

Appendix 1

Intervention areas

1.1 Union Street

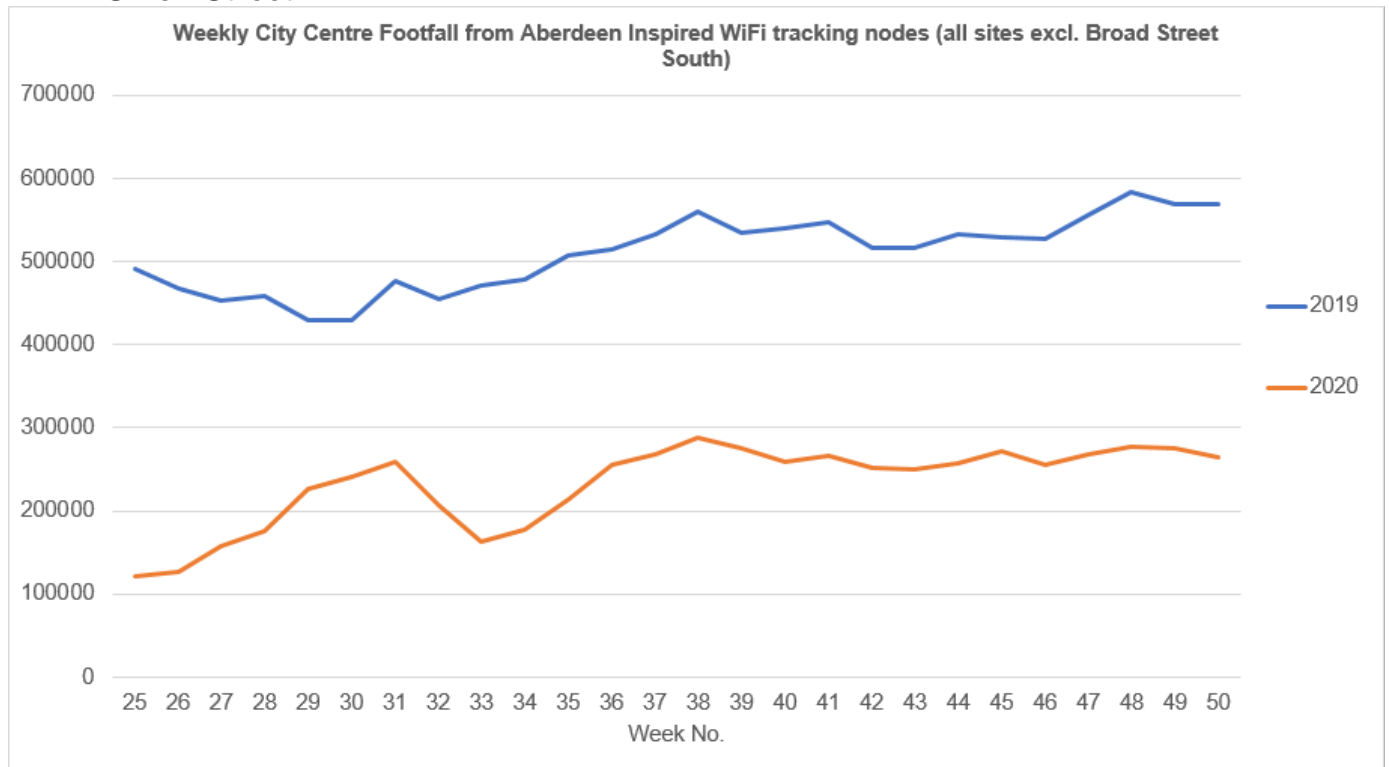


Fig 11. City Centre Footfall

As mentioned previously Fig 11 shows that pedestrian levels across the City Centre remain significantly down, but are coming back slowly. This improvement appears to have plateaued in the last quarter. This may be reflective of the move into winter and the changes in restrictions.

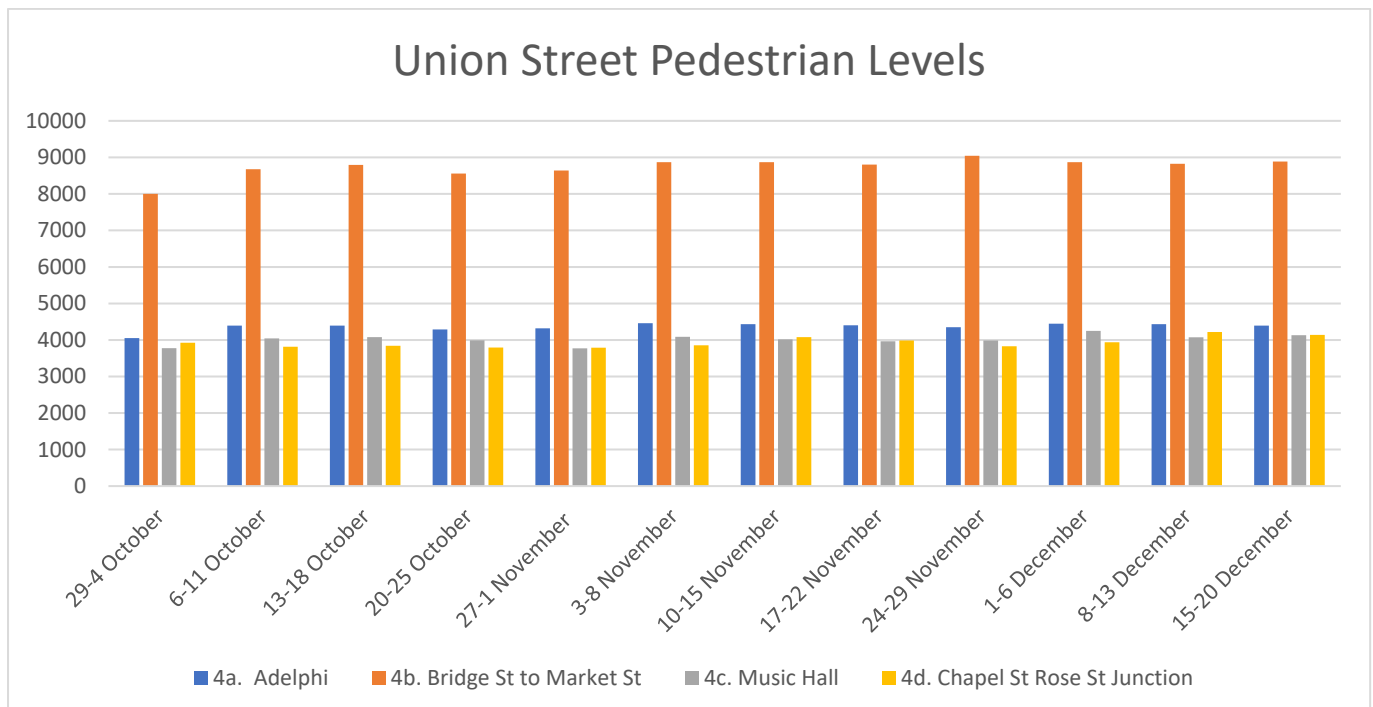


Fig 16. Union Street Pedestrian Levels

Looking more closely along Union Street the rationale for closing the section between Bridge Street and Market Street is born out by the significant levels of footfall in that section. Across the survey period this section saw more than twice the pedestrian levels of any other section of Union Street.

