# Regional Transport Strategy:

## MONITORING REPORT

**February 2022**

nestrans

# Introduction

Nestrans Regional Transport Strategy, Nestrans2040, was approved by the Minister for Transport in November 2021 and adopted by the Nestrans Board as its position of strategic transport policy for the next twenty years.

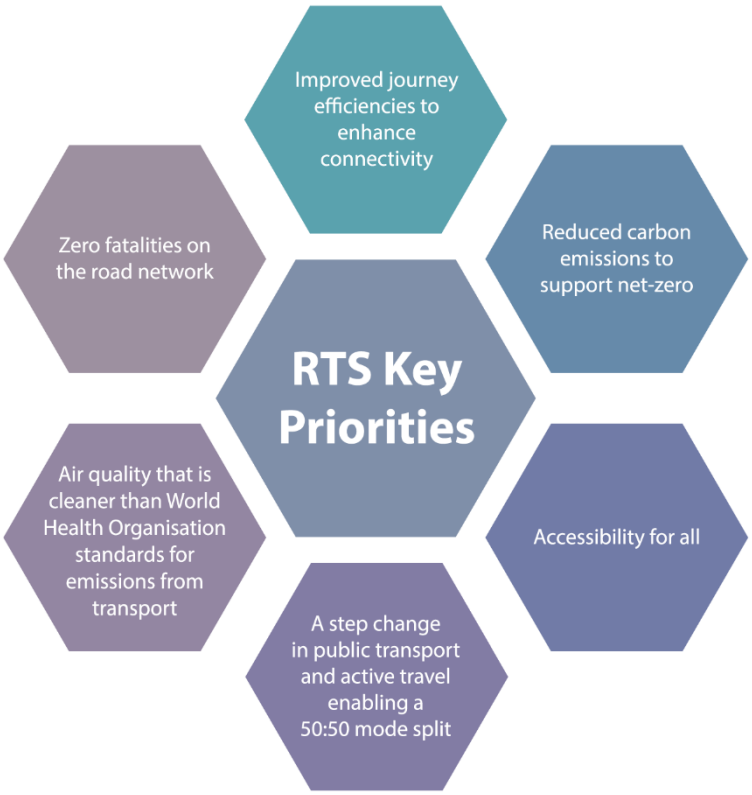
The Nestrans Board agreed that a Monitoring framework be introduced, which will set baselines for key indicators and targets (to both 2030 and 2040), which will be reported annually to the Board so that policies can be tracked and if necessary, adjusted towards achieving the targets.

# Six high level priorities

The RTS contains six high level priorities which indicate the "direction of travel" for strategic transport policy. These reflect the principles and key factors for change which the strategy will seek to influence.

The six priorities are interlinked and are not in any order:

- Connectivity;
- Road Casualty Reduction;
- Reducing harmful emissions;
- Moving towards Net Zero Carbon;
- Accessibility; and
- Modal Shift.



# Outcomes

Under each of the priorities, one or more key indicators have been identified, where regular monitoring will provide an indication of whether the actions contained in the strategy and being developed by Nestrans and partners are having the desired impact in influencing trends. This report seeks to identify measurable indicators, provide a baseline of most up-to-date available data and sets targets, both interim targets for 2030 and for the lifetime of the strategy to 2040.

A total of twenty Targets have been identified, each with a baseline. These are intended to be aspirational and far-reaching and as such, may not all be achieved. However, they set the intent of Nestrans and its partners and will enable actions to be identified which match that ambition. It should however be cautioned that there are external factors such as global economic performance, energy prices and public health impacts along with hundreds of other factors beyond the control of local partners. These will have an influence on outcomes - often a greater influence than the actions of the partners, but due to their unpredictability are regarded as risks, rather than something that it is possible to plan for.

# Identifying targets

As mentioned above, a total of twenty targets have been identified. The targets should provide decision-makers with the information necessary to determine whether policies and interventions are succeeding in influencing the following:

| | |
|---|---|
| **Connectivity:** | Improving Rail journey times |
| | Car travel times |
| | Bus travel times |
| | HGV journey times |
| **Casualty Reduction:** | Fatalities in Road Traffic Collisions |
| | All severities of injuries |
| | Reducing the numbers of Pedestrians killed or seriously injured |
| | Reducing the numbers of cyclists killed or seriously injured |
| **Emissions:** | Reducing concentrations of Nitrogen Dioxide |
| | Reducing concentrations of Particulate Matter (PM10) |
| | Reducing concentrations of Particulate Matter (PM2.5) |
| **Carbon:** | Moving towards Net Zero carbon emissions from surface transport |
| **Accessibility:** | Proximity of a station to where people live |
| | Accessibility of railway stations |
| | Satisfaction of bus users with Value for Money |
| | Satisfaction of bus users with convenience and accessibility of services |
| **Mode Split:** | Reducing overall demand for travel |
| | Influencing proportions of travel choice by mode |
| | Lessening dependence on car travel |
| | Reducing the amount of car travel across the region. |

# 1. Improved journey times to enhance connectivity

## 1a Journey times by rail

Aim: To see improved rail journey times between Aberdeen and key centres by 2040.

Baseline: Average rail times in 2019 - 2 hours 30 minutes to Edinburgh; 2 hours 37 minutes to Glasgow; and 2 hours 16 minutes to Inverness.

Target: Improved journey times by rail from Aberdeen, to 2 hours 10 mins to Edinburgh; 2 hours 20 mins to Glasgow and 2 hours to Inverness by 2040.

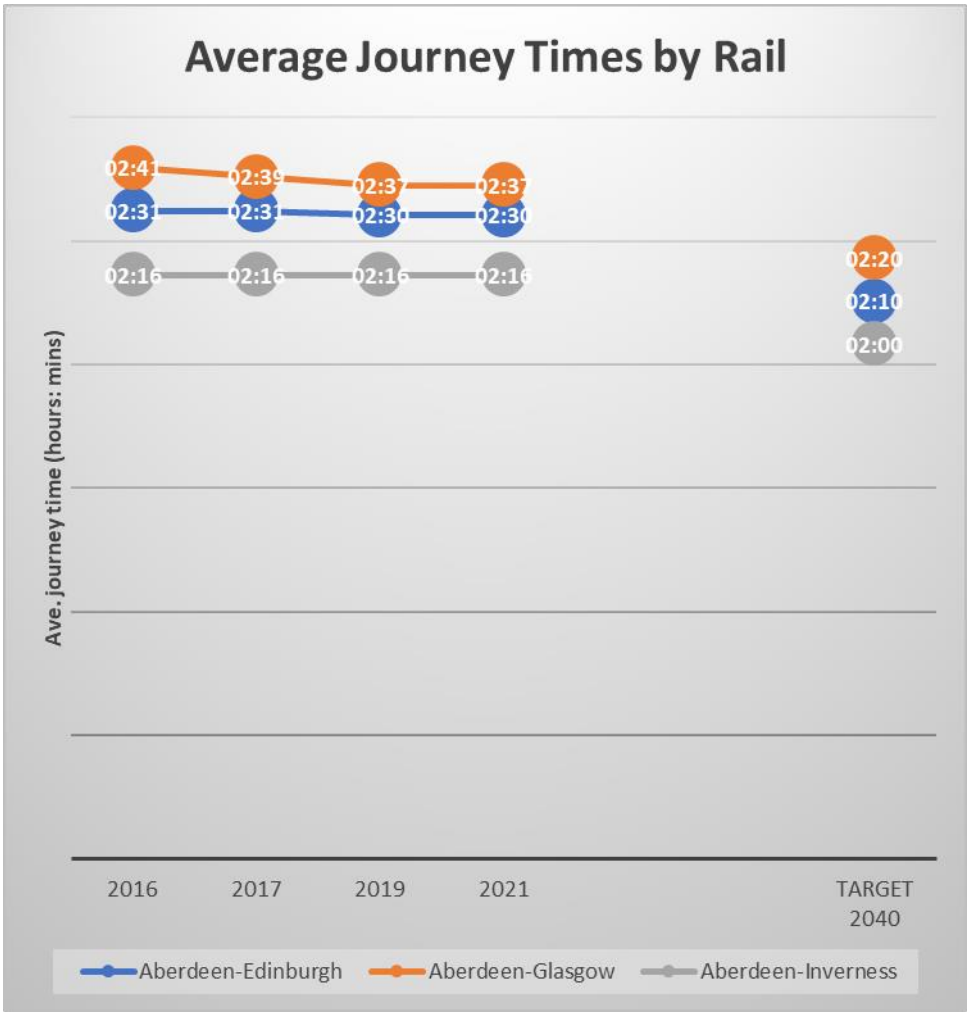



Figure 1a: Average journey times by rail, Aberdeen to key destinations, 2016-2019 and target.
Source: ScotRail timetables

Average journey times by rail are a key determining factor in choice of travelling by train and are often currently perceived as being no quicker than driving to Scotland's major cities. Although it is recognised that connectivity is also affected by other factors, such as frequencies, journey times has been identified as the primary indicator.

Aberdeen & Grampian Chamber of Commerce have indicated that "a 60 miles per hour railway" serving the Central Belt is necessary to make the north east attractive as a business destination and make rail an attractive option for travel to and from the area. Distances to Edinburgh and Glasgow are around 128 miles and 146 miles respectively. Therefore, target journey times would be in the order of 2 hours 8 mins and 2 hours 26 mins, averaging 60 miles per hour for the journeys.

The Scottish Government has committed £200 million in association with the Aberdeen City Region Deal to upgrade the East Coast Main Line to improve resilience, offer additional capacity and enable journey time reductions of 20 minutes between Aberdeen and the Central Belt. Electrification, or other decarbonisation of the railways and rolling stock, may offer improved performance and further journey time reductions may be possible.

## 1b i) Average car journey times for travel across the north east

Aim: To maintain average car journey times for 12 sample journeys across the north east through to 2040.

Baseline: 12 sample journeys, covering a total of 366 miles, were estimated to take a total of 9 hours 6 minutes in 2021.

