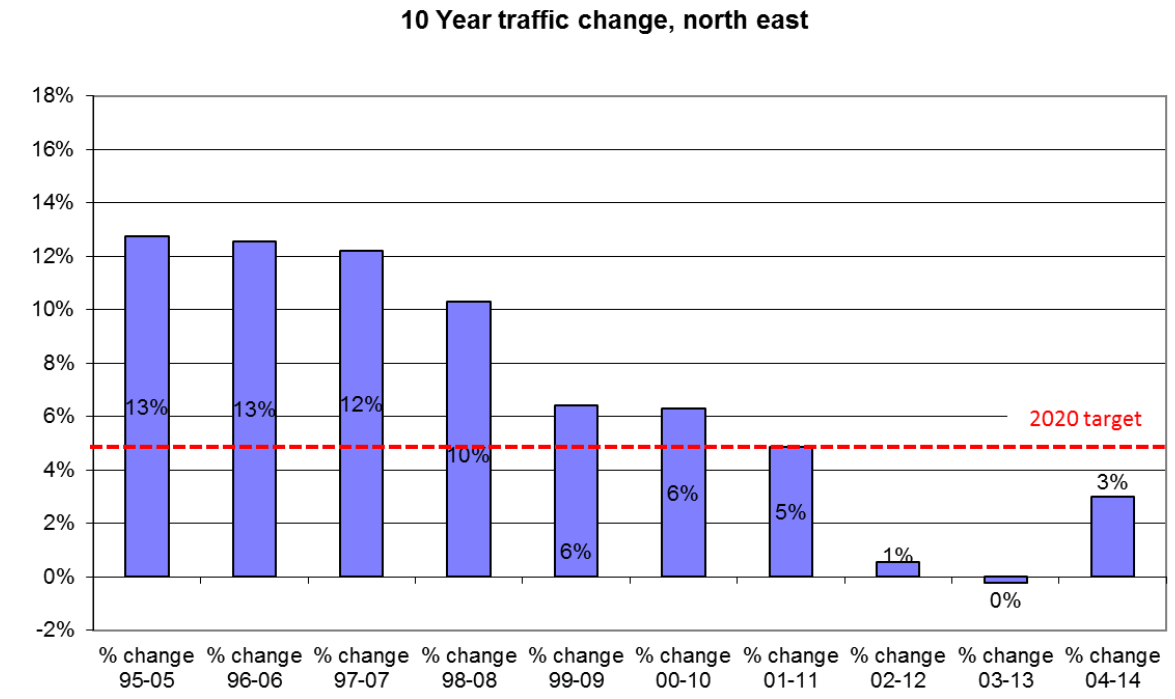
% change 2005 baseline to 2014	Aberdeen City: -2%	Aberdeenshire: 5%	North East: 3%

Target 5: *To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021.*

Source: Scottish Transport Statistics, 2014

The growth in vehicle kilometres travelled is best represented by considering ten-year growth patterns. In the decade to 2005, growth in the north east was 13%, an average of 1.3% per annum. In the decades to 2013 however, this level of growth reduced substantially and the decade between 2003 and 2013 saw traffic reduce 0.2%. A growth of 3% has been seen again between 2004 and 2014 but remains below target.

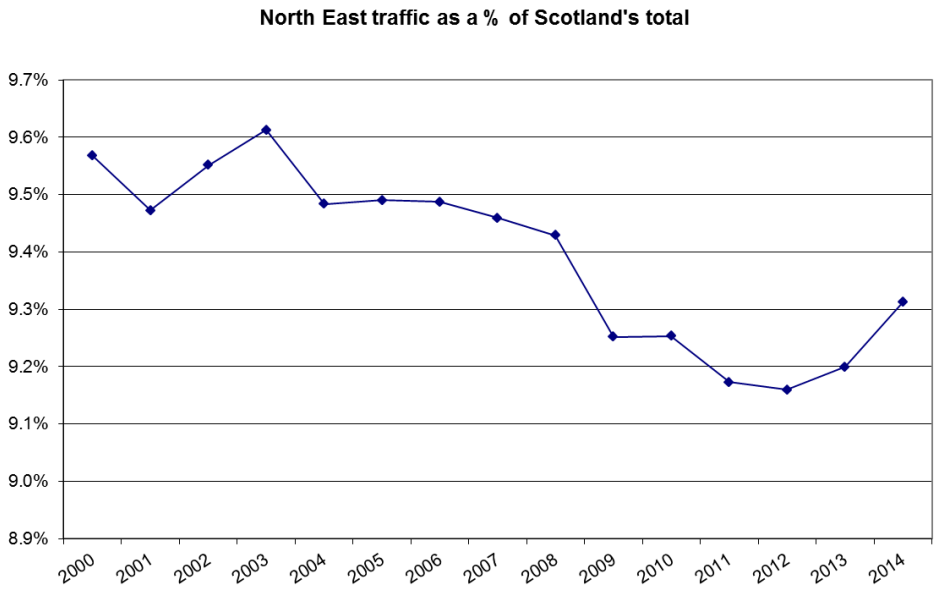
Indicator 6: Growth in vehicle kilometres travelled in the north east in the preceding decade.



Target 6: To reduce the rate of growth of traffic to less than 5% for the decade to 2021.

Source: Scottish Transport Statistics, 2014

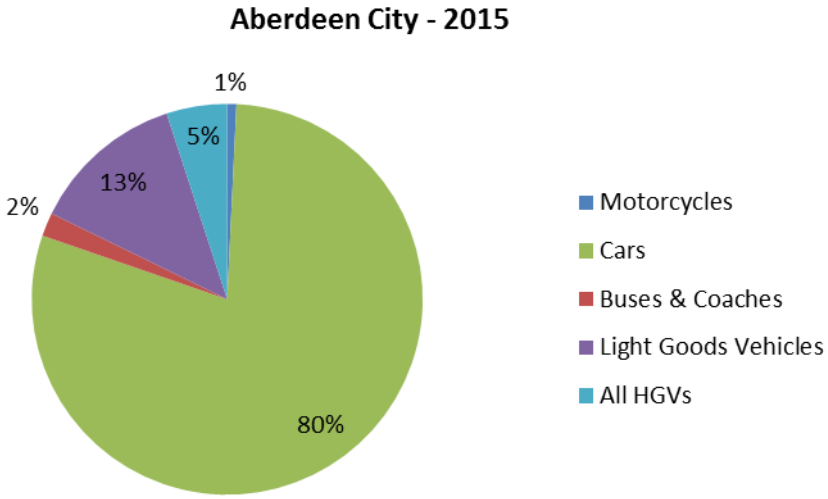
Indicator 7: Traffic in north east as a percentage of Scotland's traffic

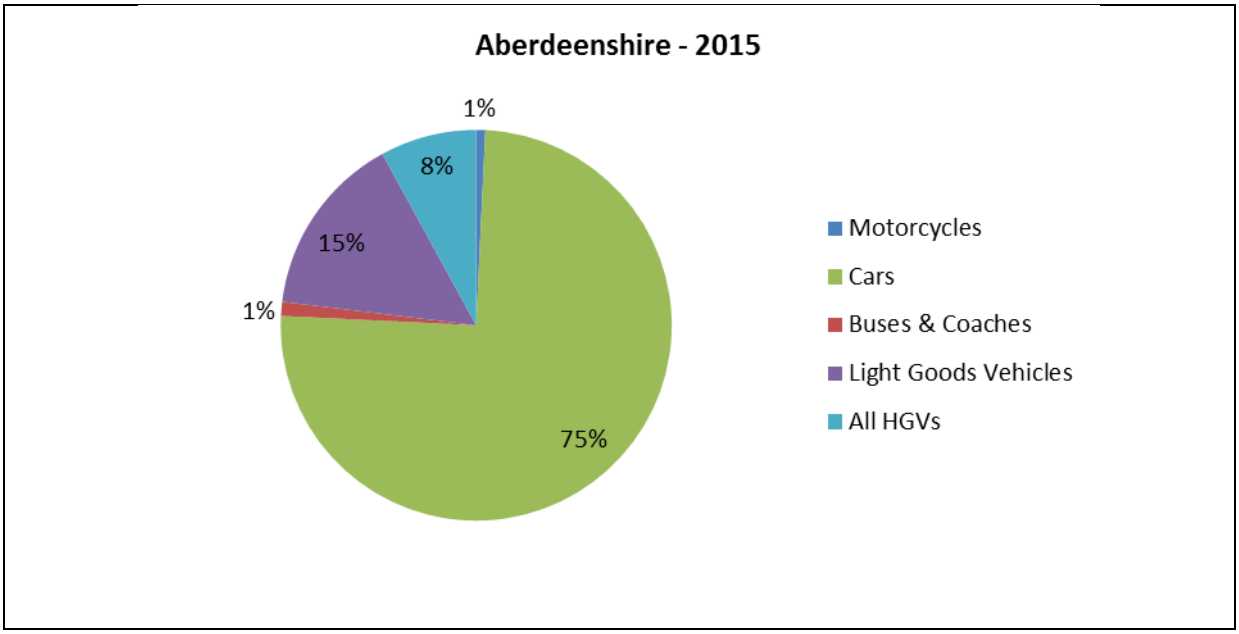


% change on 2005 baseline to 2014	Traffic in the North East: +3%%	Total Scottish Traffic: +5%	North East as a % of Scotland: -0.2 percentage points

Source: Scottish Transport Statistics, 2014

Indicator 8 : Composition of motorised traffic on north east roads





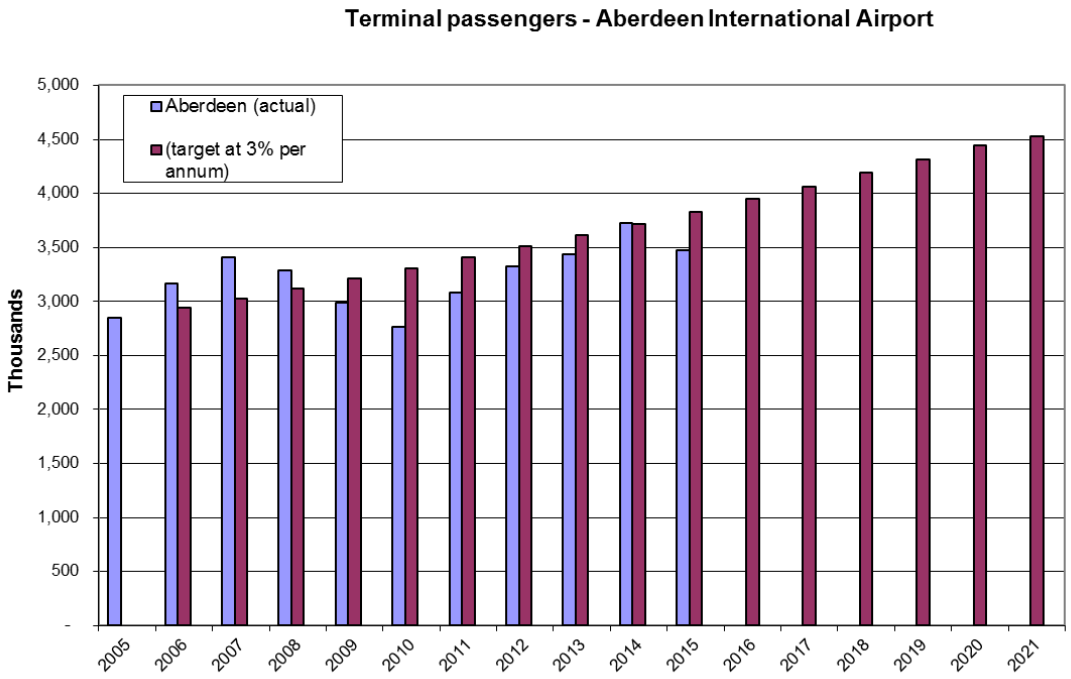
Source: Department for Transport Road Traffic Counts

5. Air

Aberdeen Airport is crucially important to the regional economy, contributing millions of pounds directly into the local economy but also supporting business connections. The 2013 Aberdeen International Airport Masterplan states that 56% of passengers using Aberdeen Airport are business travellers, compared to around 30% at both Edinburgh and Glasgow.

In the years to 2014, investment in the airport, extension to opening hours and the growth of low-cost airlines has led to Aberdeen Airport experiencing significant growth. A decline in passenger numbers has been recorded in 2015 however this was still the second busiest year recorded. The airport is undergoing a further period of development with significant improvements currently being made to the terminal building to increase capacity and improve facilities for passengers.

Indicator 9 : Number of passengers through Aberdeen Airport



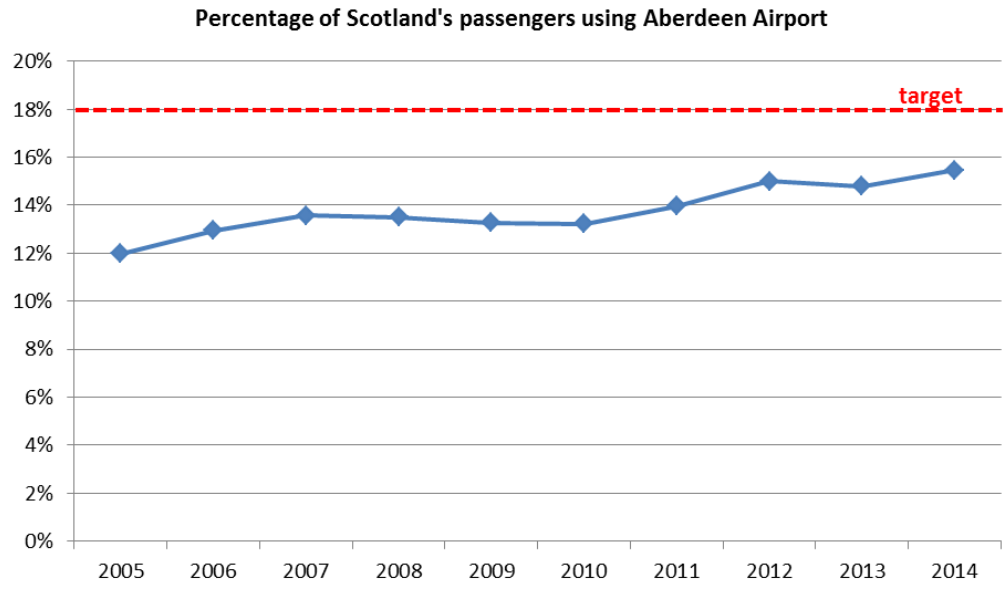
% change on 2005 baseline	+22%

Target 9: *To increase the number of passengers through Aberdeen Airport by an average of 3½% per year between 2010 and 2021, to more than 4 million by 2021.*

Source: Scottish Transport Statistics, Aberdeen Airport Masterplan

Passenger numbers through Aberdeen Airport declined between 2007 and 2010 due to the wider economic recession. Figures for 2011 onwards showed a return to growth and in 2014 reached 3,723,000, surpassing the previous peak in 2007. In 2015, a total of 3,470,000 passed through the airport, a slight reduction on the previous year but still the second busiest year recorded above.

