nestrans

Regional Transport Strategy 2021 Monitoring Report

April 2012

The Transport Partnership for Aberdeen City and Shire

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 fifth annual monitoring report, considering progress towards achievement of the measures identified as providing a baseline, when the RTS was originally approved by Board and submitted to the Scottish Government in 2007. It should be noted that it may take many years for the strategy to decisively influence most indicators, but it is Nestrans' intention to maintain regular monitoring of its targets and indicators.

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

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

In the 2012 monitoring report, of 44 indicators for which indicative targets have been identified, using the most up-to-date data available the following results could be summarised:

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

One indicator has been deleted since 2011 "*number of passengers through Aberdeen Airport using bus/rail*" as the appropriate data is not available to monitor this and it was felt that indicator 13 of this report which shows the "*proportion of passenger through Aberdeen Airport using bus / rail*" provided sufficient information.

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	2012 Monitoring report
Strategic Objective 1: Economy					
Trains and Railways (pages 11-15)					
Indicator 1	Number of railway stations	On target	On target	On target	*Some success*
Indicator 2	Number of rail services per week (with typical journey time) from Aberdeen to key destinations	On target	*Some success*	*Some success*	*Some success*
Indicator 3	Number of passengers per year through north east stations (and ranking within Scotland for those in top 100)	On target	On target	On target	On target
Indicator 4	Number of Passenger miles travelled to/from/within north east by rail (for journeys wholly within Scotland)	On target	On target	On target	On target
Road – External Links (pages 16-17)					
Indicator 5	Example car/van journey times from key nodes to important sample destinations	**Wrong direction**	*Some success*	*Some success*	On target
Indicator 6	Traffic flows (traffic per day) on key strategic routes	No target ↑	No target ↑	No target =	No target ↑
Indicator 7	Proportion of HGVs on key strategic routes	No target =	No target ↑	No target ↑	No target ↓
Indicator 8	Number of permanent restrictions affecting trunk routes in or to/from the north east	No progress	*Some success*	*Some success*	*Some success*
Coach (pages 17-19)					
Indicator 9	Number of coach services per week from the north east direct to key locations (with typical journey time)	**Wrong direction**	*Some success*	*Some success*	On target
Air Routes (pages 19-22)					
Indicator 10	Number of passengers through Aberdeen Airport	On target	On target	**Wrong direction**	*Some success*
Indicator 11	Proportion of Scotland's air passengers using Aberdeen Airport	On target	On target	On target	On target
Indicator 12	The number of destinations served direct from Aberdeen Airport	**Wrong direction**	**Wrong direction**	On target	On target
Indicator 13	Proportion of passengers through Aberdeen Airport using bus/rail	Data not yet available	Data not yet available	Data not available	*Some success*

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report
Maritime (pages 22-23)					
Indicator 14	Number of ferry services from north east ports (with typical journey times)	On target	On target	On target	On target
Indicator 15	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)	On target	**Wrong direction**	*Some success*	*Some success*
Indicator 16	Number of countries with shipping services from North East ports	On-target	Awaiting Data	On-target	Awaiting Data
Strategic Object 1: Economy – Operational Objective 1					
Congestion (page 24)					
Indicator 17	Time lost on trunk roads within the north east	*Some success*	**Wrong direction**	**Wrong direction**	**Wrong direction**
Strategic Object 1: Economy – Operational Objective 2					
Freight (pages 25-26)					
Indicator 18	The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode	*Some success*	**Wrong direction**	**Wrong direction**	**Wrong direction**
Maritime (pages 26-27)					
Indicator 19	The volume of goods through the north east's major ports	On target	*Some success*	**Wrong direction**	**Wrong direction**
Heavy Goods Vehicles (pages 27-28)					
Indicator 20	The volume of goods to or from the region carried by heavy goods vehicles	No target ↑	No target ↓	No target ↑	No target ↓
Railfreight (page 28)					
Indicator 21	The volume of goods to or from the region carried by railfreight	On target	On target	Awaiting Data	**Wrong direction**
Strategic Object 1: Economy – Operational Objective 3					
Journey Times (pages 29-32)					
Indicator 22	To monitor average journey speeds by car for 12 typical journeys across the north east	On target	On target	On target	On target
Indicator 23	The ratio of public transport journey times:car journey times for 12 typical journeys across the north east	**Wrong direction**	On target	**Wrong direction**	**Wrong direction**

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report
Strategic Object 2: Accessibility Safety and Social Inclusion					
Car Ownership (pages 33-34)					
Indicator 24	The number of cars owned in the north east relative to the number of households	No target ↑	No target ↑	No target ↑	No target ↓
Indicator 25	The proportion of households in the north east without access to a car or van	No target =	No target ↓	No target ↑	No target ↑
Accessibility (pages 34-35)					
Indicator 26	The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in Aberdeenshire with a bus service within 13 minutes' walk	*Some success*	*Some success*	*Some success* *Now green*	On target
Drivers with Disability (pages 35-36)					
Indicator 27	The number of blue badge holders (and proportion relative to cars registered) in the north east	No target ↑	No target ↓	No target ↑	No target ↓
Taxis (pages 36-37)					
Indicator 28	The number of taxis and private hire vehicles available in the northeast	On target	TARGET MET	TARGET MET	TARGET MET
Indicator 29	The number of licensed taxi and private hire drivers in the north east	No target ↑	No target ↑	No target ↑	No target ↑
Indicator 30	The proportion of taxis which are capable of carrying wheelchairs	On target	On target	On target	On target
Motorcycles (pages 37-38)					
Indicator 31	The number of motorcycles and powered two wheelers registered within the north east as a proportion of all vehicles registered	On target	TARGET MET	TARGET MET	On target
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 1					
Travel Plans (page 39)					
Indicator 32	The number of business travel plans in place across the north east	Data not available	On target	Awaiting data	
Car Parking (pages 39-41)					
Indicator 33	Proportion of car commuters in the north east who have free parking	Data not available	Data not available	No Target =	No target ↓
Indicator 34	The number of public car parking spaces available in Aberdeen City Centre	Awaiting data	No target ↑	No Target =	No target ↓

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report
Indicator 35	To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ratio of 2hrs off-street parking in a Council multi-storey car park:cost of daily ticket on First Bus	Awaiting data	*Some success*	**Wrong direction**	*Some success*
Indicator 36	To compare cost of monthly bus ticket in Aberdeen with other Scottish cities	No target ↑	No target ↓	No Target =	No target ↑
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 2					
Casualties (pages 42-44)					
Indicator 37	The number of casualties in road traffic collisions	On target	*Some success*	On target	On target
		Data not directly comparable			
Indicator 38	The number of deaths in road traffic collisions	**Wrong direction**	**Wrong direction**	*Some success*	*Some success*
Strategic Object 2: Accessibility Safety and Social Inclusion – Operational Objective 3					
School Travel (page 45-46)					
Indicator 39	The proportion of children travelling actively to school (walking or cycling)	*Some success*	*Some success*	*Some success*	*Some success*
Cycling (pages 46-48)					
Indicator 40	Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week	**Wrong direction**	On target	On target	*Some success*
		Wrong direction	*Some success*	*Some success*	*Some success*
Indicator 41	Number of cyclists on key routes in morning peak (7:30-9:00am)	*Awaiting data*	On-target	On-target	On-target
Car Share (pages 48-49)					
Indicator 42	Number of participants in carshare schemes in the north east	On target	On target	On target	TARGET MET
Strategic Objective 3: Environment					
Carbon Emissions (pages 50-51)					
Indicator 43	Carbon dioxide emissions from road transport	*Some success*	*Some success*	On target, but not directly comparable	On target
Strategic Objective 3: Environment – Operational Objective 1					
Travel to Work (pages 52-55)					
Indicator 44	The proportion of travel to work journeys by modes other than car driver	On target	On-target	On-target	On-target

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report
Indicator 45	Bus usage	*Some success*	*Some success*	Data published April 2011	*Some success*
Indicator 46	Bus vehicle kilometres	**Wrong direction**	**Wrong direction**		*Some success*
Strategic Objective 3: Environment – Operational Objective 2					
Air Quality (pages 56-57)					
Indicator 47	The average atmospheric concentration of monitored pollutants in Aberdeen City Centre	On target	*Some success*	*Some success*	On target
Strategic Objective 3: Environment – Operational Objective 3					
Traffic in the north east (pages 58-62)					
Indicator 48	Growth in vehicle kilometres travelled in the north east in the preceding decade.	*Some success*	On target	On target	On target
Indicator 49	Distance travelled by vehicles in the north east	**Wrong direction**	**Wrong direction**	*Some Success*	*Some Success*
Indicator 50	Traffic in north east as a percentage of Scotland's traffic	No target ↓	No target ↓	No target ↓	No target ↓
Strategic Objective 4: Spatial Planning					
Proportion of Retail Turnover in Town and City Centres (page 63)					
Indicator 51	The proportion of retail turnover in town and City centres	Awaiting data	Data not available	Data not available	Text update provided
Strategic Objective 4: Spatial Planning – Operational Objective 1					
Reliability and Punctuality of Buses (pages 64)					
Indicator 52	Reliability and punctuality of buses in the north east	*Some success*	**Wrong direction**	**Wrong direction**	Awaiting data
Strategic Objective 4: Spatial Planning – Operational Objective 2					
Integrated Ticketing (page 65)					
Indicator 53	The ability to transfer from one transport company to another with minimum hassle and using a single ticket	Awaiting data	*Some success*	*Some success*	*Some success*

		2009 Monitoring Report	2010 Monitoring Report	2011 Monitoring Report	2012 Monitoring Report
Strategic Objective 4: Spatial Planning – Operational Objective 3					
Proportion who find Public Transport Convenient or Very Convenient (page 66)					
Indicator 54	The percentage of residents who find public transport convenient	**Wrong direction**	*Some success*	On target	On target
Park and Ride (pages 66-67)					
Indicator 55	The number of people using Park & Ride sites in the north east annually	Awaiting data	**Wrong direction**	*Some success*	*Some success*

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 2009-10.

There were 85.2 million rail journeys originating in Scotland in the 2009-10 financial year. This was a very slight increase on the previous year (<1%) but 20 million (31%) more than 10 years earlier. In 2009-10, 51% of passengers using Aberdeen Station travelled over 100 kilometres compared to 17% and 5% at Edinburgh and Glasgow stations respectively. This is a slight decrease on 2008-09 where 57% travelled over 100km (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
2012	2	6	8

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

Previously green

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
	2012	21	6	117	96	231	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
	2012	7hrs 11	10hrs 05	2hrs 29	2hrs 40	1hrs 12	2hrs 16	0hrs 23
		2012 times are average journey times across all services Monday to Sunday – this is different to previous years which simply recorded a typical journey time.						
Target: *To increase the number of services to key destinations by 10% every five years, and to have shorter journey times to key destinations, reduced by 10% by 2021.*								

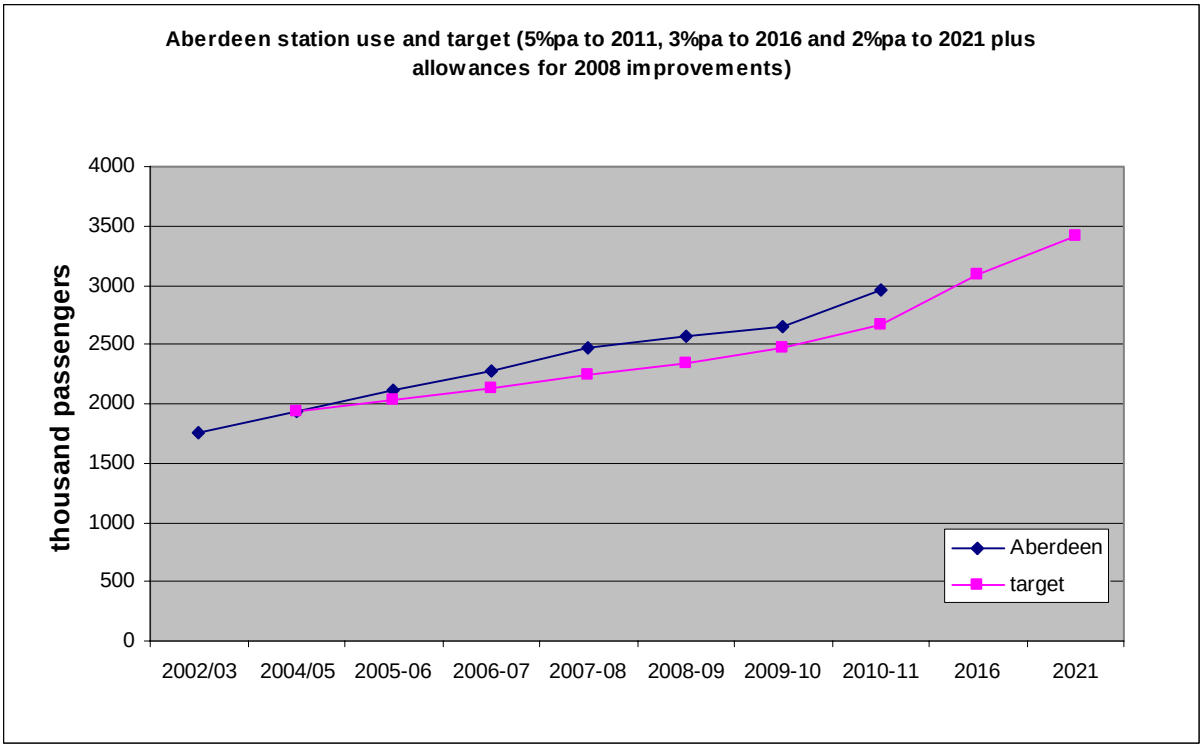
Source: Rail timetables

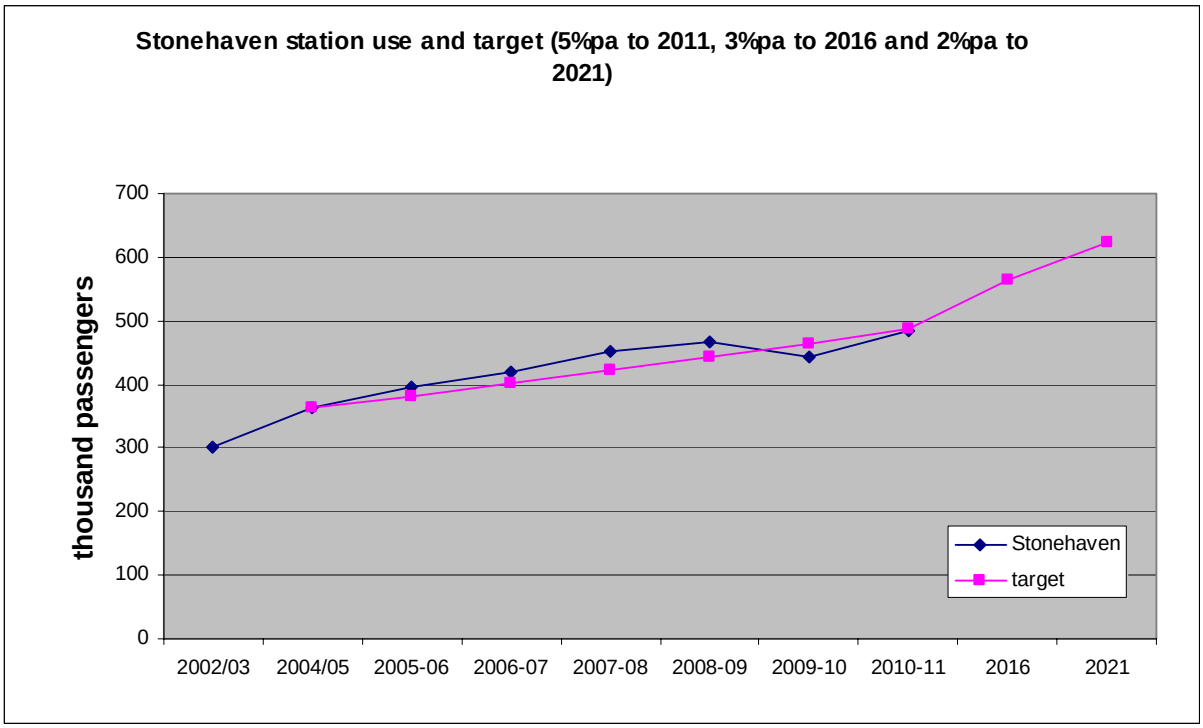
Indicator 3 : Number of passengers per year through North East stations (and ranking within Scotland for those in top 100)

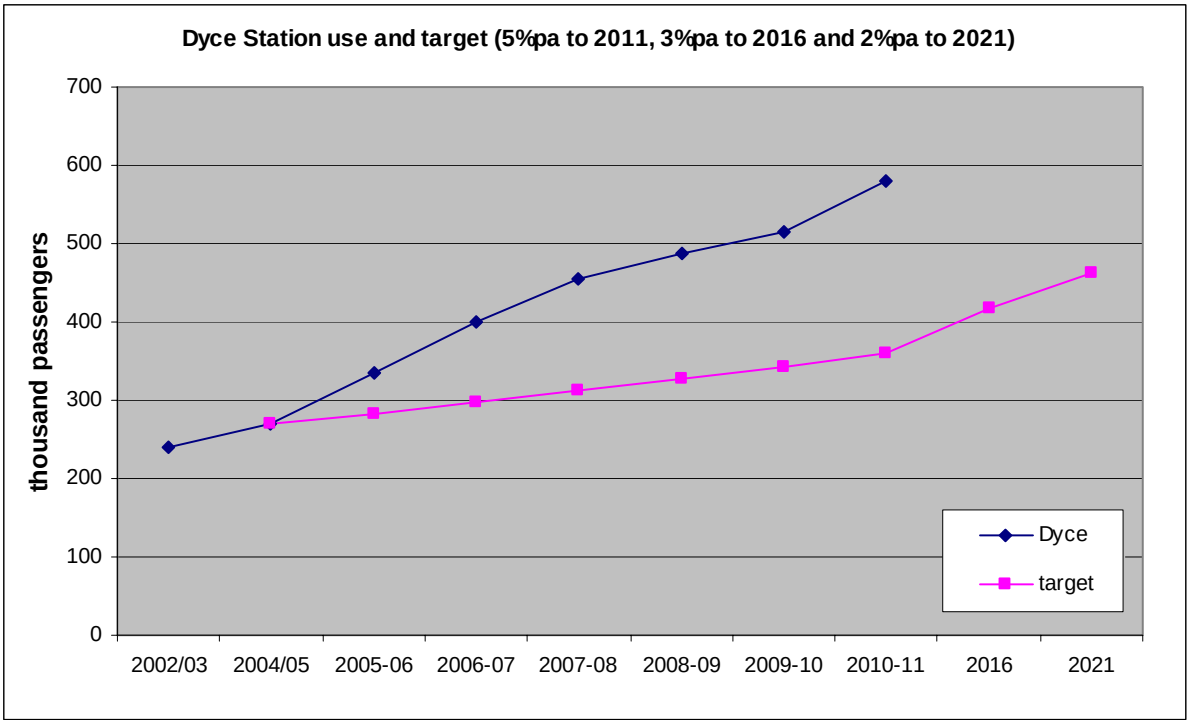
	Aberdeen	**Stonehaven**	**Dyce**	**Inverurie**	**Huntly**	**Insch**	**Portlethen**	**Laurence kirk**
2004/05	1,932,000 (5th)	364,000 (67th)	269,000 (92nd)	127,779	69,533	62,261	10,722	-
2005/06	2,108,000 (5th)	397,000 (66th)	335,000 (81st)	154,103	70,430	66,432	14,887	-
2006/07	2,279,000 (5th)	419,000 (65th)	401,000 (69th)	175,934	75,708	65,823	21,073	-
2007/08	2,470,270 (5th)	452,596 (64th)	453,634 (62nd)	195,138	84,223	72,644	22,055	-
2008/09	2,568,810 (5th)	466,996 (73rd)	487,972 (71st)	223,556	87,894	79,466	19,906	-
2009/10	2,657,014	444,822	515,524	292,408	84,300	82,706	15,186	56,496[1]
2010/11	2,964,302 (5th)	482,722 (74th)	579,660 (59th)	345,790	90,010	86,854	18,382	73,594
% change from 04/05	**53%**	**33%**	**115%**	**171%**	**29%**	**39%**	**71%**	**15%** since 2009/10 – based on estimated full year figure
Target: to increase passenger numbers through the north east's busiest railway stations to 3,400,000 through Aberdeen in 2020/21 (2,700,000 in 2010/11); 624,000 through Stonehaven in 2020/21 (488,000 in 2010/11) and 462,000 through Dyce in 2020/21 (361,000 in 2010/11) and by 2.5% per year for other stations.								