Target: To maintain average car journey times for sample journeys through to 2040.

| **Indicator 1b** | **2021 (Hours:Minutes)** | |
|---|---|---|
| | Car | Public Transport |
| Fraserburgh to St Cyrus | 01:32 | 02:51 |
| Peterhead to Banchory | 01:07 | 02:52 |
| Banff to Foresterhill | 01:09 | 01:43 |
| Turriff to RGU | 00:59 | 02:05 |
| Bridge of Don, Ellon Road @ N Donside to Dyce | 00:12 | 01:03 |
| Stonehaven to Airport | 00:25 | 01:10 |
| Braemar to Woodhill House | 01:19 | 02:30 |
| Huntly to Union Street, St Nicholas Kirk | 00:58 | 01:02 |
| Seaton to Altens | 00:15 | 00:49 |
| Portlethen to Kirkhill | 00:23 | 00:55 |
| Tillydrone to East Tullos | 00:17 | 00:46 |
| Cults to Menie House (AB23 8YE) | 00:30 | 00:45 |
| Total journey time | 09:06 | 18:31 |
| Average journey speed (mph) | 40.2 | 19.8 |
| | AA Route Planner | Traveline Scotland |
| *shortest weekday journey time starting between 0800 and 0930 | | |

Source: AA Route Planner and Traveline Scotland

Since 2008, Nestrans has monitored 12 sample journeys across the north east by using the AA Route Planner tool. The journeys cover a wide range of potential trips including linking rural areas with

Aberdeen, some cross-City trips and common journeys such as Stonehaven to the airport or commuter villages to industrial estates.

In 2008, 2009 and 2010 these journeys were estimated to take a total of around 14 hours. However, this has reduced significantly since and in 2021, are estimated to total just over 9 hours, as indicated in Figure 1b below. Some of this change may be attributed to changes in the Route Planner's parameters, but upgrades to the road network including Inveramsay Bridge, opening of the Diamond Bridge, Aberdeen Western Peripheral Route and Balmedie-Tipperty dualling will undoubtedly have had an impact too.

## 1b ii) Average Journey times for public transport across the north east

Aim: To improve average journey times for public transport journeys across the north east through to 2040.

Baseline: 12 sample journeys, covering 366 miles, were estimated to take a total of 18 hours 31 minutes in 2021, at an average speed of 19.8mph.

Target: Improved journey times by public transport, towards average running speeds of 25mph by 2030 and 30 mph by 2040.

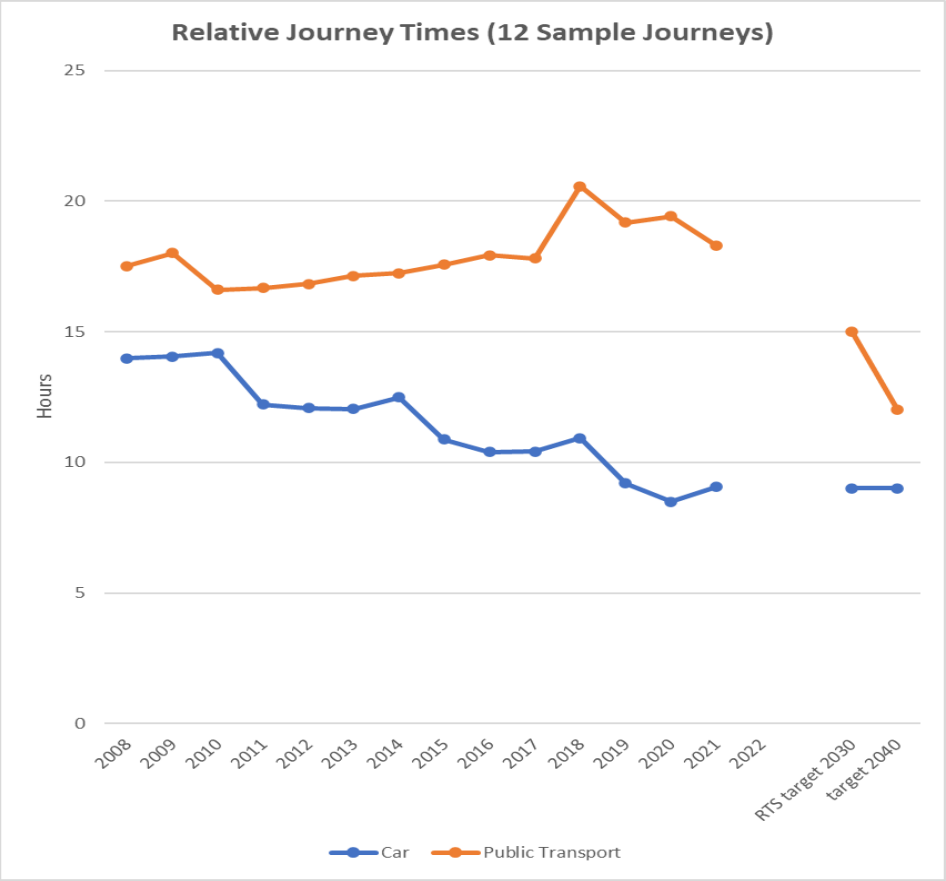



**Figure 1b: Total journey times by car and public transport for 12 sample journeys, 2008 to 2021.**

Source: AA Route Planner and Traveline Scotland

Since 2008, Nestrans has used the Traveline Scotland website to ascertain the journey time for 12 sample public transport journeys in the north east. The journeys are the same as those used for Indicator 1bi above and seek to use a departure time between 8am and 9:30am where available. They provide journey times from the time of departure, but will include wait time where a change of public transport or connection is required.

Whilst average journey times by car have reduced by 36% since 2008, public transport journey times have increased by an average of 6% (journey time changes vary from 37% reduction, to an increase of over 60%). The relative journey times shown by a ratio of public transport against car have seen an increase from 1.25 to over 2 (i.e. in 2021, public transport journey times averaged twice as long as comparable car journey times).

Making public transport attractive and a viable alternative for many journeys will depend upon competitive journey times and the Regional Transport Strategy contains many policies and interventions aimed at reducing this discrepancy and aiming to narrow the gap between public transport and car journey times. For these 12 sample journeys, average running speeds for public transport of around 25mph and 30 mph respectively would provide a total journey time of 15 hours by 2030 and 12 hours by 2040.

## 1c Effective journey time for goods vehicles

Aim: To reduce the typical time taken by an HGV to access the national motorway network at Friarton Bridge in Perth from Peterhead Port to less than 2 and a half hours by 2040.

Baseline: Estimated average time for an HGV journey from Peterhead Port to Friarton Bridge, Perth of 2 hours 43 minutes in 2021 (an average of 45 mph).

Target: Improved journey times for goods vehicles, towards average running speeds of 47mph by 2030 and 49 mph by 2040, enabling an HGV to travel between Peterhead and Friarton Bridge in less than 2 hours 36 minutes in 2030 and less than 2 hours 30 minutes in 2040.

| Peterhead to national motorway network at Friarton Bridge, Perth (122 miles) | | | | |
|---|---|---|---|---|
| | | Estimate of HGV journey time | | |
| | | Time | Ave Speed | |
| 2021 | | 02:43 | 44.91 | mph |
| 2030 | Target | 02:36 | 46.92 | mph |
| 2040 | Target | 02:30 | 48.80 | mph |

**Figure 1c: Sample HGV journey time**

The nearest connection from the Nestrans region to the national motorway network is at Friarton Bridge near Perth, some 86 miles from Aberdeen and 122 miles south from Peterhead Port. Business and industry requires reliable and consistent journey times for accessing major markets and an indicator has been devised to give an indication of the region's accessibility of calculating average journey times between Peterhead and the bridge – at 2021, it is estimated that an HGV can make the journey in around 2 hours 43 minutes, an average speed of 45 mph. Improving average speeds to 47mph by 2030 would mean a journey time of 2 hours 36 minutes; an average speed of 49 mph by 2040 would be a journey time of 2 hours 30 minutes.

# 2. Casualty Reduction

## 2a Zero Fatalities on the Road Network

Aim: To reduce the number of fatalities, towards zero deaths by 2040.

Baseline: Between 2014 and 2018, there was an average of 18.8 deaths per year as a result of Road Traffic Collisions.

Target: To reduce the number of fatalities in Road Traffic Collisions in the north east to zero by 2040 (interim target of fewer than 9.4 deaths by 2030).

