

Appendix 1

City Centre active travel levels

To better understand the effects of COVID-19 on the transport network, cameras have been monitoring active travel levels in 41 areas across the city. The filming has taken place on 4 days of the week (Tuesday, Wednesday, Saturday and Sunday) between 7am and 7pm. These are listed below

Upper Kirkgate	Schoolhill	Union Street (Adelphi)	Union Street (Bridge St to Mkt St)	Union Street (Music Hall)	Union Street (Chapel St/ Rose St)
King Street (St Machar)	King Street (Arts Centre)	King Street (Morrison s)	George Street (St Andrews St)	George Street (Spring Garden)	Rosemount Place (Craigie Loanings)
Rosemount Place (Eden Place)	Victoria Road (Victoria Bridge)	Victoria Road (Menzies Road to Walker Road)	St Nicholas Street	Market Street	Beach Boulevard (North side)
Beach Boulevard (South Side)	Beach Esplanade (Ballroom)	Beach Esplanade (Cafes)	Beach Esplanade (Accommodation Road)	Back Wynd	Belmont Street
Guild Street	Gallowgate	Holburn Street	North Deeside Road, Mannofield	Queens Road	Chapel Street
Rose Street	Justice Mill Lane	Westburn Road	Westburn Drive	Great Western Road	Bedford Road
Powis Terrace	Ashgrove Road	Cults (North Deeside Road)	Peterculter (North Deeside Road)	Wellington Road	

Monitoring at these sites has taken place over a series of 4-week periods with the most recent period (Period 9) reduced to 3 weeks to fit with the timescales for this report. The dates of these monitoring periods are shown below.

- Period 1 - 28th September to 25th October,
- Period 2 - 27th October to Sunday 22nd November
- Period 3 - 24th November to Sunday 20th December
- Period 4 - 22nd December to 17th January
- Period 5 - 19th January to 14th February
- Period 6 - 16th February to 14th March
- Period 7 - 16th March to 11th April
- Period 8 - 13th April to 9th May
- Period 9 - 11th May to 30th May

The table below shows the percentage changes in active travel levels for each period over the previous one. Increases are highlighted in green with reductions in red. As well as giving a figure for total active travel levels in each period, breakdowns for adult walking, child walking and road cycling are also given.

Comparison Period	Adult walking % change	Child Walking % change	Road Cycling % change	Total Active Travel % change
Period 2 over Period 1	2.91	17.03	10.83	3.4
Period 3 over Period 2	5.28	3.9	4.66	5.64
Period 4 over Period 3	-39.2	-62.64	10.54	-38.82
Period 5 over Period 4	-17.3	-55.9	-6.3	-17.5
Period 6 over Period 5	11.92	38.77	27.43	13.10
Period 7 over Period 6	5.08	-26.88	2.52	4.56
Period 8 over Period 7	14.48	31.50	9.18	14.33
Period 9 over Period 8	7.33	10.23	8.94	7.44

The results indicate a fall in total active travel levels citywide in Periods 4 and 5. Period 4 corresponds with the second Scottish lockdown, which came into force on Boxing Day 2020 while Period 5 saw wintry conditions hit Aberdeen. Both of these factors are likely to have affected active travel levels. However, since Period 5, levels have started to increase again and, although they are still down on the Period 4 total, they continue to grow with each subsequent period. Despite this, the road cycling levels continue to increase and, apart from period 5, have grown in every period since monitoring began. They are now at their highest level since monitoring began.

