



**Regional Transport Strategy 2021  
Monitoring Report**

**April 2011**



## 1. Introduction

This Monitoring Report provides information and background data to support the development of the Regional Transport Strategy (RTS), as approved by Scottish Ministers in July 2008. This is the fourth monitoring report, considering progress towards achievement of the measures identified as providing a baseline, when the RTS was originally approved by Board and submitted to the Scottish Government in 2007. It should be noted that it may take many years for the strategy to decisively influence most indicators, but it is Nestrans' intention to maintain regular monitoring of its targets and indicators.

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

An indication of which indicators are moving in the right direction is provided by using a colour coding scheme, whereby **indicators on-target are indicated in green highlight and underlined**, those which have *some degree of success (perhaps some parts are being achieved or some improvement, but not as great as targeted) are highlighted in yellow and are in italics*, those which indicate **a move in the wrong direction are highlighted in red and in bold** and those with no data or no significant change are not highlighted.

In the 2011 monitoring report, of 45 indicators for which indicative targets have been identified, using the most up-to-date data available the following results could be summarised:

	2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report
Indicators <b>on target</b>	12	18	18
Indicators with <i>some success</i>	8	14	12
Indicators moving in the <b>wrong direction</b>	7	9	7
Indicators with no data available	18	4	8

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

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

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

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

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

## Index of Indicators

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report
<b>Strategic Objective 1: Economy</b>				
<b>Trains and Railways (pages 10-14)</b>				
<b>Indicator 1</b>	Number of railway stations	<u>On target</u>	<u>On target</u>	<u>On target</u>
<b>Indicator 2</b>	Number of rail services per week (with typical journey time) from Aberdeen to key destinations	<u>On target</u>	<i>Some success</i>	<i>Some success</i>
<b>Indicator 3</b>	Number of passengers per year through north east stations (and ranking within Scotland for those in top 100)	<u>On target</u>	<u>On target</u>	<u>On target</u>
<b>Indicator 4</b>	Number of Passenger miles travelled to/from/within north east by rail (for journeys wholly within Scotland)	<u>On target</u>	<u>On target</u>	<u>On target</u>
<b>Road – External Links (pages 14-15)</b>				
<b>Indicator 5</b>	Example car/van journey times from key nodes to important sample destinations	<b>Wrong direction</b>	<i>Some success</i>	<i>Some success</i>
<b>Indicator 6</b>	Traffic flows (traffic per day) on key strategic routes	No target ↑	No target ↑	No target =
<b>Indicator 7</b>	Proportion of HGVs on key strategic routes	No target =	No target ↑	No target ↑
<b>Indicator 8</b>	Number of permanent restrictions affecting trunk routes in or to/from the north east	No progress	<i>Some success</i>	<i>Some success</i>
<b>Coach (pages 15-16)</b>				
<b>Indicator 9</b>	Number of coach services per week from the north east direct to key locations (with typical journey time)	<b>Wrong direction</b>	<i>Some success</i>	<i>Some success</i>
<b>Air Routes (pages 17-19)</b>				
<b>Indicator 10</b>	Number of passengers through Aberdeen Airport	<u>On target</u>	<u>On target</u>	<b>Wrong direction</b>
<b>Indicator 11</b>	Proportion of Scotland's air passengers using Aberdeen Airport	<u>On target</u>	<u>On target</u>	<u>On target</u>
<b>Indicator 12</b>	The number of destinations served direct from Aberdeen Airport	<b>Wrong direction</b>	<b>Wrong direction</b>	<u>On target</u>
<b>Indicator 13</b>	Number of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available	Data not available
<b>Indicator 14</b>	Proportion of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available	Data not available
<b>Maritime (pages 19-20)</b>				
<b>Indicator 15</b>	Number of ferry services from north east ports (with typical journey times)	<u>On target</u>	<u>On target</u>	<u>On target</u>
<b>Indicator 16</b>	Number of passengers carried on ferry services to the Northern Isles (note that this data includes Scrabster-Stromness as well as Aberdeen-Kirkwall and Aberdeen-Lerwick)	<u>On target</u>	<b>Wrong direction</b>	<i>Some success</i>

	2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report
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<b>Indicator 17</b> Number of countries with shipping services from North East ports	<u>On-target</u>	Awaiting Data	<u>On-target</u>
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**Strategic Object 1: Economy – Operational Objective 1**

**Congestion (page 21)**

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

**Freight (pages 22-23)**

<b>Indicator 19</b> The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode	<i>Some success</i>	<b>Wrong direction</b>	<b>Wrong direction</b>
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**Maritime (pages 23-24)**

<b>Indicator 20</b> The volume of goods through the north east's major ports	<u>On target</u>	<i>Some success</i>	<b>Wrong direction</b>
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**Heavy Goods Vehicles (pages 24-25)**

<b>Indicator 21</b> The volume of goods to or from the region carried by heavy goods vehicles	No target ↑	No target ↓	No target ↑
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**Railfreight (page 25)**

<b>Indicator 22</b> The volume of goods to or from the region carried by railfreight	<u>On target</u>	<u>On target</u>	Awaiting Data
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**Strategic Object 1: Economy – Operational Objective 3**

**Journey Times (pages 26-29)**

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

**Strategic Object 2: Accessibility Safety and Social Inclusion**

**Car Ownership (pages 30-31)**

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

**Accessibility (pages 31-32)**

<b>Indicator 27</b> The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in	<i>Some success</i>	<i>Some success</i>	<i>Some success</i>
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Aberdeenshire with a bus service within 13 minutes' walk

2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report
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**Drivers with Disability (pages 32-33)**

<b>Indicator 28</b>	The number of blue badge holders (and proportion relative to cars registered) in the north east	No target ↑	No target ↓	No target ↑
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**Taxis (pages 33-34)**

<b>Indicator 29</b>	The number of taxis and private hire vehicles available in the northeast	<u>On target</u>	<u>TARGET MET</u>	<u>TARGET MET</u>
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<b>Indicator 30</b>	The number of licensed taxi and private hire drivers in the north east	No target ↑	No target ↑	No target ↑
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<b>Indicator 31</b>	The proportion of taxis which are capable of carrying wheelchairs	<u>On target</u>	<u>On target</u>	<u>On target</u>
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**Motorcycles (pages 34-35)**

<b>Indicator 32</b>	The number of motorcycles and powered two wheelers registered within the north east as a proportion of all vehicles registered	<u>On target</u>	<u>TARGET MET</u>	<u>TARGET MET</u>
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**Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 1**

**Travel Plans (page 36)**

<b>Indicator 33</b>	The number of business travel plans in place across the north east	Data not available	<u>On target</u>	Awaiting data
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**Car Parking (pages 36-38)**

<b>Indicator 34</b>	Proportion of car commuters in the north east who have free parking	Data not available	Data not available	No Target =
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<b>Indicator 35</b>	The number of public car parking spaces available in Aberdeen City Centre	Awaiting data	No target ↑	No Target =
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<b>Indicator 36</b>	To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ratio of 2hrs off-street parking in a Council multi-storey car park:cost of daily ticket on First Bus	Awaiting data	<i>Some success</i>	<b>Wrong direction</b>
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<b>Indicator 37</b>	To compare cost of monthly bus ticket in Aberdeen with other Scottish cities	No target ↑	No target ↓	No Target =
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**Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 2**

**Casualties (pages 39-41)**

<b>Indicator 38</b>	The number of casualties in road traffic collisions	<u>On target</u>	<i>Some success</i>	<u>On target</u>
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Data not directly comparable

<b>Indicator 39</b>	The number of deaths in road traffic collisions	<b>Wrong direction</b>	<b>Wrong direction</b>	<i>Some success</i>
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### Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 3

#### School Travel (page 42)

<b>Indicator 40</b>	The proportion of children travelling actively to school (walking or cycling)	<i>Some success</i>	<i>Some success</i>	<i>Some success</i>
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#### Cycling (pages 43-44)

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

#### Car Share (pages 44-45)

<b>Indicator 43</b>	Number of participants in carshare schemes in the north east	<u>On target</u>	<u>On target</u>	<u>On target</u>
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### Strategic Objective 3: Environment

#### Carbon Emissions (pages 46)

<b>Indicator 44</b>	Carbon dioxide emissions from road transport	<i>Some success</i>	<i>Some success</i>	<u>On target, but not directly comparable</u>
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### Strategic Objective 3: Environment – Operational Objective 1

#### Travel to Work (pages 47-50)

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

### Strategic Objective 3: Environment – Operational Objective 2

#### Air Quality (pages 51)

<b>Indicator 46</b>	The average atmospheric concentration of monitored pollutants in Aberdeen City Centre	<u>On target</u>	<i>Some success</i>	<i>Some success</i>
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### Strategic Objective 3: Environment – Operational Objective 3

#### Traffic in the north east (pages 52-56)

Indicator	Description	2009	2010	2011
Indicator 47a	Growth in vehicle kilometres travelled in the north east in the preceding decade.	Some success	On target	On target
Indicator 47b	Distance travelled by vehicles in the north east	Wrong direction	Wrong direction	Some Success
Indicator 48	Traffic in north east as a percentage of Scotland's traffic	No target ↑	No target ↑	No target ↑

### Strategic Objective 4: Spatial Planning

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

Indicator	Description	2009	2010	2011
Indicator 49	The proportion of retail turnover in town and City centres	Awaiting data	Data not available	Data not available

### Strategic Objective 4: Spatial Planning – Operational Objective 1

#### Reliability and Punctuality of Buses (pages 58)

Indicator	Description	2009	2010	2011
Indicator 50	Reliability and punctuality of buses in the north east	Some success	Wrong direction	Wrong direction

### Strategic Objective 4: Spatial Planning – Operational Objective 2

#### Integrated Ticketing (page 59)

Indicator	Description	2009	2010	2011
Indicator 51	The ability to transfer from one transport company to another with minimum hassle and using a single ticket	Awaiting data	Some success	Some success

### Strategic Objective 4: Spatial Planning – Operational Objective 3

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

Indicator	Description	2009	2010	2011
Indicator 52	The percentage of residents who find public transport convenient	Wrong direction	Some success	Awaiting data

#### Park and Ride (pages 60-61)

Indicator	Description	2009	2010	2011
Indicator 53	The number of people using Park & Ride sites in the north east annually	Awaiting data	Wrong direction	Awaiting data

## Strategic Objective 1: Economy

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

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

### Trains and Railways

There are eight railway stations in the north east. Three of these (Aberdeen, Dyce and Stonehaven) were in Scotland's hundred busiest in 2004/05 and remain so in the years to 2008-09

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

Indicator 1 : Number of rail stations in the North East			
	Aberdeen City	Aberdeenshire	Total
2007	2	5	7
2009	2	6 (Laurencekirk opened May 2009)	8
2010	2	6	8
2011	2	6	8
<b>Target:</b> To open a new railway station in the north east every three years, to a total of 12 by 2021.			

Indicator 2 : Number of rail services per week (with typical journey times) from Aberdeen to key destinations								
		London	Sleeper	Edinburgh	Glasgow	Dundee	Inverness	Inverurie
No. of Services	2007	19	7	124	102	232	59	95
	2009	21	7	117	102	219	71	131
	2010	21	6	117	96	220	71	131
	2011	21	6	117	96	220	71	131
Journey time (hrs)	2007	7hrs 02	10hrs 24	2hrs 25	2hrs 33	1hrs 11	2hrs 15	0hrs 25
	2009	7hrs 02	10hrs 24	2hrs 20	2hrs 33	1hrs 11	2hrs 15	0hrs 25
	2010	7hrs 05	10hrs 07	2hrs 24	2hrs 39	1hrs 15	2hrs 11	0hrs 23
	2011	7hrs 05	10hrs 07	2hrs 34	2hrs 32	1hrs 10	2hrs 11	0hrs 25
<b>Target:</b> To increase the number of services to key destinations by 10% every five years, and to have shorter journey times to key destinations, reduced by 10% by 2021.								

