



Aberdeen City **voice**

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Aberdeen's Citizens' Panel Report on the 12th Questionnaire



Land use and the Environment

Clean City

Transport and Connections

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Introduction

The final survey sample consisted of 671 responses from members of the citizens' panel. The total panel comprises some 798 citizens of Aberdeen and so the response rate amounts to approximately 84 per cent. The 671 responses are, in the first instance, considered as a whole. Further analysis will be conducted on those results which provoke further investigation and where the various project partners direct further investigation. The further analysis will take the form of targeted analysis on the basis of the personal information of the respondents. This information allows breakdown on the basis of the following variables:

- Gender
- Area
- Age
- Employment
- Home Ownership
- Health Issues
- Ethnicity

Beyond this it is also possible to cross tabulate the various results in order to see if any interesting relationships can be established between the various responses to the different issues covered in the questionnaire.

The analysis presented here is split into the following main topics:

- Land Use and the Environment
- Clean City
- Transport and Connections

LAND USE & THE ENVIRONMENT

Footpaths

Aberdeen City has a considerable number of trees planted on footpaths, for example on Hilton Drive, Gray Street and Watson Street. Unfortunately, in some areas the trees are now causing problems including the increase of trip injury especially to more elderly citizens, the blocking of the drainage system and damage to the services that run underground. At present, these tree locations are maintained by selective root pruning, relaying the footpath over the root or narrowing the footpath in order to remove the trip hazard.

We would like to know what you think about the footpaths and streets in Aberdeen that are currently lined with trees. Your answers will help us to put together a Tree Replacement Programme and Tree Management Plan, as well as any impact on utility works and drainage.

Table 1: Which of the following statements apply to you?

	No		Yes	
	Count	%	Count	%
I live on a tree lined street	333	49.7%	337	50.3%
I regularly drive on a tree lined street/ footpath	328	49.0%	341	51.0%
I regularly walk on a tree lined street/ footpath	238	35.5%	432	64.5%
None of the above	568	84.8%	102	15.2%

Table 1 shows that approximately 50% of respondents live on a tree lined street. 51% of respondents regularly drive on a tree lined street and 64.5% regularly walk on a tree lined street.

Figure 1: Do you agree that tree lined streets are an attractive aspect of Aberdeen's urban landscape?

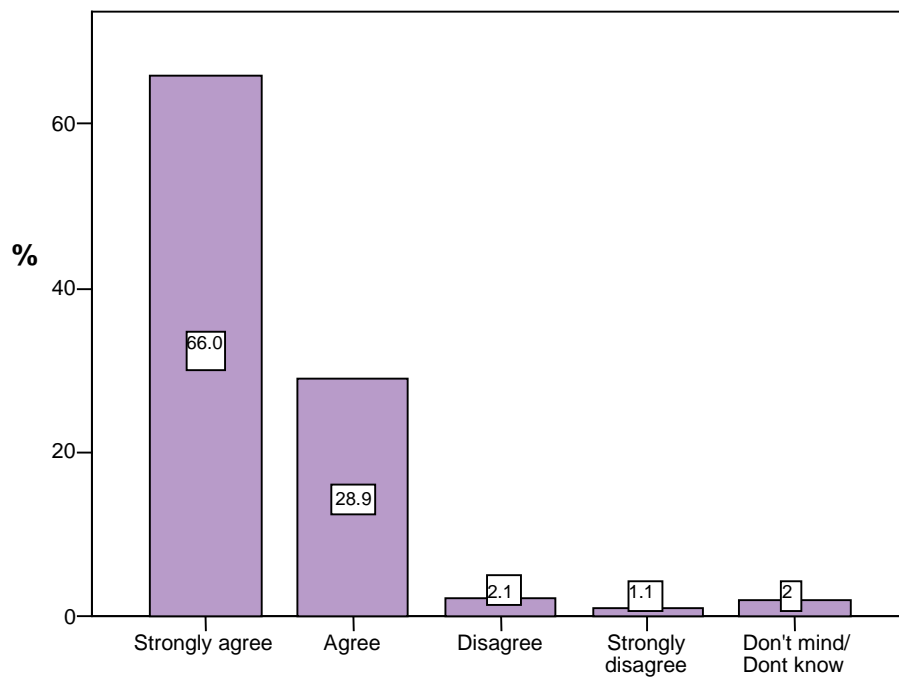


Figure 1 shows that 66% of respondents strongly agree that tree lined streets are an attractive aspect of Aberdeen's urban landscape. A further 28.9% agree with this statement.

Reasons given for the answer included:

- Trees are attractive – 151
- Trees add greenery to urban areas - 98
- Trees are good for the environment - 96
- Trees break up the greyness of granite areas – 84
- Trees attract wildlife – 47
- Change with the seasons - 40
- Brings some countryside into the city – 39
- Trees are good for mental wellbeing - 34
- Large trees cause problems with pavements etc – 29
- They give the streets character - 19
- Trees should be well maintained - 13
- Add colour all year round - 10

Figure 2: When a footpath on a tree lined street is being upgraded, what should be done about trees that are causing problems?

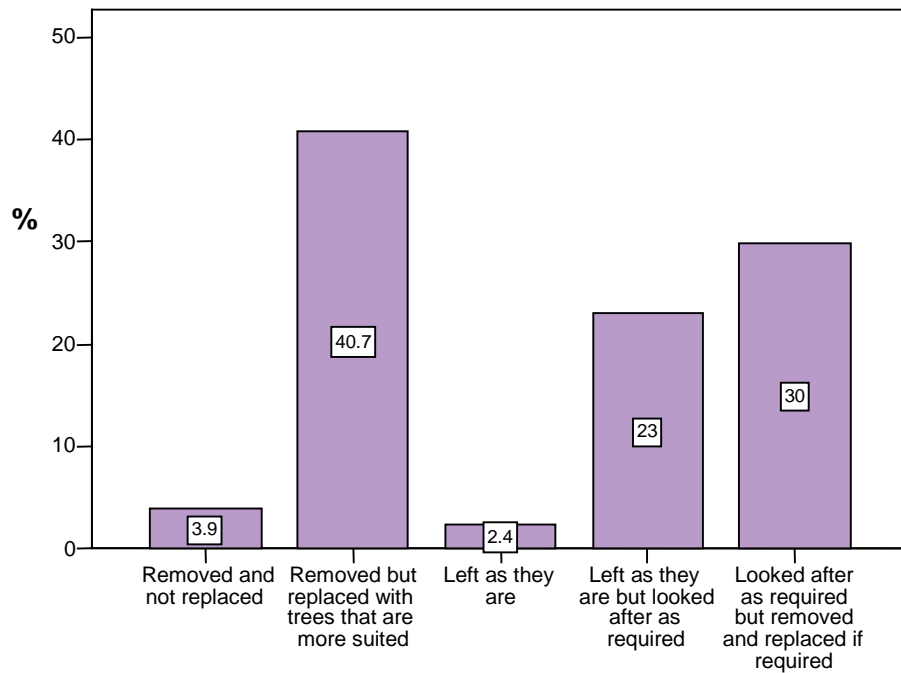


Figure 2 shows that approximately 41% of panellists agreed that if a tree was causing problems, it should be removed and replaced with trees that are more suitable. 30% of panellists indicated that they should be looked after as required but removed and replaced if needed and 23% indicated that they thought the trees should be left as they are but looked after as required.

Service Response

Over 95% of panellists agreed or strongly agreed that tree lined streets are an attractive aspect of Aberdeen's urban landscape. Although we expected the majority of panellists to agree with this point, the support demonstrated in this survey is higher than we expected.

29 respondents mentioned tree roots causing problems with pavements. We expected this number to be greater with such a high number of people walking on tree lined streets. Perhaps if we had asked a question on whether panellists had experienced problems when walking on tree lined street, this issue would have been mentioned more often.

When panellists were asked what the Council should do about trees causing problems when a tree lined street is being upgraded, over 70% of panellists said that they should be removed and replaced with trees that are more suited or looked after as required but removed and replaced if required. This result shows that the panel basically agrees with the Council's current policy on tree management.

The answers the Citizens' Panel gave us were useful on two counts. Firstly, they have reassured us that our current policy on managing trees on footpaths is heading in the right direction. Secondly, the responses are being used to develop the City's Tree Replacement Programme and Tree Management Plan. The City Voice has helped us gain a strategic, city-wide understanding of residents' views and this will help us ensure that our approach to this issue is fair and consistent.

Safety of Play Areas

Over the last few years, children's play areas and specifically equipped play spaces across the city have been improved to provide greater play opportunities, and to meet current European safety standards. These improvements have included safer surfacing, the introduction of multi-play units, accommodating greater numbers of children, and the introduction of items suitable for older children. However, anecdotal evidence suggests that play areas are now not being used as much as they perhaps could be. We are being told that children do not find them adventurous enough, and as a result, the play parks are under used. Requests to the Council have increased for larger structures and particularly those with moving components, for example Ariel Runways, Large Section Tyre (Cantilever) Swings, and larger enclosed slides etc.

We want to find out what you think about current play areas, in particular how safe they are. This will help us redesign the City's play areas and potentially increase or change the type of provision.

Figure 3: Do you have regular contact with children?

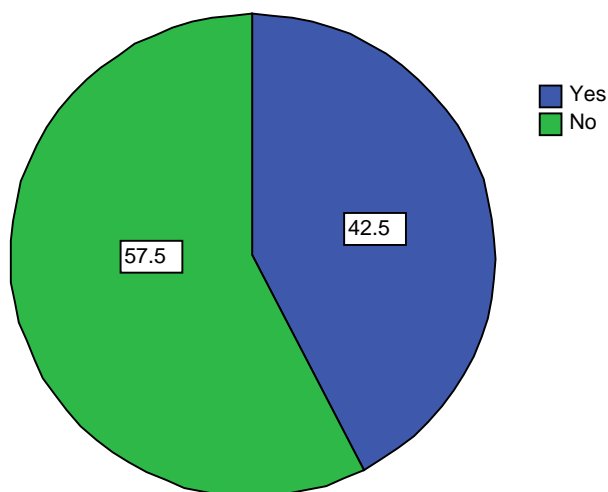


Figure 3 shows that approximately 42% of respondents have regular contact with children.

Table 2: If yes, how old are the children?

Age of Children	Number responses
Under 3	52
3-5	69
6-8	58
9-12	64
13-17	40
Various ages	40

Table 2 shows the ages of children that panellists have contact with. The data has been collated to show the distribution of ages of children.

Figure 4: Do those children use children's play areas?

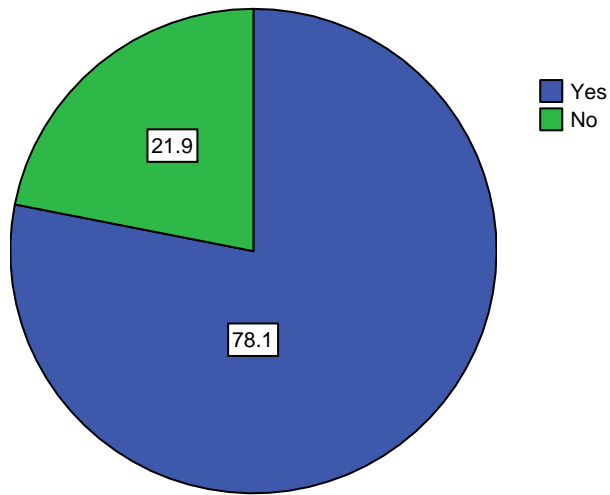


Figure 4 shows that of the respondents with children, approximately 78% indicated that these children use children's play areas. When the results were broken down by area it was found that 81.6% of panellists who had contact with children in the Neighbourhood Services (North Area) used play areas as opposed to 74.3% of those living in the Neighbourhood Services (South Area).

Table 3: Parks panellists visit with children

Name of Park	Daily	Weekly	Monthly	Occasionally
Duthie Park		19	24	27
Cornhill			1	1
Coronation Road		1	1	1
Morrison Drive	1			
Westburn Park	2	18	10	12
Cromwell Road	2	9	4	5
Hazlehead Park		18	28	32
Links Play Area		2	5	16
Seaton Park	3	4	3	13
West Heathryfold				1
Cults Wood		2		
Skene Street	1			
St Machar	4	1		2
Tollohill Gardens				1
Craigiebuckler	1	1		
Abbey Road		1	1	
Braeside Drive	3			1
Albury Park	1	1	1	3

Name of Park	Daily	Weekly	Monthly	Occasionally
Airyhall		3		2
Eric Hendry park	1	1		3
Dyce Central Park	2	4	2	
Union Row, Dyce		2		1
Altens Community Centre		1	1	
Northfield Park		2		
Craigielea Gardens		1		1
Byron Avenue		1		
Footdee			1	2
Catto Park		2		
Cadenhead Road			1	
Kincorth Land	1			
Central Park		1		
Hilton Community Centre			1	
St Ninians	1			
Stewart Park		1		4
Orchard Street		1		2
Marchburn	1			
Quarry Road				1
Ruthrieston Circle			1	
Westfield Park				
Denmore Road		1		
Kaimhill Circle				1
Auchmill	11			
Gordon Park		1		
Netherhills Avenue	1			
Leslie Terrace	1	1		
Cromwell Road	1			
St Fittick's				1
Ferrier Crescent	3			
Allan Park			2	1
Cranford Road				11
Deer Road	1	1		
Printfield	1			
Gordonsmills Road				1
Kirk Terrace		1		
Greenbrae		1		
Bankhead		1		1
Buckie Brae		1		
Station Road		1		
Girdleness Road				1
Matthews Road				1

**This table excludes cases where panellists have named 'areas' rather than specific play areas, private parks and play areas outside of Aberdeen City. This data is available on request.*

Table 3 shows the parks that panellists indicate that they visit along with the frequency of visits they cited.

Table 4: Reasons children do not go to the park

	Yes	
	Count	%
There are no play areas near where I live	23	3.4%
They are unsuitable for the age of my children	33	4.9%
They have broken equipment	12	1.8%
They are dangerous	3	0.4%
They are too close to traffic	8	1.2%
They are unfenced	7	1.0%
The children find play areas boring	16	2.4%

Table 4 shows that the most commonly cited reason for panellists indicating that they do not take children to the park is that they are unsuitable for the age of the children, followed by there are no play areas near where they live. Other reasons included:

- Children are too young -3
- Children are too old -3
- Have a garden -2
- Have to cross a busy road -2
- Disabled Children -2
- Usually scruffy
- Swings and chutes have been removed by council
- Play areas are vandalised and frequented by undesirables

Table 5: What is important to you in a play area?

	No		Yes	
	Count	%	Count	%
a) It is local	458	68.3%	213	31.7%
b) It is safe (has gates/ fences)	468	69.9%	202	30.1%
c) It is clean and has litter bins	431	64.2%	240	35.8%
d) It has a range of activities	460	68.7%	210	31.3%
e) It has grassy areas to run around in	465	69.3%	206	30.7%
f) There are attractive plants in/ near the play area	610	91.0%	60	9.0%
g) The play equipment range is suitable for all ages	476	70.9%	195	29.1%
h) It has picnic or park benches near by	540	80.5%	131	19.5%
i) It encourages imaginative play	516	76.9%	155	23.1%
j) It has natural features (e.g. rocks, tree trunks, grass mounding, sand etc)	568	84.8%	102	15.2%
k) All of the above	614	91.6%	56	8.4%

Table 5 shows that the top 3 factors that panellists indicated are important in a play area are:

- It is clean and has litter bins
- It is local
- It has a range of activities

These were closely followed by 'It has grassy areas to run around in' and 'It is safe'.

Other factors panellists thought were important included

- They should be maintained and cleaned regularly -6
- There should be toilets -4
- There should be more activities for older children -3
- Should be safe -3

- Should be supervised -2
- Seating for adults -2
- Keeping dogs out of the park -2
- Concerned that the metal climbing frames are dangerous
- Should be colourful
- There should be sectioned off areas for different age groups
- Could invite grandparents to watch children as volunteers
- There should be somewhere for kids bikes
- Security cameras
- Recycling bins
- Safe surfacing
- Sell ice creams nearby
- No dog fouling
- Should be made into community areas gardens/parks with play areas section
- On the spot fines for graffiti

Panellists were asked which parks they particularly liked. The top ten parks mentioned by panellists were:

- Hazlehead - 86
- Duthie Park - 50
- Westburn Park - 28
- Seaton - 21
- Cromwell Road - 20
- Beach -12
- Dyce - 6
- Albury - 5
- Johnstone Gardens - 5
- Danestone - 4

Panellists were also asked if there were any parks that they particularly disliked. The top ten parks mentioned by panellists were:

- Duthie Park - 7
- Orchard street - 3
- Allan park- 3
- Hazlehead - 2
- Heathryfold - 2
- Milltimber - 2
- Kaimhill - 2
- Stockthill - 2
- Footdee - 2
- Mastrick - 2
- St Machar - 2

Figure 5: In general, do you think we are making play areas too safe when we are improving them?

