



MTS Problems/Opportunities	Analysis	Information Available
North East Specific		
Nes 1. Infrastructure has failed to keep up with the rapid growth of industry leading to restricted availability of commercially viable industrial development sites and congestion on the existing road network.	Oil-related development boom. Lack of development land and infrastructure to met the rapid growth of 70's, 80's and 90's and now a lack of brownfield land. As there is no bypass/alternative available, HGVs must travel through the City Centre and major residential areas and along country roads that are totally inadequate for this purpose, such as the B979	In the late 70's, early 80's house prices in the Aberdeen area were rising at an average of 18% per annum and Aberdeen had the second highest house prices in the UK after London and south east England. The inflated house prices reflected the demand for a limited supply of housing units. Aberdeen has a land area of 18,700 hectares, 5,300 hectares of which have been built upon. Over the past 20 years, the built-up area of the City has increased by 16%., with 20,000 houses and 330 hectares of land for business and industry.
Nes 2. Existing trunk road network in north east is inadequate, particularly for HGV's leading to the use of inappropriate routes including the city centre, residential areas and country roads.	Freight and passengers have to traverse City Centre to access harbour and the surrounding streets are not designed to cope with this.	Some 4.6percent of Glasgow City's and 1.1% of Dundee City's land area is recorded as derelict – Aberdeen and Aberdeenshire do not even feature within Scotland's top ten. Approximately 3.9 percent of both Dundee City and Glasgow City's land area is recorded as vacant – which account for 22% of all recorded vacant land in Scotland. An estimated 18,000 vehicles per day would use the Western Peripheral Route (GRC, 1994)– 18% fewer trips using residential Anderson Drive and historic Bridge of Dee. Since that figure was derived there has been continued growth and indeed forecast growth with greater pressure on the existing trunk road network – something that could be alleviated with a bypass.
Nes 3. Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural isles rely on Aberdeen for transfer of goods and passengers.	No links to much of North-East (Peterhead, Fraserburgh etc). Infrequent and irregular commuter service along the North-East's only rail link and there are no rail link options for more north-east commuters	Approximately, 13% of traffic is Heavy Goods Vehicles within these streets – something which is a major contributory factor in the declaration of Aberdeen's first Air Quality Management area. No other major City in Scotland has its harbour right at the heart of the City. The port annually handles around 4 million tonnes of cargo worth approximately £1.5 billion and injects over £100 million into the local economy. It has trade links with more than 30 countries.
Nes 4. Lack of rail structure in parts of the region.	Much of our freight is bulky. E.g. paper has high volume yet is of low value relative to the bulk. It is more expensive proportionately to transport our bulky goods in comparison to our Scottish counterparts. However, there is no rail alternative for major freight routes and commuter routes, using rural roads	North East Freight Quality Partnership distributed a questionnaire to members and through Freight Transport and Road Haulage Associations newsletters. The responses received confirmed that the majority of HGV drivers travel via the City Centre and on unsuitable rural routes rather than the trunk road network which does not fulfil their needs. Only 12.2% of the North-East's population is served by rail, within 1km of a station (53,000).
Nes 5. The nature of freight from the North East is often high volume minimum value goods leading to high transport costs.	Social imbalance whereby there is extreme wealth and extreme poverty. Excellent unemployment statistics yet significant socially deprived areas	The nearest railway line to Fraserburgh and Peterhead lies 40 miles away. Currently, 165,500 (3,000 tonnes per week) moved by rail set against 23.4 million tonnes moved by road in Grampian. Despite the desire to encourage more goods by rail the links are simply not there. Peterhead is Europe's largest white fish port with 2.2million tonnes of goods moved through this harbour and has to use predominantly single carriageway A90 with 16% HGV traffic.
Nes 6. Polarised distribution of wealth throughout the region.		Three of Aberdeenshire's 6 areas (Formartine, Banff & Buchan and Buchan) including, main population centres such as Fraserburgh, Peterhead and Ellon do not have access to the railway.