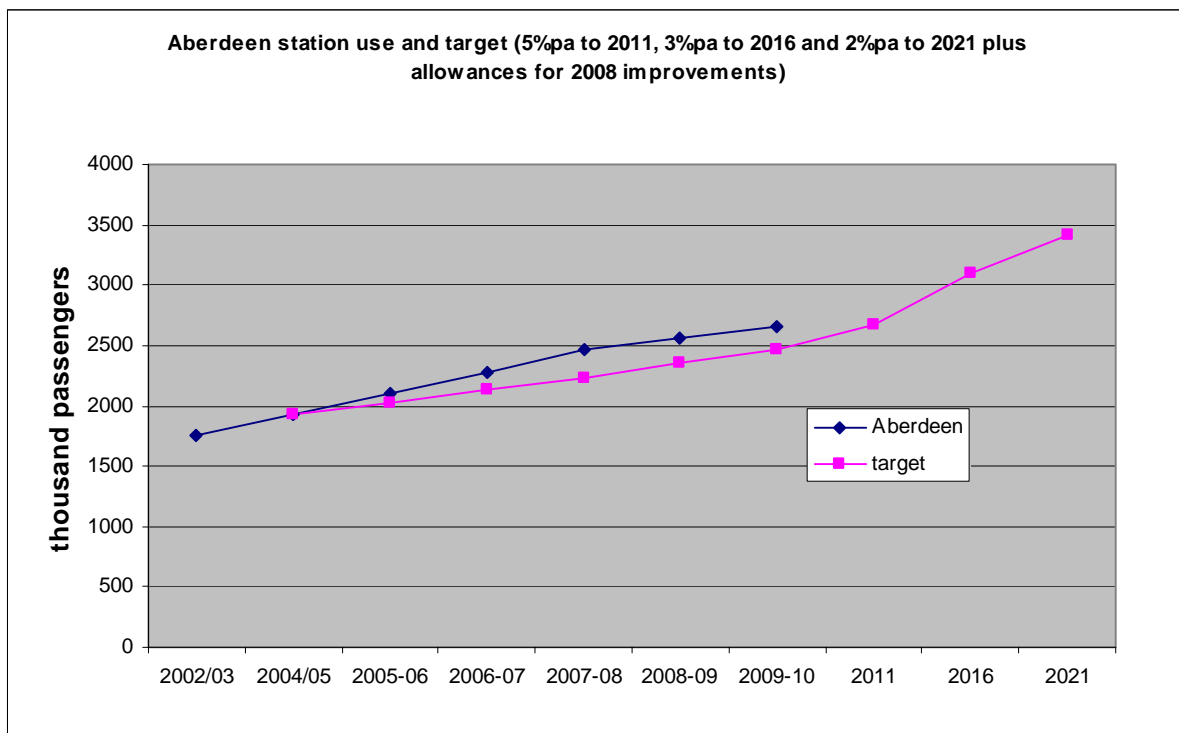
Source: Rail timetables

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

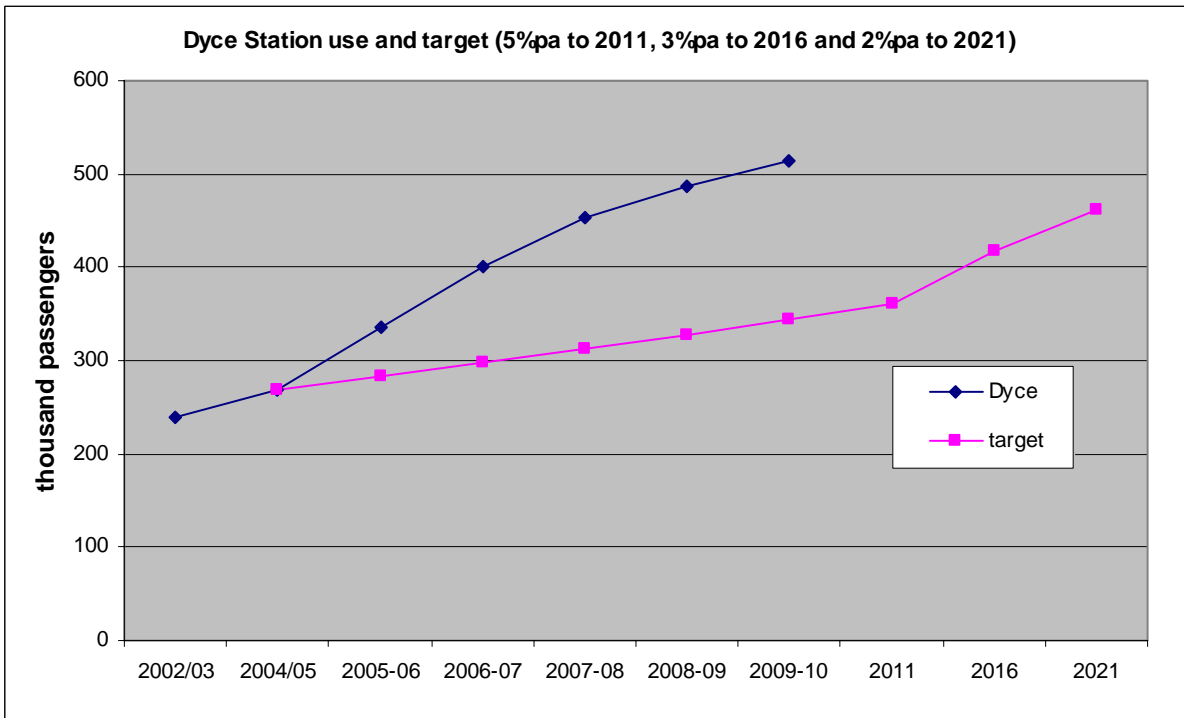
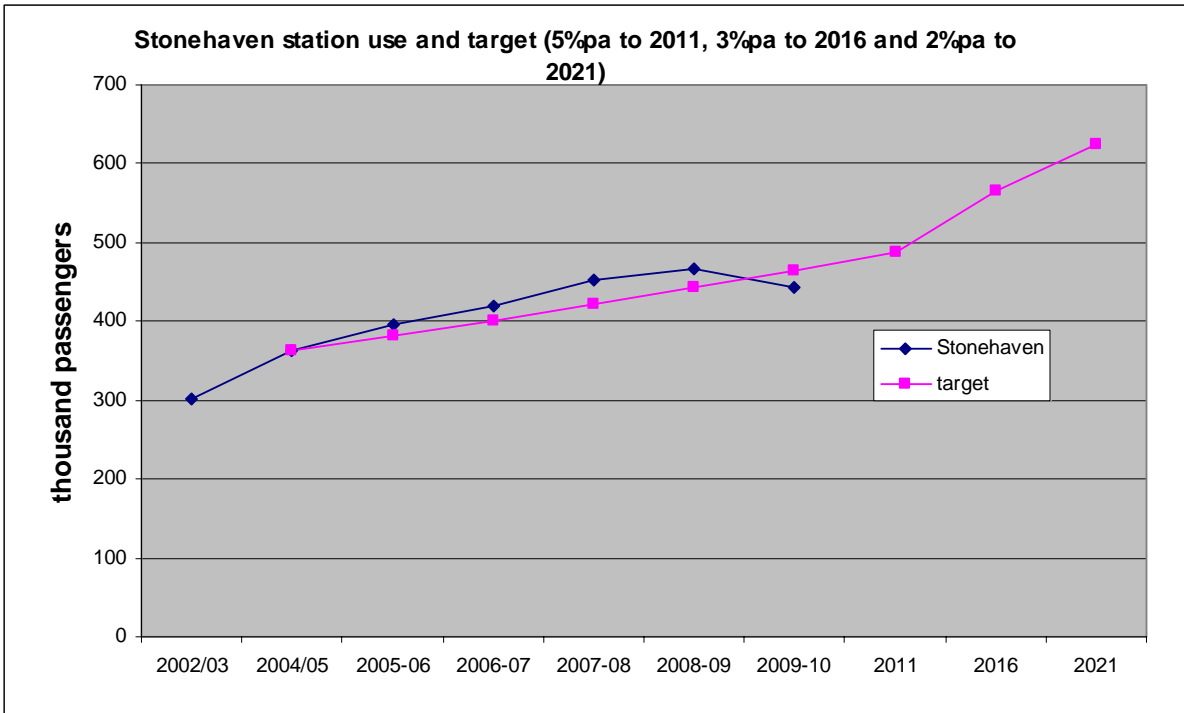
	Aberdeen	Stonehaven	Dyce	Inverurie	Huntly	Insch	Portlethen	Laurence kirk
<b>2004/05</b>	1,932,000 (5 <sup>th</sup> )	364,000 (67 <sup>th</sup> )	269,000 (92 <sup>nd</sup> )	127,779	69,533	62,261	10,722	-
<b>2005/06</b>	2,108,000 (5 <sup>th</sup> )	397,000 (66 <sup>th</sup> )	335,000 (81 <sup>st</sup> )	154,103	70,430	66,432	14,887	-
<b>2006/07</b>	2,279,000 (5 <sup>th</sup> )	419,000 (65 <sup>th</sup> )	401,000 (69 <sup>th</sup> )	175,934	75,708	65,823	21,073	-
<b>2007/08</b>	2,470,270 (5 <sup>th</sup> )	452,596 (64 <sup>th</sup> )	453,634 (62 <sup>nd</sup> )	195,138	84,223	72,644	22,055	-
<b>2008/09</b>	2,568,810 (5 <sup>th</sup> )	466,996 (73 <sup>rd</sup> )	487,972 (71 <sup>st</sup> )	223,556	87,894	79,466	19,906	-
<b>2009/10</b>	2,657,014	444,822	515,524	292,408	84,300	82,706	15,186	56,496 <sup>1</sup>
<b>% change from 04/05</b>	<b>38%</b>	<b>22%</b>	<b>91%</b>	<b>129%</b>	<b>21%</b>	<b>33%</b>	<b>42%</b>	-

**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.**

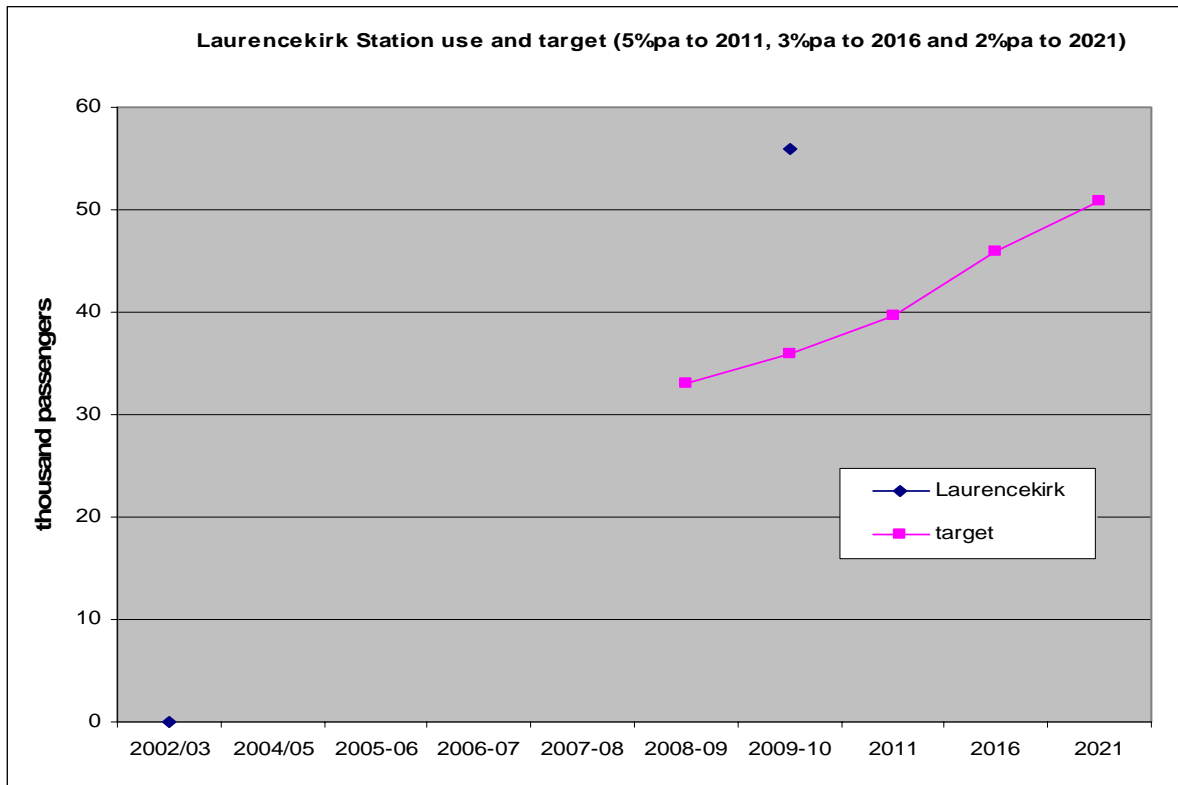
Source: Office of the Rail Regulator and Scottish Transport Statistics



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



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

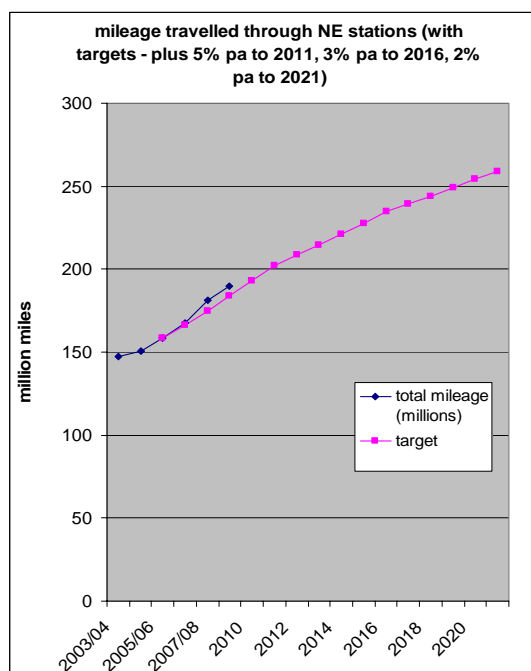
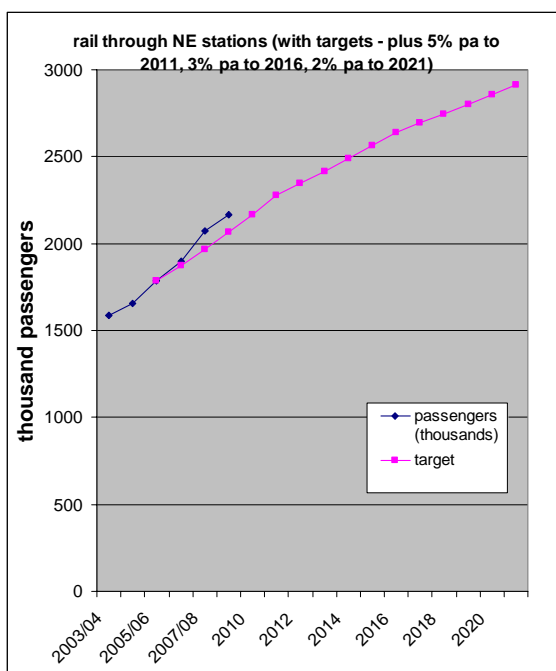


**Indicator 4 : Number of passenger miles travelled to/from/within the North East by rail (for journeys wholly within Scotland)**

	<b>Passengers numbers</b>	<b>Miles travelled</b>
<b>2004/05</b>	1.65 million	151 million
<b>2005/06</b>	1.76 million	159 million
<b>2006/07</b>	1.9 million	168 million
<b>2007/08</b>	2.07 million	181 million
<b>2008/09</b>	2.69 million	190 million
<b>% change from 2004/05</b>	+63%	+26%

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

Source: extrapolated from Scottish Transport Statistics



## Road – External Links

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

### Indicator 5 : Example car/van journey times from key nodes to important sample destinations

	Aberdeen Harbour to Inverness			Peterhead to national motorway network at Friarton Bridge, Perth		
	Journey time	Miles	Average speed	Journey time	Miles	Average speed
<b>2007</b>	3hrs 26min	111	32.3mph	3hrs 05min	123	39.9mph
<b>2009</b>	3hrs 29min	111	32.9mph	3hrs 10min	123	38.9mph
<b>2010</b>	3hrs 27min	111	32.2mph	3hrs 7min	123	36.9mph
<b>2011<sup>2</sup></b>	2hrs 50 min	105	37.8mph	2hrs 45min	123	44.7mph

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

Source: [www.transportdirect.info](http://www.transportdirect.info) / [www.google.co.uk](http://www.google.co.uk)

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

<b>Indicator 6 : Traffic flows (traffic per day) on key strategic routes</b>		
	<b>Vehicles - 7 day annual average</b>	
	<b>A90 at Stonehaven</b>	<b>A90 at Bridge of Don</b>
<b>2005</b>	24,743	16,750
<b>2006</b>	24,921	17,291
<b>2007</b>	26,045	17,686
<b>2008</b>	26,427	17,339
<b>2009</b>	26,778	17,308
<b>% change from 2005 baseline</b>	+8.2%	+3.3%

Source: Scottish Transport Statistics

<b>Indicator 7 : Proportion of HGVs on key strategic routes</b>	
	<b>A90 Bridge of Don – 7 day annual average</b>
<b>2005</b>	11%
<b>2006</b>	11%
<b>2007</b>	11%
<b>2008</b>	12%
<b>2009</b>	18%

Source: Scottish Transport Statistics

<b>Indicator 8 : Number of permanent restrictions affecting trunk routes in or to/from the north east</b>	
<b>2007 Baseline</b>	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge Width restriction (7' 0") A90 at Bridge of Dee
<b>2008</b>	No change on 2007.
<b>2009</b>	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge however this bridge identified for improvement in STPR. Width restriction (7' 0") A90 at Bridge of Dee – this will no longer be on a trunk road once the AWPR is constructed and this road will be de-trunked.
<b>2011</b>	The height restriction remains on Inveramsay Bridge however the Transport Minister has committed to improving this and Transport Scotland have commissioned an options appraisal study. Width restrictions remain on the Bridge of Dee however a study has been commissioned by Nestrans to look at options for improvement.
<b>Proposed Target: To remove all diversions relating to restrictions on trunk roads by 2015</b>	

## **Coach**

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

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

**Baseline 2007:**

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

Source: *Traveline Scotland, 2007*

**2008:** Direct coaches per week

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

Source: *Traveline Scotland 2008*

**2010:** Direct coaches per week

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

Source: *Traveline Scotland 2010*

**2011:** Direct coaches per week

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

Source: *Traveline Scotland 2011 and Operator Timetables*

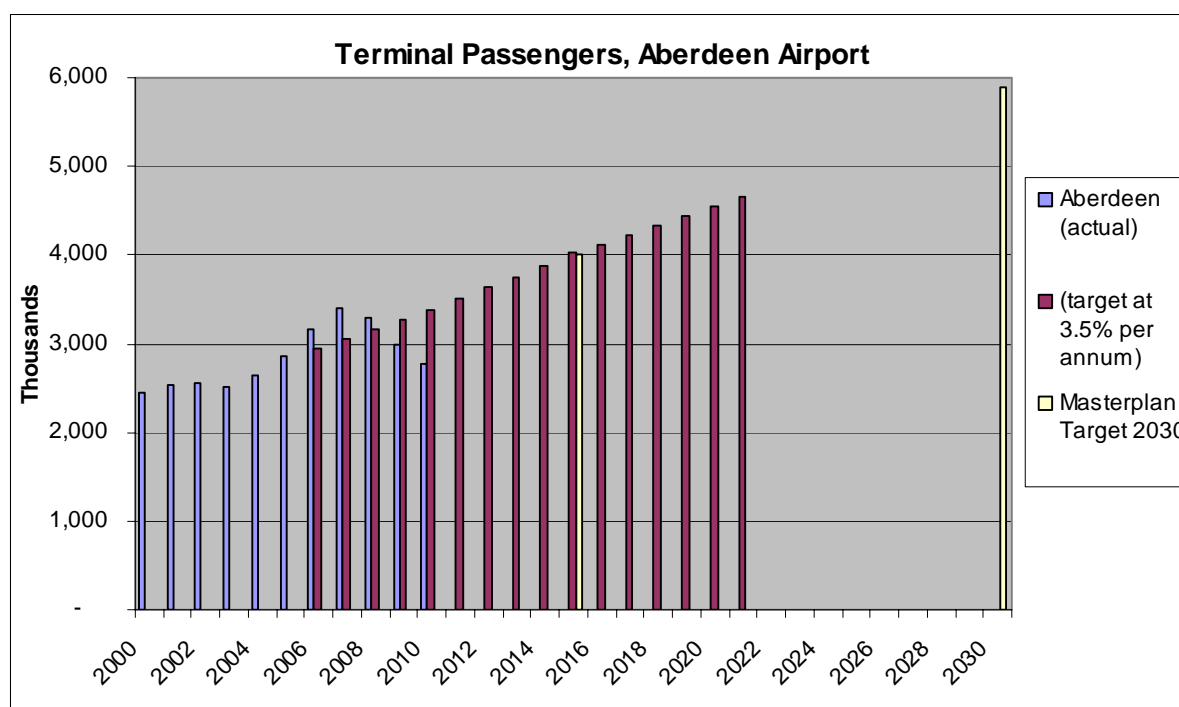
**Target:** To have direct coach services to each of the identified locations, with an increase in total number of coach services by 10% every five years and journey times reduced by 10% by 2021



## Air Routes

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

Indicator 10 : Number of passengers through Aberdeen Airport		
	Passengers	% change on previous year
2005	2,852,000	
2006	3,163,000	+10.9%
2007	3,411,000	+8%
2008	3,290,000	-4%
2009	2,984,000	-9%
2010	2,777,000 <sup>3</sup>	-7%
% change on 2005 baseline	-2%	
<b>Target: To increase the number of passengers through Aberdeen Airport by an average of 3½% per year between 2005 and 2021, to 4.6million by 2021.</b>		
<b>Previously Green</b>		