Indicator 10 : Proportion of Scotland's air passengers using Aberdeen Airport

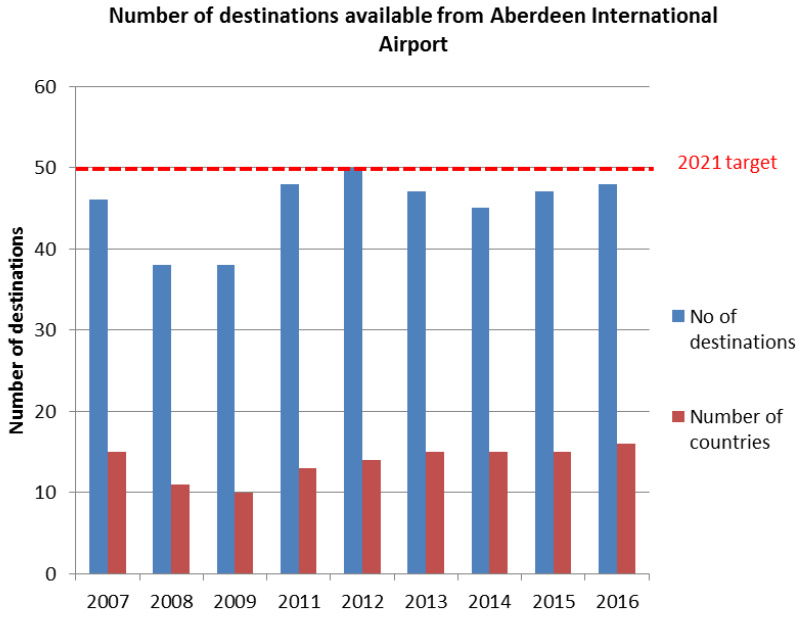


% change on 2005 baseline	+3% points

Target 10: To increase the proportion of Scotland's air passengers who pass through Aberdeen International Airport to at least 18% by 2021.

Source: Scottish Transport Statistics, 2016

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



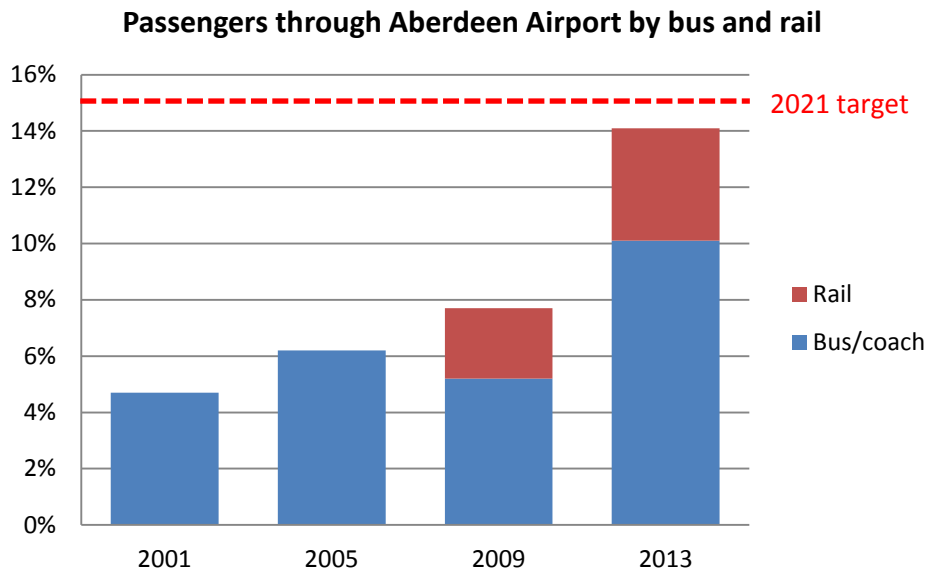
% change on 2007 baseline	Destinations: +4% points	Countries: 7% points

Target 11: To increase the number of destinations served direct from Aberdeen International Airport to at least 50 by 2021.

Source: Aberdeen International Airport website, Autumn 2016

Aberdeen International Airport currently (summer 2015) has flights to 48 airports in 16 Countries (excluding Lapland which is only on one day of the year). It is the best connected UK to UK airport with services to 21 other British airports. There are several airports served by more than one airline, providing further choice.

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



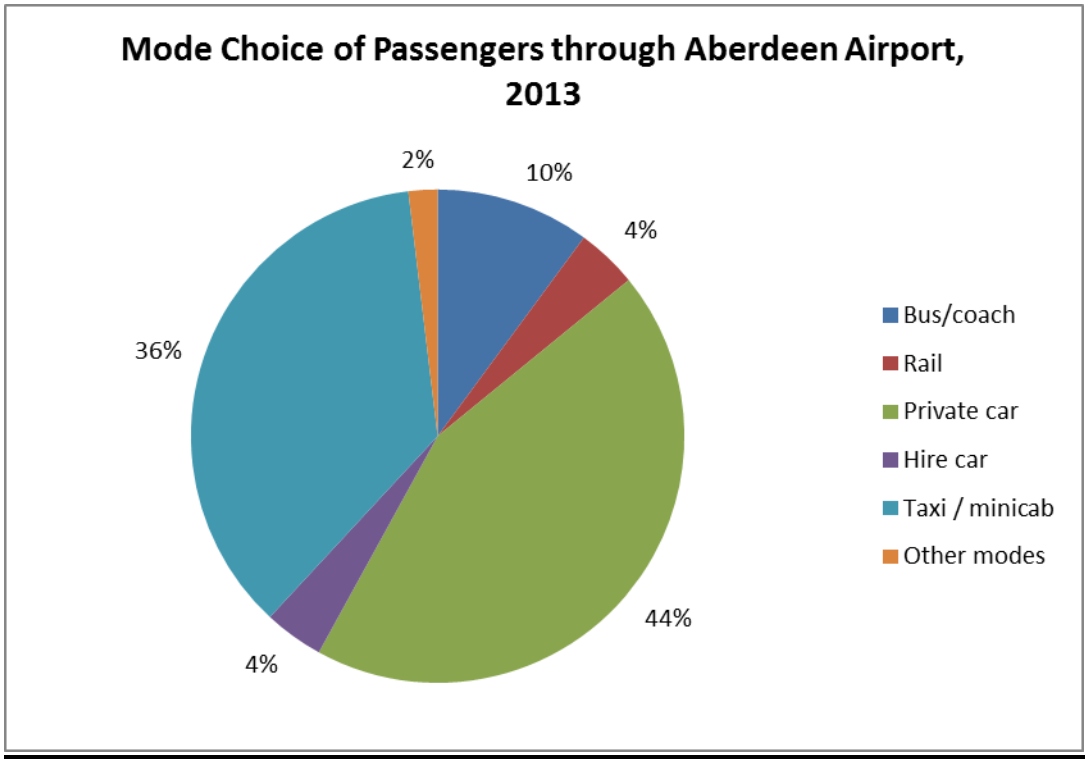
Target 12: To increase the proportion of passengers accessing Aberdeen International Airport by public transport to at least 15% of passengers by 2021.

Source: Scottish Transport Statistics, 2014[2]

The Civil Aviation Authority undertakes passenger surveys at airports on a rolling four year basis. The most recent update of this data in 2013, indicates that there has been significant modal shift towards public transport access at the airport from less than 5% in 2001 to over 14%.

Recent improvements in access to the airport by public transport through the introduction of the Jet 727 service and subsequent improvements in its frequency and capacity and service 80 Dyce shuttle service connecting Dyce rail station with the airport has enabled a significant improvement in transport choice. The success of these services continues and patronage through Dyce railway station has also seen significant increases.

[2] Data is collected by the CAA on a rolling basis



Source: Scottish Transport Statistics, 2014

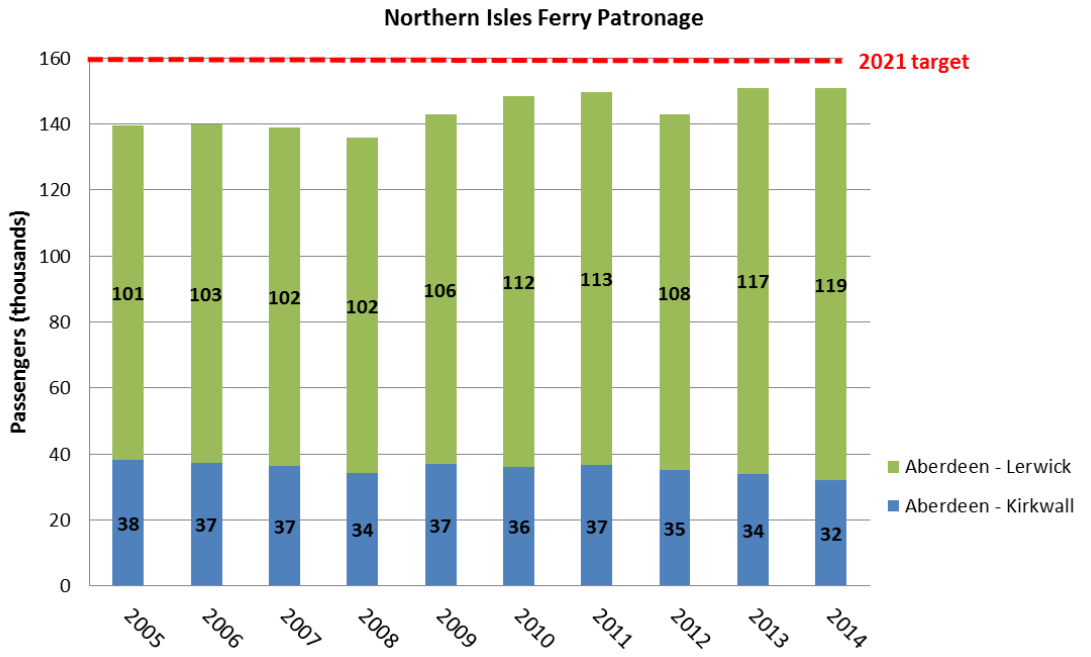
6. Maritime

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
2016	4	6 hrs	7	12 ½ - 14 ½ hours depending on whether it calls at Kirkwall
Target 13a: To maintain at least the current number of ferry services and journey times from north east ports through to 2021.				
Target 13b: To maintain at least the current journey times for ferry services from north east ports through to 2021				

Source: Northlink Ferries Summer timetables, 2016

The 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
	-16%	+17%	+8%

Target 14: *To increase the number of passengers on Northern Isles ferry services from north east ports by an average of 1% per year between 2005 and 2021, to at least 160,000 passengers by 2021.*

Source: Scottish Transport Statistics, 2015

Passenger numbers between Aberdeen and Lerwick are rising, with 119,000 using the Serco Northlink service in 2014, an increase of 17% on 2005 base. However, Aberdeen-Kirkwall numbers have declined by 16% in the same period.

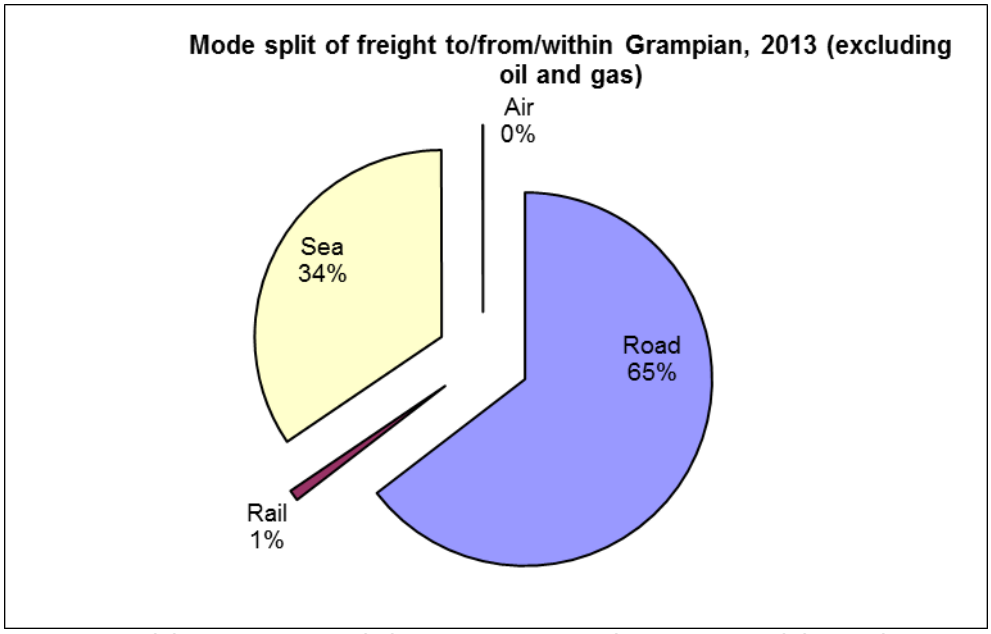
The ferries carried 16,100 cars between Aberdeen-Lerwick and 4,700 between Aberdeen-Kirkwall in 2014, a slight decrease on the previous year.

7. Freight

Modal split of freight movements is a key indicator of the efficiencies of the movement of goods and the availability of alternative choices.

Around 29 million Tonnes of Goods (excluding oil and gas) moved to/from/within Grampian per year

In 2013, 23.6 million Tonnes of goods were moved by HGV to/from and within the region, 5.2 million Tonnes through the region's major ports of Aberdeen and Peterhead and an estimated 0.2 million Tonnes were carried by rail. The total volume of goods moved has decreased slightly since 2005 however the mode split has remained approximately the same with road accounting for the majority of goods moved.