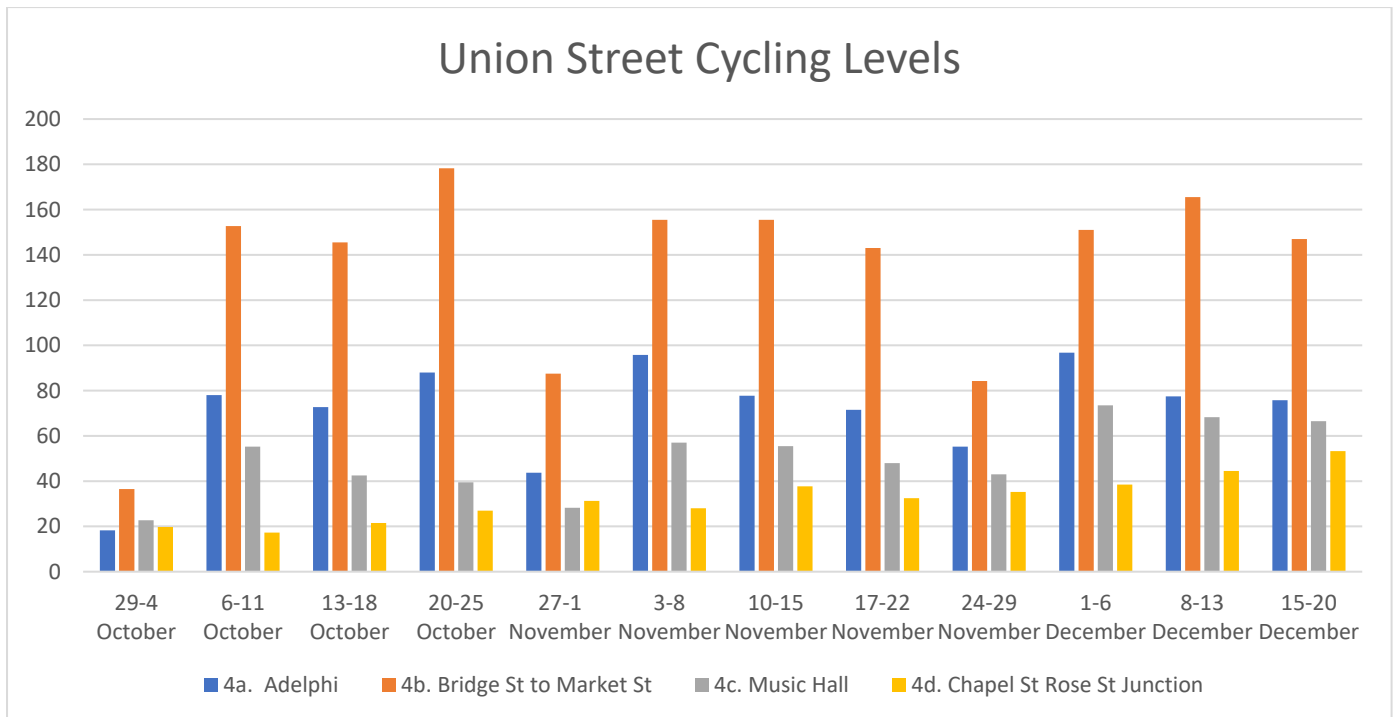


Fig 17. Union Street Cycling Levels

Similar to the pedestrian levels the levels of cycling on the section between Bridge Street and Market Street is significantly higher. Again, across the survey period this section saw more than twice the cyclists of any other section of Union Street, but the pattern is slightly more volatile.

The observational data for Union Street (Market Street to Bridge Street) showed:-

- This is the busiest site in the city for walking and cycling (8,800-9,600 and 8,000 on Sunday, Tuesday just beating Sunday as the busiest day for pedestrian numbers).
- All days, apart from Sunday, have seen an increase in walking and cycling over the survey period.
- Third busiest site in city for child pedestrians during the week.
- Averaging 120-150 cyclists daily with the higher levels during weekdays.
- Pedestrians and cyclists continue to make good use of additional width created by closure of road.
- Pedestrians generally observed to adhere to physical distancing.
- No pedestrian or cycle conflicts observed.
- No illegal entry by vehicles observed.
- Additional surveys on Friday 20th (start of Black Friday sales) showed some increase in footfall, but no overcrowding or lack of physical distancing at stores due to the space provided.

The observational data for Union Street (Adelphi) showed:-

- 4,500-4,800 Walking and cycling movements per day based on average, apart from Sunday (4000)
- Increases in total active travel numbers over the period.
- Busiest day was Tuesday.

- Quite high numbers of children during the week (200-270 daily) but not as high as Belmont Street, Schoolhill, Union Street (Bridge St to Market St) or Holburn Street
- Pedestrians and cyclists continue to make good use of physical distancing measures and the reallocated carriage way space.
- Very few cars observed entering site illegally, but when on site survey staff have observed vehicles turning right from Market Street, realise that they should not be entering Union Street, and make a U-turn to change direction. This has occurred even when ANPR cameras have not been present.

The observational data for Union Street (Music Hall) showed:-

- Averaged between 3,500 and 4,300 daily walking and cycling movements with Saturday the busiest at 4,300.
- Total active travel levels fell slightly here during the week but increased at the weekend.
- Pedestrians continue to adhere to physical distancing and again use the additional space provided.
- Some pubs at this location have marquees outside them. People using them are observed to adhere to physical distancing measures, and if waiting to enter do so patiently.
- No vehicle / cycle conflicts observed.
- Some pubs and restaurants have expanded their outdoor serving areas, but this has not impacted on physical distancing.

The observational data for Union Street (Rose St Chapel St) showed:-

- 3,800-4,100 walking and cycling movements per day with Sunday the busiest, narrowly beating Saturday.
- Increase in total active travel numbers on all days (apart from Saturday).
- Pedestrians observed to adhere to physical distancing.
- Some fresh damage has been observed to red and white boundary markers on occasion. This appears to have been caused by cars.