Source: Office of the Rail Regulator and Scottish Transport Statistics

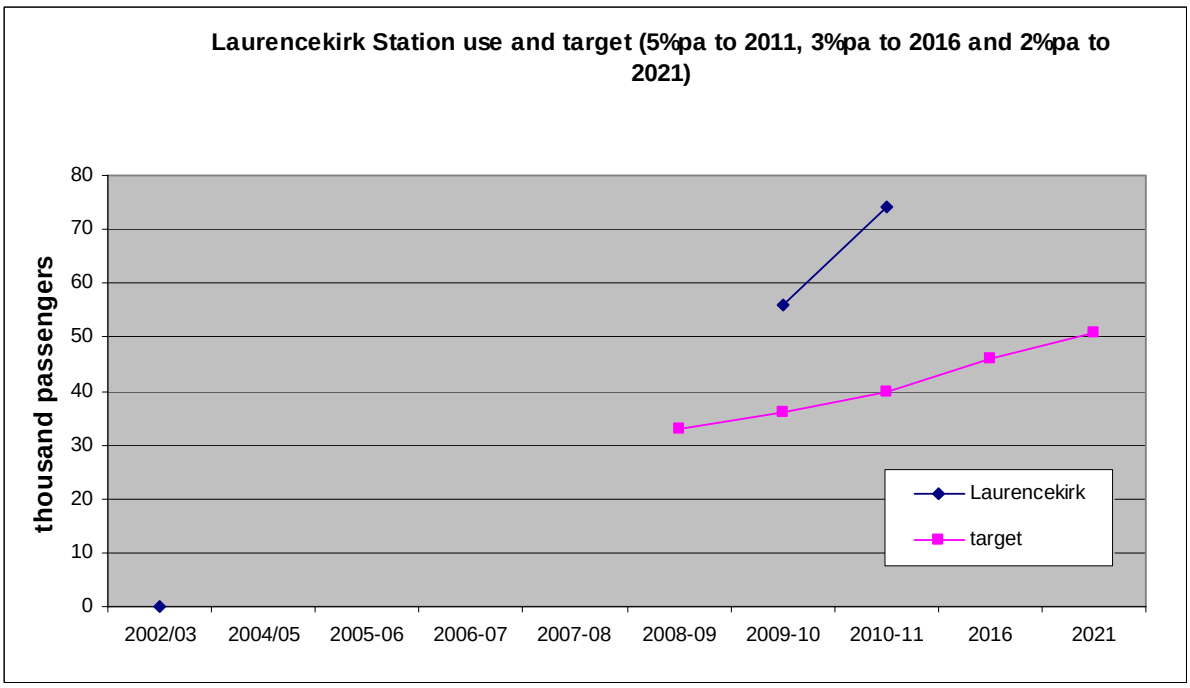
[1] Laurencekirk Station opened in May 2009. The figure for 2009/10 does not therefore cover a full year. The full year figure for 2009/10 at Laurencekirk is estimated at 64,000.


Aberdeen station use and target (5%pa to 2011, 3%pa to 2016 and 2%pa to 2021 plus allowances for 2008 improvements)
thousand passengers
4000
3500
3000
2500
2000
1500
1000
500
0
2002/03
2004/05
2005-06
2006-07
2007-08
2008-09
2009-10
2010-11
2016
2021
Aberdeen
target


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

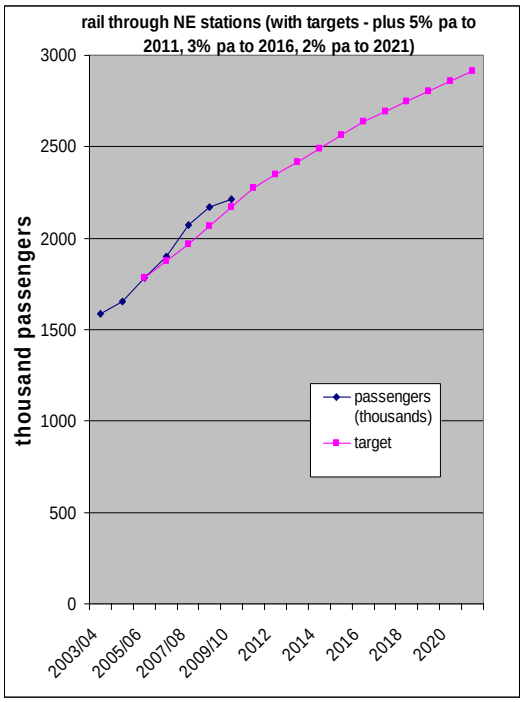


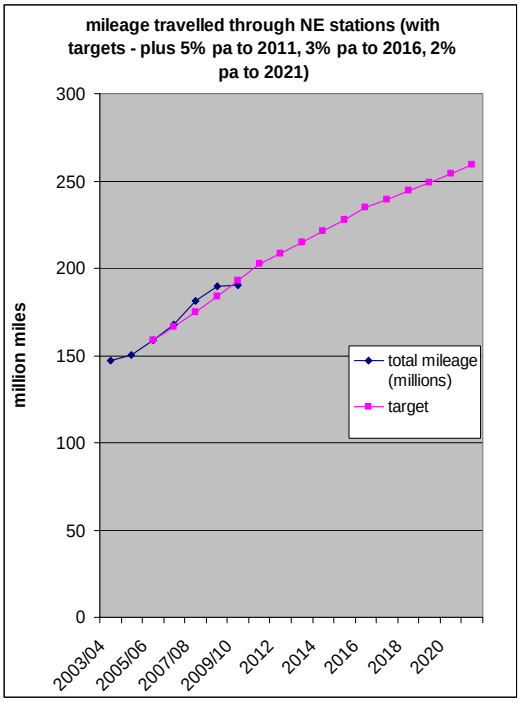
Laurencekirk Station opened in May 2009. The first year of annual patronage figures available for this station from the Office of the Rail Regulator is 2009-10 and these show patronage well above the predicted levels for this station. Significant growth is subsequently seen in 2010-11, well above projected levels (see the graph below).



Indicator 4 : Number of passenger miles travelled to/from/within the North East by rail (for journeys wholly within Scotland)		
	Passengers numbers	**Miles travelled**
2004/05	1.65 million	151 million
2005/06	1.76 million	159 million
2006/07	1.9 million	168 million
2007/08	2.07 million	181 million
2008/09	2.17 million	190 million
2009/10	2.21 million	190 million
% change from 2004/05	+34%	+26%
Target: To increase the number of rail passengers travelling within Scotland through north east stations to 2.9million passengers by 2020/21 (2.25million in 2010/11), and the miles travelled to 260million miles by 2020/21 (200 million miles by 2010/11).		

Source: extrapolated from Scottish Transport Statistics





Road – External Links

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

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

	Aberdeen Harbour to Inverness			Peterhead to national motorway network at Friarton Bridge, Perth		
	Journey time	**Miles**	**Average speed**	**Journey time**	**Miles**	**Average speed**
2007	3hrs 26min	111	32.4mph	3hrs 05min	123	39.9mph
2009	3hrs 29min	111	31.9mph	3hrs 10min	123	38.8mph
2010	3hrs 27min	111	32.2mph	3hrs 7min	123	39.4mph
2011[2]	2hrs 50 min	105	37.1mph	2hrs 45min	123	44.7mph
2012	2 hrs 30 min	105	42 mph	2hrs 42 min	123	45.5 mph
Target: To maintain or reduce journey times on key strategic corridors between 2007 and 2021.						
Previously yellow						

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

Indicator 6 : Traffic flows (traffic per day) on key strategic routes

	Vehicles - 7 day annual average	
	A90 at Stonehaven	**A90 at Bridge of Don**
2005	24,743	16,750
2006	24,921	17,291
2007	26,045	17,686
2008	26,427	17,339
2009	26,778	17,308
2010	26,907	17,860
% change from 2005 baseline	+8.7%	+6.6%

Source: Scottish Transport Statistics

Indicator 7 : Proportion of HGVs on key strategic routes

	A90 Bridge of Don – 7 day annual average
2005	11%
2006	11%
2007	11%
2008	12%
2009	18%
2010	14%

Source: Scottish Transport Statistics

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

Indicator 8 : Number of permanent restrictions affecting trunk routes in or to/from the north east	
2007 Baseline	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge Width restriction (7' 0") A90 at Bridge of Dee
2008	No change on 2007.
2009	Height restriction (15' 3") and signal-controlled carriageway on A96 at Inveramsay Bridge however this bridge identified for improvement in STPR. Width restriction (7' 0") A90 at Bridge of Dee – this will no longer be on a trunk road once the AWPR is constructed and this road will be de-trunked.
2011	The height restriction remains on Inveramsay Bridge however the Transport Minister has committed to improving this and Transport Scotland have commissioned an options appraisal study. Width restrictions remain on the Bridge of Dee however a study has been commissioned by Nestrans to look at options for improvement.
2012	Upgrade to Inveramsay Bridge is included in the Government's Infrastructure Improvement Plan with funding of £5m allocated for the works. A preferred option is due to be reported in Spring 2012. Width restrictions remain on the Bridge of Dee however a study has been commissioned by Nestrans to look at options for improvement.
Proposed Target: *To remove all diversions relating to restrictions on trunk roads by 2015*	

Coach

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

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

Baseline 2007:

0 direct coaches per week to Edinburgh
111 to Glasgow (3 hours 15 mins)
86 to Inverness (3 hours 51 mins)
14 to London (12 hours)
7 to Manchester (8 hours 20 mins)
0 to Newcastle
0 to Birmingham
Total Services per week: 218
Source: Traveline Scotland, 2007

2008: Direct coaches per week

Destination	Services/wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0	-	-	-	-	-
Glasgow	104	3hrs 15	15	15	14	Scottish Citylink/Megabus & National Express
Inverness	76	3hrs 51	11	13	8	Stagecoach Bluebird
London	14	12hrs	2	2	2	National Express
Manchester	7	8hrs 20	1	1	1	National Express
Newcastle	0	-	-	-	-	-
Birmingham	0	-	-	-	-	-

Total Services per week 201 (-7.8%)
Journey Time: No change
Source: Traveline Scotland 2008

2010: Direct coaches per week

Destination	Services /wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0	-	-	-	-	-
Glasgow	104	3hrs 05	15	15	14	Scottish Citylink/Megabus & National Express
Inverness	85	3hrs 51	13	12	8	Stagecoach Bluebird
London	7	12hrs 10	1	1	1	National Express
Manchester	7	8hrs 20	1	1	1	National Express
Newcastle	0	-	-	-	-	-
Birmingham	0	-	-	-	-	-

Total Services per week 210 (-4% on 2007 timetables)
Journey Time: Reduction in Glasgow journey time
Source: Traveline Scotland 2010

2011: Direct coaches per week

Destination	Services /wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0					Change in Dundee or Perth required
Glasgow	111	3 hrs 05	16	16	15	Scottish Citylink / Megabus
Inverness	129	3hrs 45	12 (13 on Fri)	14	6	Stagecoach Bluebird
London	7	12hrs 10	1	1	1	National Express
Manchester	7	8hrs 40	1	1	1	National Express
Newcastle	0	-	-	-	-	-
Birmingham	0	-	-	-	-	-

Total Services per week 254 (+16% on 2007 timetables)
Journey Time: Slight reduction in Inverness journey time compared to 2010
Source: Traveline Scotland 2011 and Operator Timetables

2012: Direct coaches per week

Destination	Services /wk	Journey time	Mon-Fri (daily)	Sat	Sun	Operator
Edinburgh	0					Change in Dundee or Perth required
Glasgow	154	3hrs 05 2hrs 59	22	22	22	Scottish Citylink / Megabus
Inverness	72	3hrs 50	11	11	6	Stagecoach Bluebird

London	28	11hrs 50 – 12hrs 50	4	4	4	Megabus and National Express
Manchester	14	8hrs 20-45	2	2	2	National Express & Megabus
Newcastle	0	-	-	-	-	-
Birmingham	7	8hrs 55-	1	1	1	Megabus
Total services per week			275 (+26% on 2007 timetables)			
Journey Time:			Some journey time reductions but not on all services.			

Source: Traveline Scotland 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 millions of pounds directly into the local economy but also supporting business connections. In 2009, 54% of passengers using Aberdeen Airport were business travellers, compared to 30% at Edinburgh and 29% at Glasgow.

In recent years, investment in the airport, extension to opening hours and the growth of low-cost airlines has led to Aberdeen Airport experiencing significant growth. The heliport is one of the worlds busiest and passenger growth has been the most significant of Scotland's major airports. A decline has been seen in recent years to 2010, however this is likely due to the down turn in the economy.

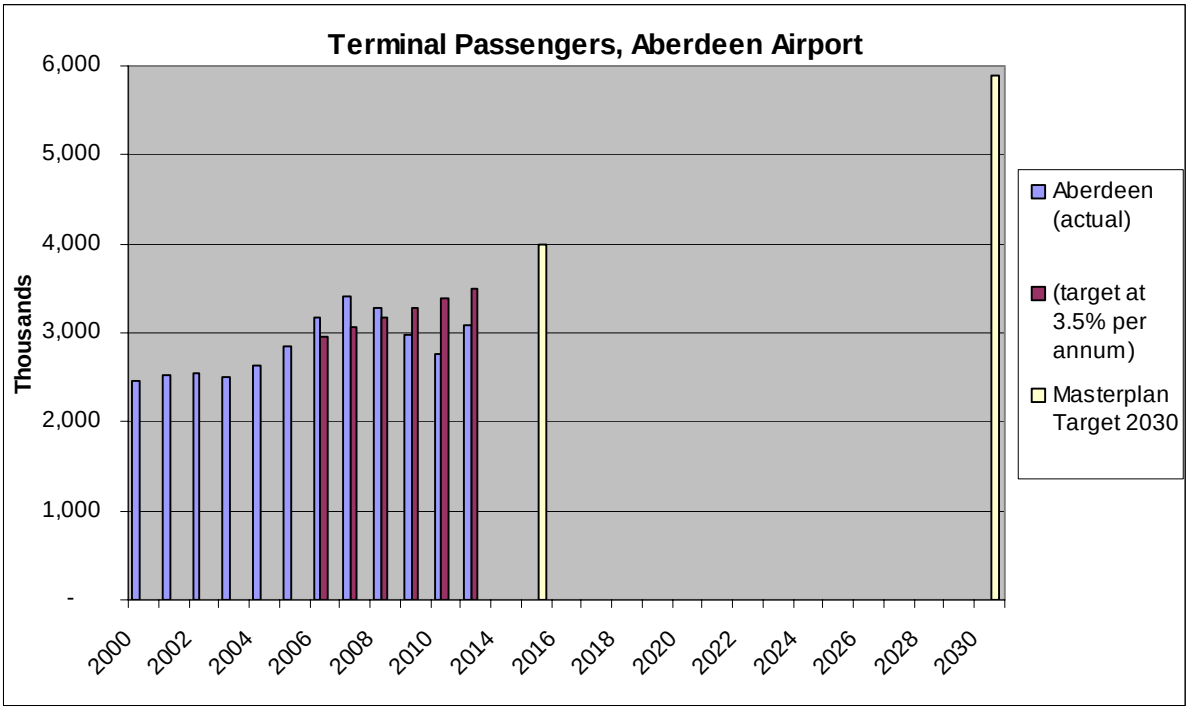
Indicator 10 : Number of passengers through Aberdeen Airport

	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	2,763,000	-7%
2011	3,083,000	+12%
% change on 2005 baseline	+8%	

Target: *To increase the number of passengers through Aberdeen Airport by an average of 3½% per year between 2005 and 2021, to 4.6million by 2021.*

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

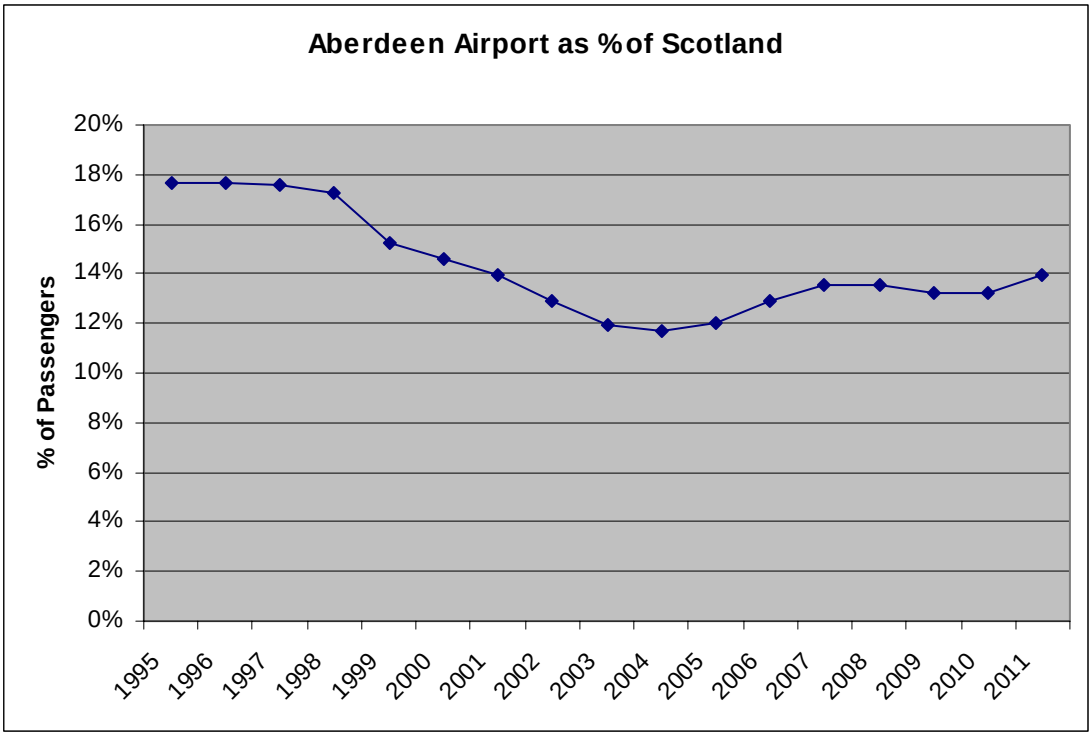
This data is sourced from the Scottish Transport Statistics, from which the most recent year of data available is for 2010. Recent reports have however indicated that passenger numbers through Aberdeen Airport have returned to growth in 2011.