Nes 7. Cost of travel in the North East		Latent demand and ticket sales do not reflect current usage as many conductors do not check tickets on morning peak between last two stops into City. 1991 Census Pie chart shows main corridors for car accessing Aberdeen and 32% travel along A90 (south) and 11% on A947 – both parallel to railway. Potential for new railway line along A90 (north) where 23% approach by car. A96 has 11% and A944 14% - existing Park and Ride route. The existing East Coast Main Line again missed out on improvements when the SRA announced its transformation of Britains railways (P&J 14/1/02) MP Frank Doran "all the authorities seem to have forgotten that the East Coast Main Line is between London and Aberdeen, not London and Edinburgh...the track between Aberdeen and Edinburgh at Fife is so poor that major improvements will be impossible without substantial investment" MSP David Davidson "disappointed that the Stonehaven to Inverurie commuter link hasn't even been mentioned....the document seems to be concentrated in and around the central belt".
Nes 8. Physical constraints in Aberdeen City		Banff & Buchan MSP Stewart Stevenson (P&J 22/1/02) "fifty percent of the UK's gas came ashore at St Fergus, a large amount of the UK's oil came ashore at the Cruden Bay terminal and Transco had just completed a major upgrade to the gas infrastructure with a new pipeline from St Fergus.. my constituency is one of the few mainland constituencies with no railway – Peterhead is the biggest town in Scotland with no station... there are 20 lorries a day carrying 10-20 tonnes on the road between Peterhead and Aberdeen – we have no railway and no other option".



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North East Specific (Cont)		
		<p>Rail freight is a significant bulk haulier of raw materials for paper, construction and offshore oil industries, half of which (in 2000) has been handled at Guild Street depot: Coal (in) – 15,419 tonnes; drilling (in) – 10,739; paper (out) – 10,484; clays (in) – 8,825; general (in & out) – 8,533; pulp (out) – 4,320; and drilling product (out) – 2,572 = Total 60,892 tonnes handled at Guild Street of the overall total of 120,000 tonnes moved by EWS from the north-east.</p> <p>In Aberdeen, one in 5 people live in areas classified as being amongst the 20% most deprived communities in Scotland yet the City has the best unemployment rate on mainland Scotland at 1.6 (second only to Shetland with 1.4). Aberdeenshire too has an unemployment rate of 2.1 compared with the Scottish average of 4.5 (Jan 2002). Aberdeenshire has the highest percentage of households with 3+ cars in Scotland yet the lowest with no cars.</p>

Acceptability		
<p>Accept 1. Public lack awareness at both local and national level of the wider transport issues.</p> <p>Accept 2. Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry.</p> <p>Accept 3. Public feel that decisions are out of their hands. Lack of participation.</p> <p>Accept 4. Pro public transport policies are seen as boosting the profits of private companies.</p>	<p>Lack of understanding of transport issues. Public perception of need to cater for the car - need to emphasise the partners' desire to advance all elements of MTS WPR is attacked by opponents as road building, without recognising its role within the strategy</p> <p>Still need to cater for the car where it represents the most effective mode. Lack of awareness of interlinkages and need for package of measures instead of just building road space</p> <p>Need to demonstrate sustainability as a balance of environment, economy and community. Political hot potato – more carrots needed than sticks. Sustainability perceived as environment rather than balanced</p> <p>Need to demonstrate that policy is not anti-car rather pro alternatives. Local Media perspective tends to be negative. There is a need to address issues relating to how to raise revenues to pay for MTS (Road Tolls, Road User Charging will be highly contentious, even to address).</p>	<p>Sustainable Transport Study and Halcrow Fox reports demonstrated need for package as best way of achieving objectives</p> <p>Aug 1998 Public consultation on Draft LTS – only a few of the 117 respondents seemed to see the whole picture with links between Park and Ride, WPR freeing up road space for re-allocation etc (only see individual needs). RGU Survey results – 87% business respondents and 84% residential supported integrated system, including 80% support for WPR. Oscar Faber, 1998 – around 15,000 journeys per day within Aberdeen are through traffic and after analysis of options a package with WPR preferred (could take 18,000 vehicles per day to allow 18% reduction on Anderson Drive, GRC 1994) Choices survey at time of Interim LTS showed that our balance was the right one – neither anti-roads, nor placing economy above environment</p> <p>City Council wanted to end the myth that the Labour-led administration was anti-car and has frozen car parking charges whilst increasing Council Tax charges for its 2002/3 budget (Cllr Ironside, Feb 2002)</p>