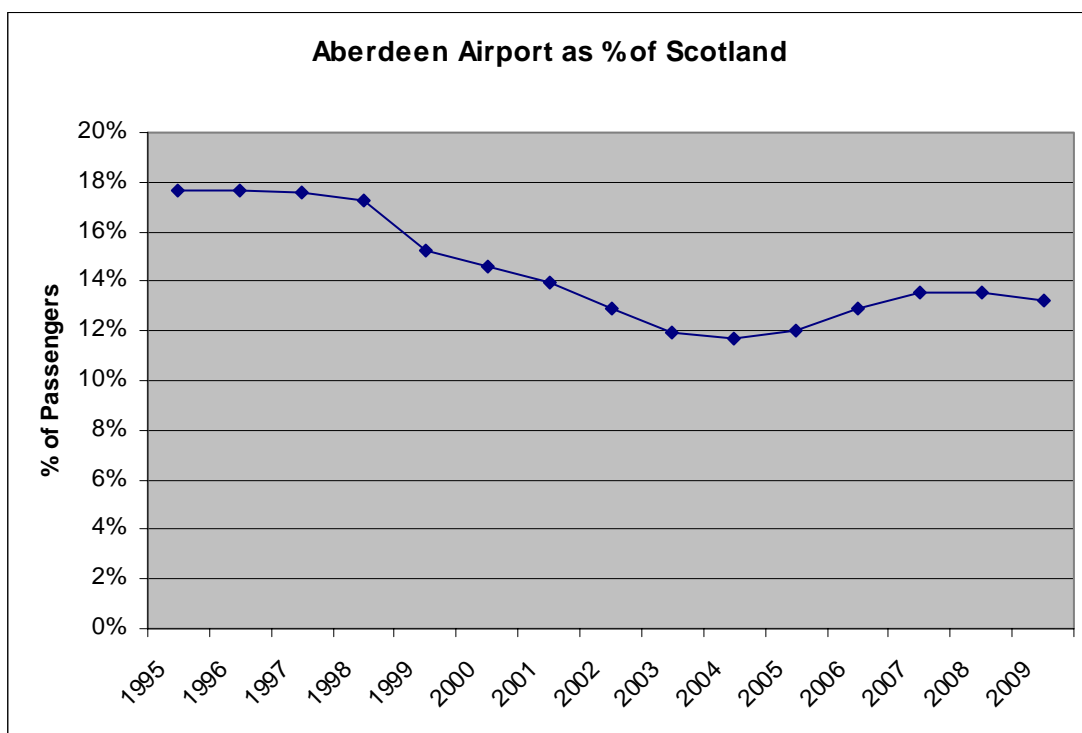
Source: Scottish Transport Statistics, BAA Scotland "Aberdeen Airport Masterplan" and Grampian Marketing Information 1988.

<sup>3</sup> Source: Mackay Consulting Economic Report

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

	%	Comment
<b>2005</b>	12.0%	A fall from 17.7% in 1995
<b>2006</b>	12.9%	The highest proportion since 2001
<b>2007</b>	13.6%	An increase on 2005 and 2006
<b>2008</b>	13.5%	
<b>2009</b>	13.3%	
<b>% change on 2005 baseline</b>	+1.3%	
<b>Target: To maintain at least 12% of Scotland's air passengers through Aberdeen Airport to 2021.</b>		

Source: Scottish Transport Statistics



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

	No of destinations	Number of countries
<b>2007</b>	46	15
<b>2008</b>	38	11
<b>2009</b>	38	10
<b>2011</b>	48	13
<b>% change on 2005 baseline</b>	+4%	-13%
<b>Target: To maintain at least the number of destinations direct from Aberdeen as in the base year of 2007.</b>		
<b>Previously Red</b>		

Source: BAA timetable information

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

<b>2006 Baseline</b>	BAA Airport Surface Access Strategy surveys indicate that 165,000 passengers accessed the airport by public transport in 2006 (compared to 112,500 in 2000-01). <i>Source: BAA Surveys</i>
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*At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years. No more up to date data is currently available.*

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

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

<b>2006 Baseline</b>	BAA Airport Surface Access Strategy surveys indicate that 6.7% of passengers access the airport by public transport (compared to 4.5% in 2000-01). <i>Source: BAA Surveys</i>
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*At UK airports where annual traffic levels exceed 300,000 passengers, surveys are usually undertaken once every three to five years. No more up to date data is currently available.*

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

**Maritime**

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

	To Orkney		To Shetland	
	Journeys / week	Journey time	Journeys / week	Journey time
<b>2007 Baseline</b>	4	6 hours	7	12 ½ hours
<b>2009</b>	4	6 hours	7	12 ½ hours
<b>2010</b>	4	6 hours	7	12 ½ hours
<b>2011</b>	4	6 hours	7	12 ½ hours

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

*Source: Northlink Ferries Summer timetables*

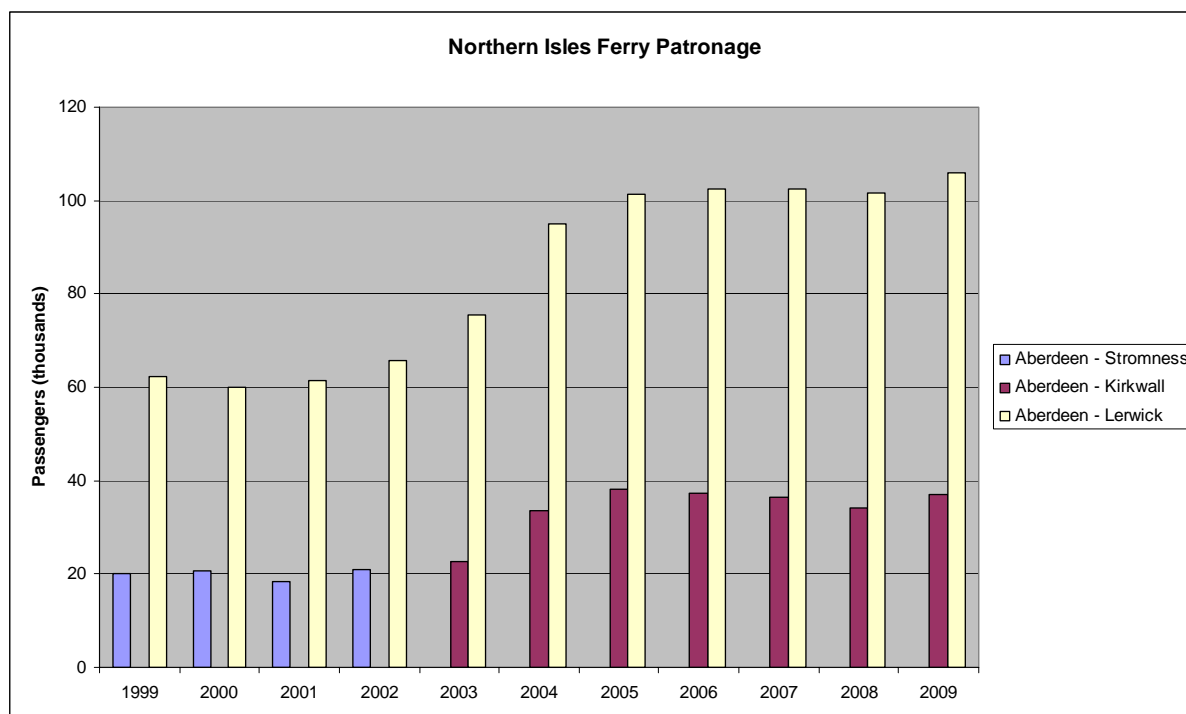
**Indicator 16 : Number of passengers carried on ferry services to the Northern Isles.**

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

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

**Previously Red**

Source: Scottish Transport Statistics



Source: Scottish Transport Statistics and Aberdeen Harbour Annual Review

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

	Number of countries
<b>2005 Baseline</b>	32
<b>2008</b>	37
<b>2009</b>	37

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

## Strategic Objective 1: Economy

### Operational Objective 1:

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

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

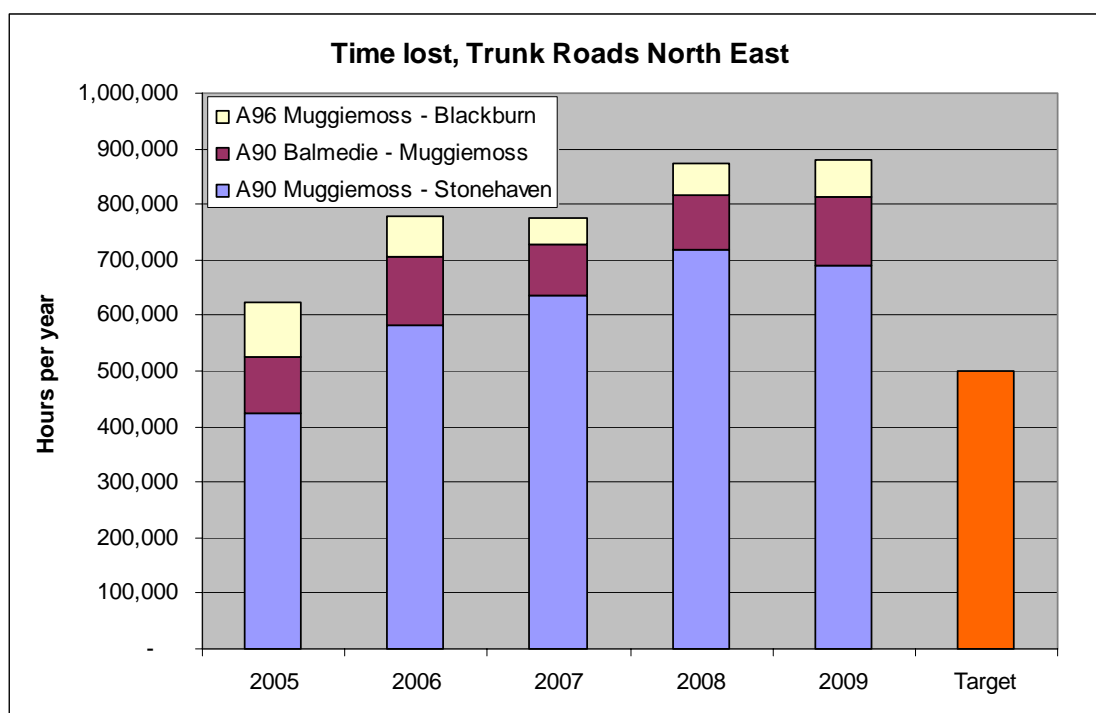
### Congestion

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

	A90 Muggiemoss – Stonehaven	A90 Balmedie - Muggiemoss	A96 Muggiemoss - Blackburn	Total
<b>2005</b>	425,500 hours	98,500 hours	98,100 hours	622,100
<b>2006</b>	583,600 hours	120,600 hours	73,800 hours	778,000
<b>2007</b>	635,700 hours	91,100 hours	48,200 hours	775,000
<b>2008</b>	717,705 hours	98,957 hours	58,028 hours	874,690
<b>2009</b>	668,793 hours	125,471 hours	66,778 hours	881,043
<b>% change on 2005 baseline</b>	+57%	+27% however significant fluctuations from year to year	-32% however significant fluctuations from year to year	+42%

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

*Source: extrapolated from Scottish Transport Statistics*



*Source: Scottish Transport Statistics*

## Strategic Objective 1: Economy

### Operational Objective 2:

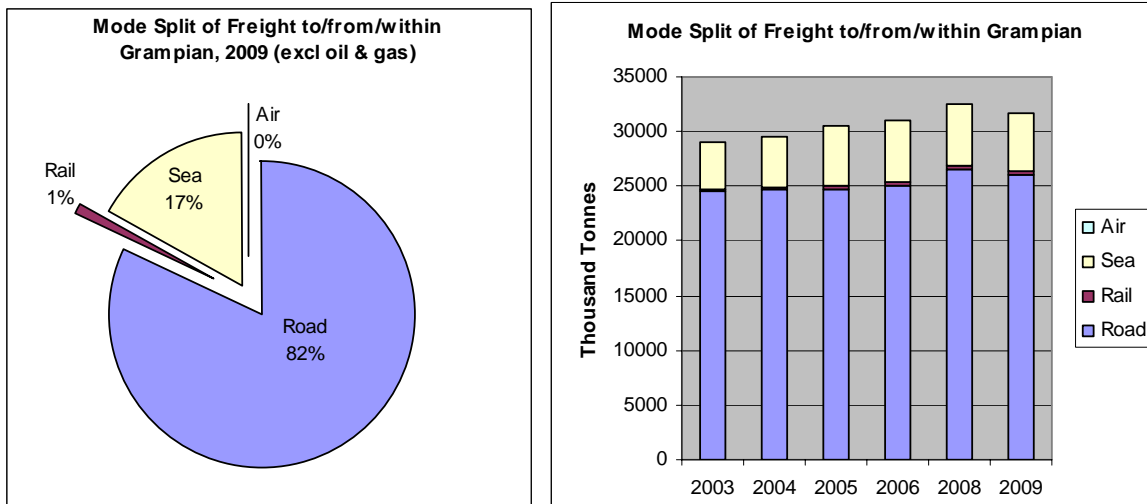
To improve the range and quality of transport to/from the North East to key business destinations.

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

### Freight

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

In 2006, just over 25 million Tonnes of goods were moved by HGV to/from and within the region, 5.6 million Tonnes through the region's major ports of Aberdeen and Peterhead and over 300 thousand Tonnes were carried by rail. The total volume of goods moved has increased to 2009 however the mode split has remained the same with road accounting for 81%.



Source: Scottish Transport Statistics and NESRFDG

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

Tonnes and Percentage of total goods moved									
	Road		Rail		Sea		Air		Total
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes
<b>2005</b>	24,385,000	81%	165,500	1%	5,537,000	18%	4,089	0%	30,392,000
<b>2006</b>	25,016,000	81%	325,000	1%	5,610,000	18%	4,022	0%	30,955,000
<b>2008</b>	26,487,000	81%	325,000	1%	5,704,000	18%	4,006	0%	32,520,000
<b>2009</b>	25,989,000	82%	325,000	1%	5,367,000	17%	3,822	0%	31,685,000
<b>%change on 2005 base</b>	+7%	+1%	+97%	0%	-3%	-1%	-7%	0%	+4%

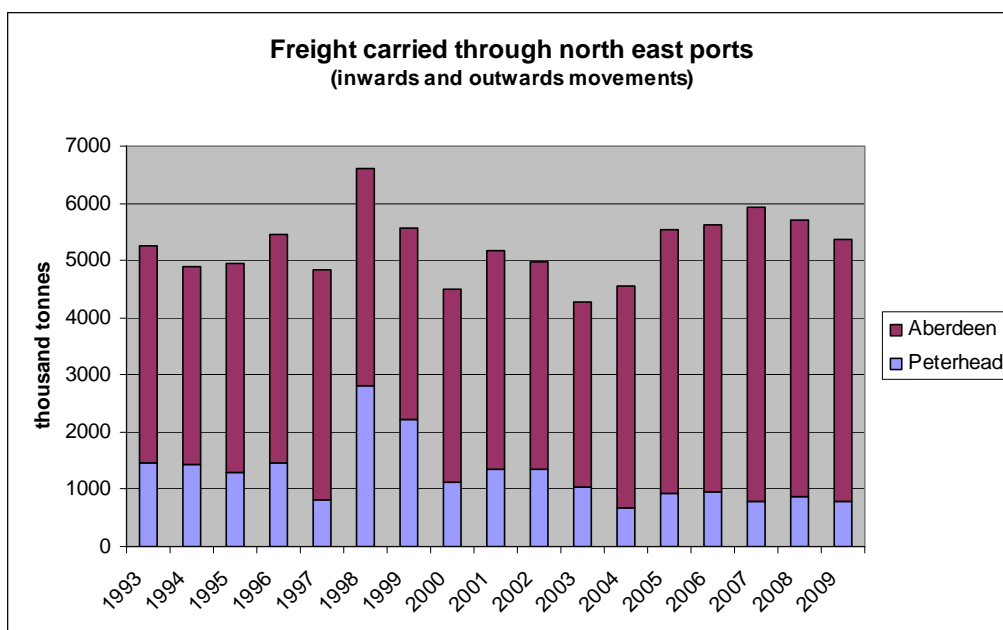
**Target: To increase the proportion of goods moved by rail or sea to, from or within the north east to at least 25% of all goods by 2021 (20% by 2011).**

Source: Scottish Transport Statistics and NESRFDG

**Maritime**

The movement of goods through Aberdeen and Peterhead harbours has seen varying fortunes over the past decade. Peterhead has seen a decline from its peak of over 2.8million tonnes in 1998 to fewer than a million tonnes in recent years, despite significant growth in imports between 2004 and 2006. Aberdeen Harbour on the other hand saw growth of 52% between 2000 and 2007 to a figure of over 5 million tonnes. This did however see a slight decline in 2008 and again in 2009.

