

LOCAL TRANSPORT STRATEGY

Annual Progress Report 2009

ABERDEEN
CITY AND
SHIRE

*a brighter
outlook*

Moving
Aberdeenshire
Forward

Aberdeenshire Council

Local Transport Strategy 2007/2010

Annual Progress Report 2

1 April 2008 to 31 March 2009

Table of Contents

Table of Contents.....	3
1. Introduction	5
2. Objective and Target Delivery.....	5
3. Moving Forward	7
Appendix A – Performance of LTS Targets	10
T1: To reduce the rate of growth on Aberdeenshire roads.....	10
T2: To reduce the percentage of Aberdeenshire's road network that should be considered for maintenance treatment, as identified in the SRMCS, to the following levels by 2010:	12
T3: Increase the percentage of primary gritter routes treated by 8.30 a.m. (Primary gritter routes are routes designated for pre-treatment and treatment as a first priority in the overall network.).....	14
T4: To increase the modal share of non-road freight tonnage year on year.	14
T5: Increase the use of recreational harbours.	15
T7: To operate low-floor buses on all of Aberdeenshire's Town Services buses by 2010.....	16
T8: To achieve an increase in bus patronage on the Council's subsidised bus services by 4% by 2010 based on 2005 levels.	17
T9: To increase the number of DRT trips by 30% by 2010 based on 2006 levels.....	17
T10: To achieve a year on year increase in the number of A2B services operating in Aberdeenshire.....	18
T11: To establish a carbon management monitoring programme and set targets for the future reduction in carbon emissions related to transportation.	18
T12: Increase the modal share of sustainable travel modes for travel to work by Aberdeenshire residents by 2010.....	19
T13: Increase the modal share of sustainable transport modes for travel to work amongst Aberdeenshire employees by 2010.	21
T14: To reduce the number of school trips made by car by 5% by 2010.	22
T15: To reduce the use of cars for business journeys by 4% by 2010.....	23
T16: To reduce business mileage through the use of Information and Communications Technology.	23
T17: To increase car occupancy levels by 5% by 2010.	24
T18: Implement at least 1 travel plan/travel awareness scheme in each Council Area each year by 2010.....	25
T19: Work with public transport partners to monitor progress on the delivery of the targets set out in the Quality Partnership Agreement, signed in 2005.	26
T20: To reduce the number of killed or seriously injured (KSI) casualties by 40% based on the 1998-94 average.....	27
T21: To reduce all child casualties by 50% by the year 2010 based on the 1994-1998 average.....	28
T22: To reduce slight casualties by 10% by 2010 based on the 1994-1998 average.....	29
T23: Working with developers, introduce at least one Home Zone each year over the next three years.	29

T24: Implement reduced speed limits in at least four locations in each of the Council's six administrative areas each year for the next three years..... 30

T25: Implement the Council-wide Multi-Operator Ticketing arrangement to cover 100% of services by 2010. 30

T26: To achieve a 150% increase in Park and Ride passenger numbers by 2010 based on 2006 levels. 32

T27: Increase the proportion of timetable cases with up to date information to 100% by 2010. 33

T28: Progress development/ implementation of key strands of the MTS and the emerging Regional Transport Strategy. 34

T29: Develop and influence European Transport policy and TEN-T projects. 34

1. Introduction

In April 2007, Aberdeenshire Council published its Local Transport Strategy (LTS) setting out the Council's vision, aims and objectives for improving the area's transport services and infrastructure over the period 2007-2010.























A key commitment within the LTS was the development of Annual Progress Reports to outline the Council's progress in delivering the objectives and targets of the LTS. As the LTS states, "the development of Annual Progress Reports will help to increase the visibility and practicality of the LTS as a working document".

This report represents the Council's second Annual Progress Report (APR), covering the period April 2008 to the end of March 2009, and in the following sections outlines the performance of the Council in delivering the objectives and targets of the LTS.

2. Objective and Target Delivery

The table below presents an overview of the Council's performance against each of the 29 targets outlined in the LTS 2007-2010. For ease of reference, traffic light indicators have been used to demonstrate progress towards meeting the 2010 target.

Table 1 - Summary of Progress

Key					
	Progress below that required to meet 2010 target		On track to meet 2010 target		2010 target achieved
Target		07/08	08/09	09/10	
T1	To reduce the rate of traffic growth on Aberdeenshire roads.				
T2	To reduce the percentage of Aberdeenshire's road network that should be considered for maintenance treatment, as identified in the SRMCS, to the following levels by 2010: - "Red" category (high probability of requiring maintenance treatment in the next year) 4.5% - "Amber" category (medium probability of requiring maintenance treatment in the next year) 20%	 Red  Amber 	 	 	
T3	Increase the percentage of primary gritter routes treated by 8.30 a.m. (Primary gritter routes are routes designated for pre-treatment and treatment as a first priority in the overall network)				
T4	To increase the modal share of non-road freight tonnage year on year.				
T5	Increase the use of recreational harbours				

T6	Develop and implement programme of upgrades to achieve compliance with the Disability Discrimination Act			
T7	To operate low-floor buses on all of Aberdeenshire's Town Services buses by 2010			
T8	To achieve an increase in bus patronage on the Council's subsidised bus services by 4% by 2010 based on 2005 levels			
T9	To increase the number of DRT trips by 30% by 2010 based on 2006 levels			
T10	To achieve a year on year increase in the number of A2B services operating in Aberdeenshire			
T11	To establish a carbon management monitoring programme and set targets for the future reduction in carbon emission related to transportation			
T12	Increase the modal share of sustainable travel modes for travel to work by Aberdeenshire residents by 2010. (Increases in walking by 2%, cycling by 5%, public transport by 10%, car-sharing by 5%, and motorcycling by 2% by 2010 based on 2001 levels).			
T13	Increase the modal share of sustainable transport modes for travel to work amongst Aberdeenshire employees by 2010. (Increases in walking by 2%, cycling by 5%, public transport by 10%, and car-sharing by 5% by 2010 based on 2001 levels).			
T14	To reduce the number of school trips made by car by 5% by 2010			
T15	To reduce the use of cars for business journeys by 4% by 2010			
T16	To reduce business mileage through the use of Information and Communications Technology			
T17	To increase car occupancy levels by 5% by 2010			
T18	Implement at least 1 travel plan/travel awareness scheme in each Council Area each year by 2010			
T19	Work with public transport partners to monitor progress on the delivery of the targets set out in the Quality Partnership Agreement, signed in 2005			
T20	To reduce the number of killed or seriously injured (KSI) casualties by 40% based on the 1998-94 average			
T21	To reduce all child casualties by 50% by the year 2010 based on the 1994-1998 average			
T22	To reduce slight casualties by 10% by 2010 based on the 1994-1998 average			

T23	Working with developers, introduce at least one Home Zone each year over the next three years			
T24	Implement reduced speed limits in at least four locations in each of the Council's six administrative areas each year for the next three years			
T25	Implement the Council-wide Multi-Operator Ticketing arrangement to cover 100% of services by 2010			
T26	To achieve a 150% increase in Park and Ride passenger numbers by 2010 based on 2006 levels			
T27	Increase the proportion of timetable cases with up to date information to 100% by 2010			
T28	Progress development/ implementation of key strands of the MTS and the emerging Regional Transport Strategy			
T29	Develop and influence European Transport policy and TEN-T projects			

More detailed information, including graphs which specifically illustrate our progress against each of the targets is presented in Appendix A.

Information presented in the appendix highlights that there are some targets that the Council is making good progress against and in some cases have already surpassed, however for consistency of evaluation the targets set in the LTS will not be revised during the life of the document. For those targets that are being exceeded, the Council will continue to strive for a year on year improvement.

3. Moving Forward

3.1: "2008 – A Year of Success"

2008 marked an impressive year for the Council's Transportation and Infrastructure Service and this was recognised through success at the Scottish Transport Awards 2008. The Council claimed the top title of Transport Local Authority of the Year as well as awards in the Advanced Road Safety, Traffic Management and Enforcement, and the Best Practice in Travel to School and Work Schemes categories.

3.2: Moving Forward

The production of this report and analysis of our performance over the period 2008/09 has provided us with the opportunity to take a step back and review what we are doing right, and highlight areas where we could be doing better.

Despite recent successes, such as at the Scottish Transport Awards, we are aware that we cannot rest on our laurels and that there are various areas of our work where improvement is required. As illustrated in Table 1, for

example, there are a number of areas where progress is currently at a level below that which will be required to meet future targets, and therefore require further specific attention.

Of the targets where progress is currently below that required to meet the 2010 target, it is particularly disappointing that no apparent progress is being made against the targets to increase the modal share of sustainable travel modes amongst Aberdeenshire residents. For example, levels of car-sharing have continued to decrease according to the annual car-occupancy surveys, whilst traffic levels on local roads in Aberdeenshire have also increased over the past year based on results from our network of automatic traffic counters.

However, it is important to realise that the impacts of our efforts in this area can only really be evaluated following modal split surveys in future years (there was a dearth of new information on this for the period covered by this APR) and indeed some progress has been shown. For example, whilst business mileage by Council staff has increased, the rate of growth has dropped considerably from previous years. Public transport patronage for subsidised services also increased significantly (up 21% against 2004/05 base year levels).

Over the past year, a considerable amount of work has also been undertaken to promote travel awareness schemes, building on the Council's LTS commitment to encourage travel behaviour change. The progress with this "input" target demonstrates the commitment and progress made in raising the awareness of appropriate travel choice, which will hopefully lead to demonstrable results in forthcoming years.

The Council's own Travel Plan surveys also show some progress in raising the profile of sustainable transport modes amongst our own employees, while school transport planning is an area that continues to reap rewards with the number of school trips made by car dropping for a second consecutive year (to 19.3%); already surpassing the 2010 target (21.5%).

During the period covered by this APR the Council has also put in place measures to expand our monitoring programme, including the completion of a carbon emissions monitoring study. In an effort to increase the modal share of non-road freight tonnage the Council has lead by example in promoting the transfer of freight from road to rail. In January the Council, in partnership with the North East Scotland Rail Freight Development Group (NESRFDG), commissioned a study to examine the potential of consolidating waste contracts of Local Authorities in the North East, with the aim of establishing a base load of recyclate that is attractive for transport by rail.

For some of the other targets that are not currently being met, this APR has highlighted the need for further attention and action, and it is hoped that future APRs will be able to chart progress made in these areas.

Road safety is one area where progress has appeared to falter, although it is important to highlight that Grampian Police, who record the casualty data,

reviewed their recording procedures in early 2008 and it is possible this has affected recent data reporting leading to increases in the numbers of Killed and Seriously Injured (KSI) and Child casualties. Further investigation is taking place to fully understand the consequences of any changes in data recording and the impact they might have had on this particular indicator. This work also aims to ensure consistency in future data recording over the coming months and years.

Indeed, it should be noted that delivery of some targets is not wholly within the control of the Council, and external influences have impacted on progress of some targets as a result. For example, targets to increase patronage on Park and Ride services are off target as the proposed new Park and Ride sites throughout the region are still to be constructed due to interaction with the delivery of the Aberdeen Western Peripheral Route (AWPR). However, during the last year patronage at the Ellon Park and Ride site has continued to increase and through User Satisfaction Surveys we continue to learn lesson that will be applied during the development of additional sites

Moving forward, the Council will continue to expand on our existing knowledge and research base. It is hoped that the outcomes emerging from recent studies, such as a Journey Data Logger project which used GPS enabled devices to track journey routes and times across the region, can be fed into future Annual Progress Reports. Through a strong commitment to organisations, such as the North Sea Commission, the Council continues to benefit from the opportunities to exchange Best Practice at a national and European level.

