City Voice
48th Survey Report

Travel and Transport Edition

Community Planning Aberdeen

Table of Contents

1. Introduction

1.1. Background

1.1.1. Aberdeen City Voice, Aberdeen's citizens' panel, is run by Community Planning Aberdeen. Community Planning Aberdeen is a partnership of public, private and third sector organisations working together to improve outcomes for people and communities across the City.

1.1.2. Members of the panel are contacted on a regular basis, either via postal or email questionnaire survey, to ask for their views on a range of issues that affect the community. Community Planning Aberdeen have produced a Local Outcome Improvement Plan (LOIP) 2016-26 (refreshed July 2021) which sets out how public services in Aberdeen are working together to improve our City. The City Voice surveys focus on the three themes which run through the LOIP: Prosperous People, Prosperous Place, and Prosperous Economy. Findings from the surveys are used by Community Planning Partners to inform and shape service provision and policy and to measure performance.

1.1.3. At the start of 2022, a review of the City Voice was carried out. This identified a number of recommendations. A copy of the full report and the summary report can be found on the City Voice website. The first of the review recommendations was to undertake a refresh of the panel as low response rates to recent surveys indicated that a large proportion of people on the panel were no longer participating. The refresh involved contacting existing panel members to see whether they wished to remain on the panel, as well as a recruitment exercise to bring new members onto the panel. This exercise has now been completed and this was the third City Voice questionnaire that went out to the refreshed panel.

1.1.4. Other recommendations from the review include moving from producing one long questionnaire each year, to several shorter (themed) questionnaires. In line with this recommendation, this was the second of the themed questionnaires. The theme of the questionnaire is '**Travel and Transport'**. The topics included in this survey are as follows:

- **Place satisfaction**
  - Moving around your neighbourhood
  - Public transport for your neighbourhood
  - Traffic and parking in your neighbourhood
  - Streets and spaces in your neighbourhood
- **Travel**
  - Mode of travel into the city
  - Usual mode of travel
  - Reason for mode of travel
  - Perception of ease of mode of travel
  - Travel modes tried in the last year
  - Regular journeys
  - Bike access and use/walking
  - Changes in travel choices since COVID-19

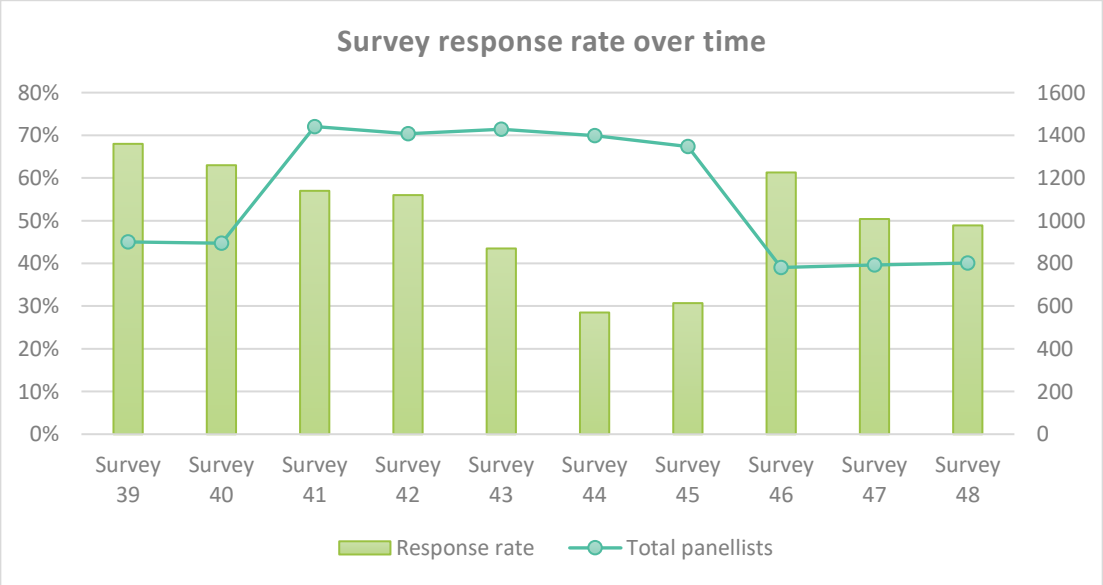
- Miles travelled by car/van
- Journey disruption