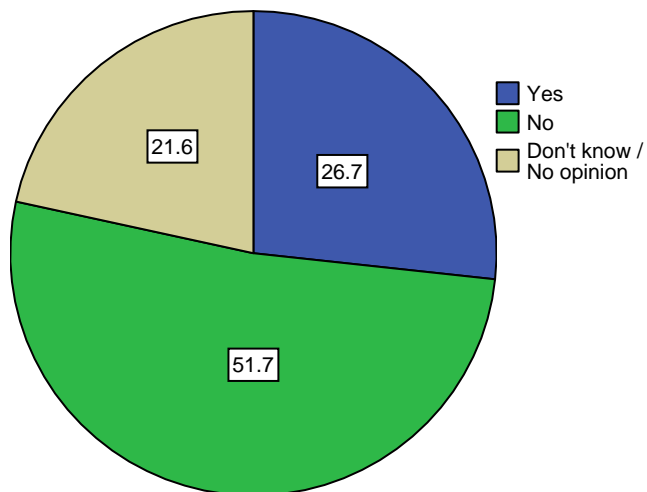


Figure 5 shows that approximately 27% of panellists indicated that play areas have been made too safe. However, approximately 52% disagreed with this statement.

Service Response

Approximately 43% of the Citizens Panel have regular contact with children. Of this percentage, approximately 78% said that these children use play areas. This is pretty much as expected given the number of play areas across the city and the diversity of equipment made available.

Parks identified as most frequently visited included Duthie, Hazlehead, Westburn and Seaton. These results were expected as these are the main City parks and have good access and parking. It was surprising to learn that Seaton Park was used considerably less than the other City parks but this may be due to its location and its relatively secluded access points.

The questionnaire asked panellists what they thought were the most important factors when choosing to visit a play area. The top three factors were 'that it was clean and had litter bins', 'that it was local' and 'that it had a range of activities.' This confirms our own views on play provision. Although local provision is largely dependent on availability of suitable greenspace, we are currently focusing on improving the range of activities available on all sites. We aim to ensure that all sites incorporate play opportunities including those of Swing, Spring, Climb and Slide.

The panel also gave us their views on what would encourage them to visit play areas more often. These included improving toilet facilities and more seating for adults. All the information given to us will feed into our plans for redeveloping the City's play areas.

Soft Landscaping

In the past, Aberdeen City Council has encouraged the development of 'hard landscaping' within inner City areas, for example paving, granite sett's (cobble) and grass. Examples of these can be seen in most inner city housing and retail areas. However, the Council has recently re-thought its policy on this and is now introducing increasing numbers of 'soft landscaped areas' into public sites. This means greater use of shrub/tree planting and seasonal flower beds. Examples of this include the introduction of rose and tree planting in Market Street and South College Street, as well as the improved planting at Mounthooly Roundabout. Such work would include the removal of large areas of sett's from central reservations and replacement with roses/shrubs and trees.

To turn some of the hard landscaped public areas back into soft landscaped areas, the Council will have to increase the money that they currently spend on landscaping. We would like to know what you think about public areas across the City and how they should be landscaped. Your answers will help us prioritise work and set the budget over the next years, particularly through Neighbourhood Community Action Plans.

Figure 6: Do you prefer soft landscaping or hard landscaping in public areas in the City?

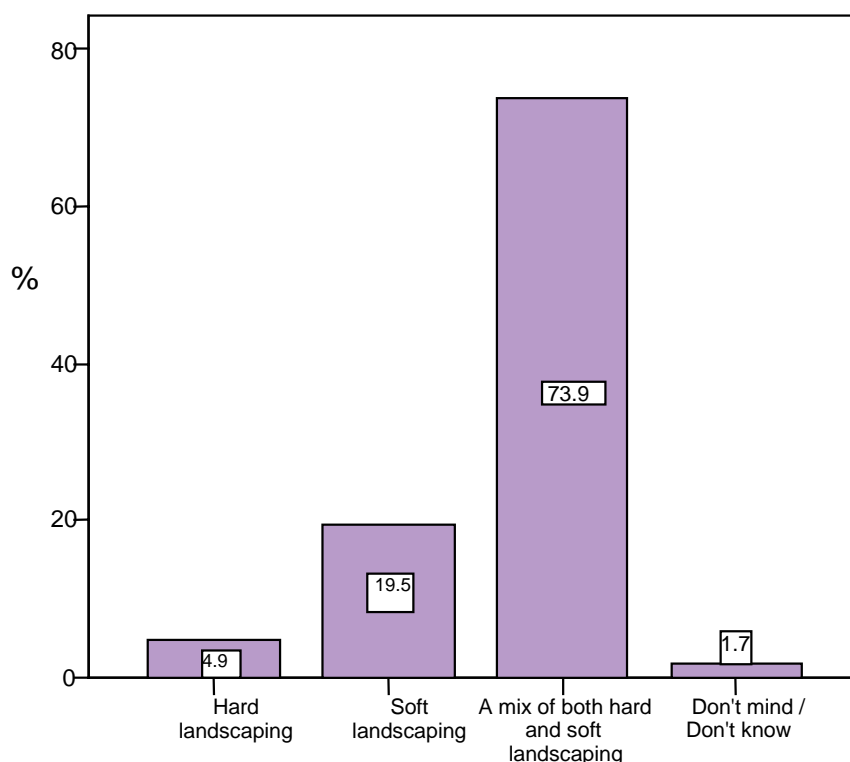


Figure 6 shows that the majority of panellists (approximately 74%) prefer a mix of both hard and soft landscaping in public areas.

Approximately 20% indicated that they prefer soft landscaping and approximately 5% prefer hard landscaping.

Table 6: Is there anywhere you would like to see more soft landscaping?

	No		Yes	
	Count	%	Count	%
Roundabouts	430	64.1%	241	35.9%
Roadside	424	63.2%	247	36.8%
In specific flower boxes	436	65.0%	235	35.0%
Central reservations	402	59.9%	269	40.1%
Retail areas	334	49.8%	337	50.2%
Public parks	358	53.4%	313	46.6%
Nowhere	637	94.9%	34	5.1%

Table 6 shows that respondents would like to see more soft landscaping in retail areas (approx. 50%), in public parks (approx. 47%) and central reservations (40%).

Other areas suggested included:

- Anderson Drive - 4
- Roads in and out of the city - 3
- Playgrounds - 2
- City Centre - 2
- Pocket Park areas - 2
- Built up areas - 2
- Union Street - 2
- Deeside Railway line
- Large car parks
- Beach area
- Bridge parapets
- Castlegate
- Areas that are left as grass
- Dual carriageways
- Around homes for the elderly
- Hospitals
- Similar to what is being done in Culter
- Gardens not used by tenants

Figure 7: Do you think the Council should increase the money they spend on soft landscaping in public areas?

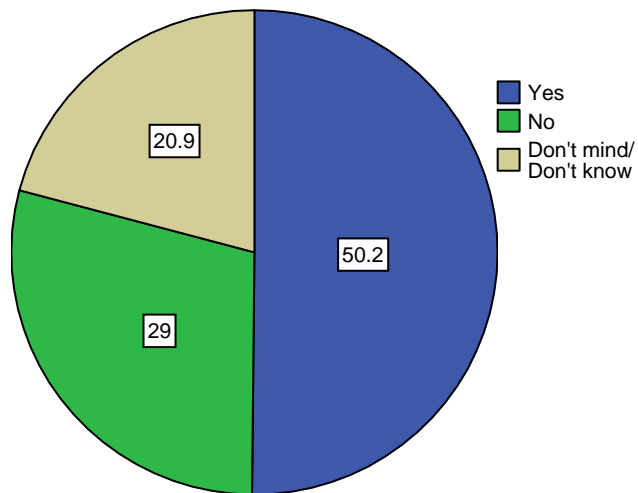


Figure 7 shows that approximately 50% of respondents believe that the Council should increase the money they spend on soft landscaping in public areas. However, 29% of respondents do not believe that the council should increase the amount of money spent and approximately 21% don't mind/don't know. When broken down by age, it was found that panellists in the over 65 age group were mostly likely to support an increase in spending on soft landscaping. Approximately 56% were in favour as opposed to 43% of 25-34 year olds.

Panellists were asked about how soft landscaping could be improved throughout the city. The most frequently mentioned points are outlined below:

- The Council does a good job in terms of soft landscaping
- The Council has greater budgetary priorities to focus on than soft landscaping
- There should be prevention of vandalism of flower beds and litter should be removed
- There should be more soft landscaping on roundabouts and dual carriageways - several panellists mentioned replanting on Anderson Drive
- Soft landscaping in the city used to be better
- There should be more diversity in the planting, some respondents mentioned seasonal flowers and more native plants/shrubs/trees
- Soft landscaping should not obscure driver's visibility
- Local businesses should contribute to the cost of soft landscaping
- Groups of volunteers could maintain the areas
- Art works such as sculptures should be included as well as flowers etc

- There should be more hanging baskets on Union Street
- Only areas that are suitable should be landscaped
- Areas that have soft landscaping should be well maintained
- Castlegate area should be improved
- Schoolchildren should be involved
- There should be more places to sit
- Low maintenance shrubs etc should be planted
- Adding colour with soft landscaping enhances the granite
- All areas of the city should benefit including the low income areas
- Developers of new builds should be made to put effort into developing soft landscaping
- Hard landscaping is more suitable for roads and roundabouts
- Pedestrianised areas in the city could be enhanced by soft landscaping
- Landscaping of roundabouts should be funded by local companies
- Attractive, well maintained gateways make a good impression on visitors to the city
- Soft landscaping should be included in the redevelopment of the bus/train station area
- Area outside the Denburn car park is attractive and could be replicated in other areas

Service Response

The overwhelming response in favour of combining aspects of both hard and soft landscaping in Aberdeen confirms and reinforces our decision to revise landscape policy. It is greatly reassuring to know that approximately 74% of panellists agree that this is the way forward.

When we asked panellists where they would like to see more soft landscaping, the most popular areas were retail areas, public parks and in central reservations. We were surprised by the high demand for soft landscaping in retail areas, but the support for parks and central reservations was more expected and further justifies our current Gateway Planting Schemes and other planning initiatives throughout the city.

50% of panellists agreed that the Council should increase the money available for soft landscaping in public areas. This is extremely encouraging and reaffirms that importance of the landscaped environment within the city.

CLEAN CITY

A Clean City

A clean city is a challenge for all cities. Aberdeen City Council currently focuses on the state of the streets and the waste collected to ensure our city remains clean. We would like to know your views on the following questions to help us decide what to focus on in the future.

Figure 8: On a scale of 1-10, overall how clean do you think Aberdeen is?

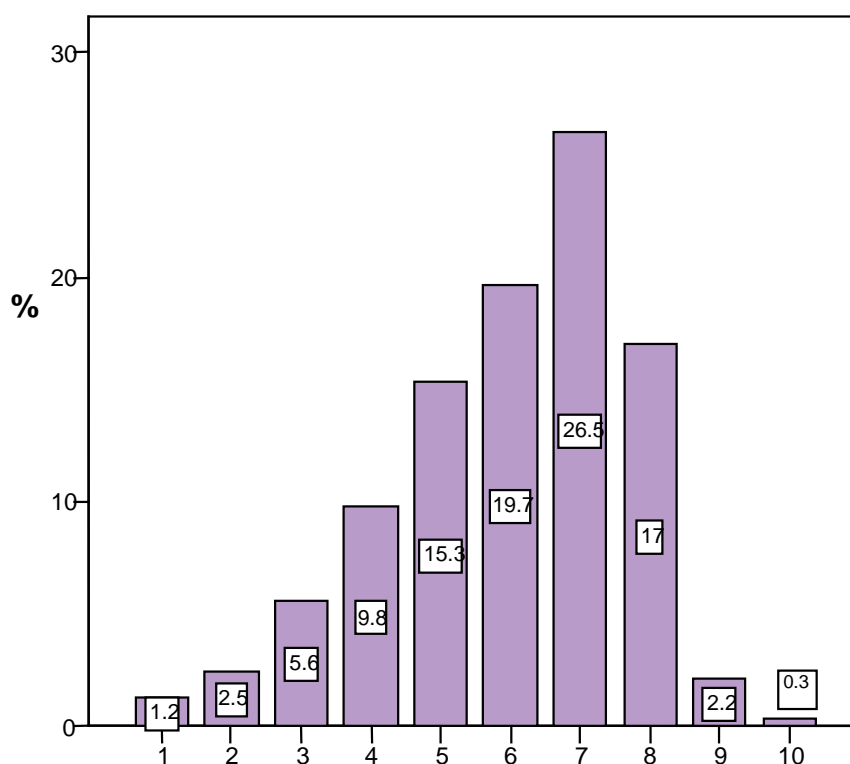


Figure 8 shows that the most frequently selected response to this question was point 7 on the scale, selected by 26.5% of respondents. The mean response to this question was point 6 on the scale of 1-10.

Panellists were asked which areas are particularly clean. The results are summarised below:

- Parks - 42
- The West End - 45
- Union Street - 29
- Beach - 29
- City Centre - 26
- Duthie Park - 19

- Queen's Road - 15
- Rosemount -13
- Shopping malls - 12
- Ferryhill -10
- The Green - 7
- Belmont Street - 7
- Residential areas - 7
- Bridge of Don - 6
- Union Terrace - 5
- Rubislaw Den areas - 5
- Holburn Street area - 5
- Hazlehead Park – 5
- Dyce - 5
- Albyn Place area - 5
- Mannofield - 5
- Castlegate - 4
- Schoolhill - 4
- King Street - 4
- Old Aberdeen - 3
- Cove - 3
- Suburbs - 3
- Westburn Park - 3
- Union Terrace gardens - 2

Areas that panellists indicated were particularly unclean were:

- Union Street - 188
- City Centre - 121
- George Street - 42
- Market Street - 2
- King Street - 23
- Guild Street - 19
- Belmont Street - 19
- Bridge Street - 19
- Rose Street - 17
- Bus/train station area - 13
- Torry - 10
- Harbour area - 10
- Beach area - 10
- Fast food outlets - 10
- Side streets - 10
- Holburn Street - 9
- Areas around pubs - 8
- Justice Mill - 8
- Areas around schools - 8
- Bridge of Don - 7
- Areas around bins - 7
- Woodside - 6
- Tillydrone - 6
- Mastrick areas - 6
- Rosemount – 6
- Castlegate - 5

- The Green - 5
- Cults - 5
- Crown Street - 5
- Powis - 5
- Car parks – 5
- Areas where dogs foul - 5
- Riverside Drive - 4
- Hutcheon St – 4
- Langstane Place - 4
- Windmill Brae - 4
- Northfield - 4
- Bedford Road - 3
- Bridge of Dee - 3
- Housing schemes - 3
- Thistle Street - 3
- Public toilets - 3
- Anderson Drive - 3
- Shop fronts - 3
- Hilton - 3
- Industrial estates - 3

Panellists were asked to identify when areas are particularly unclean, the responses are summarised below:

- Weekend evenings
- Monday mornings
- After take-aways are open
- All the time
- Most of the time
- Freshers' week
- When the bins are overflowing
- Night time
- Any time at the weekend
- When restaurants throw out food waste/oil
- Areas that school children frequent are unclean at lunchtime/after school
- Saturday and Sunday mornings
- Early mornings
- After clubs are closed
- After high winds
- During warm weather
- After the grass is cut
- Holiday weekends
- After big events
- School holidays
- When recycling bins are full
- After the bins have been emptied

Figure 9: Realistically, how clean do you think Aberdeen should be?