Since the development of the LTS the relationship between Scottish Government and Local Authorities has developed with the agreement of the Concordat and development of our Single Outcome Agreement (SOA). The latter streamlines the reporting and monitoring required by the Scottish Government and encourages Local Authorities to focus on progress towards achieving the agreed National targets. The APR information will assist in the demonstration of Aberdeenshire Council's progress in meeting our SOA commitments.

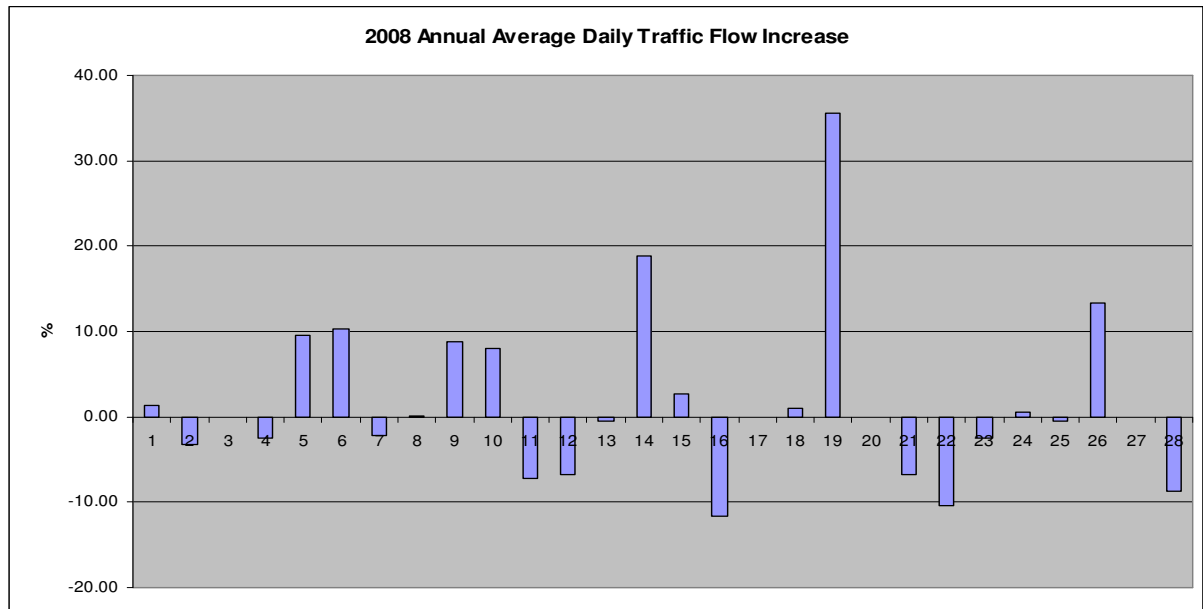
At a regional level the information gathered as part of the APR process will also assist in ensuring the progress being made is also supporting the aims and aspirations of the Nestrans' Regional Transport Strategy (RTS).

Appendix A – Performance of LTS Targets

T1: To reduce the rate of growth on Aberdeenshire roads.

Within the LTS, information is provided on the Council's commitment to Road Traffic Reduction.

The tables below illustrate that of the 24 local roads in Aberdeenshire for which permanent full year traffic count data was available, 12 are showing a reduction in their annual average daily traffic flow while the remaining 12 have actually seen an increase in traffic levels. Taken as a whole, local roads in Aberdeenshire have seen an average increase of 1.96% between 2007 and 2008. This is up on the figure of 0.83% recorded for 2007. Against 2006 levels (the base year), 2008 traffic levels mark an increase of 2.7% (observed through analysis of only those roads for which 2006 and 2008 data is available).



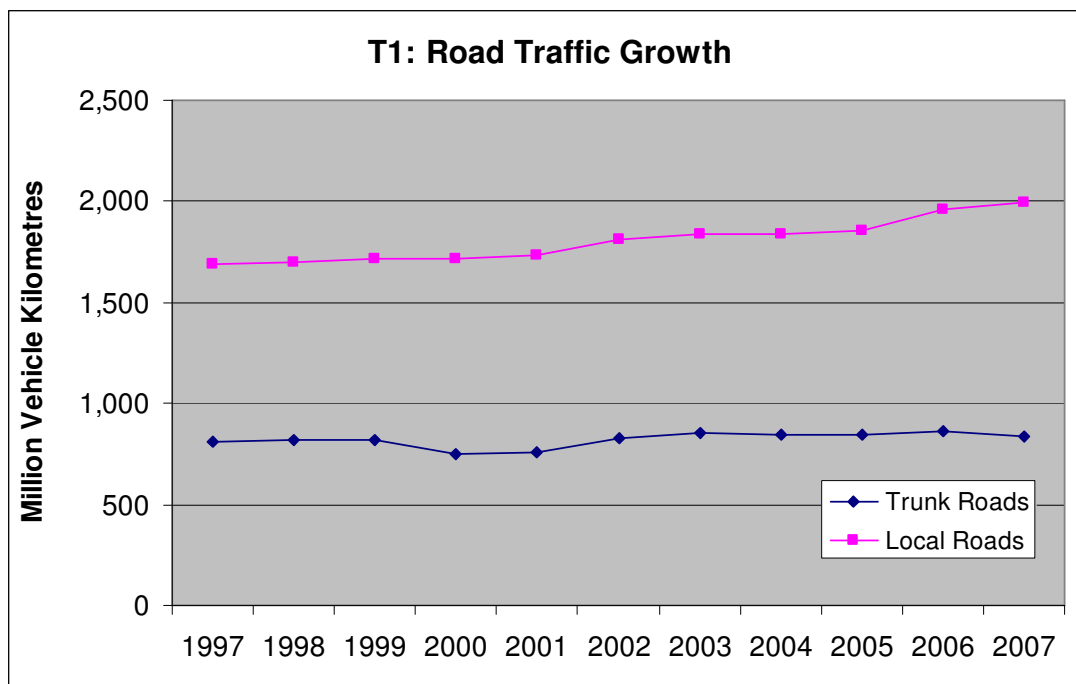
Source: Aberdeenshire Council

Traffic Counter	Route	Location	2006 AADF	2007 AADF	% Traffic Increase	2008 AADF	% Traffic Increase
1	B9077	SOUTH DEESIDE ROAD	6210	6017	-3.11	6093	1.26
2	A98	E.OF BYTH	3286	3265	-0.64	3158	-3.28
3	A944	W.OF DUNECHT	4238	4359	2.86	N/A	N/A
4	B9119	W.OF ECHT	1972	1993	1.06	1943	-2.51
5	A948	N.OF ELLON	2699	2812	4.19	3079	9.50
6	A947	N.OF FYVIE	4569	4709	3.06	5195	10.32
7	B9170	N.OF INVERURIE	7071	8014	13.34	7839	-2.18
8	A981	S.OF MEMSIE	1733	1752	1.10	1753	0.06
9	B979	NETHERLEY RD	3815	3640	-4.59	3959	8.76
10	A947	S.OF NEWMACHAR	10231	10055	-1.72	10863	8.04

11	A920	E.OF OLDMELDRUM	3762	4000	6.33	3712	-7.20
12	A93	W.OF PETERCULTER	4852	5198	7.13	4851	-6.68
13	A950	W.OF PETERHEAD	7060	7235	2.48	7202	-0.46
14	B9001	N.OF INVERURIE,ROT	5722	5513	-3.65	6555	18.90
15	A92	S.OF STONEHAVEN	6007	5232	-12.90	5371	2.66
16	A957	SLUG RD @ B9077	1487	1601	7.67	1414	-11.68
17	B999	N.OF TARVES	716	697	-2.65	N/A	N/A
18	A98	TYRIE	2778	2500	-10.01	2525	1.00
19	B979	CARNIE CROSSROADS	5423	4410	-18.68	5977	35.53
20	B977	REDMOSS	4788	4375	-8.63	N/A	N/A
21	A93	E.OF BANCHORY	7128	7611	6.78	7100	-6.71
22	A93	W.OF BANCHORY	4167	4267	2.40	3824	-10.38
23	A93	ABOYNE	5715	5662	-0.93	5517	-2.56
24	A947	N.OF TURRIFF	3655	3778	3.37	3800	0.58
25	A97	N.E.OF HUNTLY	2168	2230	2.86	2217	-0.58
26	A948	AUCHREDDIE RD,N.DEER	930	1122	20.65	1272	13.37
27	A948	FORDYCE TERR, NEW DEER	2736	2557	-6.54	N/A	N/A
28	B994	N.OF KINTORE	4255	4767	12.03	4351	-8.73
29	A97	ABERCHIRDER	N/A	N/A	N/A	1542	N/A
		SUM	119173	107383	38.21	109570	47.03
		Average		-9.89	0.83	2.036635	1.95954

It should be noted that traffic data was actually collected for 28 local roads in Aberdeenshire in 2008. This was the same number as collected in 2007 although technical issues meant that full year data was only available for 24 sites. A site on the A97 at Aberchirder was introduced in 2008, while the counter on the A944 West of Dunecht was removed. In determining the average increase of 1.96% between 2007 and 2008, these factors were taken into account.

The trend of increasing local road traffic levels is supported by results published in the national publication, Scottish Transport Statistics. As the table below reveals, over the ten year period between 1997 and 2007, traffic on local roads has increased by 18.2% and on trunk roads by 4.1%.



Source: Scottish Transport Statistics

In recognition of the cross-boundary nature of traffic movements, and as emphasised in the LTS, the Council is committed to working in partnership with the Scottish Government, Nestrans, Aberdeen City Council and other neighbouring authorities to reduce road traffic growth. As part of this, and through the development of Nestrans Regional Transport Strategy, the Council will continue to explore opportunities to develop regional road traffic reduction targets.

T2: To reduce the percentage of Aberdeenshire's road network that should be considered for maintenance treatment, as identified in the SRMCS, to the following levels by 2010:

- "Red" category (high probability of requiring maintenance treatment in the next year) 4.5%
- "Amber" category (medium probability of requiring maintenance treatment in the next year) 20%

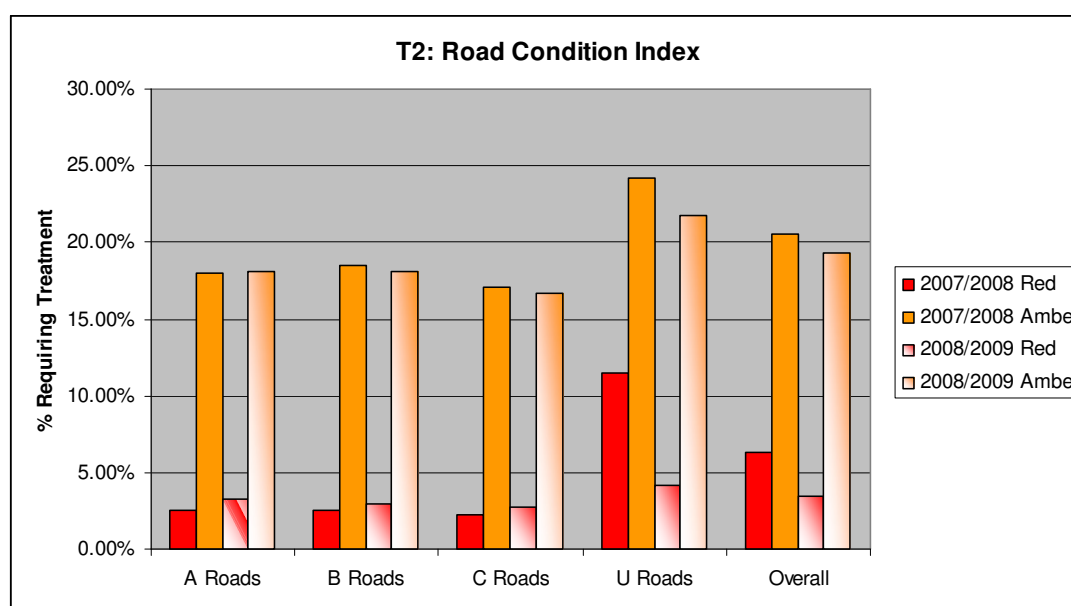
As reported in progress reports from previous years, the Council has made good progress over recent years in reducing the proportion of the local road network in need of maintenance, as identified through the SRMCS process.