Source: Scottish Transport Statistics, NESRFDG and Nestrans Freight Study

It has not been possible to update this graph and the table below due to a lack of data for rail and a change in the way data is presented for road which means it is no longer comparable with previous years.

Indicator 15: 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[3]	1%	5,271,000	18%	4,211	0%	29,147,000
2011	23,640,000	80%	166,000	1%	5,814,000	20%	5,311	0%	29,625,000 (approx.)
2012	23,640,000	79%	166,000	1%	6,164,000	21%	6,166	0%	29,976,000 (approx..)
2013	23,640,000	81%	166,000	1%	5,235,000	18%	7,102	0%	29,048,000
2014					6,076,000		6,278		

Target 15: *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.*

Source: Scottish Transport Statistics, NESRFDG and Nestrans Freight Study

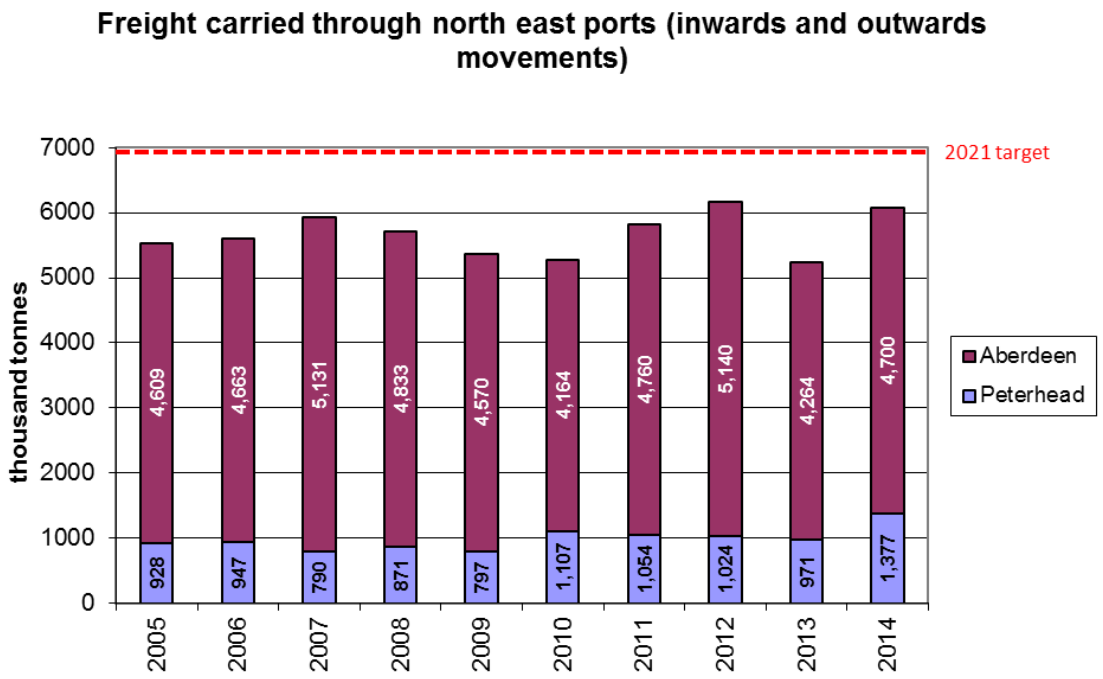
[3] This is an estimate

Maritime freight

The movement of goods through Aberdeen and Peterhead harbours has seen varying fortunes over the past decade. Peterhead saw a decline from its peak of over 2.8 million Tonnes in 1998 to just under a million tonnes in 2013 but in 2014 has seen its highest level since 1999. Aberdeen Harbour on the other hand saw growth of 52% between 2000 and 2007 to a figure of over 5 million tonnes and although a slight decrease was seen in 2013, over 4.2 million tonnes were handled and there has been further growth into 2014 (a 10% increase to 4.7 million tonnes).

The total volume of freight through the north east's two major ports in 2014 was 6.077 million tonnes, approximately 9% of Scotland's maritime freight. This proportion has risen steadily from a base of 5.0% in 2005.

Indicator 16 : The volume of goods through the north east's major ports (Tonnes)

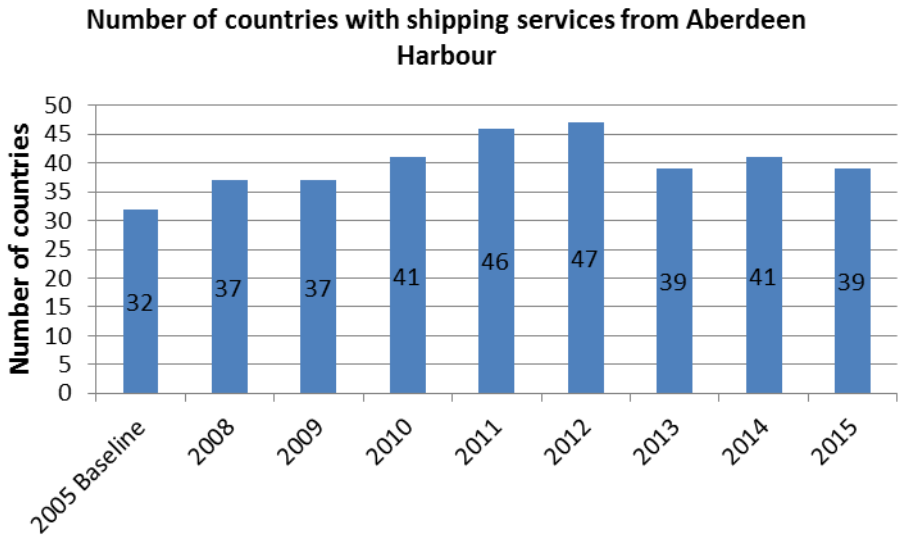


% change on 2005 baseline	Aberdeen: +2%	Peterhead: +48%	Total: 10%

Target 16: *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.*

Source: Scottish Transport Statistics 2016

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

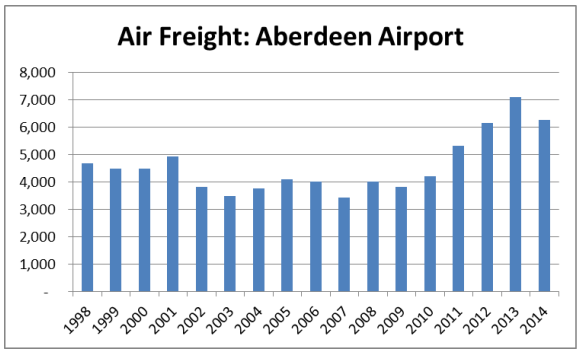


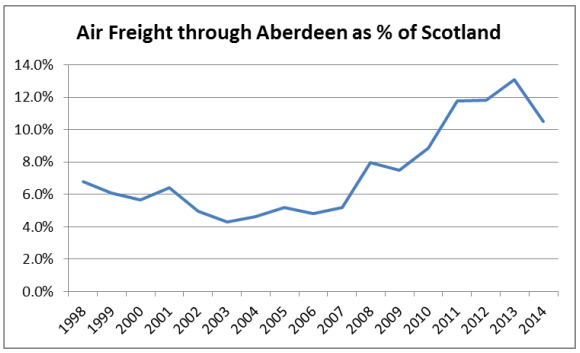
Target 17: *To increase the number of countries with links from north east ports to at least 50 by 2021.*

Source: Aberdeen Harbour Annual Review, 2015/16

Air freight

Freight through Aberdeen International Airport tends to be fairly small volumes, but can often be high value or urgently required goods. In 2014, 6,278 tonnes were transported by air through Aberdeen Airport, an increase of some 54% since 2005. This represents around 10% of Scotland's airfreight movements.



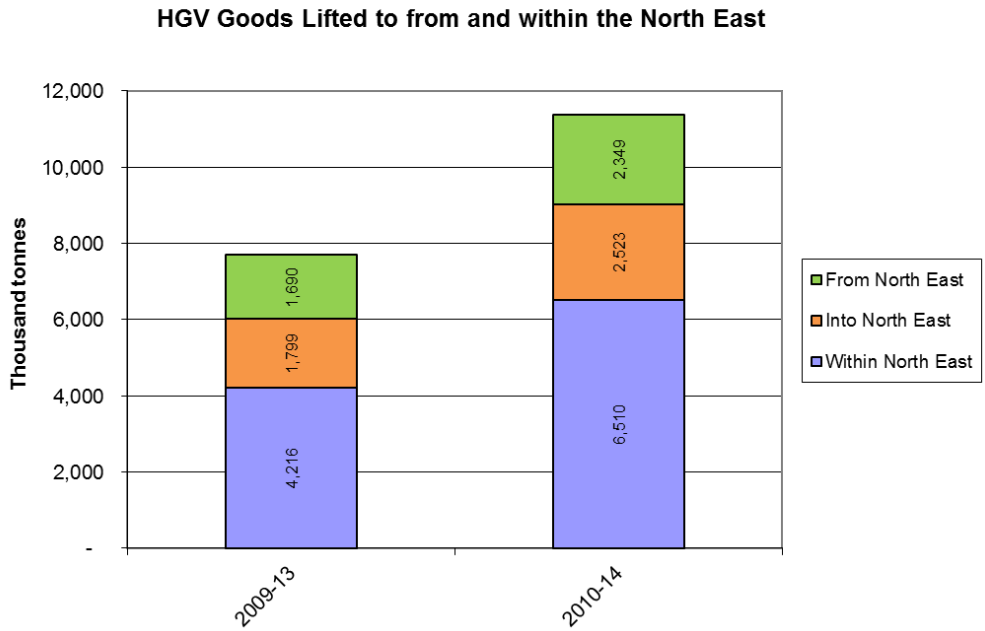


Indicator 18 : The volume of goods to or from the region carried by air freight	
2005 Baseline	4,089 Tonnes
2014	6,278 Tonnes
% change on 2005 baseline	+54%

Source: Scottish Transport Statistics, 2016

Heavy Goods Vehicles

An average of around 11 million tonnes of goods are moved by lorry to, from and within the Nestrans region every year between 2010-2014.

Indicator 19 : The volume of goods to or from the north east carried by Heavy Goods Vehicle	
	
% change on 2001-05 baseline	It is no longer possible to measure against a 2001-05 baseline as the data has changed from showing the Grampian region to the Nestrans region. A new baseline will be set at 2009/13 once a trend is established.

Source: Scottish Transport Statistics 2016

Indicator 20: Number of permanent restrictions affecting trunk routes in or to/from the north east	
2007 Baseline	Number of trunk road restrictions: 2 Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge Width restriction (7' 0") A90 at Bridge of Dee
2016 Update	Number of trunk road restrictions: 1 Construction of the Inveramsay Bridge upgrade on the A96 trunk road has been completed and allows two way traffic flows. Construction of the AWPR is underway, which will ensure an unrestricted route for HGVs on trunk roads and is due for completion by the end of 2017.
Target 20: To remove all diversions relating to restrictions on trunk routes by 2018	

Rail freight

In 2007, Network Rail implemented a gauge enhancement between Mossend in Lanarkshire and Aberdeen/Elgin to remove one of the constraints restricting rail freight development to and from the north east. Terminal developments constructed at Raiths Farm, Craiginches and Waterloo Quay have combined to offer a much enhanced rail freight product in the north east.

Data is not available in any easily accessible form and therefore no update has been able to be provided.

Indicator 21: The volume of goods to or from the region carried by rail freight	
2005 Baseline	165,500 Tonnes (*source: NESRFDG)*
2013	166,000 tonnes (*source Nestrans Freight Action Plan*)
% change on 2005 baseline	Sources are not directly comparable
Target 21: 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.	

8. 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 the Megabus/Megabus Gold/Citylink/Parks of Hamilton consortium and National Express. Stagecoach also run several services with coaches on limited stop timetables. They include the X7 Aberdeen Perth run with new coaches, the X10 to Inverness and all services on the Deeside routes. These are not included in the figures. 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 22: Number of coach services per week from the north east direct to key locations	
Baseline 2007: Direct services per week to: Edinburgh - 0 Glasgow – 111 (3hrs 15) Inverness 86 (3hrs 51)	London – 14 (12hrs) Manchester – 7 (8hrs 20) Newcastle – 0 Birmingham - 0 **Total Services per week: 218**
2012 (5 years from baseline):	**Total Services per week: 275** % change since 2007: +26%
2014 Direct coaches per week 128 direct coaches per week to Edinburgh (2hrs 55 – 3hrs 30) 151 to Glasgow (2hrs 49 – 3hrs 05) 84 to Inverness (3 hrs 49) 36 to London (10hrs 40 – 12hrs 55)	21 to Manchester (8 hrs 20) 14 to Newcastle (6hrs 10) 14 to Birmingham (9hrs 35) **Total Services per week: 448**
2016 Coaches per week (direct and those with advertised connections) Edinburgh – 111 (Citylink & Megabus) Glasgow – 154 (Citylink & Megabus) Inverness – 166 (Citylink, Megabus & Stagecoach Service 10) London – 55 (Megabus & National Express) Manchester – 21 (National Express) Newcastle – 6 (Megabus) Birmingham – 28 (National Express & Megabus) **Total services per week: 541**	
Target 22: To increase the number of bus and coach services to key destinations by 10% every five years (services from Aberdeen to 7 key destinations totalling 540 services per week by 2021)	

Source: Operator timetables

9. Bus

Bus Usage

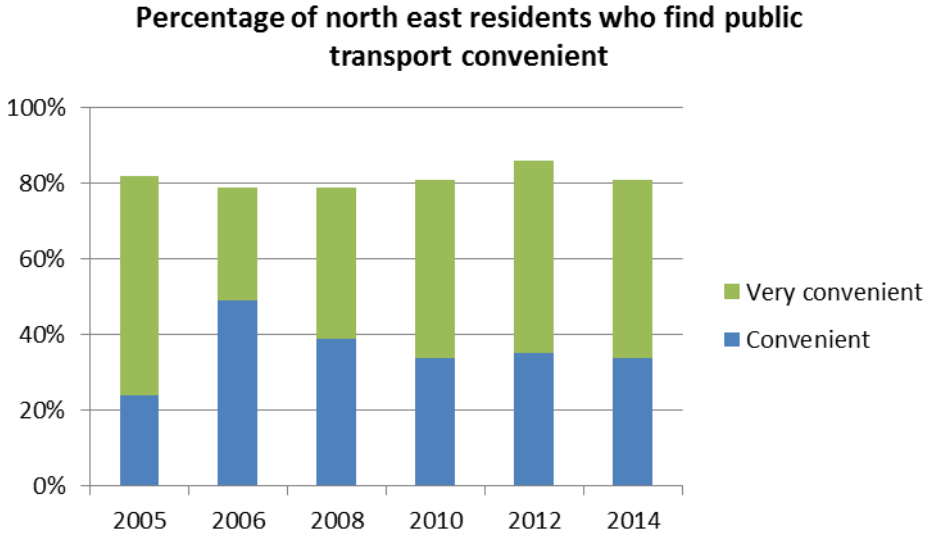
Nestrans continues to work with the two major bus operators and two local authorities as part of a voluntary quality partnership agreement. In 2016 this group is carrying out a refresh of the standards and targets which it monitors and conducting a refresh of the bus action plan. Due to a change in the way the figures are recorded through the quality partnership, in order to avoid double counting, it is not possible to directly compare bus patronage figures for 2015/16 with previous years. Anecdotal evidence is however that patronage numbers have declined in recent years.