Intervention Areas

1.1 Union Street

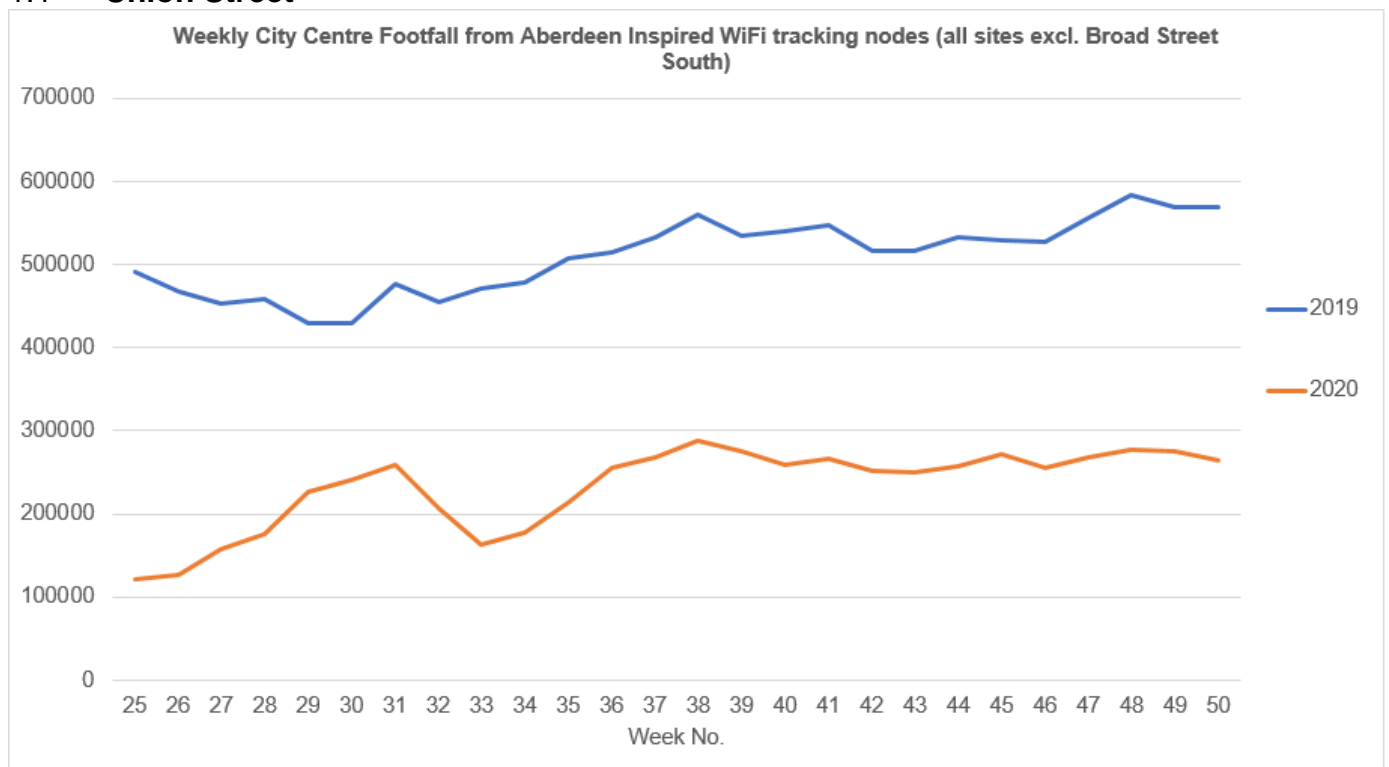


Fig 11. City Centre Footfall

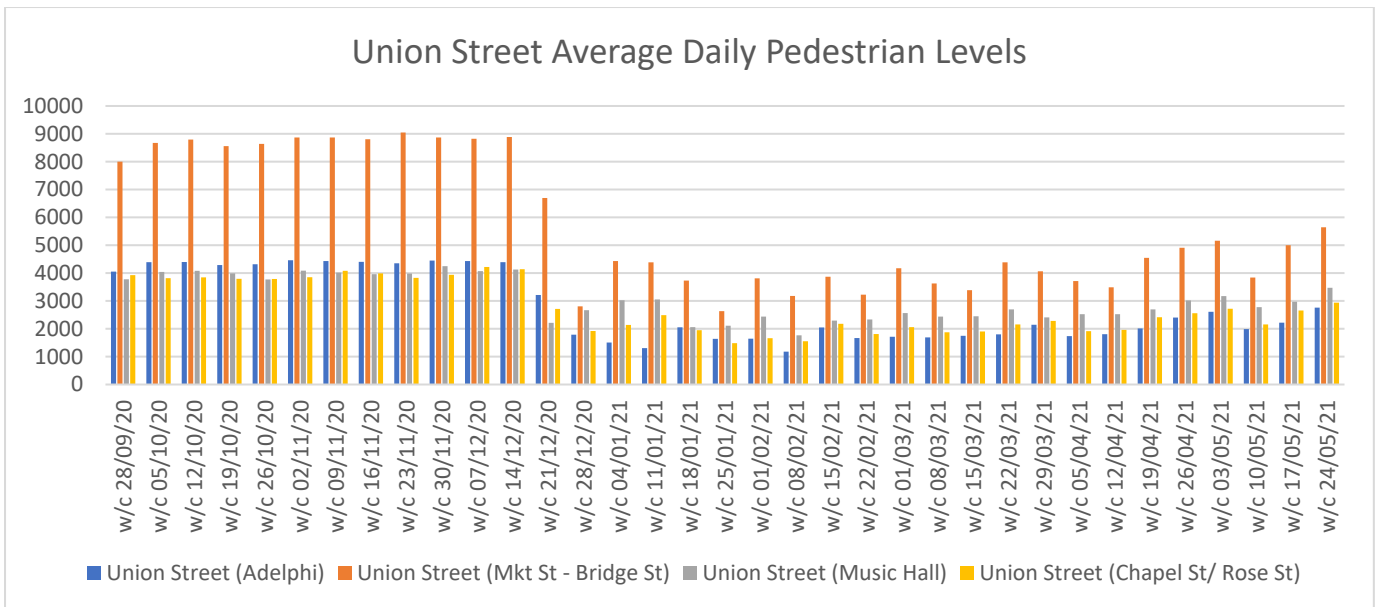


Fig 16. Union Street Pedestrian Levels

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

The figures mirror the citywide findings of the 41 active travel monitoring sites. After the 14th December the figures show a real dip. This coincides with the festive period and then Scotland going into a second lockdown. However, growth in footfall is evident, especially from 19th April and continues, coinciding with the lifting of travel restrictions and the opening of non-essential shops and services.

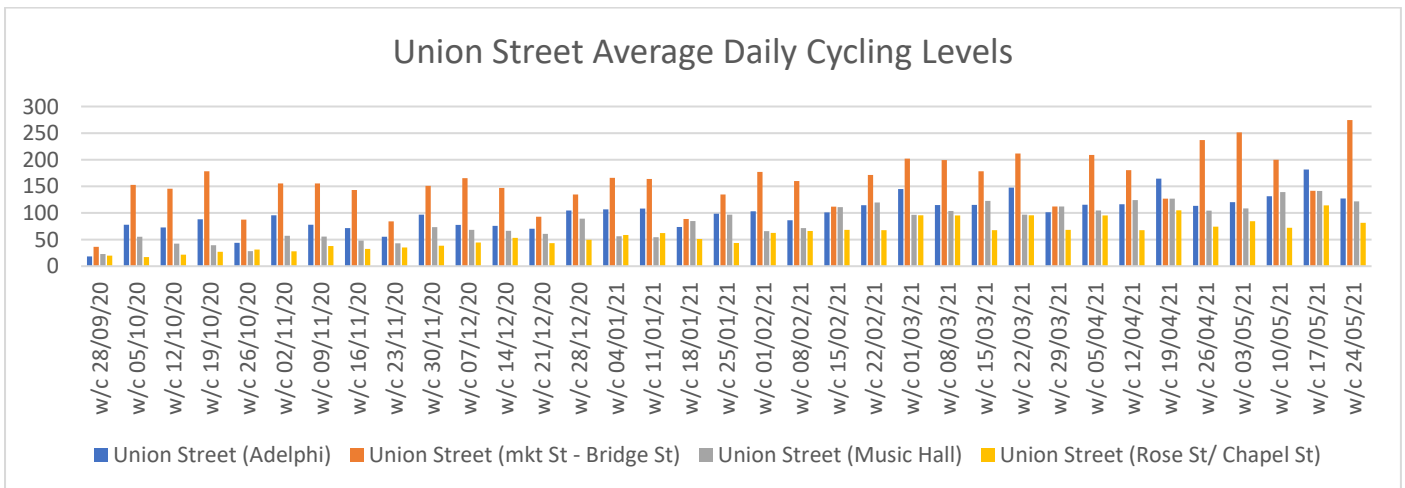


Fig 17. Union Street Cycling Levels

Similar to the pedestrian levels, the levels of cycling on the traffic-free section of Union Street between Bridge Street and Market Street is significantly higher. Again, across the survey period this section often saw more than twice the cyclists of any other section of Union Street. Cycling levels have not shown the same dip that footfall levels have and, although there is some fluctuation, it is evident that levels are growing more on the traffic-free section of Union Street.

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

- Based on the 41 sites surveyed, over the 9 monitoring periods, this section of Union Street is the second most popular site in the city (behind Market Street which has come top in more periods) for total active travel levels.