However, as discussed in the 2007/08 APR, all Local Authorities are now required to develop and monitor a Road Condition Index (RCI) using different assessment characteristics to those recorded in the past under the SRMCS regime. When the LTS was initially produced, this index was not available, although given that this is now a statutory target, it has been used for the purposes of monitoring our performance this time around.

Using the RCI, data presented in the table and graph below reveals that the overall percentage of Aberdeenshire’s road network assessed as needing to be considered for maintenance treatment fell from 26.8% in 2007/08 to 22.7% in 2008/09. This figure is subdivided into two categories. 19.3% of the Council’s roads fall into the “amber” category where sufficient deterioration has occurred to warrant further investigation. 3.4% of Aberdeenshire’s roads fall into the more serious “red” category where the road has deteriorated to the point where repairs are likely to be needed to preserve serviceability and prolong its future life.

	2007/2008		2008/2009	
	Red	Amber	Red	Amber
A Roads	2.51%	18.00%	3.25%	18.08%
B Roads	2.59%	18.53%	2.95%	18.08%
C Roads	2.21%	17.09%	2.70%	16.70%
U Roads	11.46%	24.18%	4.14%	21.80%
Overall	6.32%	20.50%	3.43%	19.30%

Source: Results of Scottish Road Maintenance Condition Survey 2-Year RCI (Road Condition Index) Figures

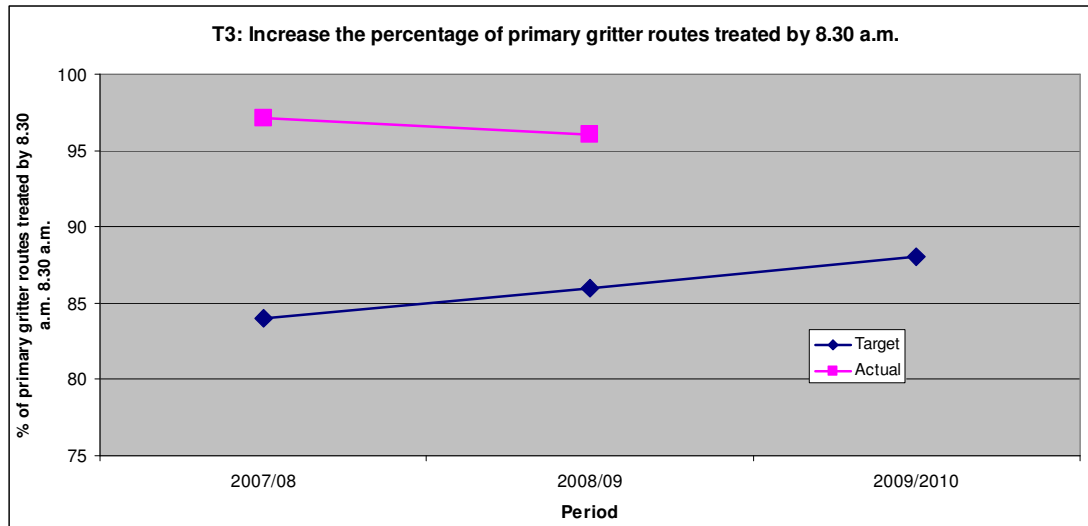


As alluded to, given that the road maintenance targets set in the LTS were based on a different set of indicators to those now reported using the RCI regime, it is not appropriate to evaluate our performance against data collected in previous years. However, as demonstrated by the figures above, Aberdeenshire Council is continuing to make good progress against road maintenance indicators.

By continuing to invest in an Asset Management Plan supported maintenance regime we will seek to secure the long-term future of our infrastructure assets and prevent the build up of a maintenance backlog. Through this evidence based approach Aberdeenshire Council will strive to maintain a position

among the top performing councils in Scotland, ensuring that Aberdeenshire's 3,500 miles of road continue to meet the needs of its citizens in the future.

T3: Increase the percentage of primary gritter routes treated by 8.30 a.m. (Primary gritter routes are routes designated for pre-treatment and treatment as a first priority in the overall network.)



Source: Aberdeenshire Council

Analysis of the graph above reveals that the Council is performing well above target in terms of winter maintenance operations. For example, the percentage of primary gritter routes treated by 8.30 a.m. stood at 96% in 2008/09, which is considerably above the target for that period (86%) as well as the targets set for 2009/10 (88%).

It should be noted that this target replaces the previous indicator set out in the LTS monitoring framework entitled "Percentage by length of priority 1 gritting routes treated by 8.00 a.m. on days not disrupted by lying, falling or drifting snow," which is no longer measured.

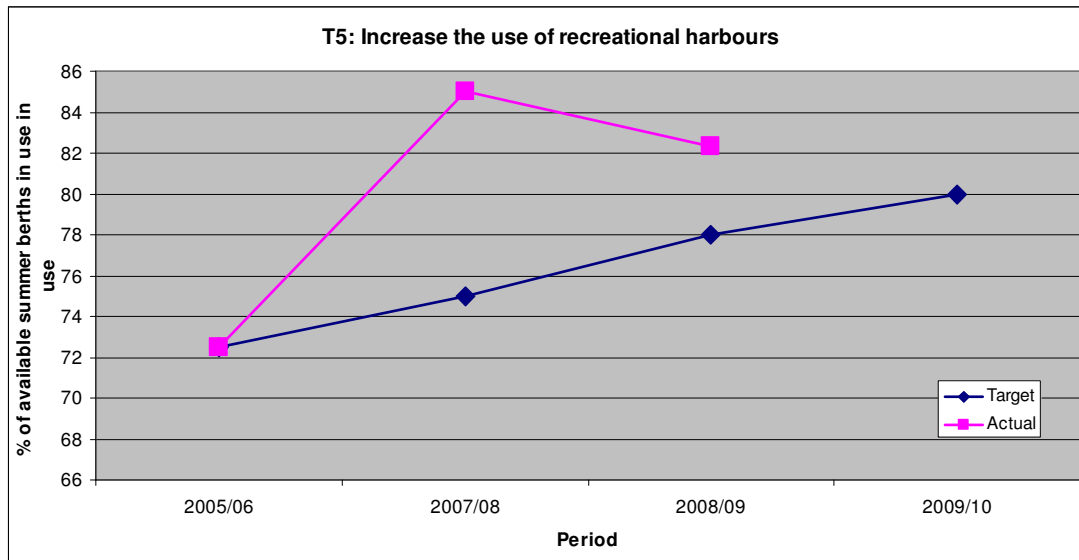
T4: To increase the modal share of non-road freight tonnage year on year.

Traditionally, freight modal shift has been a difficult area to monitor due to a lack of data, particularly at the local and regional level. To improve our knowledge base in this area, the Council has commissioned work which aims to quantify freight loads travelling in to and out of Aberdeenshire, and will seek to establish a baseline figure. This information is not available at present although, once available, will be reported in future APRs to help assess our performance against this target.

In November 2007, the Mossend-Aberdeen-Elgin Rail Gauge Enhancement Project was completed, increasing the clearance between trains and bridges and platforms between Mossend and Aberdeen, via Dundee, and onto Elgin. Keen to build on the completion of this work and encourage freight to transfer from road to rail, in January 2009 the Council (in partnership with the North

East Scotland Rail Freight Development Group) commissioned a Rail Recycles Study to examine the potential of consolidating waste contracts of Local Authorities in the North East, with the aim of establishing a base load of recyclate which is attractive for transport as rail freight. This work, which should assist in facilitating an increase in non-road freight tonnage, is currently ongoing, with the outcomes anticipated in future APRs.

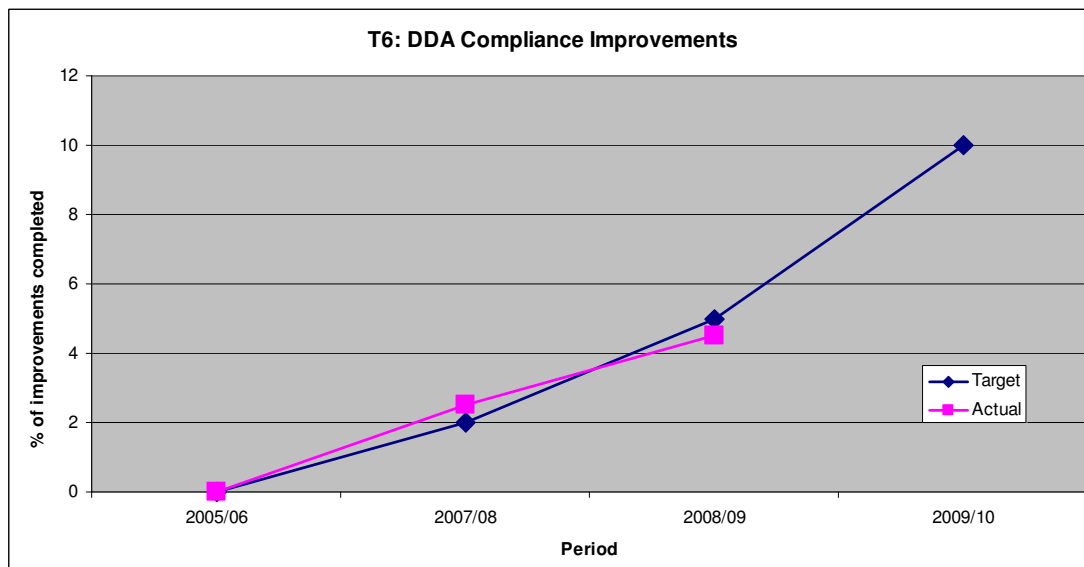
T5: Increase the use of recreational harbours.



Source: Aberdeenshire Council

In 2005/06 (base year), the percentage of available summer berths in use was 72.5%. The actual level of use in 2008/09 was 82.3% which is considerably above the target for the year (78%) and is in fact above the 2010 target of 80%.

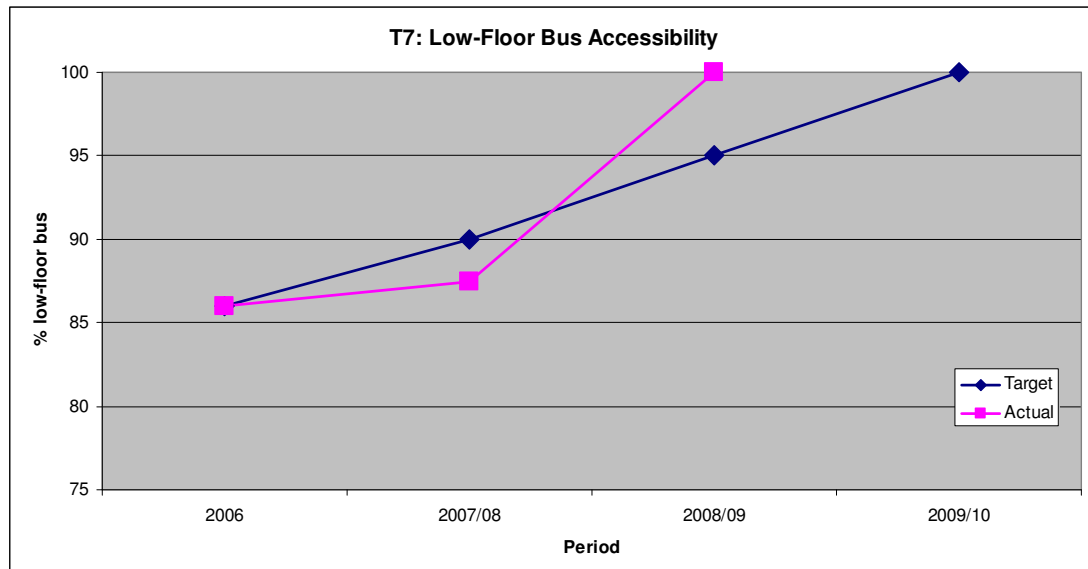
T6: Develop and implement programme of upgrades to achieve compliance with the Disability Discrimination Act.