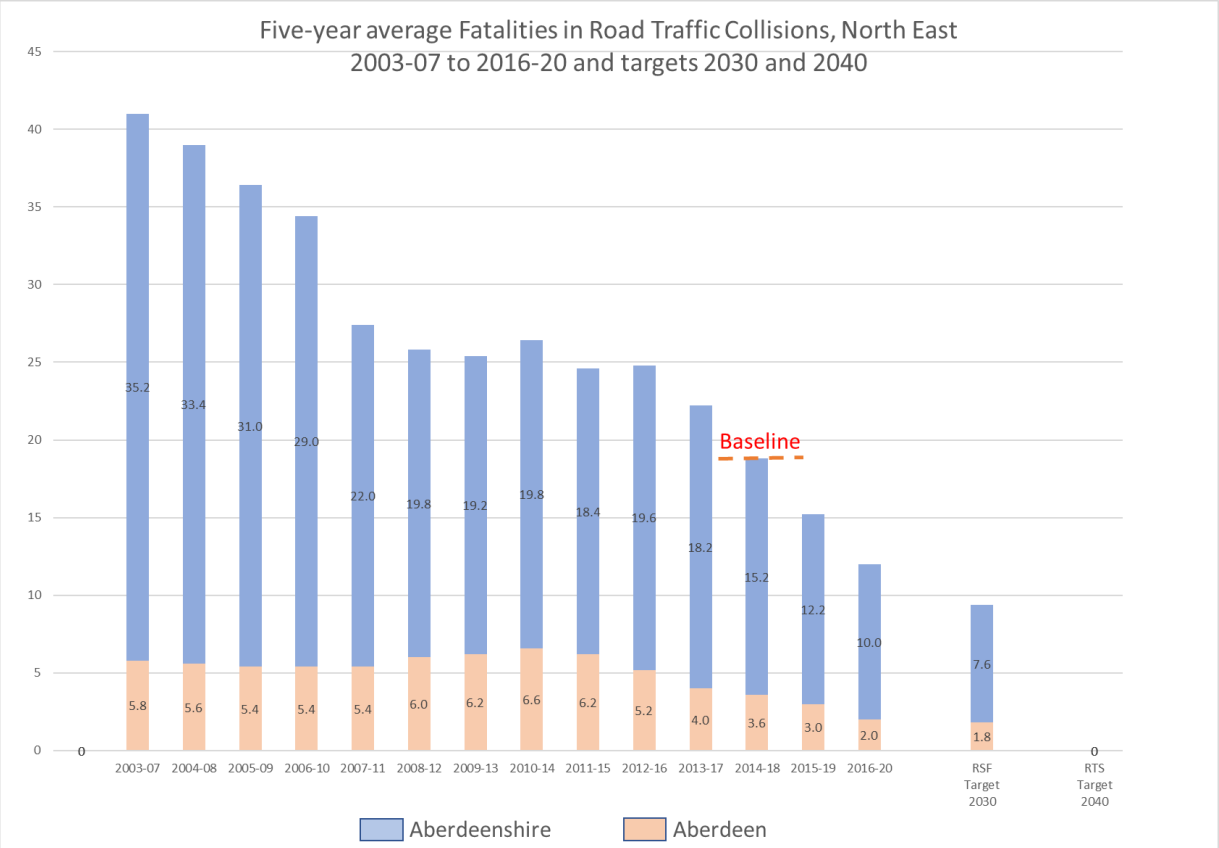



**Figure 2a: Average number of Fatalities, 2003/07 to 2016/20 and targets**

Source: Reported Road Casualties Scotland and ACC/Aberdeenshire Council Road Safety Plans

One of the key aims of the RTS is to reduce casualties in Road Traffic Collisions. Nestrans is part of the North East Road Casualty Reduction Partnership and works with Police Scotland, local authorities and others to collectively work towards reducing the numbers of casualties. The national Road Safety Framework has a long-term goal of no fatalities by 2050 and interim targets, including halving the number of road deaths by 2030, based on 2014-18 baseline.

Casualty numbers have been reducing in recent years and Figure 2a shows progress towards an aim of zero fatalities in the period of the strategy. This strategy aims to build on this progress and out-perform the national targets.

## 2b A reduced number of casualties

Aim: To reduce the number of casualties in Road Traffic Collisions in the north east by 50% by 2040 (interim aim of 25% reduction by 2030).

Baseline: Between 2014 and 2018, there was an average of 656 injuries per year as a result of Road Traffic Collisions.

Target: To reduce the number of casualties in Road Traffic Collisions in the north east to fewer than 328 by 2040 (interim target fewer than 492 by 2030).

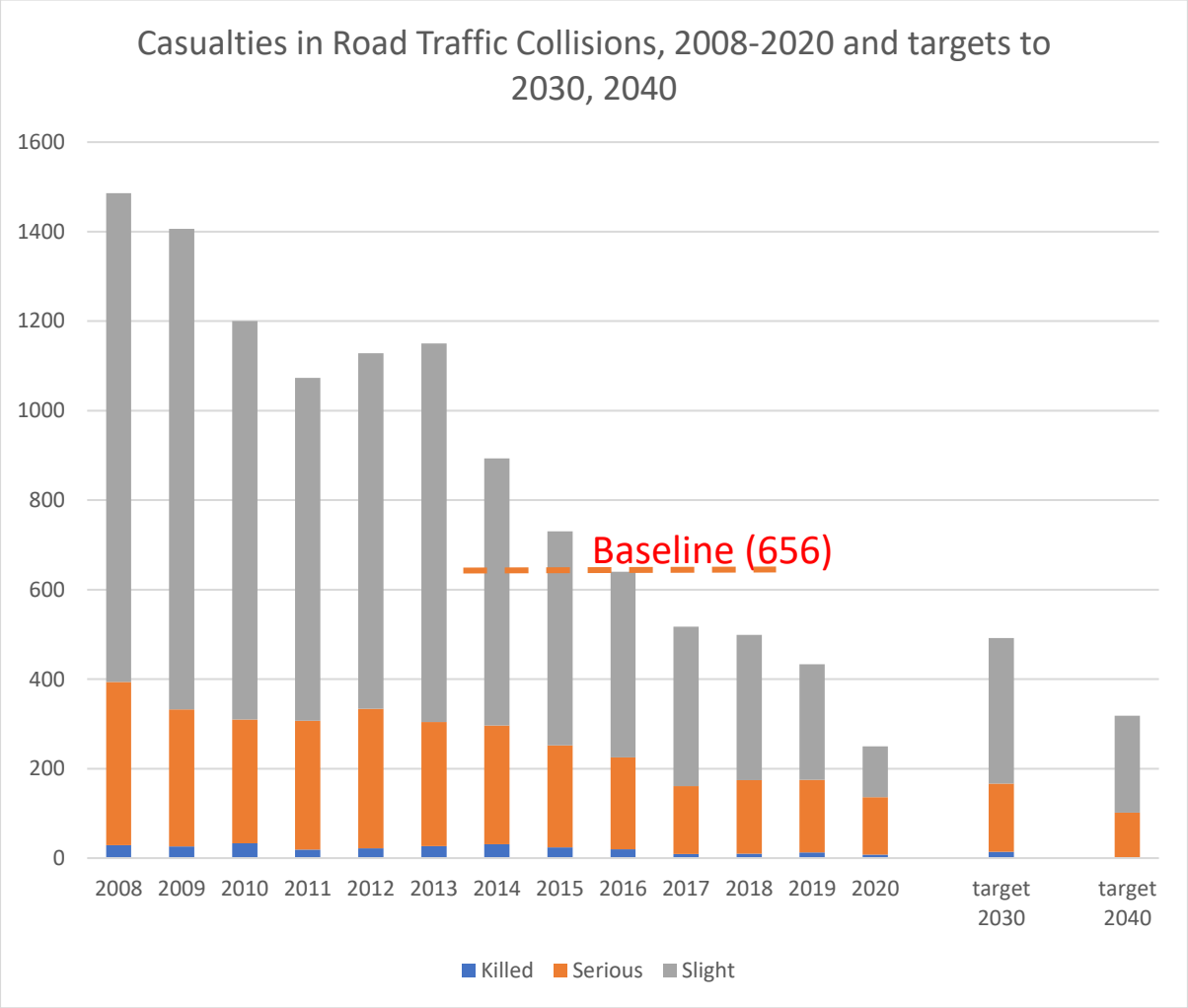



**Figure 2b: Casualties in Road Traffic Collisions, 2008 to 2020 and targets.**

Source: Reported Road Casualties Scotland and ACC/Ab'shire Council Road Safety Plans

In line with reducing the number of deaths, it is also important to ensure that other categories of casualty are also reducing. This report monitors casualties by category (killed, serious and slight) and overall numbers have been reducing since 2008. It should be noted that casualties in 2020, in line with much reduced traffic volumes were significantly lower than in average years. The baseline and targets are based on a five-year average 2014 to 2018 (in line with Scotland's Road Safety Framework) and therefore do not reflect the lower numbers during the pandemic.

Casualties in the north east of all severities, have reduced from around 9% of the total number across Scotland in 2010 to 5.7% in 2019, and to 5.0% in 2020.

## 2c i) Zero Pedestrians Killed or Seriously Injured in Road Traffic Collisions

Aim: To reduce the number of fatalities and serious injuries to pedestrians, towards zero by 2040 (50% reduction by 2030).

Baseline: Between 2014 and 2018, there was an average of 4.4 deaths and 33.2 serious injuries per year to pedestrians in the north east.

Target: To reduce the number of fatalities and serious injuries to pedestrians in Road Traffic Collisions in the north east to zero by 2040 (interim target of fewer than 19 deaths and serious injuries by 2030).

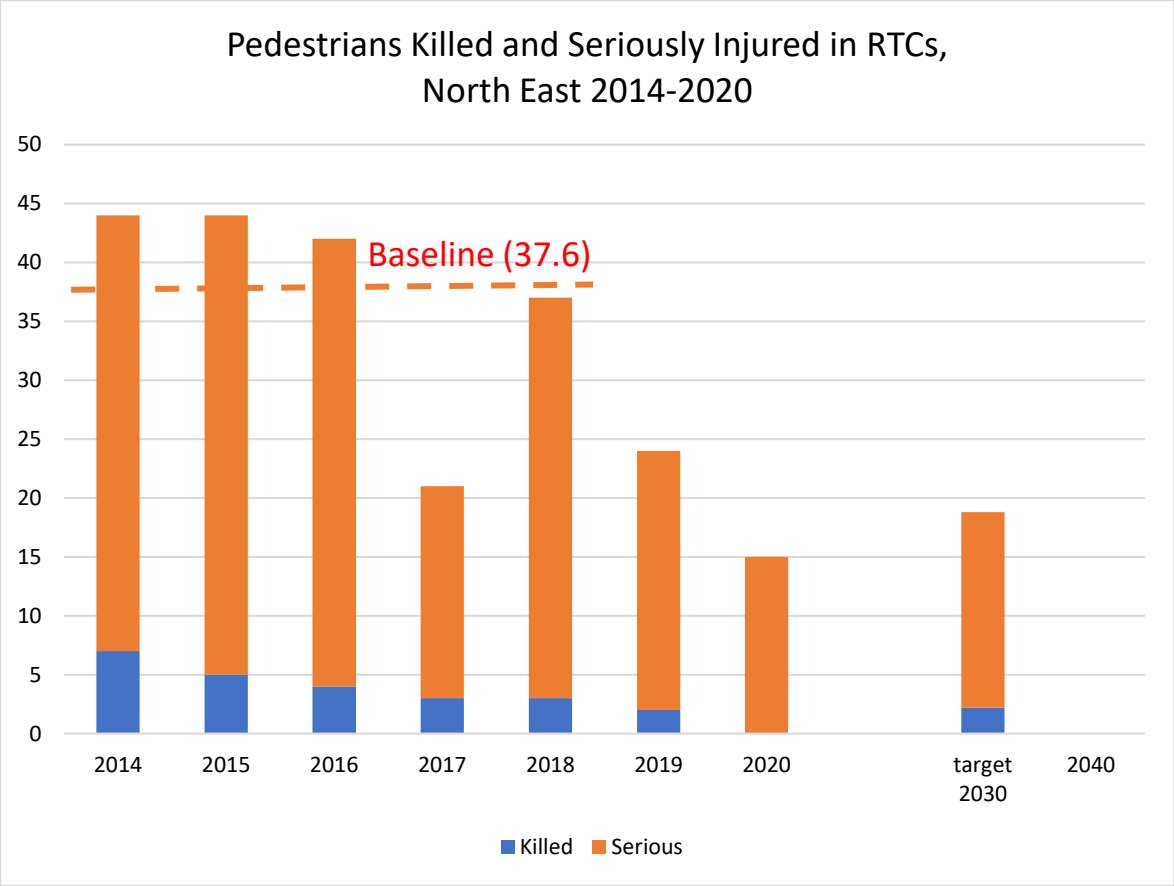



**Figure 2c i): Pedestrian Casualties Killed and Seriously Injured, 2014 to 2020 and targets.**

Source: Road Casualty Statistics Scotland, October 2020.