1.2 Upper Kirkgate

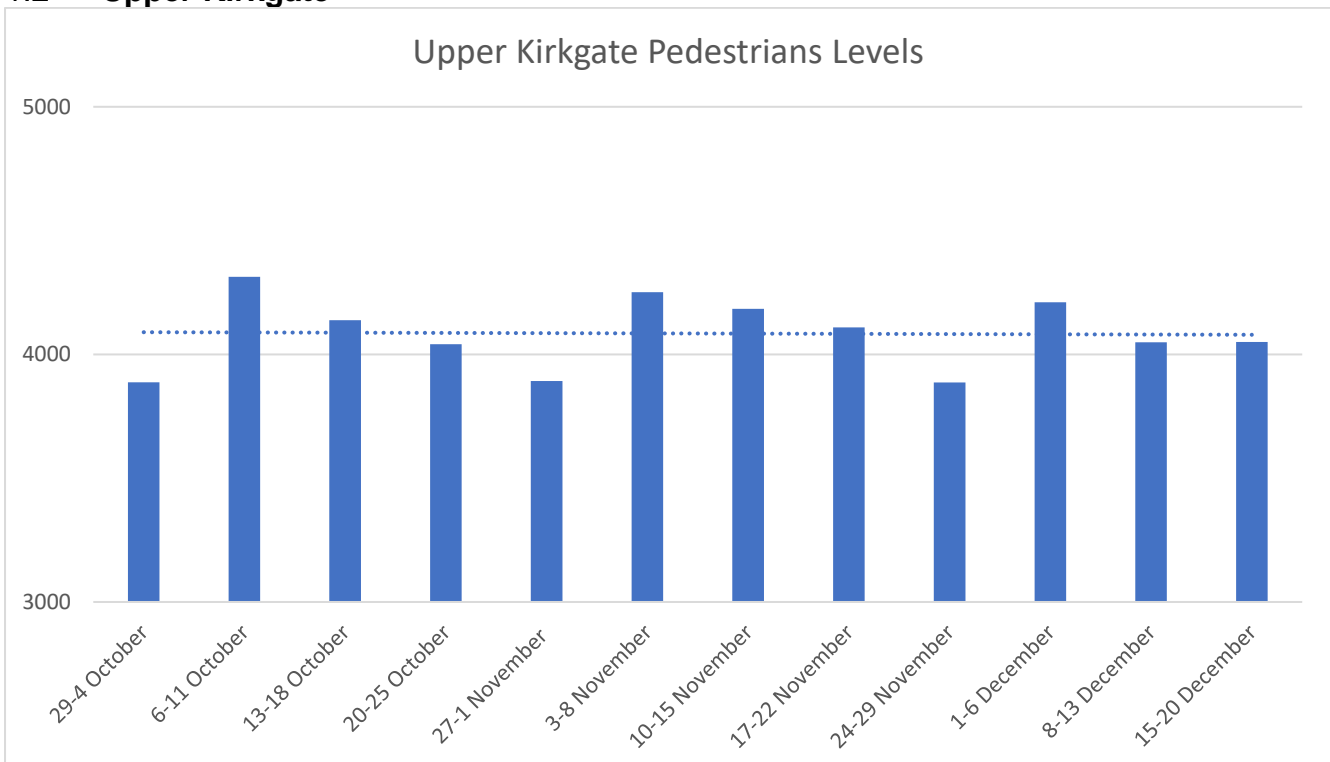


Fig 18 Upper Kirkgate Pedestrian Levels/

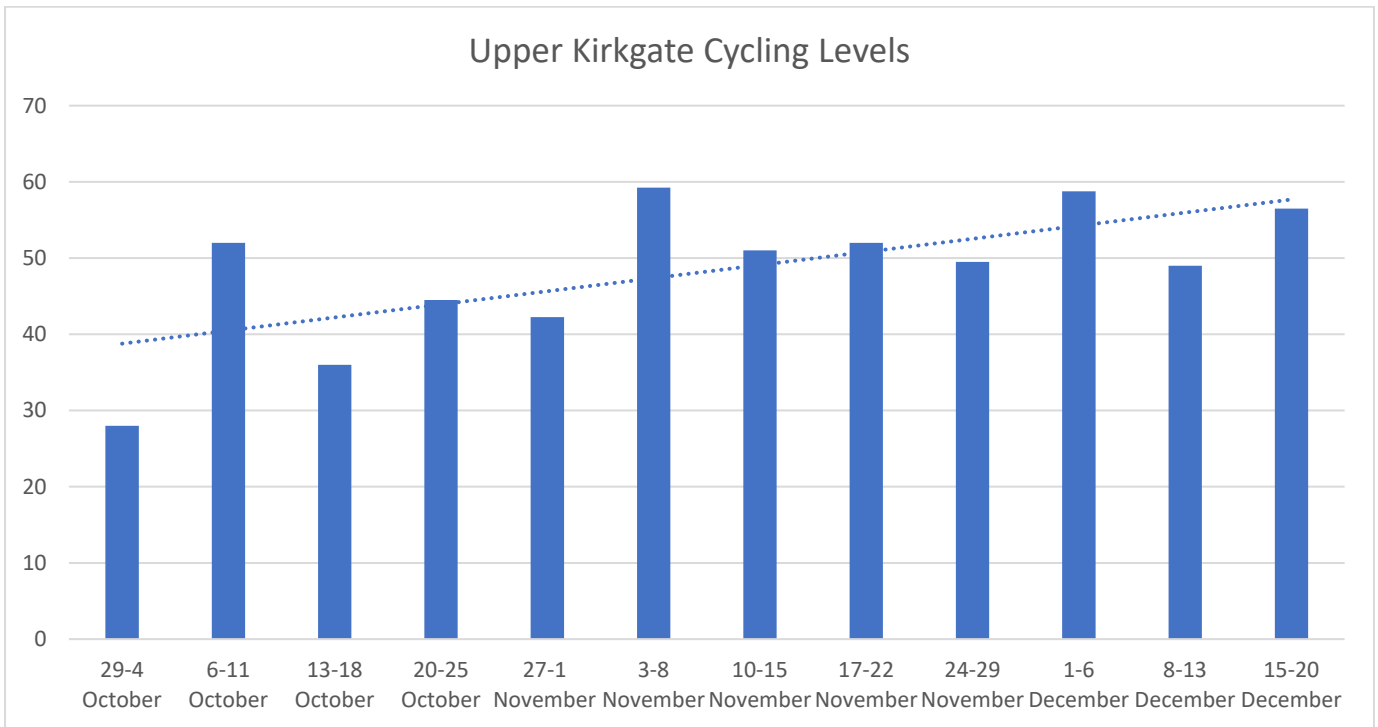


Fig 19 Upper Kirkgate Cycling Levels

The pedestrian levels on Upper Kirkgate have remained largely static over the period of the survey however the levels of cycling have continued to climb.

The observational data for Upper Kirkgate showed:-

- Averaging around 4,000-4,500 walking and cycling movements a day, except Sunday which dropped to around 3,500.
- Physical distancing adhered to, with pedestrians making good use of extra width created by road closures.
- Cyclists making good use of route but remaining on road and steering clear of pedestrians.