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

Indicator 11 : Proportion of Scotland's air passengers using Aberdeen Airport		
	%	**Comment**
2005	12.0%	A fall from 17.7% in 1995
2006	12.9%	The highest proportion since 2001
2007	13.6%	An increase on 2005 and 2006
2008	13.5%	
2009	13.3%	
2010	13.2%	
2011	14.0%	
% change on 2005 baseline	+2% points	
Target: To maintain at least 12% of Scotland's air passengers through Aberdeen Airport to 2021.		

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



Indicator 12 : The number of destinations served direct from Aberdeen Airport		
	No of destinations	**Number of countries**
2007	46	15
2008	38	11
2009	38	10
2011	48	13
2012	50	14
% change on 200 baseline	+9%	-7%
Target: To maintain at least the number of destinations direct from Aberdeen as in the base year of 2007.		

Source: BAA timetable information

Indicator 13 : Proportion of passengers through Aberdeen Airport using bus/rail.			
	Bus / Coach	**Rail**	**Total bus & rail**
2001	4.7%	0.0%	4.7%
2005	6.2%	0.0%	6.2%
2009	5.2%	2.5%	7.7%
Target: *To increase the proportion of passengers accessing Aberdeen Airport by public transport between 2005 and 2021, to at least 13.4% of passengers by 2021 (at least 10.5% by 2012).*			

Source: Scottish Transport Statistics

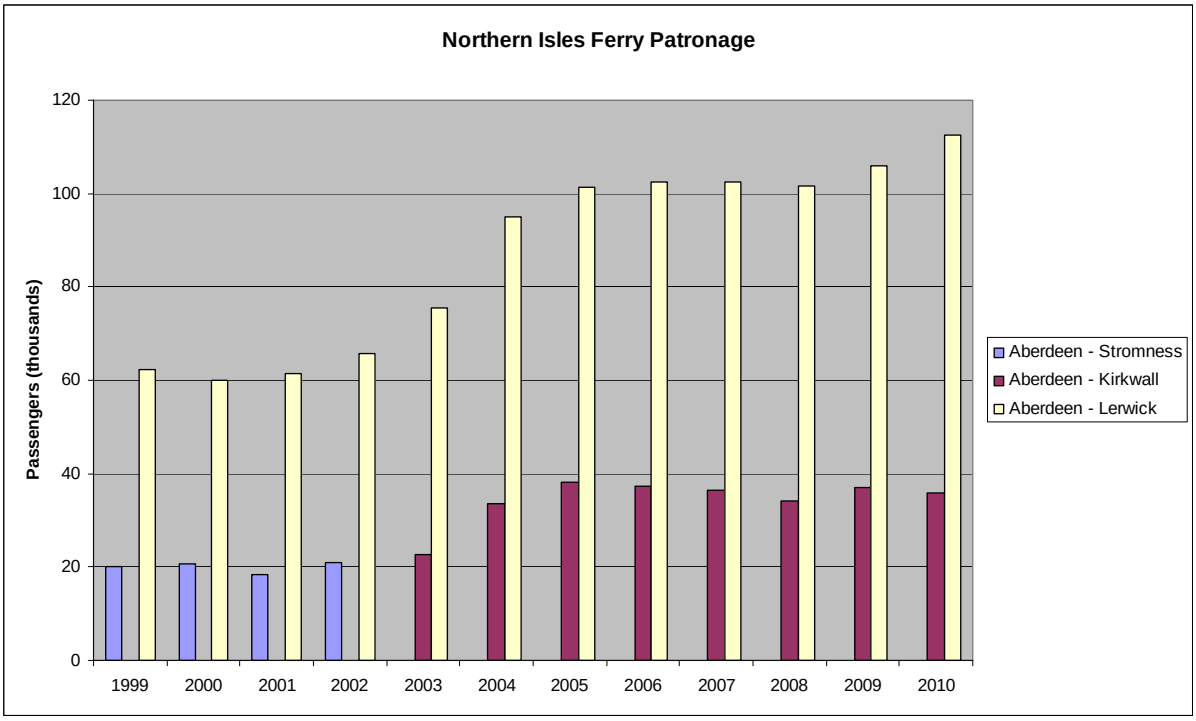
Maritime

Indicator 14 : Number of ferry services from north east ports (with typical journey times)				
	To Orkney		**To Shetland**	
	Journeys / week	**Journey time**	**Journeys / week**	**Journey time**
2007 Baseline	4	6 hours	7	12 ½ hours
2009	4	6 hours	7	12 ½ hours
2010	4	6 hours	7	12 ½ hours
2011	4	6 hours	7	12 ½ hours
2012	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 15 : Number of passengers carried on ferry services to the Northern Isles.			
	Passengers		
	Aberdeen – Kirkwall	Aberdeen - Lerwick	Total
2006	37,300	102,600	139,900
2007	36,500	102,400	138,900
2008	34,200	101,600	135,800
2009	37,000	105,900	142,900
2010	36,000	112,400	148,400
% change on 2006 baseline	-3%	+10%	+6%
Target: To increase the number of passengers on Northern Isles ferry services by an average of 1% per year between 2006 and 2021, to at least 350,000 passengers by 2021.			

Source: Scottish Transport Statistics



Source: Scottish Transport Statistics and Aberdeen Harbour Annual Review

Indicator 16 : Number of countries with shipping services from north east ports	
	Number of countries
2005 Baseline	32
2008	37
2009	37
2010	41
2011	46
Target: To maintain the number of countries with links from north east ports through to 2021.	

Source: Aberdeen Harbour Annual Review

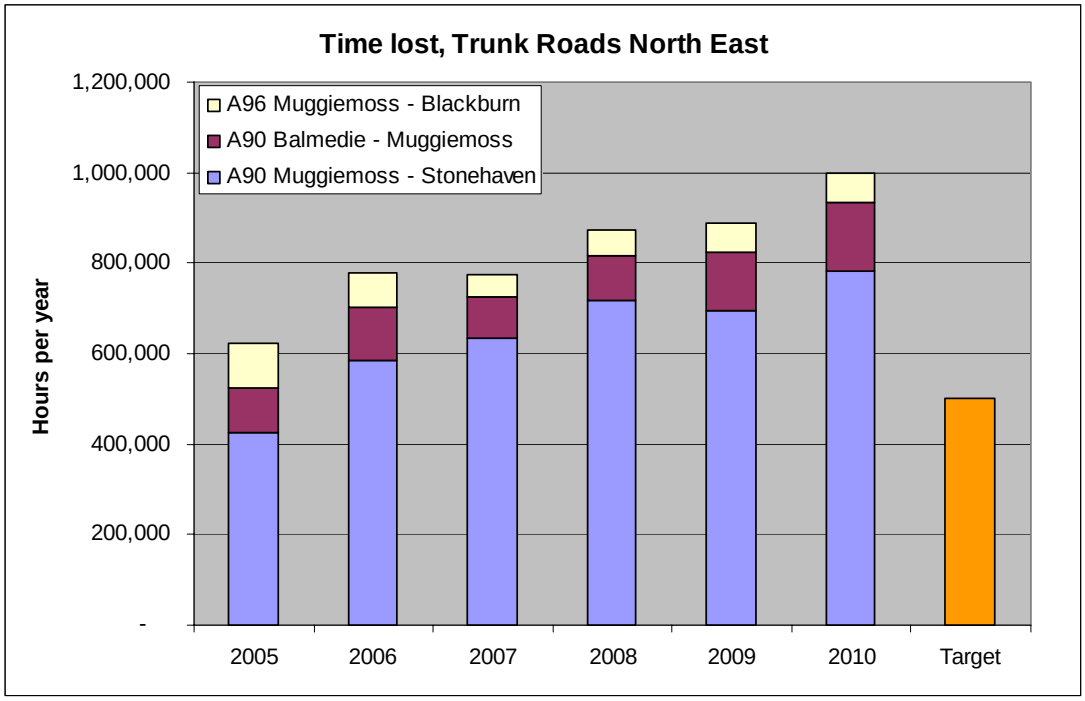
Strategic Objective 1: Economy
Operational Objective 1: To make the movement of goods and people within the North East and to/from the area more efficient and reliable.

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

Congestion

Indicator 17 : Cumulative time lost on trunk roads within the north east				
	A90 Mugiemoss – Stonehaven	**A90 Balmedie - Mugiemoss**	**A96 Mugiemoss - Blackburn**	**Total**
2005	425,500 hours	98,500 hours	98,100 hours	622,100
2006	583,600 hours	120,600 hours	73,800 hours	778,000
2007	635,700 hours	91,100 hours	48,200 hours	775,000
2008	717,705 hours	98,957 hours	58,028 hours	874,690
2009	696,803 hours	125,471 hours	66,778 hours	881,043
2010	780,637 hours	153,013 hours	66,206 hours	999,857
% change on 2005 baseline	+83%	+55% however significant fluctuations from year to year	-32% however significant fluctuations from year to year	+61%
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

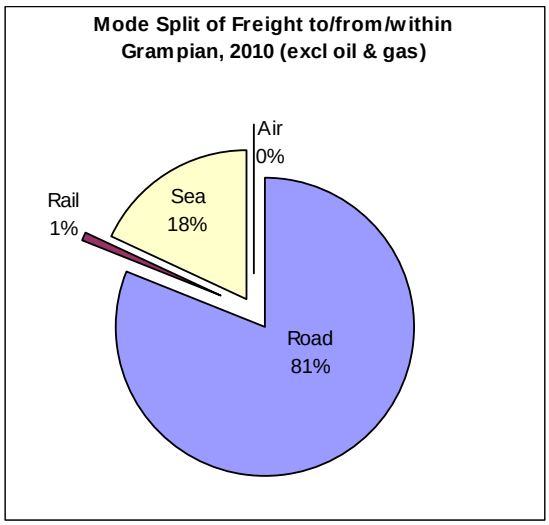
Strategic Objective 1: Economy
Operational Objective 2: To improve the range and quality of transport to/from the North East to key business destinations.

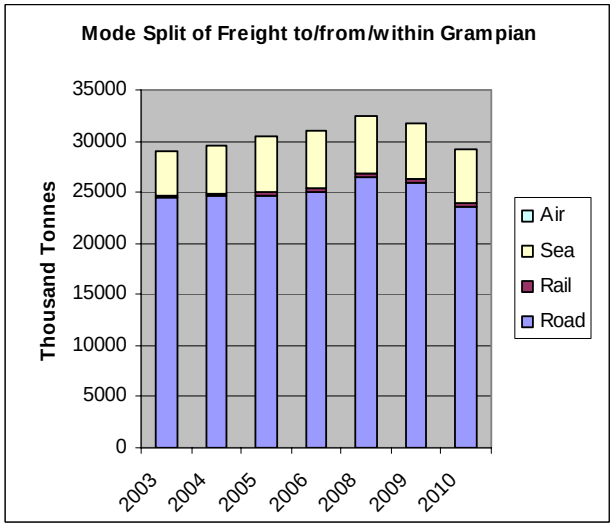
Aviation, maritime and road transport links are considered above. Modal split of freight movements is a key indicator of the efficiencies of the movement of goods and the availability of alternative choices.

Freight

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

In 2006, just over 25 million Tonnes of goods were moved by HGV to/from and within the region, 5.6 million Tonnes through the region's major ports of Aberdeen and Peterhead and over 300 thousand Tonnes were carried by rail. The total volume of goods moved has increased to 2010 however the mode split has remained the same with road accounting for 81%.





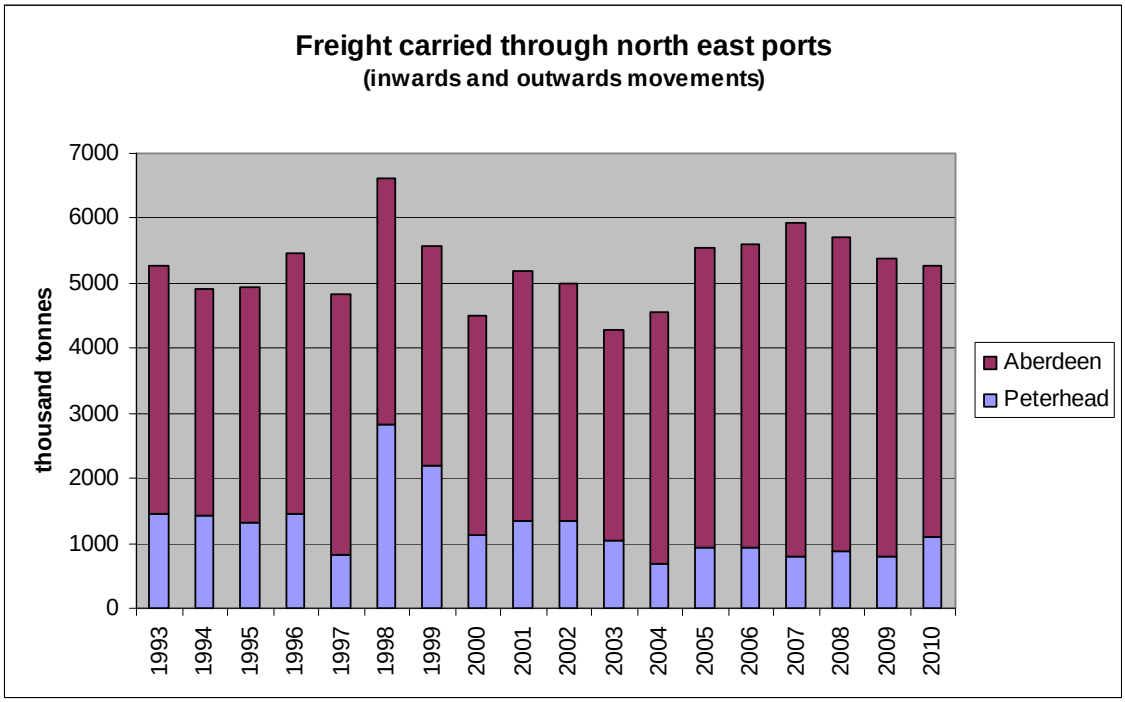
Source: Scottish Transport Statistics and NESRFDG

Indicator 18 : The proportion of goods to, from or within the north east (excluding oil & gas) moved by mode									
	Tonnes and Percentage of total goods moved								
	Road		Rail		Sea		Air		Total
	Tonnes	*%*	*Tonnes*	*%*	*Tonnes*	*%*	*Tonnes*	*%*	*Tonnes*
2005	24,385,000	81%	165,500	1%	5,537,000	18%	4,089	0%	30,392,000
2006	25,016,000	81%	325,000	1%	5,610,000	18%	4,022	0%	30,955,000
2008	26,487,000	81%	325,000	1%	5,704,000	18%	4,006	0%	32,520,000
2009	25,989,000	82%	325,000	1%	5,367,000	17%	3,822	0%	31,685,000
2010	23,640,000	81%	232,000[3]	1%	5,271,000	18%	4,211	0%	29,147,000
%change on 2005 base	-3%		+14%		-5%		+3%		-4%
Target: To increase the proportion of goods moved by rail or sea to, from or within the north east to at least 25% of all goods by 2021 (20% by 2011).									

Source: Scottish Transport Statistics and NESRFDG

Maritime

The movement of goods through Aberdeen and Peterhead harbours has seen varying fortunes over the past decade. Peterhead has seen a decline from its peak of over 2.8million tonnes in 1998 to fewer than a million tonnes in 2009. 2010, has however seen an increase to over 1 million tonnes for the first time since 2003. Aberdeen Harbour on the other hand saw growth of 52% between 2000 and 2007 to a figure of over 5 million tonnes. This has however seen a decline since then which has continued into 2010. Exports have also outweighed imports in the North East by a small margin for the first time.



Source: Scottish Transport Statistics

[3] This is an estimate

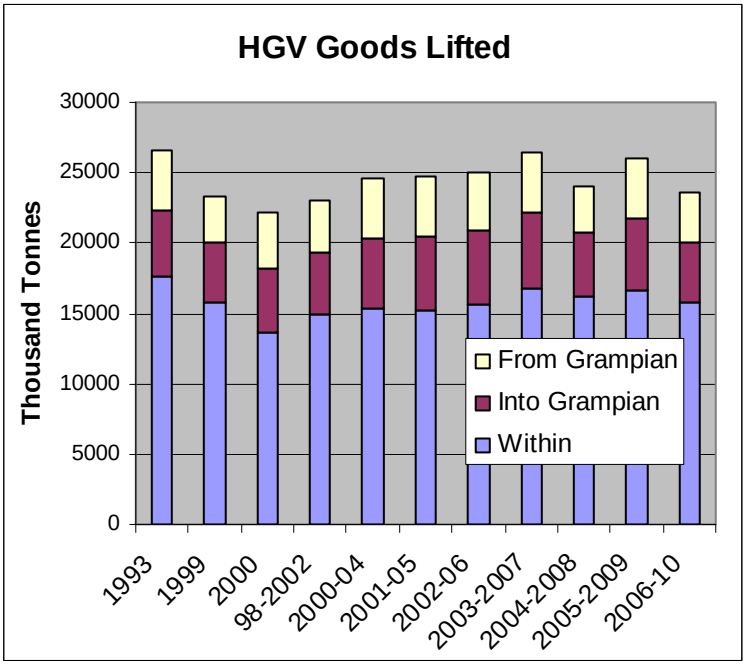
Indicator 19 : The volume of goods through the north east's major ports (Tonnes)			
	Aberdeen Harbour	**Peterhead Harbour**	**Total**
2005	4,609,000	928,000	5,537,000
2006	4,663,000	947,000	5,610,000
2007	5,131,000	790,000	5,921,000
2008	4,833,000	871,000	5,704,000
2009	4,570,000	797,000	5,367,000
2010	4,164,000	1,107,000	5,271,000
% change on 2005 baseline	-10%	19%	-5%
Target: To increase the volume of goods through Aberdeen and Peterhead Harbours by an average of at least 1% per year between 2005 and 2021, to 6.9 million Tonnes by 2021 (6 million Tonnes by 2012).			