Source: Aberdeenshire Council

The Council has a long-term improvement programme geared towards ensuring that all of its transportation infrastructure and assets are DDA compliant. By 2008/09, 4.5% of the improvements identified had been completed, which is slightly lower than the 5% target, although it is appreciated that this is a complicated indicator to robustly measure.

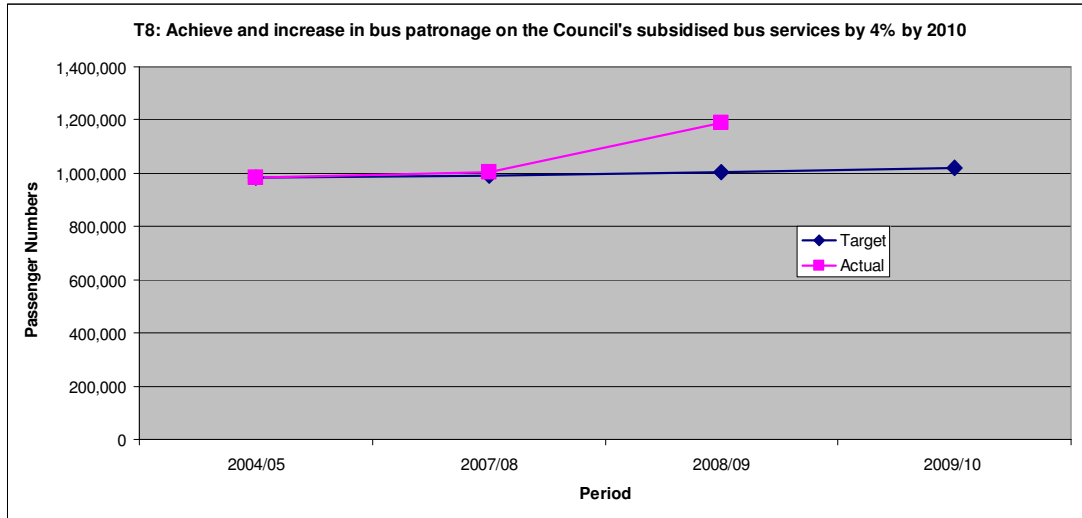
T7: To operate low-floor buses on all of Aberdeenshire's Town Services buses by 2010.



Source: Aberdeenshire Council

In 2006 (base year), 86% of Aberdeenshire's Town Service buses were low-floor, accessible buses. By 2007/08, this figure had increased to 87.5%, which was slightly beneath the 90% target. However, by 2008/09, 100% of town service buses are low floor accessible, which not only exceeds the 95% target for the year, but also reaches the 2010 target a year ahead of schedule.

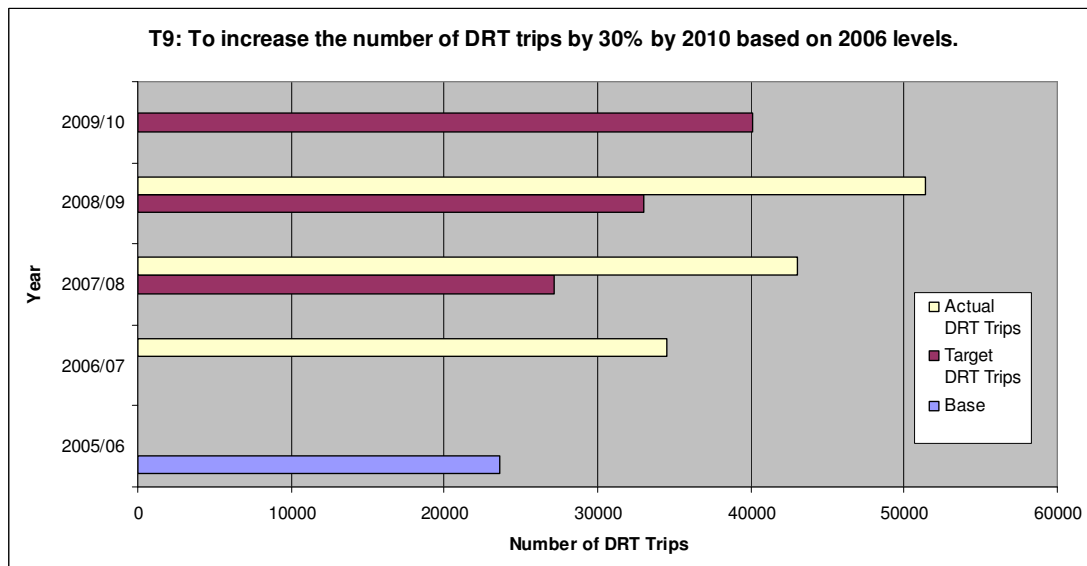
T8: To achieve an increase in bus patronage on the Council's subsidised bus services by 4% by 2010 based on 2005 levels.



Source: Aberdeenshire Council

In 2004/05 (base year), 982,000 trips were made on the Council's subsidised bus services. In 2008/09, 1,187,504 trips were made on the Council's subsidised bus services. This figure marks a 21% increase in passenger numbers against the base year, not only exceeding the 2008/09 target of 1,001,640 trips (a 1% increase), but also the 2009/10 target for a 4% increase (1,021,280 trips). This indicator, along with others reported later within this APR, illustrate the good progress that has been made by the Council and its Quality Partnership partners in encouraging increased use of public transport.

T9: To increase the number of DRT trips by 30% by 2010 based on 2006 levels.

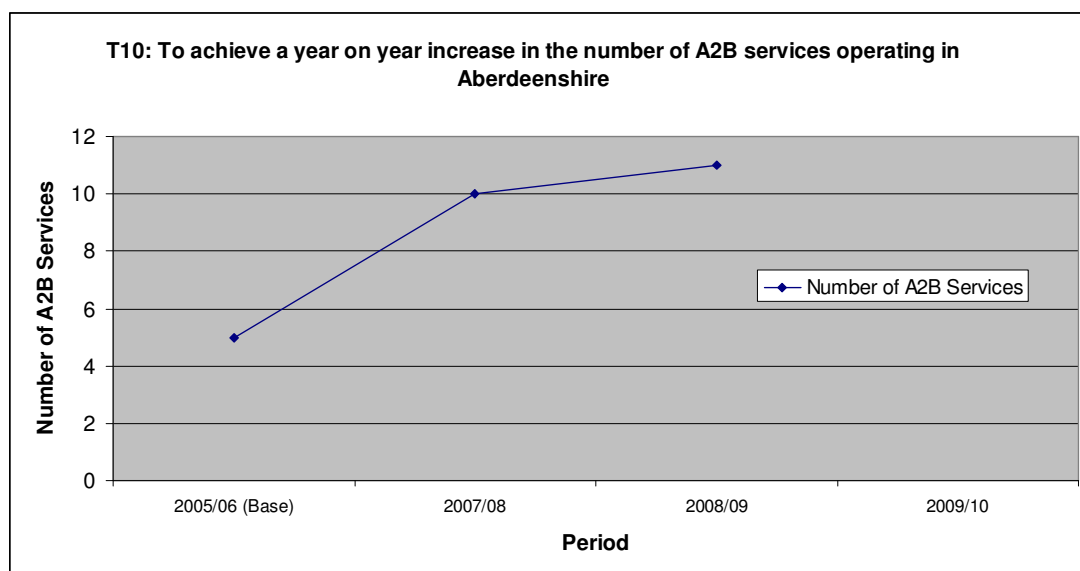


Source: Aberdeenshire Council

The figure above shows that in 2008/2009, 51,373 service trips were made using the Council's Demand Responsive Transport (DRT) A2B Dial-a-Bus

service. The service is continuing to exceed the target number of trips set for 2010 (40,120 service trips). As evidenced by the ongoing passenger growth trends, strong progress has been made with the A2B Dial-a-Bus service and it is important that this is maintained through continued promotion of the service as well as continuing to expand the service where suitable opportunities exist.

T10: To achieve a year on year increase in the number of A2B services operating in Aberdeenshire.



Source: Aberdeenshire Council

The trip growth outlined in relation to T9 has been complemented by a year on year increase in the number of A2B services provided by the Council. A new service was launched in the Huntly area from the 6th May 2008. Against a baseline of five services operating in 2005/06, there were eleven services operating in 2008/09.

T11: To establish a carbon management monitoring programme and set targets for the future reduction in carbon emissions related to transportation.

In line with the target of establishing a carbon management monitoring programme, in 2008 the Council commissioned a study to investigate the most efficient method of collecting the required information and establish a baseline of the Council's carbon emissions related to transport. An overriding aim of the study was to design the collection, and reporting, regime around existing internal data sources and to develop future targets for reducing carbon emissions.

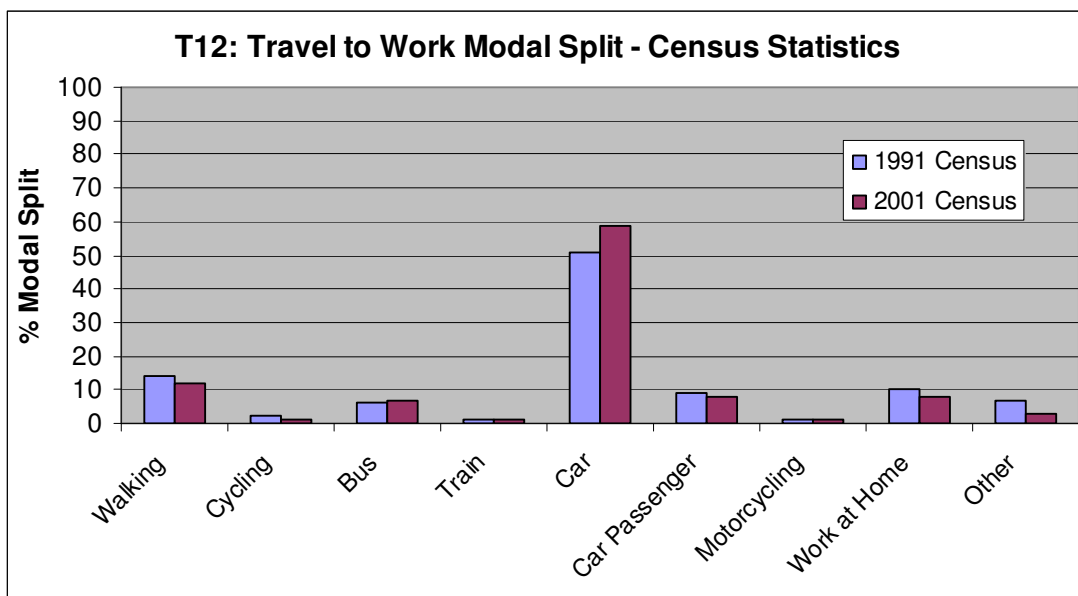
The study collected data on carbon emissions through various sources including:

- Booked Business Travel (via Travel Co-ordinator);
- Grey Fleet Business Mileage Claims 2007/08;
- Aberdeenshire Council Staff Commuter Travel 2007/08; and