1.3 George Street

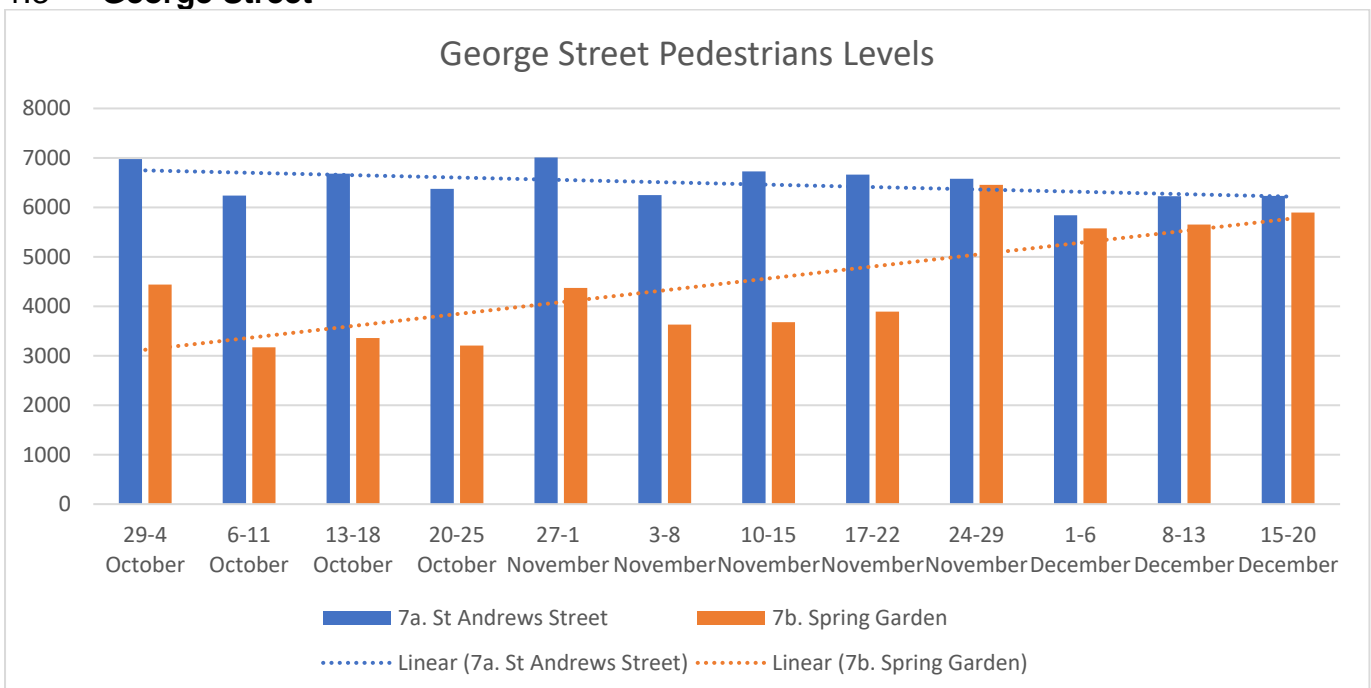


Fig 20 George Street Pedestrian Levels

The pedestrian levels on George Street reflect the different nature of the overall street. The St Andrews Street junction figure have remained largely the same over the period falling slightly, however Spring Garden end has seen a steady increase in pedestrian levels over the period. As the survey information is over a relatively short period it is difficult to determine its cause, but the level of student accommodation and the proximity to the North East College may be a factor. Regardless the increased pedestrian levels are welcomed.

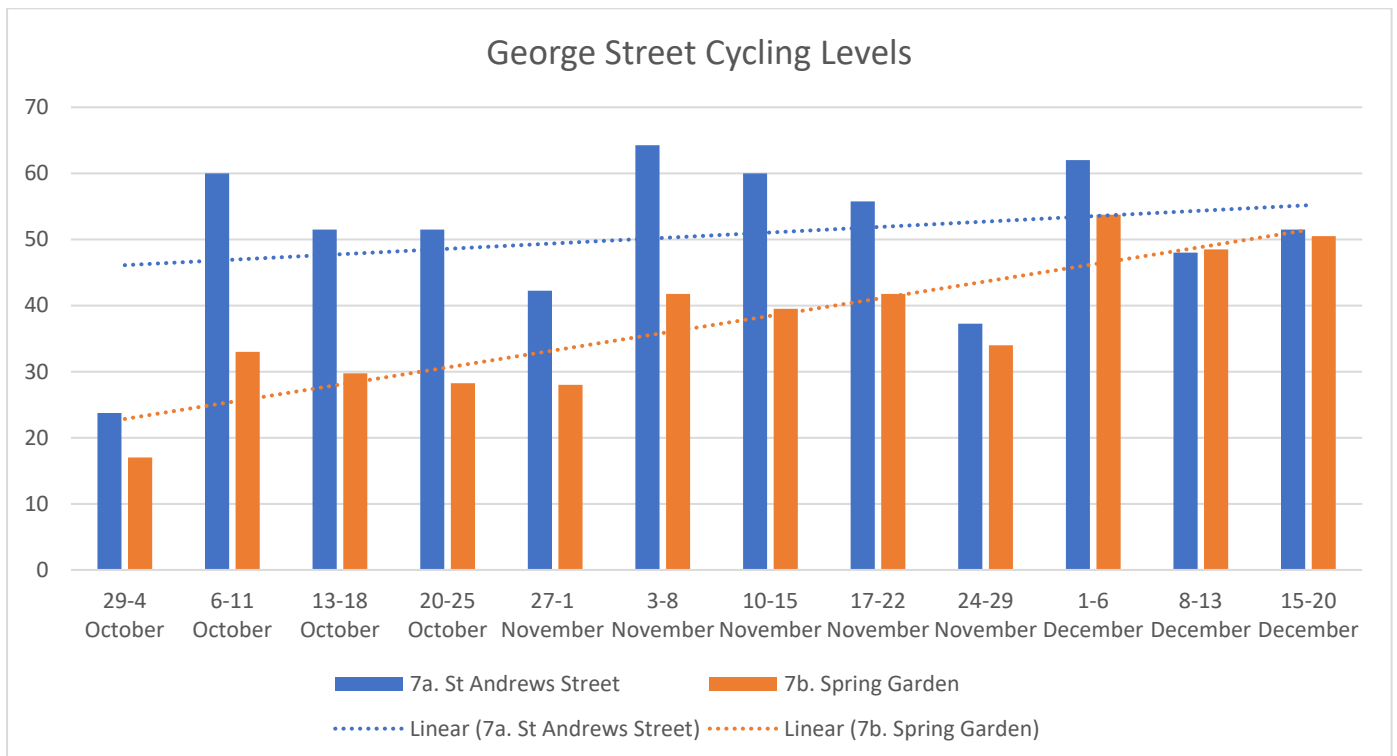


Fig 21 George Street Cycling Levels

The pattern for cyclists on George Street is somewhat different with both locations showing an increase in cycling levels over the survey period. Again this may be reflective of the strong student population in the area but is likely also reflective of the safer cycling environment.

The observational data for George Street (St Andrews Street) showed:-

- Averaged between 6,400-7,000 walking and cycling movements per day, with Wednesday the busiest day.
- All days, apart from Tuesday, showed an increase over the period.
- Pedestrians make good use of street width to allow physical distancing.
- No issues of note observed.
- Some increase in footfall observed on Friday 20th (start of “Black Friday” sales).

The observational data for George Street (Spring Gardens) showed:-

- Averaged between 3,700-4,000 walking and cycling movements a day with weekdays slightly busier.
- Increase in total active travel levels over the period.
- Physical distancing continues to be adhered to.
- No illegal vehicle manoeuvres observed.
- Cyclists make good use of cycle lane, preventing vehicle or pedestrian conflicts.
- Drivers observed to park considerably for traffic and pedestrians.