Deliverability		
<p>D1. Lack of transport investment and funding.</p> <p>D2. Perceived Central Belt bias.</p>	<p>Need for ring-fencing to ensure monies to deliver MTS.</p> <p>Perception of car drivers over-taxed and under investment in roads, relative to public transport. Awareness of true costs of driving also needs to be appreciated, both full cost to individual, including depreciation, etc and cost to community.</p> <p>Concern re cross-boundary delivery (need to share same priorities in strategic planning, transport and funding).</p> <p>Councils are prioritising transport in their budgets, but cannot provide MTS. Scottish Executive need to appreciate strategic need for investment in the area.</p>	<p>Less than £33 million (13%) of MTS is likely to be eligible for PTF/ITF funding. In recent years, North-East has attracted £18million in borrowing consent towards public transport. Aberdeen City Council allocated 32% (over £5million) of 2000/01 capital budget to transport projects. Aberdeenshire Council allocated £3million capital and £18 million revenue to transport this year.</p> <p>Re PPP (2 Feb 2002) MSP Richard Lochhead “there will be fury in the North-East that two huge projects in the Central Belt have been given the green light and that the ongoing campaign for a Western Peripheral Route has been left on the shelf”</p> <p>MSP Mike Rumbles expressed “disappointment” that yet again the Executive had given the Central Belt priority over the North-East. “North-East people shouldn’t have to settle for second-rate provision while Glasgow and Edinburgh get the red carpet treatment”. Len Ironside (T&E 9/1101) “the Executive’s approval of Glasgow’s £250 million M74 extension was no doubt considered vital to Scotland’s future economic development. However, it is equally important – and just as vital to Scotland’s economy – to invest in the north-east”.</p>



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Environment		
En 1. Impact of pollution from both noise and air quality on peoples health and the environment.	Noise and air pollution impact on people. Need to protect designated sites and wildlife corridors. Minimise landscape impacts of major roads ie WPR, aircraft movements (noise, pollution), park and ride sites . There is a real concern that we are contributing towards Climate change.	Traffic has a major impact on air quality - 1 in 5 people suffer from asthma (exacerbated by traffic fumes). Bronchial complaints and heart disease (<65 + 4.5/1000) are affected by traffic. There are a wealth of SSSIs LNRs and other major designations across the north-east (see Local Plans and Structure Plan for mapping). Need to minimise impact of traffic on Scheduled Ancient Monument of Bridge of Dee. Environmental Impact considered for Kingswells Park and Ride and now in search for remaining corridors eg south.
En 2. Continued use of non-renewable resources.	Resources such as fuels, land, air depleting. Pressure on Green Belt land for development, including WPR. Need to encourage 'greener' modes, fuels by improving cycling, walking and public transport facilities.	Medium and longer term release of land for housing and industry will require infrastructure improvements, including WPR. See Modal Split graph from 1971 predicted to 2011. PTF Bids in past and now are providing means to deliver some of cycle network, lanes, lockers etc - but won't provide total coverage.
En 3. Localised air quality problems, breaching national standards.	Resources such as fuels, land, air depleting. Pressure on Green Belt land for development, including WPR. Need to encourage 'greener' modes, fuels by improving cycling, walking and public transport facilities.	Medium and longer term release of land for housing and industry will require infrastructure improvements, including WPR. See Modal Split graph from 1971 predicted to 2011. PTF Bids in past and now are providing means to deliver some of cycle network, lanes, lockers etc - but won't provide total coverage.