- However, based on the total number of people who have passed through each site over the 9 monitoring periods, this section of Union Street still has the highest overall active travel count in the city.
- It is busier on weekdays than weekend days with Tuesday the busiest day.
- Pedestrians and cyclists continue to make good use of additional width created by closure of road.
- Pedestrians were generally observed to adhere to physical distancing.
- No pedestrian or cycle conflicts observed.
- No illegal entry by vehicles observed recently.
- Some queueing observed at shops following reduced lockdown measures. On occasion some shoppers don't always adhere to physical distancing.
- Increased footfall since re-opening of some shops.

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

- Busiest day was Tuesday and this section continues to be busier on weekdays than weekend days.
- Has made the top 10 for 8 out of the 9 monitoring periods for child pedestrian levels and the top 10 for 6 out of the 9 monitoring periods for road cycling.
- 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:-

- This section has made the top 10 for total active travel levels in the last 6 of the 9 monitoring periods
- Based on the total number of people who have passed through each site over the 9 monitoring periods, this section of Union Street makes the top 10 for overall active travel count in the city on Wednesday, Saturday and Sunday.
- Pedestrians continue to adhere to physical distancing and again use the additional space provided.
- Off camera, people are making use of pubs with outdoor seating areas. These are well managed to ensure physical distancing and minimal queuing.
- No vehicle / cycle conflicts observed.

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

- This section has made the top 10 for child pedestrian levels in the last 6 of the 9 monitoring periods
- Busier on weekdays
- Off camera, people are making use of pubs with outdoor seating areas. These are well managed to ensure social distancing and minimal queuing.
- Pedestrians continue to adhere to physical distancing and again use the additional space provided.

1.2 Upper Kirkgate

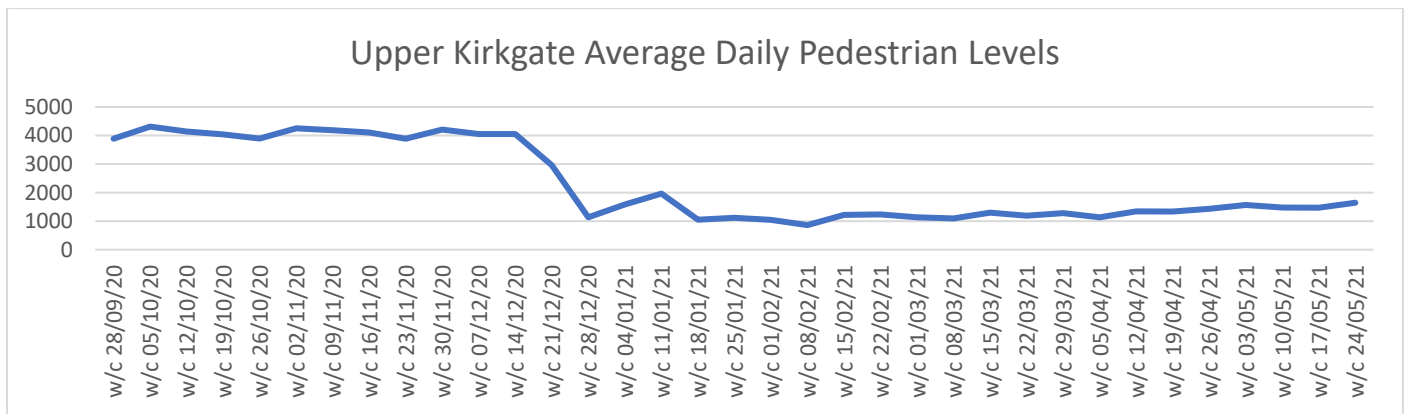


Fig 18 Upper Kirkgate Pedestrian Levels/

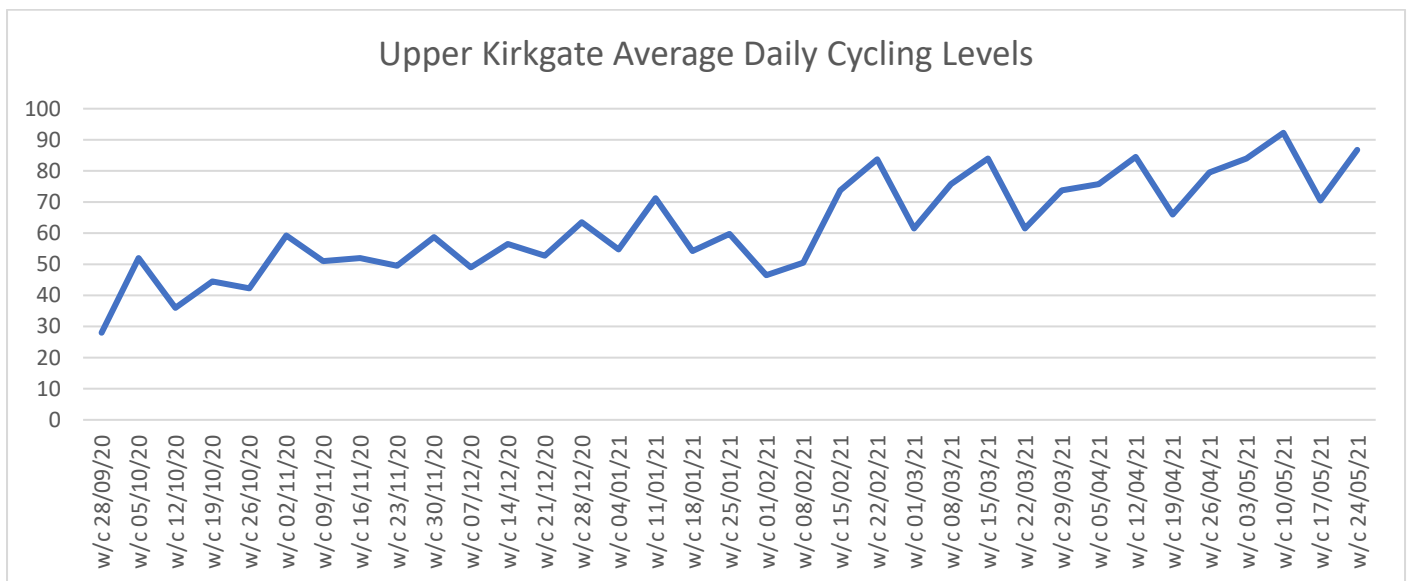


Fig 19 Upper Kirkgate Cycling Levels

The pedestrian levels on Upper Kirkgate, in line with figures across the city, dipped towards the end of December and, since February, have started to climb gradually again. However, the levels of cycling have continued to climb.