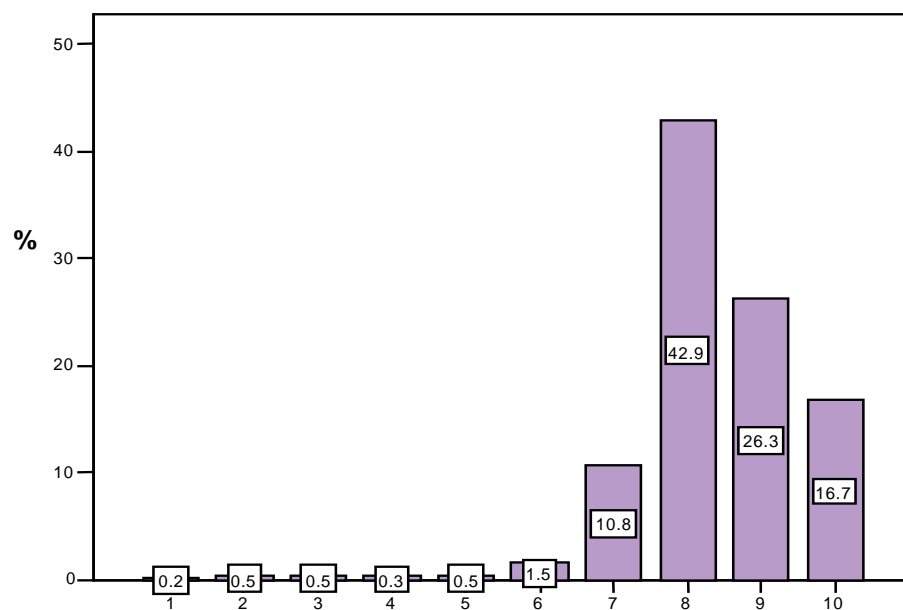


Figure 9 shows that the most selected response was number 8 on the scale of 1-10. The mean response was 8.37

Figure 10: Who do you think has responsibility for keeping the city clean and presentable?

	No		Yes	
	Count	%	Count	%
Aberdeen City Council	212	31.6%	458	68.4%
Local Businesses	293	43.7%	377	56.3%
Voluntary organisations	611	91.2%	59	8.8%
General Public	231	34.5%	439	65.5%
All of the above	441	65.8%	229	34.2%

Figure 10 shows that 68.4% of respondents believe that it is the responsibility of Aberdeen City Council to keep the city clean and presentable. Approximately 66% believe it is the responsibility of the general public and 56.3% believe that it is the responsibility of local businesses.

Other suggestions included:

- School Children - 3
- Take-aways - 3
- Environmental teams - 2
- People in Community Service - 2
- Car drivers - 2
- Parents
- Youth Groups
- Shop keepers
- Business property owners
- Visitors
- Those who drop litter
- National government
- Schools
- Householders

Figure 11: Where should Aberdeen City Council be putting our efforts to make the City clean?

	No		Yes	
	Count	%	Count	%
Dog fouling	349	52.1%	321	47.9%
Litter (including gum removal)	127	19.0%	543	81.0%
Flytipping (dumping of litter inc. tyres, fridge's etc)	321	47.9%	349	52.1%
Flyposting	557	83.1%	113	16.9%
Abandoned vehicles	595	88.8%	75	11.2%
Availability of recycling in the streets	409	61.0%	261	39.0%
Planting / greenspace	505	75.4%	165	24.6%
Cleaning granite buildings	482	71.9%	188	28.1%

Figure 11 shows that 81% of panellists would like to see the Council putting in efforts to clean up litter. Approximately 52% would like to see action on flytipping while approximately 48% would like to see action on dog fouling. The least popular suggestion for where the council should be putting effort was abandoned vehicles, which was only selected by 11.2% of respondents.

Other suggestions included:

- Fine people for littering - 9
- Washing paved areas -3
- More litter bins - 3
- Removing cigarette ends - 2
- Maintain verges - 2
- Educate public - 2
- Graffiti removal - 2
- Prevent littering from take-aways

- Weekly recycling collections
- Stricter recycling rules
- Clean up bus stops
- Ensuring business areas are occupied
- Clearing roof gutters
- Use community service offenders to clean streets
- Larger recycling bins
- More street sweeping
- Owners of buildings made to clean them
- Litter bins emptied more regularly

Service Response

A clean city is a challenge for all cities. Aberdeen City Council currently focuses on the state of the streets and waste collected to ensure the city remains clean, but we know that future service provision needs to take account of new challenges. The information the Panel gave us was really useful and is helping us plan our future priorities.

Keeping the city clean is no longer a '9-5' job. The expansion of the night time economy and other changes in society means that we need to ensure that the city is clean 24 hours a day, 7 days a week and the Panel responses reflected this.

We asked the Panel who they thought should be responsible for keeping the city clean. As well as the Council, they agreed that it was also the responsibility of local business and individuals so we think its important to work together to achieve this. As well as keeping the streets clean, the Panel told us that we needed to do more to prevent fly tipping and dog fouling. We will use this information to plan for future service delivery.

Biodiversity

Biodiversity simply means the number and variety of plants, animals, insects and other life (including humans) within a specified geographic area. It also considers the relationship between species and how we live together.

In the last City Voice we asked you if you knew about the City’s biodiversity strategy and to rank its importance against other environmental strategies the City Council is responsible for. From this information, we found that we need to explain the importance of these strategies and plans to you, in a way that is more understandable.

Figure 12: Do you think the term ‘Biodiversity’ without the definition given above is easy to understand?

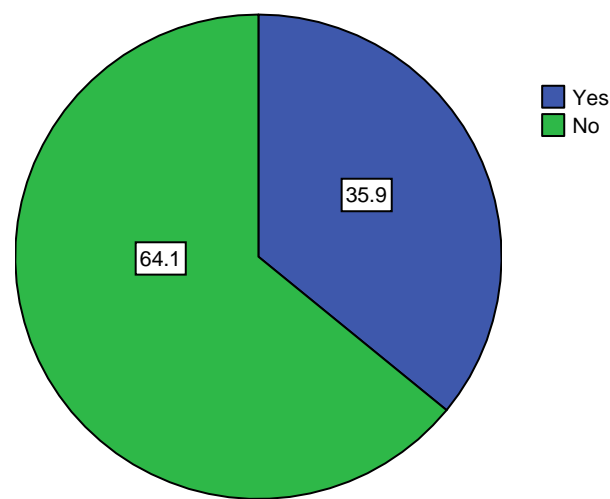


Figure 12 shows that approximately 64% of respondents do not think that the term ‘Biodiversity’ is easy to understand

		Age					Total
		16-24	25-34	35-54	55-64	65+	
Yes	Count	10	5	86	58	50	232
	% within Age	32.3%	62.5%	37.1%	33.7%	32.9%	35.9%
No	Count	21	3	146	114	102	414
	% within Age	67.7%	37.5%	62.9%	66.3%	67.1%	64.1%
Total	Count	31	8	232	172	152	646

% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
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As shown in the crosstabulation above, panellists in all age groups have a fairly low understanding of the term biodiversity.

Figure 13: If No, which of the following terms do you think best explains the definition better?

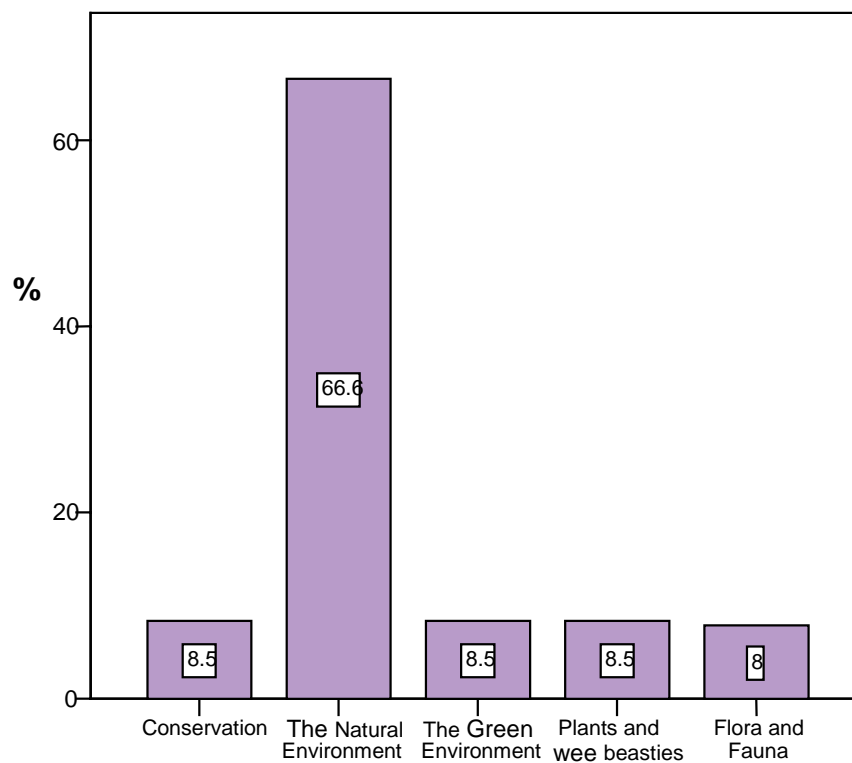


Figure 13 shows that of the people who did not think that Biodiversity was an easy term to understand, over 2/3rds felt that the term 'The Natural Environment' explains the definition better.

Table 7: Awareness of biodiversity facts

	YES		NO	
	Count	%	Count	%
Biodiversity is an Indicator of Climate Change	405	65.9%	210	34.1%
Biodiversity is impacted by humans	546	88.2%	73	11.8%
Many of the local native plants, animals, insects etc were introduced to our countryside	403	66.5%	203	33.5%
People and the economy rely on the healthy state of our natural environment?	566	90.0%	63	10.0%
Many of our current and new medicines come from native plants etc	497	80.9%	117	19.1%
If we reduce our Biodiversity we will reduce the availability and ability to create new medicines and harvest for existing medicines.	413	68.4%	191	31.6%

Pests and diseases are more common in open space and poorly maintained environments	447	75.4%	146	24.6%
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Table 7 shows the awareness amongst panellists of certain facts relating to Biodiversity. Overall, awareness was very high however panellists were most aware that:

- People and the economy rely on the healthy state of our natural environment (90% aware)
- Biodiversity is impacted by humans (88% aware)
- Many of our current and new medicines come from native plants etc (81% aware)

The point that panellists were least aware of was that Biodiversity is an indicator of climate change although with 66% of panellists being aware of this fact it can be said that awareness is still fairly high.

Panellists were asked what they thought about Biodiversity in Aberdeen more generally. The main themes of the comments are summarised below:

- Aberdeen manages to keep a good balance of biodiversity
- There should be more education and awareness raising among the public (one panellist suggested projects similar to badger watch)
- Biodiversity has improved in recent years particularly around rivers etc
- We do not have enough green spaces in the city
- It could be better
- There should be incentives for keeping areas clean
- There should be more information in key sites
- Concerns that the growth in housing is having an adverse impact on animal and plant life
- There are problems with cats and dogs killing birds and leaving mess
- Children should be taught about biodiversity at an early age in schools
- Biodiversity is not as high a priority as it should be
- Planning permission should not be granted to build on green spaces
- There should be more plants in public places to encourage insects
- Should be more areas of smaller plants
- It used to be better
- Aberdeen is better than many other cities
- Everyone should play their part to retain biodiversity
- There is a need for joined up policy making
- Council's pavement spraying is killing off plants and insects
- Seagulls cause problems
- Road building will have a negative impact on biodiversity
- Beach area should be cleaned up more
- There are more important issues to be tackled and money should be spent elsewhere
- Should not use jargonistic terms like 'biodiversity'

- Having won Britain in Bloom several times Aberdeen must be doing well
- Council uses too many pesticides
- Species have been driven into the town by modern farming methods
- Not enough green spaces compared with other cities
- Need more nature reserves
- Biodiversity is poor in Aberdeen
- There are too many grey squirrels in the city

Service Response

Approximately 64% of the Panel did not think that the term 'biodiversity' was easy to understand and when we asked which term described it better, over two thirds of the Panel thought that 'the Natural Environment' was easier to understand.

We will use this information to shape future information and publicity on this subject.

TRANSPORT AND CONNECTIONS

Local Transport Strategy – Annual Questions

Aberdeen City Council is currently developing a Local Transport Strategy (LTS) for the city which will set out the Council's transport policies and actions until 2012. We hope to publish the Final LTS in early 2008.

In last June's City Voice questionnaire we asked you questions on your transport priorities and what type of strategies you think we should put into practice through the LTS. The questions in this questionnaire look in more detail at what can be done to encourage higher levels of walking, cycling and public transport use. This is one of the LTS's main objectives. We will use the answers you give us as baseline data on your current travel patterns and hope to ask the same questions every year in the City Voice to find out changing trends. This will allow us to measure what impact Council strategies are having on delivering the LTS objectives.

If you would like more information on the LTS, please visit the City Council website www.aberdeencity.gov.uk

Figure 14: How many cars or vans are owned or available for use by your household?

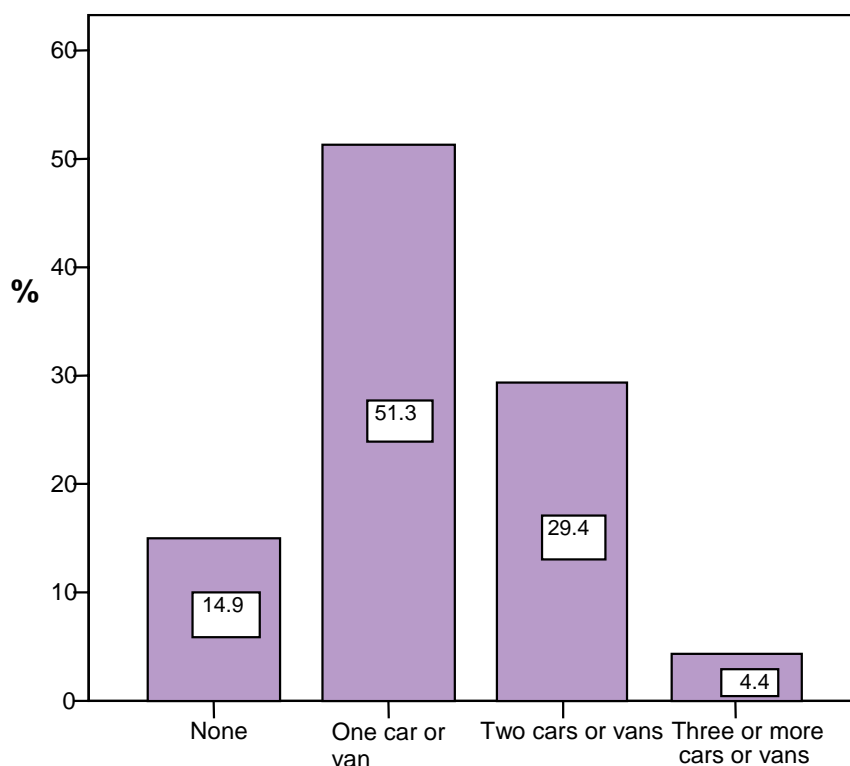


Figure 14 shows that the majority of panellists (approx 51%) have 1 car or van in their household. Approximately 29% had 2 cars or vans and only 4.4% had 3 or more cars or vans. Approximately 15% of respondents had no cars or vans in their household.

Table 8: Year of Car registration

Year of registration	Number of panellists		Year of registration	Number of panellists
1957	2		1996	9
1960S	1		1997	23
1964	2		1998	27
1965	2		1999	32
1966	1		2000	46
1969	1		2001	46
1970	2		2002	82
1975	1		2003	71
1977	1		2004	96
1980	1		2005	90
1981	1		2006	84
1982	1		2007	64
1983	1		5	1
1985	1		7 years old	1
1987	1		H Reg	1
1988	2		M Reg	3
1989	3		P Reg	1
1990	5		R Reg	3
1991	4		S Reg	1
1992	3		W Reg	3
1993	1		Early 1990's	1
1994	12		Y Reg	1
1995	6			

Table 8 shows the years that cars in panellists' households were first registered.