Source: Scottish Transport Statistics

Heavy Goods Vehicles

24 million Tonnes of Grampian's Goods moving by lorry

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 20 : The volume of goods to or from the region carried by Heavy Goods Vehicle				
	Within Grampian	**To Grampian**	**From Grampian**	**Total**
	Average annual tonnes			
2001-2005	15,268,000	5,274,000	4,143,000	24,685,000
2002-2006	15,625,000	5,248,000	4,143,000	25,016,000
2003-2007	16,723,000	5,401,000	4,363,000	26,487,000
2004-2008	16,261,000	4,435,000	3,390,000	24,086,000
2005-2009	16,655,000	5,168,000	4,166,000	25,989,000
2006-2010	15,713,000	4,396,000	3,531,000	23,640,000
% change on 2001-05 baseline	+3%	-17%	-15%	-4%

Source: Scottish Transport Statistics

Railfreight

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

Indicator 21 : The volume of goods to or from the region carried by railfreight	
2005 Baseline	165,500 Tonnes per year (*source: NESRDFDG)*
2006	325,000 Tonnes per year (*source: Sustaccess study*)
2011	232,000 Tonnes per year (estimate)
% change on 2005 baseline	Sources are not directly comparable
Target – To increase the volume of goods moved by rail by at least 5% per year on 2005 baseline, to at least 350 thousand Tonnes by 2021.	

Strategic Objective 1: Economy
Operational Objective 3: To improve connectivity within the north east, particularly between residential and employment areas.

Journey Times

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

The journeys are planned using the journey planning website www.transportdirect.info which offers journey planning by different modes and takes account of possible delays. It is possible to identify specific journeys and these twelve journeys are assessed using the information from this website.

	Miles	April 2008		April 2009		April 2010		April 2011		April 2012	
		Car	Public Transport*	Car	Public Transport*	Car	Public Transport*	Car	Public Transport*	Car	Public Transport*
Fraserburgh to St Cyrus	74	2hrs 19	2hrs 33	2hrs 23	2hrs 42	2hrs 23	2hrs 31	2hrs 08 (74 miles)	2hrs 35	2hrs 06	2hrs 40
Peterhead to Banchory	51	1hr 59	1hr 57	1hr 59	2hrs 09	1hr 52	2hrs 01	1hr 39 (53 miles)	2hrs 01	1hr 37	2hrs 02
Banff to Foresterhill	45	1hr 40	2hrs 03	1hr 41	2hrs 02	1hr 41	1hr 59	1hr 25	1hr 45	1hr 24	1hr 49
Turriff to RGU	37	1hr 28	1hr 48	1hr 28	1hr 56	1hr 29	1hr 47	1hr 15	1hr 53	1hr 15	1hr 56
Bridge of Don to Dyce	7	21mins	39mins	27mins	53mins	27mins	54mins	23mins	53mins	22 mins	48 mins
Stonehaven to Airport	21	50mins	1hr 08	52mins	1hr 09	56mins	48mins	50mins	48mins	49 mins	53 mins
Braemar to Woodhill House	59	2hrs 06	2hrs 40	2hrs 06	2hrs 32	2hrs 05	2hrs 32	1hr 47 (60 miles)	2hrs 39	1hr 46	2hrs 40
Huntly to Union Street	39	1hr 25	1hr 25	1hr 20	1hr 07	1hr 24	58mins	1hr 09	57mins	1hr 09	57 mins
Seaton to Altens	5	17mins	34mins	17mins	34mins	17mins	34mins	13mins	36mins	13 mins	27 mins
Portlethen to Kirkhill	15	42mins	1hr 04	43mins	1hr 14	46mins	43mins	40mins	43mins	40 mins	48 mins
Tillydrone to East Tullos	4	15mins	29mins	14mins	41mins	14mins	30mins	11mins	31mins	11 mins	35 mins
Cults to Balmedie	14	37mins	1hr 11	33mins	1hr 02	37mins	1hr 19	33mins (14 miles)	1hr 19	33 mins	1hr 14
TOTAL DISTANCE	373										
Total journey time		13hrs 59	17hrs 31	14hrs 03	18hrs 56	14hrs 11	16hrs 36	12hrs 13	16hrs 40	12hrs 05	16hrs 49
Average journey speed		26.8mph	21.4mph	26.6mph	19.7mph	26.4mph	22.5mph	30.7mph	22.5mph	29.9mph	22.7mph

*shortest journey time starting between 0800 and 0959, weekday[4]
Source: www.transportdirect.info

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

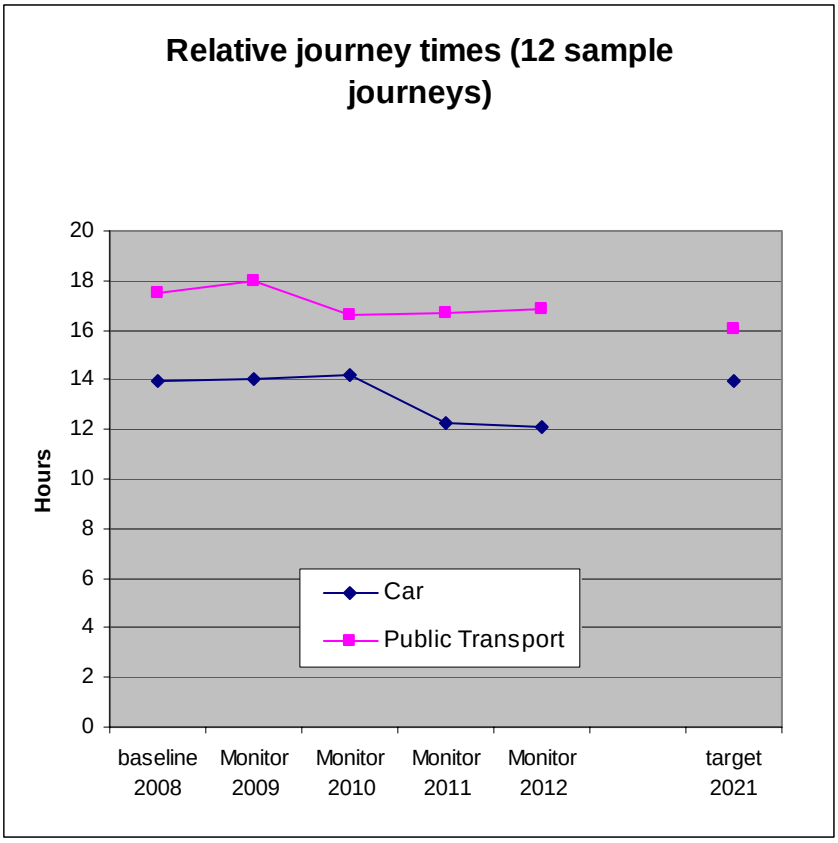
Indicator 22 : To monitor average journey speeds by car for 12 typical journeys across the north east.			
	Total mileage of all 12 journeys	**Total Journey time of all 12 journeys**	**Average speed**
2008 Baseline	374 miles	13 hrs 59	26.8mph
2009	374 miles	14 hrs 03	26.6mph
2010	374 miles	14 hrs 11	26.4mph
2011	375 miles	12 hrs 13	30.7mph
2012	373 miles	12 hrs 05	29.9mph
Proposed Target: To maintain or improve journey times between key locations within the north east between 2008 and 2021.			

Source: www.transportdirect.info

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

Indicator 23 : 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 public transport journey time of all 12 journeys**	**Car journey time for the same 12 journeys**	**Ratio to car journey time**
2008 Baseline	374 miles	17hrs 31	13 hrs 59	1.25
2009	374 miles	18 hrs 01	14 hrs 03	1.28
2010	374 miles	16 hrs 36	14 hrs 11	1.17
2011	375 miles	16 hrs 40	12 hrs 13	1.36
2012	373 miles	16 hrs 49	12 hrs 05	1.39
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).				

Source: www.transportdirect.info


Relative journey times (12 sample journeys)
Hours
20
18
16
14
12
10
8
6
4
2
0
Car
Public Transport
baseline 2008
Monitor 2009
Monitor 2010
Monitor 2011
Monitor 2012
target 2021

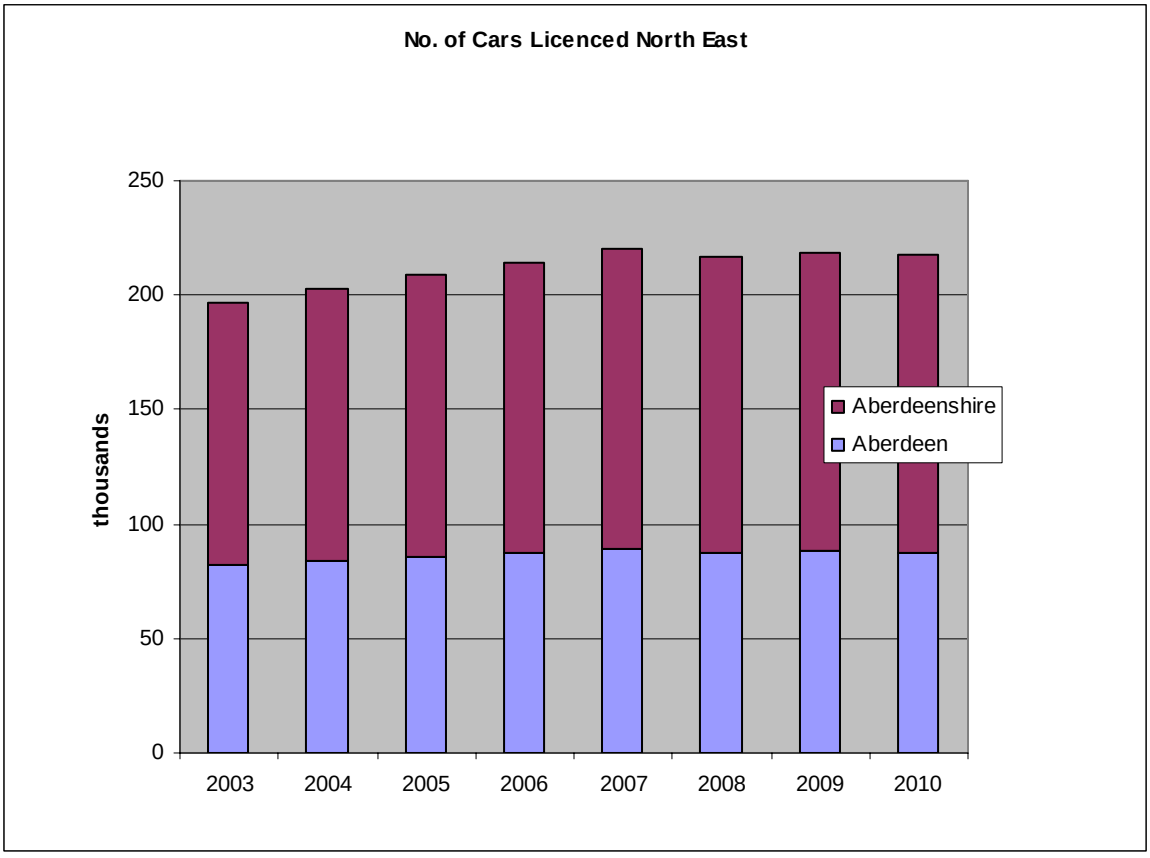
Strategic Objective 2: Accessibility, Safety and Social Inclusion

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

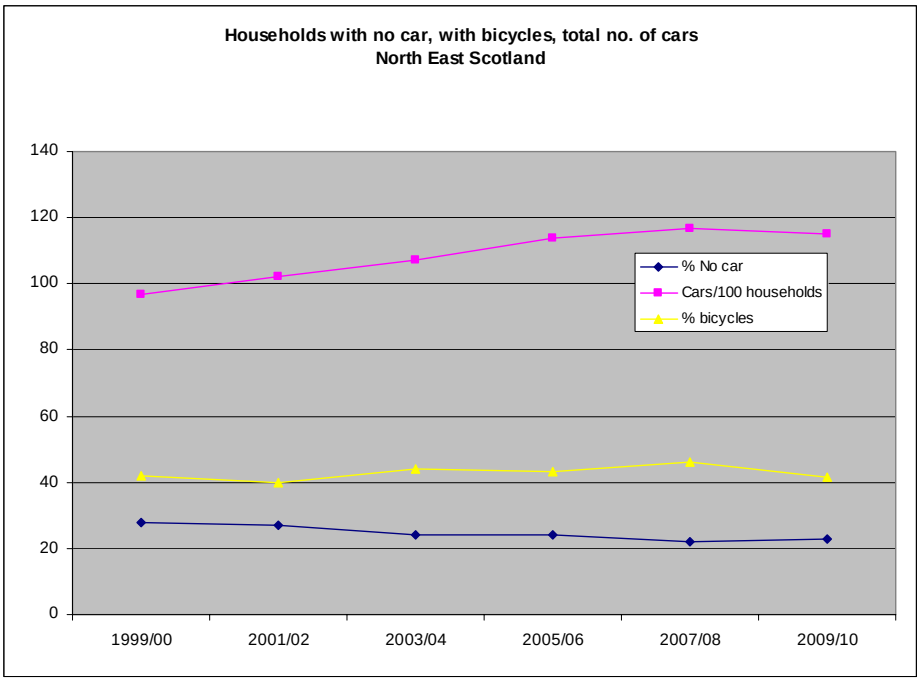
With over 200,000 cars, the north east has more cars and vans than households, yet a quarter of households do not have access to a vehicle.

There were 87,600 cars registered in Aberdeen and 130,100 registered in Aberdeenshire at end December 2010 (Source: Scottish Transport Statistics). These figures are approximately the same as the previous year although a slight increase on the baseline.



Source: Scottish Transport Statistics

Car ownership is high in the north east, with around 77% of households having access to a car. Aberdeenshire has the highest rate of car ownership in Scotland, with around 85% of households having access to at least one vehicle. Car ownership in Aberdeen City has increased from 65% in 2005/06 to 69% in 2007/08 and 2009/10. Despite this, some 31% of households in the City and 16% of households in Aberdeenshire do not have access to a car or van (Source: Scottish Transport Statistics). This proportion has increased in Aberdeenshire since 2007/08. Bicycle ownership is shown in Indicator 42.



Source: Scottish Household Survey

Indicator 24 : 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
2009/10	0.94	1.35	1.15

Source: Scottish Household Survey

Indicator 25 : The proportion of households in the north east without access to a car or van.			
	Aberdeen	**Aberdeenshire**	**North East**
2003/04	31%	16%	24%
2005/06	34%	14%	24%
2007/08	31%	13%	22%
2009/10	31%	16%	23%

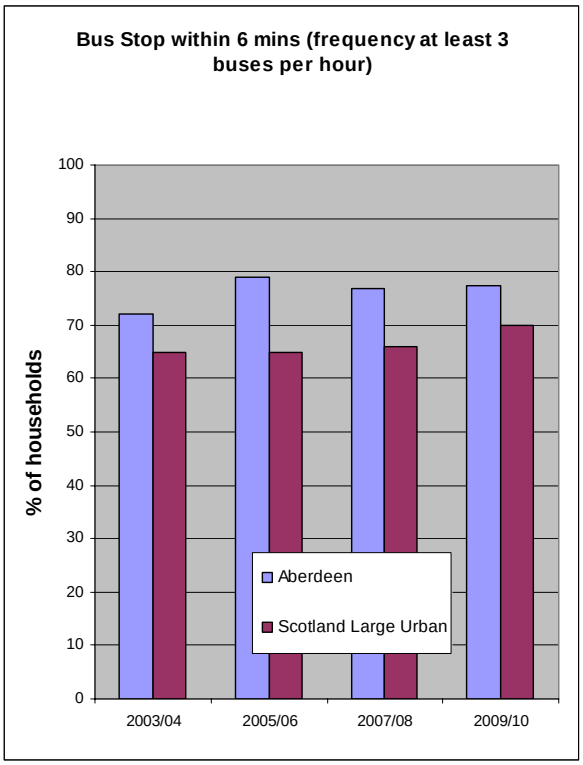
Source: Scottish Household Survey

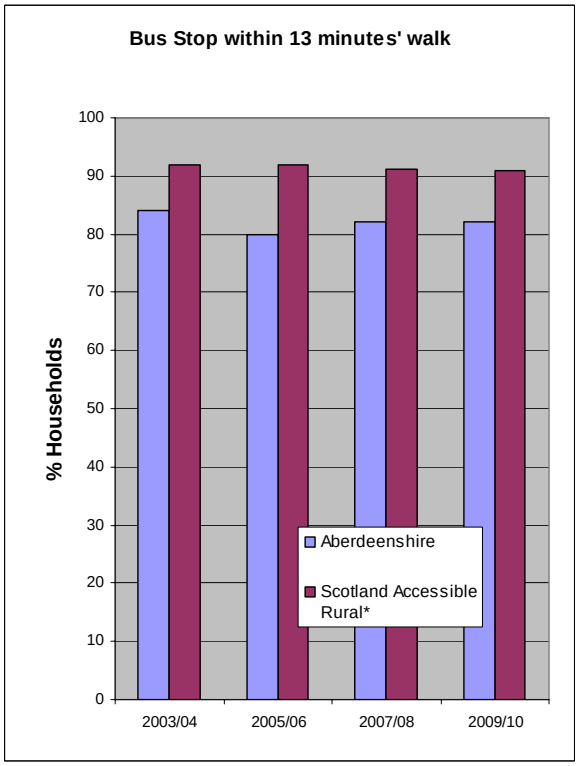
Accessibility

Great variations in bus accessibility across the north east

In 2009/10, across the north east 49% of households had a bus stop within 6 minutes walk and a service frequency of three buses per hour or better (an increase from 40% in 2003/04). Aberdeenshire in particular has seen an increase in this category from just 9% in 2003/04 to 22% in 2009/10. This is similar to the Scottish average of 50%, but masks the differences within the region – 77% of households in Aberdeen meet this indicator, but just 22% of households in Aberdeenshire.

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





Source: Scottish Household Survey

Indicator 26 : The proportion of households in Aberdeen with a bus stop within 6 minutes' walk and a bus frequency of at least three buses an hour and the proportion of households in Aberdeenshire with a bus service within 13 minutes' walk.

	Aberdeen	Aberdeenshire
2003/04	72%	84%
2005/06	79%	80%
2007/08	77%	82%
2009/10	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 24,332 Blue Badge holders in the north east at end March 2011. This represents some 7.5% of cars registered in the region. After a number of years of continuous increases in the number of Blue Badge holders, there have been reductions in Aberdeen City. Aberdeenshire however saw a significant reduction in 2009, but a significant increase in 2010 and again in 2011. (Source: Scottish Transport Statistics).