The observational data for Upper Kirkgate showed:-

- This site is busier on weekdays than weekends
- 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.
- HGVs on weekday mornings seem to load / unload here for a brief period. This has not caused any issues for pedestrians.

1.3 George Street

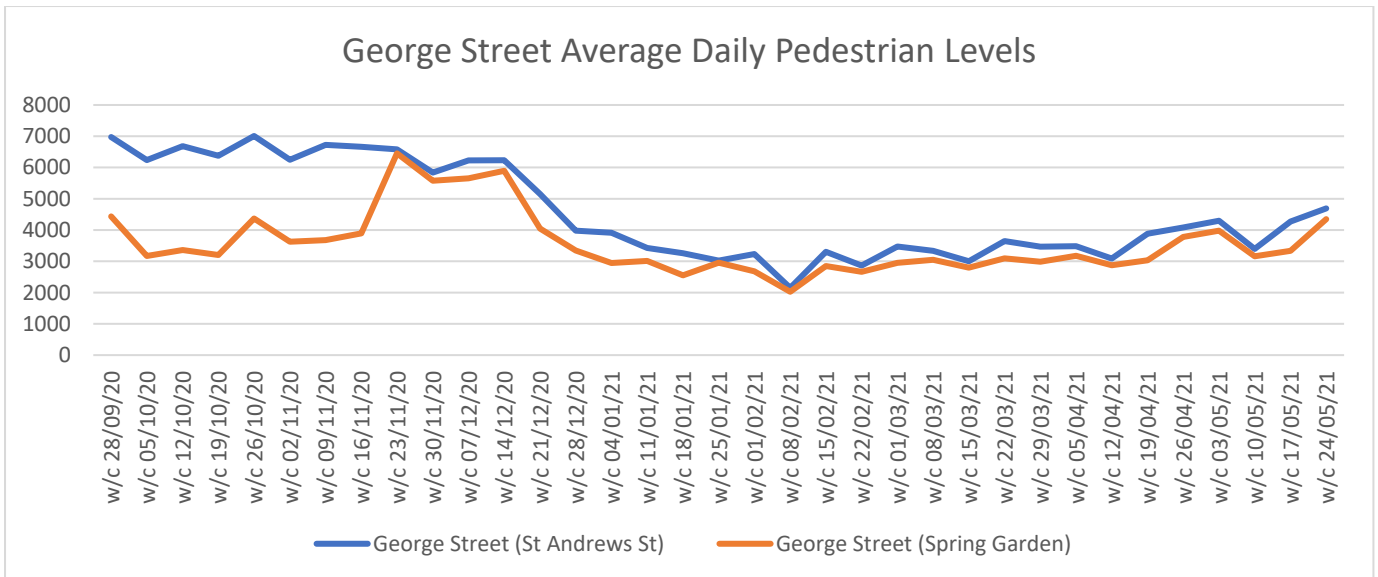


Fig 20 George Street Pedestrian Levels

The pedestrian levels on George Street reflect the pattern observed citywide with a decrease in late December and a gradual rise from February onwards. Where once there was quite a difference between active travel movements passing the cameras at St Andrews Street and Spring Gardens, levels now seem to be broadly similar. It is difficult to determine the 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.

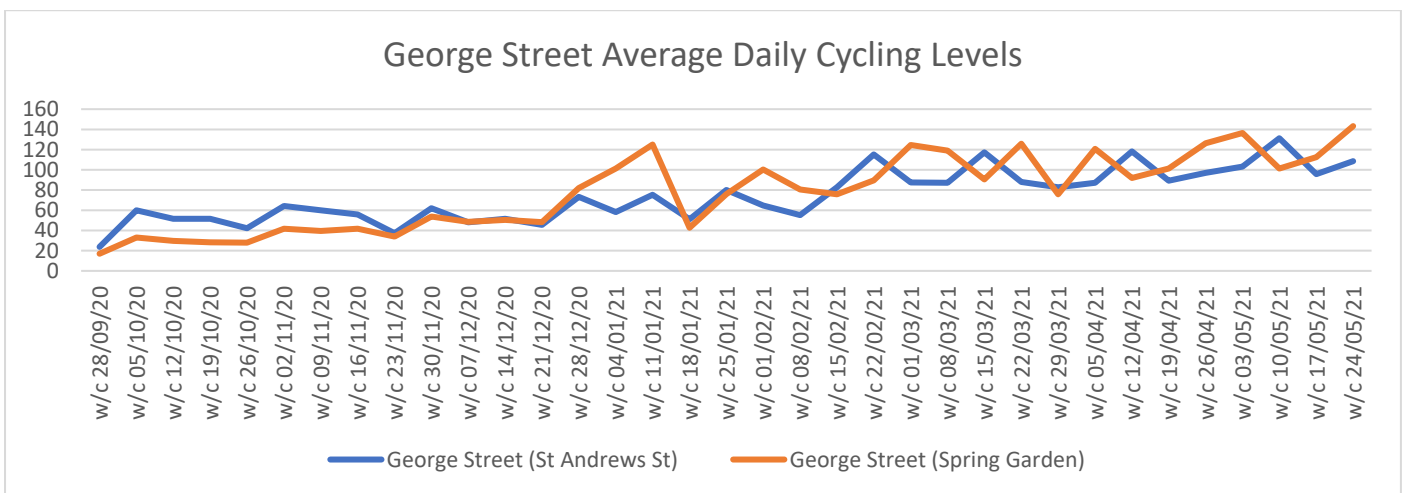


Fig 21 George Street Cycling Levels

Despite some fluctuations, the cycling levels on George Street have increased over time, especially through the Spring Garden monitoring site, which now posts a higher number than at St Andrews Street. 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:-

- This section has made the Top 10 for total active travel levels in all 9 monitoring periods and the top 6 in 8 of them
- Based on the total number of people who have passed through each monitoring site over the 9 monitoring periods, this section of George Street has the 5th highest overall active travel count in the city.

- Slightly busier on the weekdays than the weekends with Wednesday the busiest day.
- Pedestrians make good use of street width to allow physical distancing.
- Minimal queuing observed on site at nearby shops. These are well managed, with social distancing adhered to. At no point has queue gone past view of camera

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

- This section has made the Top 10 for total active travel levels in the last 7 of the 9 monitoring periods.
- Busiest on weekdays with Tuesday the busiest day
- 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. There does seem to be more on street parking latterly as people make use of nearby takeaways.