1.4 Torry (Victoria Road)

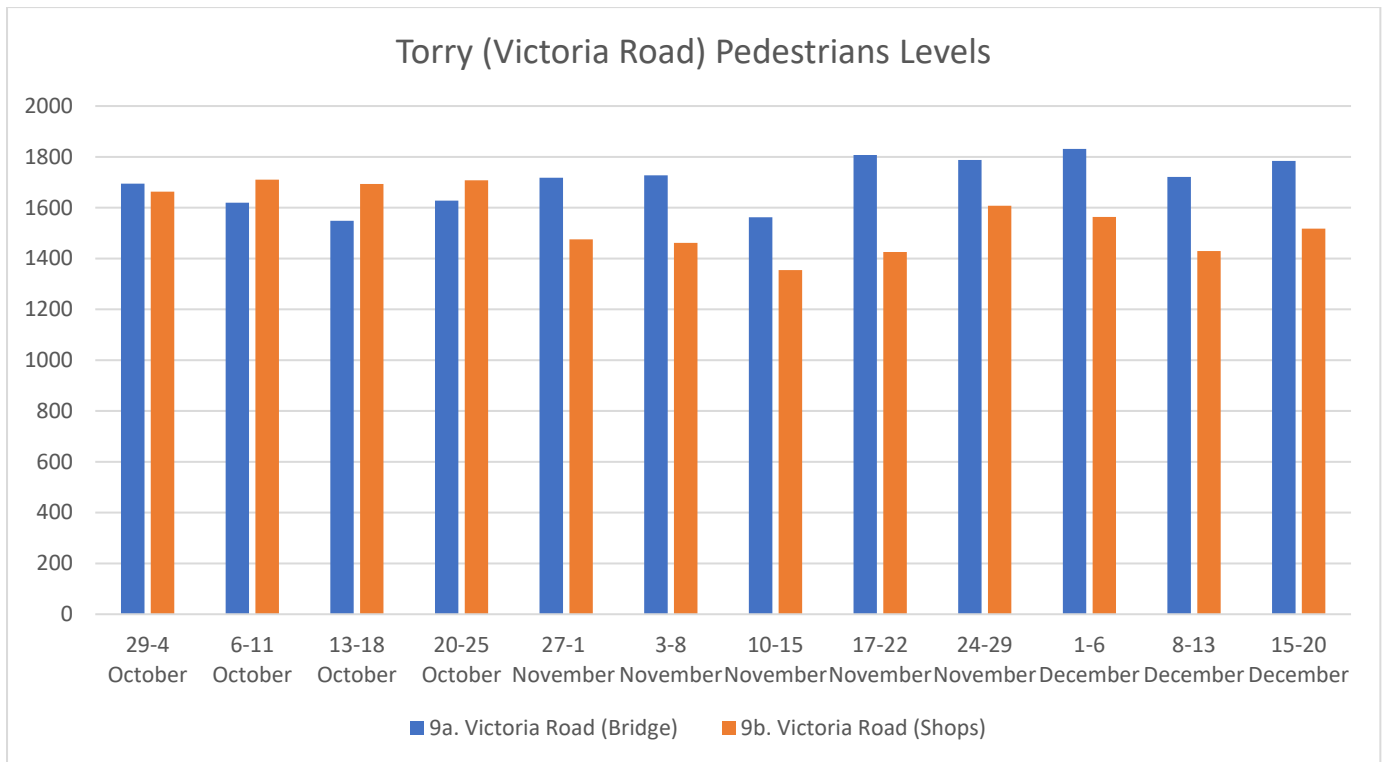


Fig 22 Torry (Victoria Road) Pedestrians Levels

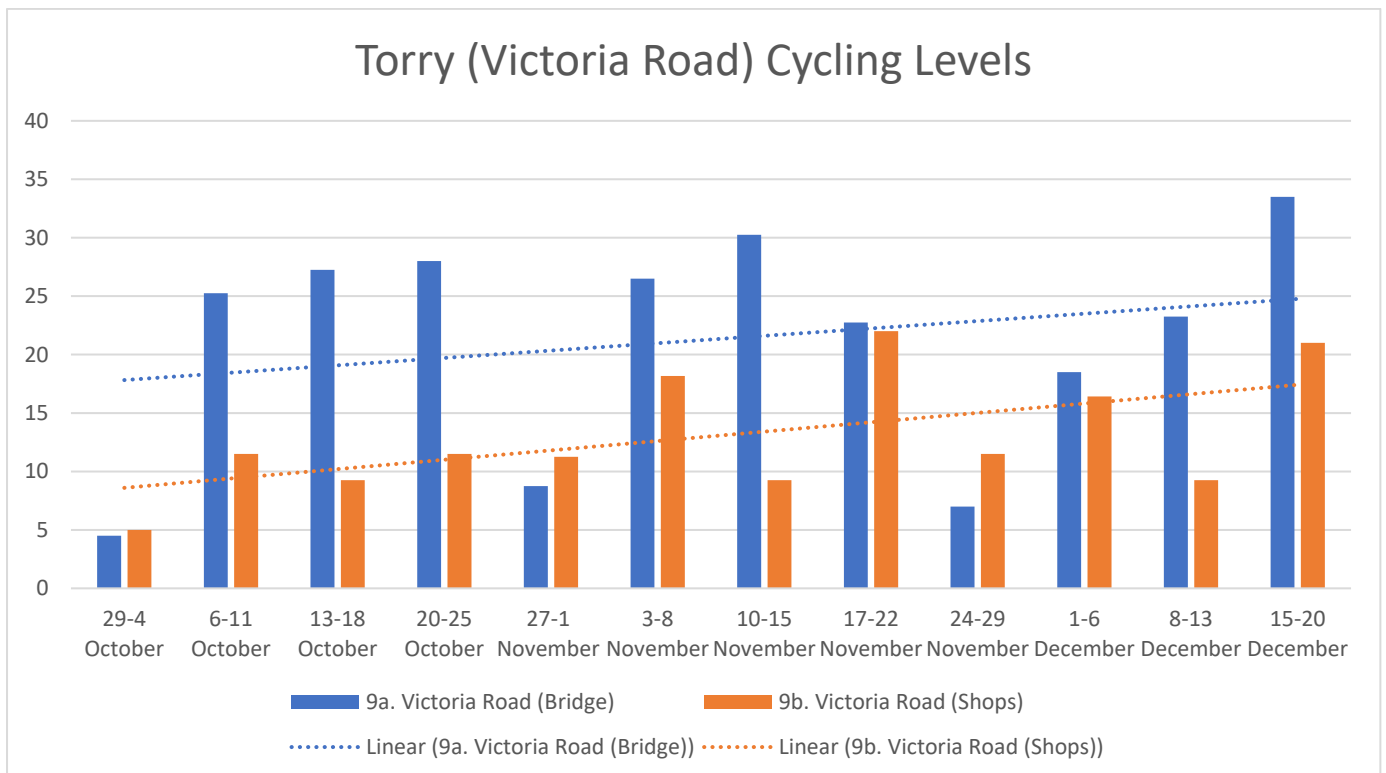


Fig 23 Torry (Victoria Road) Cycling Levels

Again the pedestrian levels are largely static across the survey period with cycling levels increasing slightly.