Indicator 27 : 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%
March 2011	8,044	7.6%	16,288	9.5%	24,332	11.2%
% change form 2006 baseline	-7%	-2.5% points	+62%	+1.4% points	+30%	+2.3% points

Source: Scottish Transport Statistics

Taxis

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

Indicator 28 : 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
March 2011	1,147	201	488	286	1,635	487	2,122
% change form 2006 baseline	24%	16%	36%	18%	27%	17%	25%
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 29 : The number of licensed taxi and private hire drivers in the north east.							
	Aberdeen		Aberdeenshire		Total		
	Taxi	Private Hire	Taxi	Private Hire	Taxi	Private Hire	All
March 2006	1,249	2	1,493	57	2,742	59	2,801
March 2007	1,286	2	1,561	63	2.847	65	2.912
March 2008	1,346	2	1,745	56	3,091	58	3,149
March 2009	1,386	2	1,841	62	3,227	64	3,291
March 2010	1,441	2	1,976	62	3,417	64	3,481
March 2011	1,469	2	1,841	87	3,310	89	3,399
% change form 2006 baseline	+18%	0%	+23%	+53%	+21%	+51%	+21%

Source: Scottish Transport Statistics

Indicator 30 : The proportion of taxis which are capable of carrying wheelchairs			
	Aberdeen (% of all taxis)	Aberdeenshire (% of all taxis)	North East (% of all taxis)
2006	299 (27%)	21 (4%)	320 (19%)
2007	350 (31%)	26 (4%)	376 (21%)
2008	393 (33%) *Statistics 2008*	39 (5%)	432 (22%)
2009	435 (36%)	29 (3%)	464 (23%)
2010	447 (37%)	52 (6%)	499 (24%)
2011	560 (42%)	32 (4%)	592 (28%)
% change on 2006 baseline	+87%	+52%	+85%
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 7,800 Powered Two-Wheelers

In 2011, there were 2,900 motorcycles licensed in Aberdeen and 4,900 in Aberdeenshire. The number of motorcycles in the region has seen a slight decline in 2011 after increases between 2006 and 2010. They now account for 2.8% of all vehicles registered in the north east.

Although the figure has dropped 0.2% under the stated target this indicator is still noted as being on target.

Indicator 31: The number of motorcycles and Powered Two-Wheelers registered within the north east as a proportion of all vehicles registered.			
	Aberdeen (% of all vehicles)	**Aberdeenshire (% of all vehicles)**	**North East (% of all vehicles)**
2005	2,500 (2.5%)	4,100 (2.7%)	6,600 (2.6%)
2006	2,500 (2.5%)	4,500 (2.8%)	7,000 (2.7%)
2007	2,800 (2.7%)	4,800 (2.9%)	7,600 (2.8%)
2009	3,000 (2.8%)	5,200 (3.1%)	8,200 (3.0%)
2010	3,100 (2.9%)	5,400 (3.1%	8,500 (3.1%)
2011	2,900 (2.7%)	4,900 (2.8%)	7,800 (2.8%)
% change on 2006 baseline	16%	20%	18%
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.			

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 32: The number of business travel plans in place across the north east.	
2007 Baseline	There are eleven active travel plans being operated by businesses or public bodies in the north east, five of which have dedicated co-ordinators in post and three include restraint measures to encourage modal shift. *Nestrans Travel Planning Officer 2007*
2010	Aberdeen – 15 travel plans in the City Aberdeenshire - 5 travel plans *Source: Travel Plan Builder & I-Trace*
2011	
Target: To increase the number of business travel plans in the north east by at least three per year, to a total of 50 by 2021.	

Car Parking

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

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

Source: Scottish Household Survey 2005

Indicator 33: Proportion of car commuters in the north east who have free parking.	
2005 Baseline	Across the north east 91% of car commuters park free (97% Scotland wide)
2007/08	Scotland wide 97% of car / van drivers do not pay for parking. Figures are not available at a local level, but it is therefore assumed that the figure of 91% in the North East has remained fairly static since 2005/06.
2011	In 2011 Aecom undertook a study to estimate the level of Private Non Residential (PNR) Parking in the City Region. The results of this study indicate that there are between 7,000 and 7,500 PNR spaces across Aberdeen city centre, a further 5,000 spaces at key employment locations (hospital, universities) on the edge of the city and around 34,000 parking spaces available in the main industrial estates (both those surrounding the city and key sites in Aberdeenshire within commuting distance of the city – Westhill, Portlethen, Inverurie, Stonehaven). It is assumed that the vast majority of these PNR spaces are free.

Source: Scottish Household Survey and Aecom Regional Parking Strategy Support Report 2011

In Aberdeen City Centre, there are 5,581 off street public parking spaces (of which approximately one quarter is 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 34: The number of public car parking spaces available in Aberdeen City Centre.

	Off-street Council	Off-street Commercial	On-street	Total
2007	2,219	2,245	7,000	11,464
2010	1,333	4,248	7,000	12,581
2011	1,309	4,275	7,000	12,584
2012	1,232	4,347	7,000	12,579
% change on 2007 baseline	-44%	+94%	0%	+10%

Source: Aberdeen City Council website

Indicator 35: 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.

	Cost of 2 hrs parking	Cost of day bus ticket	Relationship Bus : Park
2007	£1.20	£3.50	1 : 0.34
2008	£1.30	£3.70	1 : 0.35
2009	£1.35	£3.90	1 : 0.35

2010	£1.60	£3.90	1 : 0.41
2011	£1.60	£4.20	1 : 0.38
2012	£2.00	£4.80	1 : 0.42
% change on 2007 base	+67%	+37%	
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 red			

Source: Aberdeen City Council and First Aberdeen

Indicator 36: To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.

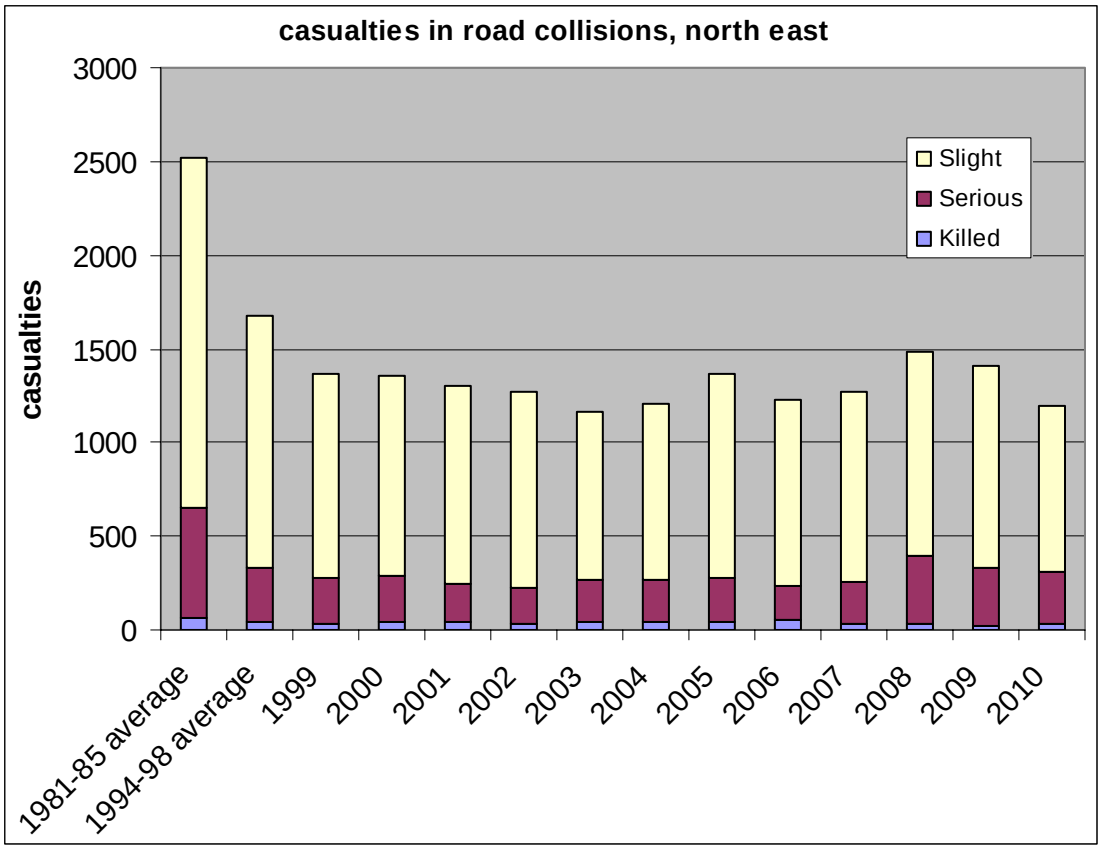
	Aberdeen	Dundee	Edinburgh	Glasgow (two zones)
June 2008	£52.00	£33.00	£37.00	£40.00
April 2009	£58.00	£36.00	£45.00	£40.00
April 2010	£53.50	£37.00	£45.00	£40.00
April 2011	£53.50	£37.00	£45.00	£40.00
April 2012	£62.00	£43.00	£51.00	£53.00
% change on 2008 baseline	+19%	+30%	+38%	+33%

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

Strategic Objective 2: Accessibility, Safety and Social Inclusion
Operational Objective 2:
To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.

Casualties

In the late 1990's there were around 1,675 casualties in road collisions in the north east every year. Overall, significant reductions have been achieved with 2003-07 averages being 26.8% less than early 90's averages. In 2006 however, there was a significant increase in fatalities with 54 deaths (the worst year on north east roads since 1988) and 178 serious injuries in road traffic collisions, of a total of 1,228 casualties of all severities (this represented some 7.1% of all injuries in Scotland). There has been a reduction across fatal, serious and slight casualties in 2009 compared to 2008 and this has been maintained in 2010 along with a reduction in slight casualties.



Source: Scottish Government Road Casualties Scotland

Indicator 37: The number of casualties in road traffic collisions

2001-05 average: Baseline

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

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

2002-06 average:

	Fatal	Serious	Slight	All
Aberdeen	6.0	69	394	469
Aberdeenshire	34.6	143	601	785
North east	40.6	212	995	1,256
% Change since 2001-05	+8.0	-2.8%	-1.2%	-0.6%

2003-07 average

	Fatal	Serious	Slight	All
Aberdeen	5.8	68	382	455
Aberdeenshire	35.2	141	594	770
North east	41	210	976	1225
% Change since 2002-06	+1.0%	-0.9%	-1.9	-2.5%

2004-2008 average

	Fatal	Serious	Slight	All
Aberdeen	6	81	408	495
Aberdeenshire	33	166	624	823
North east	39	247	1,032	1,318
% Change since 2003-07	-5%	+18%	+6%	+8%

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.

2005-2009 average

	Fatal	Serious	Slight	All
Aberdeen	5	82	422	509
Aberdeenshire	31	181	820	851
North east	36	263	1,242	1,360
% Change since 2004-08	-8%	-6%	-20%	-3%

At the time of update, the 2009 data was provisional

2006-2010 average

	Fatal	Serious	Slight	All
Aberdeen	5	82	398	485
Aberdeenshire	29	189	621	839
North east	34	271	1,019	1,324
% Change since 2005-09	-6%	+3%	-18%	-3%

At the time of update, the 2010 data was provisional

Target: To reduce the number of casualties in road traffic collisions by at least 2% per five-year average to less than 1,000 of all severities by 2017-21.

Source: Road Casualties Scotland

Indicator 38: The number of deaths in road traffic collisions			
	Aberdeen	**Aberdeenshire**	**North East**
2001-05 average	6.4	31.2	37.6
2006-06 average	6.0	34.6	40.6
2003-07 average	5.8	35.2	41.0
2004-08 average	6.0	33.0	39.0
2005-2009 average	5.0	31.0	36.0
2006-2010 average	5.0	29.0	34.0
% change on 2001-05 baseline	-22%	-7%	-10%
Target: To reduce deaths from road traffic collisions by at least 50% of 2001-05 average to less than an average of 20 per year by 2017-21.			

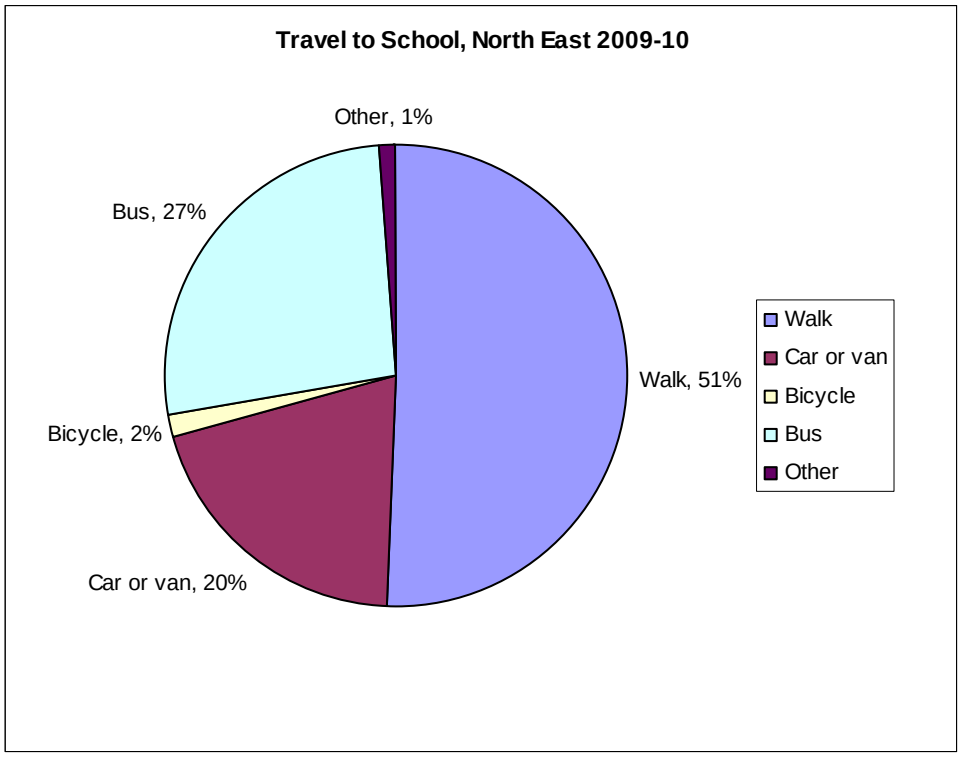
Road Casualties Scotland

Strategic Objective 2: Accessibility, Safety and Social Inclusion
Operational Objective 3:
To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of North East residents.

School Travel

Over half of north east children walk to school

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



Source: Scottish Household Statistics

Indicator 39 : The proportion of children travelling actively to school (walking or cycling).									
	Car			Walking			Cycling		
	City	Shire	NE	City	Shire	NE	City	Shire	NE
2003/04	23%	16%	19%	59%	48%	52%	<1%	1%	1%
2005/06	21%	17%	19%	55%	50%	52%	<1%	1%	1%
2007/06	22%	25%	23%	57%	50%	53%	<1%	2%	1%
2009/10	20%	20%	20%	63%	39%	51%	2%	2%	2%
2011 **(Hands Up Survey)**	20%	21%	21%	58%	42%	50%	3%	4% (cycle / scooter)	4%
% point change since 2003/04 baseline	-3%	+5%	+2%	-1%	-6%	-2%	+3%	+3%	+3%
Target: *To reduce the proportion of children being driven to school to less than 18% by 2021.*									

Source: Scottish Household Survey and Council Hands Up Surveys

The 2011 local authority hands up survey results provide some additional and more recent data and, although the data is not directly comparable, show that the proportion of children cycling in both city and shire has increased while numbers walking have decreased in the city but increased in the shire.

Cycling

41% of north east households own at least one adults bicycle

In 2009/10, 35% of households in Aberdeen and 47% of households in Aberdeenshire own a bicycle which could be used by adults. However, in 2007/08, 96% had not cycled as a means of transport (i.e. as opposed to cycling for leisure) in the previous week. This data was unfortunately no longer available in the 2009/10 survey. Four per cent of people in the north east cycle to work, a significant increase on previous years. (Source: Scottish Household Survey)

Indicator 40 : Proportion of households owning at least one adults bicycle and usage of a bicycle in the previous week as a means of transport.						
	Aberdeen		Aberdeenshire		North East	
	Own a bike	Used in last wk	Own a bike	Used in last wk	Own a bike	Used in last wk
2003/04	36%	3%	52%	4%	44%	4%
2005/06	32%	3%	53%	3%	43%	3%
2007/08	37%	3%	55%	5%	46%	4%
2009/10	35%	Data not available	47%	Data not available	41%	Data not available
% point change on 2003/04 baseline	-1%	0%	-5%	+1%	-3%	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

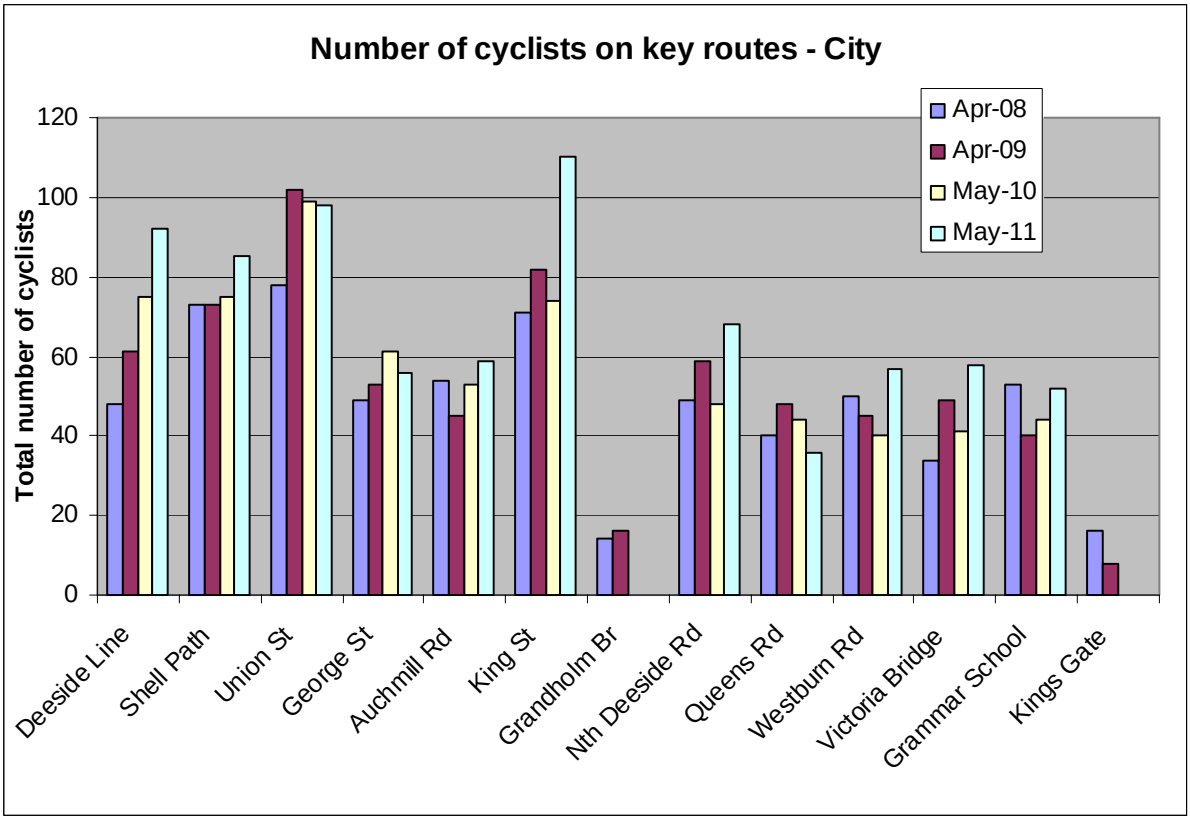
Indicator 41 : Number of cyclists on key routes in morning peak (7:30-9:00am).