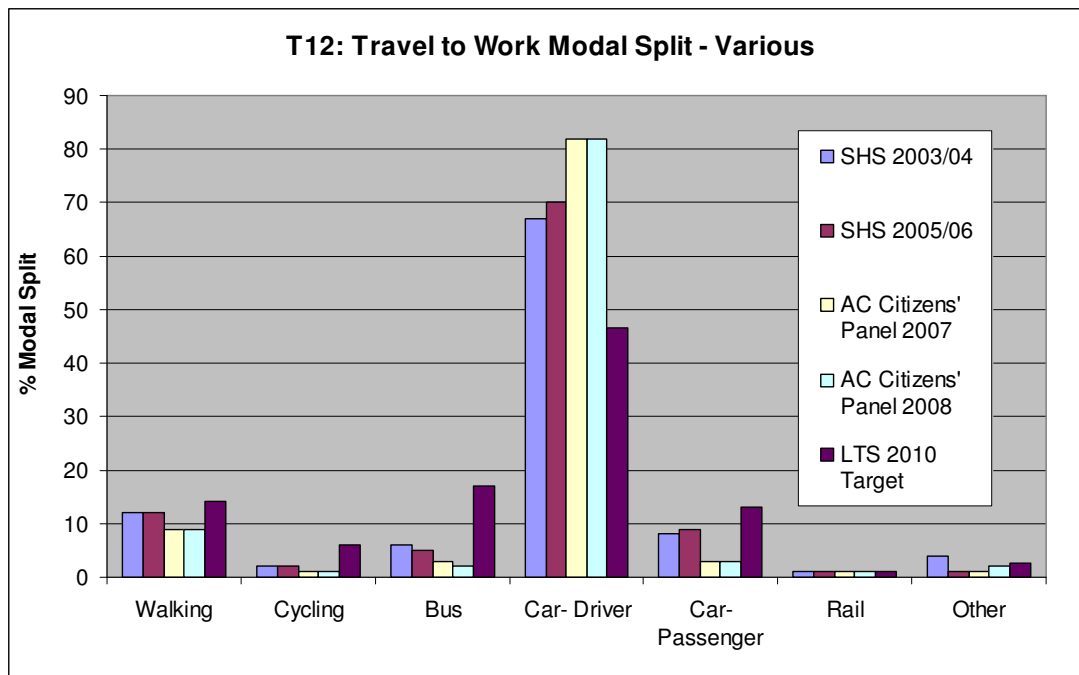
- Council Owned Fleet 2007/08.

Completion of this study has revealed a series of data anomalies and opportunities to augment existing systems to allow the collection of the appropriate datasets to allow a robust monitoring regime to be initiated. Work is currently underway to fully investigate and implement the changes required to allow ongoing carbon emissions monitoring to be built into existing systems. It is hoped that the conclusion of this work will provide the Council with a better understanding of its transport related emissions, and provide an evidence base for future policy development.

T12: Increase the modal share of sustainable travel modes for travel to work by Aberdeenshire residents by 2010.



Source: Census Statistics and the General Registrar Office for Scotland



Source: Aberdeenshire Citizens' Panel 2008, Scottish Household Survey

Since the first LTS APR was produced in summer 2008 covering the 2007/08 period, limited data has been published to inform progress made against the modal split targets for increasing levels of active travel to work by Aberdeenshire residents.

Therefore, the tables above illustrate the Census and Scottish Household Survey results, as presented in the 2007/08 APR. It can be seen that limited progress has been made against the modal split targets set out in the LTS for increases in walking by 2%, cycling by 5%, public transport by 10%, car-sharing by 5%, and motorcycling by 2% by 2010 based on 2001 levels.

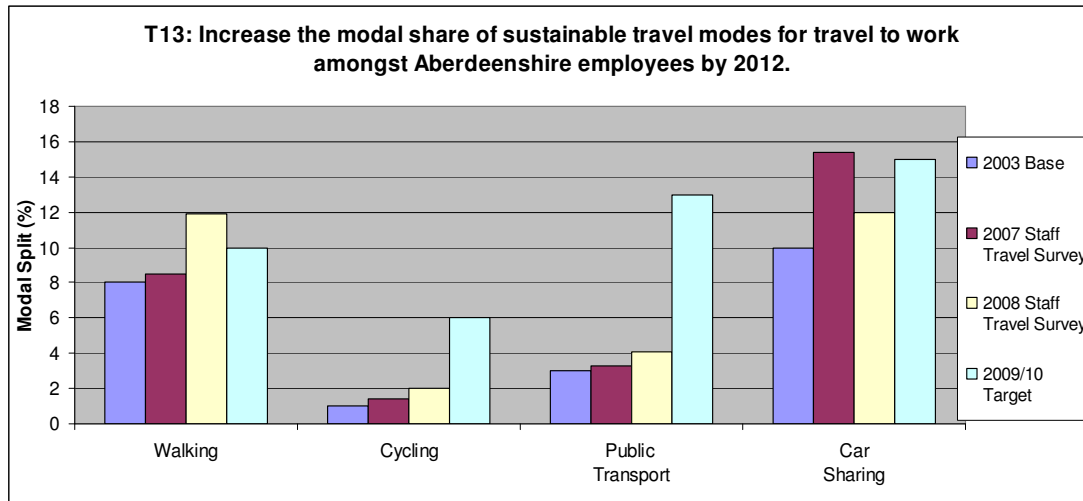
Analysis of the Scottish Household Survey modal split results, for example, revealed that levels of single occupancy car use for journeys to work continued to increase (from 67% in 2003/04 to 70% in 2004/05), although car sharing slightly increased (from 8% to 9%), while levels of walking and cycling remained consistent at 12% and 2% respectively. However, a small decrease in public transport use from 6% to 5% was recorded.

One update to the figure presented above is the inclusion of results from a Citizens' Panel Survey undertaken in March 2008. This survey indicated 9% of residents walked to work; 1% cycled; 2% travelled by bus; 1% took the train; while 82% took the car, and 3% travelled as passengers in a car. A further 2% travelled by other modes. These results are very similar to those reported in the 2007 Citizens' Panel Survey indicating that there has been limited progress made against the LTS targets to increase the modal share of sustainable travel modes for trips to work by residents in Aberdeenshire.

It is important to treat the results from the Scottish Household Survey and Aberdeenshire Citizens' Panel with a degree of caution as these are based on a much smaller sample size than other data sources. Nevertheless, these

provide a useful snapshot of results for the area and are the most reliable information available until the publication of the next census. Going forward, the Council will continue to build up our knowledge base in this important area through ongoing development of local data monitoring sources such as the Aberdeenshire's Citizens' Panel to complement national held information such as that recorded by Scottish Household Survey.

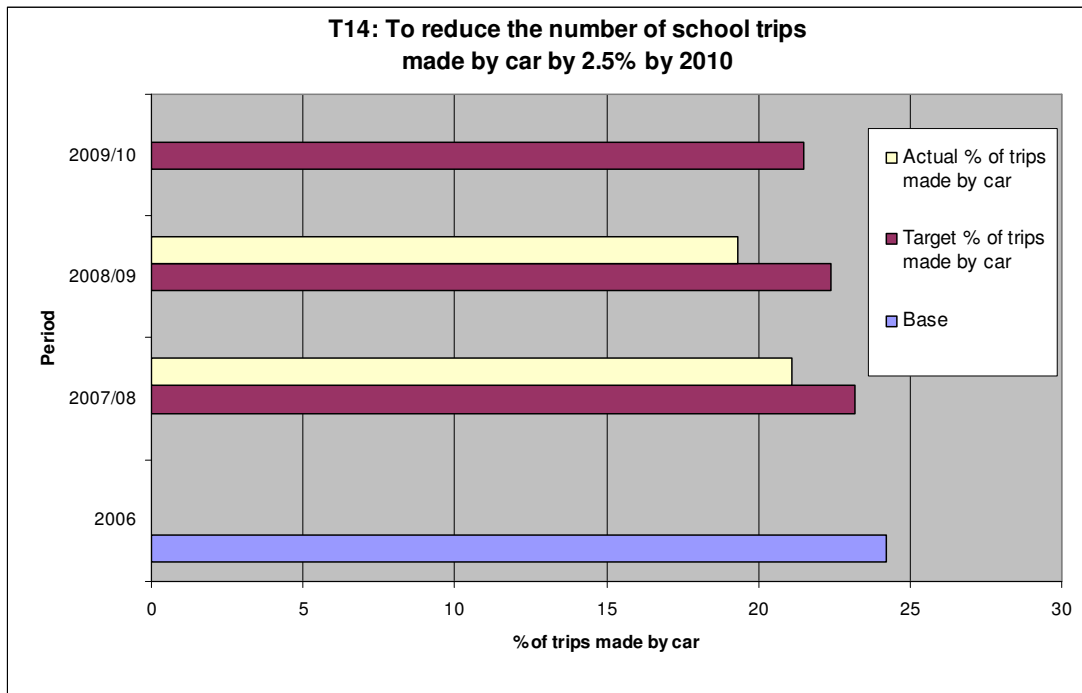
T13: Increase the modal share of sustainable transport modes for travel to work amongst Aberdeenshire employees by 2010.



Source: Aberdeenshire Council

Within the LTS, targets were set to increase the proportion of employees travelling to work by sustainable modes. For instance, against a baseline established from the 2003 Council Travel Plan Survey, the LTS set out targets to achieve increases in walking by 2%, cycling by 5%, public transport by 10%, and car-sharing by 5%, all by 2010. Results from the 2008 Council Travel Plan Survey suggest that the Council is making steady progress against these targets, with increased levels of walking, cycling and public transport use observed since 2003. The 2008 Survey would also suggest that car sharing has increased since 2003 from its baseline of 10% to 12% in 2008/2009. However this figure is lower than that recorded in 2007/2008. Data from future Travel Plan surveys will be required to fully understand the long term trend in car sharing.

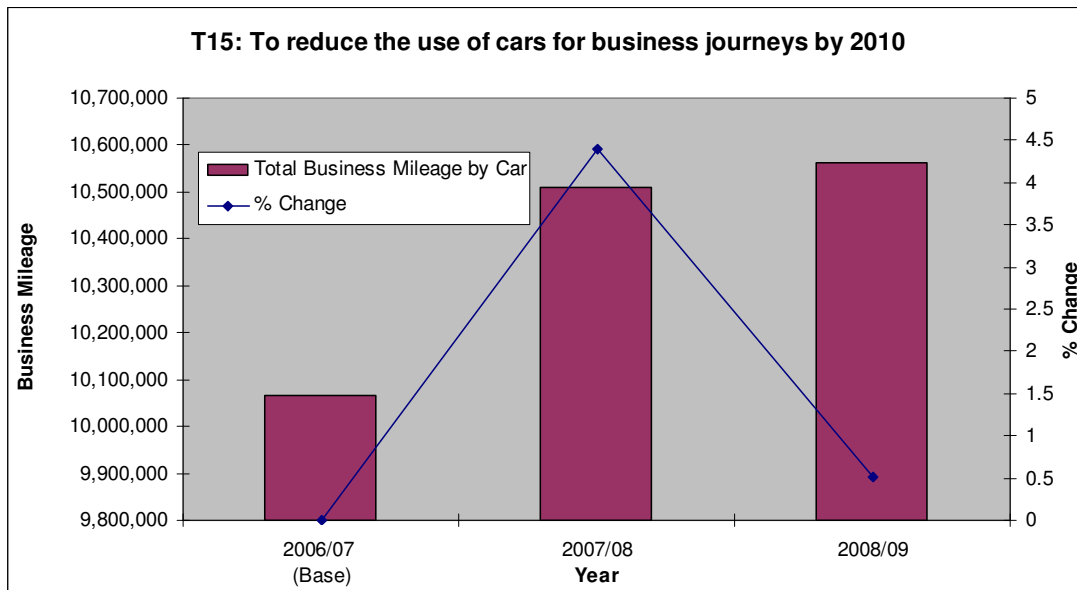
T14: To reduce the number of school trips made by car by 5% by 2010.