Table 9: Person 1 mode of transport to work

Mode of Transport	Adult	Child	Unknown
I do not work or study	117		48
Walk	70	2	31
Driver Car/Van	199	0	52
Passenger Car/Van	22	1	9
Motorcycle/Moped	7		1
Bicycle	20		5
School Bus	3		
Work Bus	3		
Ordinary Bus	43	1	22
Taxi/minicab	5		1
Rail	5		1

Other	9		1
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Table 10: Person 2 mode of transport to work

Mode of Transport	Adult	Child	Unknown
I do not work or study	85	1	23
Walk	46	14	13
Driver Car/Van	119		36
Passenger Car/Van	25	5	10
Motorcycle/Moped	1	1	
Bicycle	7		3
School Bus	1	1	
Work Bus	1		
Ordinary Bus	27	5	8
Taxi/minicab	6		
Rail	1		1
Other	6		

Table 11: Person 3 mode of transport to work

Mode of Transport	Adult	Child	Unknown
I do not work or study	4	1	
Walk	13	48	22
Driver Car/Van	12	3	9
Passenger Car/Van	3	14	9
Motorcycle/Moped	1		1
Bicycle		1	3
School Bus		4	4
Work Bus	3	1	
Ordinary Bus	15	4	10
Taxi/minicab	2		
Rail	1		
Other			

Table 12: Person 4 mode of transport to work

Mode of Transport	Adult	Child	Unknown
I do not work or study	1	2	
Walk	6	31	7
Driver Car/Van	8	3	1
Passenger Car/Van	2	8	4
Motorcycle/Moped	1		1
Bicycle			
School Bus		5	1
Work Bus		1	
Ordinary Bus	5	4	5

Taxi/minicab		1	
Rail	3		
Other			1

Table 13: Person 5 mode of transport to work

Mode of Transport	Adult	Child	Unknown
I do not work or study		2	1
Walk		7	8
Driver Car/Van			
Passenger Car/Van		2	1
Motorcycle/Moped			
Bicycle			
School Bus			
Work Bus			
Ordinary Bus		2	
Taxi/minicab			
Rail		1	
Other			

Table 14: Reasons for using the car for work

	No		Yes	
	Count	%	Count	%
Car essential to perform job	550	82.1%	120	17.9%
Dropping / Collecting children	639	95.4%	31	4.6%
Give others a lift	649	96.9%	21	3.1%
Public transport not available	604	90.1%	66	9.9%
Public transport not reliable	598	89.3%	72	10.7%
Health reasons	639	95.4%	31	4.6%
Public transport not frequent enough	592	88.4%	78	11.6%
Public transport not quick enough	581	86.7%	89	13.3%
Cheap	638	95.2%	32	4.8%
Safe	630	94.0%	40	6.0%
Allowance/ Company car	646	96.4%	24	3.6%

Table 14 shows that the main reasons that panellists gave for using their cars for work was that:

- The car is essential to perform job (18%)
- Public transport is not quick enough (13.3%)
- Public transport is not frequent enough (11.6%)

Figure 15: To what extent do you think you are, or would be safe from crime when travelling by bus in the evenings?

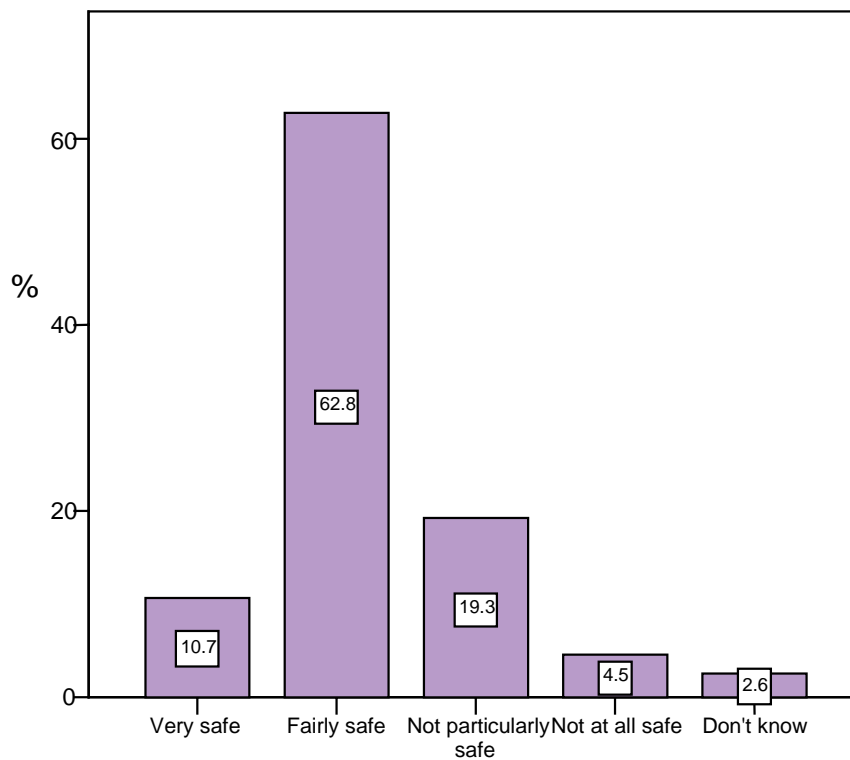


Figure 15 shows that approximately 74% of panellists would feel very safe or fairly safe travelling by bus at night, approximately 19% would feel not particularly safe and 4.5% would not feel at all safe.

Figure 16: To what extent do you think you are, or would be safe from crime when travelling by train in the evenings

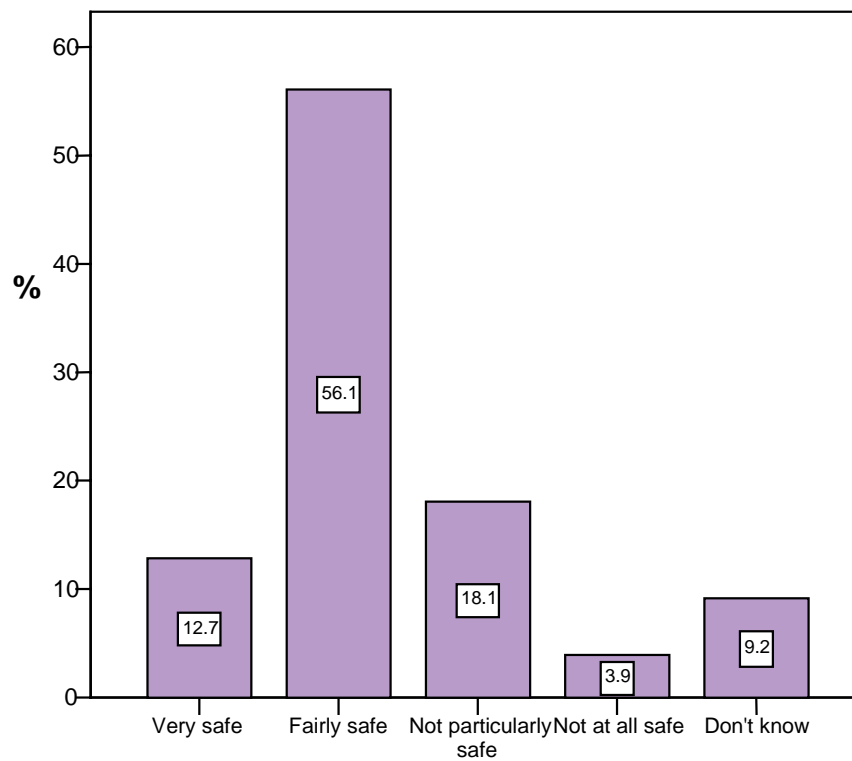


Figure 16 shows that approximately 69% of panellists would feel very safe or fairly safe travelling by train in the evenings. Approximately 18% of panellists would not feel particularly safe while 3.9% would not feel at all safe.

Figure 17: To what extent do you agree that the buses are generally on time?

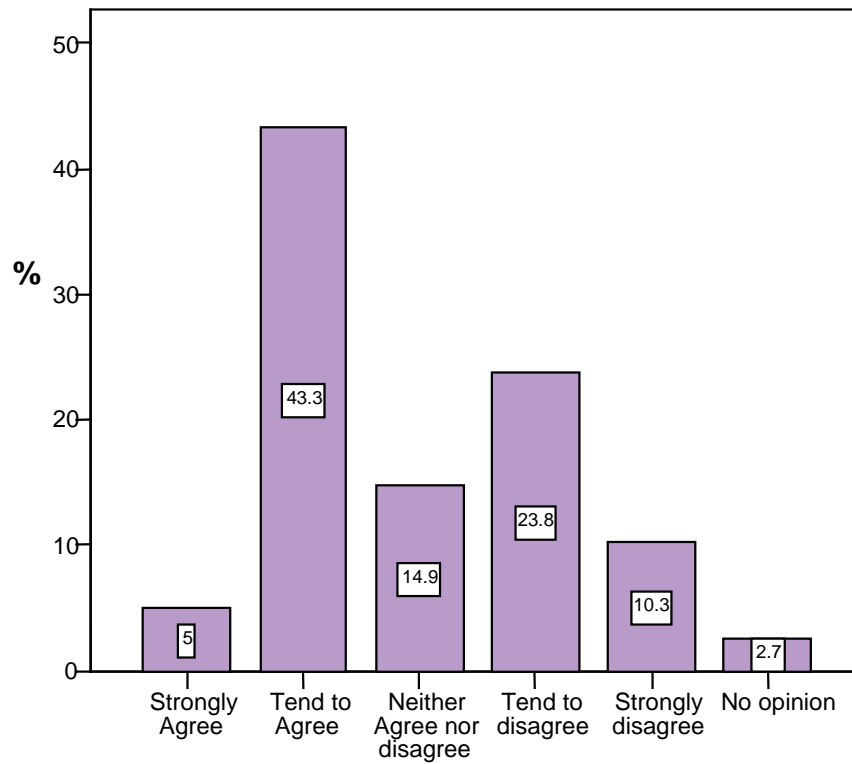


Figure 17 shows that approximately 48% of respondents agreed or strongly agreed that the buses are generally on time. Approximately 15% neither agreed nor disagreed while approximately 34% tended to disagree or strongly disagreed.

Figure 18: Do you agree that the buses are frequent?

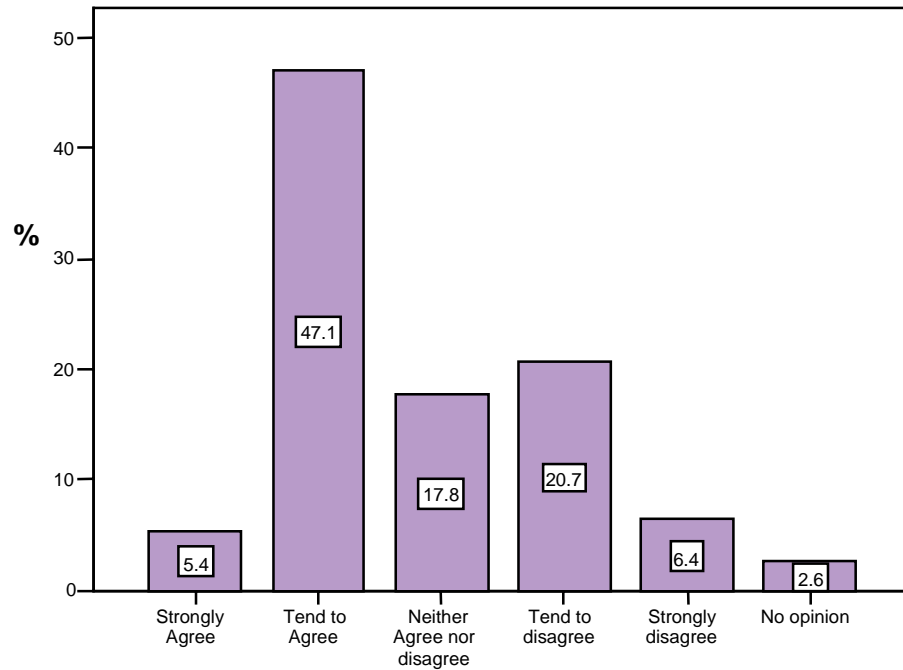


Figure 18 shows that 52.5% of respondents agreed or strongly agreed that the buses are frequent. Approximately 18% of respondents neither agreed nor disagreed while approximately 27% tended to disagree or strongly disagreed with this statement.

Figure 19: The service runs when I need it

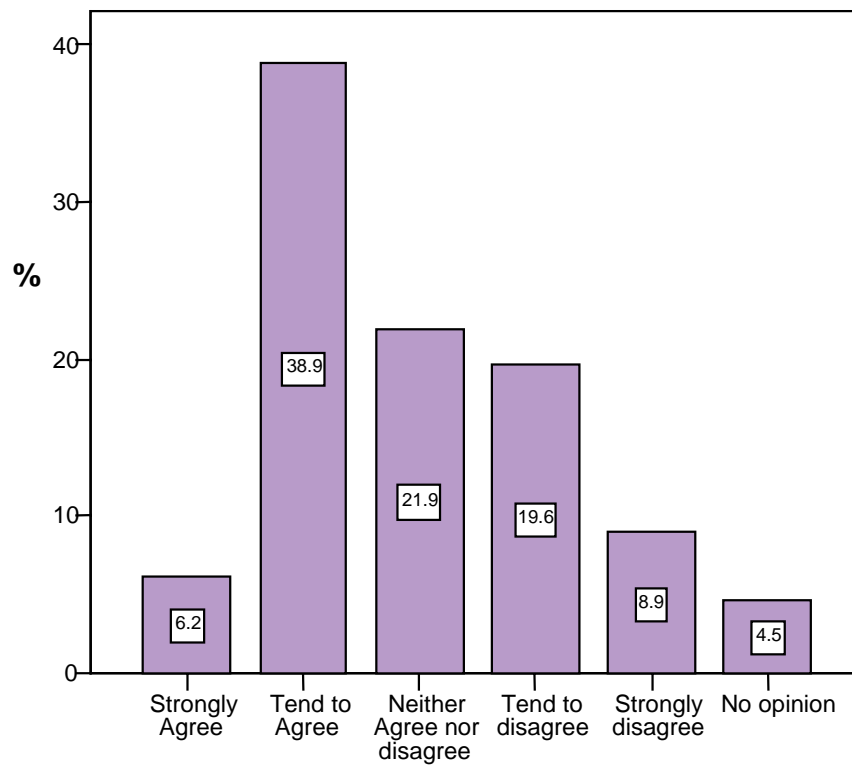


Figure 19 shows that approximately 45% of respondents strongly agreed or agreed that the service runs when they need it. Approximately 22% neither agreed nor disagreed while approximately 29% tended to disagree or strongly disagreed.

Figure 20: The service is stable and isn't regularly changing

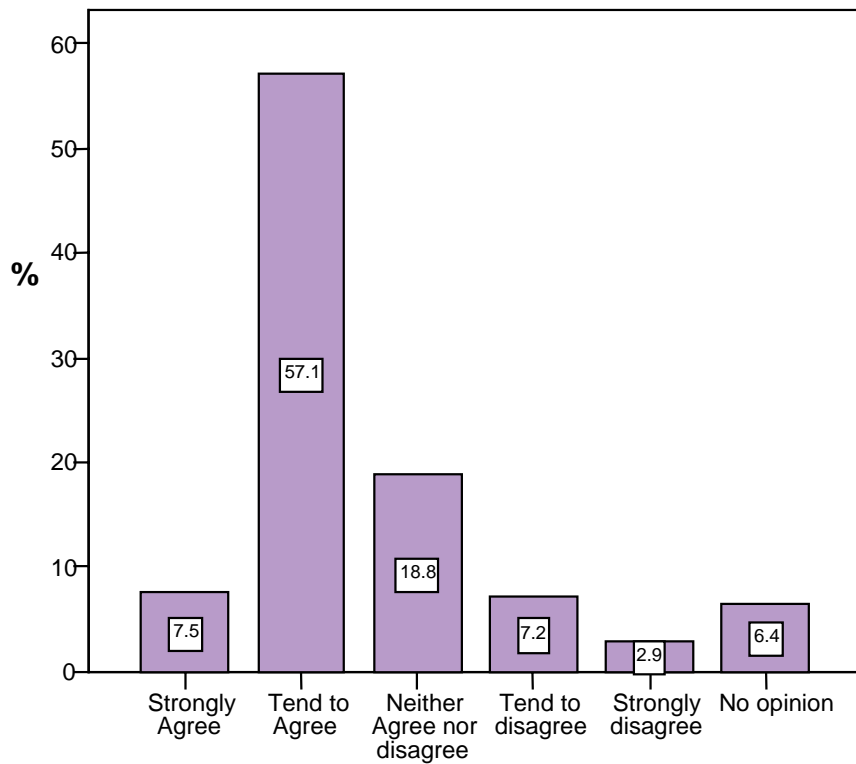


Figure 20 shows that approximately 64% of respondents strongly agreed or agreed that the service is stable and isn't regularly changing. Approximately 19% neither agreed nor disagreed while approximately 10% tended to disagree or strongly disagreed.