Pedestrian safety is a key priority for the RTS and also for Road Safety North East Scotland (RSNES), the Road Casualty Reduction Partnership.

Pedestrian casualty numbers have been reducing in recent years and Figure 2c (i) shows progress towards an aim of zero deaths and serious injuries in the period of the strategy. Although the national Road Safety Framework indicates a target of a reduction of 40% in the numbers of pedestrians killed

and seriously injured by 2030, based on 2014-18 averages, this strategy seeks to reduce those numbers further - by half by 2030 and to zero by 2040.

## 2c ii) Zero Cyclists Killed or Seriously Injured in Road Traffic Collisions

Aim: To reduce the number of fatalities and serious injuries to cyclists, towards zero by 2040 (50% reduction by 2030).

Baseline: Between 2014 and 2018, there was an average of 0.4 deaths and 17.6 serious injuries per year to cyclists in the north east.

Target: To reduce the number of fatalities and serious injuries to cyclists in Road Traffic Collisions in the north east to zero by 2040 (interim target of fewer than nine deaths and serious injuries by 2030).

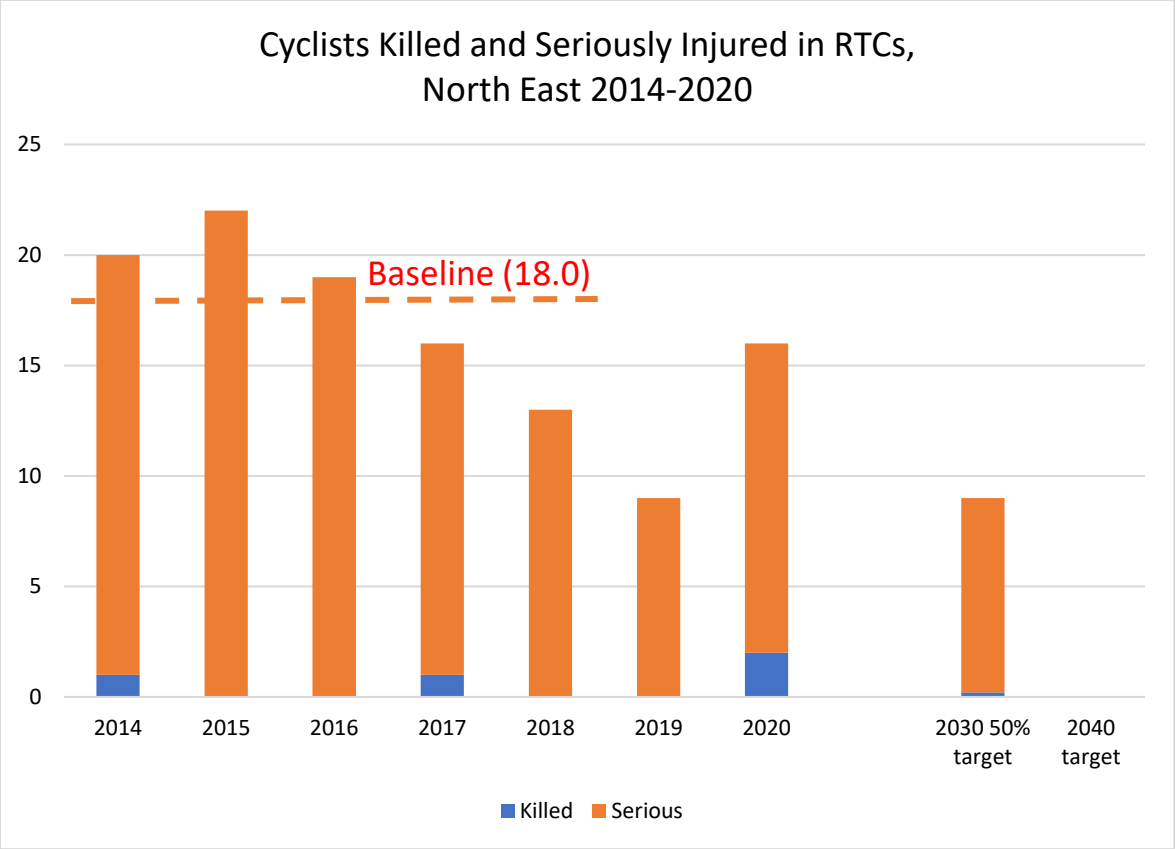



**Figure 2c ii): Cyclist casualties killed and seriously injured, 2014 to 2020 and targets.**

Source: Road Casualty Statistics Scotland, 2021.

A perception that cycling is unsafe is one of the major factors in people being reluctant to cycle, even for short trips. To encourage more cycling and to enable growth in cycling, there is a need to reduce the number and severity of collisions involving injuries.

As part of Road Safety North East Scotland (RSNES), the Road Casualty Reduction Partnership, a key focus will be to work towards reducing the numbers of cyclist casualties. Cycling casualty numbers have been generally reducing in recent years and Figure 2c (ii) shows some progress towards an aim of zero deaths and serious injuries in the period of the strategy. Although the national Road Safety

Framework indicates a target of a reduction of 20% in the numbers of cyclists killed and seriously injured by 2030, based on 2014-18 averages, this strategy seeks to reduce those numbers further - by half by 2030 and to zero by 2040.

# 3. Air Quality

## 3a Nitrogen Dioxide (NO2)

Aim: To reduce emissions of Nitrogen Dioxide, such that World Health Organisation (WHO) and Clean Air for Scotland (CAfS) standards are met and no Air Quality Management Area designations are required.

Baseline: At six Monitoring Stations within Aberdeen, NO2 levels at 2019 averaged 26.83 microgrammes per cubic metre.

Target: To continue to reduce the levels of NO2 at Monitoring Stations to maintain levels below the WHO annual mean guideline of 10 µg/m3 throughout the period of the RTS to 2040.

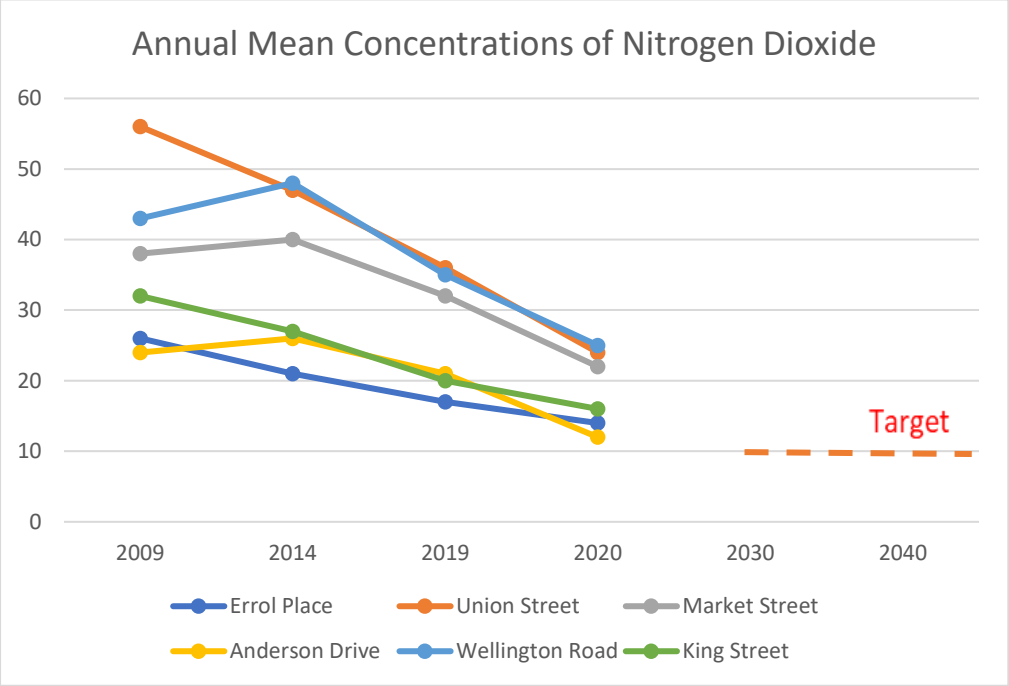



**Figure 3a: Concentrations of Nitrogen Dioxide, 2009-2020 and targets.**

Source: Aberdeen City Council Air Quality Reports and WHO Air Quality Guidelines, 2022

One of the key aims of the RTS is to improve air quality, to ensure that there are no exceedances of World Health Organisation (WHO) and Clean Air for Scotland (CAfS) standards. Air Quality Management Areas were declared in parts of Aberdeen due to levels of Nitrogen Dioxide (NO2) and Particulate Matter (PM10) exceeding acceptable levels. These pollutants are primarily resulting from traffic. Monitoring stations are in place and as can be seen from Figure 3a, concentrations of NO2 have been falling and are now within initial limit levels at all of the monitored sites.