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



Source: Scottish Transport Statistics

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

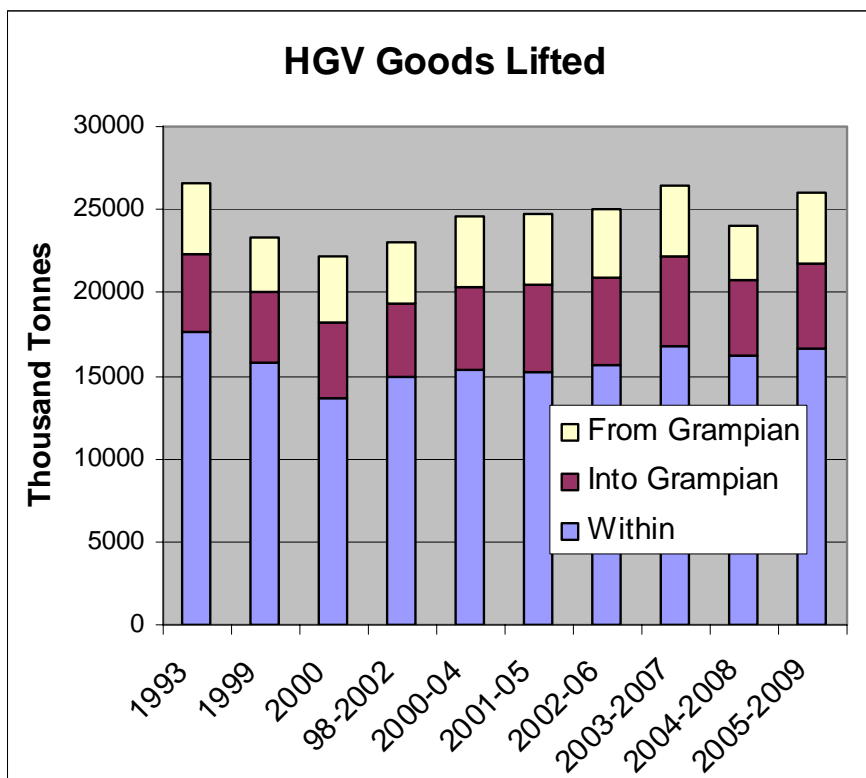
	Aberdeen Harbour	Peterhead Harbour	Total
<b>2005</b>	4,609,000	928,000	5,537,000
<b>2006</b>	4,663,000	947,000	5,610,000
<b>2007</b>	5,131,000	790,000	5,921,000
<b>2008</b>	4,833,000	871,000	5,704,000
<b>2009</b>	4,570,000	797,000	5,367,000
<b>% change on 2005 baseline</b>	-14%	-1%	-3%
Target: To increase the volume of goods through Aberdeen and Peterhead Harbours by an average of at least 1% per year between 2005 and 2021, to 6.9 million Tonnes by 2021 (6 million Tonnes by 2012).			
<i>Previously Yellow</i>			

Source: Scottish Transport Statistics

**Heavy Goods Vehicles**

**26 million Tonnes of Grampian's Goods moving by lorry**

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



Source: DETR and Scottish Transport Statistics



**Indicator 21 : The volume of goods to or from the region carried by Heavy Goods Vehicle**

	Within Grampian	To Grampian	From Grampian	Total
	<b>Average annual tonnes</b>			
<b>2001-2005</b>	15,268,000	5,274,000	4,143,000	24,685,000
<b>2002-2006</b>	15,625,000	5,248,000	4,143,000	25,016,000
<b>2003-2007</b>	16,723,000	5,401,000	4,363,000	26,487,000
<b>2004-2008</b>	16,261,000	4,435,000	3,390,000	24,086,000
<b>2005-2009</b>	16,655,000	5,168,000	4,166,000	25,989,000
<b>% change on 2001-05 baseline</b>	+9%	-2%	1%	5%

Source: Scottish Transport Statistics

**Railfreight**

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

**Indicator 22 : The volume of goods to or from the region carried by railfreight**

<b>2005 Baseline</b>	165,500 Tonnes per year ( <i>source: NESRDFDG</i> )
<b>2006</b>	325,000 Tonnes per year ( <i>source: Sustaccess study</i> )
<b>% change on 2005 baseline</b>	Sources are not directly comparable
<b>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.</b>	

## 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](http://www.transportdirect.info) which offers journey planning by different modes and takes account of possible delays. It is possible to identify specific journeys and these twelve journeys are assessed using the information from this website.

	Miles	April 2008		April 2009		April 2010		April 2011	
		Car	Public Transport*	Car	Public Transport*	Car	Public Transport*	Car	Public Transport*
Fraserburgh to St Cyrus	77	2hrs 19	2hrs 33	2hrs 23	2hrs 42	2hrs 23	2hrs 31	2hrs 08 (74 miles)	2hrs 35
Peterhead to Banchory	51	1hr 59	1hr 57	1hr 59	2hrs 09	1hr 52	2hrs 01	1hr 39 (53 miles)	2hrs 01
Banff to Foresterhill	45	1hr 40	2hrs 03	1hr 41	2hrs 02	1hr 41	1hr 59	1hr 25	1hr 45
Turriff to RGU	36	1hr 28	1hr 48	1hr 28	1hr 56	1hr 29	1hr 47	1hr 15	1hr 53
Bridge of Don to Dyce	8	21mins	39mins	27mins	53mins	27mins	54mins	23mins	53mins
Stonehaven to Airport	21	50mins	1hr 08	52mins	1hr 09	56mins	48mins	50mins	48mins
Braemar to Woodhill House	58	2hrs 06	2hrs 40	2hrs 06	2hrs 32	2hrs 05	2hrs 32	1hr 47 (60 miles)	2hrs 39
Huntly to Union Street	39	1hr 25	1hr 25	1hr 20	1hr 07	1hr 24	58mins	1hr 09	57mins
Seaton to Altens	5	17mins	34mins	17mins	34mins	17mins	34mins	13mins	36mins
Portlethen to Kirkhill	14	42mins	1hr 04	43mins	1hr 14	46mins	43mins	40mins	43mins
Tillydrone to East Tullos	4	15mins	29mins	14mins	41mins	14mins	30mins	11mins	31mins
Cults to Balmedie	16	37mins	1hr 11	33mins	1hr 02	37mins	1hr 19	33mins (14 miles)	1hr 19
TOTAL DISTANCE	374							375	
Total journey time		13hrs 59	17hrs 31	14hrs 03	18hrs 56	14hrs 11	16hrs 36	12hrs 13	16hrs 40
Average journey speed		26.8mph	21.4mph	26.6mph	19.7mph	26.4mph	22.5mph	28.4mph	22.5mph

\*shortest journey time starting between 0800 and 0959, weekday<sup>4</sup>

Source: [www.transportdirect.info](http://www.transportdirect.info)

<sup>4</sup> The journey times in this chart should be treated with caution. The journey planning website [www.transportdirect.info](http://www.transportdirect.info) is used each year to calculate journey times and distances and it is therefore not possible to ensure it uses exactly the same route year on year.

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

	Total mileage of all 12 journeys	Total Journey time of all 12 journeys	Average speed
<b>2008 Baseline</b>	374 miles	14 hours	26.8mph
<b>2009</b>	374 miles	14 hours	26.6mph
<b>2010</b>	374 miles	14 hours	26.6mph
<b>2011</b>	375 miles	12 hours	28.4mph

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

Source: [www.transportdirect.info](http://www.transportdirect.info)

A key determinant of transport choice is the relative journey time, compared to using private car. In particular, some journeys require a change of public transport and connections are not always convenient. The same 12 sample journeys are monitored and assessment made of relative car and public transport journey times. The public transport times allow for a starting time when a service is available (between 8am and 9:59am), but include changes and any connections to be made. Monitoring over time will be affected by journey times, which may be influenced by interventions such as better connections or improved journey times, particularly where bus priorities are available.

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

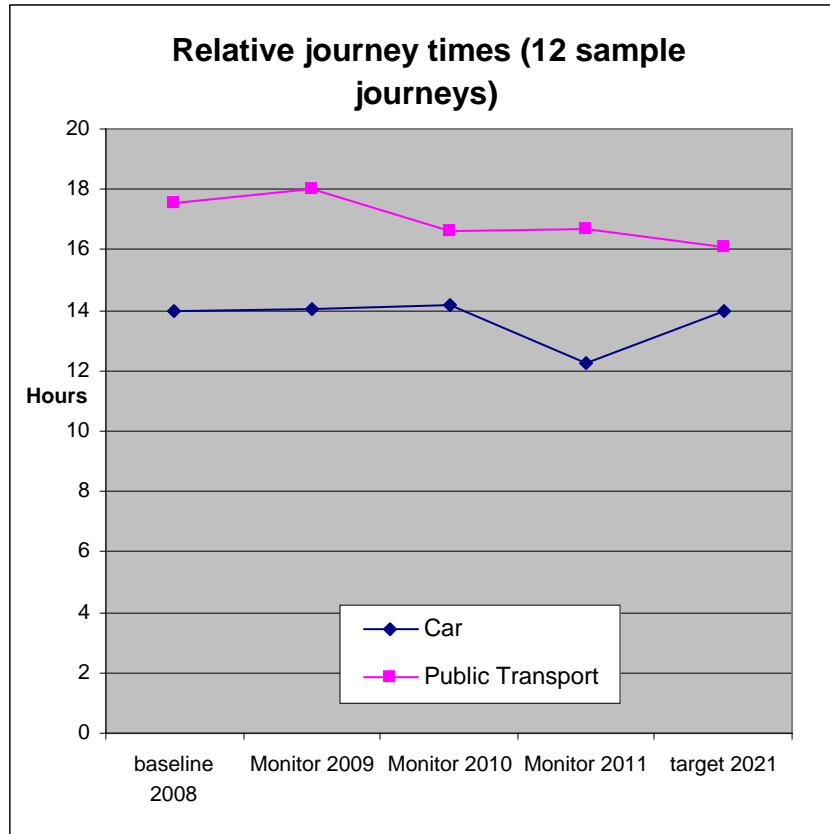
	Total mileage of all 12 journeys	Total Journey time of all 12 journeys	Car journey time for the same 12 journeys	Ratio to car journey time
<b>2008 Baseline</b>	374 miles	17hrs 31 mins	14 hours	1.25
<b>2009</b>	374 miles	19hrs	14 hours	1.36
<b>2010</b>	374 miles	16hrs 36 mins	14 hours	1.19
<b>2011</b>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

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

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

**Previously Green**

Source: [www.transportdirect.info](http://www.transportdirect.info)



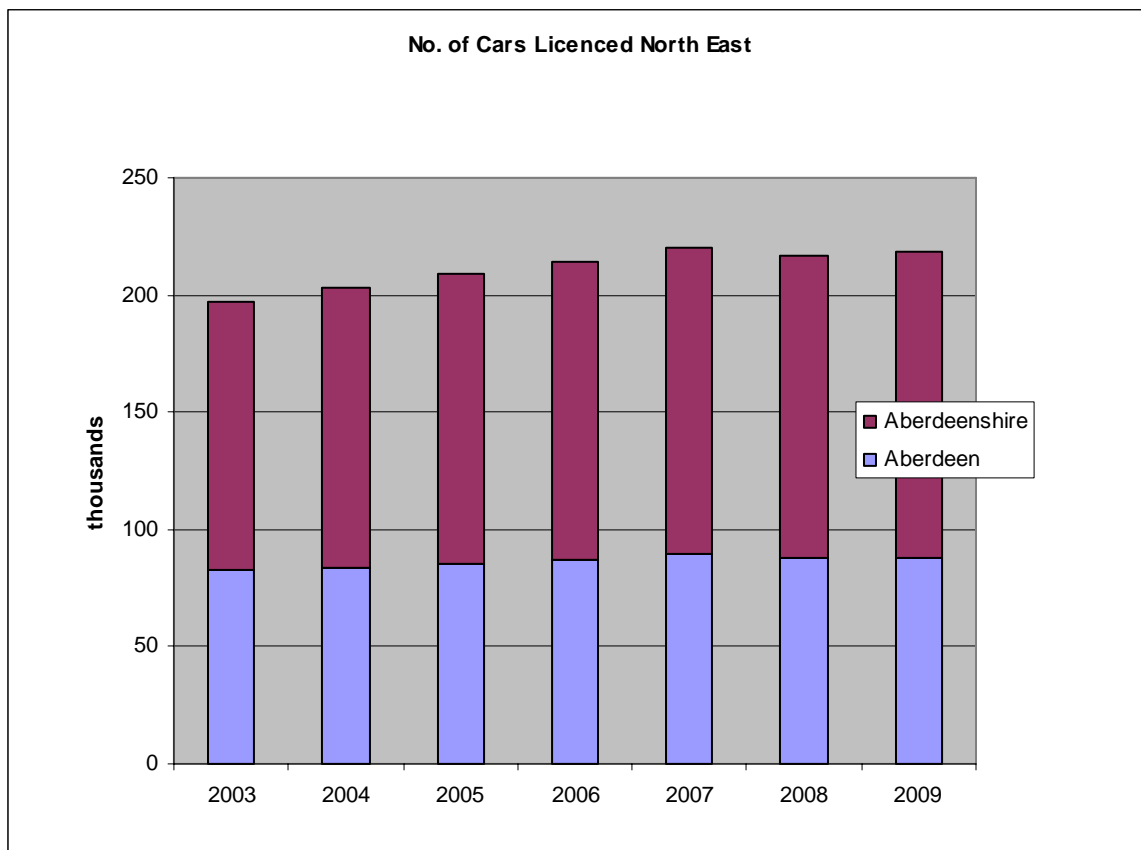
## Strategic Objective 2: Accessibility, Safety and Social Inclusion

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

### Car Ownership

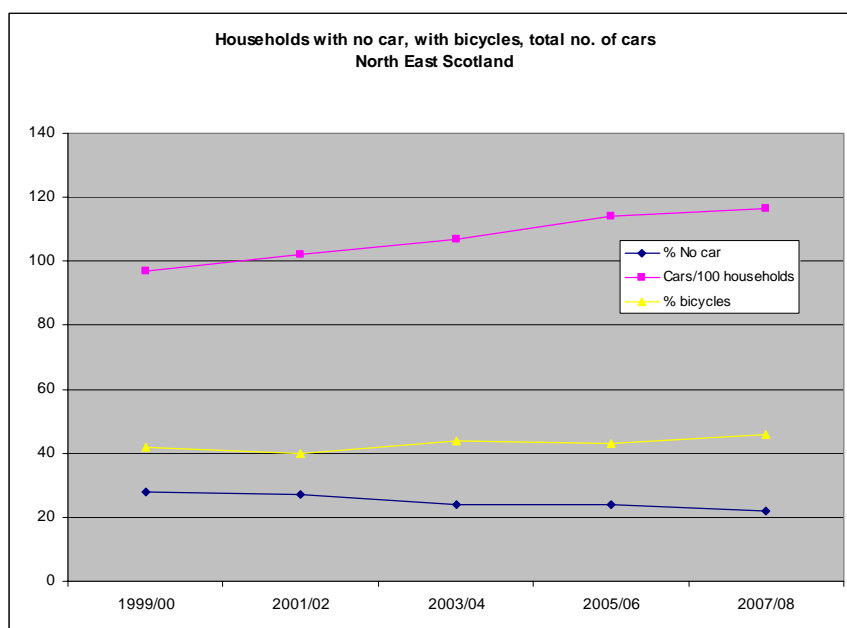
**With over 200,000 cars, the north east has more cars and vans than households, yet a quarter of households do not have access to a vehicle.**

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



Source: Scottish Transport Statistics

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



Source: Scottish Household Survey

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

	Aberdeen	Aberdeenshire	North East
2003/04	0.91	1.29	1.07
2005/06	0.90	1.32	1.14
2007/08	0.95	1.39	1.17
2009	Full Local Authority Analysis due to be published in August 2011		

Source: Scottish Household Survey

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

	Aberdeen	Aberdeenshire	North East
2003/04	31%	16%	24%
2005/06	34%	14%	24%
2007/08	31%	13%	22%
2009	Full Local Authority Analysis due to be published in August 2011		

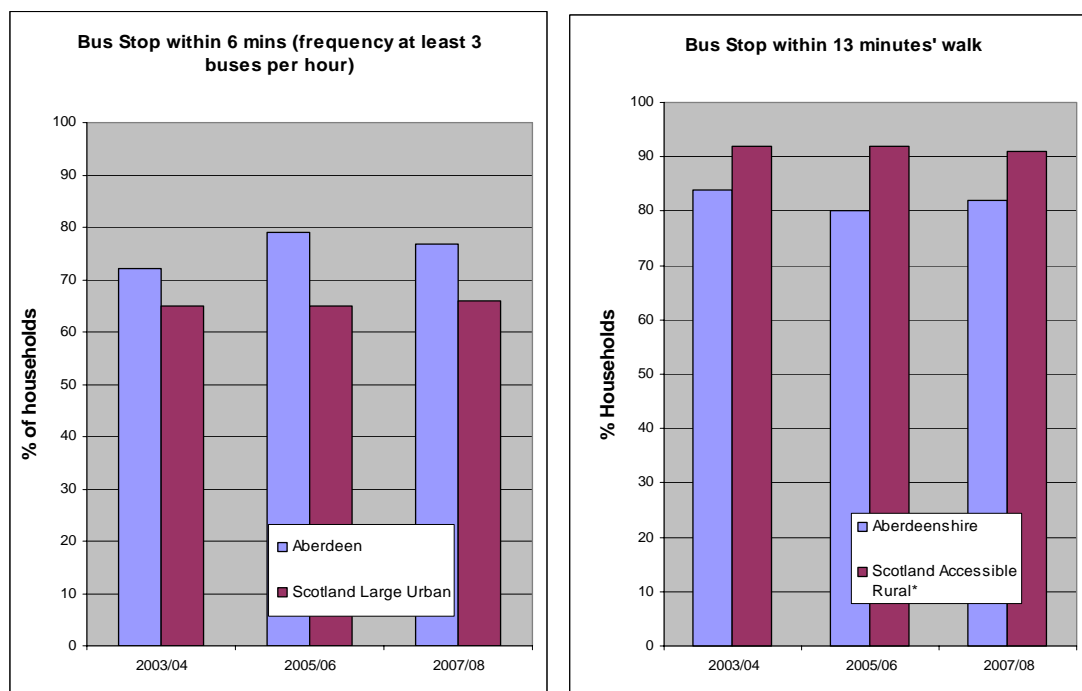
Source: Scottish Household Survey

## Accessibility

### Great variations in bus accessibility across the north east

In 2007/08, across the north east 44% of households had a bus stop within 6 minutes walk and a service frequency of three buses per hour or better (an increase from 40% in 2003/04 but a 1% decrease since 2005/06). This is similar to the Scottish average of 43%, but masks the differences within the region – 77% of households in Aberdeen meet this indicator, but just 11% of households in Aberdeenshire.