Figure 21: The buses are clean

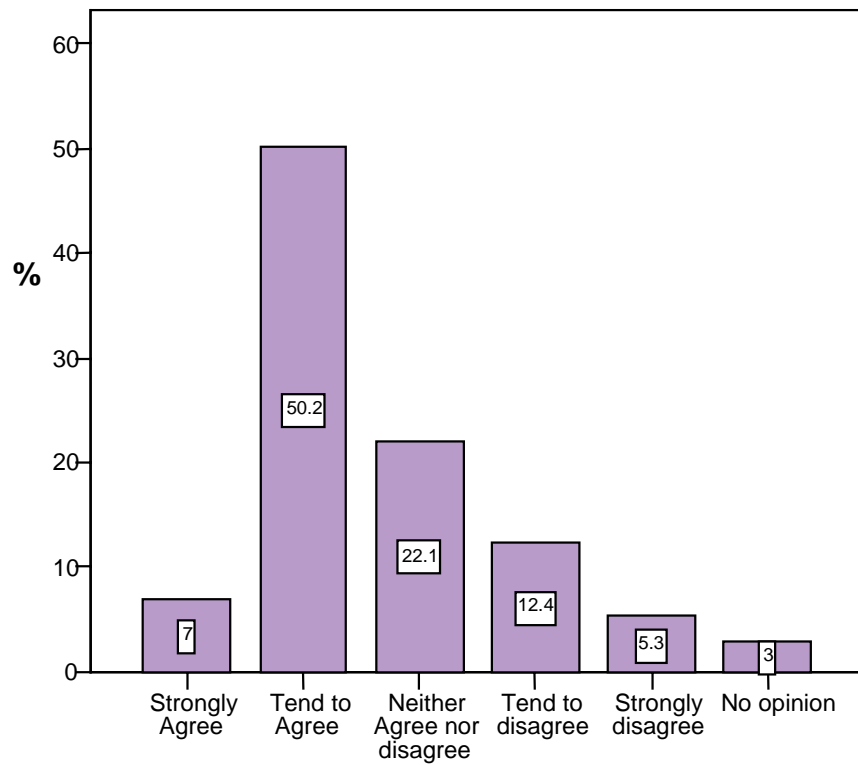


Figure 21 shows that approximately 57% of respondents agreed or strongly agreed that the buses are clean. Approximately 22% neither agreed nor disagreed while approximately 18% tended to disagree or strongly disagreed.

Figure 22: The buses are comfortable

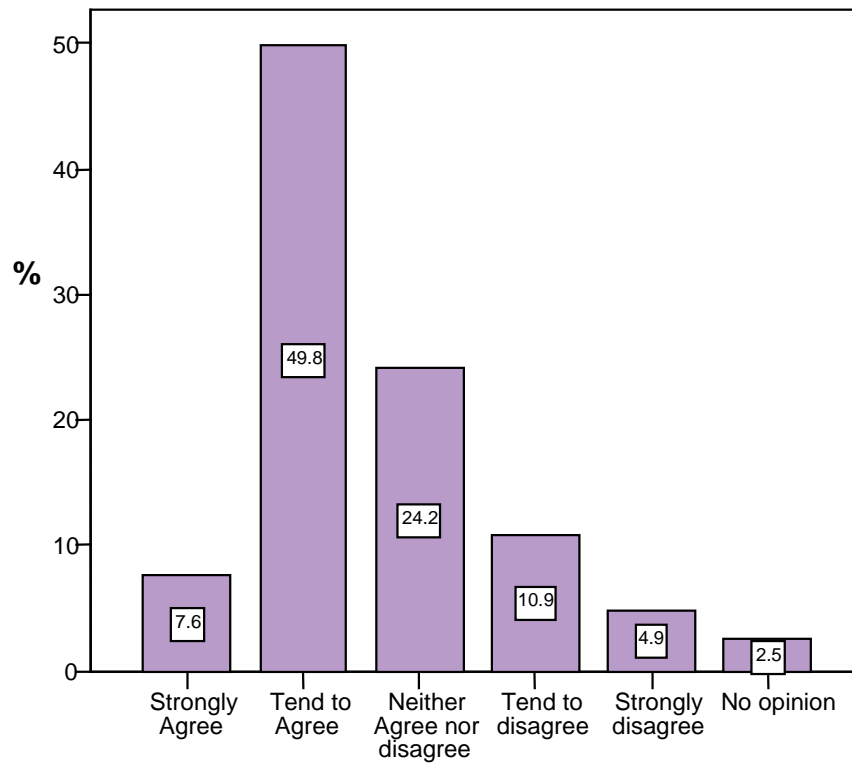


Figure 22 shows that approximately 57% of respondents strongly agreed or agreed that the buses are comfortable. Approximately 24% neither agreed nor disagreed while approximately 16% tended to disagree or strongly disagreed.

Figure 23: I personally feel safe and secure on the bus

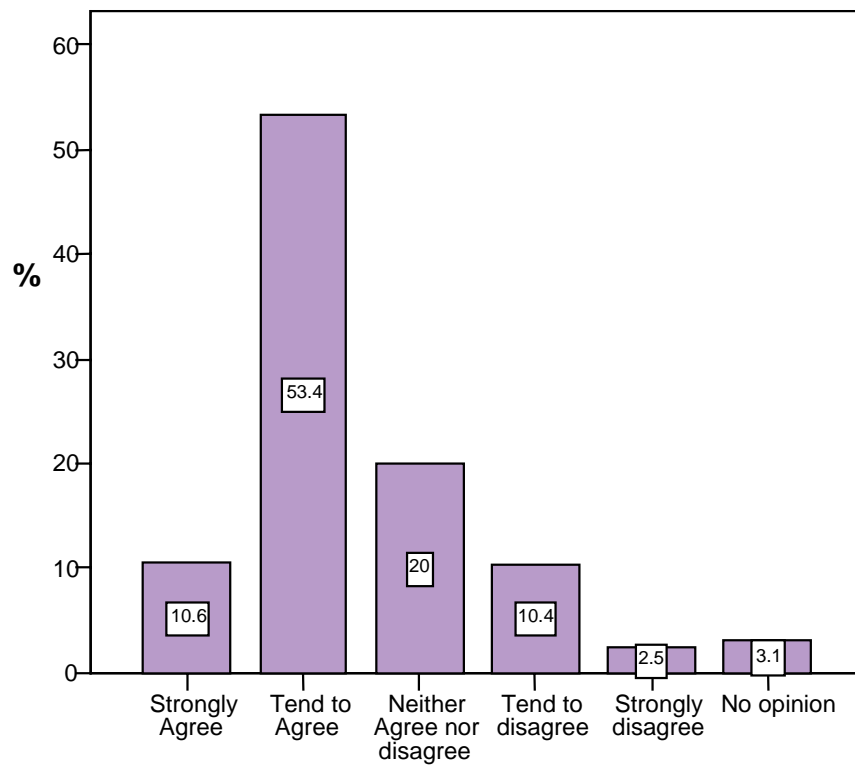


Figure 23 shows that approximately 64% of respondents strongly agreed or agreed that they feel personally safe and secure on the bus. Approximately 20% neither agreed nor disagreed while approximately 13% tended to disagree or strongly disagreed.

Figure 24: It is simple deciding the type of ticket I need

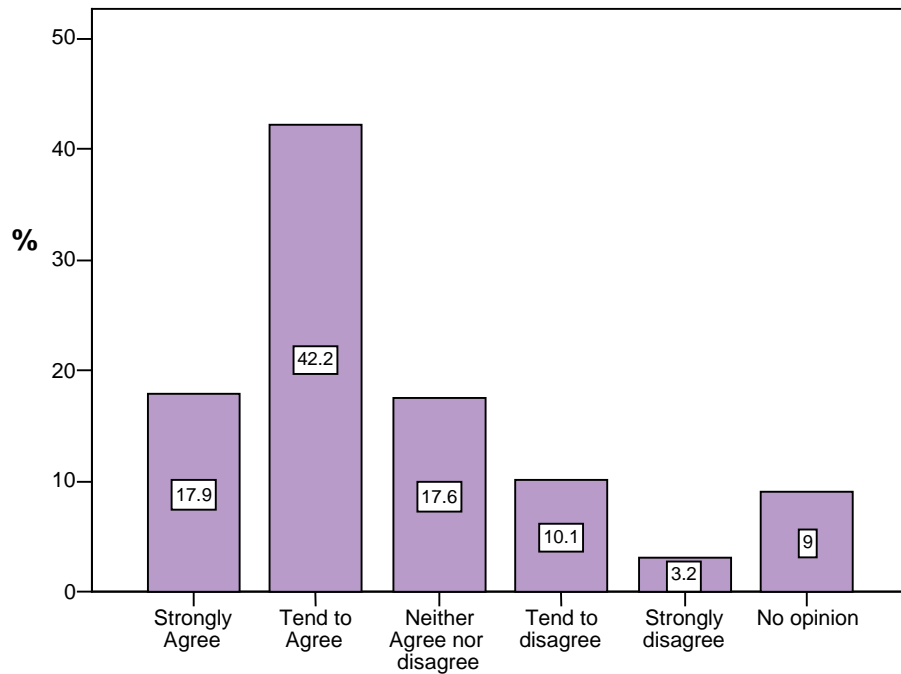


Figure 24 shows that just over 60% of respondents strongly agreed or agreed that it is simple deciding the type of ticket they need. Approximately 18% neither agreed nor disagreed while approximately 13% tended to disagree or strongly disagreed.

Figure 25: It's easy changing from buses to other forms of transport

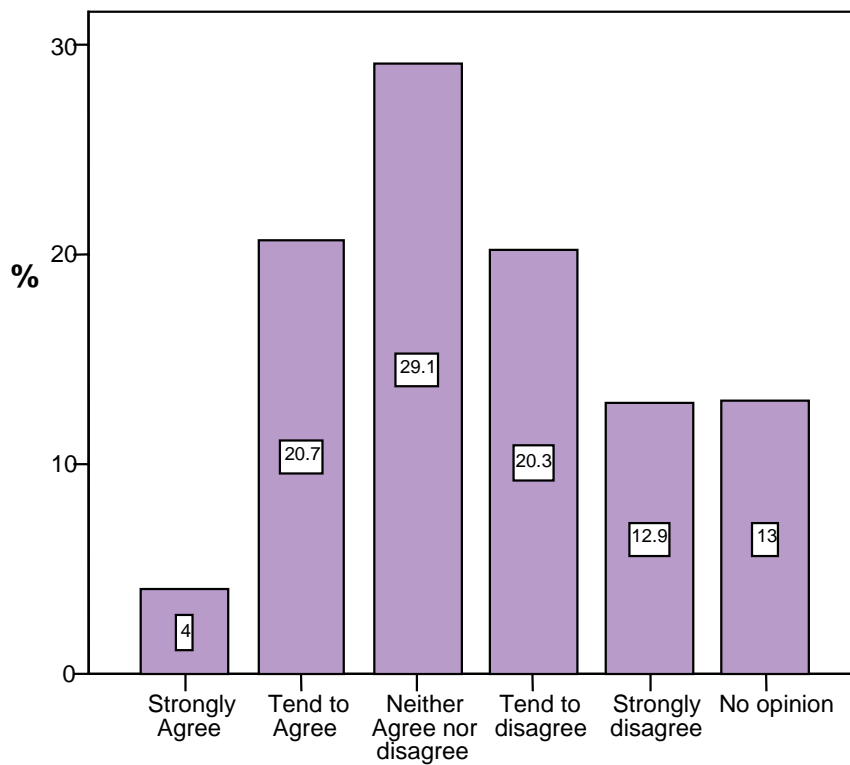


Figure 25 shows that approximately 25% of respondents strongly agreed or agreed that it's easy changing from buses to other forms of transport. Approximately 29% of respondents neither agreed nor disagreed, while 33% tended to disagree or strongly disagreed with the statement.

Figure 26: The fares are good value

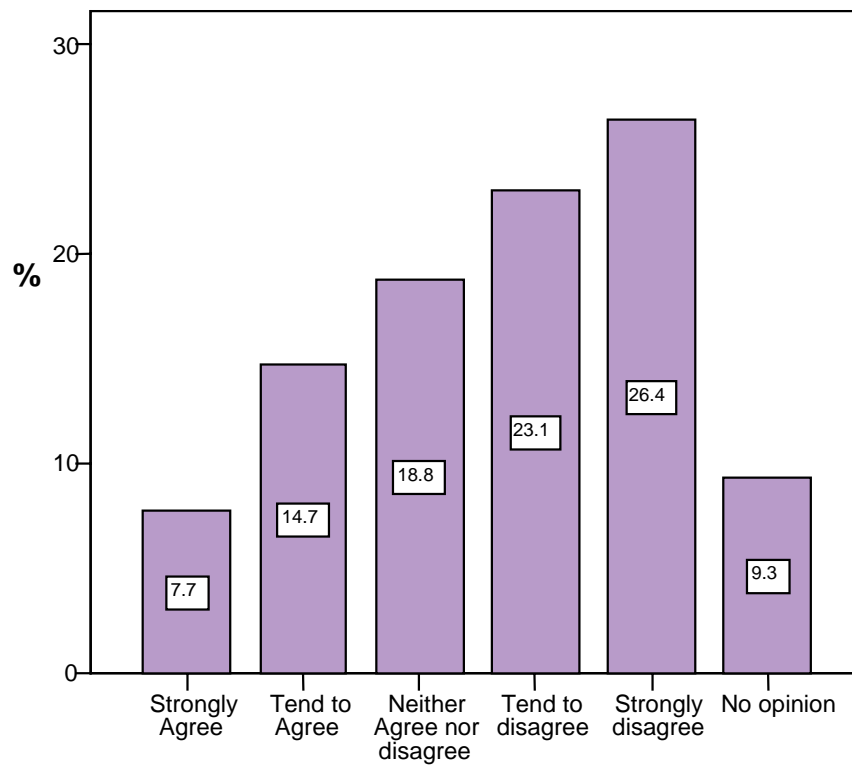


Figure 26 shows that approximately 23% of respondents strongly agree or agree that the fares are good value, approximately 19% neither agreed or disagreed, 23% tended to disagreed and approximately 26% strongly disagreed that the fares are good value.

Figure 27: The trains are on time

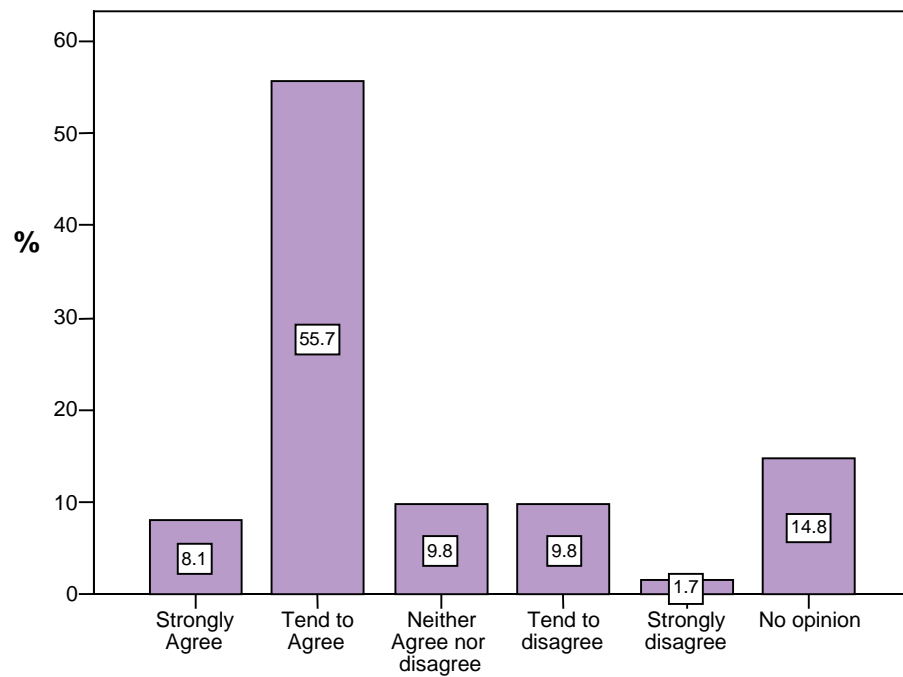


Figure 27 shows that approximately 64% of respondents strongly agreed or tended to agree with the statement that the trains are on time.

Figure 28: The trains are frequent

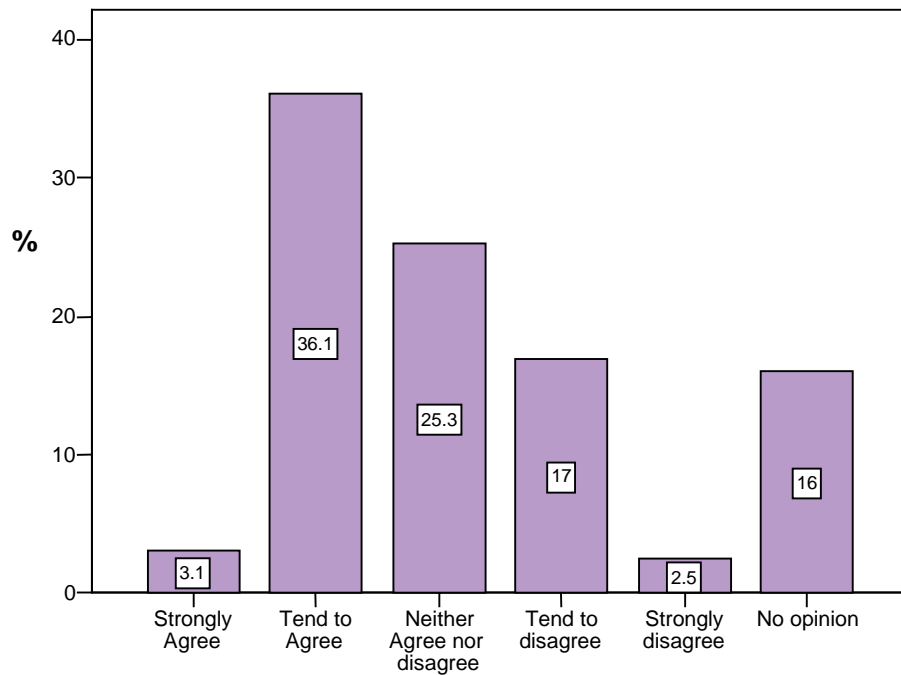


Figure 28 shows that a lower percentage of respondents, approx. 41% strongly agreed or tended to agree that the trains are frequent. Approximately 25% of respondents neither agreed nor disagreed while 2.5% strongly disagreed.