- **Low Emission Zone (LEZ)**
  - Awareness of LEZ
  - Agreement with introduction of LEZ
- **Health and Wellbeing**
  - Walking and cycling
  - Ease of travel to doctor and hospital appointments
  - Feelings of safety using different travel modes at night
- **Parking**
  - Car ownership and parking
  - Parking in the City Centre
  - Disabled / cycle parking spaces
- **Environment and Sustainability**
  - Prepared to make changes to travel habits

1.1.1. The survey opened on 31st October 2023 and closed on the 20th November 2023. Extra time was given for receiving paper questionnaires with a final cut-off of 8th December. At the time of the survey, there were a total of 816 people on the City Voice panel. Of the 800 panel members who received the questionnaire (i.e. excluding those which were undelivered), a total of **391** completed questionnaires were returned. This gives a **response rate of 48.9%.**

1.1.2. At 48.9%, the response rate for City Voice 48 is lower than the response rate for City Voice 47 (50.4%) but higher than the response rate achieved in surveys prior to the panel re-fresh conducted in 2022 (see Figure 1.1). The reason for the lower response rate is difficult to determine. As a 'themed' questionnaire it may be that panellists who were not interested in the topic, decided not to take part. Also, this questionnaire was relatively long and complex, so this may have put some panellists off from responding.

Figure 1.1



1.1.3. Of the 391 completed questionnaires received, 80 were paper questionnaires and 311 were online. The response rate for those receiving paper surveys was higher (53.7%) than the response to the online survey (47.8%).

1.1.4. A detailed profile of survey respondents is provided in Table 1.1 below, along with a profile of current panellists and the Aberdeen City population. This shows that while there was a relatively strong response across all areas of the city, the profile of survey respondents indicates that some groups of the wider Aberdeen City population are better represented than others. In particular, younger panellists are under-represented compared to the wider population and those in SIMD Quintile 5 (least deprived) are over-represented.

Table 1.1: Profile of survey respondents and comparison with panel and Aberdeen City

	CV48 Survey respondents (n=391)	**City Voice Panel (n=816)**	**Aberdeen City population**
	Number (Percentage)	**Number (Percentage)**	**Percentage**
Gender			
Male	182 (46.5%)	374 (45.8%)	49.8%
Female	207 (52.9%)	440 (53.9%)	50.2%
Missing	2 (0.5%)	1 (0.1%)	
Age Group			
16-34 years	8 (2.0%)	43 (5.3%)	30.1%
35-54 years	62 (15.9%)	179 (21.9%)	26.6%
55-64 years	100 (25.6%)	206 (25.2%)	11.7%
65-74 years	107 (27.4%)	184 (22.5%)	8.9%
75+ years	85 (27.1%)	131 (16.1%)	7.1%
Missing	29 (7.4%)	73 (8.9%)	
Median age (of those who provided Date of Birth)	66 years	62 years	38 years
Location			
North	112 (28.6%)	246 (30.1%)	31.3%
South	145 (37.1%)	290 (35.5%)	33.9%
Central	133 (34.0%)	278 (34.1%)	34.8%
Missing	1 (0.3%)	2 (0.2%)	
SIMD Quintile			
1 (most deprived)	28 (7.2%)	61 (7.5%)	10.1%
2	65 (16.6%)	148 (18.1%)	22.4%
3	46 (11.8%)	99 (12.1%)	16.0%
4	54 (13.8%)	123 (15.1%)	14.4%
5 (least deprived)	197 (50.4%)	383 (46.9%)	37.1%
Missing	1 (0.3%)	2 (0.2%)	
Ethnicity			
Scottish	302 (77.2%)	595 (72.9%)	75.3%
Other British	49 (12.5%)	99 (12.1%)	7.6%
Other White	18 (4.6%)	52 (6.4%)	9.1%