En 4. Local impact on global problem of greenhouse gases affecting climate change.	Air Quality at significant enough levels in the City Centre that the City Council had to declare it an AQMA. Need to minimise the impact of transport schemes on the built environment.	An AQMA has been declared for Union Street and King St, Wellington Road, West North St, Virginia St and Market St (2001)– which has a high proportion of HGV's. The city's first AQMA was declared in June 2001 as a result of exceedances in the annual average air quality objective for NO2 was predicted in areas together with exceedances of the 1 hour mean objective on parts of Market Street. The Road Traffic Reduction Act has ensured that measures are being put in place to monitor and reduce traffic (a major contributor to poor air quality).

Safety		
S 1. Need to build upon successes in reducing accidents.	Cost of casualties too great with one fatality being one too many. There's a human, medical care and road safety cost	The estimated cost of accidents in the north east in 1999 equated to £83 million. Whilst Aberdeen City has the best record for reducing casualties, killed and seriously injured in the last three years in the Country, Aberdeenshire has had 81 deaths over the last three years – and a total of 384 serious injuries (465 killed and seriously injured). Rather than decreasing, the number of fatalities has increased year on year since 1999. Major road schemes like Balmedie –Tipperty needed on safety grounds
S 2. Traffic management lacking in areas, safer roads required for all users.	Drivers lack the awareness of safety implications of speed, carelessness etc. A real change in driver behaviour is required. Continual budget cuts strengthen the need to prioritise traffic management. More awareness raising campaigns required.	Need for greater level of enforcement through camera controls. 20mph zones have been introduced with the opportunity to increase the number of 20mph zones, now Home Zones and enforcement of lower speeds across the North-East.
S 3. Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations.	There are insufficient safe places to cycle and walk and a change in school travel behaviour is required. Public transport security needs to improve, particularly at evenings and weekends and for women, elderly and young passengers.	School Travel Plans are being progressed across the North-East with Working Groups established within both authorities. CCTV on buses and at bus stations is being improved as is real time information at key nodes and bus shelters for added reassurance. Recently successful PTF Bids have provided £950,000 to implement a cycle network across the City over next 3 years.
	Lighting for walking, cycling is poor but budget restrictions mean that this is likely to worsen.	Lighting columns deteriorating beyond their design life and dangerous ones are being removed but there are insufficient funds to reinstate these – leading to safety risks.



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Economy		
<p>EC 1 : Peripherality of the North East, both physical and perceived remoteness, from external markets.</p>	<p>The remote location of the North East is an unalterable fact and businesses in the area are acutely aware of the consequences of this peripherality, e.g. limited market reach, high travel costs and difficulties in accessing the wider labour</p>	<p>The North-east's GDP of £7.2 billion is second only to London as the biggest contributor to the wealth of the nation (McKay, 2000). Aberdeen is also ranked second only to London on an index of competitiveness across UK (New Idiom, Sept 2000). Yet, it does not compete on a level playing field in terms of trunk road network. Len Ironside (T&E 9/11/01) "it must surely be</p>
<p>EC 2 : Current transport network is constraining the economic development potential in the North East; the inadequate transport infrastructure is likely to adversely affect the future competitiveness of industry.</p>	<p>market. The physical aspect of the North East's location clearly cannot be changed. But through improved transport infrastructure it should be possible to address many of the problems associated with peripherality.</p>	<p>the only single-track section of the trans-European network with the southern approach to Aberdeen via a medieval bridge, 16 sets of traffic signals. Dualling does not extend to the Balmadie-Tipperty section of the A90, despite its dreadful safety record".</p>