1.4 Torry (Victoria Road)

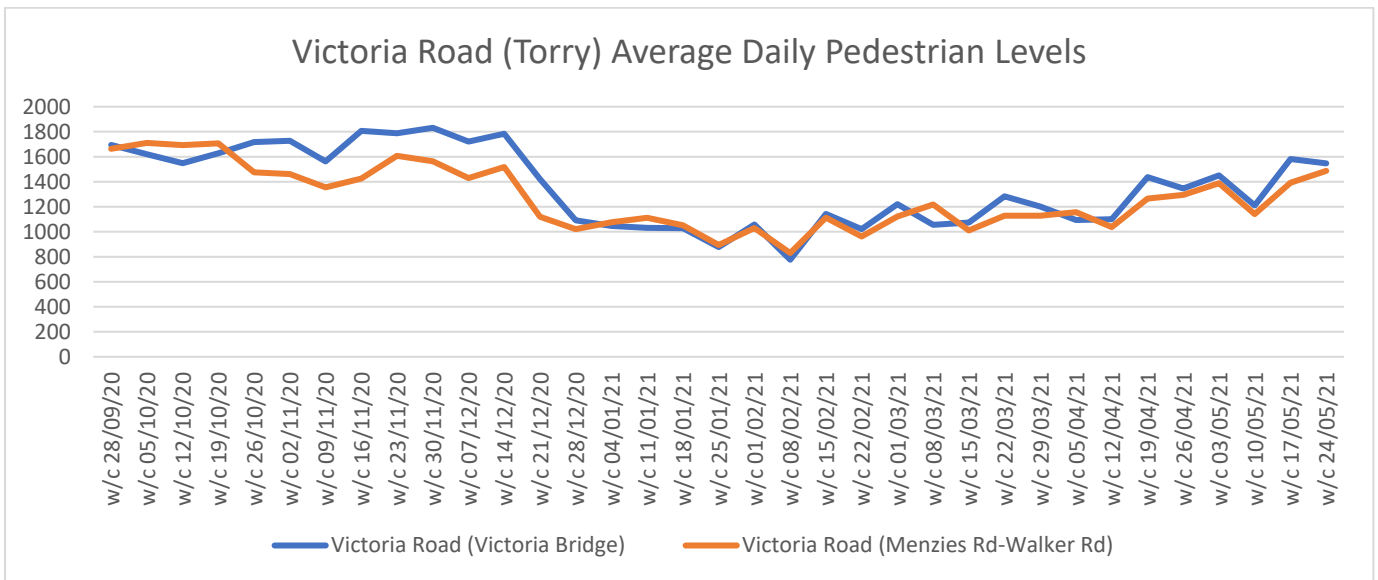


Fig 22 Torry (Victoria Road) Pedestrians Levels

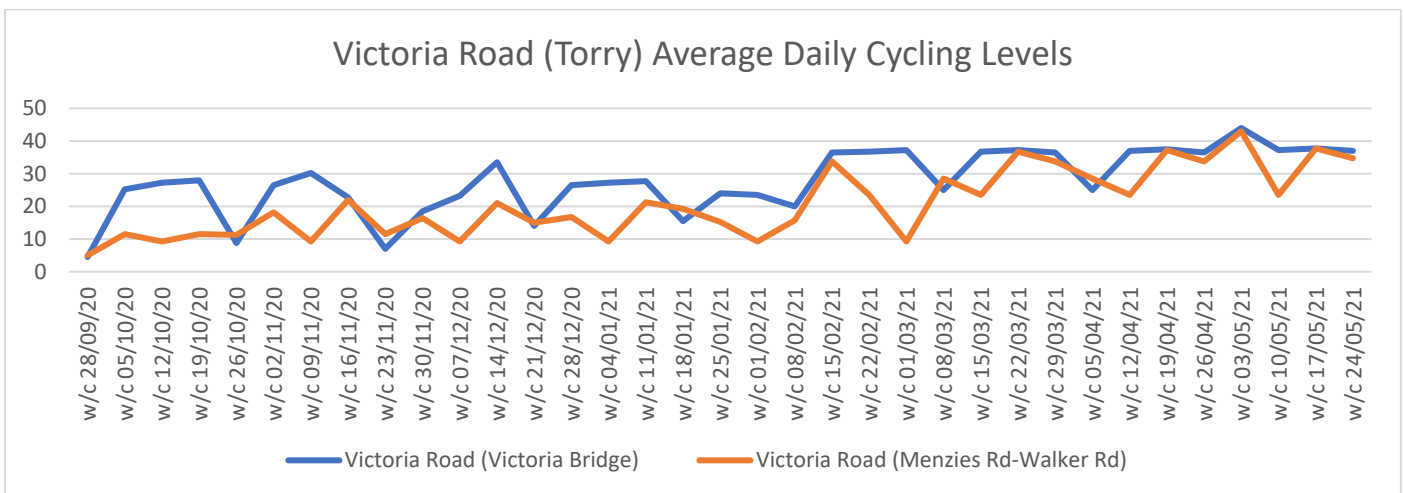


Fig 23 Torry (Victoria Road) Cycling Levels

The pedestrian levels in Torry reflect the pattern observed citywide with a decrease in late December and a gradual rise from February onwards. The cycling levels, despite some fluctuations, continue to rise.

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

- This site is busier during the week with Wednesday the busiest day
- Pedestrians continue to adhere to physical distancing.
- On occasion, cyclists will ride on pavement instead of road. This may be due to the cobblestoned surface of the bridge.

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

- This site is busier on weekdays than weekends too with Wednesday also the busiest day.
- Not quite as busy as the Victoria Bridge site
- Pedestrians continue to adhere to physical distancing.
- Drivers observed to park considerately. Boundary markers remain undamaged at this location.
- Some on street parking increase latterly as people visit nearby chip shop. No queuing observed at chip shop or Spar store.