The observational data for Torry (Victoria Road Bridge) showed:-

- 2,000-2,200 walking and cycling movements per day during week., Sat and Sun down to 1,300-1,400
- Total active travel levels increased at all sites over the period.
- Pedestrians continue to adhere to physical distancing.
- On occasion, cyclists will ride on pavement instead of road. This may be due to cobblestoned surface of bridge.

The observational data for Torry (Victoria Road Shops) showed:-

- Busier on weekdays 1,600-1,900 walking and cycling movements per day falling to 1,100-1,200 on Sunday.
- Pedestrians continue to adhere to physical distancing.
- Drivers observed to park considerably. Boundary markers remain undamaged at this location.

1.5 Rosemount

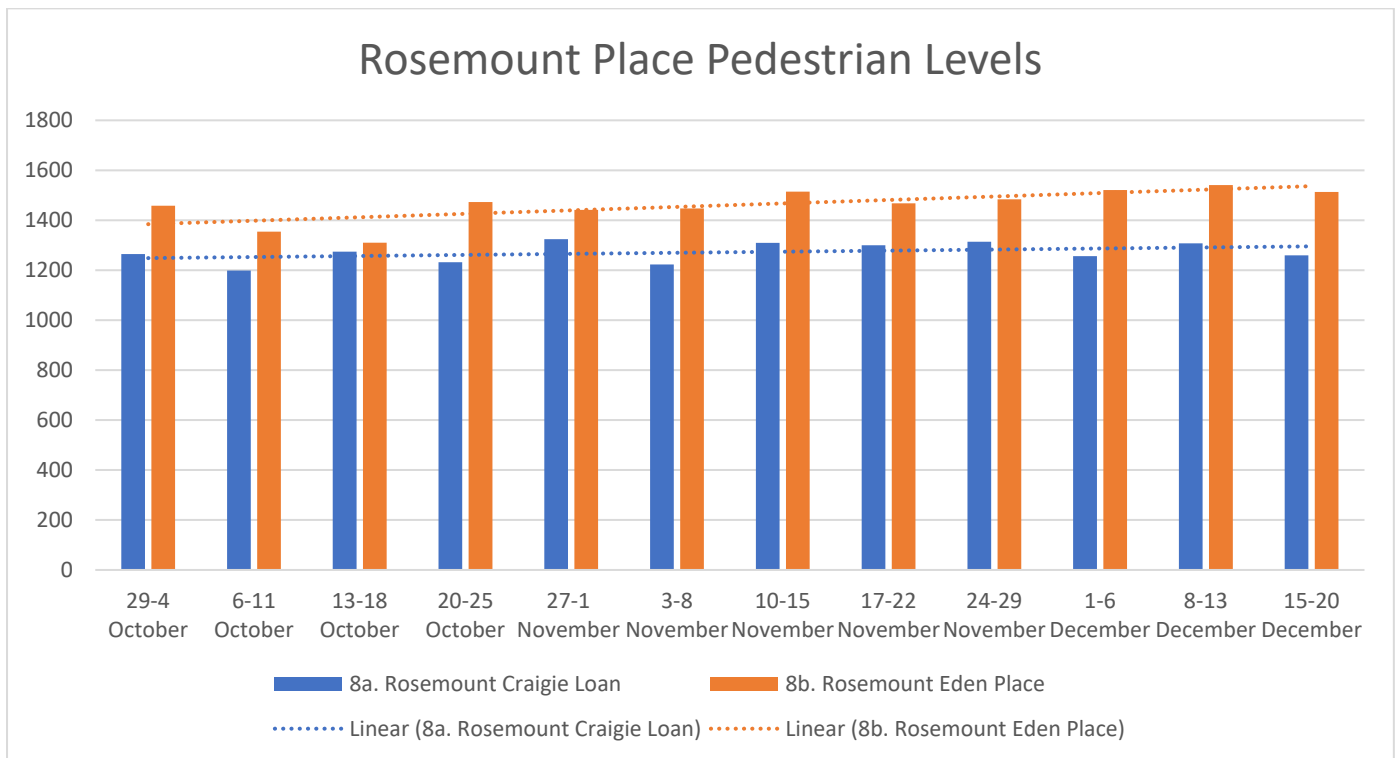


Fig 24 Rosemount Place Pedestrian Levels

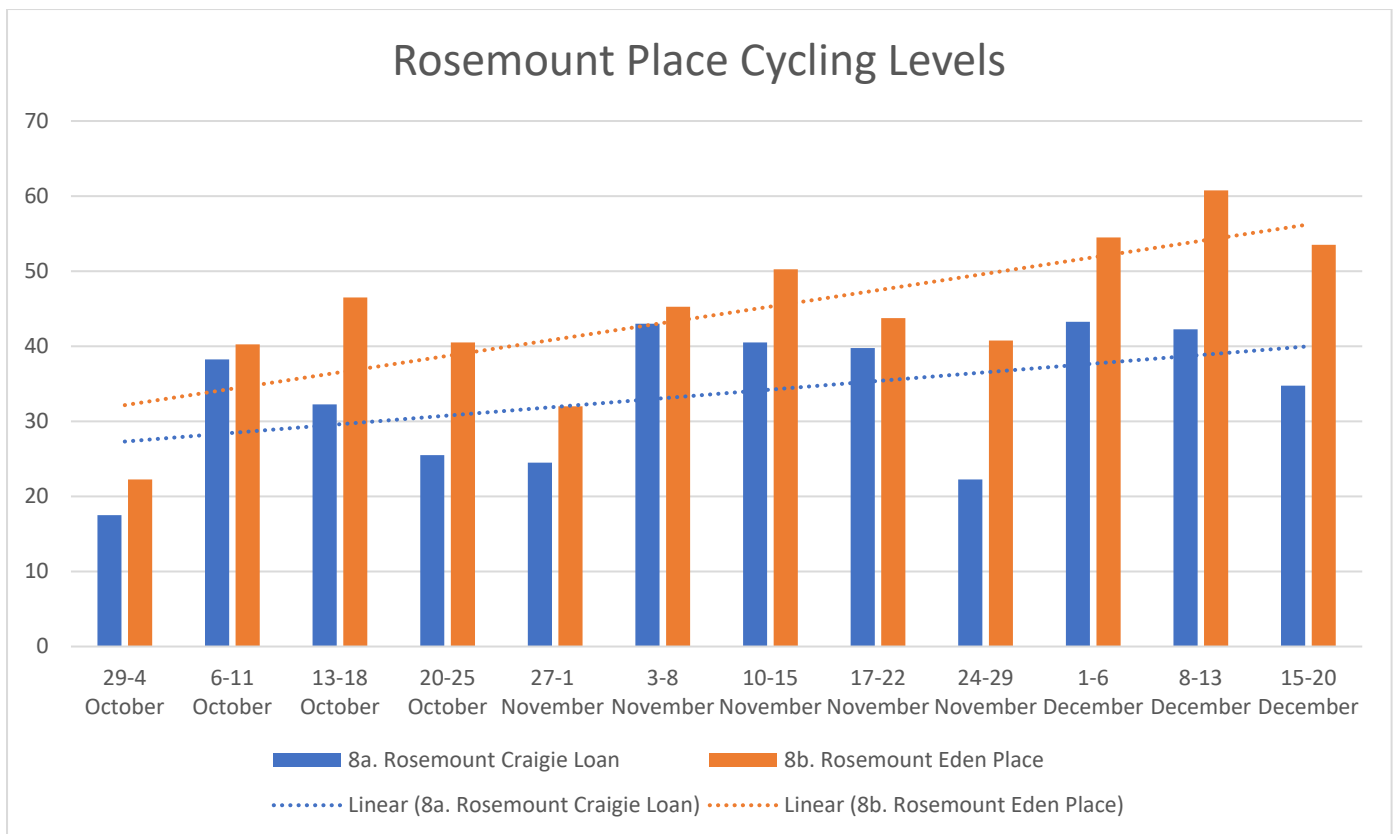


Fig 25 Rosemount Place Cycling Levels

Rosemount saw a similar small increase in pedestrian levels over the period with much stronger growth in cycling levels.