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



Source: Scottish Household Survey

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

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

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

Source: Scottish Household Survey

### Drivers with a Disability

There were 23,914 Blue Badge holders in the north east at end March 2010. This represents some 11% of cars registered in the region. After a number of years of continuous increases in the number of Blue Badge holders, 2009 and 2010 saw slight reductions in Aberdeen City. Aberdeenshire however saw a significant reduction in 2009, but a significant increase in 2010. (Source: Scottish Transport Statistics).



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

	Aberdeen		Aberdeenshire		North East	
	Blue badges	% of all cars	Blue badges	% of all cars	Blue badges	% of all cars
March 2006	8,645	10.1%	10,024	8.1%	18,669	8.9%
March 2007	8,937	10.2%	10,883	8.6%	19,820	9.2%
March 2008	8,949	10.0%	11,579	9.2%	20,528	9.7%
March 2009	8,564	9.8%	9,240	7.2%	17,804	8.2%
March 2010	8,313	9.5%	15,601	12.0%	23,914	11.0%
% change form 2006 baseline	-4%	-0.6%	56%	3.8%	28%	2%

Source: Scottish Transport Statistics

### Taxis

There are 1,199 vehicles licensed to carry passengers in Aberdeen and 916 in Aberdeenshire (across the north east, 76% of these are taxis, the rest private hire vehicles). There has been an increase in licensed vehicles for hire of 4% in the past year.

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

	Aberdeen		Aberdeenshire		Total		
	Taxi	Private Hire	Taxi	Private Hire	Taxi	Private Hire	All
March 2006	927	174	360	242	1,287	416	1,703
March 2007	939	175	438	274	1,377	449	1,826
March 2008	980	207	501	322	1,377	449	2,010
March 2009	979	219	532	302	1,511	521	2,032
March 2010	992	207	606	310	1,598	517	2,115
% change form 2006 baseline	+7%	+18%	+68%	+28%	+24%	+24%	+24%

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

**TARGET MET**

Source: Scottish Transport Statistics

**Indicator 30 : The number of licensed taxi and private hire drivers in the north east.**

	Aberdeen		Aberdeenshire		Total		
	Taxi	Private Hire	Taxi	Private Hire	Taxi	Private Hire	All
<b>March 2006</b>	1,249	2	1,493	57	2,742	59	2,801
<b>March 2007</b>	1,286	2	1,561	63	2,847	65	2,912
<b>March 2008</b>	1,346	2	1,745	56	3,091	58	3,149
<b>March 2009</b>	1,386	2	1,841	62	3,227	64	3,291
<b>March 2010</b>	1,441	2	1,976	62	3,417	64	3,481
<b>% change form 2006 baseline</b>	+15%	0%	+32%	+9%	+25%	+8%	+24%

Source: Scottish Transport Statistics

**Indicator 31 : The proportion of taxis which are capable of carrying wheelchairs**

	Aberdeen (% of all taxis)	Aberdeenshire (% of all taxis)	North East (% of all taxis)
<b>2006</b>	299 (27%)	21 (4%)	320 (19%)
<b>2007</b>	350 (31%)	26 (4%)	376 (21%)
<b>2008</b>	393 (33%) <i>Statistics 2008</i>	39 (5%)	432 (22%)
<b>2009</b>	435 (36%)	29 (3%)	464 (23%)
<b>2010</b>	447 (37%)	52 (6%)	499 (24%)
<b>% change on 2006 baseline</b>	+10%	+2%	+5%

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

Source: Scottish Transport Statistics

## **Motorcycles**

### **Around 8,500 Powered Two-Wheelers**

In 2009, there were 3,100 motorcycles licensed in Aberdeen and 5,400 in Aberdeenshire. The number of motorcycles in the region has been steadily increasing since 2006 and now account for 4% of all vehicles, an increase of 1,500 motorcycles since 2006.

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

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

	<b>Aberdeen (% of all vehicles)</b>	<b>Aberdeenshire (% of all vehicles)</b>	<b>North East (% of all vehicles)</b>
<b>2005</b>	2,500 (2.5%)	4,100 (2.7%)	6,600 (2.6%)
<b>2006</b>	2,500 (2.5%)	4,500 (2.8%)	7,000 (2.7%)
<b>2007</b>	2,800 (2.7%)	4,800 (2.9%)	7,600 (2.8%)
<b>2008</b>	3,000 (2.8%)	5,200 (3.1%)	8,200 (3.0%)
<b>2009</b>	3,100 (2.9%)	5,400 (3.1%)	8,500 (3.1%)
<b>% change on 2006 baseline</b>	+0.4%	+0.4%	+0.5%
<b>Target: To increase the proportion of vehicles registered which are Powered-Two Wheelers to 3.0% of all vehicles registered in the north east by 2021.</b>			
<b>TARGET MET</b>			

*Source: Scottish Transport Statistics*

## Strategic Objective 2: Accessibility, Safety and Social Inclusion

### Operational Objective 1:

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

### Travel Plans

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

Indicator 33 : The number of business travel plans in place across the north east.	
<b>2007 Baseline</b>	There are eleven active travel plans being operated by businesses or public bodies in the north east, five of which have dedicated co-ordinators in post and three include restraint measures to encourage modal shift. <i>Nestrans Travel Planning Officer 2007</i>
<b>2010</b>	Aberdeen – 15 travel plans in the City Aberdeenshire - 5 travel plans <i>Source: Travel Plan Builder &amp; I-Trace</i>
<b>Target: To increase the number of business travel plans in the north east by at least three per year, to a total of 50 by 2021.</b>	

### Car Parking

The Scottish Household Survey shows that in 2005, approximately 91% of Car Commuters in Aberdeen and Aberdeenshire had free parking. Just 3% of people who drive a car or van to work (residing in both Aberdeen City and Aberdeenshire) park in a commercial car park. In total, only 9% of residents of Aberdeen City and Shire who commute by car pay towards the cost of their parking. This is marginally less than the national average of around 10%.

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

*Source: Scottish Household Survey 2005*

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

<b>2005 Baseline</b>	Across the north east 91% of car commuters park free (97% Scotland wide)
<b>2007/08</b>	Scotland wide 97% of car / van drivers do not pay for parking. Figures are not available at a local level, but it is therefore assumed that the figure of 91% in the North East has remained fairly static since 2005/06.

Source: Scottish Household Survey

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

**Indicator 35 : The number of public car parking spaces available in Aberdeen City Centre.**

	<b>Off-street Council</b>	<b>Off-street Commercial</b>	<b>On-street</b>	<b>Total</b>
<b>2007</b>	2,219	2,245	7,000	11,464
<b>2010</b>	1,333	4,248	7,000	12,581
<b>2011</b>	1,309	4,275	7,000	12,584
<b>% change on 2007 baseline</b>	-41%	+90%	0%	+10%

Source Aberdeen City Council

**Indicator 36 : To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ratio of 2hrs off-street parking in a Council multi-storey car park:cost of daily ticket on First bus.**

	<b>Cost of 2 hrs parking</b>	<b>Cost of day bus ticket</b>	<b>Relationship Bus : Park</b>
<b>2007</b>	£1.20	£3.50	1 : 0.34
<b>2008</b>	£1.30	£3.70	1 : 0.35
<b>2009</b>	£1.35	£3.90	1 : 0.35
<b>2010</b>	£1.60	£3.90	1 : 0.41
<b>2011</b>	£1.60	£4.20	1 : 0.38
<b>% change on 2007 base</b>	+33%	+20%	

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

*Previously yellow*

Source: Aberdeen City Council and First Aberdeen

**Indicator 37 : To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.**

	<b>Aberdeen</b>	<b>Dundee</b>	<b>Edinburgh</b>	<b>Glasgow (two zones)</b>
<b>June 2008</b>	£52.00	£33.00	£37.00	£40.00
<b>April 2009</b>	£58.00	£36.00	£45.00	£40.00
<b>April 2010</b>	£53.50	£37.00	£45.00	£40.00
<b>April 2011</b>	£53.50	£37.00	£45.00	£40.00
<b>% change on 2008 baseline</b>	+3%	+12%	+22%	0%

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

## Strategic Objective 2: Accessibility, Safety and Social Inclusion

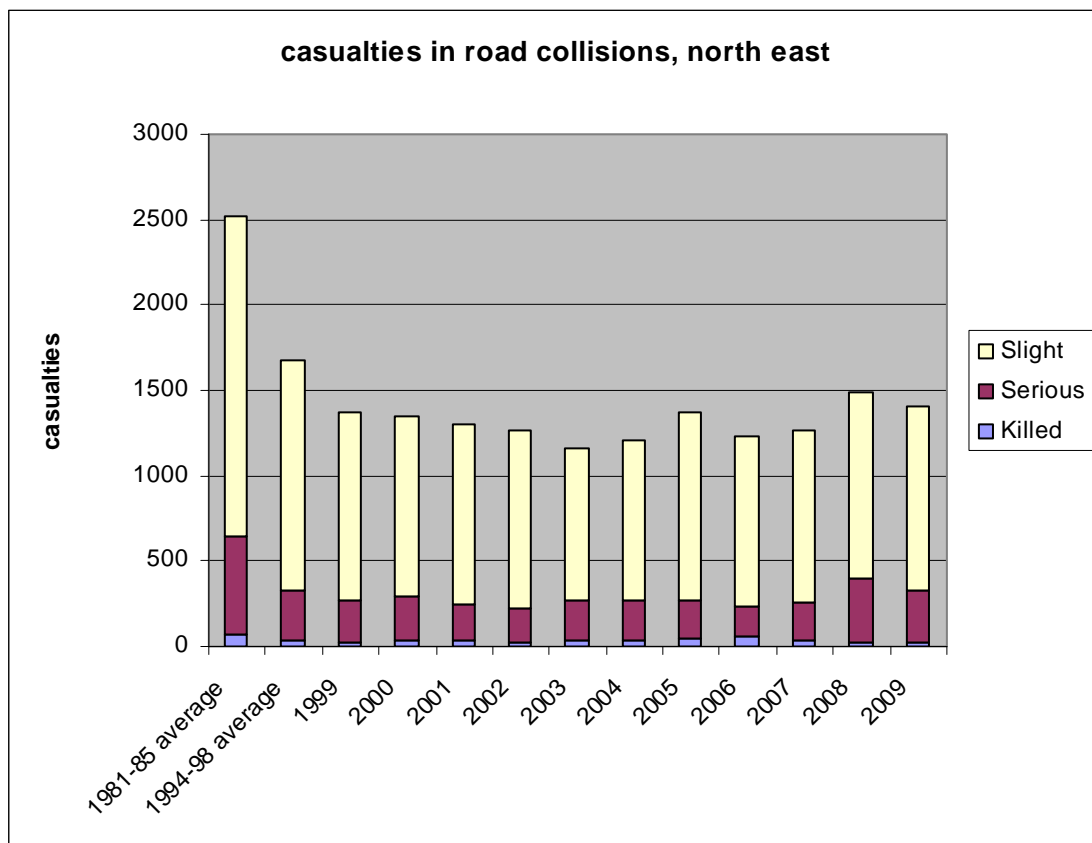
### Operational Objective 2:

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

### Casualties

#### Road Traffic Casualties – 15% reduction in average annual casualties in road collisions between 2001-05 and 2005-09, but bad years in 2005 and 06

In the late 1990's there were around 1,675 casualties in road collisions in the north east every year. Overall, significant reductions have been achieved with 2003-07 averages being 26.8% less than early 90's averages. In 2006 however, there was a significant increase in fatalities with 54 deaths (the worst year on north east roads since 1988) and 178 serious injuries in road traffic collisions, of a total of 1,228 casualties of all severities (this represented some 7.1% of all injuries in Scotland). There has been a reduction across fatal, serious and slight casualties in 2009 compared to 2008.



Source: Scottish Government Road Casualties Scotland

**Indicator 38 : The number of casualties in road traffic collisions**

<b>2001-05 average: Baseline</b>		<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>All</b>
	Aberdeen	6.4	70	402	479
	<u>Aberdeenshire</u>	<u>31.2</u>	<u>148</u>	<u>605</u>	<u>784</u>
	North east	37.6	218	1,007	1,263
	(All severities - reduction of 24.6% on 1994-98 average)				
<b>2002-06 average:</b>		<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>All</b>
	Aberdeen	6.0	69	394	469
	<u>Aberdeenshire</u>	<u>34.6</u>	<u>143</u>	<u>601</u>	<u>785</u>
	North east	40.6	212	995	1,256
	% Change since 2001-05	+8.0	-2.8%	-1.2%	-0.6%
<b>2003-07 average</b>		<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>All</b>
	Aberdeen	5.8	68	382	455
	<u>Aberdeenshire</u>	<u>35.2</u>	<u>141</u>	<u>594</u>	<u>770</u>
	North east	41	210	976	1225
	% Change since 2002-06	+1.0%	-0.9%	-1.9	-2.5%
<b>2004-2008 average</b>		<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>All</b>
	Aberdeen	6	82	407	495
	<u>Aberdeenshire</u>	<u>33</u>	<u>166</u>	<u>625</u>	<u>824</u>
	North east	39	248	1,032	1,319
	% Change since 2003-07	-5%	+18%	+6%	+8%
	<i>It should be noted that Grampian Police Force underwent a quality review from 2007 onwards. Data prior to this may not be comparable. This perhaps explains the significant increases shown.</i>				
<b>2005-2009 average</b>		<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>All</b>
	Aberdeen	5	73	360	438
	<u>Aberdeenshire</u>	<u>28</u>	<u>145</u>	<u>461</u>	<u>634</u>
	North east	33	218	821	1,072
	% Change since 2004-08	-15%	-12%	-20%	-18%
	<i>At the time of update, the 2009 data was provisional</i>				
<b>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.</b>					
<b>Previously Yellow</b>					

Source: Road Casualties Scotland



**Indicator 39 : The number of deaths in road traffic collisions**

	<b>Aberdeen</b>	<b>Aberdeenshire</b>	<b>North East</b>
<b>2001-05 average</b>	6.4	31.2	37.6
<b>2006-06 average</b>	6.0	34.6	40.6
<b>2003-07 average</b>	5.8	35.2	41.0
<b>2004-08 average</b>	6.0	33.0	39.0
<b>2005-2009 average<sup>5</sup></b>	5.0	28.0	33.0
<b>% change on 2001-05 baseline</b>	-22%	-10%	-12%