1.5 Rosemount

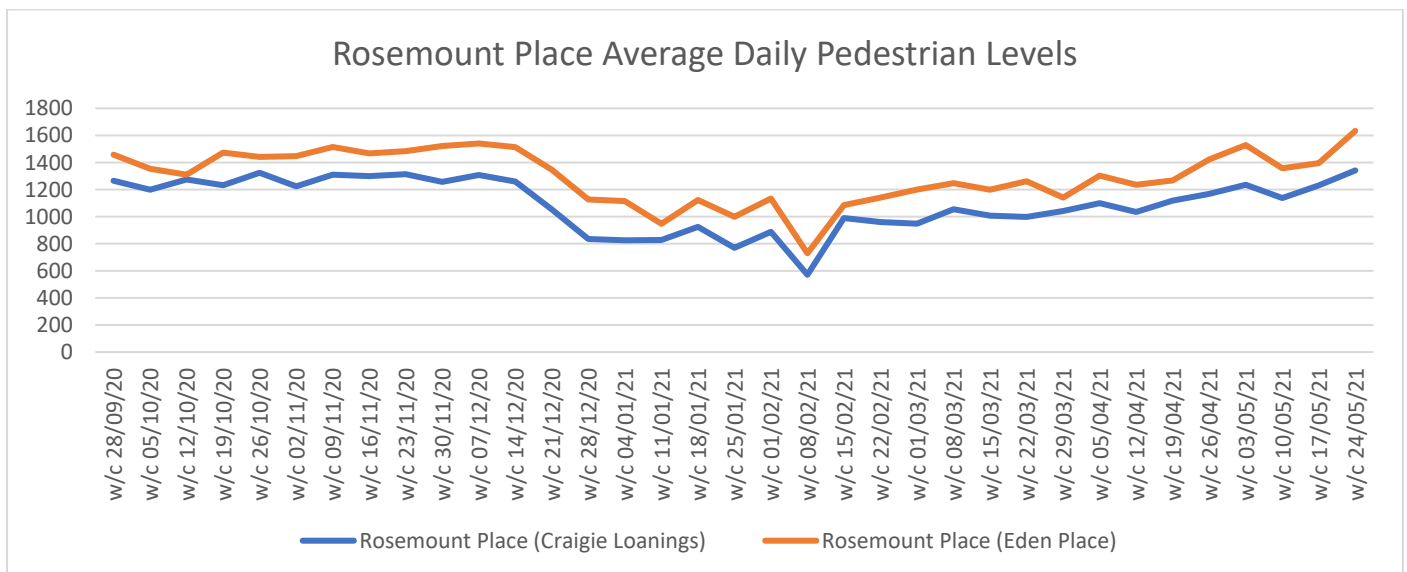


Fig 24 Rosemount Place Pedestrian Levels

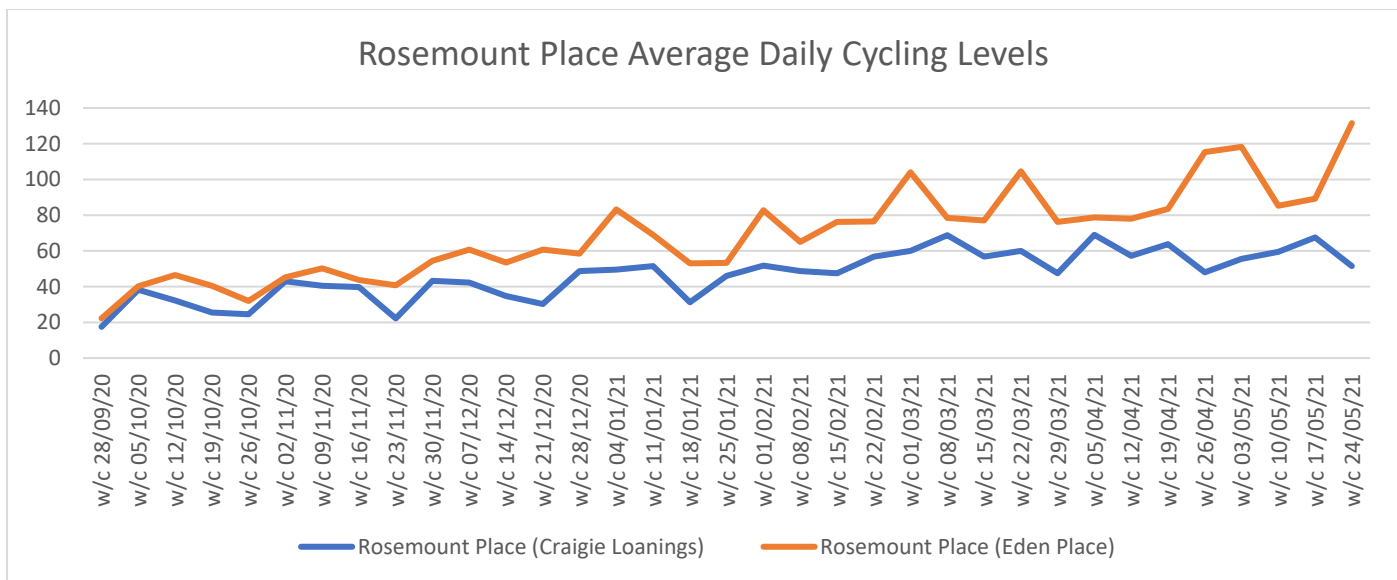


Fig 25 Rosemount Place Cycling Levels

The pedestrian levels in Rosemount reflect the pattern observed citywide with a decrease in late December and a gradual rise from February onwards. However, unlike other sites, the pedestrian levels at both Rosemount sites have now risen back to the original higher levels seen before December 2020.

The cycling levels, despite some fluctuations, continue to rise too. The Rosemount Place site at Craigie Loanings has seen a small overall rise while the site as Eden Place has risen more considerably.

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

- This site is busier during the week than weekends with Wednesday the busiest day.
- 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 considerately to prevent conflicts with pedestrians, vehicles, and cyclists.
- No illegal vehicle movements observed despite changes in road layout
- There does seem to be more on street parking latterly as people make use of nearby takeaways and shops.

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

- This site is busier than Craigie Loanings
- This site is busier during the week than weekends with Wednesday the busiest day.
- Pedestrians observed to maintain physical distancing.
- No illegal vehicle movements observed despite changes in road layout.
- Cars observed to park considerately to prevent conflicts with pedestrians, vehicles, and cyclists.
- There does seem to be more on street parking latterly as people make use of nearby takeaways and shops.