Source: Aberdeenshire Council Pupil Hands-Up Surveys

According to the Annual Hands-Up School Travel Surveys, in 2006 (the base year), 24.2% of school trips were made by car. Against a 5% target reduction by 2010, results suggest that the Council is making good progress. For instance, the 2008/09 interim target was 22.4% but this had actually decreased to 19.3%. This level of reduction also exceeds the target reductions for 2009/10 (21.5%) and emphasises the good work that the Council has made in promoting sustainable, active travel modes for journeys to school through our School Travel Planning Process; a point that was recognised at the Scottish Transport Awards 2008 with the Council taking home the award for Best Practice in Travel to School and Work Schemes.

T15: To reduce the use of cars for business journeys by 4% by 2010.



Source: Aberdeenshire Council

The performance of this target has been measured by ascertaining business mileage claimed by Aberdeenshire Council employees. In 2006/2007 (the base year), 10,067,311 business miles were claimed by Council employees. The target for 2007/2008 was a 3% reduction from the base year. However, total business mileage in 2007/2008 was 10,509,677 miles, a 4% increase on the base year. By 2008/2009 the actual business mileage was 10,562,870 miles, a 0.5% increase from the previous year. While the results are disappointing and show the Council is someway off delivering the target for a 4% reduction in business mileage based on 2006 levels, the rate of growth has dropped considerably from the previous years.

Going forward, the Council will continue to promote the use of alternative, sustainable, transport modes to staff travelling for business purposes as well as the video-conferencing facilities recently installed at Woodhill House and the Area Offices, in an effort to reduce the use of cars for business journeys.

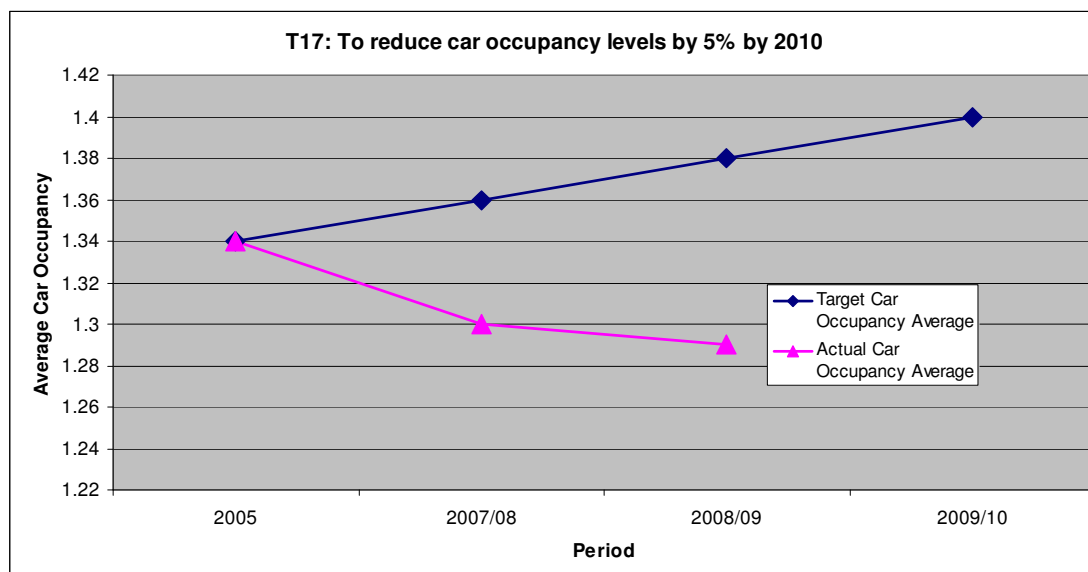
T16: To reduce business mileage through the use of Information and Communications Technology.

Throughout the 2008/09 period, the Council has continued to provide IT Hot Stops in Peterhead and Huntly. These sites have continued to demonstrate how Information and Communications Technology, such as the video-conferencing facilities, can enable local people to take part in meetings and interviews without the need for physical travel. Opportunities to roll-out the IT Hot Stop concept to other parts of Aberdeenshire continue to be sought.

The Council has also continued to promote smart working practices to staff through the provision of Video-Conference Taster Sessions, as well as promoting public transport and cycle discounts to all staff. Video-conferencing facilities have also been installed at Woodhill House and at each of the main Area Offices.

In addition to the efforts of the Council in promoting the use of ICT to reduce business mileage and also the positive anecdotal evidence and stories from users of the IT Hot Stops, mileage savings by users of the video-conferencing facilities provided by the Council at the IT Hot Stops has been calculated based on information from ISDN bills received (in terms of calculating the distance between the respective IT Hot Stops and their connection locations). Based on this information, in 2008/09, the IT Hot Stops helped to save users 8,281 miles.

T17: To increase car occupancy levels by 5% by 2010.



Source: Aberdeenshire Council

In September/October 2007, the Council carried out car occupancy surveys at approximately 30 locations across Aberdeenshire. Against a base car occupancy average of 1.34 recorded in 2005 and a 2008/09 target of 1.38, the actual average car occupancy rate recorded for Aberdeenshire as a whole in 2008/09 has actually dropped to 1.29 persons per car. This continues the trend from the previous year that car-sharing is actually decreasing and highlights that significant work is required to get this target back on track.

However, it is to be pointed out that the base year car occupancy level was actually calculated using information from surveys undertaken at different sites to those used in 2007. The survey locations used in 2007 were used again in 2008 to give constant annual data to ensure that more robust trend information can be gathered, enabling more reliable assessments of our performance to be made. The results however still show a slight decrease in car sharing levels which is disappointing (the 2007/08 car occupancy level stood at 1.30). The Council will continue to promote car sharing as an alternative travel option to its employees and residents.

On a positive note, Aberdeenshire's Liftshare website has been a success, with 580 members of the public signed up to the scheme. This a 50% increase from the total number of members registered with the scheme in

2007/08. 186 members of Aberdeenshire Council staff are also signed up to the scheme. The membership is continuing to rise and it is hoped that this will be reflected in future car occupancy statistics. It is also to be remembered that every promotion of the Liftshare scheme and car-sharing by the Council also promotes informal car-sharing, which is possibly not picked up in the figures above.

T18: Implement at least 1 travel plan/travel awareness scheme in each Council Area each year by 2010.

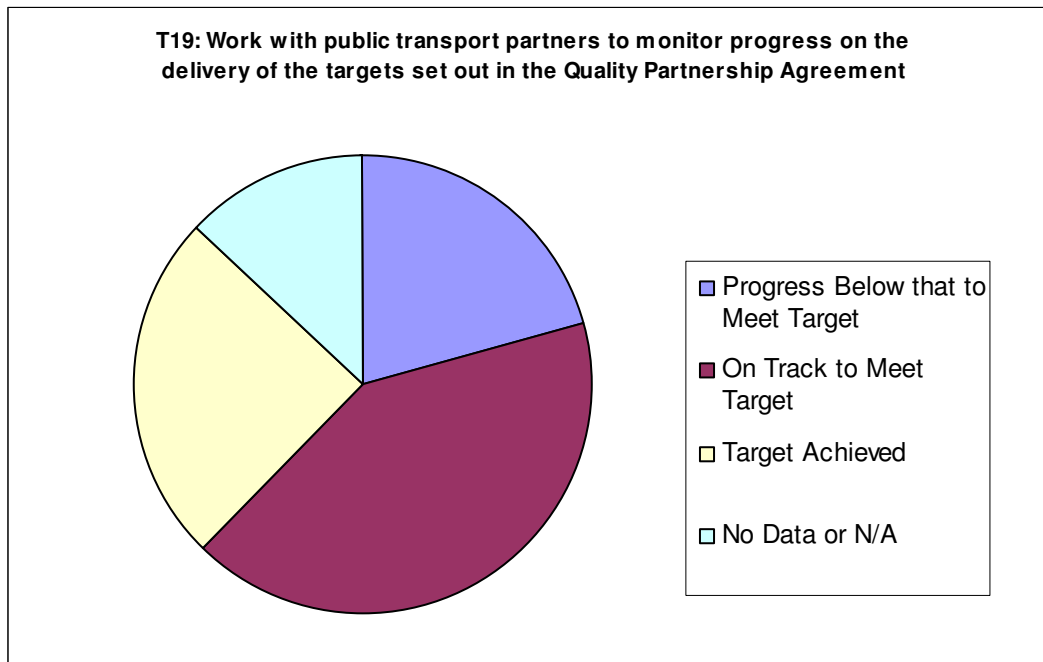
The foremost element of the LTS is the adoption of best practice in relation to sustainable transport behaviour. The importance of this has been reflected through the various travel planning and awareness schemes promoted by the Council over the period 2008/09, ranging from national initiatives such as Walk Week, Bike Week, and National Liftshare Day to local campaigns such as Nestrans' Commuter Challenge and the launch of the Get About active travel brand. Internally, the Council has continued to promote smart working practices to staff through the provision of Video-Conference Taster Sessions, as well as promoting public transport and cycle discounts to all staff.

'Leading by Example' in the promotion of travel behaviour change is a key message emphasised within the LTS. Building on from the extensive redevelopment of the Council's Transport Webpages, in 2008, the Council's Travel Planning Team have continued to promote active travel through the website as well as other means including press releases and YouTube.

In terms of progress, the LTS set a target to implement at least 18 travel plan/travel awareness schemes by 2010. The total number of schemes launched in each of Aberdeenshire's areas over 2007/08 was 72, and it is estimated that approximately 140 schemes were promoted during the period 2008/09 period. This emphasises the progress made by the Council in this field, and reflects the paramount importance that the Council places on travel behaviour change.

The Council will also continue to work with colleagues in our sustainability, carbon management and waste aware sections in promoting sustainable transport information.

T19: Work with public transport partners to monitor progress on the delivery of the targets set out in the Quality Partnership Agreement, signed in 2005.

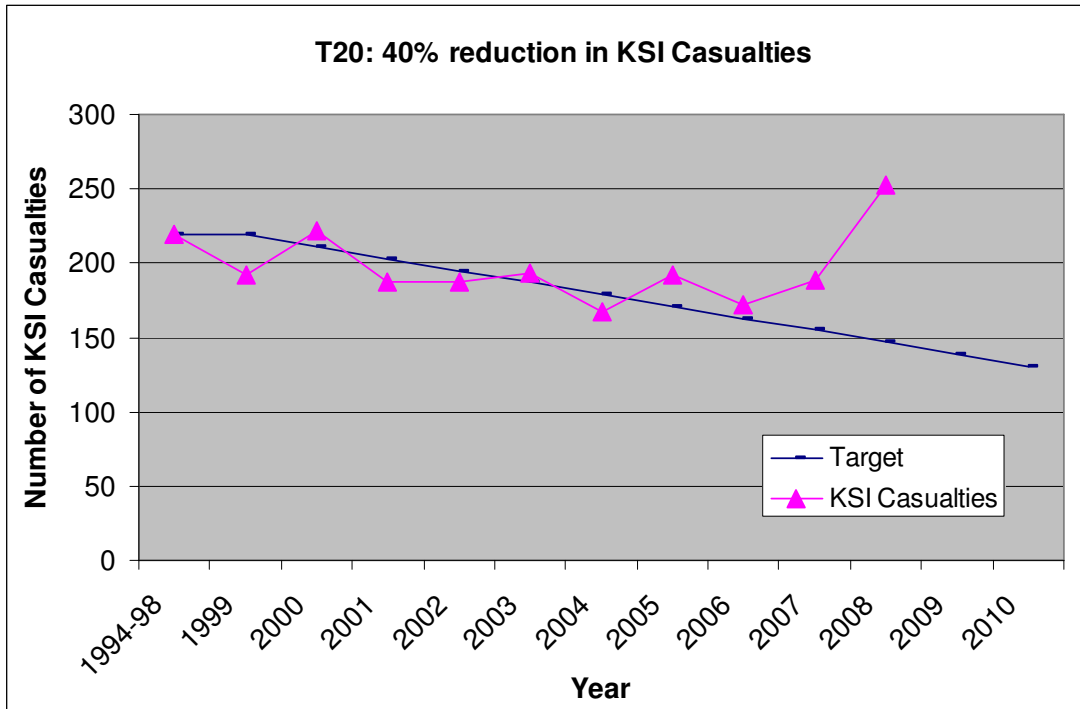


Source: Aberdeenshire Council Quality Partnership Monitoring

24 targets were set out in the Public Transport Quality Partnership Agreement signed between Aberdeenshire Council, Aberdeen City Council and bus operators Stagecoach and First in 2005. Of these targets, the Council has already achieved the set target for 6 of these (25%) and is on target to meet 10 of these (42%). Only 5 targets (21%) are currently below the level set and the remaining targets either have no data available at this time or are not applicable to Aberdeenshire. This good progress is attributed to the strong partnership working with colleagues through the Quality Partnership for Public Transport.