The observational data for Rosemount (Craigie Loanings end) showed:-

- 1,900 walking and cycling movements per day during the week and 800 on the weekend.
- Pedestrians observed to maintain physical distancing and to use the reallocated carriage way space.
- No illegal vehicle movements observed despite changes in road layout.
- Cars observed to park considerably to prevent conflicts with pedestrians, vehicles, and cyclists.
- On Week 7, temporary traffic lights were put in place between this site and Site 8b. The lights caused some queuing, but no issues to pedestrians or cyclists.

The observational data for Rosemount (Eden Place) showed:-

- 1,800-2,000 walking and cycling movements per day during the week, with 1,200 on Saturday and 900 on Sunday
- Total active travel levels increased each day apart from Tuesday over the period.
- Pedestrians observed to maintain physical distancing.
- No illegal vehicle movements observed despite changes in road layout.
- Cars observed to park considerably to prevent conflicts with pedestrians, vehicles, and cyclists.

1.6 The Beach (Shops)

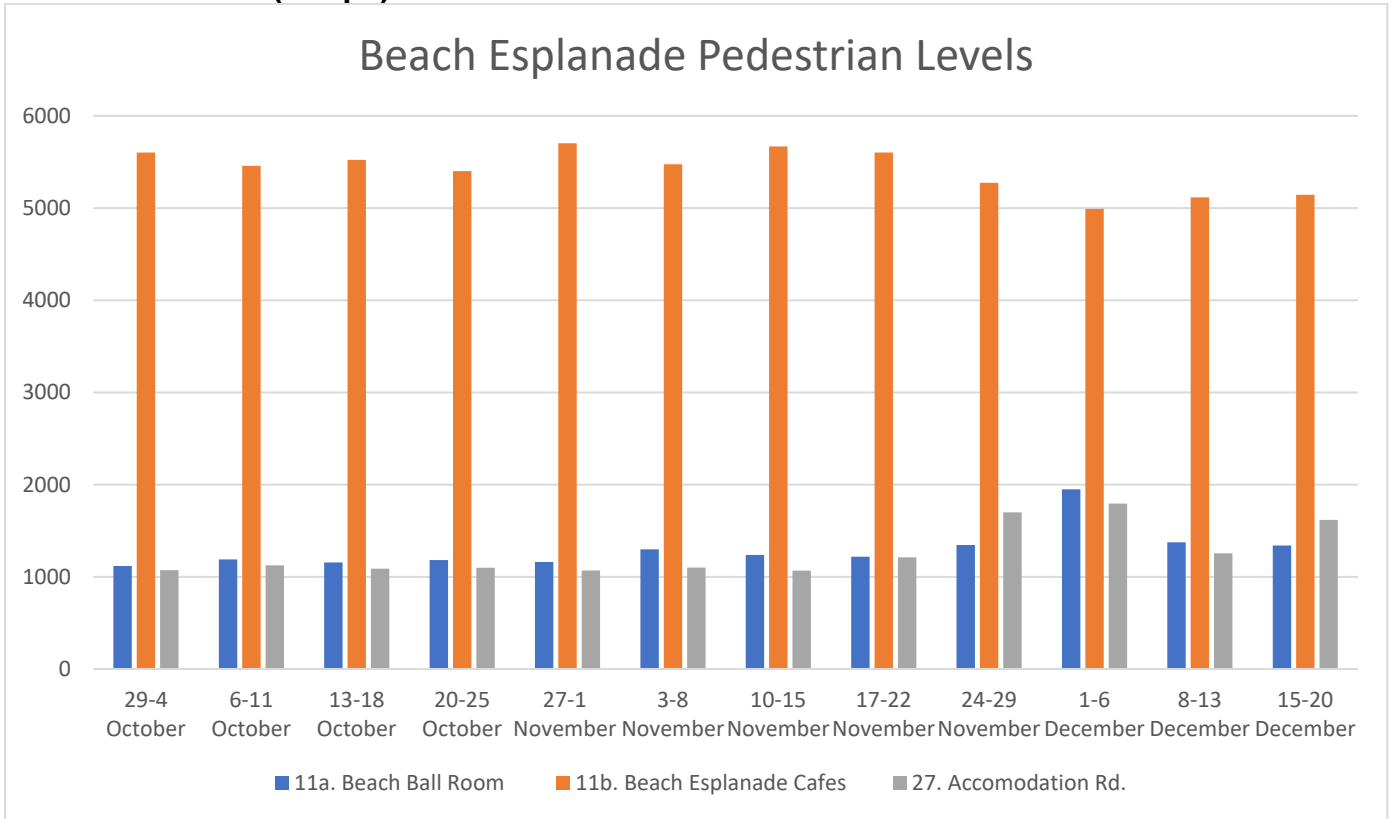


Fig 26 Beach Esplanade Pedestrian Levels

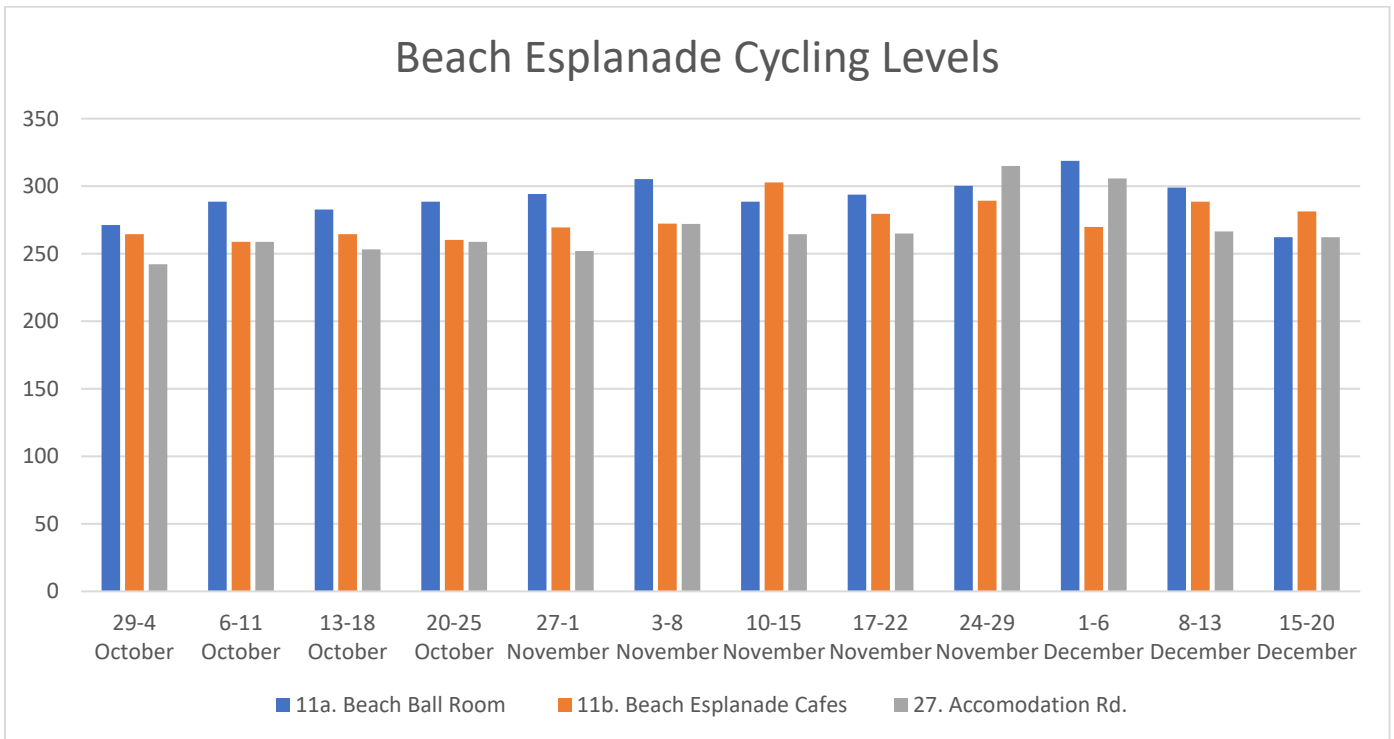


Fig 27 Beach Esplanade Cycling Levels

1. Sections of the Esplanade were closed from 31st of August 2020 for SfP Active Travel Corridor implementation works.
2. Beach Esplanade Counts from September 2020 onwards do not include users of the newly installed bi-directional cycle lane, therefore the stated figure does not include all cycles passing this count site.
3. Sections of the Esplanade were closed from 23rd of November 2020 for SfP Active Travel Corridor removal works.

The observational data for Beach Esplanade (Ballroom) showed:-

- Busier at weekends with 1,600 to 1,700 walking and cycling movements and 1,300-1,400 on weekdays.
- Busiest site for cyclists in city with between 250-350 daily.
- All days showed an increase in total active travel levels over the period.
- Physical distancing generally adhered to.
- Cyclists make good use of cycle lanes and do use footways or road.
- Majority of pedestrians use pavement closest to seafront.

The observational data for Beach Esplanade (Café's) showed:-

- Busier at weekends with 4,800-5,300 walking and cycling movements per day during the week and 6,700-6,800 at the weekend. In the top 5 busiest active travel sites at the weekends.
- Second busiest cycling site in city with between 240 and 320. Busier with them on weekdays.
- Total active travel levels increased on all days apart from Tuesday over the survey period.
- Physical distancing continues to be adhered to.
- Cyclists make good use of marked cycle lanes, and do not use footways or road.
- No issues observed with drivers misusing new one-way system.
- On occasion, red and white boundary markers have been damaged, possibly by reversing vehicles from parking bays.

The observational data for Beach Esplanade (Accommodation Road) showed:-

- Higher daily active travel levels at weekends, 1,400-1,600 versus 1,100 – 1,200 through the week
- 2nd busiest cycling site on Wednesday and 3rd busiest all other days (220-320 per day).
- All pedestrians observed to be on seafront side of road.
- Pedestrians generally adhered to physical distancing.
- Cyclists made good use of cycle lane markings and did not cycle on road or pavement.
- However, on occasion cyclists would cycle two abreast in cycle lanes, which could potentially cause conflict with cyclists coming in opposite direction.
- Despite proximity of parking bays to cycle lane, drivers parked considerately, causing no conflicts with drivers or cyclists, and causing no damage to red and white boundary markers.

1.7 Clipboard Survey Summary (Taken from the Committee Report).