However, there are no “safe limits” for such pollutants and the World Health Organisation have recently reduced the high-level target for annual mean concentrations from 40 microgrammes per cubic metre, to 10µg/m3.

## 3b Particulate Matter

Aim: To reduce concentrations of Particulate Matter, such that World Health Organisation (WHO) and Clean Air for Scotland (CAfS) standards are met and no Air Quality Management Area designations are required.

Baseline: At five Monitoring Stations within Aberdeen, PM2.5 levels at 2019 averaged 7.2 microgrammes per cubic metre, and at six Monitoring Stations within Aberdeen, PM10 levels at 2019 averaged 13.33 microgrammes per cubic metre.

Target: To continue to reduce the annual mean levels of Particulates at Monitoring Stations to levels below the guideline values of 5 µg/m3 for PM2.5s and below 15 µg/m3 for PM10s, throughout the period of the RTS to 2040.

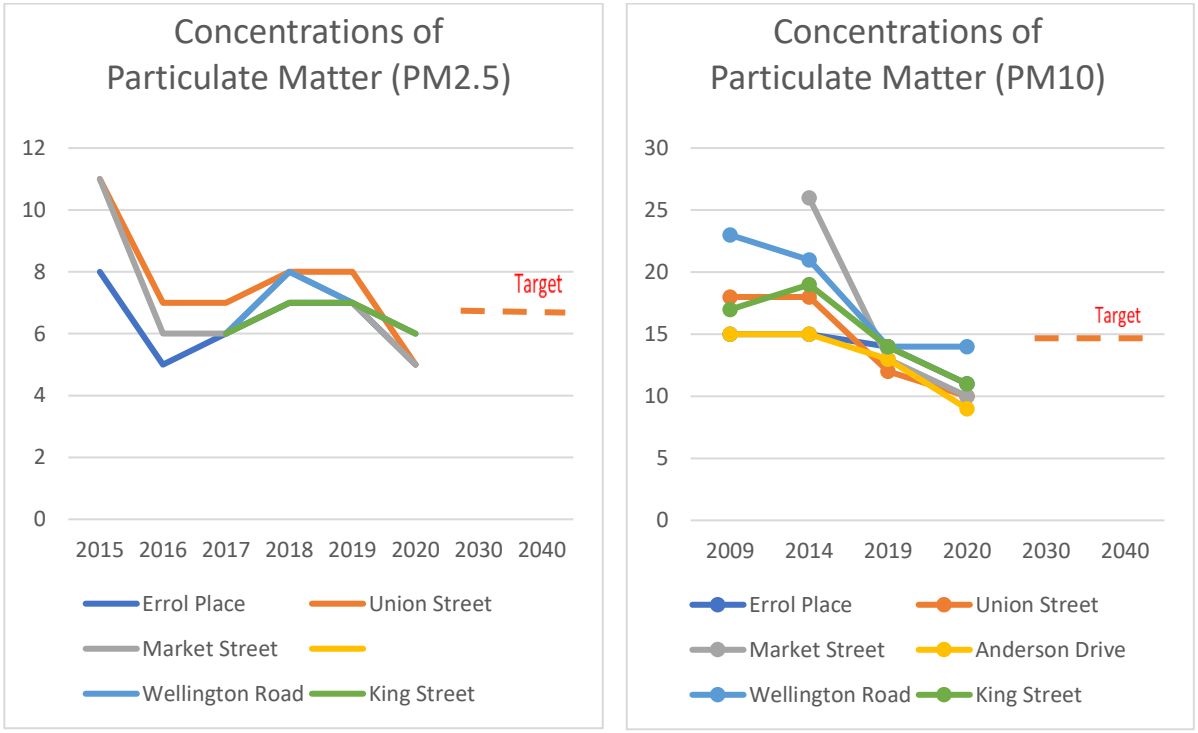



**Figure 3b: Concentrations of PM2.5s and PM10s, 2009 to 2020 and targets**

Source: Aberdeen City Council Air Quality Reports and WHO Air Quality Guidelines, 2022

One of the key aims of the RTS is to improve air quality, to ensure that there are no exceedances of World Health Organisation (WHO) or Clean Air for Scotland (CAfS) standards. Air Quality Management Areas were declared in parts of Aberdeen due to levels of Nitrogen Dioxide (NO2) and Particulate Matter (PM10) exceeding acceptable levels. The Council also monitors levels of smaller particulates, PM2.5s. These pollutants are primarily resulting from traffic. Monitoring stations are in place and as can be seen from Figure 3b, concentrations of PM2.5 and PM10 have been falling and are now at levels within the original prescribed limits at all of the monitored sites. Note that PM2.5 has only been reported since 2015 and hence the diagram on the left covers a shorter time period.

There are no “safe limits” for such pollutants and the WHO have recently produced guidelines indicating annual maximum means of less than 15 microgrammes per cubic metre for PM10s and less than 5 microgrammes for PM2.5.

# 4. Reduced carbon emissions to support Net Zero

## 4a Transport emissions

Aim: To reduce carbon emissions from surface transport across the north east, to contribute towards commitments to net zero by 2040.

Baseline: Emissions from surface transport in the north east were estimated at 914 kiloTonnes carbon dioxide equivalent at 2019.

Target: To reduce emissions from surface transport by 75% by 2030 and by 100% by 2040 (229kT CO2e at 2030 and net zero by 2040).

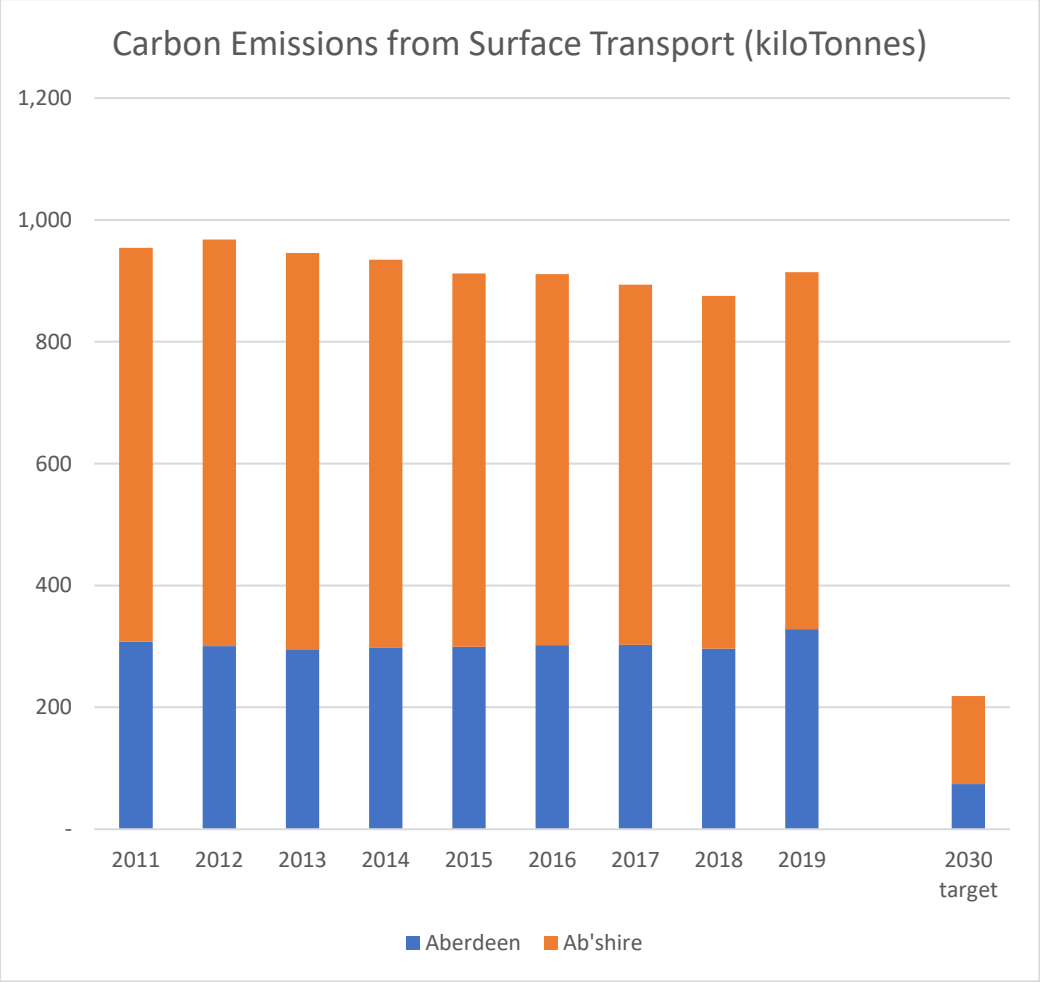



**Figure 4a: Carbon Emissions from Surface Transport, north east 2011 to 2019 and 2030 target.**

Source: Department for Business, Energy & Industrial Strategy - UK local authority and regional estimates of carbon dioxide emissions.

The Scottish Government has committed to a net zero carbon emissions target for Scotland by 2045. Although sectoral targets and interim targets have not yet been clearly defined, the scale of ambition will necessitate transport emissions being significantly reduced, especially in the period to 2030. As highlighted in the National Transport Strategy, transport emissions are the largest single sector,

contributing in the order of 32.7% of the country's greenhouse gas emissions in 2019 – around 9.5% of the transport emissions were generated in the north east.

Both Aberdeen City Council and Aberdeenshire Council have committed to similarly ambitious targets and the Nestrans RTS reflects these in its aim to contribute towards net zero and aspires to do so by 2040, in advance of the national target. Since transport itself will not be offsetting by contributing carbon intake, the need for setting policies to get close to zero emissions are important. Similarly, since aviation and maritime emissions are difficult to measure and will require national and industry interventions to address the issues, it is likely that decarbonisation of surface transport will take on increased relevance.