The Local Authority and Bus Operator Forum is currently working to refresh the bus action plan and this will focus on the delivery of actions to reverse this trend.

Indicator 23: The number of people using buses in the north east.	
2015/16	19,426,000
Note: *due to a change in the way the figures are recorded through the Quality Partnership standards and targets and in order to avoid double counting, this figure is not comparable to figures provided previously.* *Anecdotal evidence is however that patronage numbers have declined in recent years.*	
Target 23: *To increase the number of bus passenger journeys by 10% between 2011 and 2021, to at least 36 million passengers.*	

Source: First, Stagecoach, Aberdeen City Council and Aberdeenshire Council

Indicator 24: The percentage of north east residents who find public transport convenient.



% change on 2005 baseline	Very Convenient: -- +11% points	Convenient: +10% points	Total: -1% points

Target 24: To maintain 80% of passengers finding public transport convenient or very convenient.

Source: Transport and Travel in Scotland, Scottish Household Survey

Bus passenger satisfaction

Nestrans and its partners in the Local Authority Bus Operator Forum, undertake an annual survey of bus passenger satisfaction across the region.

Indicator 25: The percentage of north east residents who were satisfied with public transport

How satisfied were you with the overall service that you experienced on your most recent bus trip?

Aberdeenshire

	2014	2015	2016
Very Satisfied	43%	58%	25%
Fairly satisfied	42%	33%	55%
Neither satisfied nor dissatisfied	9%	4%	15%
Fairly dissatisfied	3%	4%	3%
Very dissatisfied	1%	0%	1%
Don't Know	1%	0%	0%
	100%	**100%**	**100%**
Percentage satisfied or very satisfied	**85%**	**91%**	**80%**

Aberdeen City

	2014	2015	2016
Very Satisfied	32%	48%	33%
Fairly satisfied	53%	42%	44%
Neither satisfied nor dissatisfied	9%	6%	13%
Fairly dissatisfied	4%	3%	5%
Very dissatisfied	1%	0%	4%
Don't Know	0%	0%	0%
	100%	**100%**	**100%**
Percentage satisfied or very satisfied	**75%**	**90%**	**77%**

Target 25*: To maintain proportions in the north east who were satisfied or very satisfied with their last bus trip at 80% or more through to 2021.*

Source: Nestrans' Bus Satisfaction Survey, 2015

As can be seen from the indicator above, overall satisfaction has decreased in both Aberdeenshire and Aberdeen City since 2015. The percentage of people that state they are dissatisfied has however remained largely unchanged and it is the number of people stating they are neither satisfied nor dissatisfied that has increased across the region.

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.

The table below shows that although reliability remains high for both operators, punctuality is below the target set by the Traffic Commissioner of 95% of buses departing on time[4].

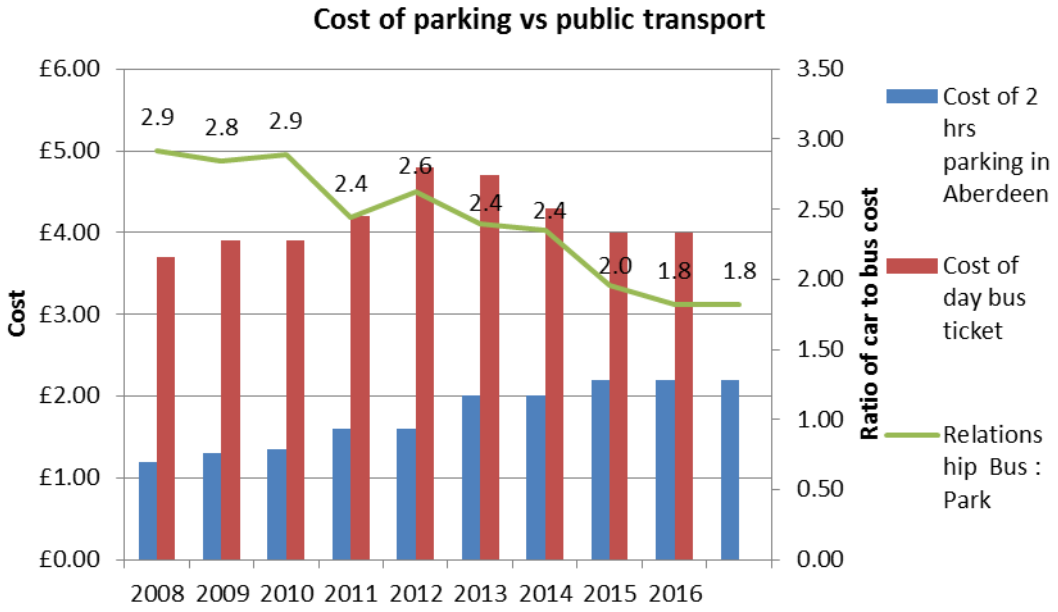
Indicator 26: Punctuality and Reliability				
	Punctuality (% buses starting their route on time)		**Reliability (% of miles operated)**	
	First	**Stagecoach**	**First**	**Stagecoach**
2010	86%	89%	99.5%	99.9%
2011	94%	91%	99.7%	99.8%
2012	95%[5]	87%	99.8%	99.7%
2013	96%	-	99.7%	-
2014	95%	-	99.8%	99.9%
2015	94%	-	99.4%	99.9%
2016	95%	87%	99.8%	99.8%
Target 26a: To secure 99% reliability of bus services run in the north east through to 2021.				
Target 26b: *To secure 95% punctuality (no more than one minute early or five minutes late) for bus services within the north east through to 2021.*				

[4] On time is defined by the Traffic Commissioner as being within the window of tolerance of 1 minute early to 5 minutes late.

[5] 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.

Cost of bus services

Indicator 27: 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.

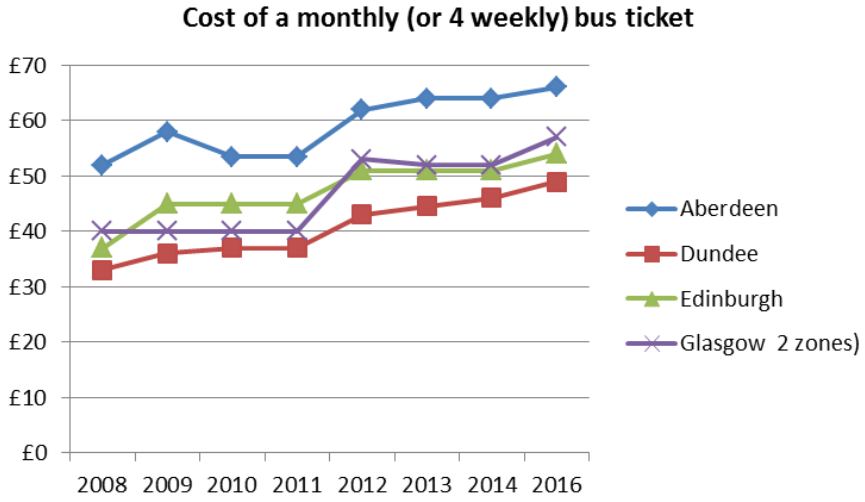


% change in cost on 2007 base	Cost of 2 hrs parking: +83%	Cost of bus day ticket: +14%

Target 27: 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 28: To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.



% change on 2008 baseline	Aberdeen: +27%	Dundee: +48%	Edinburgh: +46%	Glasgow: +43%

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

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 two new sites are currently being progressed. A site at Dyce Drive on the A96 is currently under construction and another at Portlethen on the A90(S) has secured planning permission in principle. Aberdeenshire Council are also progressing the development of mini park & ride hubs on the A947 corridor.

Indicator 29: Nestrans is currently undertaking a programme of surveys at park and ride sites to better understand the occupancy of the car parks and this will be reported separately. Trends to date however have shown year on year growth at Ellon Park and Ride but declining patronage at Bridge of Don and Kingswells. This is indicator is therefore recorded as moving in the wrong direction.

Integrated ticketing

Indicator 30: The ability to transfer from one transport company to another with minimum hassle and using a single ticket	
2016 update	A regional fares and ticketing strategy has been adopted and was refreshed in 2016. This includes a number of actions relating to the development of integrated and smart ticketing. A multi-operator ticket 'The Grasshopper', was launched on 8th May 2014 and enables passengers to purchase one ticket for travel on First and Stagecoach services within zones 1-3 and a number of smaller operator in Aberdeenshire. The Grasshopper ticket was extended to a region-wide scheme in 2015, across six fare bands and in August 2016 it was launched as Scotland's first multi-operator bus smartcard. It is an operator led scheme incorporating 14 local bus operators.
Target 30: To implement an integrated ticketing scheme including multi operators within the north east by 2017.	

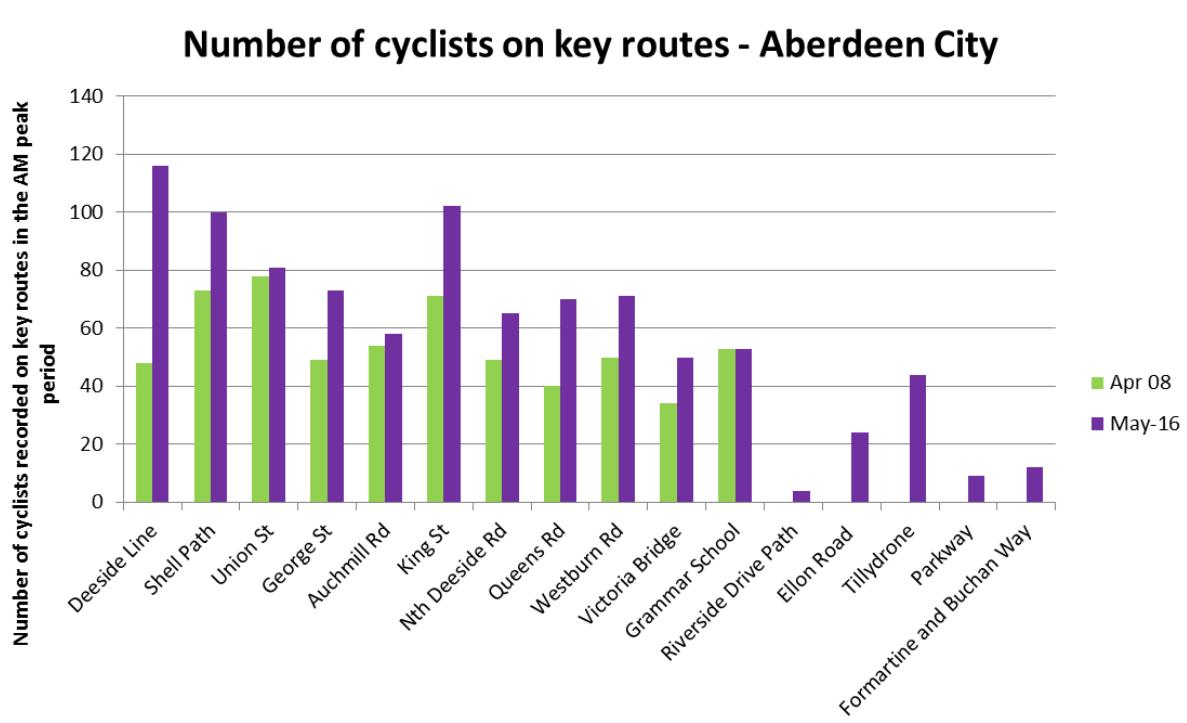
Source: http://grasshopperpass.com/

10. Cycling and Walking

Cycling

Aberdeen Cycle Forum undertakes an annual cycle count survey at 11 points across the city. This has shown a 50% increase in the number of people cycling during the AM peak since 2008 and an increase at every site monitored in 2008 and 2016. The most significant increases have been seen on the Deeside line which has seen significant investment and improvement in recent years and on Union Street.

Indicator 31: Number of cyclists on key routes in morning peak – Aberdeen City (7:30-9:00am).