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

**Previously Red**

*Road Casualties Scotland*

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

**Strategic Objective 2: Accessibility, Safety and Social Inclusion**

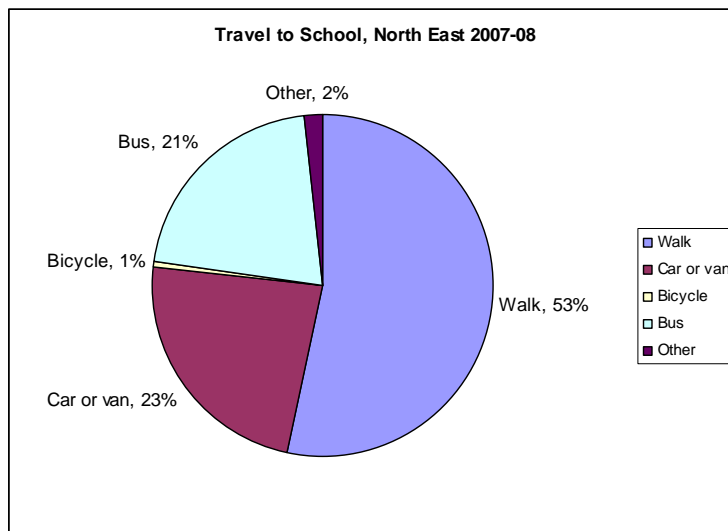
**Operational Objective 3:**

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

**School Travel**

**Over half of north east children walk to school**

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



Source: Scottish Household Statistics

**Indicator 40 : The proportion of children travelling actively to school (walking or cycling).**

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

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

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

Source: Scottish Household Survey

## Cycling

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

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

#### Indicator 41 : Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week as a means of transport.

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

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

Scottish Household Survey

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

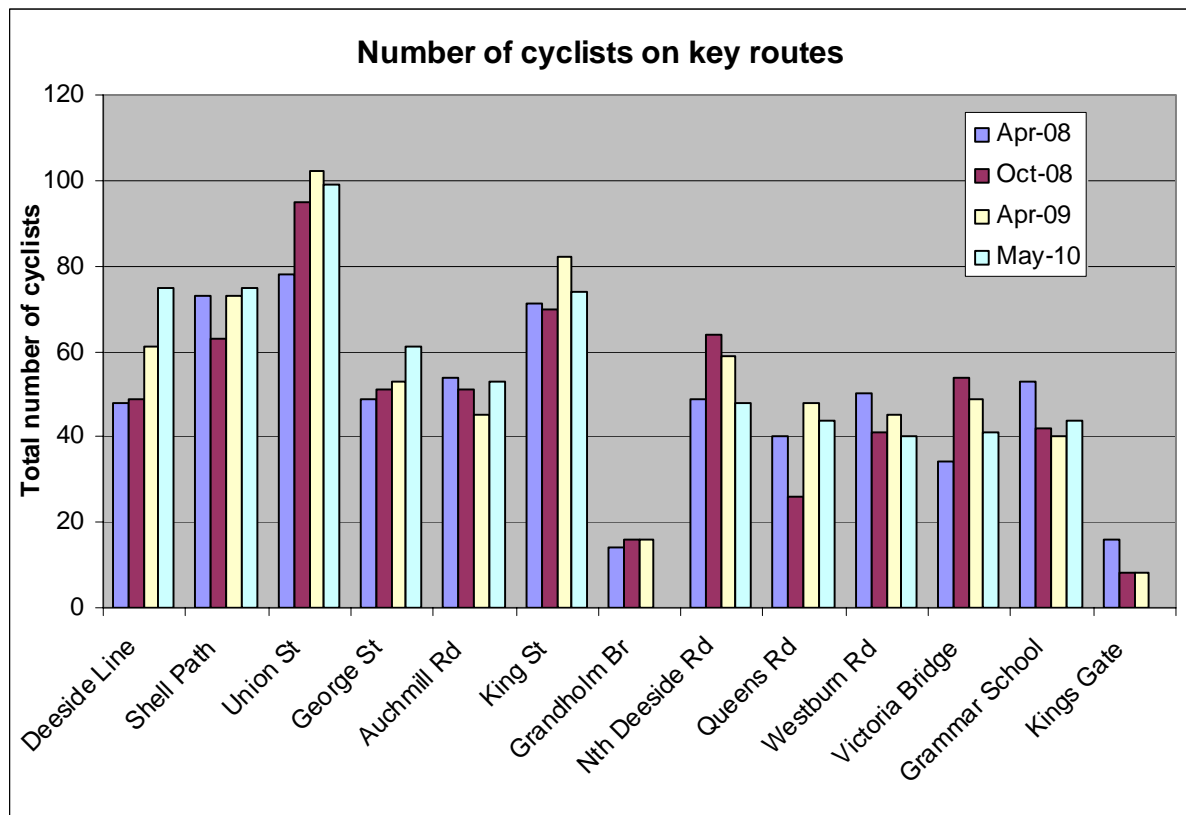
##### Monitor April:

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

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

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

Source: Aberdeen Cycle Forum



Source: Aberdeen Cycle Forum Surveys

## **Car Share**

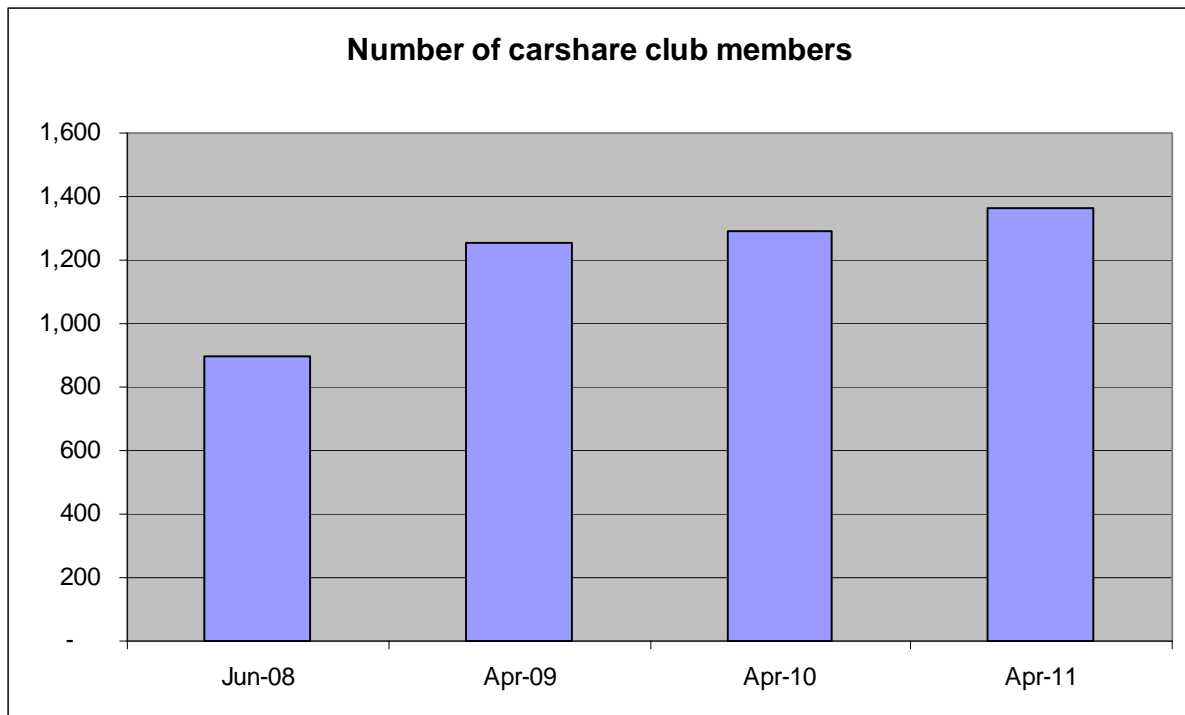
Nestrans supports a carshare database [www.nestranscarshare.com](http://www.nestranscarshare.com), which has a number of umbrella organisations using their own accounts within the scheme. Recognising that car use can be a necessity for many users, Nestrans supports the principle of encouraging sharing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

**Indicator 43 : Number of participants in Nestrans' carshare scheme.**

	Total members	New members in last year	Number of journeys	Mileage saved	% transferred from single occupancy car
<b>2008</b>	899	378	305	489,278	
<b>2009</b>	1,256	357	884	58,473	77%
<b>2010</b>	1,290	391	957	1,900,603	76%
<b>2011</b>	1,367	232	1,230	2,547,049	50%
<b>% change on 2008 baseline</b>	+52%	-39%	+303%	+349%	-27 % points

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

Source Nestranscarshare.com



## Strategic Objective 3: Environment

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

### Carbon Emissions

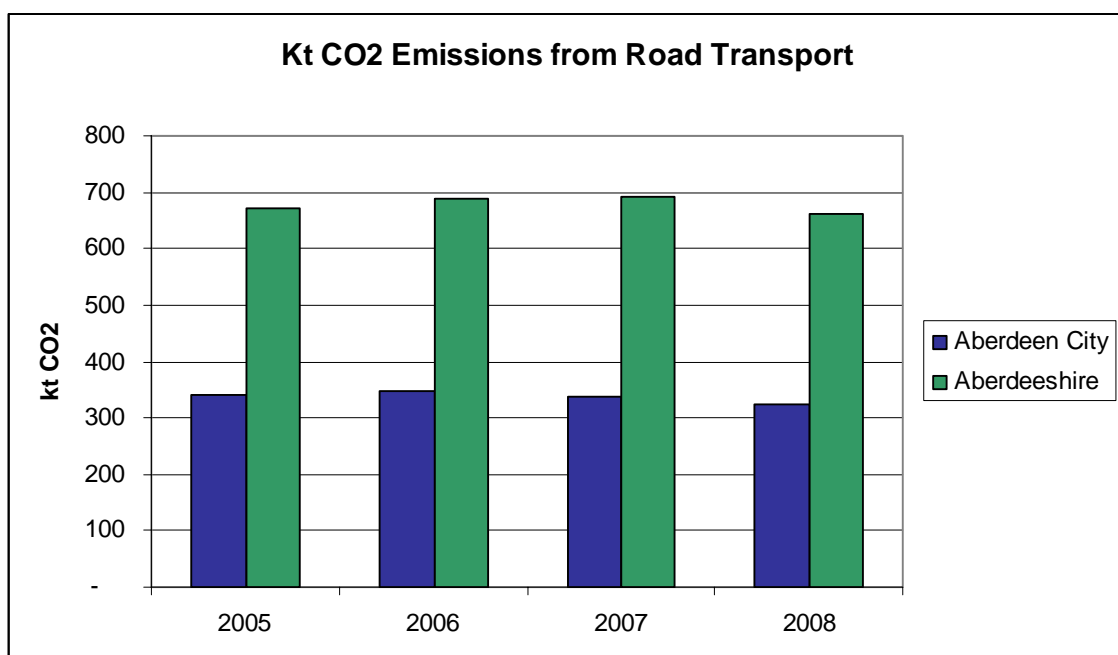
#### Per capita CO2 emissions from road transport

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

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

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

Source: Department of Energy and Climate Change



## Strategic Objective 3: Environment

### Operational Objective 1:

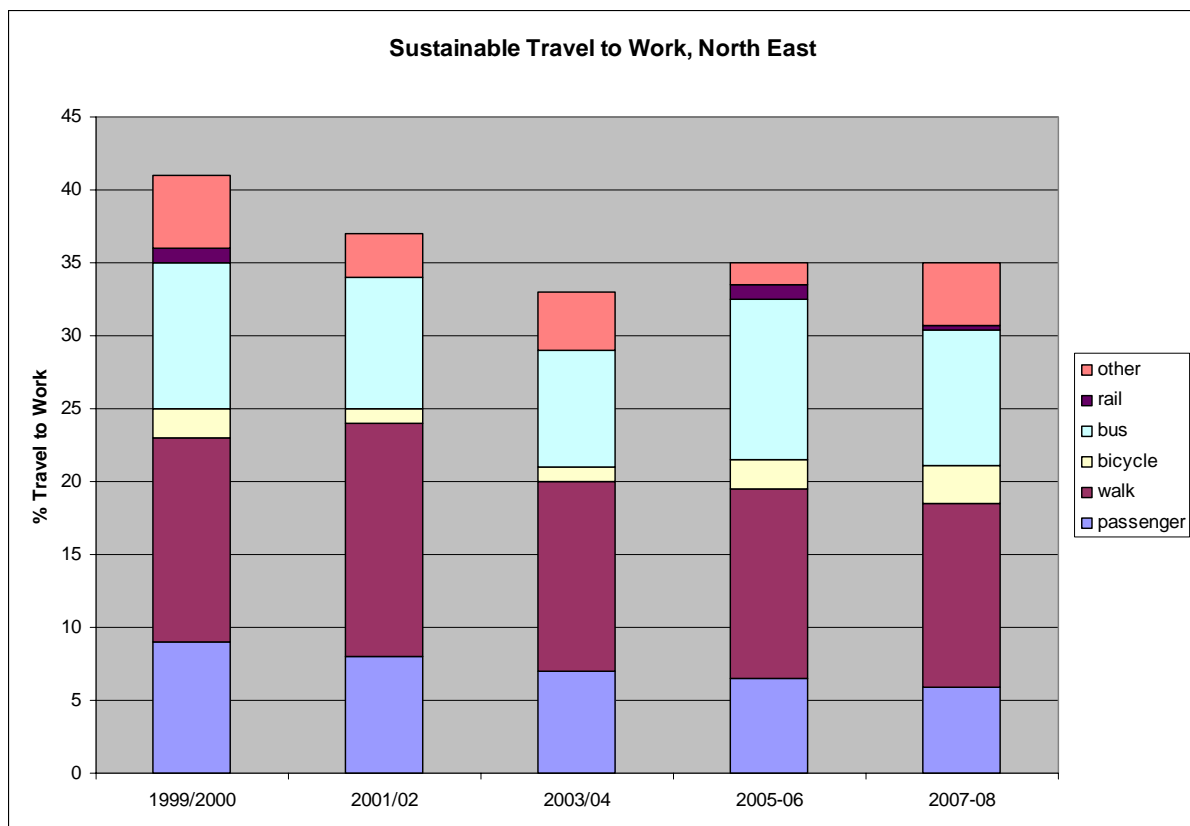
To reduce the proportion of journeys made by cars and especially by single occupant cars.

### Travel to work

#### Two-thirds drive to work

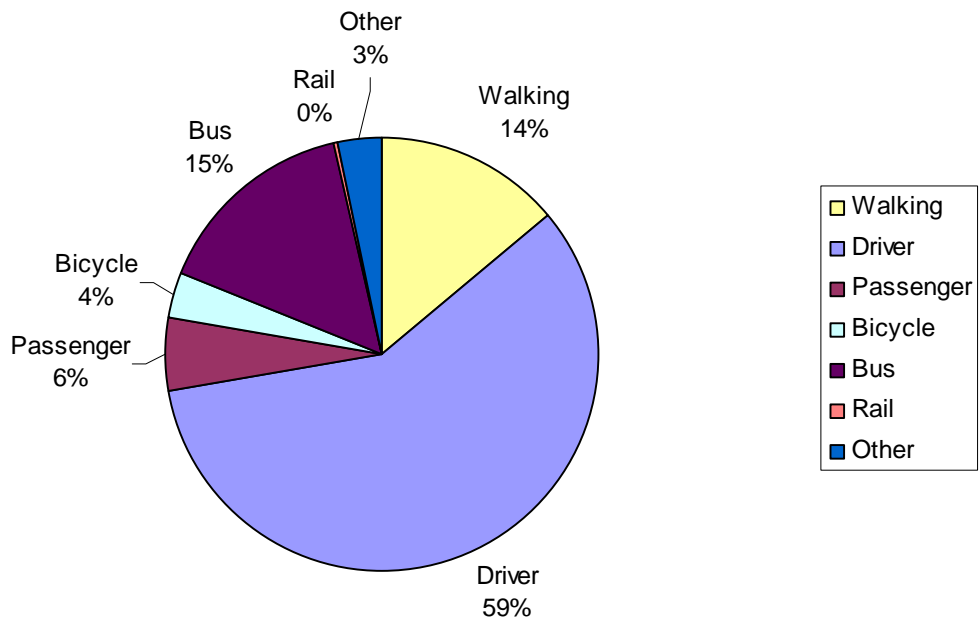
Across the north east in 2007-08 some 65% of employed adults not working from home, drove to work and another 6% travelled as passengers in cars of vans. This compares to 64% and 7% respectively in 2005-06. 58% of residents in Aberdeen drive to work, compared to 72% in Aberdeenshire (61% is the average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