The results of the clipboard surveys which were undertaken to assess the impact of the interventions are summarised below, and the full data is included in the Appendix 3. 956 people were surveyed over the 18th and 19th of December which is a very encouraging number particularly in the context of the pandemic.

People were surveyed at all locations and were given the opportunity to comment on their experience of any interventions across the city. Overall, the response was very positive towards the interventions and the following are a selection of the questions asked and the responses received.

1.8 What was their opinion on the temporary measure brought in to help enable physical distancing?

People were asked to score their view of the interventions from “**Very Positive**” to “**Very Negative**” across 5 options.

Across all sites an average of 80% of people said their experience was “**Very Positive**” or “**Positive**”. All sites scored “**Very Positive**”, “**Positive**” or “**Neutral**” for the top three responses except for Union Square which had a third-place score of 11% of people stating, “**Generally Negative**”. The beach scored the highest “**Very Positive**” at 63%.

1.9 How did people visit these locations?

In all cases the top three modes of transport to get to the locations were on foot, by car as a driver or by car as a passenger. For two of the locations cycling entered the top three options, those were the recreational sites of the beach and the parks.

1.10 Why have they visited certain locations less?

People were given a number of options to choose from for this question and could choose more than one option. There was a joint top score for this question with “**Working from home**” and “**Fear of Contracting COVID**” both scoring 70%, “**Fear of being unable to social stance**” was second at 67%. Interestingly the “**Ability to shop online**” was given by 62% as a reason for not visiting.

1.11 Why had they visited certain locations more?

For this the majority said “**Because they felt safer**”, then “**To be around other people**” and finally “**For exercise**”. The parks also scored well for “**Mental health benefits**”.

1.12 Have people been visiting the intervention locations to the same degree as pre COVID?

People were given three options for this question, that they visited more, the same or less frequently. Across all the locations the highest scored response was the “**same frequency**” ranging from 45% for the City Centre to 72% for George Street and Rosemount. This higher percentage for residential locations such as Rosemount and George Street is probably reflective of the residential population shopping locally. Three locations saw a second highest score for “**more frequent**” these were the Beach and the Parks, both in the mid 30%’s. The City Centre saw the most significant second preference “**less frequent**” response at 43%. This reflects the overall drop in footfall in the City Centre.

1.13 Other points

Walking and Cycling – Almost 90% of people agreed or totally agreed that they felt safer walking and cycling. 94% found it easier to walk or cycle.

Access Bus Services – 41% of people found accessing bus services the same with 34% saying it was easier and 24% saying it was harder.

Parking – 39% of people disagreed that access to car parking was easier, while 35% were neutral and 13% felt it was easier.

1.14 **Survey Data**

The following data was gathered using temporary cameras set up across the intervention sites. The graphs represent average daily figures across the periods indicated, starting on the 29th of September 2020. Where data has been collected in multiple locations on the same street, these have been grouped and plotted against each other for clarity. Full details are attached in Appendix 4.