Figure 29: The service runs when I need it

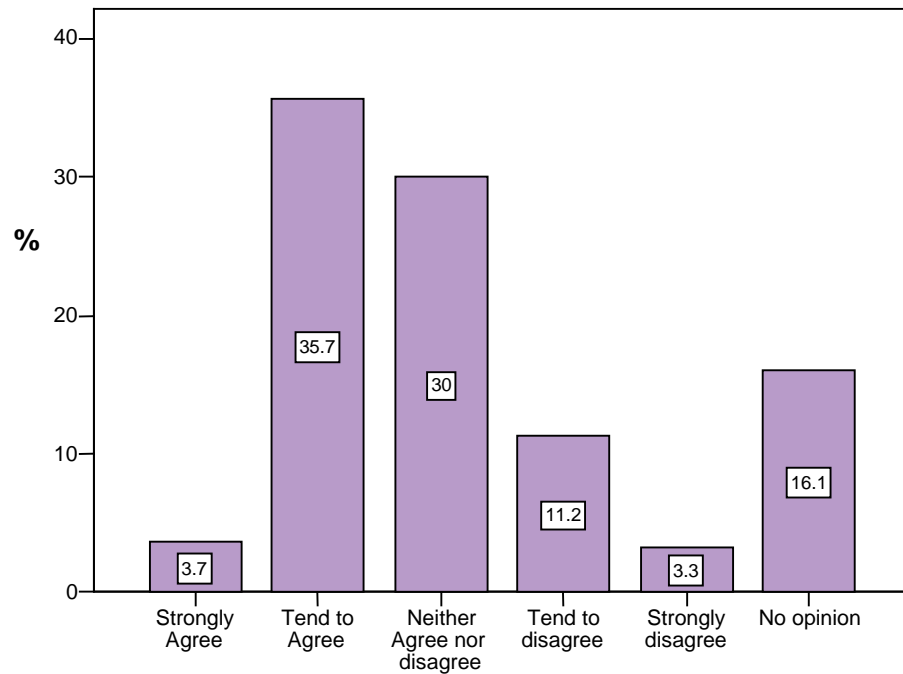


Figure 29 shows that approximately 40% of respondents strongly agreed or tended to agree that the service runs when they need it. 30% of respondents neither agreed nor disagreed and 11.2% tended to disagree.

Figure 30: The service is stable and isn't regularly changing

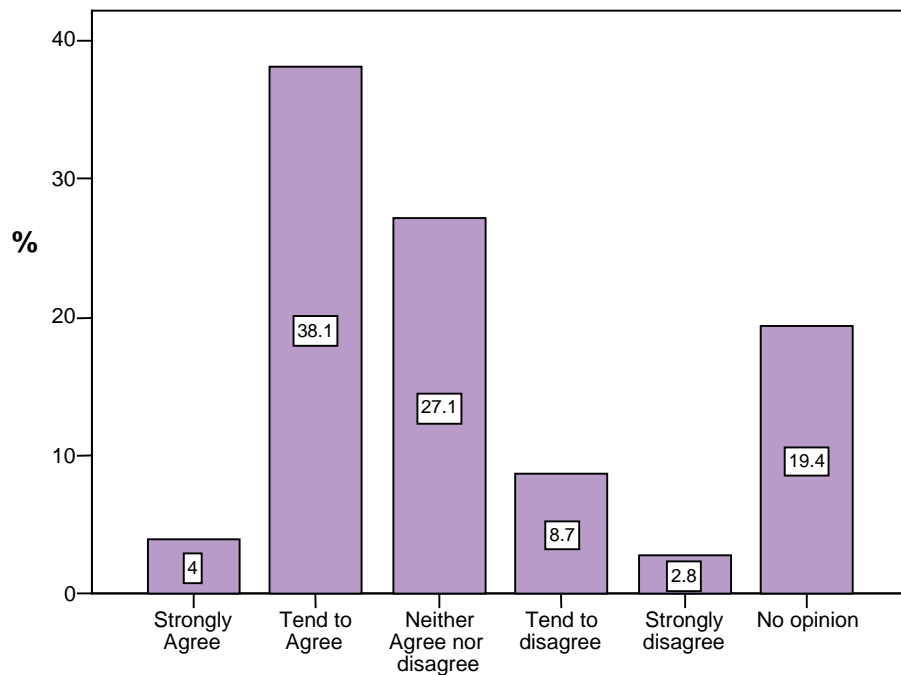


Figure 30 shows that approximately 42% of respondents strongly agreed or tended to agree that the service is stable and isn't regularly changing. Approximately 27% of respondents neither agreed nor disagreed while 11.5% tended to disagree or strongly disagreed.

Figure 31: The trains are clean

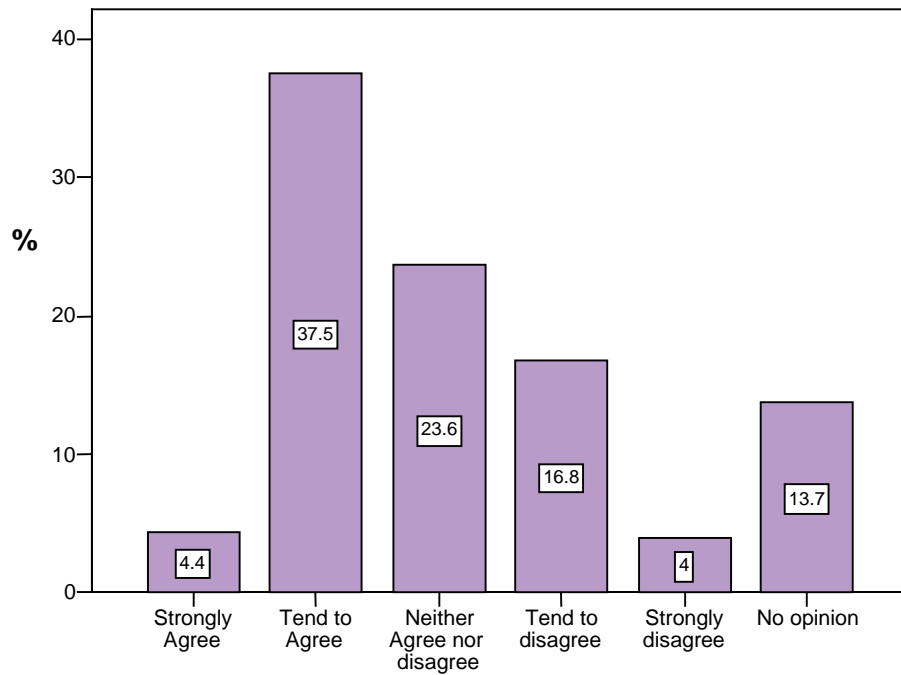


Figure 31 shows that approximately 42% of respondents strongly agreed or tended to agree that the trains are clean. Approximately 24% neither agreed nor disagreed while approx. 21% tended to disagree or strongly disagreed that the trains are clean.

Figure 32: The trains are comfortable

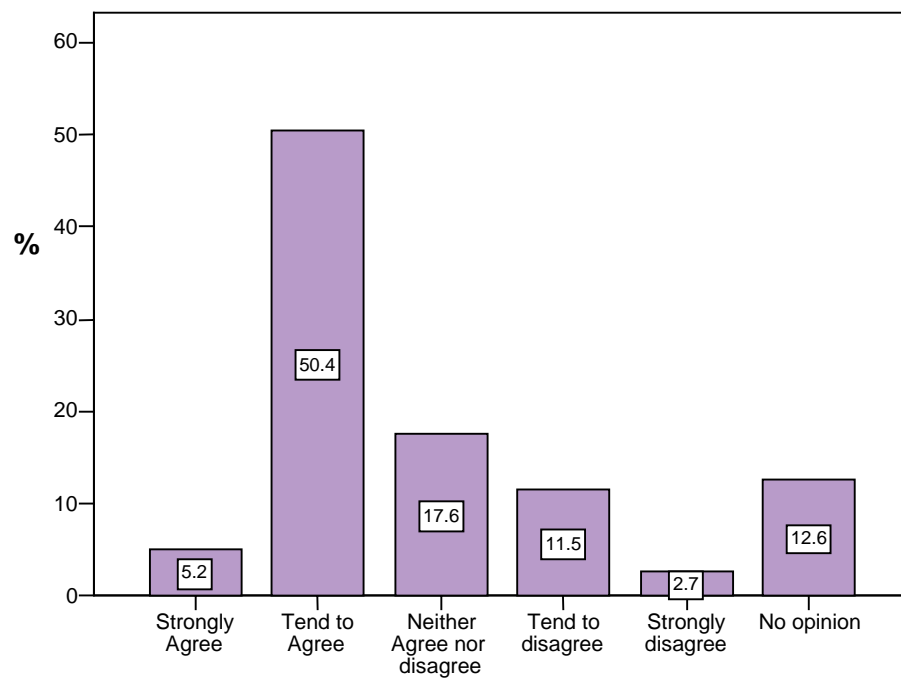


Figure 32 shows that the majority of respondents (around 56%) strongly agreed or tended to agree that the trains are comfortable. Approximately 18% neither agreed nor disagreed and 14% (approx.) tended to disagree or strongly disagreed that the trains are comfortable.

Figure 33: I feel personally safe and secure on the train

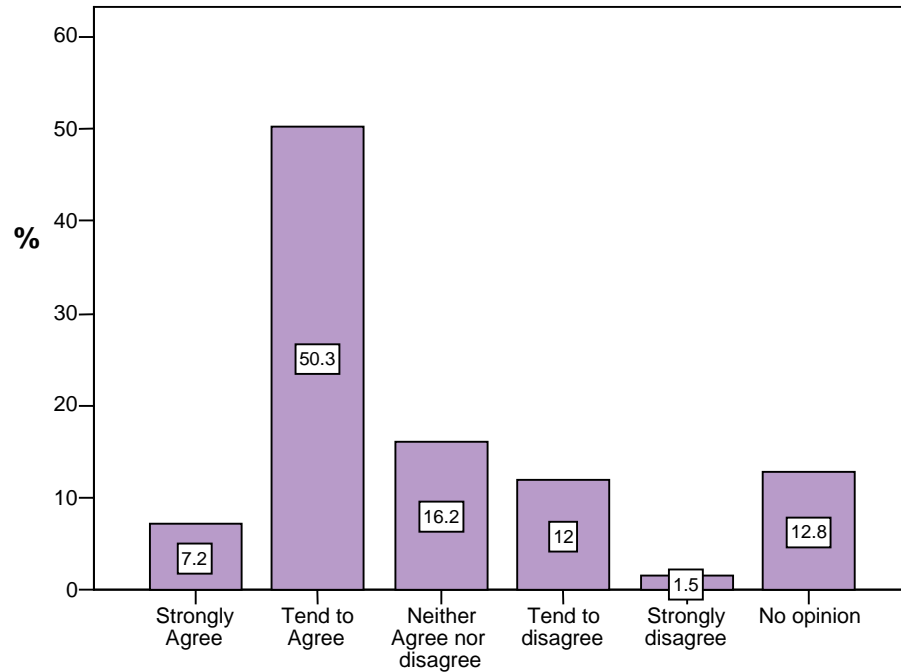


Figure 33 shows that 57.5% of respondents strongly agreed or tended to agree that they feel personally safe and secure on the train. Approximately 16% neither agreed nor disagreed while 13.5% tended to disagree or strongly disagreed.

Figure 34: It is simple deciding the type of ticket I need

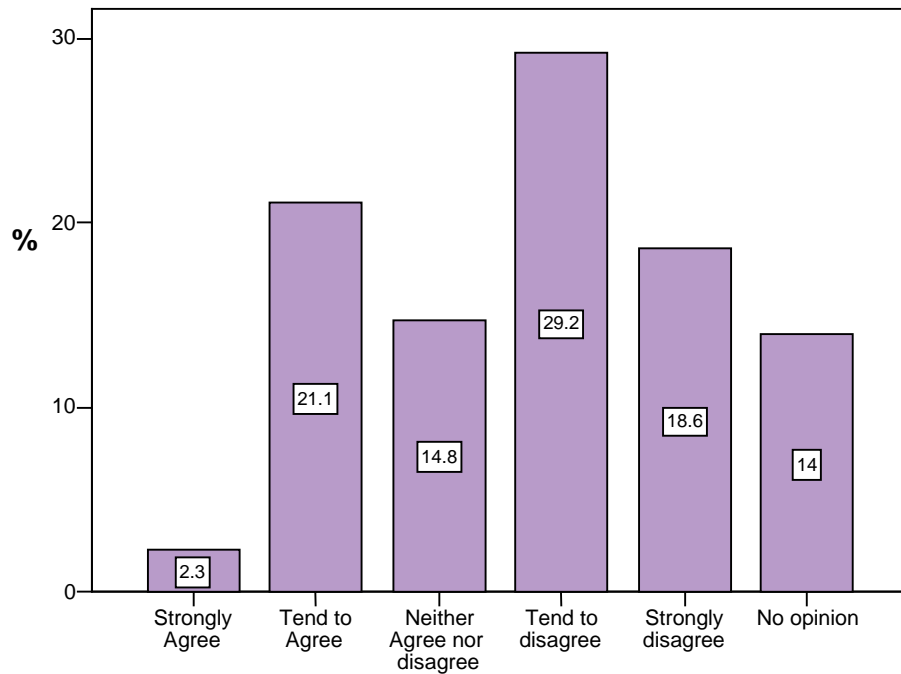


Figure 34 shows that approximately 23% of respondents strongly agreed or tended to agree that it is simple deciding the type of ticket they need. Approximately 15% neither agreed nor disagreed. Approximately 48% of respondents tended to disagree or strongly disagreed that it is simple deciding the type of ticket they need.

Figure 35: Finding out about routes and times is easy

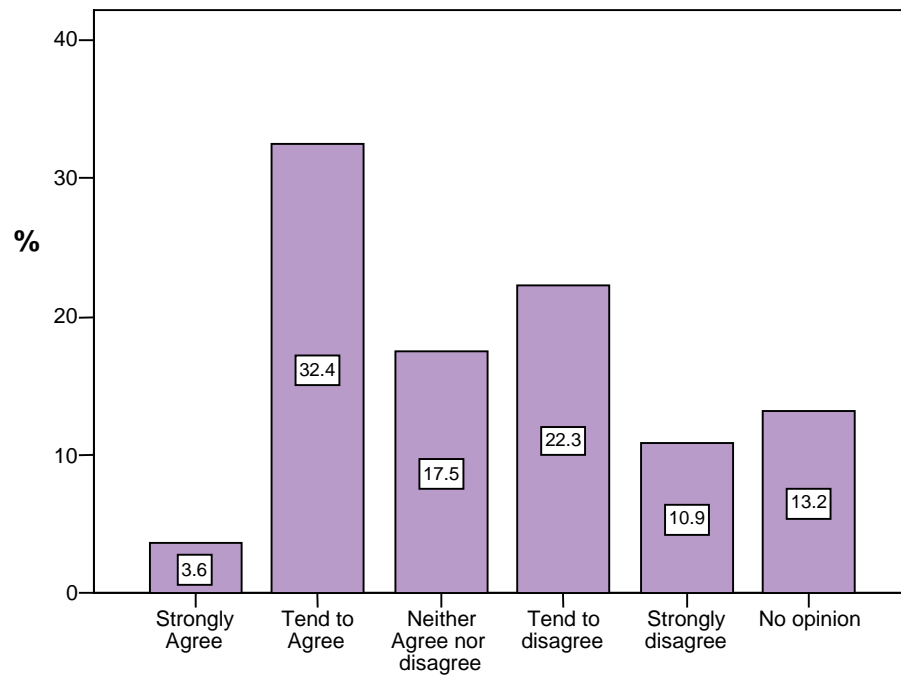


Figure 35 shows that 36% of respondents strongly agreed or agreed that finding out about routes and times is easy. 17.5% of respondents neither agreed nor disagreed. Approximately 33% of respondents tended to disagree or strongly disagreed that finding out about routes and times is easy.