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

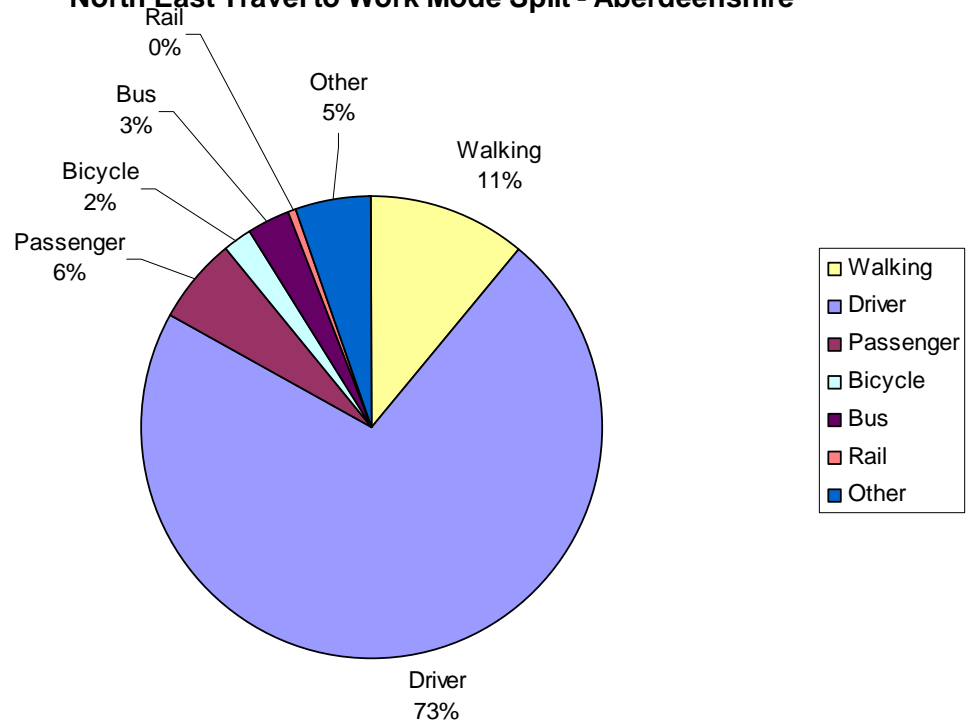


Source: Scottish Household Survey

### North East Travel to Work Mode Split - Aberdeen City



### North East Travel to Work Mode Split - Aberdeenshire



Source: Scottish Household Survey 2007-08



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

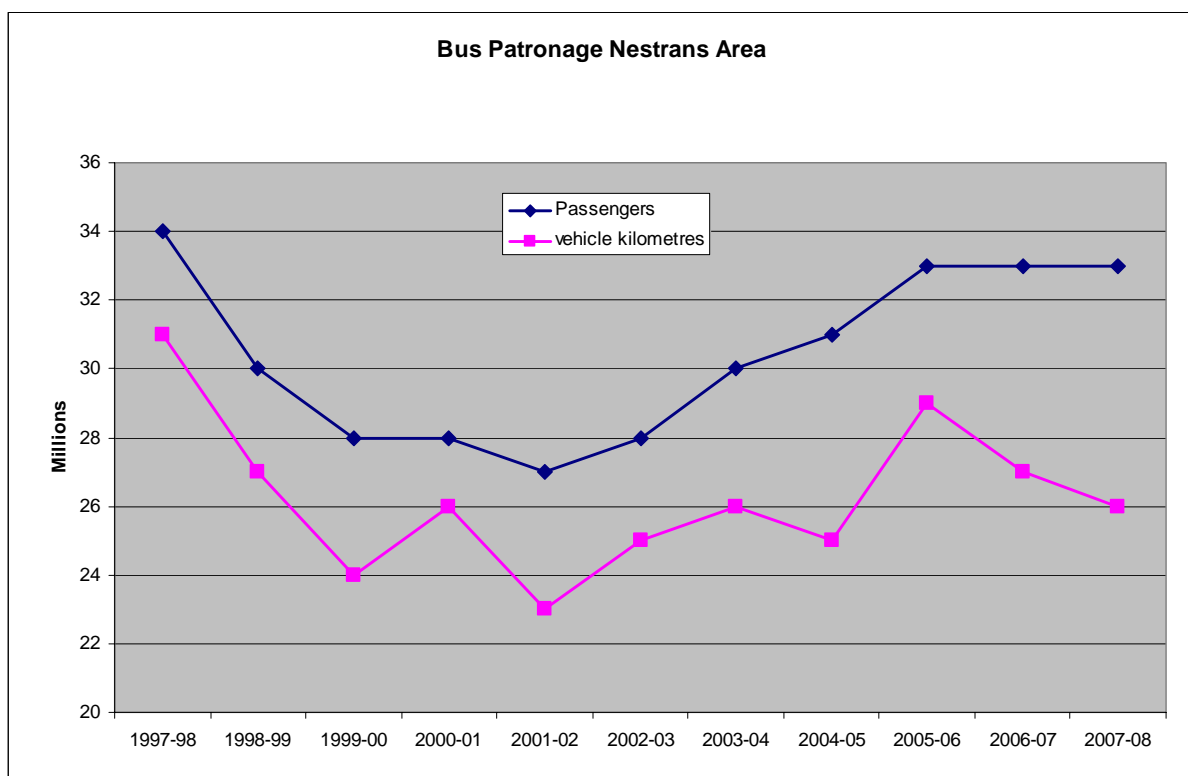
% of north east residents travelling to work by modes other than car driving			
	Aberdeen City	Aberdeenshire	North East
<b>2003/04</b>	41%	30%	36%
<b>2005/06</b>	40%	30%	35%
<b>2007/08</b>	42%	28%	35%
<b>2009</b>	<i>Need to await publication of Local Authority results in August 2011 for updated data</i>		
<b>% change on 2003/04 baseline</b>	+1 %points	-2 %points	+2 %points
<b>Target: To reverse the trend towards fewer sustainable travel journeys, to maintain at least 30% through to 2021.</b>			

Source: Scottish Household Survey

**Bus Usage**

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

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



Source: Scottish Bus and Coach Statistics

**Indicator 45b: The number of people using buses in the north east.**

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

**Indicator 45c: Local bus services - vehicle kilometres**

	<b>Bus vehicle kilometres within the North East</b>
<b>2005-06</b>	29 million vehicle kilometres
<b>2006/07</b>	27 million vehicle kilometres
<b>2007-08</b>	26 million vehicle kilometres
<b>% change on 2005-06 baseline</b>	-10%
<b>Target: To maintain bus vehicle kilometres at 29 million by 2021</b>	

## 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 (NO<sub>2</sub>) and particulates (PM<sub>10</sub>). The City Council has declared an Air Quality Management Area and produced a plan of action for ensuring that European-defined maximum levels are not exceeded.

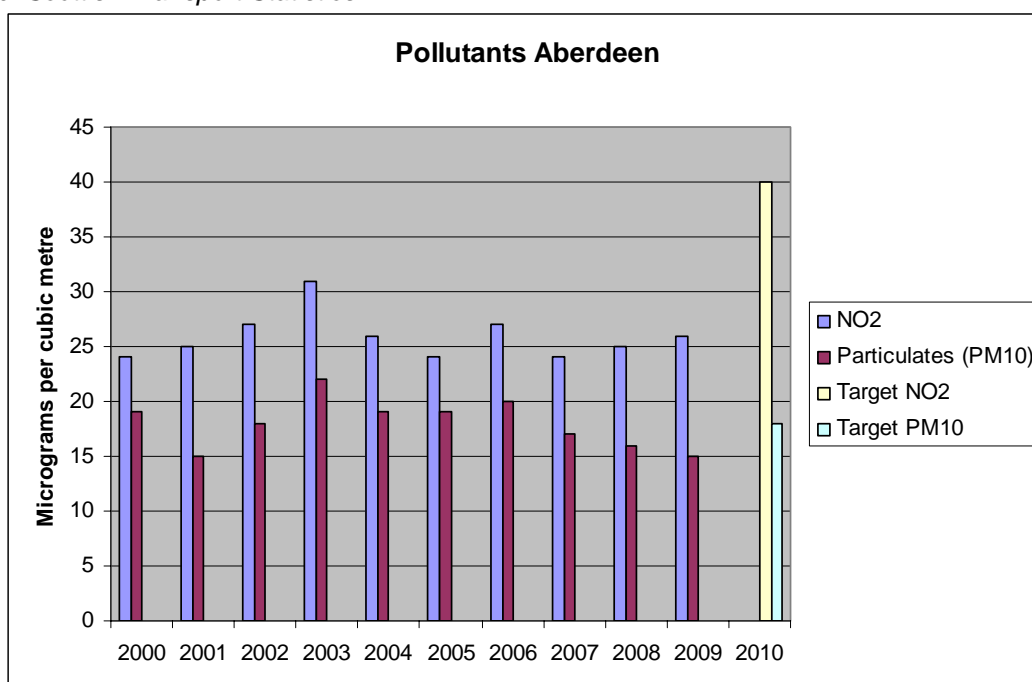
Monitoring stations on Union Street and Market Street provide detailed information and other stations gather background levels and check areas where levels may cause some concern.

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

	Nitrogen Dioxide	Particulates (PM <sub>10</sub> )
<b>2005</b>	24 micrograms per cubic metre	19 micrograms per cubic metre
<b>2006</b>	27 micrograms per cubic metre	20 micrograms per cubic metre
<b>2007</b>	24 micrograms per cubic metre	17 micrograms per cubic metre
<b>2008</b>	25 micrograms per cubic metre	16 micrograms per cubic metre
<b>2009</b>	26 micrograms per cubic metre	15 micrograms per cubic metre
<b>% change on 2005 baseline</b>	+8%	-21%

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

Source: Scottish Transport Statistics



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

## Strategic Objective 3: Environment

### Operational Objective 3:

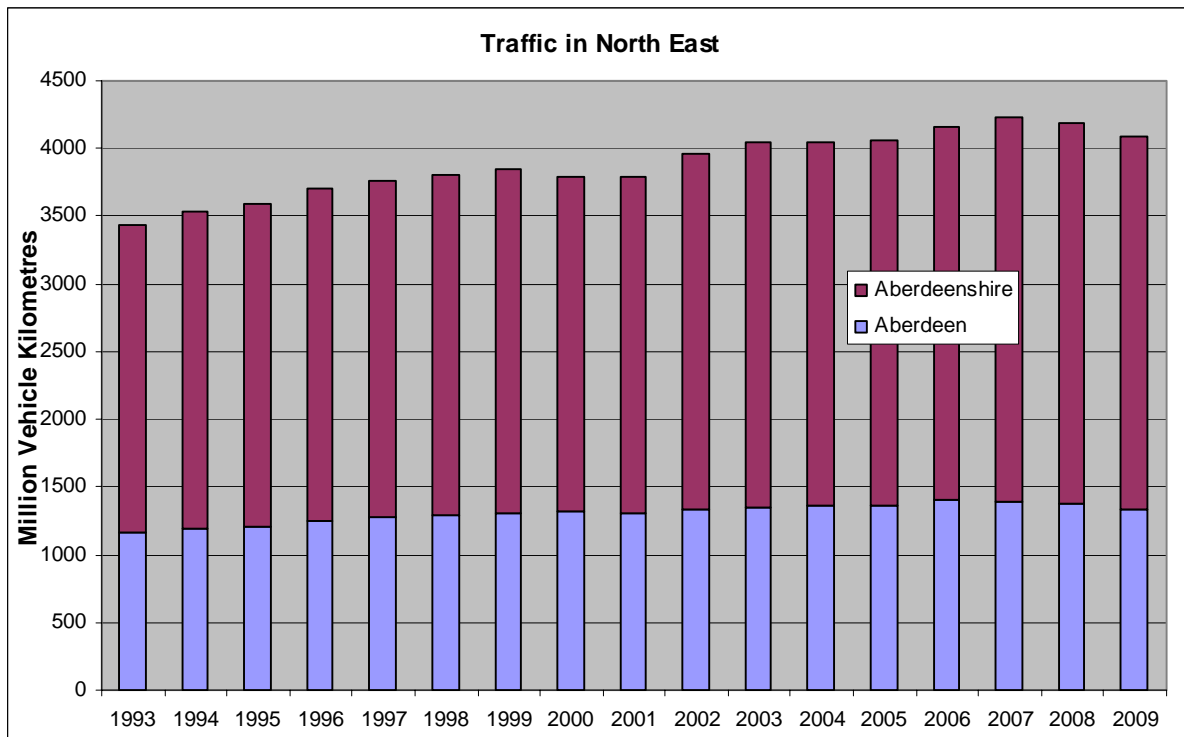
To reduce growth in vehicle kilometres travelled.

### Traffic in the north east

Over 2½ billion miles per year.

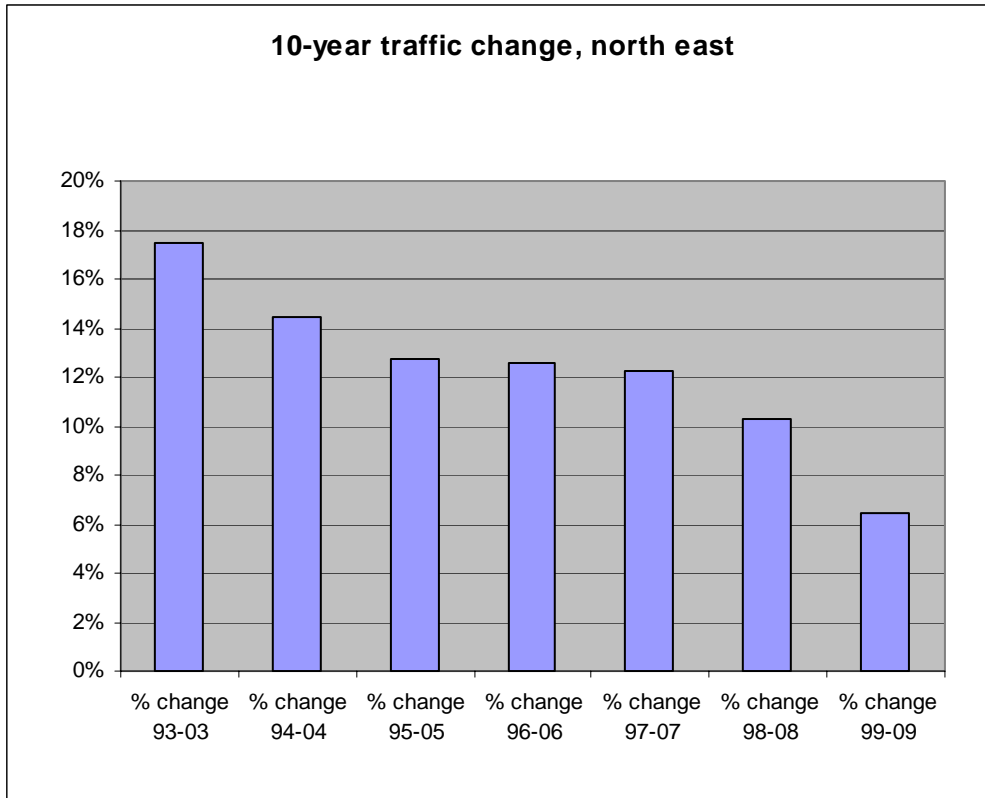
In 2008, traffic within the north east travelled a total of 4.091 billion kilometres (2.542 billion miles), some 9.25% of all traffic in Scotland. In Aberdeen there was 1.329 billion kilometres (0.825 billion miles) travelled, a reduction of 4% on 2008, and in Aberdeenshire 2.762 billion kilometres (1.716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

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



Source: Transport Statistics, Scottish Executive

Reducing the growth in vehicle kilometres travelled is best represented by considering ten-year growth patterns. In the decade to 2003, growth in the north east was around 17.5%, an average of 1.75% per annum. In the decade to 2009, however, this has reduced to 6%.