The progress made by the Council in delivering improved public transport services has also been recognised in recent customer satisfaction surveys. In March 2009 a customer satisfaction survey of 3,330 Aberdeenshire bus users indicated that when compared with the Department for Transport's Quarterly Bus Passenger Survey results for non-metropolitan areas, local Bus Quality Indicators exceeded the 'national benchmark' on 4 of the 5 high level indicators, including overall service delivery. In terms of the composite indicators, performance was particularly good in relation to bus stop information, an area of service delivery on which many partnership working initiatives have focused.

T20: To reduce the number of killed or seriously injured (KSI) casualties by 40% based on the 1998-94 average.

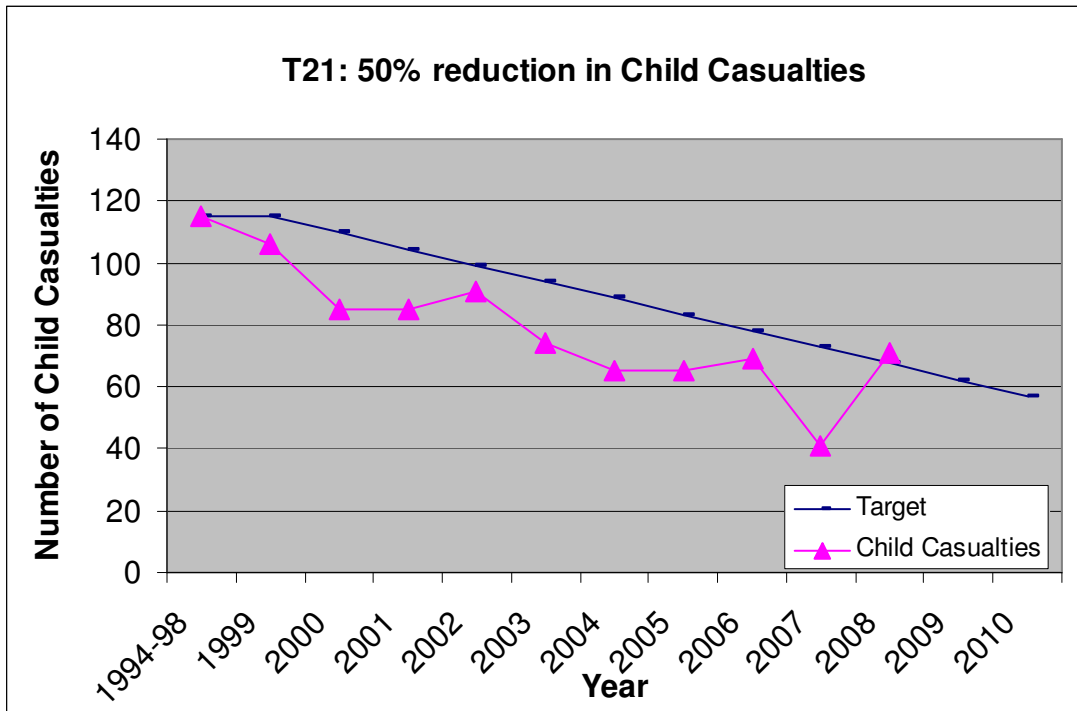


Source: Aberdeenshire Council

The target number of KSI casualties in 2010 is 131. KSI casualties have been higher than the targets set for the period from 2005 to 2000. As the graph above shows, the number of KSI casualties in 2008 appears to be well below the target of a 40% reduction by the year 2010. The reasons for this are currently being investigated in conjunction with Grampian Police who record the casualty data. It is understood that Police recording procedures were reviewed in early 2008 and it is possible this has affected recent data reporting leading to increases in the numbers of KSI casualties.

It should also be noted that the 2007 casualty figures are also slightly higher than those initially reported in the previous APR (covering the period 2007/08). These figures have been updated to take account of the changes to recording procedures.

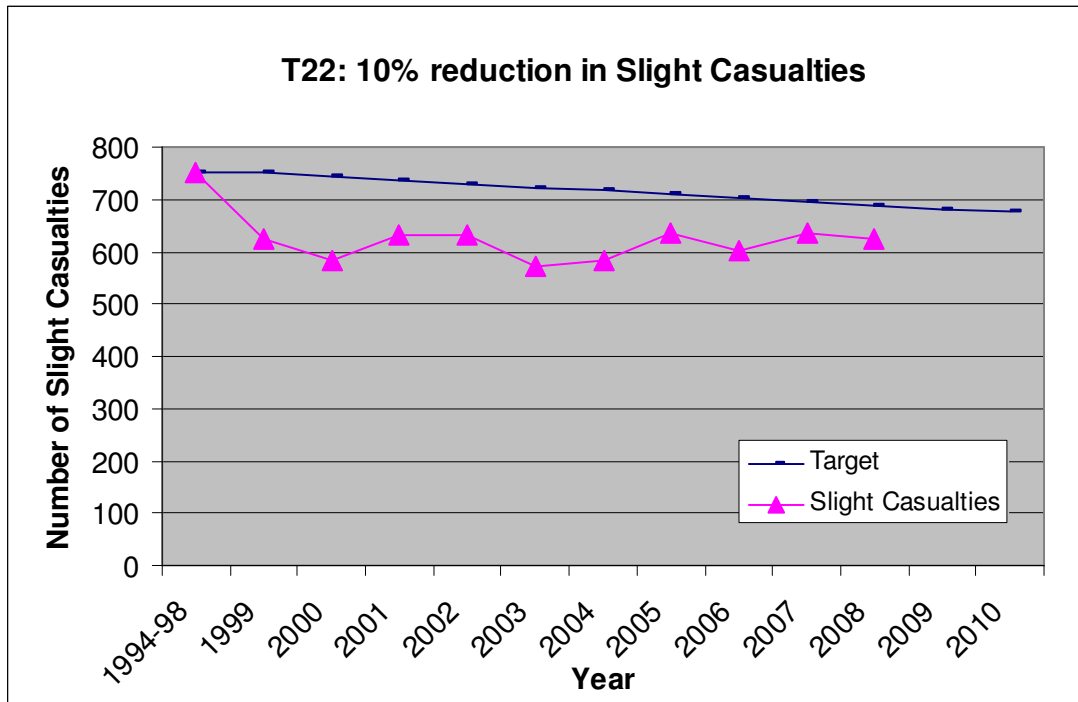
T21: To reduce all child casualties by 50% by the year 2010 based on the 1994-1998 average.



Source: Aberdeenshire Council

The target for child casualties in 2010 is 57. According to 2007 figures, this reduction had already been achieved, with only 41 child casualties recorded in 2007. However, the figures for 2008 suggest that the average number of child casualties is now at the same level as over 3 years ago.

T22: To reduce slight casualties by 10% by 2010 based on the 1994-1998 average.



Source: Aberdeenshire Council

Performance against this target is progressing well, with the number of slight casualties being lower than the national target. The 2008 figure (624) is higher than in previous years, though is still above the target of a 10% reduction by the year 2010. It is important that this standard is maintained in future years.

It should also be noted that the 2006 and 2007 figures are higher than those reported in the previous APR (covering the period 2007/08). This change in the data reflects the revised procedures now in operation for recording accidents.

T23: Working with developers, introduce at least one Home Zone each year over the next three years.

During the 2008/09 period, there has been fifteen construction consent applications granted for sites which comply with the Home Zone concept. These include adopted sites in Newburgh (Bridge Gardens) and Auchleven (The Cooperage). Eleven other sites in MaryKirk, Portlethen (Schoolhill) x 3, Huntly (Deveron Road Phase 2), Belhelvie (Cairn View), Oldmeldrum (Couttens Pace and Greyhound Drive), Turriff (Meadowview Walk and Meadowview Avenue), Rothienorman, (Fraser's site off Main Street), Peterhead, (Upper Grange and St Peter Street), and Fraserburgh (Denmark St and Marconi Rd) are currently under construction. Road Construction Consent was also granted for a site in Macduff (Golf View) and Peterhead (Inverugie Meadows) during the period covered by this APR.

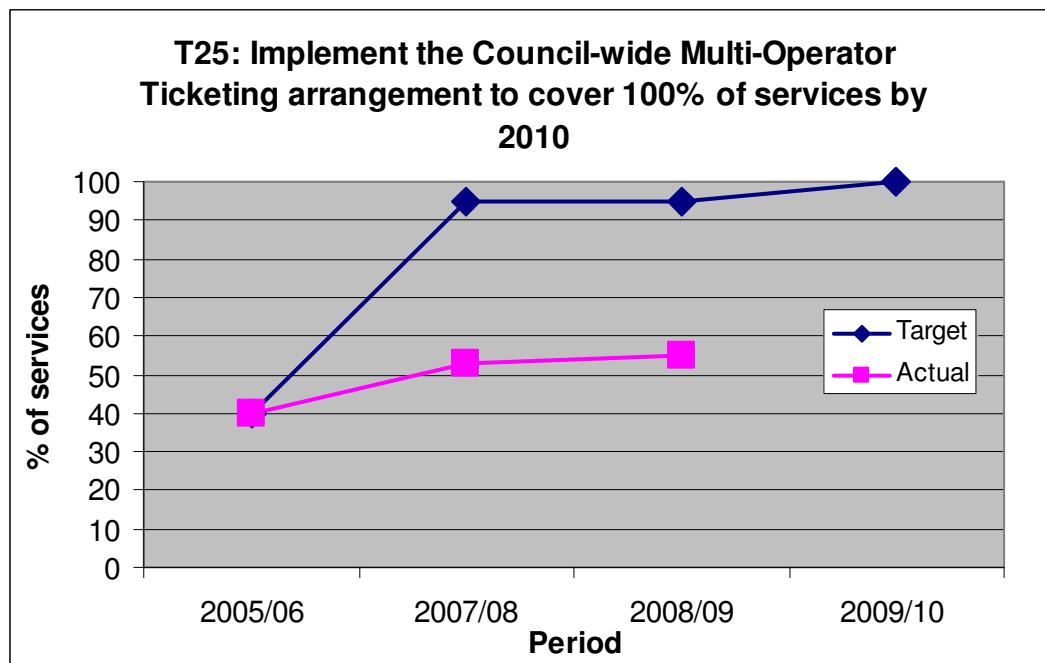
As part of the planning approval process for new development, the Council will continue to ensure that Transport Assessments are prepared and that sustainable transport measures, including infrastructure provision for pedestrians, cyclists and public transport users are included.