According to the Department for Business, Energy & Industrial Strategy (UK local authority and regional estimates of carbon dioxide emissions) in 2019, emissions from surface transport in Aberdeen were 328.5kT CO2 (28.4% of all emissions in the City) and in Aberdeenshire 632.0kT CO2 (37.0% of all emissions in the Shire).

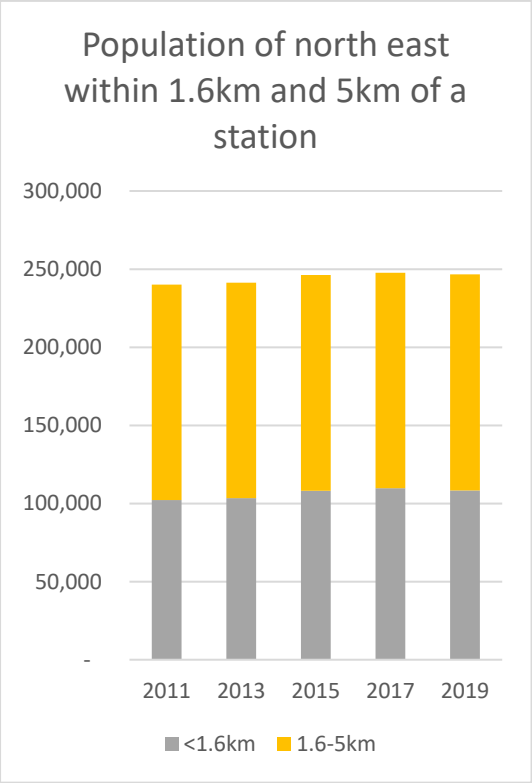
# 5. Accessibility

## 5a i) Public Transport – proximity of a station

Aim: To improve access to the railway network across the region.

Baseline: At 2019, 50.4% of the population live within 5 kilometres of a railway station.

Target: To increase the proportion of the north east population within 5 kilometres of a railway station to 52% by 2030 and to 55% by 2040.




Population within 1.6km and 5km of a station

| | <1.6km | 1.6-5km | Total Population | Per centage within 5km |
|---|---|---|---|---|
| 2011 | 102,154 | 137,961 | 464,419 | 51.7% |
| 2013 | 103,323 | 137,961 | 468,969 | 51.4% |
| 2015 | 108,222 | 137,961 | 476,841 | 51.6% |
| 2017 | 109,679 | 138,066 | 490,600 | 50.5% |
| 2019 | 108,404 | 138,337 | 489,880 | 50.4% |
| 2030 target | | | | 52% |
| 2040 target | | | | 55% |

**Figure 5a i): Population with 1.6km and 5km of a railway station, 2011 to 2019 and targets.**

Source: Aberdeen City Council and Aberdeenshire Council Small Area Population estimates.

The RTS aims to encourage use of public transport and a key factor is promoting rail patronage. An important element of that will be to improve access to the railway network, which in the north east is limited to just one line (Inverness to Aberdeen and then Aberdeen to the south) and just nine stations. It is a desire of Nestrans to increase the number of stations in the north east, and to focus development within station catchments, thereby increasing the proportion of the population with access to the railway.

## 5a ii) Access for All at north east railway stations

Aim: To ensure that all passengers have step free access to platforms at railway stations across the region.

Baseline: In 2019, the north east had eight railway stations, three of which were fully accessible, four partially accessible and one (Insch) without step-free access.

Target: To increase the number of stations within the north east to 11 stations by 2030, of which at least nine are fully accessible and to 13 by 2040 and for these all to be fully accessible to all users, including platform-to-platform access.

| Stations 2021 | Opened | Accessibility |
|---|---|---|
| Huntly | | Partially accessible |
| Insch | | No step-free access to west-bound platform |
| Inverurie | | Partially accessible |
| Kintore | Oct-20 | Fully accessible |
| Dyce | | Fully accessible. Overbridge with lifts implemented 2014 |
| Aberdeen | | Fully accessible to all platforms |
| Portlethen | | Partially accessible |
| Stonehaven | | Partially accessible |
| Laurencekirk | May-09 | Fully accessible |

| | |
|---|---|
| Partially accessible = | step-free access to all platforms, but not platform to platform |

**Figure 5a ii): Number of railway stations and levels of accessibility, 2021.**

Source: www.scotrail.co.uk

The Regional Transport Strategy sets out the case for developing the north east's railway network, by investing in new stations and improving accessibility to all stations. With the opening of the station at Kintore in October 2020, the total number of stations increased to nine and the accessibility improved to 44% being fully accessible, from a 2019 baseline of 38%.

## 5b i) Bus users' satisfaction with Value for Money

Aim: To increase passenger satisfaction with the Value for Money of bus services.

Baseline: In 2019, 49% of fare-paying passengers expressed satisfaction with Value for Money of north east bus services.

Target: To increase passenger satisfaction with the Value for Money of bus services within the north east to 60% by 2030 and 70% by 2040.

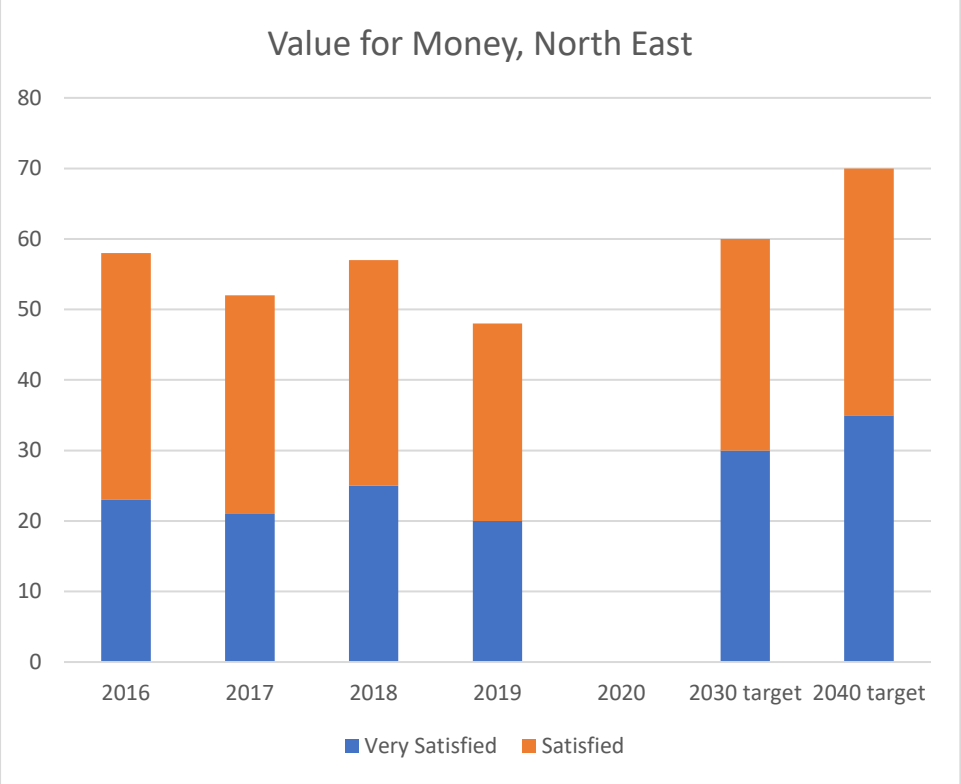



**Figure 5b i): Bus Users' satisfaction with Value for Money, 2016 to 2019 and targets.**

Source: Transport Focus, Bus Passenger Satisfaction surveys.

Affordability is one of the important considerations when choosing how to travel. Although people with a disability or over 60 years of age are entitled to a concessionary travel pass, this will be extended to include under 22s in 2022.

However, many regard bus tickets as expensive and this monitoring report intends to track passengers' perception of Value for Money for their bus services.

Nestrans contributes to Transport Focus' annual Bus Passenger Satisfaction Survey and the satisfaction amongst existing fare paying passengers is around 50% expressing satisfaction or very satisfied.

The Bus Alliance will continue to survey fare-paying passengers satisfaction and will aim to increase the levels of satisfaction to 70% by 2040.

## 5b ii) Bus users' satisfaction with Convenience and Accessibility of bus services

Aim: To increase passenger satisfaction with the convenience and accessibility of bus services.

Baseline: In 2019, 87% of passengers expressed satisfaction with the convenience and accessibility of north east bus services.

Target: To increase passenger satisfaction with the convenience and accessibility of bus services within the north east to 90% by 2030 and 95% by 2040.