Source: Transport Statistics, Scottish Executive

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

		Km at start of decade	Km at end of decade	% change
<b>1993-2003</b>	Aberdeen	1,169	1,353	15.7%
	Aberdeenshire	2,270	2,688	18.4%
	North East	3,439	4,041	17.5%
<b>1995-2005</b>	Aberdeen	1,213	1,357	11.9%
	Aberdeenshire	2,382	2,697	13.2%
	North East	3,595	4,054	12.8%
<b>1997-2007</b>	Aberdeen	1,273	1,391	9.3%
	Aberdeenshire	2,492	2,834	13.7%
	North East	3,765	4,225	12.2%
<b>1998-2008</b>	Aberdeen	1,285	1,379	7.3%
	Aberdeenshire	2,516	2,814	11.8%
	North East	3,801	4,193	10.3%
<b>1999-2009</b>	Aberdeen	1,303	1,329	2.0%
	Aberdeenshire	2,541	2,762	8.7%
	North East	3,844	4,091	6.4%

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

Source: Scottish Transport Statistics

**Indicator 47b: Distance travelled by vehicles in the north east.**

	Aberdeen		Aberdeenshire		North East	
	Miles	Kilometres	Miles	Kilometres	Miles	Kilometres
<b>2005 (millions)</b>	843	1,357	1,676	2,697	2,519	4,054
<b>2006 (millions)</b>	876	1,410	1,711	2,753	2,587	4,163
<b>2007 (millions)</b>	864	1,391	1,761	2,834	2,625	4,225
<b>2008 (millions)</b>	857	1,379	1,749	2,814	2,606	4,193
<b>2009 (millions)</b>	826	1,329	1,716	2,762	2,542	4,091
<b>% change on 2005 baseline</b>	-2%	-2%	+2%	+2%	+1%	+1%
<b>Target: To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021.</b>						
<b>Previously Red</b>						

Source: Scottish Transport Statistics

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

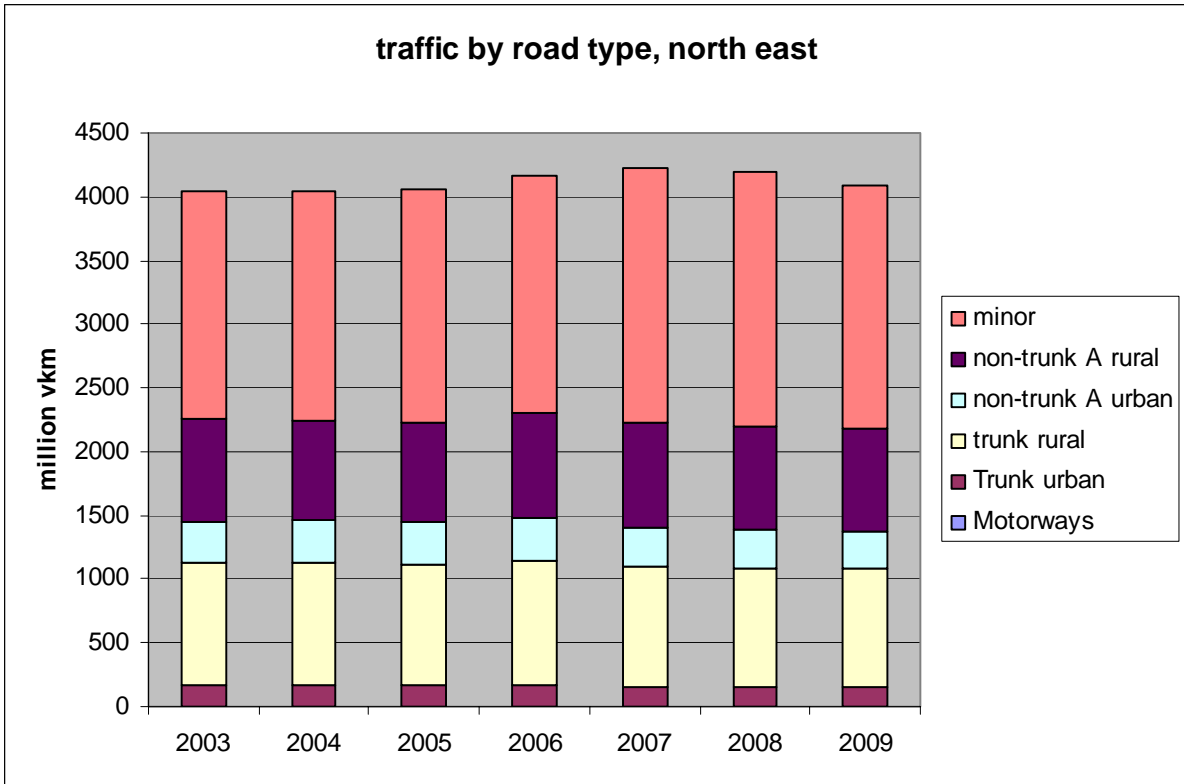
The north east's road network consists of 6,519 kilometres (4,050 miles), around 11.8% of Scotland's total road network, an increase of 60 kilometres on 2005. Aberdeen has 29 kilometres of trunk road and 894 kilometres of local authority roads, 58 kilometres of which is classified as "A" class. Aberdeenshire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

**Road Lengths and Traffic, north east 2009**

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

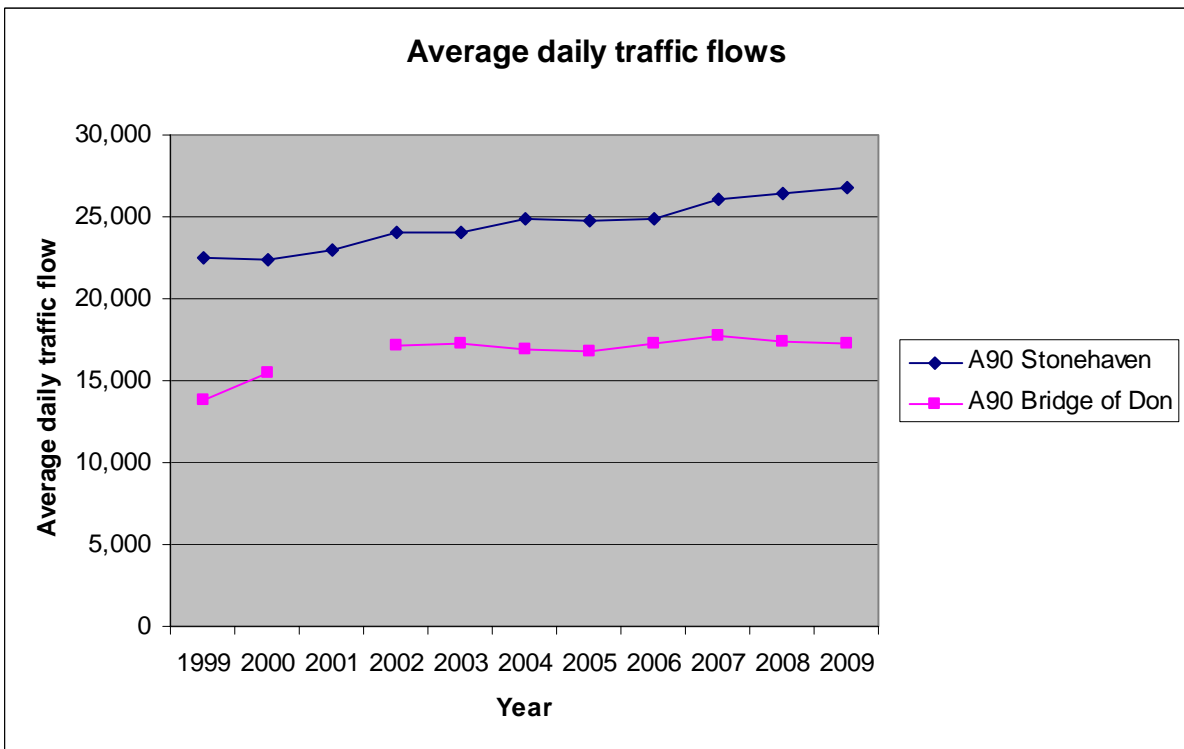
Source: Scottish Transport Statistics 2010

Between 1997 and 2007, there was a 4.8% increase in trunk road traffic in the region, and a 15% increase in traffic on local roads. Traffic levels in the North East have however seen a slight decrease in the year between 2007 and 2009 (-3%).



Source: Scottish Transport Statistics

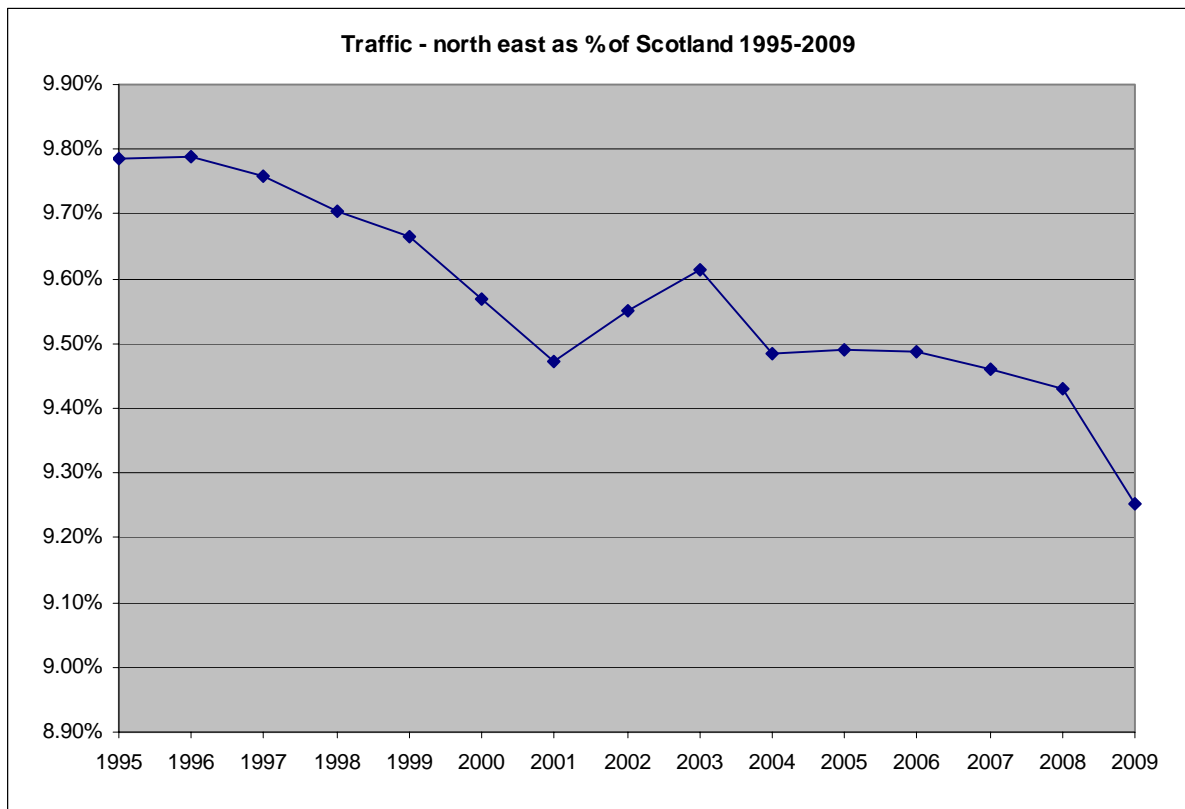
The 7-day average two-way daily flow on the A90 at Stonehaven in 2008 was 26,778 and on the A92 Bridge of Don 17,308 (increases of 8% and 3% on 2005 figures respectively). HGV traffic accounts for 18% of traffic at Bridge of Don (Source: Scottish Transport Statistics).



**Indicator 48 : Traffic in north east as a percentage of Scotland's traffic**

	<b>Total traffic in North East</b>	<b>Total Scottish Traffic</b>	<b>North East traffic as a % of Scotland</b>
<b>2005</b>	4,054,000km	42,718,000km	9.5%
<b>2006</b>	4,163,000km	43,880,000km	9.5%
<b>2007</b>	4,225,000km	44,666,000km	9.5%
<b>2008</b>	4,193,000km	44,470,000km	9.4%
<b>2009</b>	4,091,000km	44,219,000km	9.3%
<b>% change on 2005 baseline</b>	+0.9%	+3.5%	-0.2%

Source: Scottish Transport Statistics





## Strategic Objective 4: Spatial Planning

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

### Proportion of retail turnover in town and city centres.

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

*Source: Aberdeen and Aberdeenshire Retail Study, 2004*

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

Indicator 49 : The proportion of retail turnover in town and City centres.		
	Aberdeen	Aberdeenshire
<b>Baseline 2004</b>	54%	Unknown
<i>No more up to date data is available on this at present</i>		
<b>Target: To ensure that at least 50% of retail turnover in Aberdeen is in the City Centre and that 50% of retail turnover in Aberdeenshire is in town centres</b>		

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

## Strategic Objective 4: Spatial Planning

### Operational Objective 1:

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

#### Reliability and punctuality of buses

Both First and Stagecoach publish data relating to reliability and punctuality. It must be noted that delays and most of the operational problems relate to congestion on the road network and is not a criticism of the operators.

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

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

#### Indicator 50 : Reliability and Punctuality of buses in the north east

	Punctuality		Reliability	
	First	Stagecoach	First	Stagecoach
<b>2006/07</b>	76.8%	93%	98.1%	99.9%
<b>2007/08</b>	81.4%	93%	99.2%	99.9%
<b>2008/09</b>	79%	92%	99.5%	99.8%
<b>2010</b>	79%	90%	99.5%	99.4%

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

*Previously Yellow*

## Strategic Objective 4: Spatial Planning

### Operational Objective 2:

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

### Integrated ticketing

#### Indicator 51 : The ability to transfer from one transport company to another with minimum hassle and using a single ticket

<b>Baseline 2007</b>	A pilot scheme is operating in Buchan, but through ticketing or multi-operator tickets are not available elsewhere in the north east.
<b>2010</b>	Aberdeen City Council, in partnership with the LABOF partners are progressing a pilot project to provide multi-operator ticketing in the city and on the Buchan corridor. The LABOF partners have also established a task group to look at the regions medium to long term goals for integrated ticketing.
<b>2011</b>	The implementation of a multi-operator ticket ran into problems in 2010. A task group is however progressing this issue.

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

## Strategic Objective 4: Spatial Planning

### Operational Objective 3:

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

### Proportion who find public transport convenient or very convenient

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

Source: Bus and Coach Statistics 2004/05

### Indicator 52 : The percentage of north east residents who find public transport convenient

	Baseline 2005/06	2006/07	2007/08
Very convenient	58%	39%	40%
Convenient	24%	40%	39%
Total	83%	79%	79%

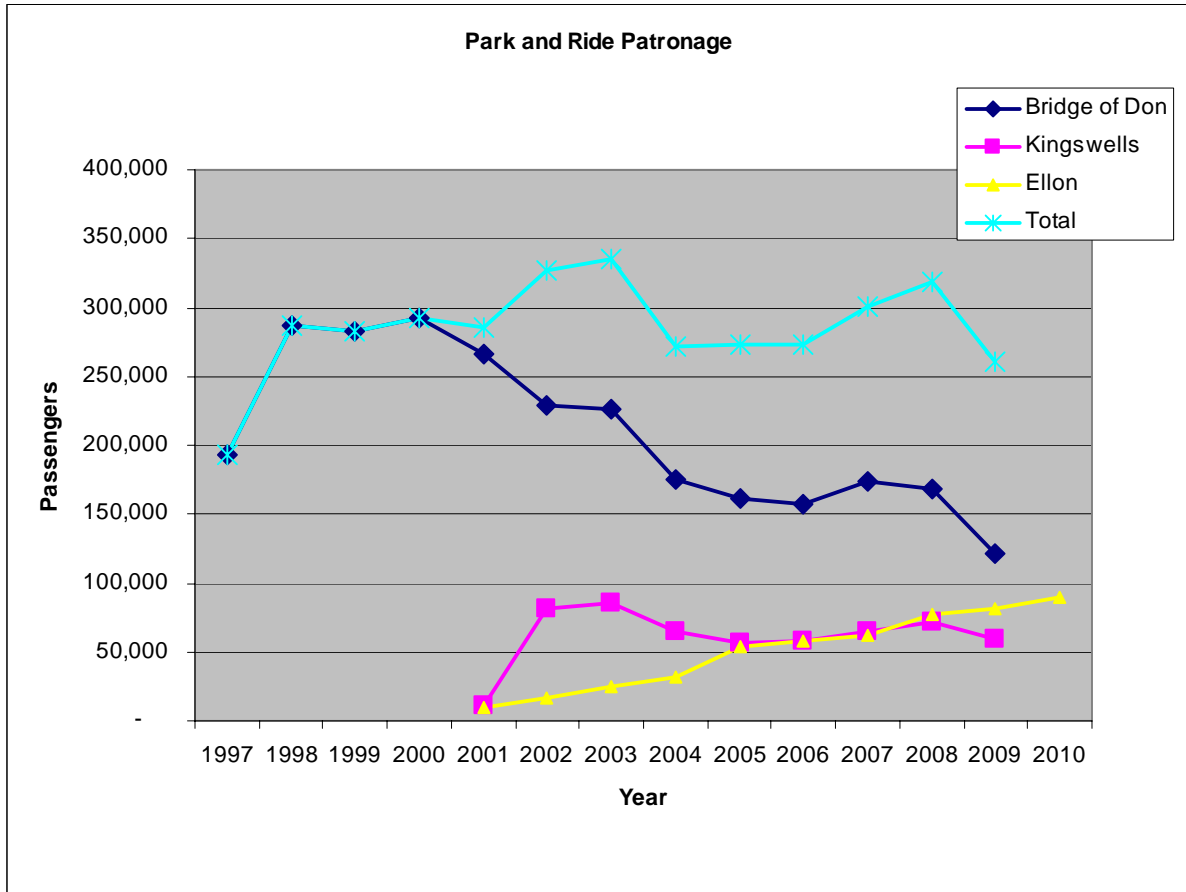
*Target: To maintain proportions in the north east who find public transport convenient or very convenient at 80% or more through to 2021.*

Source: Bus and Coach Statistics and Scottish Household Survey

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

### Park and Ride

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



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

**Indicator 53 : The number of people using Park & Ride sites in the north east annually**

	Bridge of Don		Kingswells		Ellon		Total passengers
	Spaces	Passengers	Spaces	Passengers	Spaces	Passenger	
<b>2007</b>	600	170,554	990	63,603	250	62,741	296,898
<b>2008</b>	600	168,619	990	72,227	250	77,451	318,297
<b>2009</b>	600	121,184	990	58,766	250	81,216	261,166
<b>2010</b>	600		990		250	89,540	

**Target: To increase the number of Park & Ride sites to six by 2015 and to double patronage to a total of 600,000 by 2021 (400,000 by 2011).**

Source: Aberdeen City and Aberdeenshire Councils

KM April 2011