1.6 The Beach Esplanade

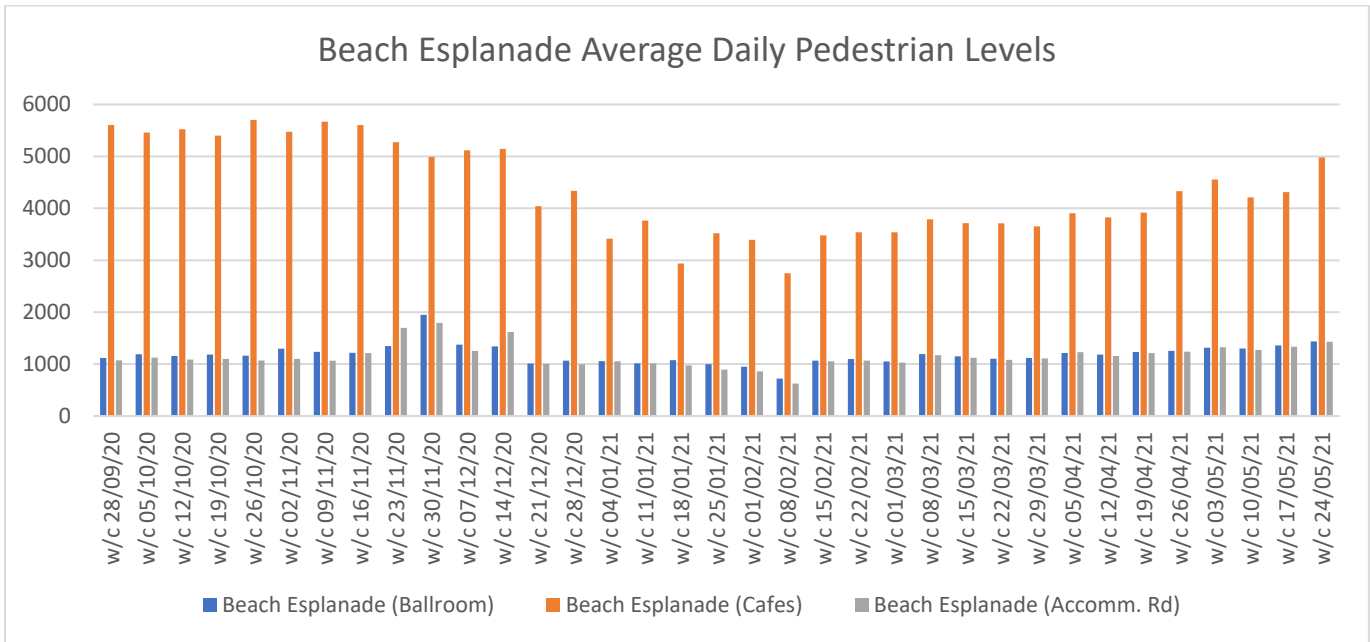


Fig 26 Beach Esplanade Pedestrian Levels

The pedestrian levels at the three Beach Esplanade sites reflect the pattern observed citywide with a decrease in late December and a gradual rise from February onwards. What is evident here is that the section beside the cafes, restaurants and retail offering at the beach is far busier with people than the sections further north at the Beach Ballroom and Accommodation Road.

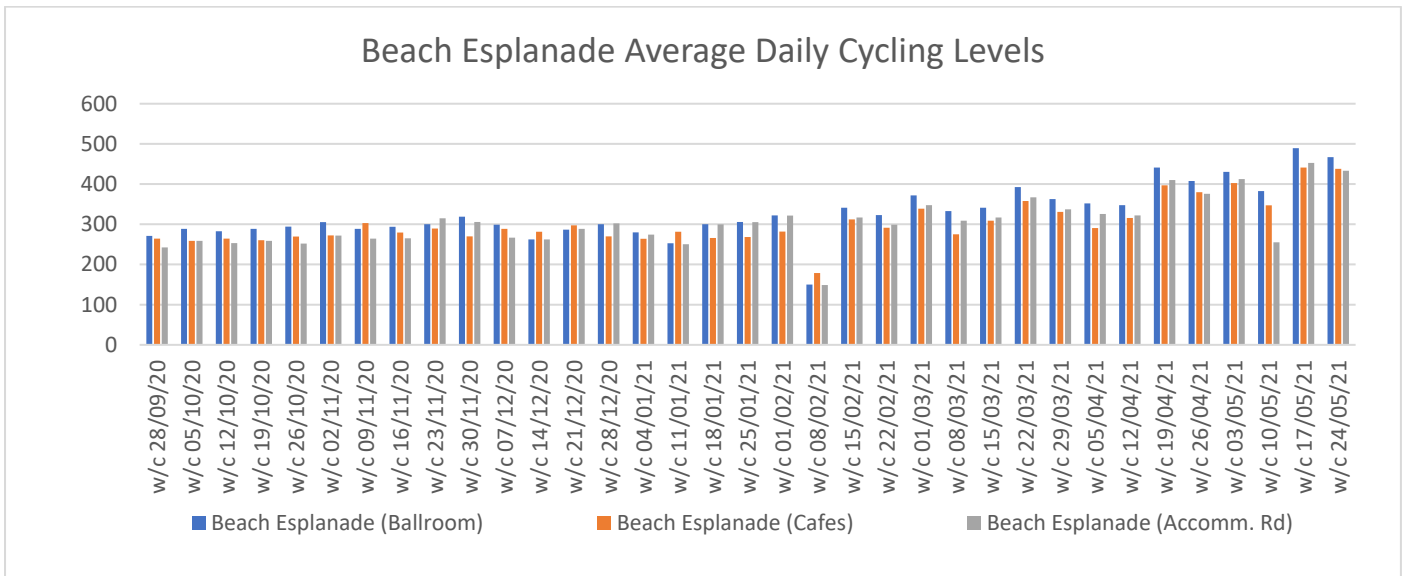


Fig 27 Beach Esplanade Cycling Levels

- Sections of the Esplanade were closed from 23rd of November 2020 for Sfp Active Travel Corridor removal works.

The three Beach Esplanade sites have consistently posted the highest levels of cycling in the city in every monitoring period and on every day of the week. Despite some fluctuations, the overall levels of cycling at each of the three sites, continues to rise.

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

- This has been the busiest monitoring site in the city for cycling in all of the monitoring periods
- This site has featured in the top 10 for the last 5 monitoring periods for child pedestrians
- It is busiest at the weekends with Saturday the busiest day
- All days showed an increase in total active travel levels over the period.
- Physical distancing generally adhered to.
- Cyclists made good use of cycle lanes while they were in place and did not use footways or road.
- The majority of pedestrians use pavement closest to seafront (Lower Promenade).

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

- This has been the busiest of the monitoring sites in the city with child pedestrians for the last 5 monitoring periods
- It has been the second busiest site for cycling in 3 monitoring periods and third in the other 6.
- It has been in the Top 5 busiest active travel sites, from those monitored, in 8 of the 9 monitoring periods.
- Based on the total number of people who have passed through each site over the 9 monitoring periods, this section of Beach Esplanade has the fifth highest active travel total for weekdays and the third highest for weekends.
- It is busier at weekends with Saturday the busiest day
- 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.