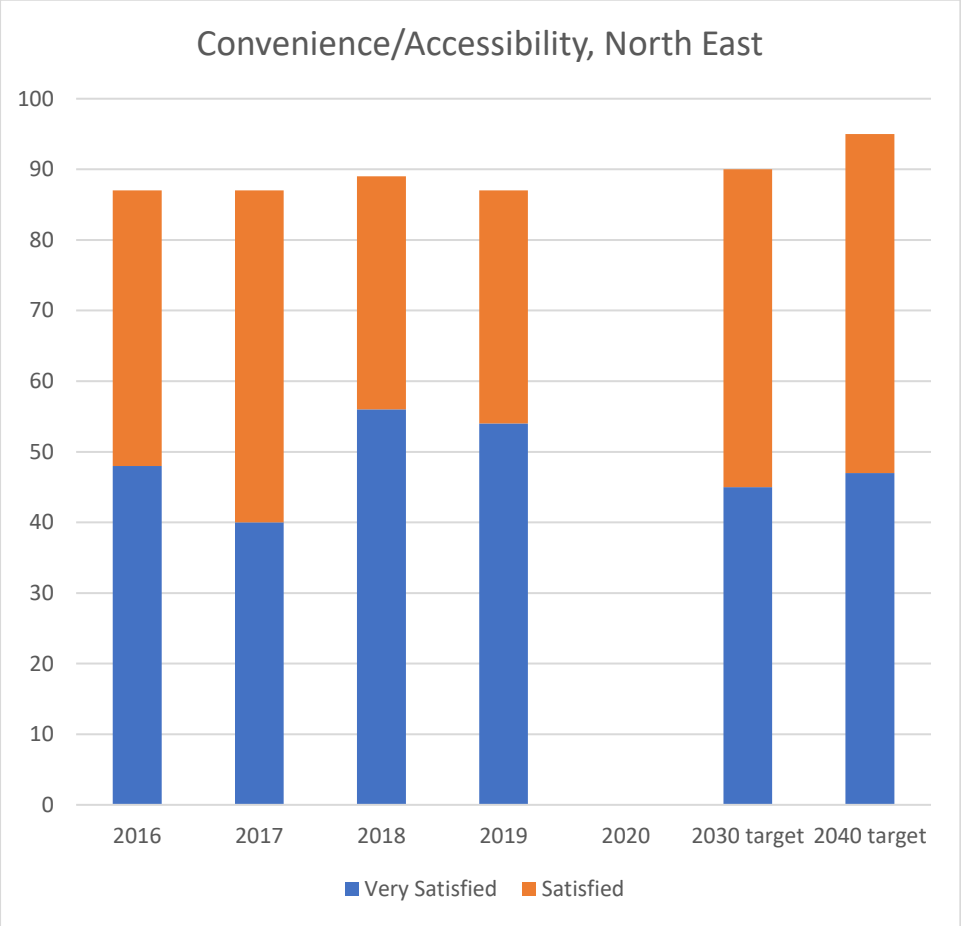



**Figure 5b ii): Bus users' satisfaction with Convenience and Accessibility of bus services, 2016 to 2019 and targets.**

Source: Transport Focus, Bus Passenger Satisfaction surveys.

The RTS aims to encourage bus usage, but access to a bus service/bus stop is one of the key determinants of whether people will choose to use public transport, if they have a choice.

Nestrans contributes to Transport Focus' annual Bus Passenger Satisfaction Survey and the satisfaction amongst existing users in being able to access services conveniently is reasonably high, with 54% very satisfied and a further 33% satisfied.

The Bus Alliance will continue to survey passenger satisfaction and will aim to increase the levels of satisfaction to 95% by 2040.

# A Step Change in public transport and active travel, enabling a 50:50 mode split

## 6a i) Distance travelled

Aim: To reduce the overall travel demand across the north east by a quarter by 2040.

Baseline: It is estimated that 5.184 billion kilometres were travelled in the north east in 2019.

Target: To reduce total travel distance to less than 4.7 billion km by 2030 and to less than 3.9 billion km per year by 2040.

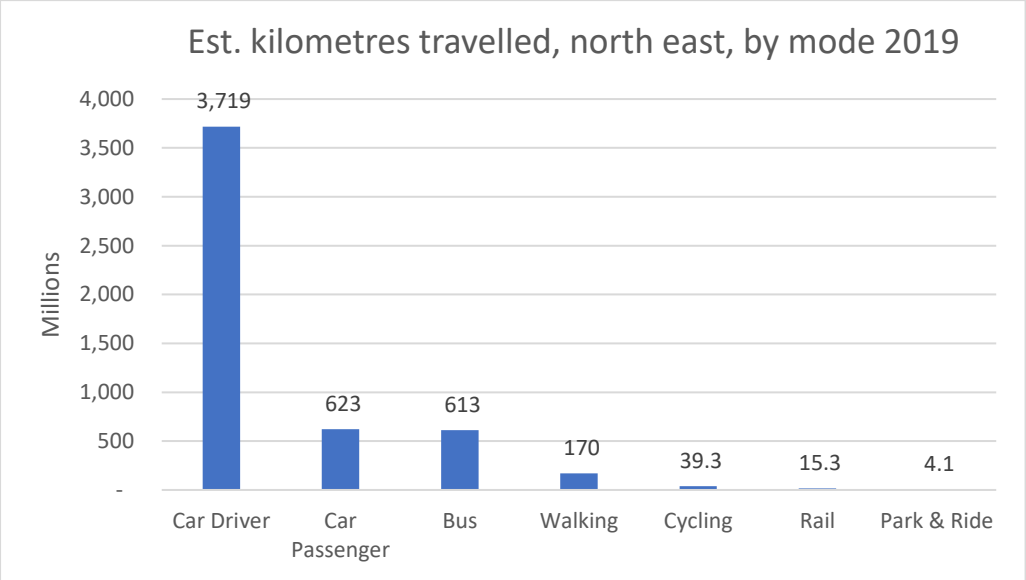



**Figure 6a i): Estimates of kilometres travelled by mode, north east, 2019**

Source: Estimates based on Scottish Transport Statistics, DfT traffic counts and Nestrans Monitoring Reports.

It is estimated that a total of nearly 5.2 billion kilometres were travelled within the north east in 2019. Of this, an estimated 3.7 billion km is by car driver, and 623 million km by passengers. Bus accounts for an estimated 613 million km, rail 15 million km and Park & Ride around 4.1 million kilometres. Walking is estimated to total some 170 million kilometres and cycling around 39 million km.

A further 1 billion kilometres are estimated to be travelled by goods vehicles within the region (230 million km or 22% by Heavy Goods Vehicles and 822 million km or 78% by vans or Light Goods Vehicles).

Travel to and from the north east is estimated to account for a further 5.2 billion km – 2.3 billion km through Aberdeen International Airport, 57 million km by ferries, 313 million km by rail and 2.5 billion km by car.

By reducing demand for travel through increasing technological changes (e.g. people working more flexibly including increasingly from home, conducting virtual business meetings or educational

functions and increasing online retail activities), shortening travel distances (through more localised service delivery, shopping more locally and the development of 20-minute neighbourhoods for example), it is anticipated that demand for travel overall may reduce. Nestrans' RTS will seek to ensure that such changes result in reducing demand for car driving.

## 6a ii) % Mode split

Aim: To reduce the proportion of trips made by car drivers.

Baseline: In 2019, 59.7% of respondents across the north east cited car driving as their Main Mode of Travel.

Target: To increase the proportion of people walking, cycling, using public transport or car sharing such that fewer than 50% of people will rely on car driving as their Main Mode of Travel by 2040 (interim target fewer than 55% by 2030).

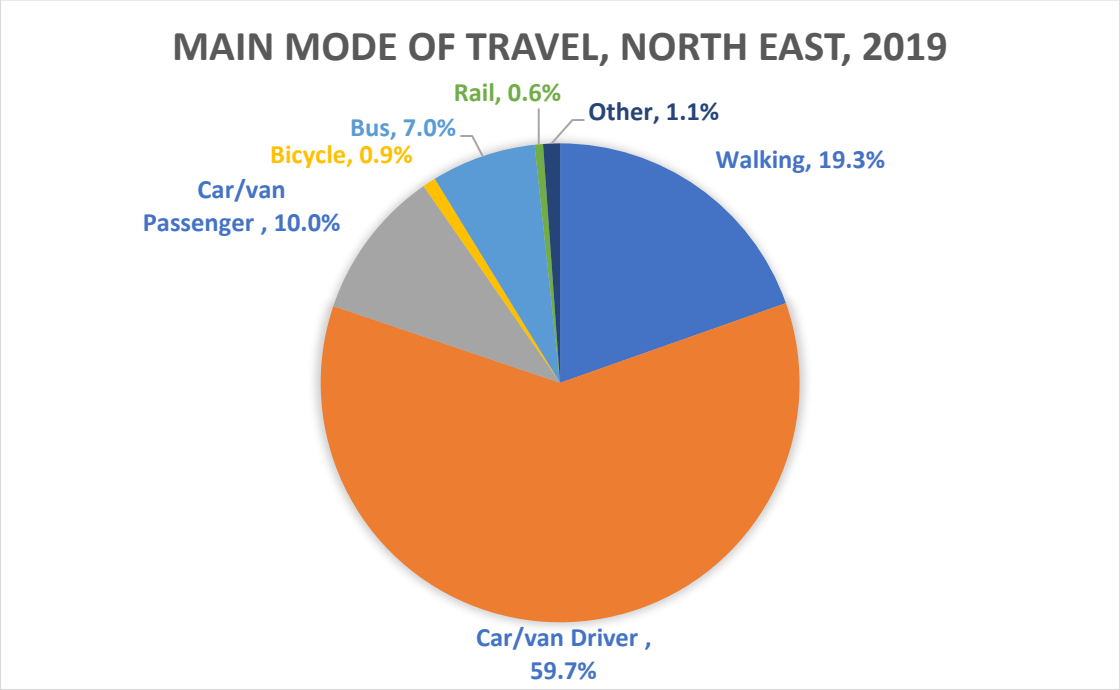



**Figure 6a ii): Main Mode of Travel, North East 2019.**

Source: Scottish Household Survey Travel Diary.

The Regional Transport Strategy identifies the need to influence mode choice to achieve its objectives. At 2019, around 60% of people regarded car driving as their main mode, with a further 10% being car passengers. Just under 20% walk as their main mode, with 7% using bus and 0.6% rail.

Nestrans encourages a shift to public transport and active travel, but will also try to encourage car sharing where appropriate and other sustainable options such as working from home, if suitable. The RTS does not contain specific targets for each mode, since they can be in competition (an improved rail service may reduce bus patronage, improved buses may result in fewer people walking, good cycling facilities may reduce the numbers car sharing, etc.). Rather, the Strategy seeks to achieve a

mode shift from car driving to alternatives, including work from home, sharing, public transport and active travel. Working through the Getabout partnership promoting sustainable travel, the overarching aim is to see a greater number of trips by alternatives than those being driven. This is articulated in the 50:50 mode share aim and the proportion of trips driven is shown in the following figure.