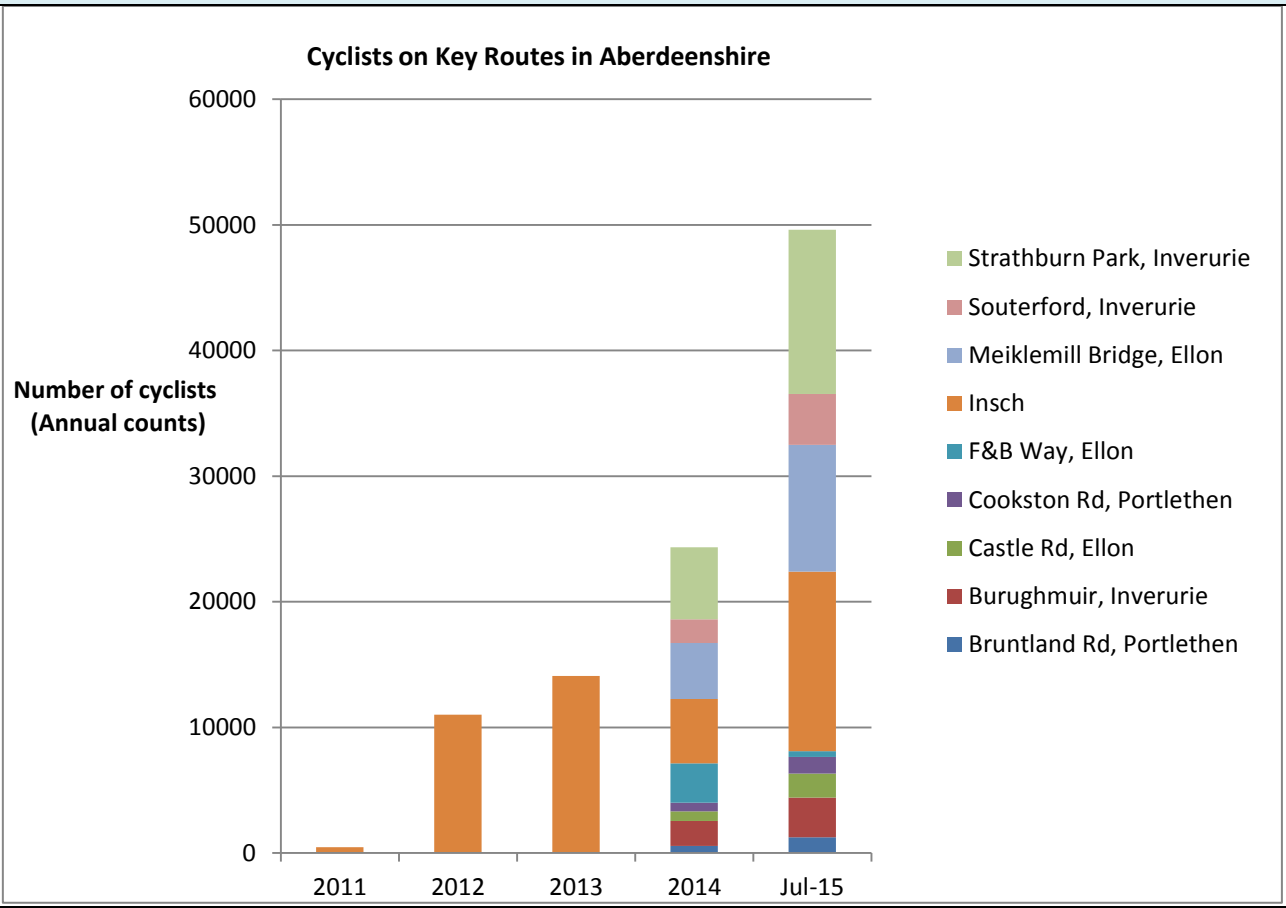


Percentage change 2008 to 2015	+40%

Target 31: To at least double the number of cyclists on key routes in Aberdeen in the morning peak by 2021.

Source: Aberdeen Cycle Forum

Indicator 32: Total number of cyclists recorded on key routes - Aberdeenshire.



Target 32: To at least double the number of cyclists recorded on key routes in Aberdeenshire by 2021.

Source: Aberdeenshire Council

Aberdeenshire Council has recently installed a number of cycle counters along various routes in Aberdeenshire which will, in future years, provide more comprehensive information for this indicator. Over nine sites are now being monitored and initial data is included above, providing an estimated annual count of cyclists at these points. A larger data analysis exercise is required to fully interpret the data that is provided from these counters and other new counters that have been installed.

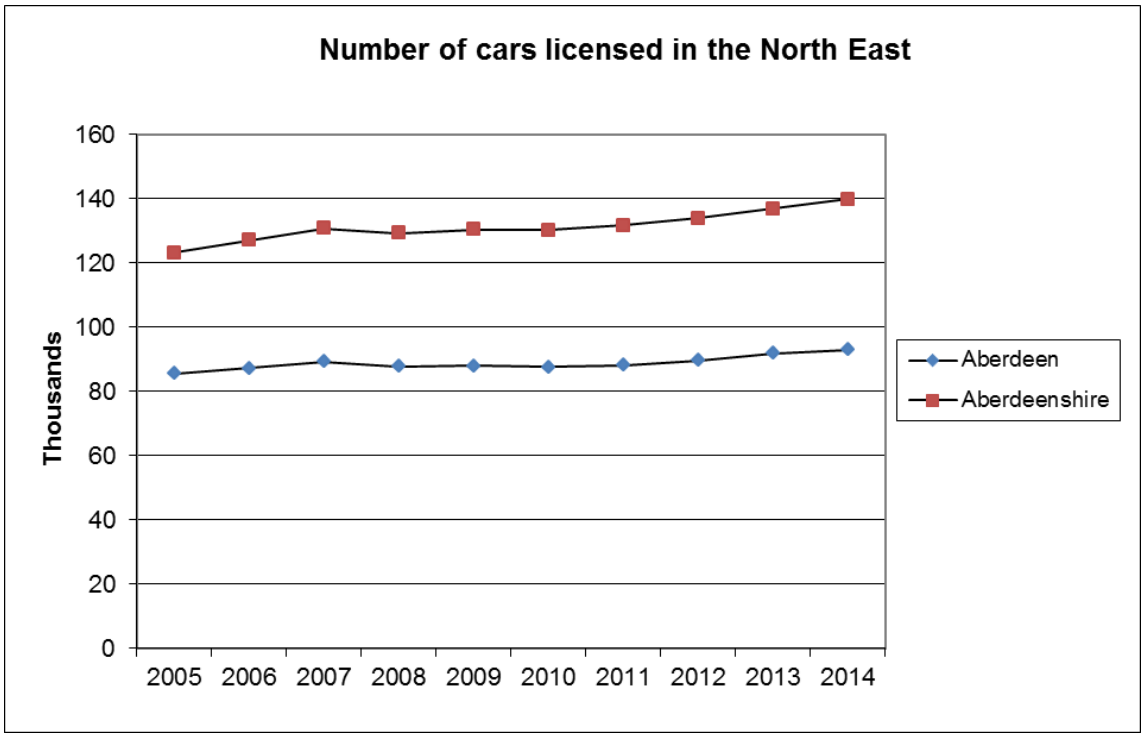
Future reports will report full year data as available and should be able to indicate growth where appropriate.

11. Mode split and Personal Travel

Car Ownership

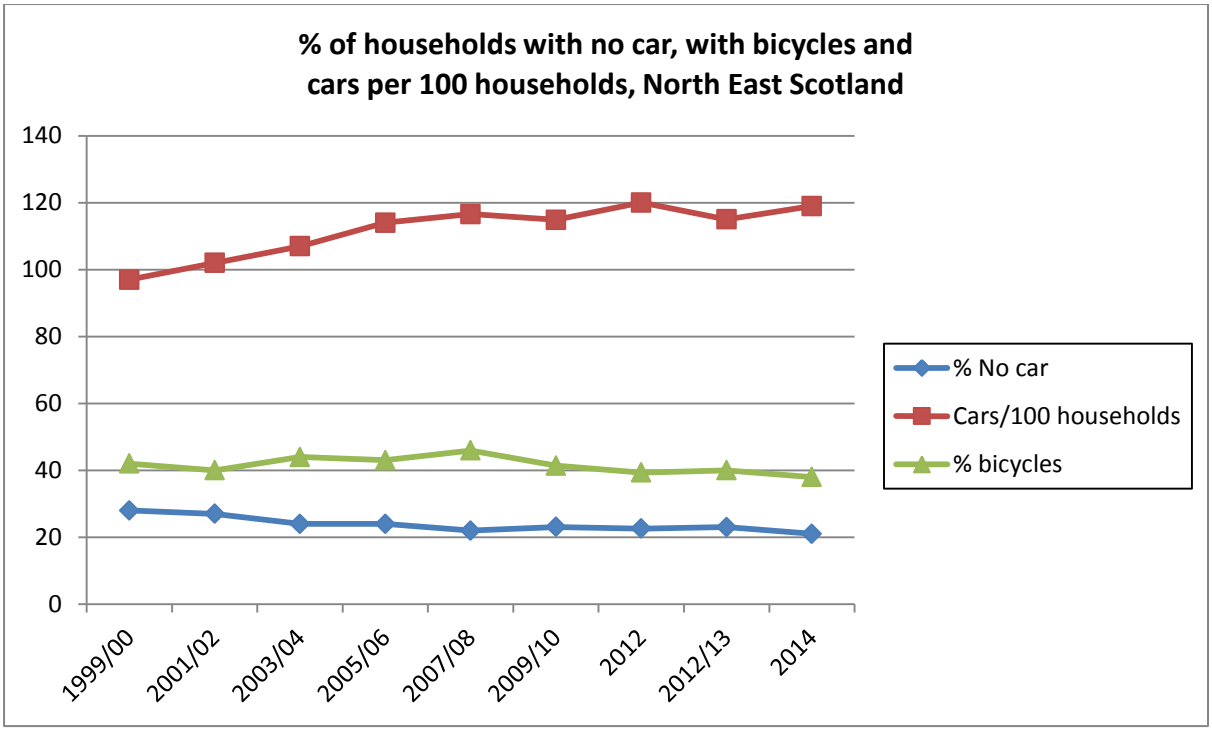
With 233,000 cars, the north east has more cars and vans than households, yet 21% of households do not have access to a vehicle.

There were 93,000 cars registered in Aberdeen and 140,000 registered in Aberdeenshire at end December 2014 (Source: Scottish Transport Statistics). These figures are slightly up on previous years, an increase of 12% on 2005.



Source: Scottish Transport Statistics, 2016

Car ownership is high in the north east, with 79% 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 74% in 2014. Despite this, some 27% of households in the City and 15% of households in Aberdeenshire do not have access to a car or van (Source: Scottish Transport Statistics, 2014).



Source: Scottish Household Survey, 2014

Indicator 33: 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%
2012	29%	17%	23%
2012/13	30%	16%	23%
2014	26%	15%	21%

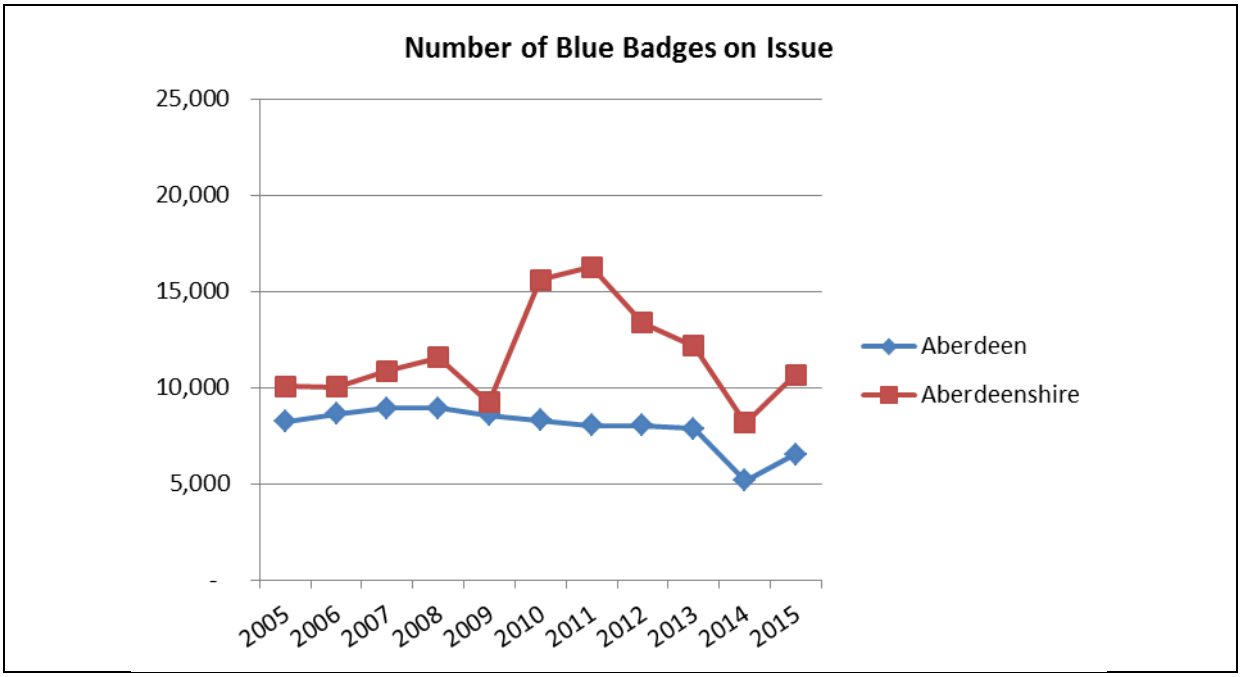
Source: Scottish Household Survey, 2014

Drivers with a Disability

There were 17,237 Blue Badge holders in the north east at end March 2015. This represents some 7% of cars registered in the region. After a number of years of increases in the number of Blue Badge holders across the north east, there have been reductions in both Aberdeen City and Aberdeenshire since 2011 – a 29% reduction in four years.

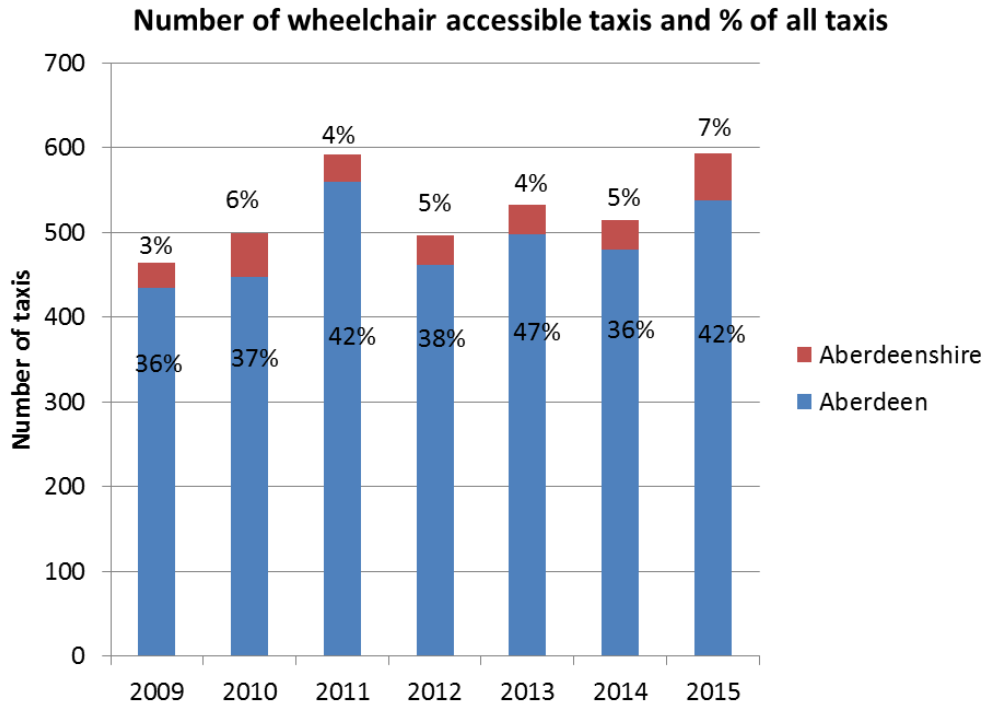
Indicator 34: The number of blue badge holders (and proportion relative to cars registered) in the north east.