<p>EC 3 : Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use.</p>	<p>North East Scotland is a major contributor to national GDP, yet the local economy is adversely affected by poor transport links. Competitiveness is hampered by relatively high transport costs, and delays and congestion frequently compound this difficulty.</p>	<p>Queues are bad for business with agricultural traffic on roads in Aberdeenshire causing platooning and unsafe overtaking. Journey times across Aberdeenshire are unreliable with the lack of overtaking opportunities on the A947 and A944 and long delays between Newmachar and Parkhill. Main rural congestion occurs at A947, Parkhill Crossroads; Inverurie, West High Street; Ellon, Centre – A90/A920/A948; Westhill, access onto A944 and Bucksburn Banff, eves & weekends at A98, Bridge, Low St; Portlethen, am/pm peak links to A90 ; Portlethen, pm peak at Cookston/Muirend. Queue lengths</p>
<p>EC 4 : Tight labour market and skills shortages in key economic sectors.</p>	<p>Improved links could open market access by increasing competition from outside the region as well as increasing the market geography for existing businesses i.e. a two-way approach.</p>	<p>forecasts map indicates that future congestion is predominately focussed around key trunk road nodes. Main City congestion currently occurs at Dyce Drive, Bucksburn to Haudagain roundabout; Anderson Drive and Bridge of Dee; Ellon Road to Parkway; Parkway to King Street; and the Inner Ring Road at Market Street, Virginia Street and Wellington Road.</p>
	<p>For key industries with a national importance, such as oil and gas, fishing, food processing, forestry and tourism, location close to the source material is important. Many are vulnerable to macro-economic pressures. Improved transport links can not only help ensure continuing viability but also enable future growth.</p>	<p>Freight Quality Partnership signed Aug 2001 to improve efficiencies etc. The current study of HGV routes will identify pinch points and possibilities for improving efficiency for HGV's. The North East Scotland Rail Freight Development Group was established in 1999 to encourage modal shift to rail and sea to and from the North East.</p>
	<p>Aberdeen is the "Oil Capital of Europe" and has become a centre of excellence in various elements of oil and gas exploration and production. Many local companies are now</p>	<p>Some 29.8 million tonnes of goods (excl oil & gas) are moved to/from within Grampian each year. Of this 80% moved by road (much of it internal to region). To have a practical and competitive Trans European Network would cost approximately £80.5million (WPR costs).</p>



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	<p>Aberdeen is the 'Oil Capital of Europe' and has become a centre of excellence in various elements of oil and gas exploration and production. Many local companies are now established in other oil and gas producing areas. Improved transport links to and from Aberdeen Airport would enhance the ability of these (and other) companies to exploit overseas opportunities. Additionally more overseas companies could be attracted into Aberdeen.</p> <p>The expertise generated by the oil and gas sector is an important feature of recent moves towards diversification in the local economy, particularly technology and knowledge-based. The ability of the North East to continue to attract and invest in these "new industries" relies upon an efficient modern transport network.</p> <p>Much of the North East, including Aberdeen City, does not qualify for European Structural funding or UK regional assistance. This can make it difficult to attract or retain businesses when other areas are offering generous relocation packages. The impact of this could be lessened if the North East had a modern and efficient transport network that would make the area an attractive location for business, despite the comparative lack of financial inducements.</p>	<p>Export/ imports - 3.4 million tonnes through Aberdeen Harbour and 2.2 million tonnes through Peterhead Harbour annually (DETR, 1999). Fraserburgh, Aberdeen and Peterhead bring in 3.4% of total UK fish landings each year (172,000 tonnes) - yet few alternatives to transport this to the rest of the UK.</p> <p>Around 165,000 tonnes of freight moved by rail annually to and from north-east (EWS, 2001). Rail - Forth Bridge, Usan, single lines, tunnels, width restrictions etc. There are significant constraints along the trunk road network, with 7 ft width restrictions on Bridge of Dee thus diverting lorries, 16 sets of signals through the City, tail backs at Haudigan roundabout and within Aberdeenshire, the Parkhill to Oldmedrum section of the A947 has seen a 30km/hr decrease in speeds since 1990. The map of the queue length comparisons forecast from 2000 to 2016 shows that the majority of most of delays around the City are on Trunk Roads. Totally unsuitable rural roads are also asked to carry heavy goods traffic with, 16% HGVs on the A90 south of Peterhead, 15% on the B977, 15% on the A92 south of Stonehaven and 13% of traffic on the B97</p> <p>Reference to links to Europe by time (CREATE Map) and side-ways map of Europe.