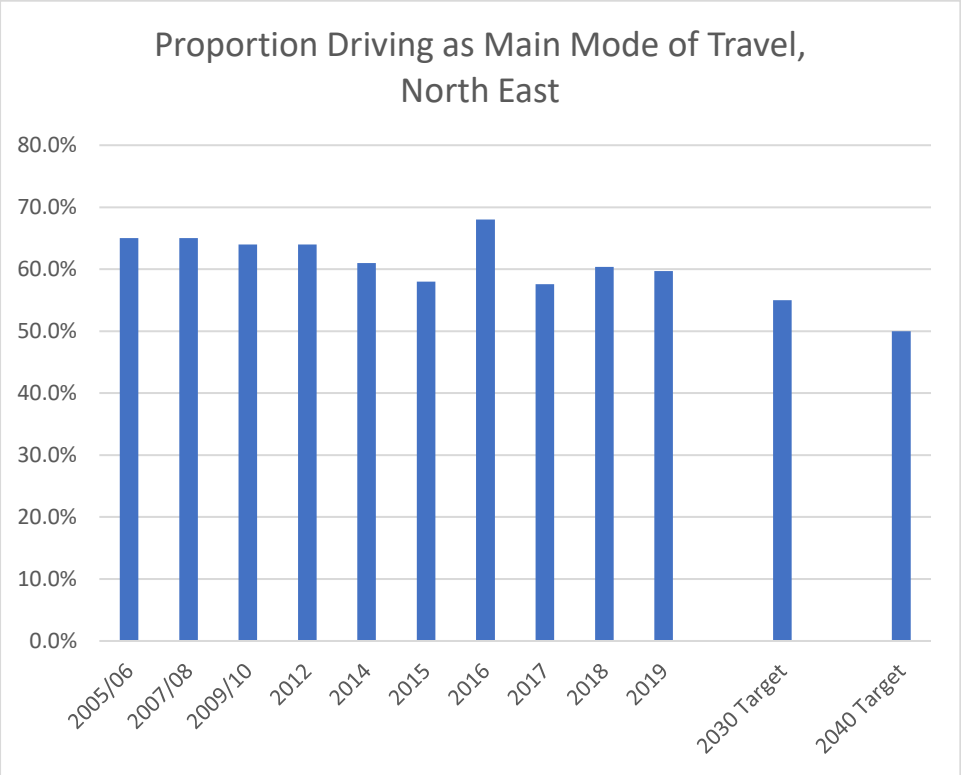



**Figure 6a iii): Proportion citing their Main Mode of Travel as Driving, 2005/06 to 2019 and targets.**

Source: Scottish Household Survey Travel Diaries.

## 6b: Proportion of Travel Distance by Car Driver

Aim: To reduce the proportion of travel across the north east by car driving to less than half of distance travelled by 2040.

Baseline: It is estimated that 72% of distance travelled across the north east in 2019 was by car drivers.

Target: To achieve a 50:50 mode share of distance travelled between driving and other methods of travel by 2040 (interim target of less than 60% by 2030).

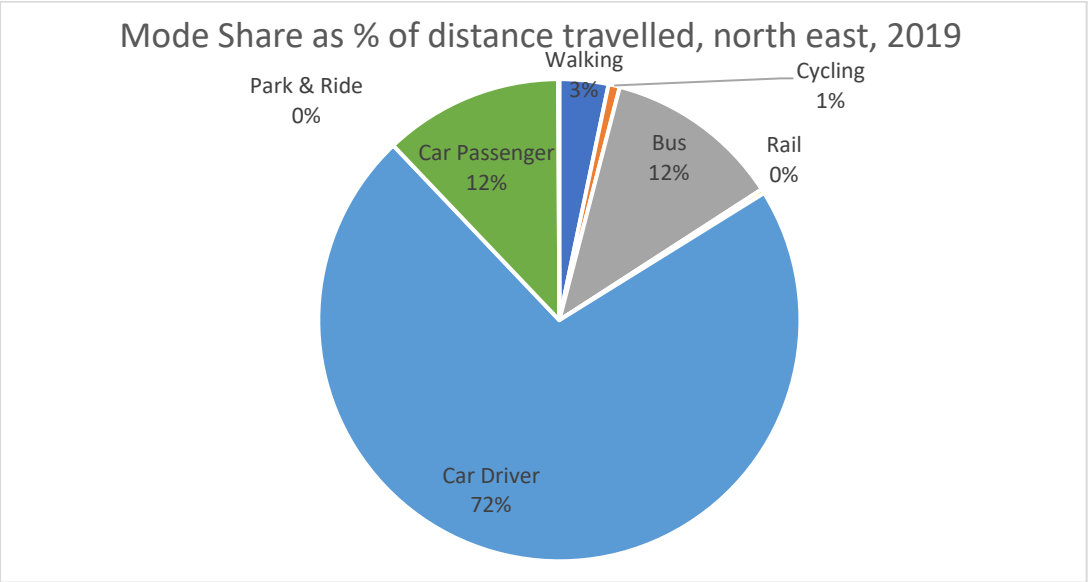



**Figure 6b ii): Estimate of proportions mode share by distance, north east, 2019.**

Source: Estimates based on Scottish Transport Statistics, DfT traffic counts and Nestrans Monitoring Reports.

Inevitably, trips made by modes such as active travel will tend to be shorter trips and the Strategy will seek to encourage short trips to be made by such options. The Strategy will also seek to influence other policy documents such as Local Development Plans to enable shorter journeys to be available by ensuring compatible land uses, local retailing, jobs close to residences and other services within 20-minute neighbourhoods where viable.

However, the Strategy will also seek to ensure that long distance trips can be replaced, through digital and other technological advances or by transfer to rail or long-distance bus for inter-urban trips. An estimate has been made of mode share as proportion of distance travelled and will be monitored over the period of the Strategy.

## 6c Reduction in car kilometres driven

Aim: To reduce by 20% car kilometres travelled across the north east by 2030 and maintain that level to 2040.

Baseline: 3.72 billion kilometres in 2019

Target: To reduce car kilometres travelled across the north east to less than 3 billion kilometres by 2030 and maintain that level to 2040.

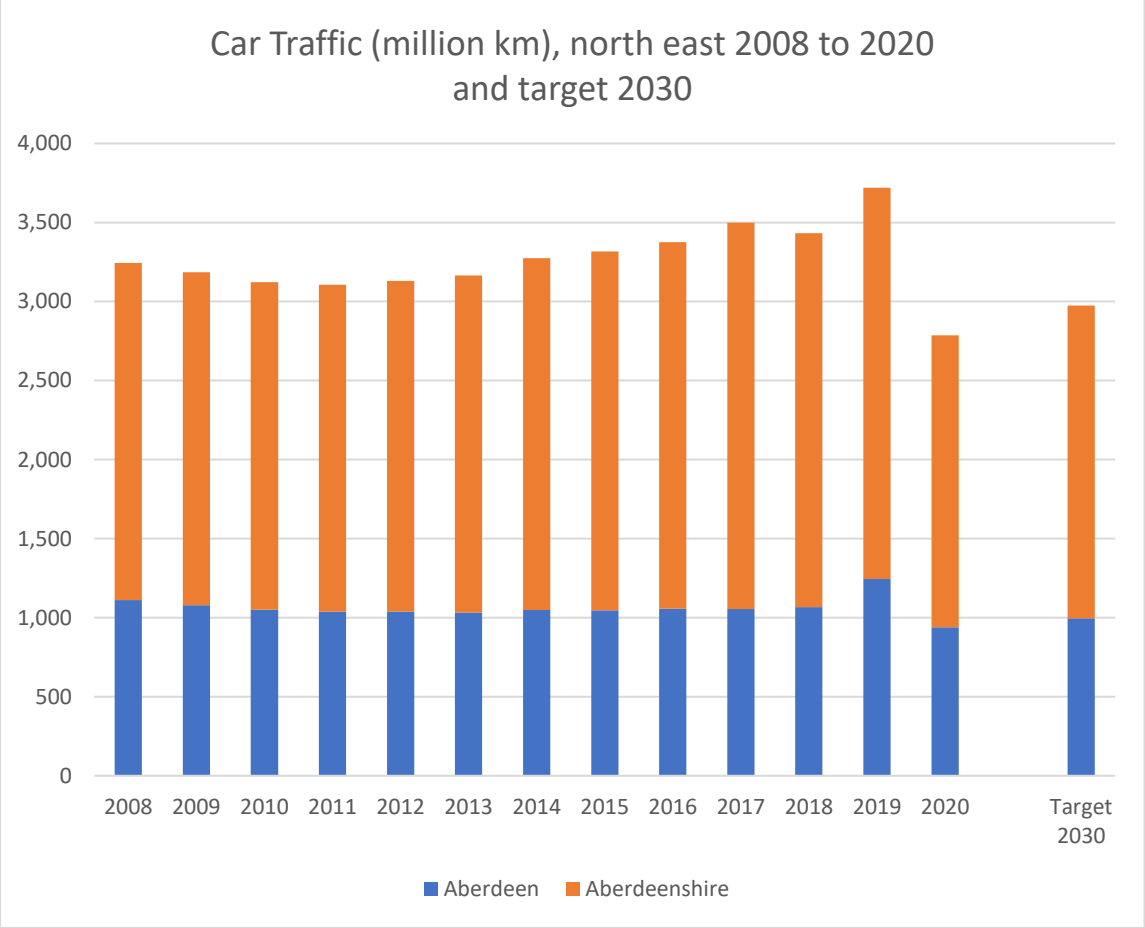



**Figure 6c: Car kilometres travelled, north east 2008 to 2020 and target.**

Source: Dept for Transport, Traffic by Local Authority. Table TRA8905.

At 2019, traffic in the north east travelled some 4.910 billion kilometres, representing around 10.1% of all Scotland's traffic. In Aberdeen, 1.568 billion km are travelled and in Aberdeenshire 3.342 billion km – this represents an increase since 2011 of 22% and 23% respectively, almost double the Scottish growth rate of 12.2% in the same period.

Cars are estimated to contribute around 75.7% of all traffic in the north east, constituting approximately 3.719 billion kilometres driven. The Scottish Government has committed in its Climate Change Plan update 2020, to reduce car kilometres travelled by 20% by 2030. Nestrans' Regional Transport Strategy echoes this ambition and therefore the implication would be a target of no more

than 2.975 billion km by 2030.  2020 data is significantly reduced as a result of the covid pandemic, including travel restrictions for much of the year.