Monitor April / May:

City	April 2008 Baseline	April 2009	May 2010	May 2011	% change since 2008
	Total	Total	Total	Total	Total
Deeside Line (nr Holburn St turn off)	48	61	75	92	+92%
Shell Path (junc with Abbotswell Rd)	73	73	75	85	+16%
Union St (junc with Union Terrace/Bridge St)	78	102	99	98	+26%
George St (junc with Hutcheon St)	49	53	61	56	+14%
Auchmill Rd (nr Chalmers bakery in Bucksburn)	54	45	53	59	+9%
King St (junc with Mounthooly Way)	71	82	74	110	+55%
Nth Deeside Rd (Mannofield; junc with Countesswells Rd)	49	59	48	68	+39%
Queens Rd (junc with Springfield Rd)	40	48	44	36	-10%
Westburn Rd (junc with Westburn Drive/Argyll Pl)	50	45	40	57	+14%
Victoria Bridge (north end, junc with Market St)	34	49	41	58	+71%
Grammar School (junc Esslemont Ave/Rose St)	53	40	44	52	-2%
TOTAL	**599**	**657**	**654**	**771**	**+29%**
		2009	**2010**	**2011**	**% change since 2009**
Aberdeenshire (not limited to AM peak)					
Westhill (total of 2 monitoring sites)		9	11	17	+89%
Peterhead (total of 3 monitoring sites)			30	59	+97%

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

Source: Aberdeen Cycle Forum



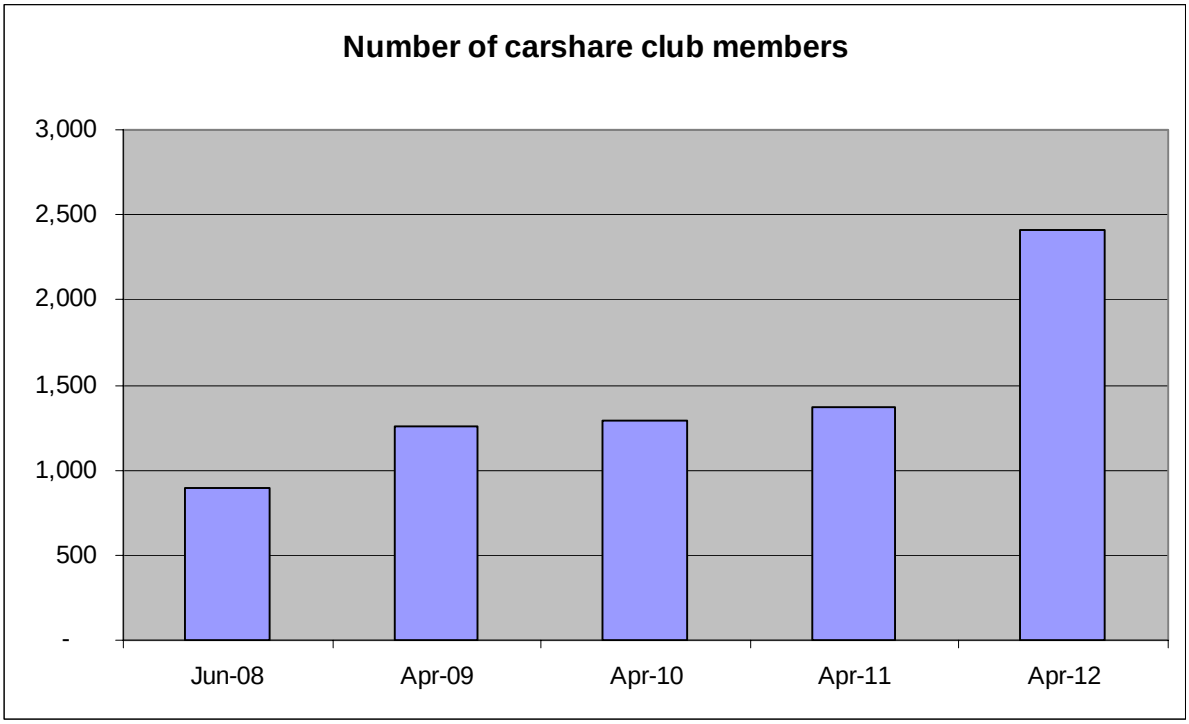
Source: Aberdeen Cycle Forum Surveys

Car Share

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

Indicator 42 : Number of participants in Nestrans' carshare scheme.					
	Total members	**New members in last year**	**Number of journeys**	**Mileage saved**	**% transferred from single occupancy car**
2008	899	378	305	489,278	
2009	1,256	357	884	58,473	77%
2010	1,290	391	957	1,900,603	76%
2011	1,367	232	1,230	2,547,049	50%
2012	2,415	796	2,205	4,387,946	69%
% change on 2008 baseline	+169%	+111%	+623%	+797%	-8% 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).					
TARGET MET					

Source Nestranscarshare.com


Number of carshare club members
3,000
2,500
2,000
1,500
1,000
500
-
Jun-08
Apr-09
Apr-10
Apr-11
Apr-12

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.

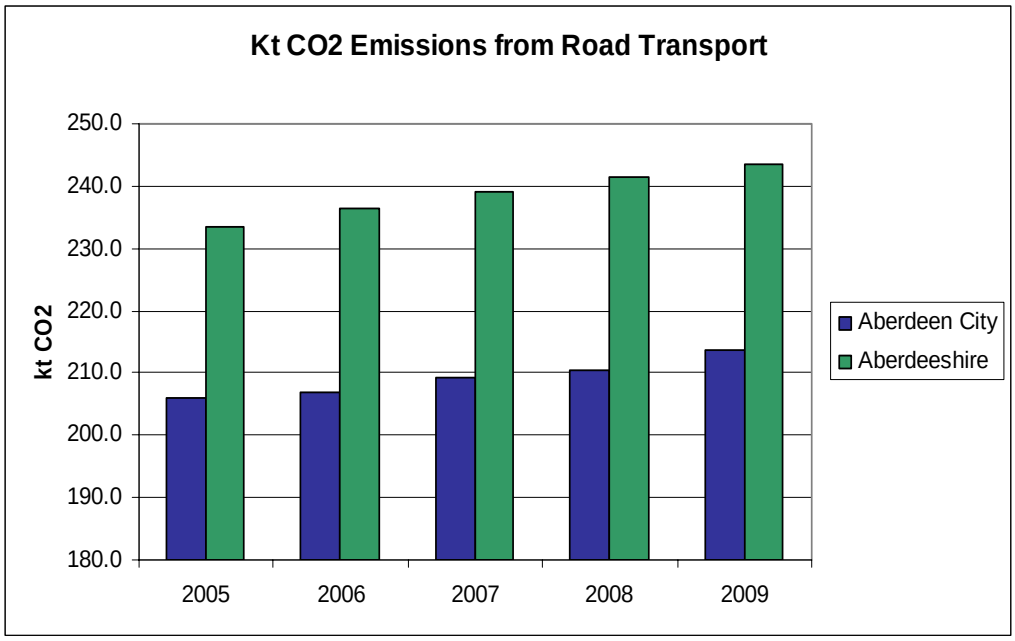
In 2009, road transport accounted for 19% of total carbon dioxide emissions from road transport, industry and commercial and domestic sources in Aberdeen City and 32% in Aberdeenshire. This proportion has remained relatively static since 2005.

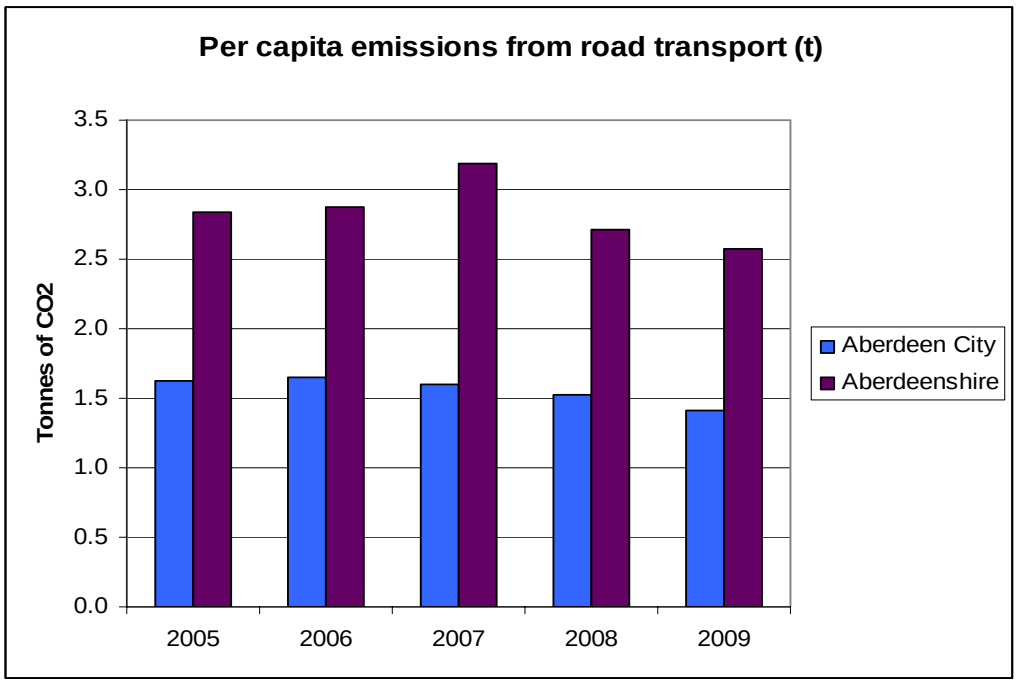
Indicator 43: Carbon Dioxide emissions from road transport

	Kilotonnes of CO2		
	Aberdeen City	**Aberdeenshire**	**Total**
2005	205.9	233.4	439.3
2006	206.9	236.3	443.2
2007	209.3	239.2	448.5
2008	210.4	241.5	451.9
2009	213.8	243.5	457.3
% change on 2005 baseline	4%	4%	4%
Target: To reduce the CO2 emissions from road transport in the north east by at least 1% per year.			

Source: Department of Energy and Climate Change

Although total carbon dioxide emissions from road transport have increased since 2005, when looking at emissions per capita it can be seen that significant reductions have been made with a 13% per capita reduction since 2005 in Aberdeen City and a 9% reduction in Aberdeenshire.


Kt CO2 Emissions from Road Transport
kt CO2
250.0
240.0
230.0
220.0
210.0
200.0
190.0
180.0
2005
2006
2007
2008
2009
Aberdeen City
Aberdeeshire


Per capita emissions from road transport (t)
Tonnes of CO2
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
2005
2006
2007
2008
2009
Aberdeen City
Aberdeenshire

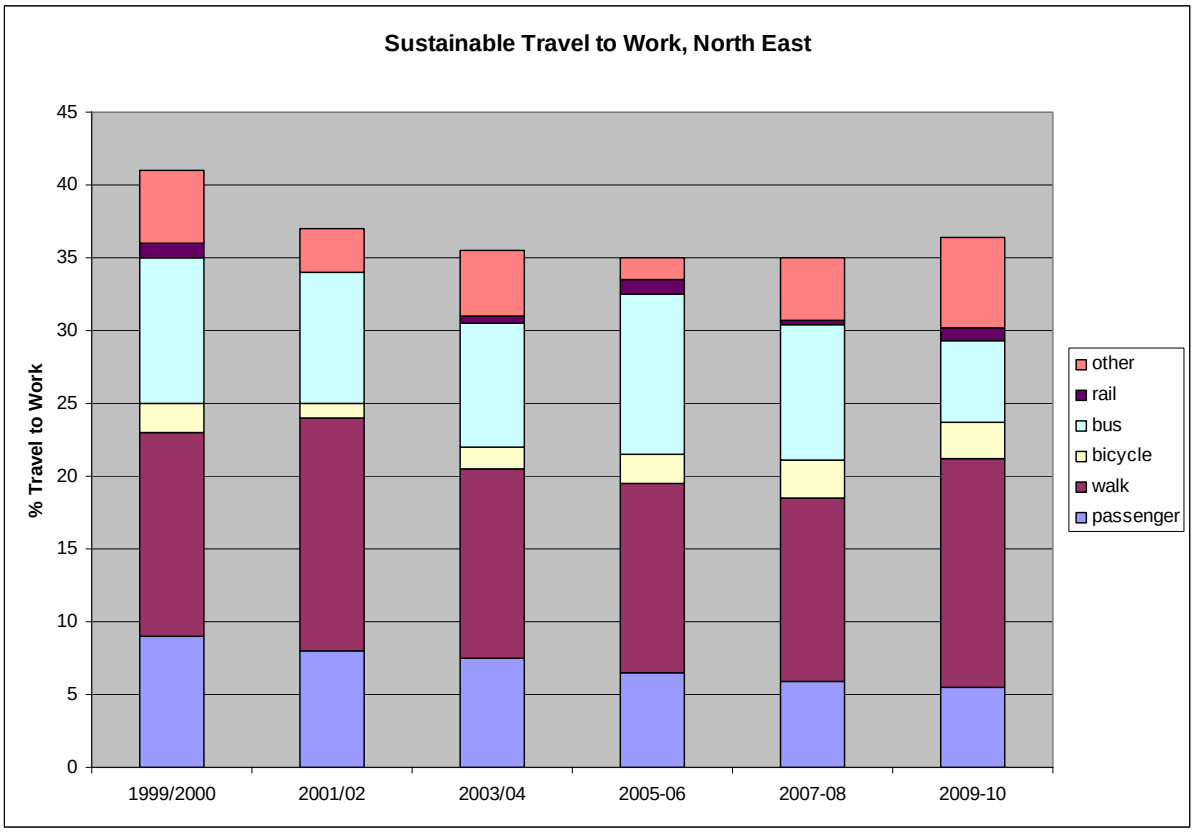
Strategic Objective 3: Environment
Operational Objective 1:
To reduce the proportion of journeys made by cars and especially by single occupant cars.