African or Caribbean	5 (1.3%)	22 (2.7%)	2.5%
Arab	1 (0.3%)	2 (0.2%)	0.1%
Asian	3 (0.8%)	11 (1.3%)	4.3%
Other	8 (2.0%)	24 (3.0%)	0.9%
Missing	5 (1.3%)	11 (1.4%)	
Survey type			
Online	311 (79.5%)	667 (81.7%)	-
Paper	80 (20.5%)	149 (18.3%)	-

Source: Data for Aberdeen City population estimates are based on National Records of Scotland, mid-2020 population estimates. Percentages for Ethnic groups for Aberdeen City are from 2011 Census. SIMD comparison is based on population at SIMD20 (V2).

1.1.5. In addition to panellists, the survey was also sent out to a few high schools to give senior pupils the opportunity to participate. An additional 62 responses were received. While pupils had the option to provide some demographic information (gender, age, ethnicity and postcode), there was a limited response to some categories. Where provided, postcode was matched to provide locality and SIMD data.

	Pupils (n=62)
	Number (Percentage)
Gender	
Male	19 (30.6%)
Female	32 (51.6%)
In another way	2 (3.2%)
Would prefer not to say	1 (1.6%)
Not answered	8 (12.9%)
Age Group	
14 years	1 (1.6%)
15 years	3 (4.8%)
16 years	35 (56.5%)
17 years	6 (9.7%)
Not answered	17 (27.4%)
Location	
South	14 (22.6%)
Central	3 (4.8%)
Missing	45 (72.6%)
SIMD Quintile	
1 (most deprived)	3 (4.8%)
2	4 (6.5%)
3	2 (3.2%)
4	6 (9.7%)
5 (least deprived)	2 (3.2%)
Missing	45 (72.6%)
Ethnicity	
White Scottish or British	17 (27.4%)
Any other ethnic group	9 (14.5%)
Missing	36 (58.1%)

1.2. Analysis and reporting

1.2.1. Results are presented for the combined panel and pupil survey – a total of 453 participants.

1.2.2. This report presents basic descriptive analyses for each of the survey questions. Not all respondents answered every question, so the base level may not be the same for each question. Therefore, for ease of comparison, the results are generally presented as percentages of those who responded, and a base level is provided. (Note: for some questions, participants only had the option of ticking or not ticking the given options. In these cases, the base level is taken as 453, i.e. the full number of respondents).

1.2.3. Several questions included a 'comments box' which gave respondents the opportunity to expand on their responses. This report will give only a brief sample of these comments. **However, all comments will be sent to the relevant services to allow more in-depth analyses**.

2. Place Satisfaction

For a place to be successful, it should be easy and enjoyable to move around and easy to travel to and from. This makes it as easy as possible to access the things you need, to enjoy spending time in it and also encourages people to come and visit it. In this section of the questionnaire, the questions were aimed and trying to find out how easy participants found it to get to, from and around their neighbourhood.

2.1. Your neighbourhood

Panellists were asked to answer the questions with their local neighbourhood in mind, but to think about/consider the wider area it sits in if this helped them to answer the questions. While everyone will have their own idea about what a local neighbourhood is, for the purpose of these questions we suggested an area within a 15 minute walk from home would be relevant.

2.1.1. Five questions were asked in this section:-

- Can you easily walk and wheel around using good quality routes? (**move around walk**)
- Can you easily cycle around using good quality routes? (**move around cycle**)
- Does public transport meet your needs? (**public transport**)
- Do traffic and parking arrangements allow you to move around safely and meet your needs? (**traffic and parking**)
- Do buildings, streets and spaces create and attractive place that is easy to get around? (**streets and spaces**)

2.1.2. Participants were asked to give a score on a scale of 1-7, where 1 = very bad and 7 = very good. Participants were also given a don't know option. The average (mean) scores for each topic (excluding don't knows) were then calculated.