</p> <p>(EvExpress 7/2/02) Jim Ferguson 'Bristol Airport which has seen huge growth, also has much better roads and transport servicing its airport compared to Aberdeen. So too does Stavanger in Norway, Aberdeen's oil counterpart.' There are no direct flights to oil-related parts of the globe despite flying to over 2 dozen destinations. More than 2.5 million passengers passed through Aberdeen Airport in 2001 including 450,000 helicopter travellers. Plane passenger numbers increased by 1.2% on the year before and helicopter users by 14.1%. Overall, the figure was up by 3.3%. Scotland as a whole saw growth up 6.4% but Aberdeen was affected by September 11 and passenger numbers fell by 9.2%. Airport Forum looking at surface access.</p>



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<p>Economy (Cont)</p>	<p>A combination of insufficient supply of quality industrial land and an inadequate transport network makes it difficult to accommodate major investment proposals.</p> <p>Some parts of the North East do have available land and potential to attract investment, but poor access and added transport costs act to limit take-up. Brownfield land development raises the issue in urban centres of moving goods and people. If the transport infrastructure is not in place then movement is restricted, growth is limited and congestion increases. Similarly the growth in out-of-town industrial estates and business parks creates extra pressures on the existing transport network.</p> <p>Improvements to the network, particularly roads, would have the added benefit of opening up areas for industrial use and make investment in existing locations more attractive propositions.</p> <p>The low levels of unemployment in North East Scotland, lack of labour pool and skill shortages in key industrial sectors act to restrict expansion opportunities. This is exacerbated by remoteness and accessibility to/from other regions. Poor communications deter the movement of labour, particularly the skilled labour required by North East industry and can impact upon competitiveness.</p> <p>Improved transport connections can encourage the North East to benefit from the more mobile and flexible labour market and improve competitiveness through labour productivity improvements. A well-connected workforce and geographic area is also an important feature in enhancing social inclusion in parts of the North East.</p>	<p>Dyce employs some 26,000 yet very few live and work in Dyce, the majority counter commute. Again, the same is true of Altens which employs 23,000. Badentoy also experiences counter commuting with 600 cars traversing the dualled A90 at morning peak. In the City, the PARAMICS model of City Centre shows area working at 95% capacity at peak hours. Extensive am peak queues on main radials. Travel to work patterns are very different across the main cities as Aberdeen has a wide Travel to Work catchment from Aberdeenshire towns, whereas Glasgow comprises urban sprawl and Edinburgh has a sparse rural hinterland.</p> <p>Green Belt Review – Structure Plan allocations adopted by Sec of State, Local Plan allocations just been through Committee to provide sufficient land for development. Demand for industrial land in region averages 22 hectares per year. Current supply indicates 25ha immediately available in City and 61ha in Aberdeenshire (Employment Land Audit Oct 2001) – much of 61ha beyond Aberdeen catchment.</p> <p>Calls to pedestrianise Union Street yet concern over re-routing of traffic onto already congested routes. Bus services would need to compete with major artery carrying high HGV levels and busy through route for cars.</p> <p>Links with the Northern Isles are important from a social and economic view point and the combined passenger/freight service provides a most effective carriage. The following figures are for 1997 traffic carried by P & O. Aberdeen to Shetland passengers (65,144), accompanied cars (11,531), Livestock (2,096 cattle/123,353 sheep), freight groupage (53,604), self propelled vehicles (1,184), commercial trailers (6,732) and trade cars (1,329). Aberdeen to Orkney figures also available.</p>



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Integration		