Travel to work

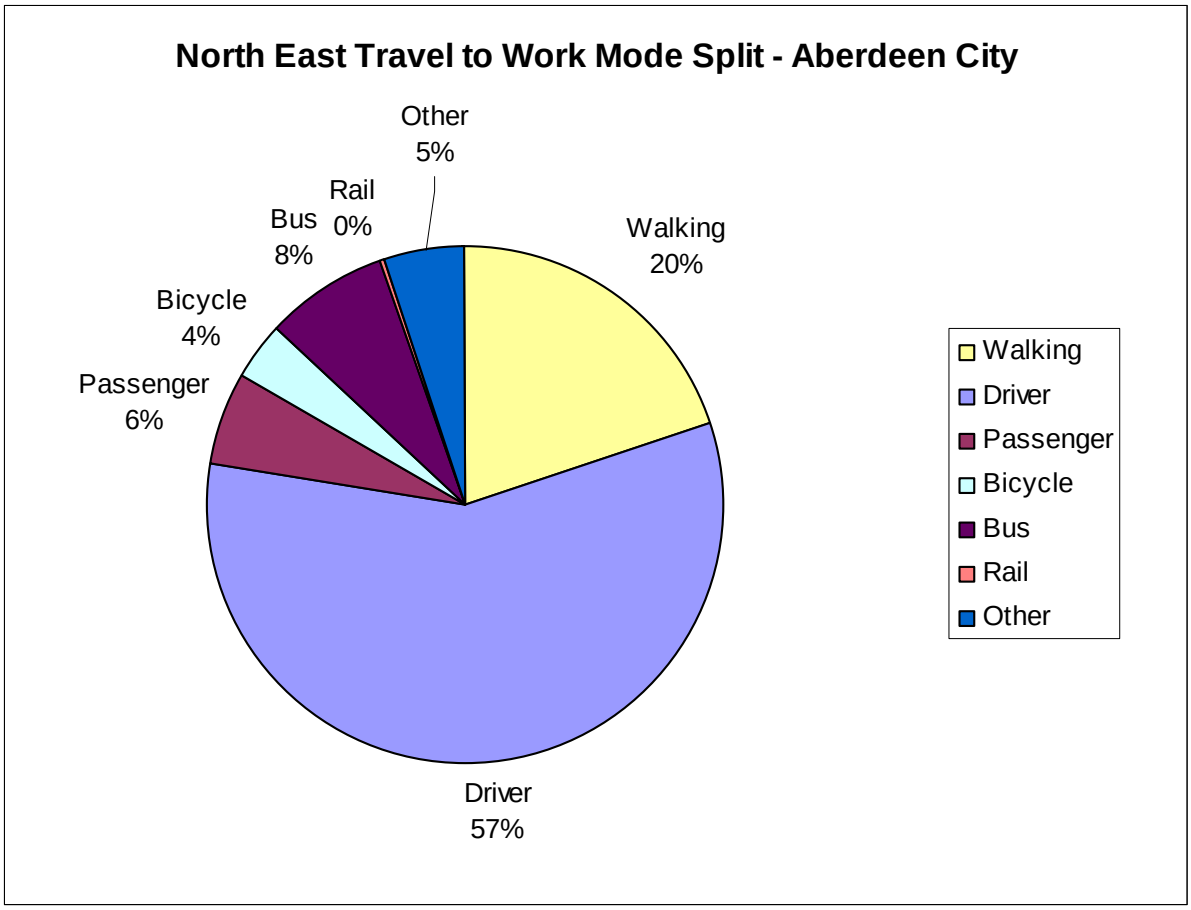
Two-thirds drive to work

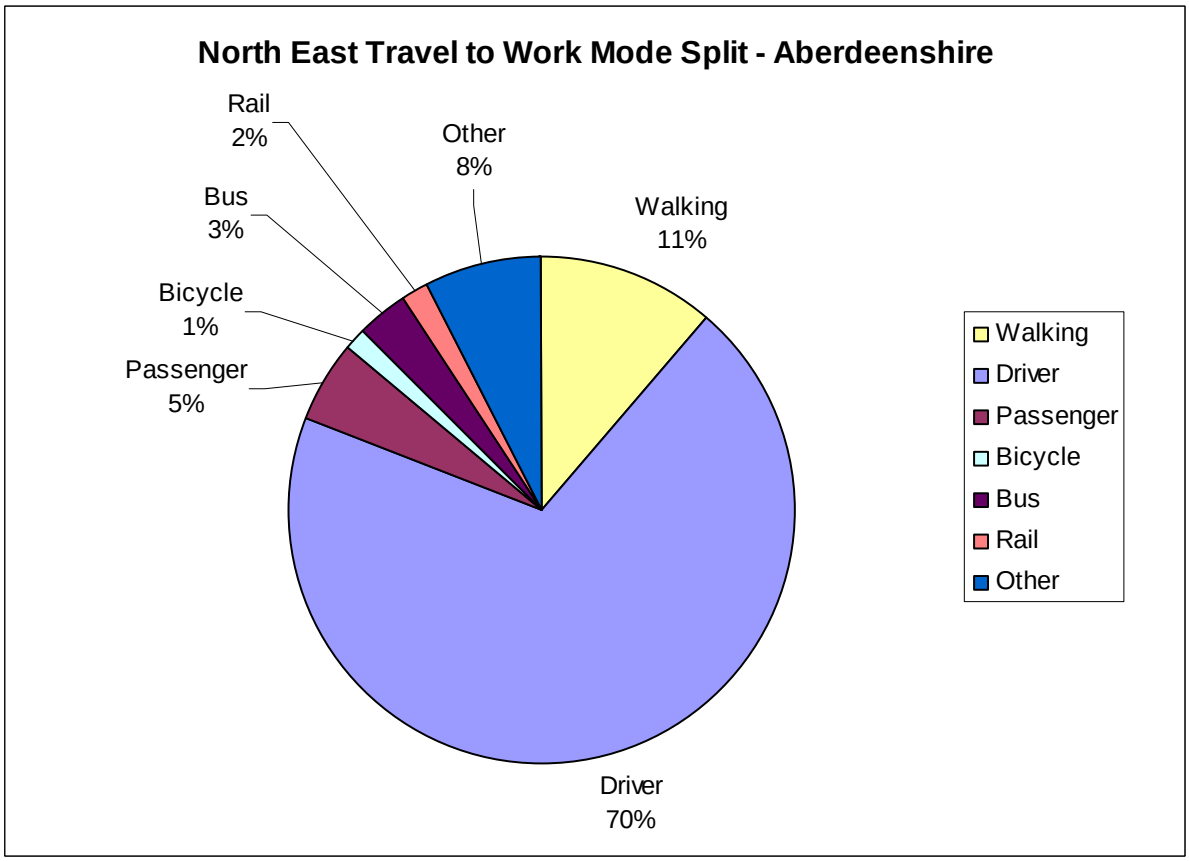
Across the north east in 2009-10 some 64% of employed adults not working from home, drove to work and another 6% travelled as passengers in cars of vans. This compares to 64% and 7% respectively in 2005-06. 58% of residents in Aberdeen drive to work, compared to 70% in Aberdeenshire (61% is the average for Scotland as a whole).

Of particular note in 2007-08 was the increase in people cycling to work in Aberdeen City from 2% in 2005-06 to 3.5% in 2007-08, a notable achievement in terms of cycling which has been maintained into 2009/10. Levels of walking in Aberdeen have also significantly increased from 14% in 2007-08 to 20% in 2009-10. This has however been mirrored by a similar decline in bus use over the same period. Levels of walking and bus use in Aberdeenshire have remained static during this period.



Source: Scottish Household Survey





Source: Scottish Household Survey 2009-10

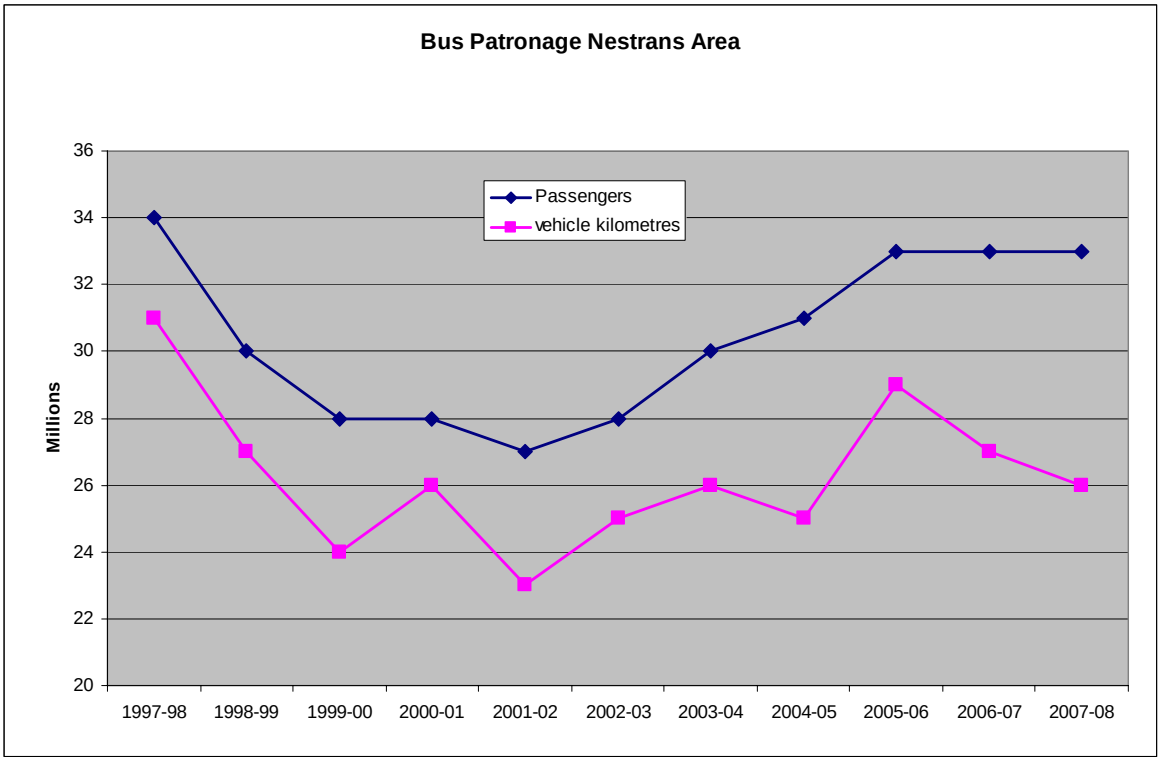
Indicator 44: The proportion of travel to work journeys by modes other than car driver.			
	% of north east residents travelling to work by modes other than car driving		
	Aberdeen City	**Aberdeenshire**	**North East**
2003/04	41%	30%	36%
2005/06	40%	30%	35%
2007/08	42%	28%	35%
2009/10	43%	30%	36%
% points change on 2003/04 baseline	+2 %points	= %points	= %points
Target: *To reverse the trend towards fewer sustainable travel journeys, to maintain at least 30% through to 2021.*			

Source: Scottish Household Survey

Bus Usage

Trends in bus passenger boardings and vehicle kilometres on local bus services in the Nestrans region are shown in the graph below up to 2007/08. Both vehicle kilometres and patronage have declined between 1997-98 and 2001-02 when they started to increase. The number of passenger boardings has levelled out in the three years since 2005-06, however vehicle kilometres have started to decline again.

Overall, in the 10 year period to 2007-08, passenger boardings have decreased by 3% and vehicle kilometres have decreased by 16%. The format in which the data is published now no longer enables this comparison. Due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped into larger geographical areas. .



Source: Scottish Bus and Coach Statistics

Indicator 45 : The number of people using buses in the north east.	
	Bus passenger boardings within Nestrans area
2003/04	31 million
2005/06	33 million
2006/07	33 million
2007/08	33 million
Note: *due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped differently in the Bus and Coach Statistics publication as information can only be made available at higher geographical areas. The North East is now part of the North East, Tayside and Central region. Although the figures are of less relevance, they are still presented below to illustrate the trend.*	
2008/09	66 million
2009/10	61 million
2010/11	62 million
Target: *To increase the number of bus passenger journeys to at least 57 million passengers By 2021 (38 By 2011).*	

Source: Scottish Bus and Coach Statistics

Indicator 46 : Local bus services - vehicle kilometres	
	Bus vehicle kilometres within the North East
2005-06	29 million vehicle kilometres
2006/07	27 million vehicle kilometres
2007-08	26 million vehicle kilometres
Note: *due to sensitivities around the disclosure of bus operators' financial information, regions are now grouped differently in the Bus and Coach Statistics publication as information can only be made available at higher geographical areas. The North East is now part of the North East, Tayside and Central region. Although the figures are of less relevance, they are still presented below to illustrate the trend.*	
2008/09	56 million
2009/10	57 million
2010/11	57 million
Target: *To maintain bus vehicle kilometres at 29 million by 2021*	
Previously red	

Source: Scottish Bus and Coach Statistics

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

Air Quality

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

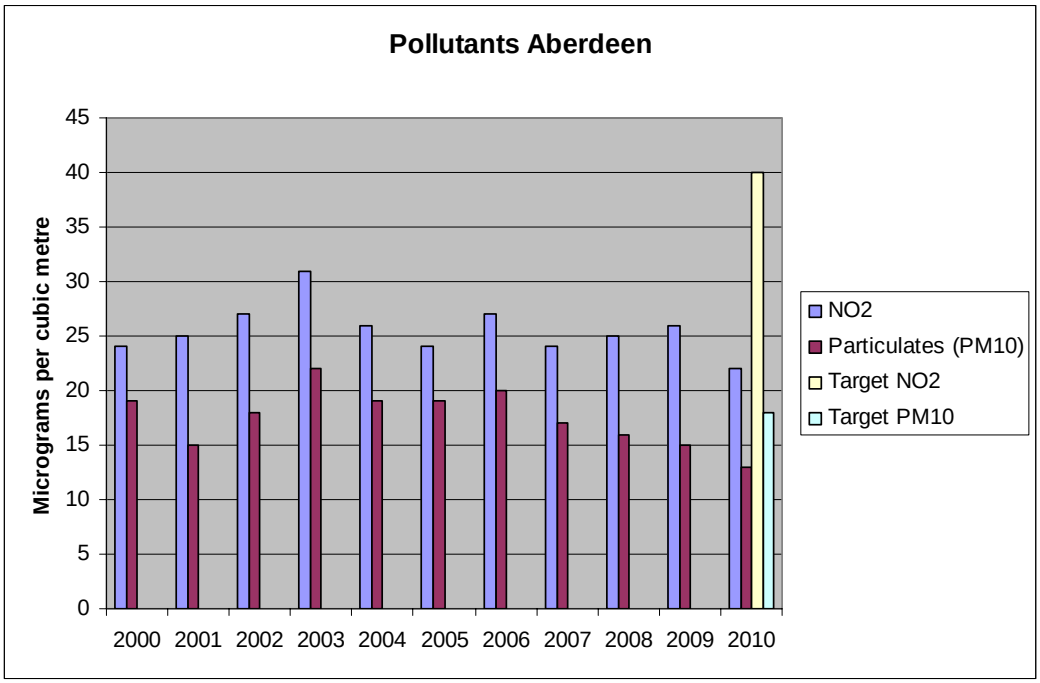
Monitoring stations on Union Street and Market Street provide detailed information and other stations gather background levels and check areas where levels may cause some concern. The Scottish Transport Statistics however publish data for the site at Errol Place on King Street and this is the data shown below.

Indicator 47 : The average atmospheric concentration of monitored pollutants in Aberdeen City Centre (Errol Place)

	Nitrogen Dioxide	Particulates (PM10)
2005	24 micrograms per cubic metre	19 micrograms per cubic metre
2006	27 micrograms per cubic metre	20 micrograms per cubic metre
2007	24 micrograms per cubic metre	17 micrograms per cubic metre
2008	25 micrograms per cubic metre	16 micrograms per cubic metre
2009	26 micrograms per cubic metre	15 micrograms per cubic metre
2010	22 micrograms per cubic metre	13 micrograms per cubic metre
% change on 2005 baseline	-8%	-32%
Target: To reduce the levels of identified pollutants and meet national and European legislation on pollutants (AQMA in Aberdeen City Centre).		
Previously yellow		

Source: Scottish Transport Statistics

The data above should be treated with caution as it shows the annual mean concentrations of pollutants only. Further detail on air quality monitoring can be found on the City Council's air quality pages on their website, including real time monitoring of the city's six air quality monitoring stations.



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

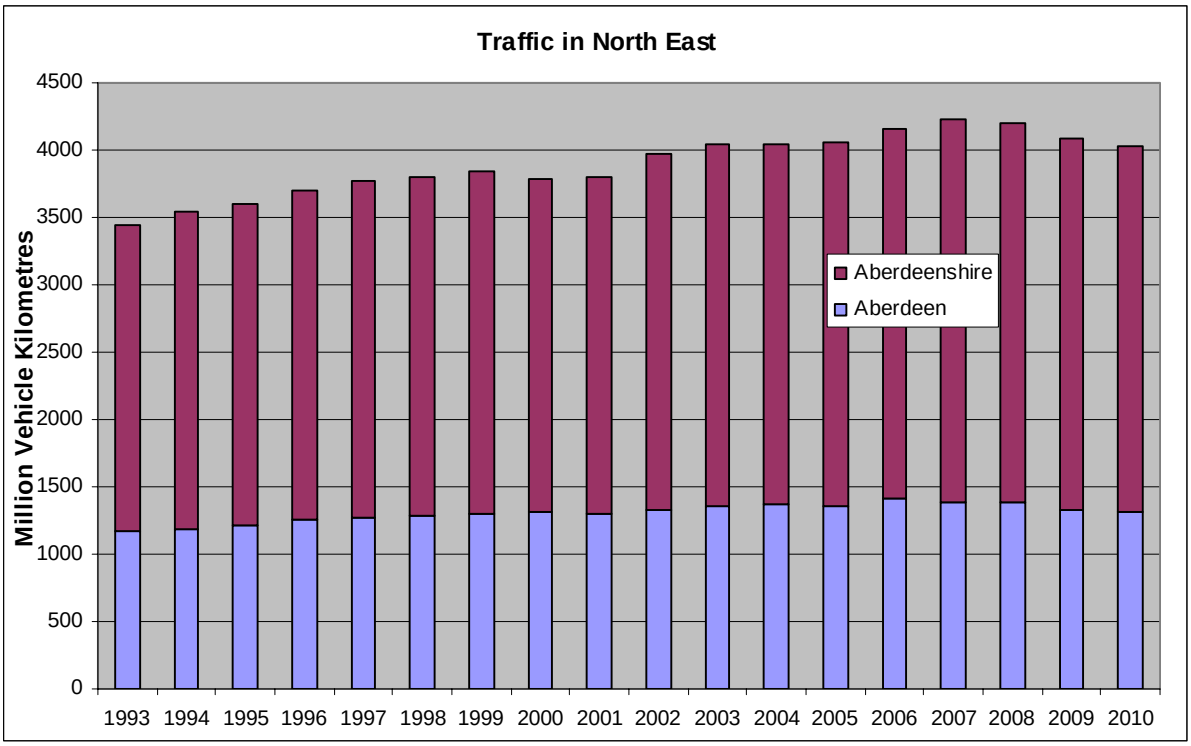
Strategic Objective 3: Environment
Operational Objective 3: To reduce growth in vehicle kilometres travelled.

Traffic in the north east

Over 2½ billion miles per year.

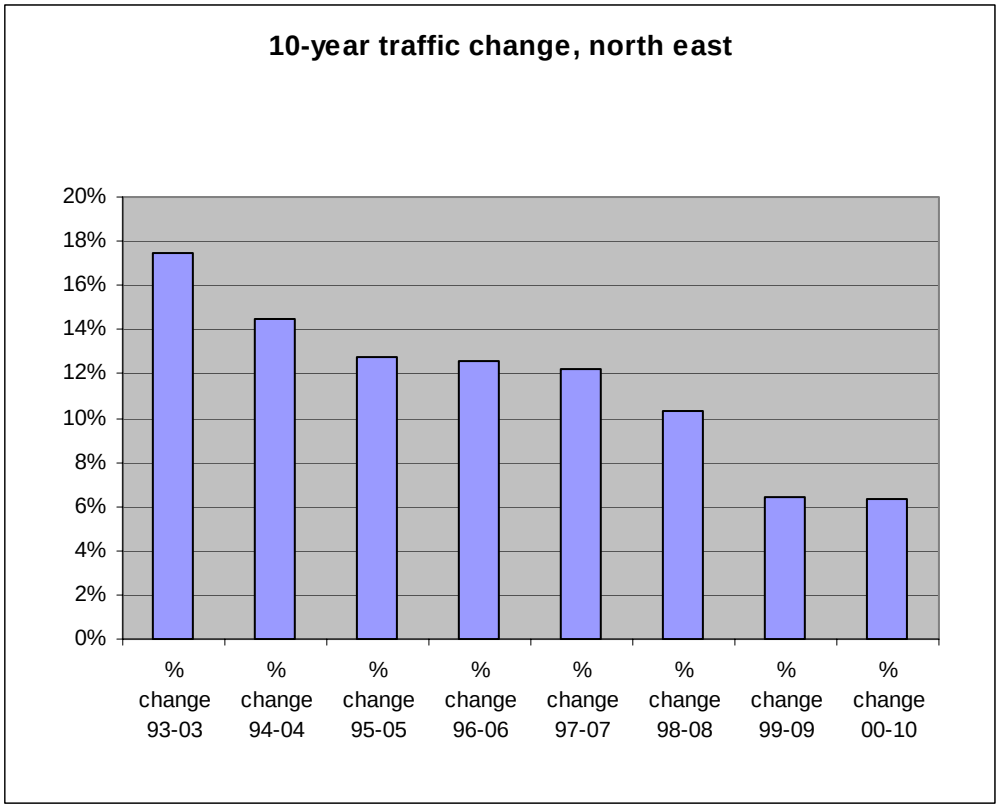
In 2010, traffic within the north east travelled a total of 4.024 billion kilometres (2.513 billion miles), some 9.25% of all traffic in Scotland. In Aberdeen there was 1.308 billion kilometres (0.818 billion miles) travelled, a reduction of 4% on 2009, and in Aberdeenshire 2.716 billion kilometres (1.698 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 8% in the decade since 2000, traffic levels have decreased by 3% between 2007 and 2010.



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 and to 2010, however, this has reduced to 6%.