T24: Implement reduced speed limits in at least four locations in each of the Council's six administrative areas each year for the next three years.

In total, during 2008/09, 16 discreet reduced speed limits have been implemented across the region, including the ongoing implementation of 20mph speed limits around schools.

Against an annual target of 24 reduced speed limits (including four within each administrative area), analysis of progress to date emphasises that further work is required if this target is to be met in future years.

T25: Implement the Council-wide Multi-Operator Ticketing arrangement to cover 100% of services by 2010.



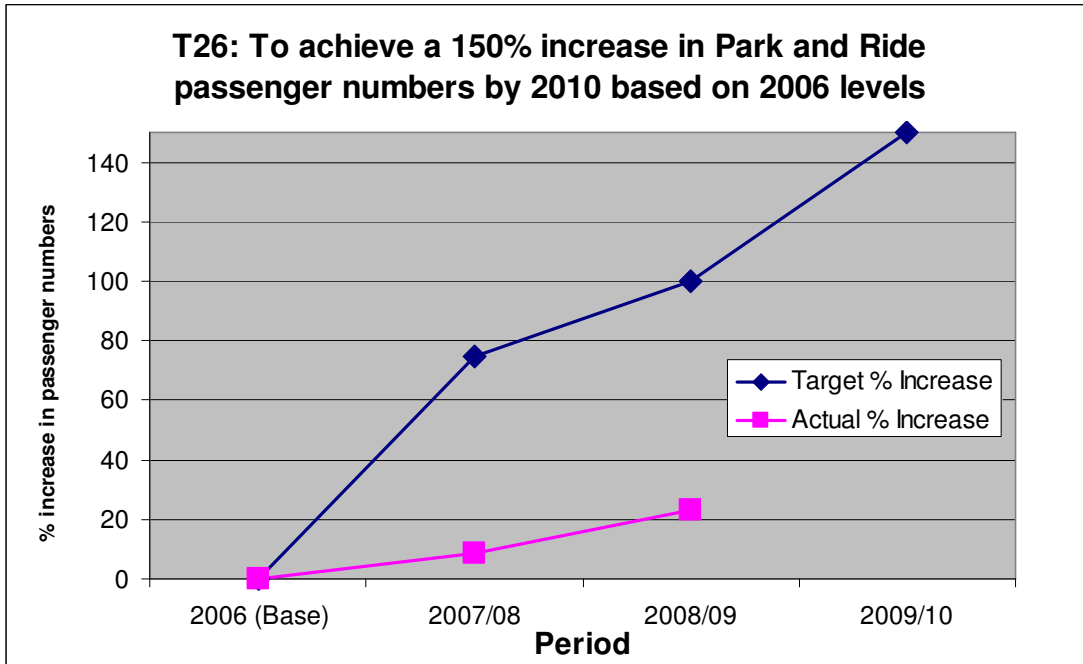
Source: Aberdeenshire Council

The graph above illustrates that the Council is behind schedule against the target to ensure that 100% of local bus services offer the Council-wide Multi-Operator Ticketing arrangement by 2010. In 2005/06 (base year), only 40% of services were equipped to offer this provision. By 2007/08 this had increased to 53%, and to 55% by 2008/2009. This is well below the 95% target for the year and illustrates that considerable work is required in order to reach our target to implement the arrangement to cover 100% of Aberdeenshire's bus services by 2010.

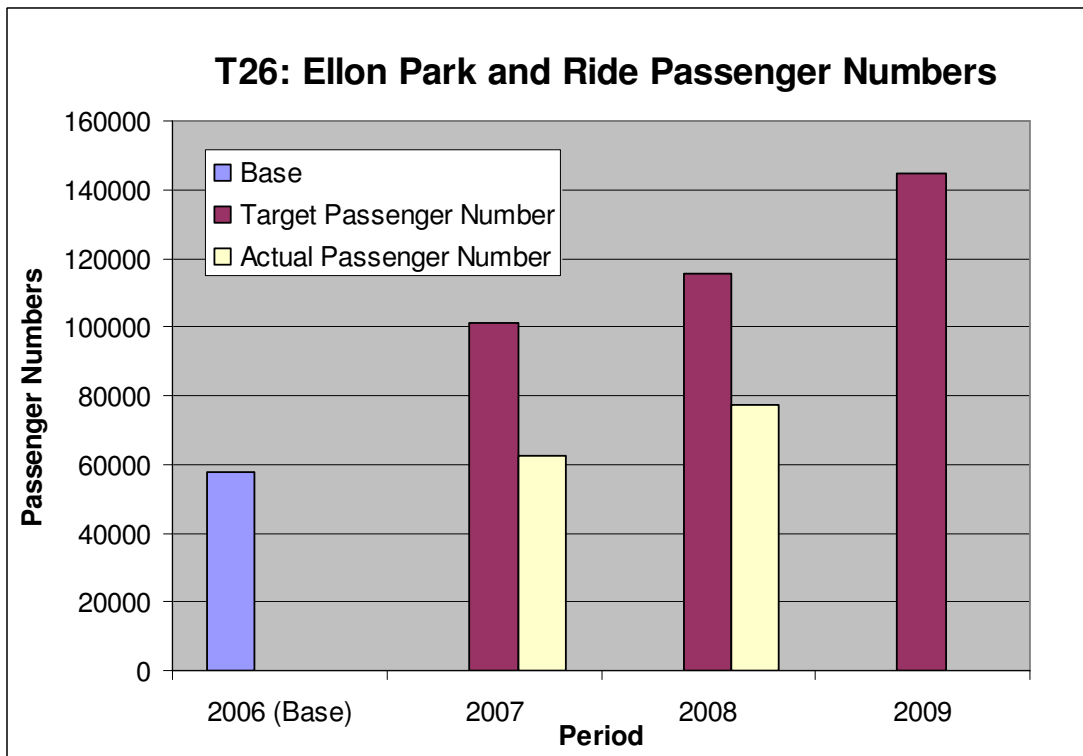
One of the main reasons for the slower than anticipated progress on this front is that resources have been diverted on the deployment of new Electronic

Ticketing Machines (ETM), which were required as part of the national concessionary travel scheme. On this front, it is to be noted that in February 2009, Aberdeenshire Council became the first local authority ETM 'backoffice' in Scotland to achieve Transport Scotland accreditation for both fixed and mobile ticket machines.

T26: To achieve a 150% increase in Park and Ride passenger numbers by 2010 based on 2006 levels.



Source: Aberdeenshire Council



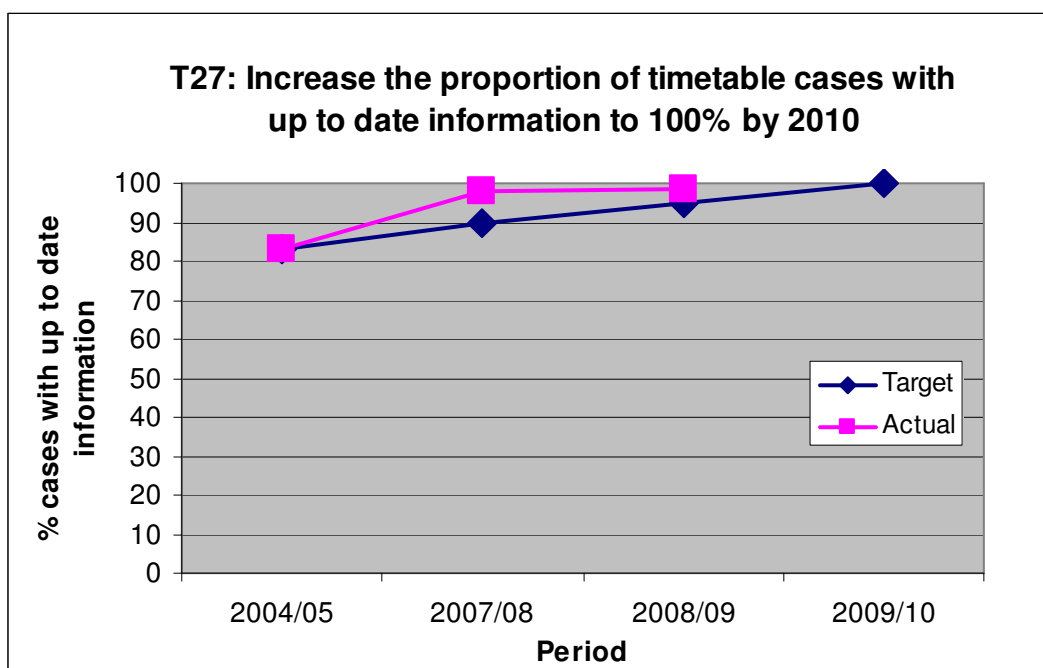
Source: Aberdeenshire Council

With regards to Park and Ride patronage levels, the LTS set out the target to achieve a 150% increase in Park and Ride passenger numbers by 2010 based on 2006 levels. The 2007/08 interim target was for a 75% increase in passenger numbers. Over this period, however, against a 2006 baseline of 57,828 passengers, passenger numbers increased by 8.5% to 62,741 in

2007, indicating that significant work is required to achieve the targets set. In 2008, passenger numbers increased by 23% over the year to a total of 77,451. While this is also below the target for the year of 100% growth based on 2006 levels, it is to be highlighted that during the development of the LTS, these targets were set assuming the development of additional Park and Ride sites. Therefore, while it is disappointing that no other Park and Ride sites have been developed, it is encouraging that the Ellon Park and Ride site continues to show growth.

Moving forward, the Council remains committed to the development of further Park and Ride sites in Aberdeenshire.

T27: Increase the proportion of timetable cases with up to date information to 100% by 2010.



Source: Aberdeenshire Council

In 2004/2005 (the base year), 83% of timetable cases had up to date information. In 2008/09, the number of cases with up to date information stood at 98.7%, which exceeds the target set for this period of 95% and indicates that the Council is on course to meet the 2010 target of 100%.

In addition to progressively increasing the provision of up to date timetable information, during the 2007/08 period, the Council has promoted various other initiatives with the aim of increasing customer convenience and the goal of seamless travel. In particular, the Council, through its *Aberdeenshire Interchange* project, has provided a higher quality passenger waiting environment, interactive passenger information terminals, better conventional information, boarding kerbs and/or through ticketing facilities at 23 on street interchange points across Aberdeenshire.

T28: Progress development/ implementation of key strands of the MTS and the emerging Regional Transport Strategy.

In March 2007, the Regional Transport Strategy (RTS) for the North East (including Aberdeen City and Aberdeenshire) was prepared by the North East Scotland Transport Partnership (Nestrans). Over the past year, Nestrans have developed a number of daughter action plan documents to the RTS, including a Bus Action Plan, a Freight Action Plan and a Health and Transport Action Plan. Aberdeenshire Council have been involved at key stages during the development of these plans and going forward will have a key role in supporting their implementation.

Stemming from the RTS, Nestrans has developed a monitoring framework which will be used to assess their performance against a number of targets, many of which will be similar to those outlined in this APR. Aberdeenshire Council has had an input into the development of the monitoring regime and will support Nestrans in the production of their own future APR.

T29: Develop and influence European Transport policy and TEN-T projects.

The Council has continued its role as an active participant in various European projects during 2008/09. The Council is a full and active partner in the North Sea Commission Transport Group, of which the Council Leader is a Deputy Chair, affording the Council a strong position to influence transport policy at the European level.

Involvement in projects to improve transport networks and reduce Aberdeenshire's peripherality is important to the Council and we have recently become partners in an Interreg IVB project, Motorways of the Sea Strategy Demonstration Project – STRATMOS.

Moving forward, the Council will continue to explore opportunities to become involved in European projects. In addition to promoting the work of Aberdeenshire Council to a wider audience, participation in European research initiatives allows the Council to learn from and implement best sustainable transport practices and strategies from our European partners