<p>In 1. Poor links between dispersed land uses</p> <p>In 2. Poor linking of dispersed populated areas and land uses.</p> <p>In 3. Lack of access to open further development areas.</p> <p>In 4. Transport's limited integration with other policy areas, particularly land use and social inclusion.</p>	<p>North-East is a dispersed region with a wide travel to work area. Aberdeen is main centre for many in Aberdeenshire. Dispersed employment locations – Dyce, Altens, Bridge of Don – are on the periphery which discourages bus use. Limited opportunities to cross River Dee & Don. Pupils can travel beyond catchment to preferred school</p> <p>Business-working lends itself to commuter problems yet Council has no influence on existing businesses</p> <p>All Park and Rides rely on good peripheral links and are dependant on roadspace allocated to bus priority. Railway station at Dyce on wrong side to serve Airport, few buses to City Centre, taxis caught in congestion</p> <p>Encourage Travel Plans for existing and new (easier for new). Pressure on Green Belt (WPR and associated developments and spin-offs).</p> <p>Poor commuter rail access from housing areas. Need to link new houses/jobs/services. Industrial estates located on the periphery. No rail links to main settlements in North-East. Population explosion in past led to rapid development needs</p> <p>Airport link to City and industrial estates. Calls for local rail service to link houses to jobs. Industrial estates poorly served by public transport. Bus fares seen as too high. Cater for disabilities etc. Nearness to frequent efficient bus service. School Travel Plans</p>	<p>1991 Census - Over 29,000 Aberdeenshire residents commute to Aberdeen daily, 3/4 are car drivers (see Pie chart of 1991 main corridors for cars accessing Aberdeen). 133,320 work in Aberdeen. Over 1 million passengers on Bridge of Don, Ellon and Kingswells Park and Ride routes. Both Local Transport Strategies aim to reduce the need to travel, free roadspace for those who need to use it and encourage non-car modes.</p> <p>Both Councils meet with businesses to encourage travel plans such as Robert Gordons with its 40% modal shift and Foresterhill Hospital Complex with its major car parking measures. Both Councils are signed up to introduce school travel plans across the 'region'.</p> <p>No rail links within 40 miles of Peterhead and Fraserburgh. 70% of employed adults within Aberdeenshire could not use public transport to commute to work. The average for Scotland is 55%. Portlethen stn poor access and lack of parking. Need to integrate demonstrated in Joint Structure and Local Plans. Population of north-east grown from 357,000 in 1971 to 438,450 (an increase of 21%).</p> <p>1991 Census, 40% of hhlds no access to car in Aberdeen</p> <p>Approx 99% of Aberdeen residents are within 400m of a bus stop (doesn't consider bus frequency though)</p>
Accessibility		



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<p>Access 1. Few transport alternatives for rural areas and towns, increasing dependence on cars. Infrequent transport services for rural areas and towns, leading to over use of cars.</p> <p>Access 2. Access to jobs affected by mobility.</p> <p>Access 3. Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/neighbourhood areas</p>	<p>Need to counter the perception of remoteness. Poor rail connections across highest populated rural towns. Many have no choice of transport and a greater choice is needed for mobility impaired (community transport). No orbital/cross-City routes - require two buses if you want to access non-City Centre area (problem accessing hospital etc).</p> <p>Poor facilities in NE towns compared to other rural towns. High level of car dependency in Aberdeenshire. Takes longer by bus than car to travel across rural area. Need for all public transport to enact Disability Discrimination Act (taxis, buses etc). Many job opportunities are only accessible by car</p> <p>Threat of traffic, including lorry traffic through towns and noise pollution. Need for HGVs to use most appropriate route (not through residential area)</p>	<p>Aberdeenshire has the highest percentage of households with no access to a bus in mainland Scotland (6% second only to Shetland/Orkney - the average for Scotland is 1%)</p> <p>Only 3% of households in Aberdeenshire have a bus service frequency up to 13 minutes compared with 20% for Scotland as a whole.</p> <p>% living within mile of railway station (compared to west central Scotland?). Aberdeenshire has the lowest number of people with no car across Scotland and the City also has only 40% of households with access to a car. Higher levels of females take public transport. Shopmobility scheme in operation. Community Transport studies underway</p> <p>Local villages within Aberdeenshire have large populations of commuters. Main centres within Aberdeen's Travel to Work Area and beyond the City boundary have the following populations Stonehaven - 10,624, Portlethen – 6,641, Newtonhill - 2827, Banchory – 6,660, Inverurie – 10,755, Westhill -9,340 , Ellon – 8,892. All of these centres require significant community facilities, schools and shopping facilities to support them and all of them would benefit greatly from improved commuter links with Aberdeen.</p> <p>Local Plan and Structure Plan attempting to allocate land uses together and be well served by public transport. Road Hierarchy established. See above for HGV percentages on main corridors</p>