2.1.3. On the whole, responses to these questions were broadly positive, with most participants scoring 5, 6 or 7 for each of the questions. The exception to this was **move around cycle** where the most common response was **don't know** (31.1%). Mean scores show that **move around walk** was the highest scoring question (mean score of 5.5) with **move around cycle** being the lowest scoring question (4.7). The table below gives an overview of the results for each question.

Table 2.1 Place Satisfaction

Questions	1	2	3	4	5	6	7	Don't know	Base	Mean Score	Base excluding 'don't knows'
Move around walk	2.7%	2.9%	3.3%	10.7%	22.7%	30.3%	26.3%	1.1%	449	**5.5**	444
Move around cycle	2.7%	7.6%	6.7%	10.9%	14%	15.8%	11.3%	31.1%	450	**4.7**	310
Public transport	5.8%	4.9%	7.5%	16.4%	20.6%	21.9%	18.8%	4.2%	452	**4.9**	433
Traffic and parking	6.9%	5.1%	8%	13.3%	22.6%	24.4%	16.4%	3.3%	451	**4.8**	436
Streets and spaces	3.1%	2.4%	6.7%	16.7%	27.3%	27.8%	14.9%	1.1%	450	**5.1**	445

2.2. Comments

2.2.1. Participants were given the opportunity to comment on this section of the questionnaire. A total of 174 comments were received. These will be forwarded to the service for full consideration, however a small sample of issues raised is given below:-

- Buses are still unreliable roads and speed bumps require maintenance. There are derelict buildings which look unsightly
- Cycling route provision is very poor in comparison with most other large towns and cities of our size in the UK & Ireland. Seems almost tokenistic to apply two lanes on Union Street when the rest of the city is so far behind.
- Generally the area round us is a pleasant environment. However, pavements are not well maintained, parking is expensive as it's all by permit and most roads don't have provision for cyclists.
- Bins are a problem. When our area was developed in the 19th Century there was no provision anticipated for multiple bins at this time. It's impossible for people in terraced houses to manage their bins so visual blight on the streets
- In common with very many areas, the biggest problem is uneven paving causing trip hazards and less than optimal levels of street lighting. Winter is a particular dread due to ice and hard packed snow on untreated pavements.
- Lots of cars parked up on payments and parked on corners
- Lots of weeds left growing in public spaces are just left to spread.

2.3. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy.

We have changed this question this year to break "Moving around by walking and cycling" into two separate areas – one for walking and wheeling and one for cycling. Compared with 2021, the figures show an improvement across all areas and, usefully, a difference between ease of walking/ wheeling and cycling which we never would have captured had we not changed the question. It will be interesting to see if including more young people in this survey has impacted upon the results for this question, compared with previous years. We will investigate this further. This question is useful as it balances the hard data we get about people's travel choices in other questions later with some qualitative data about their experiences.

We look forward to studying the comments in more detail to further understand the responses too.