Source: Transport Statistics, Scottish Executive

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

		Km at start of decade	Km at end of decade	% change
1993-2003	Aberdeen	1,169	1,353	15.7%
	Aberdeenshire	2,270	2,688	18.4%
	North East	3,439	4,041	17.5%
1995-2005	Aberdeen	1,213	1,357	11.9%
	Aberdeenshire	2,382	2,697	13.2%
	North East	3,595	4,054	12.8%
1997-2007	Aberdeen	1,273	1,391	9.3%
	Aberdeenshire	2,492	2,834	13.7%
	North East	3,765	4,225	12.2%
1998-2008	Aberdeen	1,285	1,379	7.3%
	Aberdeenshire	2,516	2,814	11.8%
	North East	3,801	4,193	10.3%
1999-2009	Aberdeen	1,303	1,329	2.0%
	Aberdeenshire	2,541	2,762	8.7%
	North East	3,844	4,091	6.4%
2000-2010	Aberdeen	1,319	1,308	0.8%
	Aberdeenshire	2,466	2,716	10.1%
	North East	3,785	4,024	6.3%

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

Source: Scottish Transport Statistics

Indicator 49 : Distance travelled by vehicles in the north east.						
	Aberdeen		**Aberdeenshire**		**North East**	
	Miles	**Kilometres**	**Miles**	**Kilometres**	**Miles**	**Kilometres**
2005 (millions)	843	1,357	1,676	2,697	2,519	4,054
2006 (millions)	876	1,410	1,711	2,753	2,587	4,163
2007 (millions)	864	1,391	1,761	2,834	2,625	4,225
2008 (millions)	857	1,379	1,749	2,814	2,606	4,193
2009 (millions)	826	1,329	1,716	2,762	2,542	4,091
2010 (millions)	818	1,308	1,698	2,716	2,515	4,024
% change on 2005 baseline	-3%	-4%	+1%	+1%	-1%	<-1%
Target: *To maintain traffic at or below existing levels of 4 billion vehicle kilometres per year through to 2021.*						
Previously Red						

Source: Scottish Transport Statistics

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

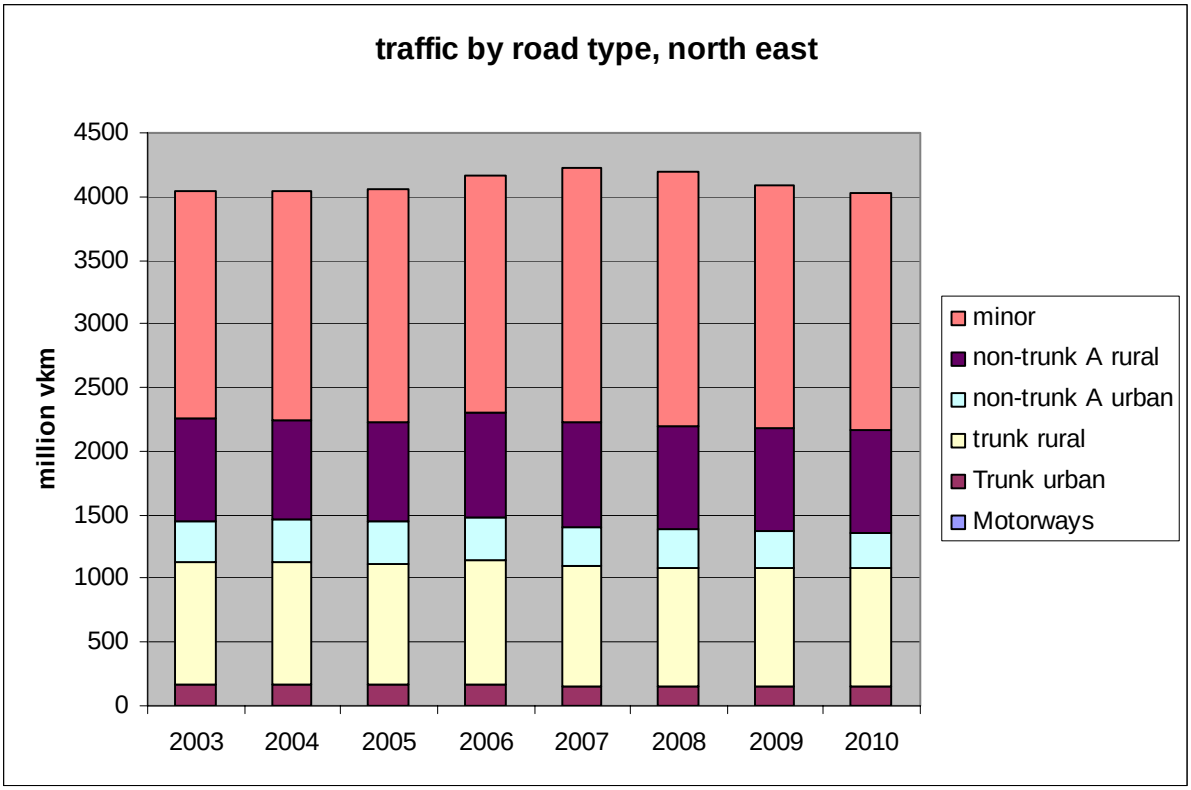
The north east's road network consists of 6,542 kilometres (4,089 miles), around 11.8% of Scotland's total road network, an increase of 83 kilometres on 2005. Aberdeen has 29 kilometres of trunk road and 907 kilometres of local authority roads, 58 kilometres of which is classified as "A" class. Aberdeenshire has 177 kilometres of trunk road and 5,430 kilometres of local roads, 687 km of which is A class. The Trunk and A class roads, however, despite making up just 14.5% of the region's roads carry 53.8% of all traffic. Local authority roads carry 46.2% of traffic.

Road Lengths and Traffic, north east 2010

		Transport Scotland		Local Authority Roads		TOTAL
		Motorway	Trunk	A Class	Minor	
Road lengths (kilometres)	Aberdeen	0	29	58	849	936
	Aberdeenshire	0	177	687	4,742	5,606
	North east	0	206	745	5,591	6,542
Traffic (million kilometres)	Aberdeen	0	255	348	705	1,308
	Aberdeenshire	0	821	740	1,154	2,715
	North east	0	1,076	1,088	1,859	4,023

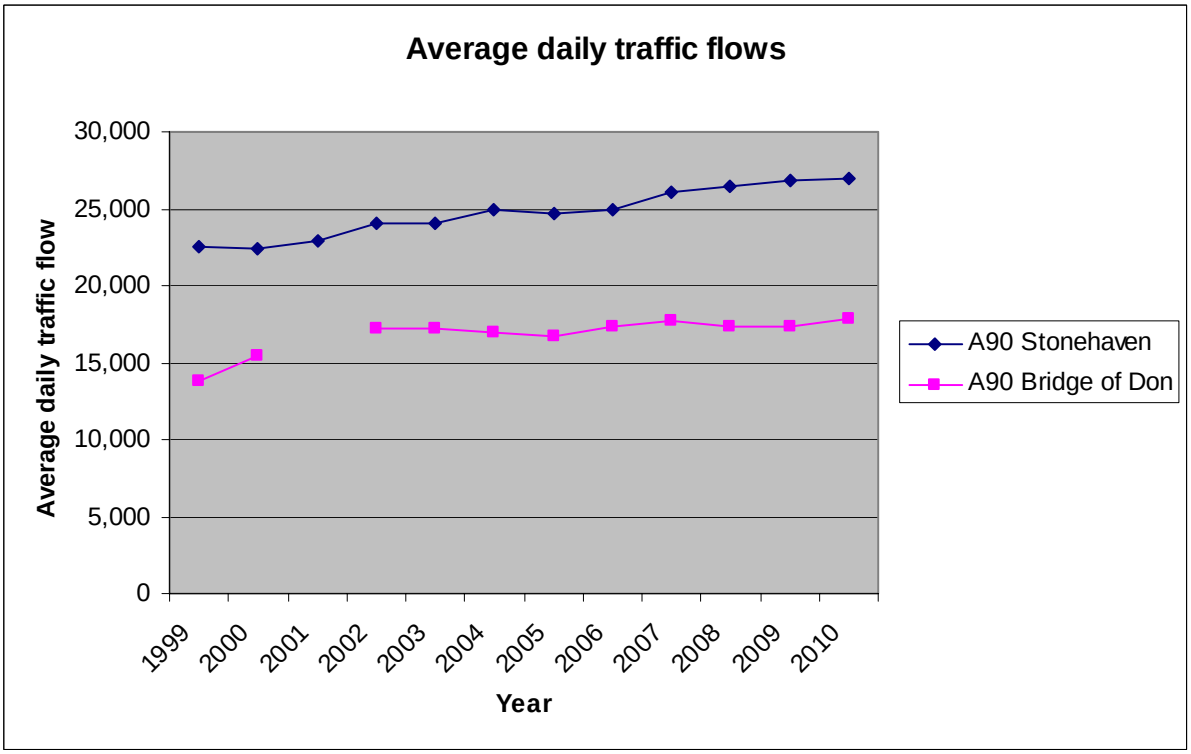
Source: Scottish Transport Statistics 2011

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 2010 (-5%).



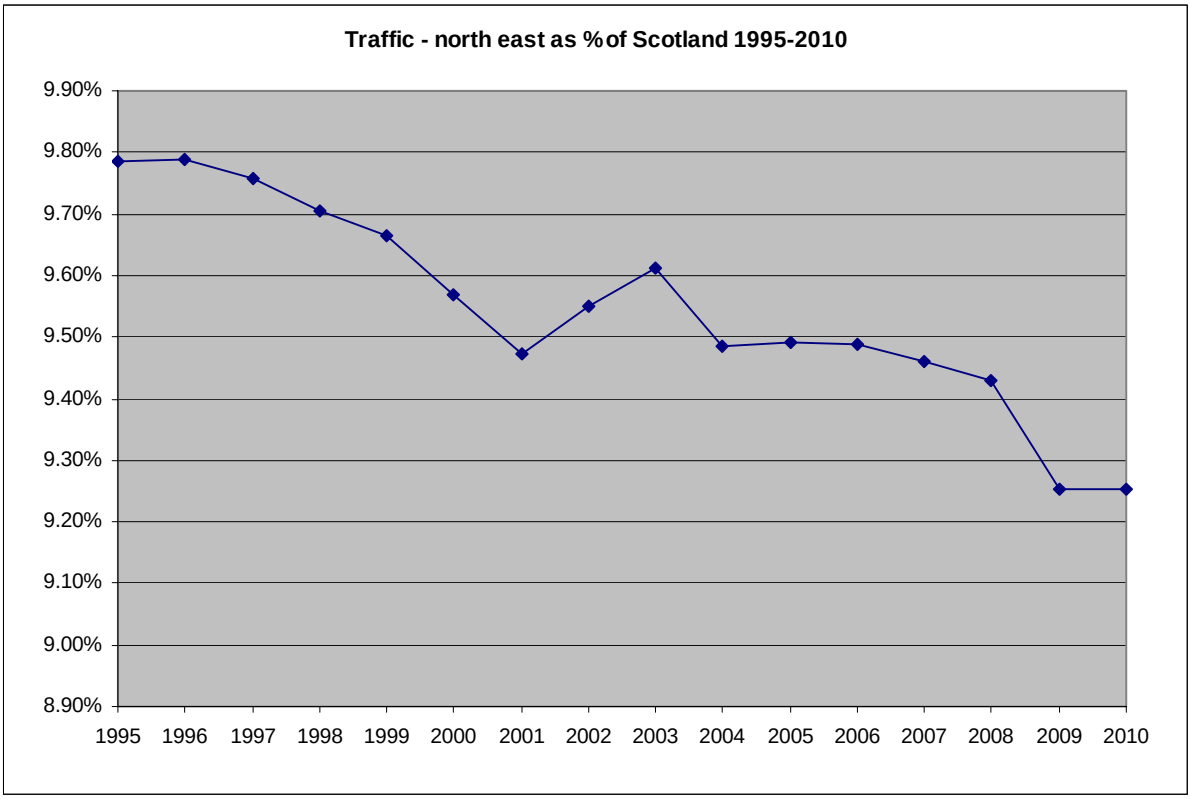
Source: Scottish Transport Statistics

The 7-day average two-way daily flow on the A90 at Stonehaven in 2010 was 26,907 and on the A92 Bridge of Don 17,860 (increases of 9% and 7% on 2005 figures respectively). HGV traffic accounts for 14% of traffic at Bridge of Don a reduction from 18% in 2009 (Source: Scottish Transport Statistics).



Indicator 50 : Traffic in north east as a percentage of Scotland's traffic			
	Total traffic in North East	**Total Scottish Traffic**	**North East traffic as a % of Scotland**
2005	4,054,000km	42,718,000km	9.5%
2006	4,163,000km	43,880,000km	9.5%
2007	4,225,000km	44,666,000km	9.5%
2008	4,193,000km	44,470,000km	9.4%
2009	4,091,000km	44,219,000km	9.3%
2010	4,024,000km	43,488,000km	9.3%
% change on 2005 baseline	+0.7%	+1.8%	-0.2% points

Source: Scottish Transport Statistics



Strategic Objective 4: Spatial Planning

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

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	1,100	196,000	375
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 51 : The proportion of retail turnover in town and City centres.		
	Aberdeen	**Aberdeenshire**
Baseline 2004	54%	Unknown
No more up to date data is available on this at present		
Target: To ensure that at least 50% of retail turnover in Aberdeen is in the City Centre and that 50% of retail turnover in Aberdeenshire is in town centres		

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

The Aberdeen City Local Development Plan was adopted in February 2012. A City Centre Development Framework was also approved as supplementary guidance. This sets out a framework through which to ensure the city centre becomes a successful place that encourages liveliness, diversity and activity. The framework contains an action plan which includes pedestrianisation of Union Street, development of a city centre public transport strategy and a retail strategy and it is through the progress of this action plan that this objective will be monitored in future.

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 52 : Reliability and Punctuality of buses in the north east				
	Punctuality		**Reliability**	
	First	**Stagecoach**	**First**	**Stagecoach**
2006/07	76.8%	93%	98.1%	99.9%
2007/08	81.4%	93%	99.2%	99.9%
2008/09	79%	92%	99.5%	99.8%
2010	79%	90%	99.5%	99.4%
2011	88%	91%	99.7%	99.8%
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 red				

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 53 : The ability to transfer from one transport company to another with minimum hassle and using a single ticket	
Baseline 2007	A pilot scheme is operating in Buchan, but through ticketing or multi-operator tickets are not available elsewhere in the north east.
2010	Aberdeen City Council, in partnership with the LABOF partners are progressing a pilot project to provide multi-operator ticketing in the city and on the Buchan corridor. The LABOF partners have also established a task group to look at the regions medium to long term goals for integrated ticketing.
2011	The implementation of a multi-operator ticket ran into problems in 2010. A task group is however progressing this issue.
2012	A draft fares and ticketing strategy has been developed and will be submitted to the Nestrans Board in April for consideration. This includes actions relating to the development of integrated and smart tickets.
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 54 : The percentage of north east residents who find public transport convenient

	Baseline 2005/06	2006/07	2007/08	2009/10
Very convenient	58%	39%	40%	47%
Convenient	24%	40%	39%	34%
Total	83%	79%	79%	81%

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

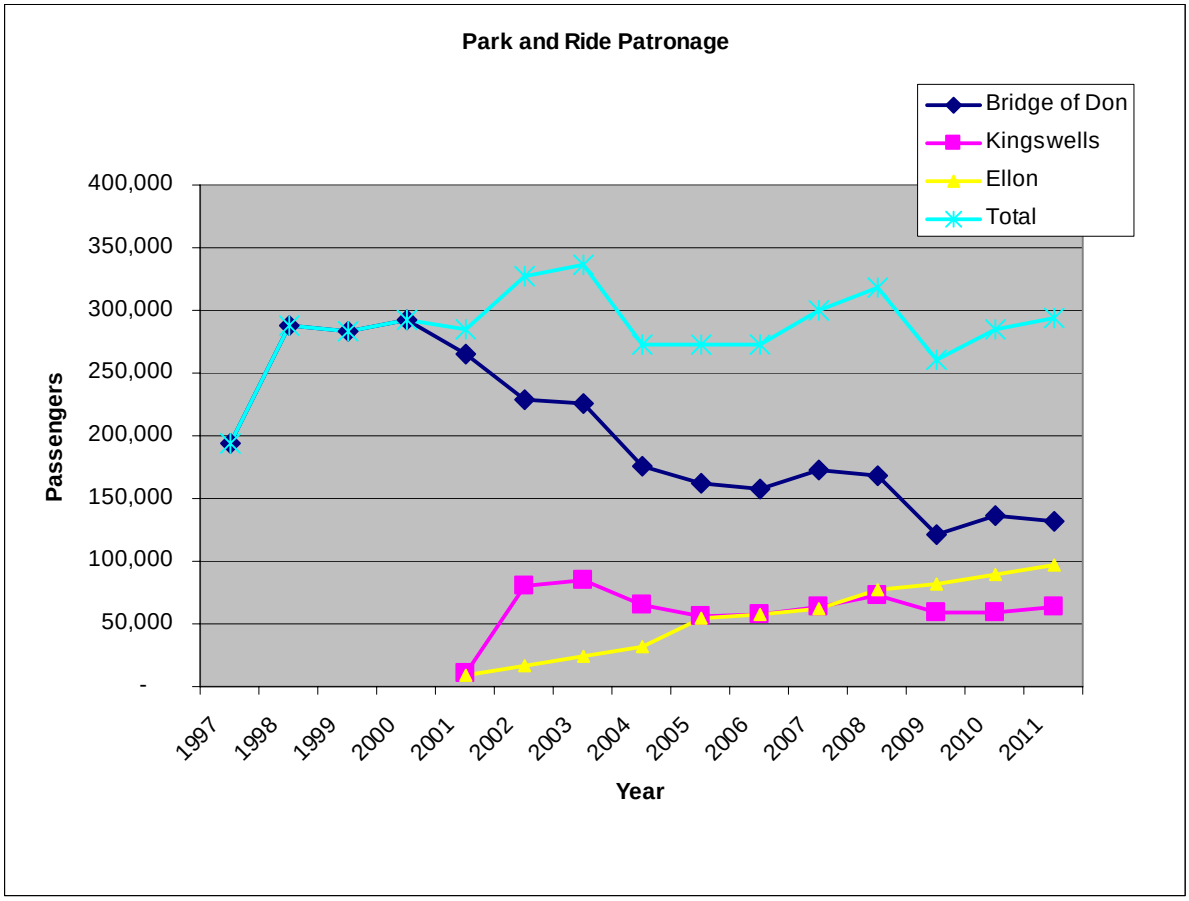
Source: Bus and Coach Statistics and Scottish Household Survey

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

Park and Ride

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

Following a decline in patronage at Bridge of Don and Kingswells in 2009, the last two years of data show a return to growth. Patronage at Ellon park and ride has continued to grow and it is thought that the success of this site will have had an impact on the number of users at Bridge of Don and is a key factor behind the decline at this site.



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

Indicator 55 : The number of people using Park & Ride sites in the north east annually							
	Bridge of Don		**Kingswells**		**Ellon**		
	Spaces	**Passengers**	**Spaces**	**Passengers**	**Spaces**	**Passengers**	**Total passengers**
2007	600	170,554	990	63,603	250	62,741	296,898
2008	600	168,619	990	72,227	250	77,451	318,297
2009	600	121,184	990	58,766	250	81,216	261,166
2010	600	136,654	990	59,216	250	89,540	285,410
2011	600	132,064	990	64,290	250	97,398	293,752
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 2012