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

- This is the 2nd busiest site in the city for cycling
- Busier on weekend days than weekdays with Saturday the busiest 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 when they were in place and did not cycle on road or pavement.
- Despite proximity of parking bays to cycle lane (when it was in place), 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. In the first survey, 956 people were surveyed over the 18th and 19th of December 2020 while, for the second, 704 people were surveyed on the 22nd and 23rd of May. These are very encouraging numbers, particularly in the context of the pandemic.

People were surveyed at the locations listed below and were given the opportunity to comment on their experience of any interventions across the city.

- Union Street (Market Street to Bridge Street section)
- Union Street (around Bon Accord Street)
- Beach
- Chapel St

- George St
- Rose St
- Rosemount
- Thistle St

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 Spaces for People interventions in the City Centre, Beach, Rosemount and George Street, as well as Union Square and in the city's parks from "**Very Positive**" to "**Very Negative**" across 5 options.

When the "Very positive" and "Generally positive" answers were added together, the total was greater than 50% in all areas, suggesting that more people were positive about the temporary infrastructure than were negative. In 2020, the Beach was the most popular (97%), parks second (87%) Union Street third (82%), Union Square fourth (79%), George St fifth (72%) and Rosemount 6th (60%). In 2021, the order was the same and all of the sites saw a small percentage increase apart from Rosemount which reduced slightly.

1.9 **How did people visit these locations?**

People were asked how they travelled to visit the City Centre, Beach, Rosemount, George Street, Union Square and the city's parks. They were able to tick more than one option.

For both surveys, in all locations, visiting locations on foot was the most popular form of transport. Cycling was the second most popular for visiting the beach and the parks with car/van driver the second most popular city centre, Union Square and George Street with car/ van passenger the second most popular for Rosemount.

For mode split, based on the average figure for trips to the 6 destinations, foot was the most popular choice by some margin (76%), followed by car/ van driver (48%), then car/ van passenger (45%) then cycling (33%) which interestingly beat bus (6%). In both surveys no trips were recorded for taxi, motorbike or "other".

Given how high the active travel use is, this would suggest that walking and cycling-friendly infrastructure has both enabled and helped to support these journeys.

1.10 **Why have they visited certain locations less?**

For the same locations listed in 1.9 above, people were given a number of options to choose from for this question and could choose more than one option.

For not travelling to the City Centre more, the most popular answer, in both surveys, was that homeworking meant less need to travel there. This was closely followed by the fear of contracting COVID-19. For all other destinations, the fear of being unable to socially distance was the most popular.

It would seem therefore that continuing to provide infrastructure, which helps physical distancing, could help to mitigate two of the largest fears of "being unable to socially distance" and the "fear of contracting COVID-19"

To see if the changes to the transport network may have caused people to visit certain areas less a "difficulty accessing" option was added to this question for 2021. However, this

was not selected by any of the participants, suggesting the Spaces for People restrictions have not been seen as a barrier.

1.11 **Why had they visited certain locations more?**

For the same locations listed in 1.9 above, people were given a number of options to choose from for this question and could choose more than one option.

In 2020, the most popular reason to visit the City Centre more often was exercise, for Union Square it was "work" and "the feeling of safety compared with other places" that tied, for Beach and Rosemount it was the feeling of safety and for Rosemount and the parks, it was "to be around other people".

For the 2021 questionnaire, new options were added around wanting to visit places more often because people had "missed physical shops/ services", "wanted to support the physical shops/ services", "places had become easier to access and move around" and "places have become more attractive to be in". In 2021, two of these proved the most popular answers with 82-89% of respondents ticking that they wanted to support physical businesses in the identified areas and 78-82% of respondents ticking that they had missed these. Interestingly, although the options that made the Top 3 in 2020 - "exercise", "work", "feeling safer there than other places" and "being around other people" dropped out of the top 3 in 2021, the percentages of people who picked them remained the same.

People have a desire to return to physical businesses - bars, shops services - to support them so enabling them to do this is important.

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

For the same locations listed in 1.9 above, people were given three options for this question, that they visited more, the same or less frequently.

For both surveys, the most popular answer was that people have visited the areas with the same frequency since March 2020 when COVID-19 restrictions first began. For both surveys, the beach area and the parks were the areas which posted the highest numbers of "more frequent" visitors and, in both cases, the percentage had increased in the 2021 survey compared with the 2020 survey

In 2021, people were also asked if, since 26th April 2021, when lockdown restrictions began to ease, have they visited the following areas of the city more frequently, less frequently or the same amount?

Nobody that answered had not been to any of the areas at all since lockdown restrictions lifted and, for all of the sites, the most popular answer reported was that people visited more frequently now that restrictions had been lifted. The second most popular answer was "less frequently" at all sites, although most places, with the exception of Union Square, recorded a much lower "less frequently" figure than "more frequently".

In the case of Union Square, the "more frequently" figure was more than double the "less frequently" one and, for the parks, it was more than 4 times higher than the "less frequently" one.

This suggests that the main reason that people did not go to the named destinations more was related to the restrictions imposed during COVID-19.

1.13 **What works well**

In both 2020 and 2021, people did not identify any areas where the temporary measures did not work well.

In both years - 2020 and 2021 - over 99% of respondents did not identify anything they'd like to see done differently with the temporary measures

Where respondents identified areas where temporary measures should continue, those who did identified Union Street

In neither 2020 or 2021, did respondents identify any changes that should be removed

1.14 Other points

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

Walking and Cycling - Based on the scores for "totally agree" and "Neither agree nor disagree" added together 89% of people felt safer walking and cycling in the city and 94% found it easier walking and cycling, as a result of the new measures. This continued in 2021 with 90% and 94% respectively.

Ease of getting around - The most popular score for "I find it easier to get to places due to the new measures" was "Generally Agree" (41%) in 2020, followed by "Neither agree nor disagree" (38%). This was similar in 2021 with 39% and 38% respectively.

Access to Bus Services - The most popular score for "I find it easier to access bus services due to new measures" was "Neither agree nor disagree" in both 2020 (41%) and 2021 (44%)

Parking - The most popular score for "I find it easier to access parking in the city centre due to the new measures was "generally disagree" in both 2020 and 2021 (39%)

The temporary measures have made active travel appear safer and easier and they continue to do so. Given that this is the most sustainable mode, complies with physical distancing, encourages healthy lives and is available to the greatest number of people, it makes sense to continue to champion these modes.

Given that some parking has had to be removed and some car park access made more difficult to enable safe physical distancing, it is not unexpected that people will find it harder to access parking.