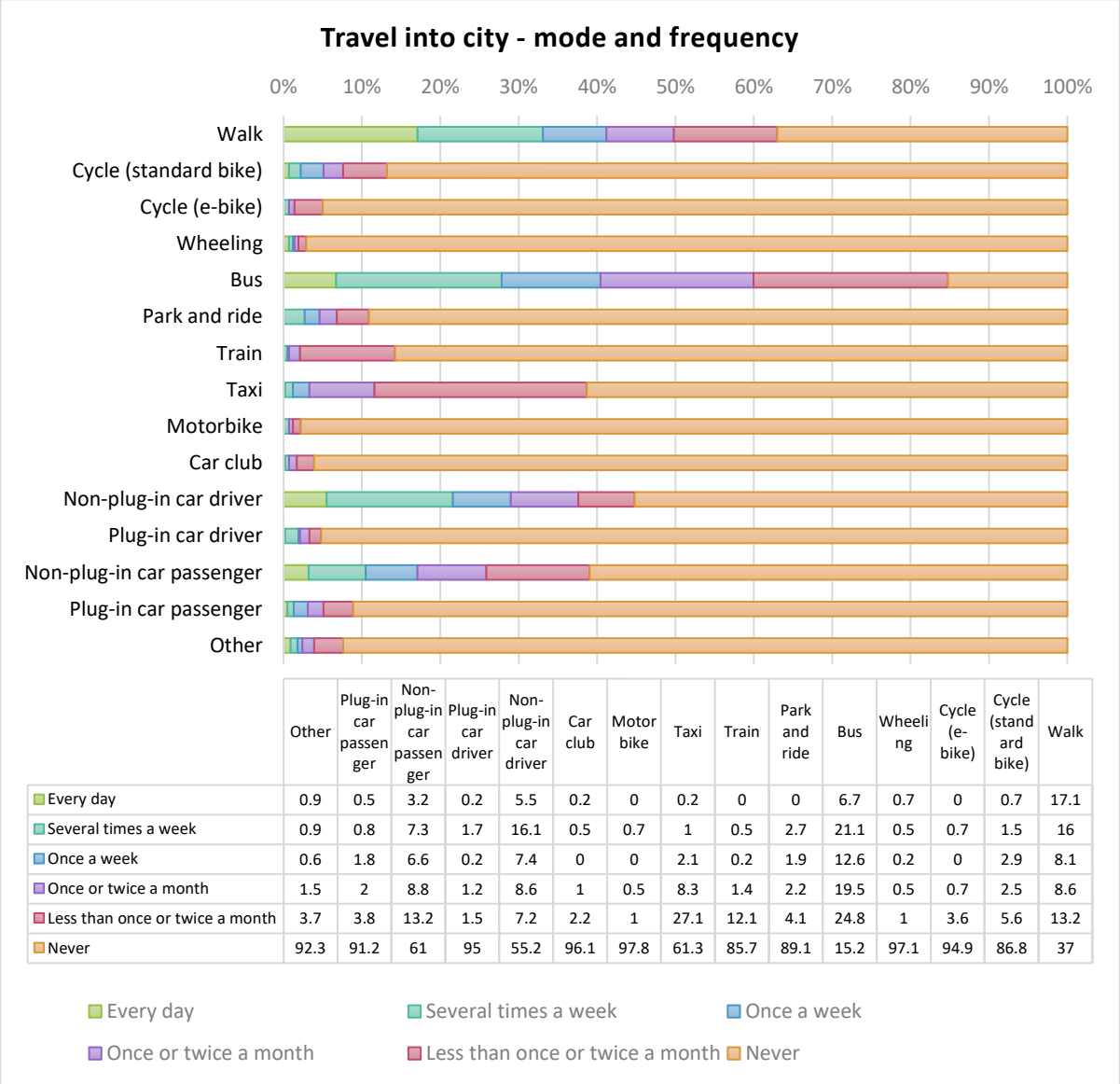
3. Travel

There are a whole range of reasons why people need to travel and their travel requirements can vary depending on their personal circumstances and the nature of the journey being undertaken. To try and make the transport network as inclusive as possible of people's needs, requirements and preferences, this section of the questionnaire asked questions about how people travel and what factors may affect their travel choices.

3.1. Travel mode and frequency

The first question asked **when you travel into the city, how often do you use the following modes?** A range of travel modes were listed along with a number of travel frequencies (every day, several times a week, once a week, once or twice a month, less than once or twice a month and never).

Overall, the most common mode of travel into the city was **bus** with 84.8% of respondents ever using the bus to travel into the city. **Walking** was the next most common mode of travel into the city (63% walking at least occasionally) followed by **non-plug-in car as driver** (44.8%). **Walking** and **bus** were the most common frequently used modes of travel into the city with 41.2% and 40.4% respectively using these modes at least once a week. The least common modes of travel into the city were **motorbike** (97.8% never used), **wheeling** (97.1%), **car club vehicle** (96.1%) and **plug-in car as driver** (95%).