Figure 36: It's easy changing from trains to other forms of transport

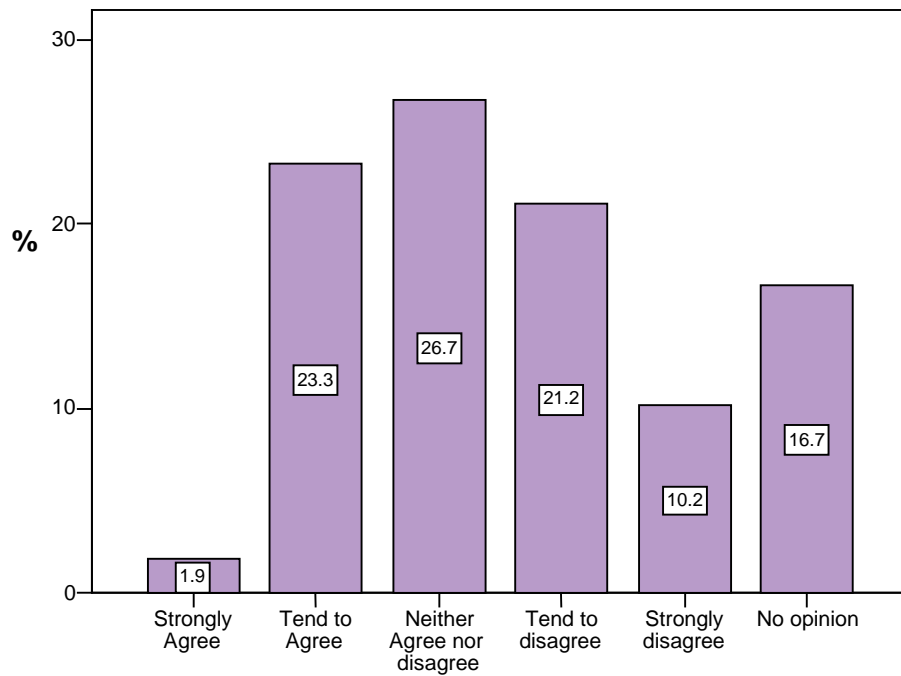


Figure 36 shows that approximately 25% of respondents strongly agreed or tended to agree that it is easy changing from trains to other forms of transport. Approximately 27% neither agreed nor disagreed. Approximately 31% tended to disagree or strongly disagreed that it is easy changing from trains to other forms of transport.

Figure 37: The fares are good value

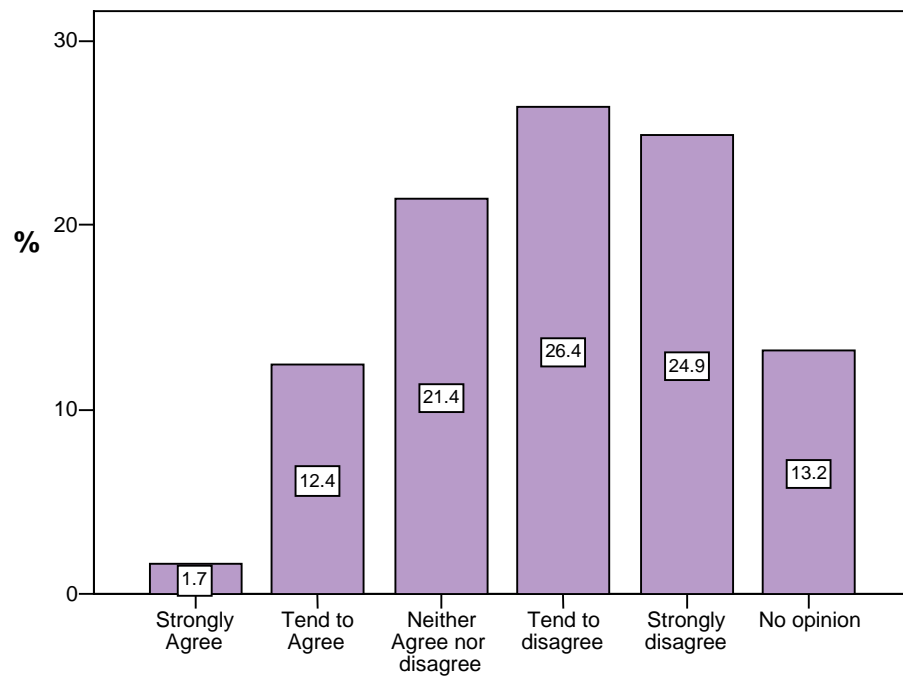


Figure 37 shows that only 14% of respondents strongly agreed or tended to agree that the fares are good value. Approximately 21% neither agreed nor disagreed. Approximately 51% of respondents tended to disagree or strongly disagreed that the fares are good value for money.

Figure 38: How many days travelled by bike to work, shopping or visiting friends

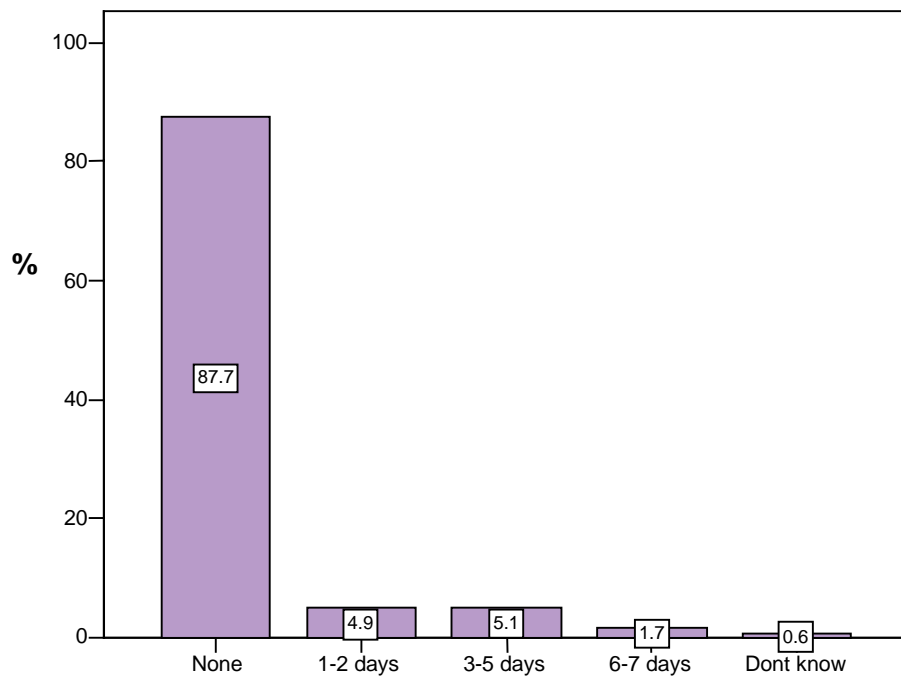


Figure 38 shows that approximately 88% of respondents had not travelled by bike to work, shopping or visiting friends. Approximately 5% had used their bike for work, shopping or visiting friends on 1-2 days and a similar percentage had used their bikes for these purposes on 3-5 days. Around 2% had travelled by bike to work etc on 6-7 days.

Figure 39: How many days have you travelled by bike for the pleasure of cycling or to keep fit

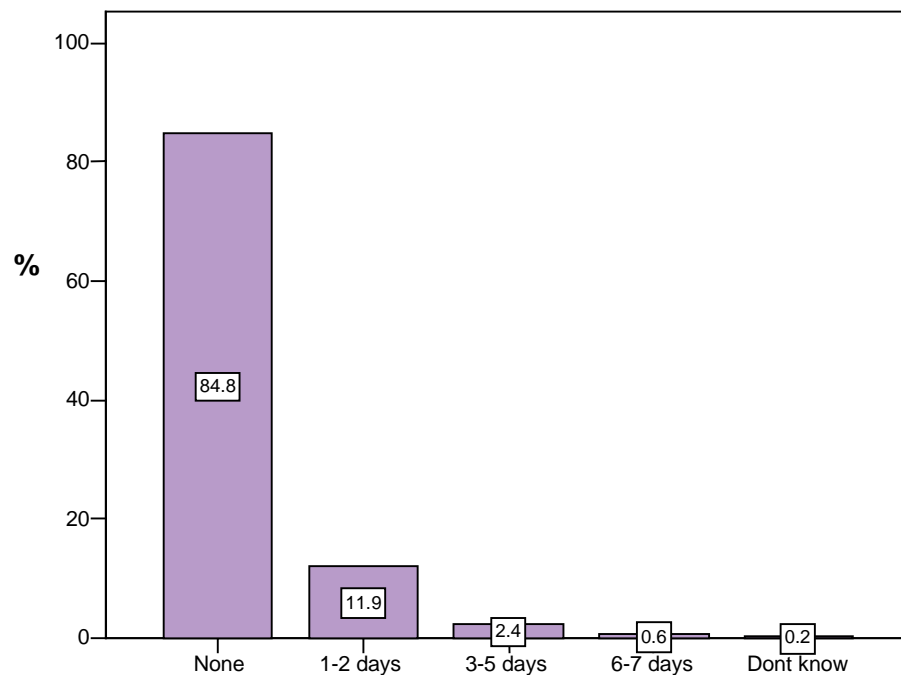


Figure 40 shows that around 85% of respondents had not used a bike for the pleasure of cycling or to keep fit in the last week. Approximately 12% had travelled by bike for pleasure or fitness on 1-2 days, 2.4% for 3-5 days and less than 1% had travelled by bike for pleasure or fitness on 6-7 days.

Figure 40: How many days have you travelled by foot to travel to work, go shopping or visit friends

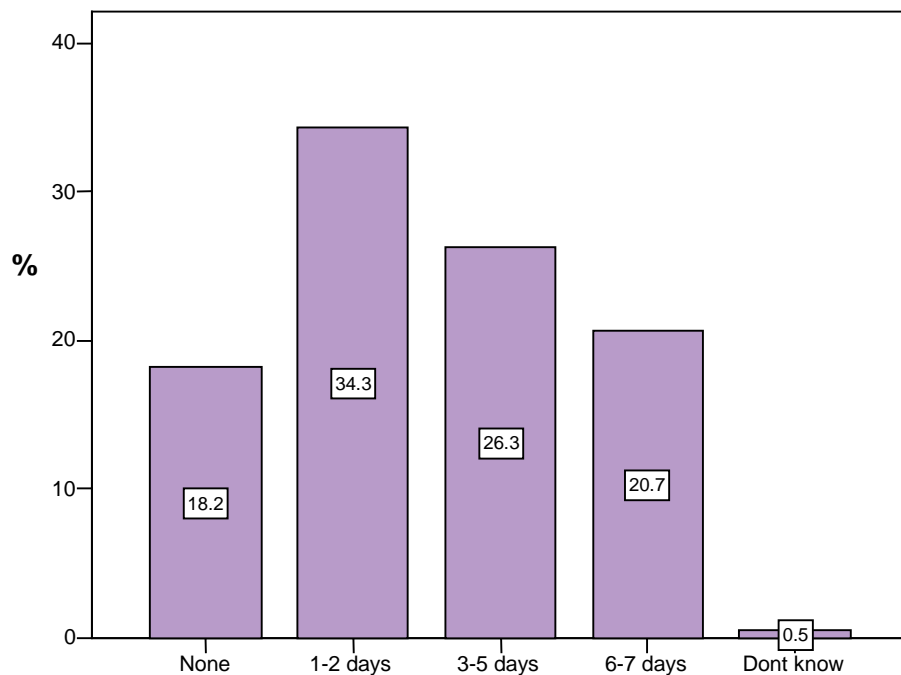


Figure 40 shows that approximately 18% of respondents had not travelled to work, gone shopping or visited friends by foot in the last week. Approximately 34% had travelled by foot to work etc on 1-2 days and approximately 26% on 3-5 days. Approximately 21% of respondents had travelled to work, shopping or to visit friends by foot on 6-7 days in the last week.

Figure 41: How many days in the last 7 have you travelled by foot for the pleasure of walking/jogging/running to keep fit or to walk the dog

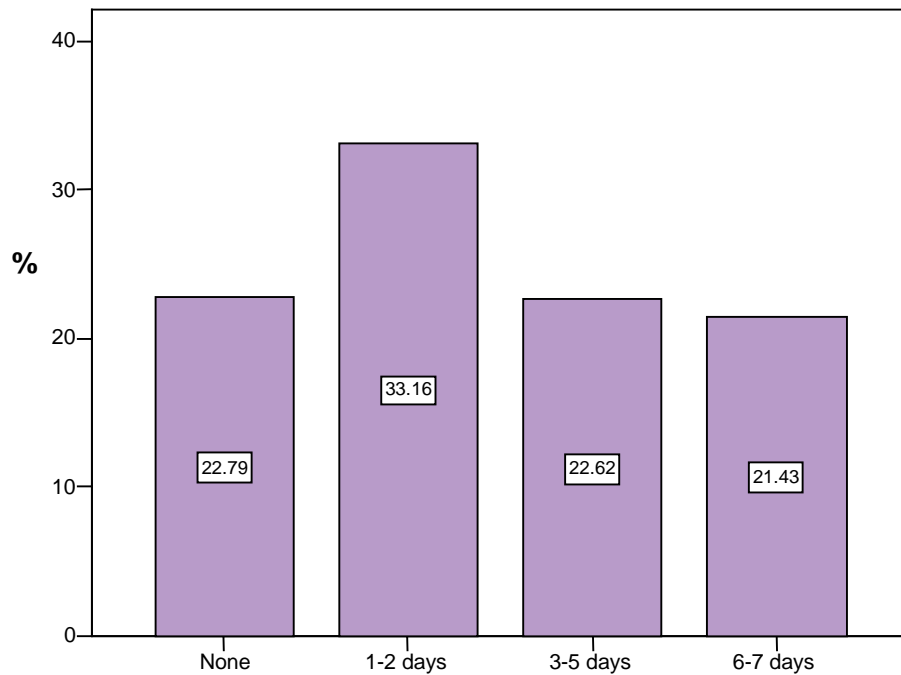


Figure 41 shows that approximately 23% of respondents had not travelled by foot for pleasure such as walking in the last week. Approximately 33% had travelled by foot on 1-2 days and a further 23% (approx) had done so on 3-5 days. Approximately 21% of respondents had travelled by foot for walking/jogging/running or walking the dog on 6-7 days in the last week.

Table 15: Which of the following improvements and initiatives would encourage you to use an alternative mode of transport

	No		Yes	
	Count	%	Count	%
More frequent public transport	368	54.9%	302	45.1%
More reliable public transport	380	56.8%	289	43.2%
Cheaper public transport	346	51.7%	323	48.3%
Safer public transport	503	75.2%	166	24.8%
Quicker public transport	422	63.2%	246	36.8%
Better pedestrian facilities	515	77.1%	153	22.9%
Vehicle exclusion zones for safer walking and cycling	471	70.4%	198	29.6%
Promotion of routes for walking and cycling	464	69.3%	206	30.7%
More cycle parking at destination (ie. to shops/ work)	564	84.2%	106	15.8%
Cycle parking at origin (ie. at home)	645	96.3%	25	3.7%
Cycle training	639	95.4%	31	4.6%
Dedicated off road cycle paths	486	72.6%	183	27.4%
Dedicated on road cycle paths	565	84.3%	105	15.7%
Cycle loan scheme (buy a bike through employer, pay no VAT)	622	92.8%	48	7.2%
Showers/ changing facilities at work	563	84.0%	107	16.0%
Incentives for car sharers	579	86.4%	91	13.6%
Guaranteed life home scheme for car sharers	604	90.1%	66	9.9%
Availability of car pool / car club at work	615	91.8%	55	8.2%
Opportunity to work remotely	570	85.1%	100	14.9%
Nothing	609	90.9%	61	9.1%

Table 15 shows that the initiatives and improvements that respondents rated most frequently that would influence them to change their mode of transport were:

- Cheaper public transport (48.3%)
- More frequent public transport (45.1%)
- More reliable public transport (43.2%)

Respondents were asked to select one factor which is most important to them, the table below shows the factors that respondents selected as being most important

Table 16: Most important factor for changing behaviour

Factor	Yes Count
More frequent public transport	73
More reliable public transport	64
Cheaper public transport	76
Safer public transport	21
Quicker public transport	26
Better pedestrian facilities	18
Vehicle exclusion zones for safer walking and cycling	18
Promotion of routes for walking and cycling	23
More cycle parking at destination (ie. to shops/ work)	18
Cycle parking at origin (ie. at home)	8
Cycle training	1
Dedicated off road cycle paths	18
Dedicated on road cycle paths	7
Cycle loan scheme (buy a bike through employer, pay no VAT)	1
Showers/ changing facilities at work	8
Incentives for car sharers	0
Guaranteed life home scheme for car sharers	4
Availability of car pool / car club at work	3
Opportunity to work remotely	7
Other	29

Service Response

While the response to the transport questions contained within the 11th City Voice questionnaire were extremely useful in providing a steer as to the transport priorities that the Council should focus on within its new Local Transport Strategy, the annual transport questions established within the 12th City Voice questionnaire, to be repeated each year, will be an invaluable source of monitoring our progress in delivering the LTS.