	Aberdeen		Aberdeenshire		North East	
	Blue badges	% of all cars	Blue badges	% of all cars	Blue badges	% of all cars
March 2005	8,222	10%	10,079	8%	18,301	9%
March 2015	6,552	7%	10,685	8%	17,237	7%



Source: Scottish Transport Statistics, 2016

Indicator 35: The proportion of taxis which are capable of carrying wheelchairs



Target 35*: To increase the proportion of wheelchair accessible taxis across the north east to at least 50% by 2017.*

Source: Scottish Transport Statistics

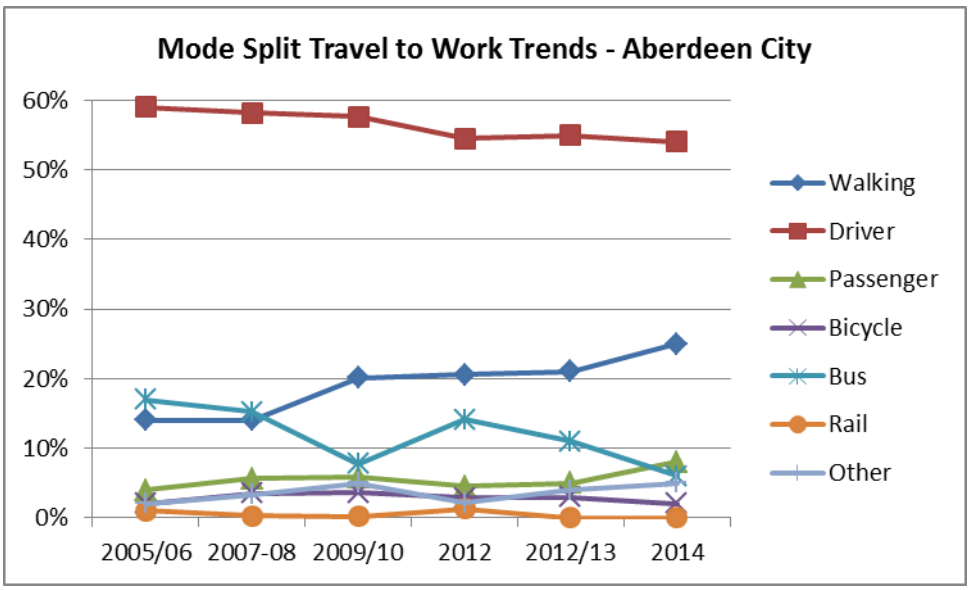
Aberdeen City Council has announced a cap in the number of taxi licences and committed to a 100% wheelchair accessible fleet by 2017. As can be seen from the graph, the proportion of wheelchair accessible taxis in the city is approaching half.

Travel to work

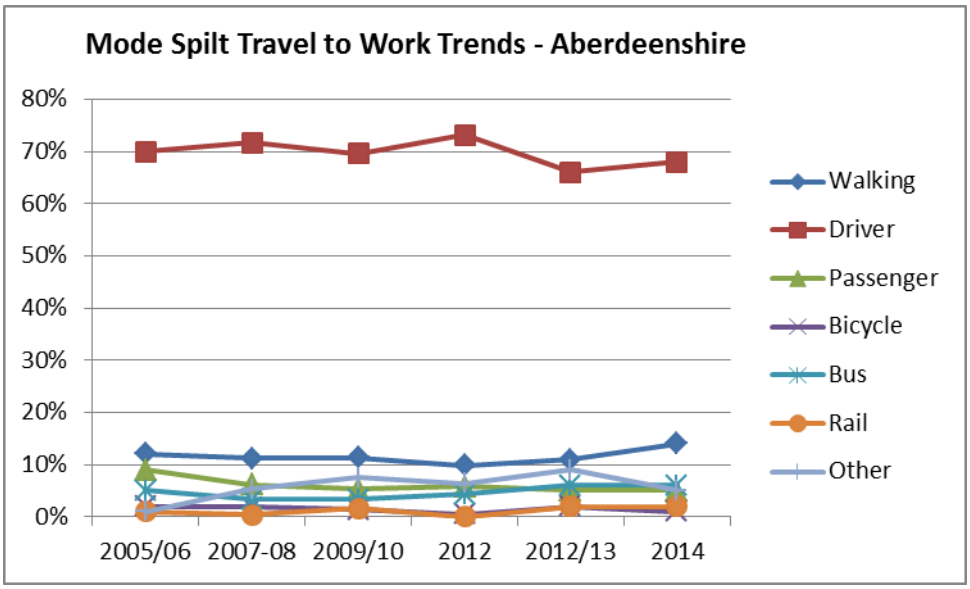
Around two-thirds drive to work, but the proportion is reducing

Across the north east in 2014, some 61% of employed adults not working from home, drove to work and another 7% travelled as passengers in cars or vans. This compares to 64% and 7% respectively in 2005/06. In Aberdeen City, 54% of residents drive to work, compared to 68% in Aberdeenshire (62% is the average for Scotland as a whole).

Of particular note in 2014 was the increase in people walking to work in both Aberdeen City and Aberdeenshire.

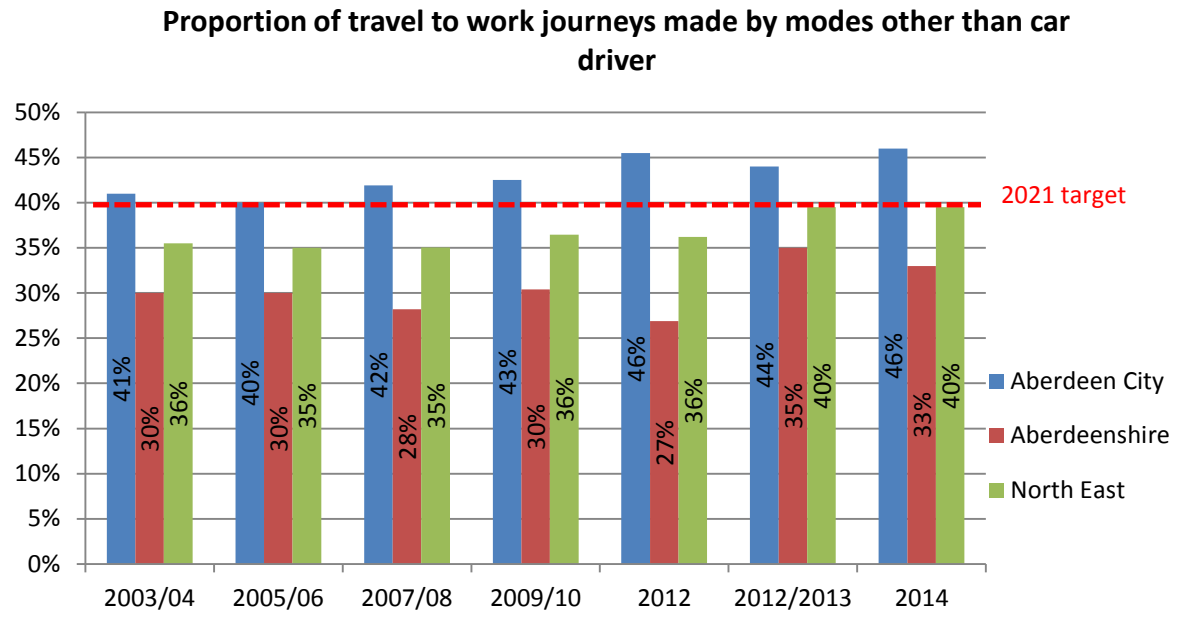


Source: Scottish Household Survey Travel Diary Results



Source: Scottish Household Survey Travel Diary Results

Indicator 36: The proportion of travel to work journeys by modes other than car driver.



% points change on 2003/04 baseline	Aberdeen City: +5 %points	Aberdeenshire: +3 %points	North East: +4%points

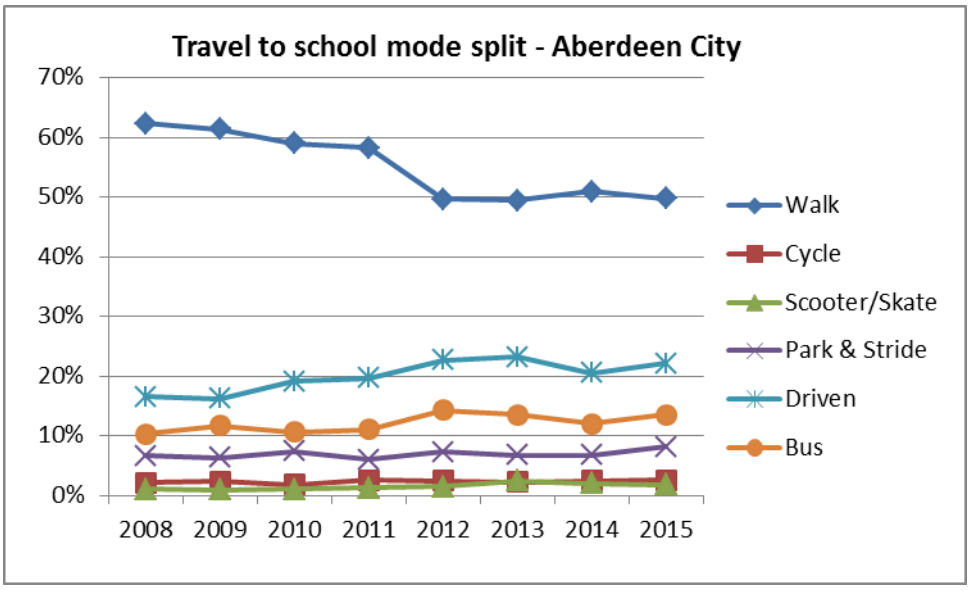
Target 36: *To increase the proportion of travel to work journeys by modes other than car driver to 40% across the north east by 2021.*

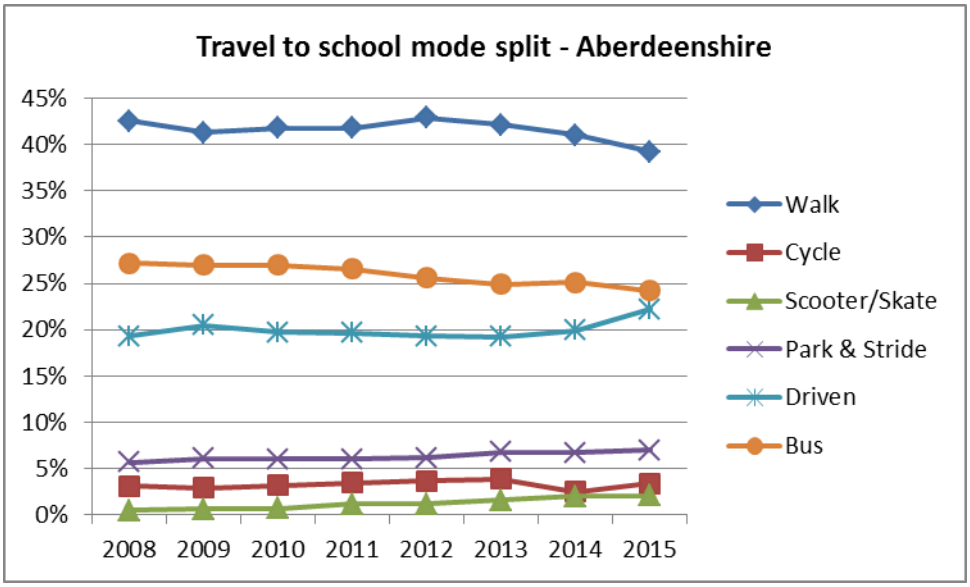
Source: Scottish Household Survey Travel Diary Results

Travel to School

Around half of north east children travel actively to school

Across the north east in 2015 45% of pupils in full-time education at school usually walked to school, 3% cycled, 19% took a school bus or other bus service, with 22% being driven.





Source: Sustrans Hands Up Survey

Indicator 37: The proportion of children travelling actively to school (walking or cycling).									
	Walking			**Cycling**			**Scooter/Skate**		
	City	**Shire**	**NE**	**City**	**Shire**	**NE**	**City**	**Shire**	**NE**
2003/04 Baseline	59%	48%	**52%**	0%	1%	**1%**	1%	2%	**2%**
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%**
2013	49%	42%	**46%**	2%	4%	**3%**	2%	2%	**2%**
2014	51%	41%	**46%**	3%	3%	**3%**	2%	2%	**2%**
2015	50%	39%	**45%**	3%	3%	**3%**	2%	2%	**2%**
% point change since 2003/04 baseline	-9% points	-9% points	-7% points	+3% points	+2% points	+2% points	+1% point	=	=
Target 37: To increase the proportion of children walking and cycling to school to at least 60% by 2021.									