	Other	Plug-in car passenger	Non-plug-in car passenger	Plug-in car driver	Non-plug-in car driver	Car club	Motor bike	Taxi	Train	Park and ride	Bus	Wheeling	Cycle (e-bike)	Cycle (standard bike)	Walk
Every day	0.9	0.5	3.2	0.2	5.5	0.2	0	0.2	0	0	6.7	0.7	0	0.7	17.1
Several times a week	0.9	0.8	7.3	1.7	16.1	0.5	0.7	1	0.5	2.7	21.1	0.5	0.7	1.5	16
Once a week	0.6	1.8	6.6	0.2	7.4	0	0	2.1	0.2	1.9	12.6	0.2	0	2.9	8.1
Once or twice a month	1.5	2	8.8	1.2	8.6	1	0.5	8.3	1.4	2.2	19.5	0.5	0.7	2.5	8.6
Less than once or twice a month	3.7	3.8	13.2	1.5	7.2	2.2	1	27.1	12.1	4.1	24.8	1	3.6	5.6	13.2
Never	92.3	91.2	61	95	55.2	96.1	97.8	61.3	85.7	89.1	15.2	97.1	94.9	86.8	37

Bases mixed.

3.2. Usual mode of travel

The next question in this section asked participants how they usually travel to work, city centre day, city centre night and other journeys not to work and not in the city centre. *Note: participants were asked to tick one box in each column, however, the survey instrument could not be constrained allowing participants to tick more than one box in each column (for example there should be a maximum on 453 responses in each column however there are a total of 522 responses to City Centre day).* Results for this question are therefore given as a number rather than a percentage.

The most common usual modes of travel for **work/place of education** were **walk** (91) **non-plug-in car as driver** (59) and **bus** (58). The most common usual modes of travel for **City Centre day** were **bus** (174), **walk** (108) and **non-plug-in car as driver** (87). The most common usual modes of travel for **City Centre night** were **bus** (92), **walk** (61) and **taxi** (50) and for **all other journeys** the most common usual modes of travel were **non-plug-in car as driver** (127), **walk** (76) and **bus** (52). Table 3.1 shows the responses for each option.

Table 3.1: How do you usually travel to work, the city centre and for other trips?

	Work/Place of education	City Centre day	City Centre night	All other journeys
Walk	91	108	61	76
Cycle (standard bike)	8	17	5	31
Cycle (e-bike)	4	6	0	27
Wheeling	1	6	0	27
Bus	58	174	92	52
Park and ride	5	7	3	24
Train	3	7	4	28
Taxi	4	15	50	24
Motorbike	4	6	0	27
Car club	3	4	3	25
Non-plug-in car driver	59	87	42	127
Plug-in car driver	10	13	6	38
Non-plug-in car passenger	23	46	28	51
Plug-in car passenger	3	10	3	24
Work/study from home	28	3	2	22
Other	24	13	12	27
Total	**328**	**522**	**311**	**630**

3.3. Why use this mode of travel

The next question, referred back to the previous question and asked why participants used these particular modes of travel for each of the four journey types. A list of reasons was given and participants could tick as many as applied for each journey type.