By using the City Voice to establish consistent questions and issuing them on an annual basis, it will be possible to identify changing trends and to measure what impact Council strategies are having on delivering the LTS objectives.

While some of the annual transport questions asked in the City Voice are duplicated from national data publications, such as the Scottish Transport Statistics, these statistics tend to be published biennial whereas the City Voice offers the advantage of being published on a yearly basis, therefore providing more up-to-date information. This will be a central part of developing Annual Progress Reports as part of the LTS process.

Outdoor Access and Core Paths

The Council is currently developing a system of 'core paths' throughout the City to give you more opportunities for outdoor access. By outdoor access we mean activities such as walking, cycling, horse riding, canoeing and other activities for all ages and abilities, rather than activities that require the use of a motorised vehicle, for example.

We are interested in getting your views on outdoor access in Aberdeen and the quality and attractiveness of the outdoor environment in the City.

Figure 42: On a scale of 1-5, how important is the quality of Aberdeen City's outdoor environment to your lifestyle?

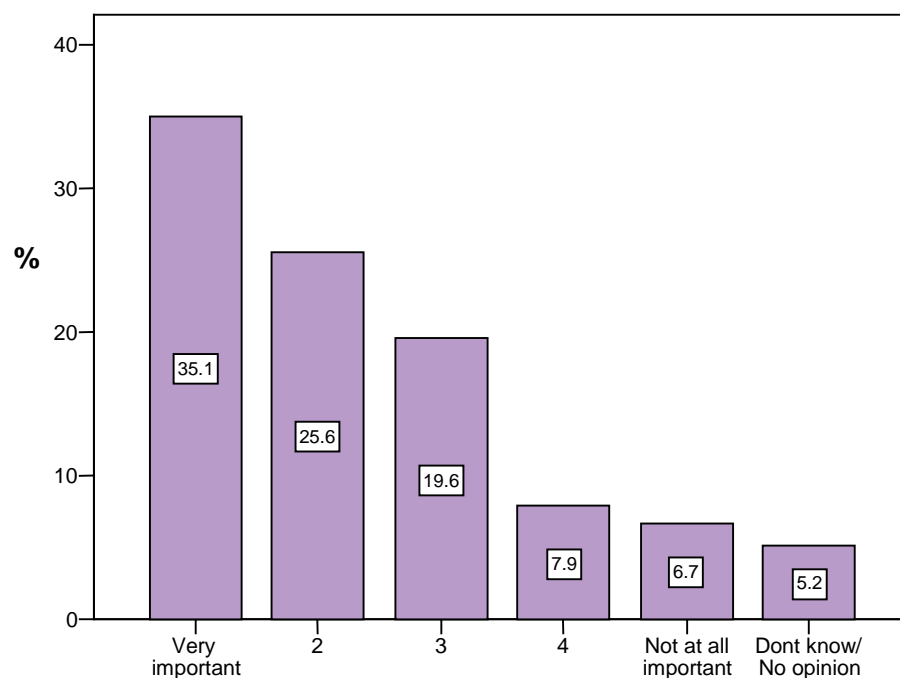


Figure 42 shows that 35.1% of respondents had rated the quality of Aberdeen's outdoor environment as being very important to their lifestyle. Approximately 26% rated it as being fairly important while around 20% rated it as neither important nor unimportant. Only around 15% of respondents rated the quality of Aberdeen City's outdoor environment as being fairly unimportant or not at all important.

Figure 43: How often do you access the outdoors for walking?

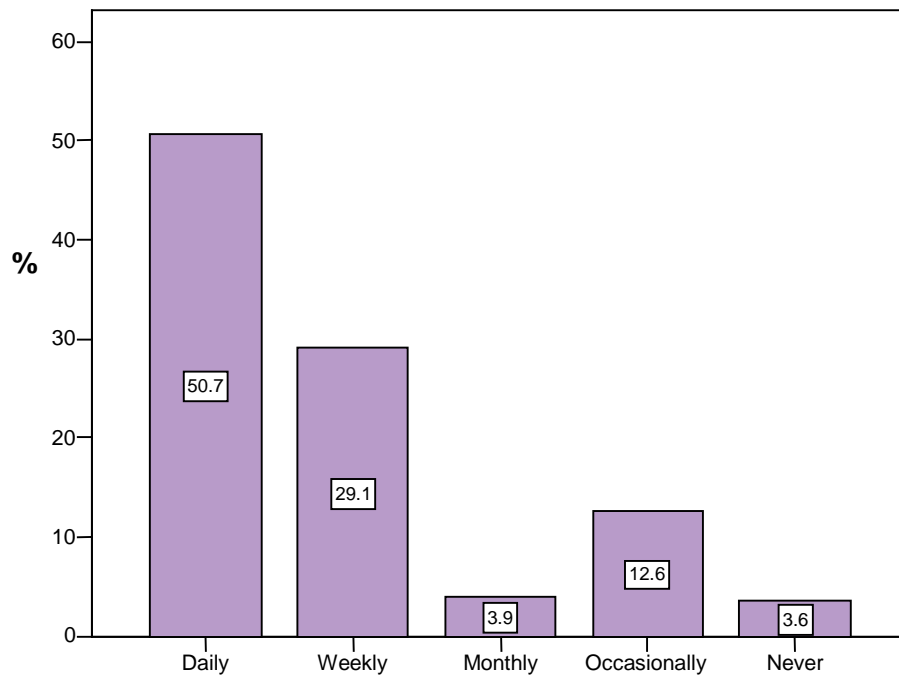


Figure 43 shows that approximately 51% of respondents access the outdoors for walking on a daily basis. Around 29% of respondents go walking weekly, around 4% monthly and 12.6% indicated that they go occasionally. Only 3.6% of respondents indicated that they never access the outdoors for walking.

Figure 44: How often do you access the outdoors for cycling?

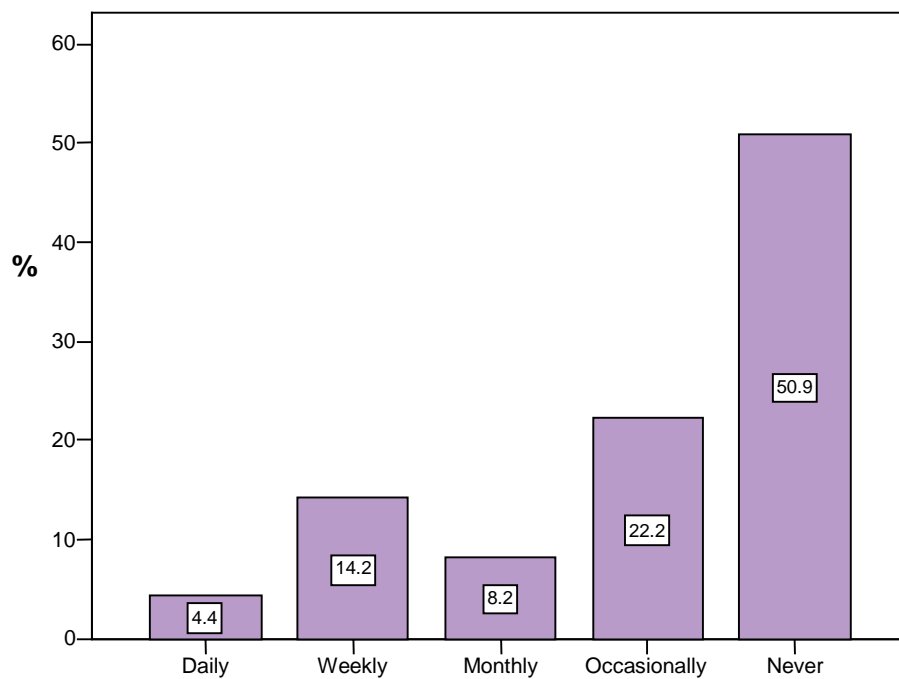


Figure 44 shows that only 4.4% of respondents access the outdoors for cycling daily and 14.2% access it weekly. Approximately 8% of respondents access the outdoors for cycling monthly and a further 22% access it occasionally. The majority of respondents (approx 51%) indicated that they never access the outdoors for cycling.

Figure 45: How often do you access the outdoors for horse riding?

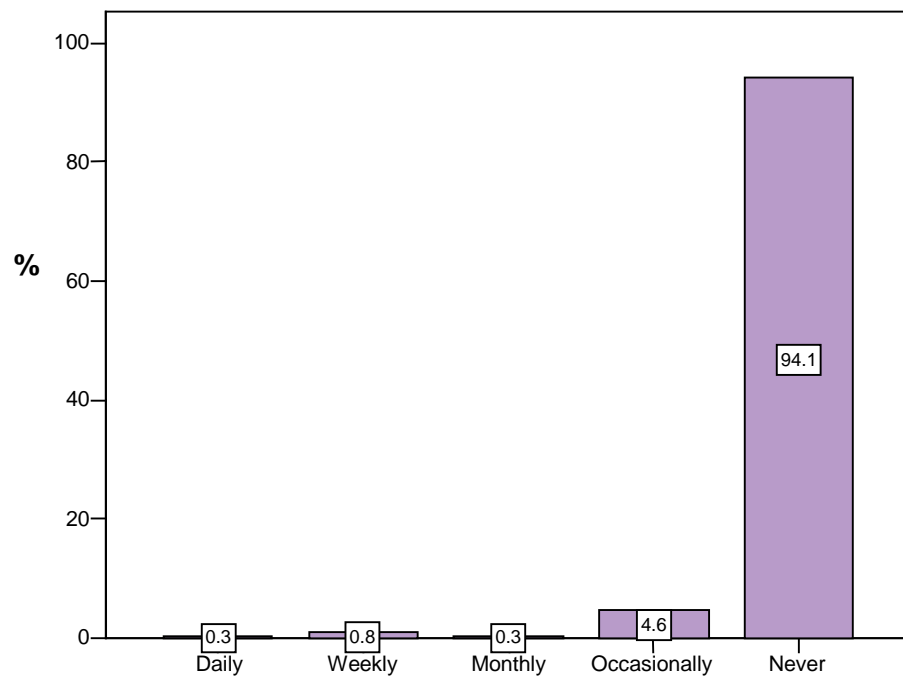


Figure 45 shows that a very small number of respondents access the outdoors for horse riding, approximately 1.2% access it daily, weekly or monthly and 4.6% access the outdoors for horse riding occasionally.

Figure 46: How often do you access the outdoors for canoeing/kayaking?

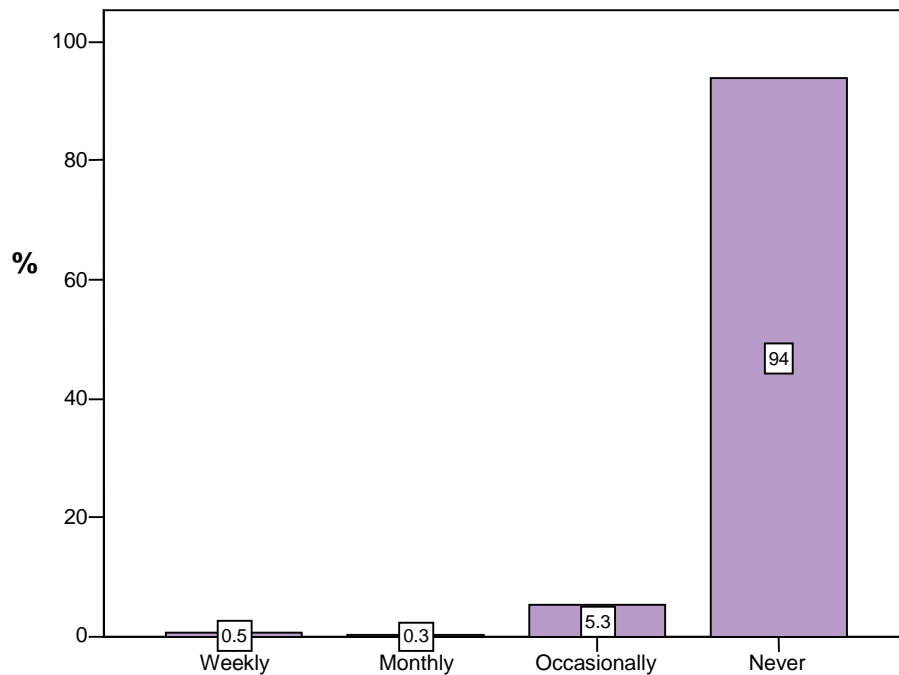


Figure 46 shows that only a small number of respondents access the outdoors for canoeing/kayaking with less than 1% accessing it weekly or monthly. Approximately 5% of respondents indicated that they access the outdoors for canoeing or kayaking occasionally.

Other activities that respondents access the outdoors for include:

- Golf - 14
- Jogging/running - 10
- Bowling - 4
- Hillwalking - 3
- Allotment - 2
- Skating - 2
- Sport aviation - 2
- Skiing - 2
- Surfing - 2
- Fly fishing
- Shooting
- Rock scrambling
- Coasteering
- White water rafting
- Mini-moto racing
- Open air tai chi
- Orienteering
- Mountain climbing
- Tennis

Table 17: Which of the following would encourage you to take part in outdoor access more?

	No		Yes	
	Count	%	Count	%
Better information	442	65.9%	229	34.1%
Better path maintenance	500	74.5%	171	25.5%
More off-road options	426	63.6%	244	36.4%
New path links	426	63.6%	244	36.4%
Nothing	520	77.5%	151	22.5%

Table 17 shows that the factors that would encourage respondents to take part in outdoor activities the most are more off road options and new path links, both of these were cited by 36.4% of respondents. Around 34% indicated that better information would be useful and approximately 26% would like better path maintenance.

Other factors identified by respondents were:

- Better weather! -7
- More time -6
- Facilities for parking bikes -3
- Access from city centre -2
- Activities for families -2
- Keeping bikes off paths-2
- Better disabled facilities -2
- Lighting on paths- 2
- Wildlife places
- Safer streets
- Ranger led activities at weekends
- Security
- Cheaper activities
- Better facilities
- More police
- Less traffic
- More access to private land
- Dogs kept on leads
- Better connections

Table 18: Which factor is the most important?

	Yes
	Count
Better information	88
Better path maintenance	51
More off-road options	71
New path links	54
Nothing	18

Table 18 shows that the factor that respondents consider to be the most important is better information chosen by 88 respondents.

Figure 47: Are you familiar with the guidance given in the Scottish Outdoor Access Code on responsible access to the outdoors?

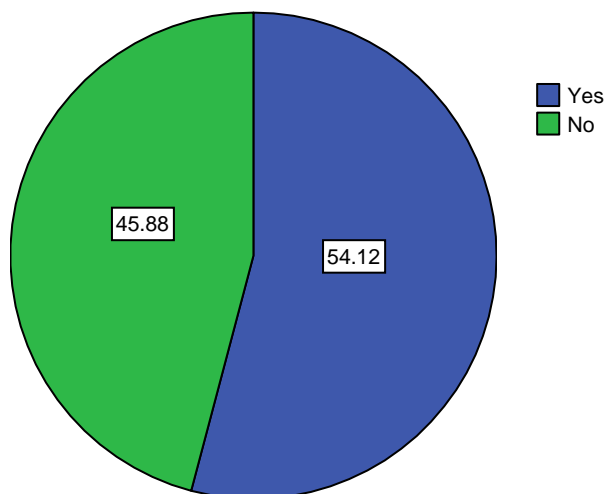


Figure 47 shows that approximately 54% of respondents are familiar with the guidance given in the Scottish Outdoor Access Code.

Service Response

We are currently in the process of developing Aberdeen City's first Core Paths Plan and responses to the questions within the City Voice on Outdoor Access will help inform the development of this Strategy.

Similar to the Local Transport Strategy, it is proposed that the questions contained in the City Voice will be asked on an annual basis, which will allow us to monitor the success of the Core Paths Plan, particularly with regard to increasing participation in outdoor activities.

The results to the questions on measures that would encourage people to access the outdoors (e.g. better information, better path maintenance, more off-road links etc.) will help us to prioritise our work and focus efforts on the most useful measures.