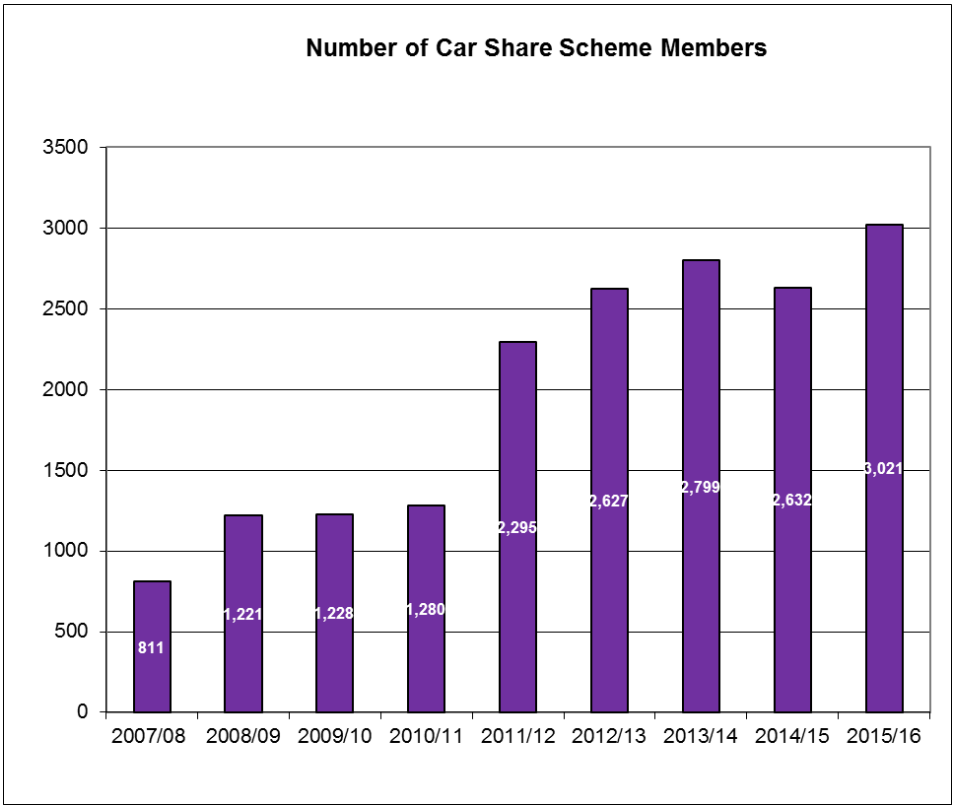
Source: Sustrans Hands Up Surveys

Car Share

Nestrans supports a carshare database www.getabout.liftshare.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 38: Number of participants in Getabout carshare scheme.				
	Total members	**New members in last year**	**Number of journeys in the last year**	**% transferred from single occupancy car**
2007/08	811	284	488	-
2008/09	1,221	468	872	-
2009/10	1,228	8	303	-
2010/11	1,280	62	347	-
2011/12	2,295	1,045	459	64%
2012/13	2,627	348	487	62%
2013/14	2,799	179	501	44%
2014/15	2,632	-154[6]	370	45%
2015/16	3,021	389	555	55%
% change on 2008 baseline	273%	37%	14%	
Target 38: To increase participation in the Getabout car share scheme to at least 5,000 members by 2021.				

Source Nestranscarshare.com



[6] This figure is the aggregate number of new members and includes the total number of new members minus those inactive members who have been removed from the database.

Indicator 39: Number of car club members						
	Number of cars in the fleet	Number of electric or alternatively fuelled vehicles in fleet	Wheelchair accessible vehicles	Number of members (organisations & individuals)	Number of drivers registered	% utilisation of the vehicles
2012/13	12	0	0	104	395	20%
2013/14	26	9	1	222	642	20%
2015/16	40	21	2	tbc	1,277	21%
Target 39: To increase the number of drivers registered in north east car clubs to over 2,000 by 2021.						

Source: Co-Wheels Car Club

The number of cars in the Aberdeen car club scheme has almost doubled again in the last in the last year and the fleet of 40 cars now includes 16 electric vehicles, 5 hybrid vehicles and 2 vehicles capable of carrying a wheelchair. Two hydrogen vehicles have also been added but these are not yet available for general circulation and have therefore not been included in the numbers above. The number of members has also significantly increased.

A car club scheme was also launched in Huntly in September 2015 and currently has two cars in its fleet (one petrol and one hybrid). The scheme currently has 7 members and 14 designated drivers.

12. Journey times and Congestion

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

Indicator 40: The percentage of driver journeys delayed due to congestion			
	Aberdeen City	Aberdeenshire	North East
2009/10	18%	12%	15%
2012	12%	13%	12%
2014	19%	17%	18%
Target 40: to reduce the proportion of journeys delayed due to congestion in the north east to less than 10% by 2021			

Source: Scottish Household Survey Transport: Local Area Analysis 2009/10 and 2012

Journey Times

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.

There is a need therefore 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 same 12 sample journeys are monitored on an annual basis 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 09:30am), but include changes and any connections to be made. Monitoring over time will show changes in journey times which may be influenced by interventions such as better connections or improved journey times, particularly where bus priorities are available or new routes and connections created.

The journeys are planned using journey planning websites to gauge estimated journey times by different modes, although it is difficult to get realistic estimates taking account of possible delays.

Indicator 41 provides an indication of car and public transport journey times aggregated for the 12 sample journeys (detailed above). Between 2012 and 2016, public transport journey times have been increasing and speeds now average 21 mph. The comparable car journey times have been reducing and average speeds are estimated at 35 mph – some 40% quicker than public transport for equivalent journeys.

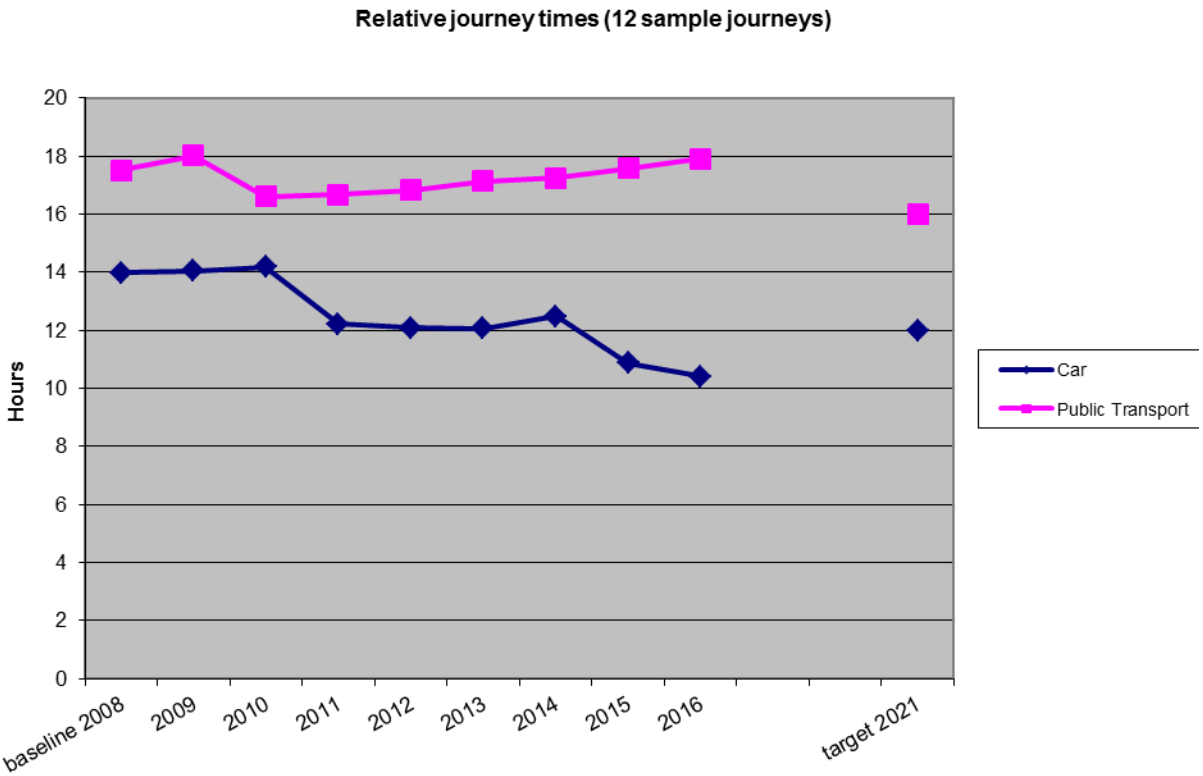
Estimated Journey Times		September 2015	
	Miles	Car	Public Transport*
Fraserburgh to St Cyrus	74	1hour 47min	2hours 59m
Peterhead to Banchory	52	1hour 22min	2hours 31m
Banff to Foresterhill	45	1hour 09min	1hour 44min
Turriff to RGU	36	1hour 04min	1hours 56m
Bridge of Don to Dyce	6	15 minutes	25 minutes
Stonehaven to Airport	21	39 minutes	52 minutes
Braemar to Woodhill House	55	1hour 26min	2hours 47m
Huntly to Union Street	39	1hour 02min	1hour 03min
Seaton to Altens	5	19 minutes	46 minutes
Portlethen to Kirkhill	14	31 minutes	56 minutes
Tillydrone to East Tullos	5	18 minutes	42 minutes
Cults to Balmedie	15	32 minutes	1hour 16min
TOTAL DISTANCE	367		
Total journey time		10hours 24m	17hours 55m
Average journey speed		35mph	21 mph

*shortest journey time starting between 0800 and 0959, weekday[7]
Source: www.Google.co.uk/maps and www.travelinescotland.com

[7] The journey times in this chart should be treated with caution. The journey planning website transportdirect was previously used, but has been replaced by Travelinescotland info.

Indicator 41: To monitor average journey speeds by car and public transport for 12 typical journeys across the north east (total distance 367 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	27 mph	21 mph
April 2012	12hrs 05	16hrs 49	30 mph	23 mph
Sept 2016	10hrs 24	17hrs 55	35 mph	21 mph



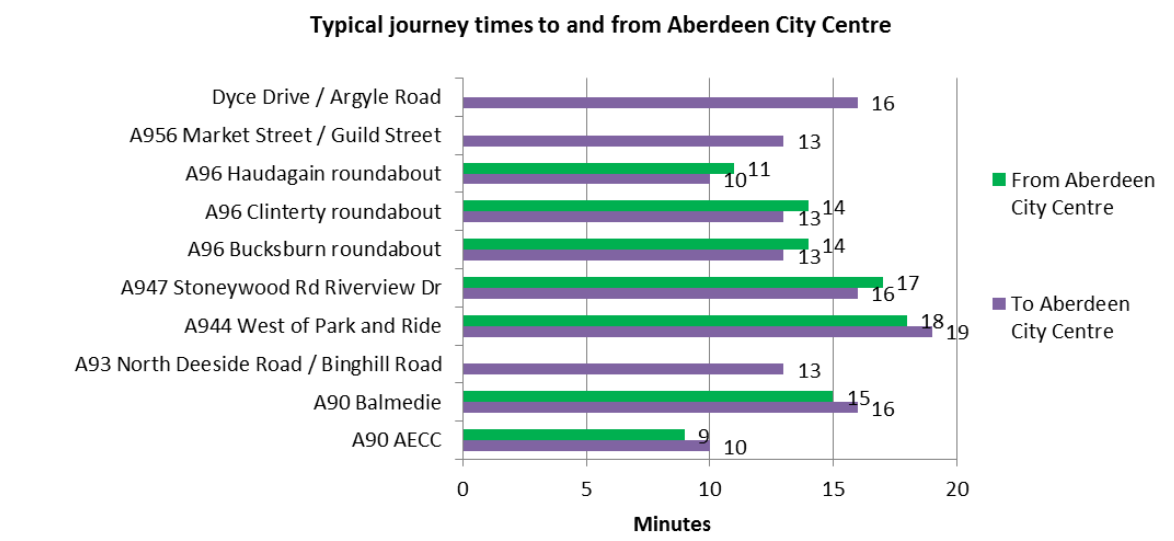
Target 41a: *to reduce journey times between key locations within the north east between 2008 and 2021*

Target 41b: To reduce the differential between public transport and car journey times between key locations within the north east, by ensuring that average speeds for public transport journeys are less than 20% higher than comparable car journeys by 2021.

Source: www.transportdirect.info / www.google.co.uk/maps / www.travelinescotland.com

The Traffic Scotland website also monitors typical journey times on the road network within Aberdeen City. As this is the first year that this data has been presented, it is not possible to present a comparison.

Indicator 42: Typical journey times by road to and from Aberdeen City Centre



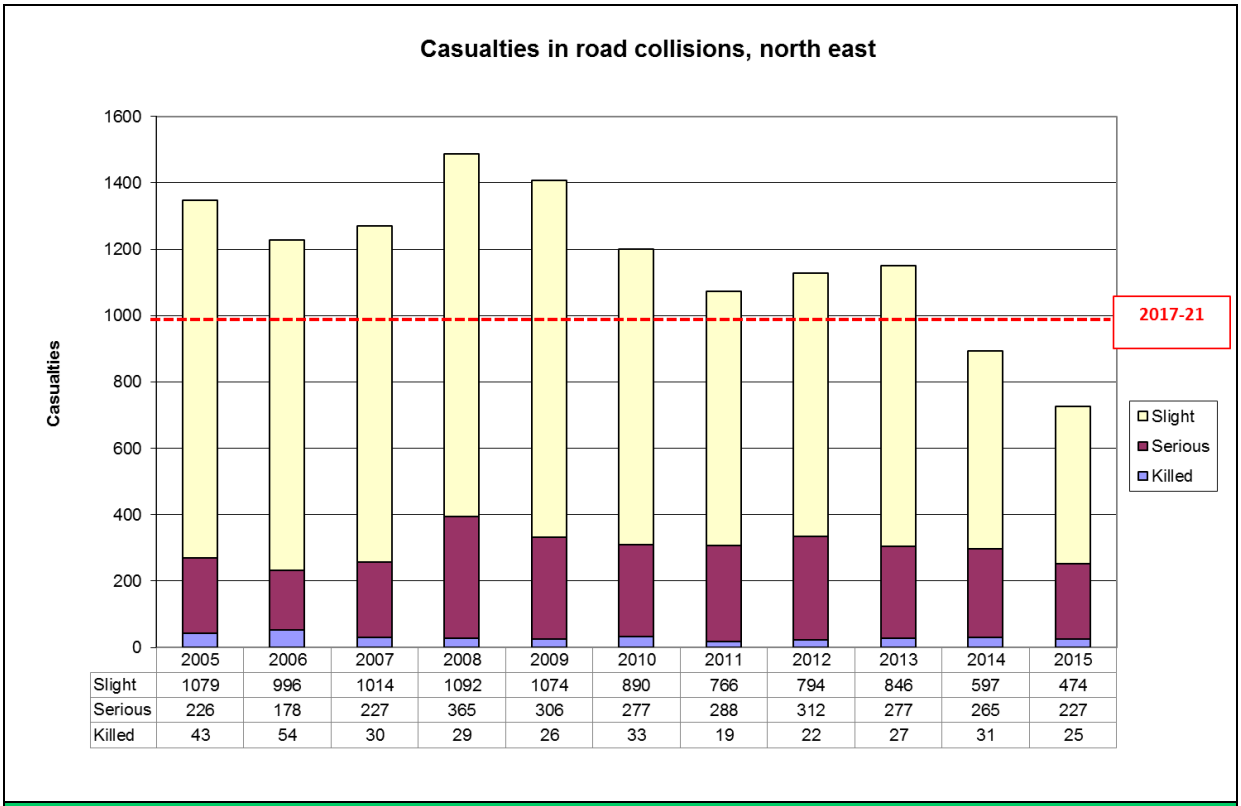
13. Road Safety

Casualties

The number of casualties in road traffic accidents has fallen from an average of 1,263 in the period 2001 to 2005 to 968 between 2011 and 2015, a reduction of some 23%.

Indicator 43: The number of casualties in road traffic collisions

2001-05 average: Baseline		**Fatal**	**Serious**	**Slight**	**All**
	Aberdeen	6	71	402	479
	Aberdeenshire	31	148	607	784
	North east	38	219	1,010	1,263
	(All severities - reduction of 24.6% on 1994-98 average)				
2011-2015 average		**Fatal**	**Serious**	**Slight**	**All**
	Aberdeen	6	94	292	366
	Aberdeenshire	18	180	404	602
	North east	24	274	696	968
	% Change since 2001-05	-37%	+25%	-31%	-23%

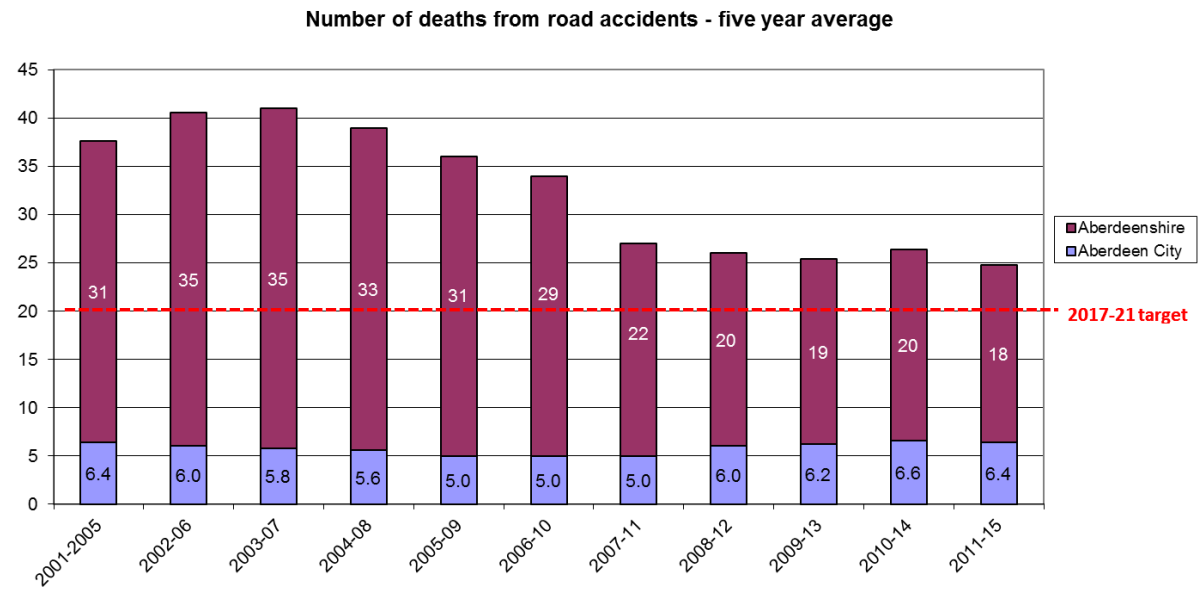


	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Slight	1079	996	1014	1092	1074	890	766	794	846	597	474
Serious	226	178	227	365	306	277	288	312	277	265	227
Killed	43	54	30	29	26	33	19	22	27	31	25

Target 43: 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, 2014

Indicator 44: The number of deaths in road traffic collisions



% change on 2001-05 baseline	Aberdeen City: -0%	Aberdeenshire: -41%	North East: -34%

Target 44: To reduce deaths from road traffic collisions by at least 50% of 2001-05 average to less than an average of fewer than 20 per year by 2017-21.

14. Environment

Carbon Emissions

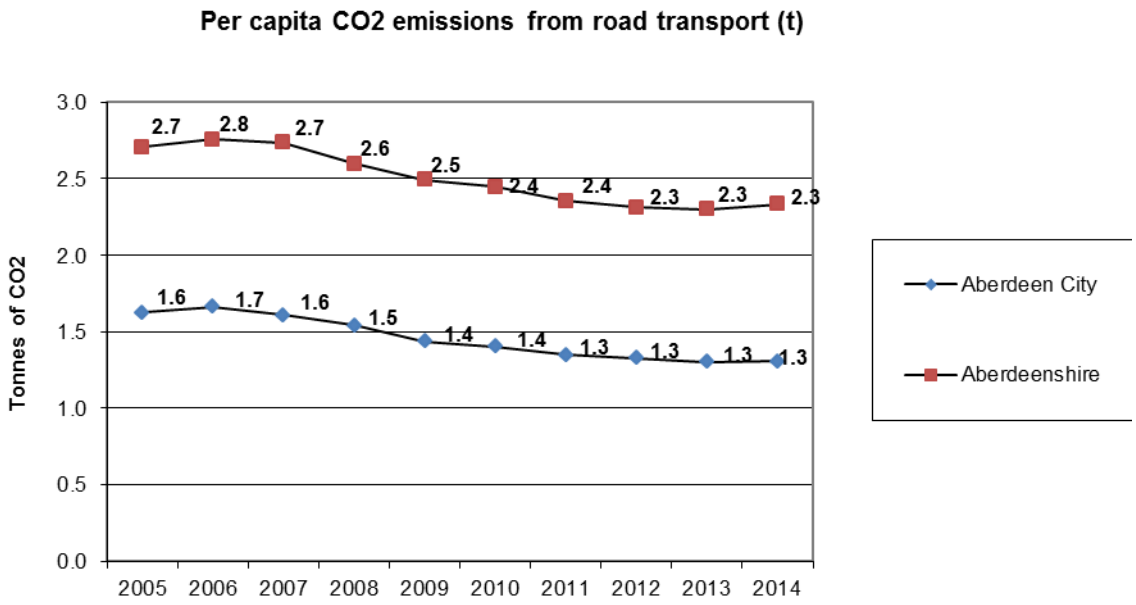
Per capita CO2 emissions from road transport

The UK Government provides data supporting the national indicator of per capita CO2 emissions in Local Authority areas across the UK split by energy sector.

In 2014 transport (including road and diesel railways accounted for 23% of total carbon dioxide emissions from industry and commercial; domestic; and transport sources in Aberdeen City and 39% in Aberdeenshire. This proportion has increased by 3 percentage points since 2005 in Aberdeen City and 8% percentage points in Aberdeenshire.

As well as total carbon emissions, it is appropriate to monitor carbon emissions on a per capita basis to take account of changes in the population. Per capita emissions from road transport have decreased from 2.7 tonnes of CO2 per person in 2005 to 2.3 tonnes in 2014 in Aberdeenshire and from 1.6 to 1.3 tonnes in Aberdeen City. This represents a 16% reduction across the region since 2005. Per capita emissions from road transport for Scotland as a whole were 1.9 tonnes of CO2 in 2014.

Indicator 45: Carbon Dioxide emissions from road transport



% per capita reduction since 2005	Aberdeen City	Aberdeenshire	North East
	-20%	-14%	-16%

Target 45: To reduce the CO2 emissions from road transport in the north east by at least 2.5% per year, to an average of less than 1.5 tonnes per capita by 2021.

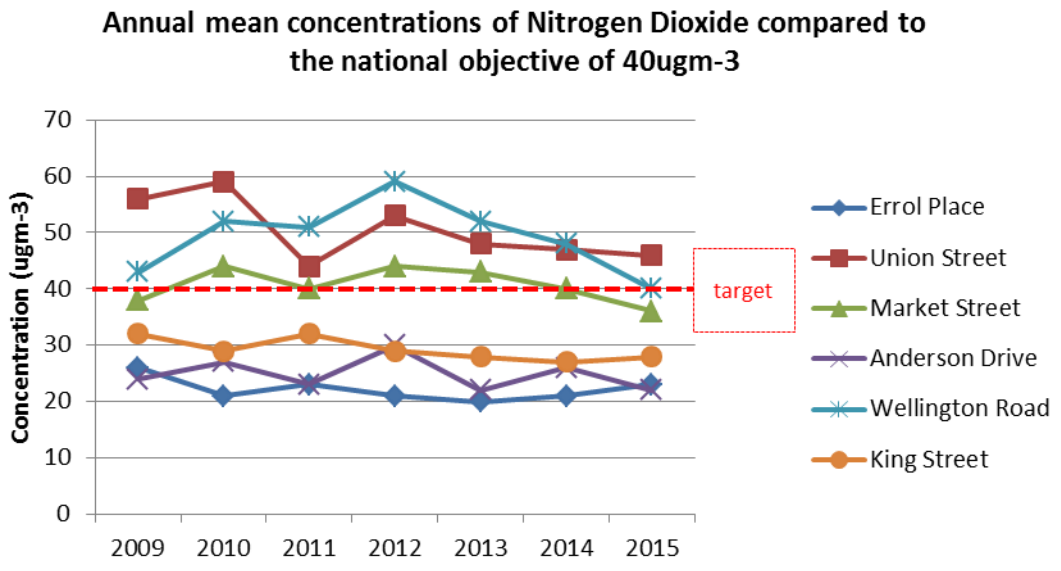
Source: Department of Energy and Climate Change

Air Quality

Three Air Quality Management Areas have been identified in Aberdeen: the City Centre; Anderson Drive; and Wellington Road. These areas have been identified for projected exceedances in permitted levels of both Nitrogen Dioxide (NO2) and Particulates (PM10) and the City Council has produced a plan of action for reducing emissions to within European-defined maximum levels in these areas.

Monitoring stations are in place at six locations and provide data on the current situation as well as annual average concentrations of pollutants. Indicator 46 shows that Union Street experienced the highest levels of Nitrogen Dioxide emissions in 2015 and is now the only monitoring site that continues to exceed the annual mean objective. There has been a downward trend in emissions at Wellington Road and Market Street which are now at or below the target for Nitrogen Dioxide emissions.

Indicator 46: The average atmospheric concentration of nitrogen dioxide

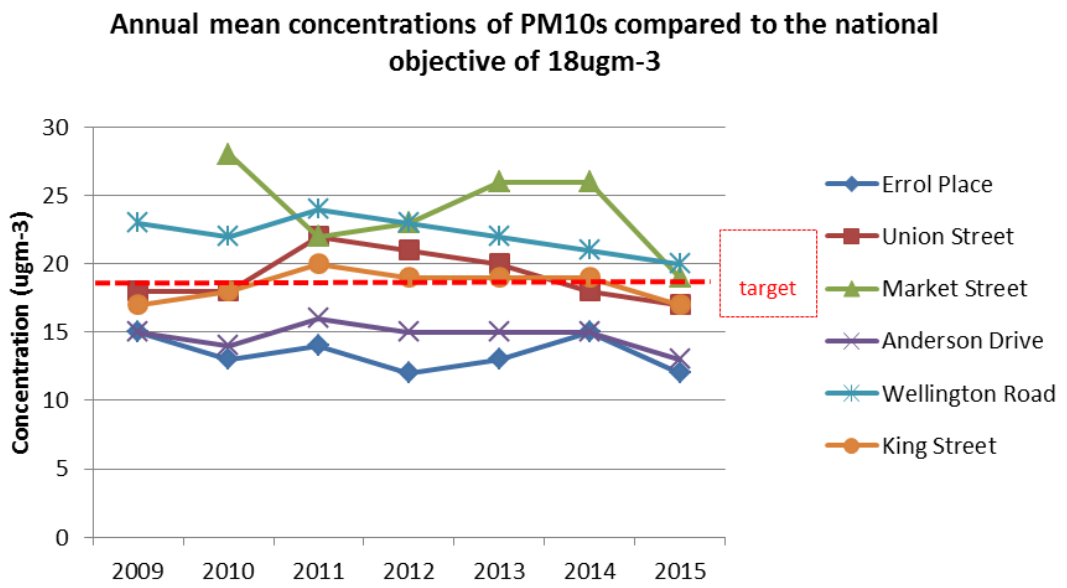


Target 46: *To reduce the levels of identified pollutants and meet national and European legislation on pollutants (enabling the removal of AQMA status at all sites in the north east - in Aberdeen City Centre, Wellington Road and Anderson Drive)*

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

The annual mean objective for particulates was exceeded at Market Street and Wellington Road in 2015 however levels are the lowest recorded in the last five years.

Indicator 47: The average atmospheric concentration of particulates (PM10s)



Target 47: *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 2016 Air Quality Annual Progress Report

Indicator 48: The number of Noise Management Areas

In March 2015, Aberdeen City Council declared 15 Noise Management Areas across the City:

1. Auchmill Road at Newton Terrace
2. North Anderson Drive at Clifton Road
3. Great Northern Road near Smithfield Lane
4. King Street at Don Street
5. North Anderson Drive at Mastrick Road
6. North Anderson Drive at Laburnum Walk
7. King Street at Mealmarket Street – excluding Little John Street and Mealmarket Street
8. King Street at St Clair Street
9. Union Street at Dee Street
10. Rennies Wynd, Wapping Street, Carmelite Street, Trinity Street, Guild Street
11. Market Street, Union Street, Netherkirkgate
12. Market Street, Virginia Street, Shore Brae
13. Palmerston Road, Market Street
14. Victoria Road at Walker Road
15. A90 at Holburn Street.

There are no declared NMAs in Aberdeenshire.

Target 48: To reduce the number of Noise Management Areas

Source: Aberdeen City Council website.

KC September 2016