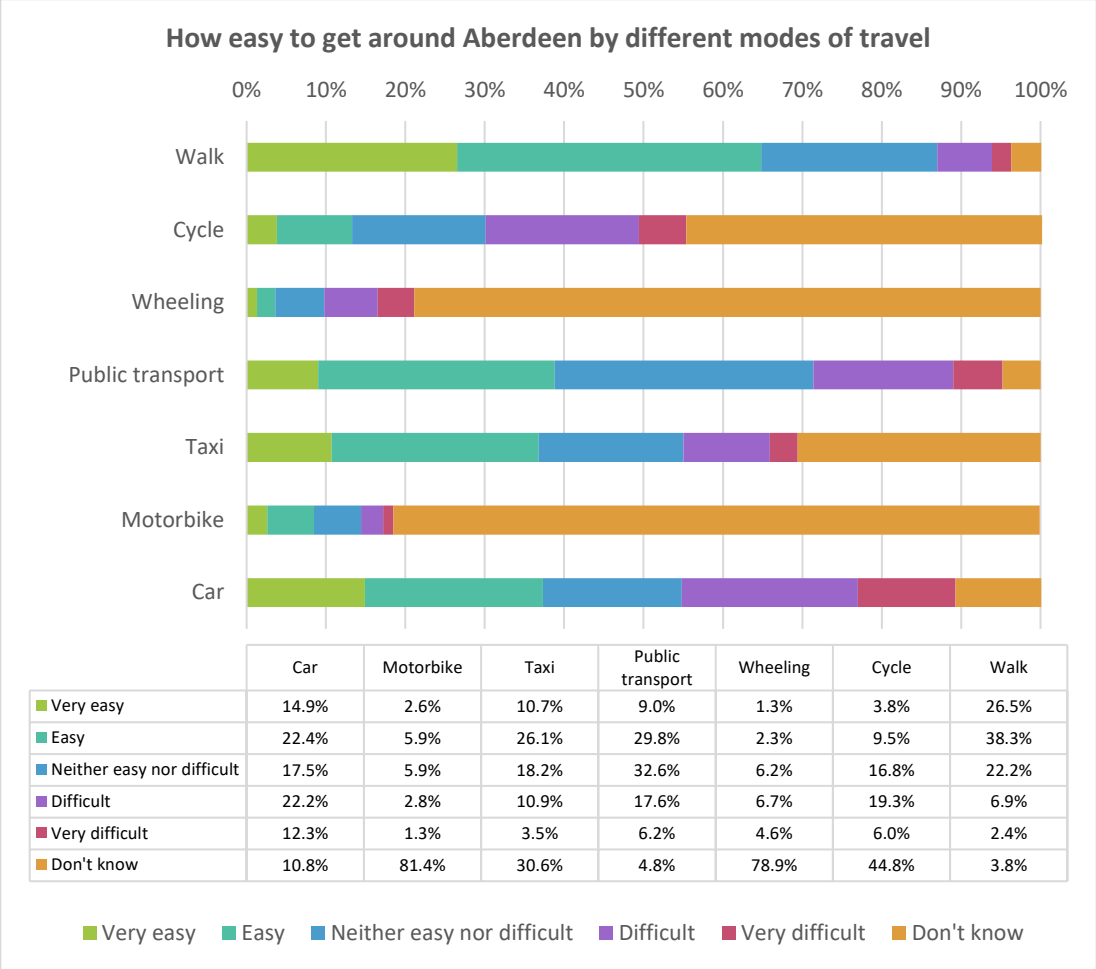
For all journey types, **convenience, quickest** and **most reliable** were the top 3 reasons given.

	Work/Place of education	City Centre day	City Centre night	All other journeys
Convenience	143	203	110	153
Quickest	125	153	78	119
Most reliable	108	139	74	104
Cheapest	96	123	62	84
Enjoyment	73	109	49	91
Lack of other options	66	67	41	65
Improve health	59	80	32	49
Safest	46	55	57	58
Environmentally friendly	45	77	34	41
Health problems prevent other modes	19	48	14	38
Other	16	18	7	24

3.4. Perception of ease of travel

Participants were then asked how easy or difficult they felt it was to get around Aberdeen by different modes of travel (walking, cycling, wheeling, public transport, taxi, motorbike/moped and car).

The mode of transport most commonly reported as easy (very easy or easy) was **walking** (64.8%) followed by **public transport** (38.8%), **car** (37.3%) and **taxi** (36.8%). **Car** (34.5%) and **cycling** (25.3%) were the modes of transport most commonly reported as difficult (difficult or very difficult). Most respondents answered **don't know** for motorbike (81.4%) and **wheeling** (78.9%).



	Car	Motorbike	Taxi	Public transport	Wheeling	Cycle	Walk
Very easy	14.9%	2.6%	10.7%	9.0%	1.3%	3.8%	26.5%
Easy	22.4%	5.9%	26.1%	29.8%	2.3%	9.5%	38.3%
Neither easy nor difficult	17.5%	5.9%	18.2%	32.6%	6.2%	16.8%	22.2%
Difficult	22.2%	2.8%	10.9%	17.6%	6.7%	19.3%	6.9%
Very difficult	12.3%	1.3%	3.5%	6.2%	4.6%	6.0%	2.4%
Don't know	10.8%	81.4%	30.6%	4.8%	78.9%	44.8%	3.8%

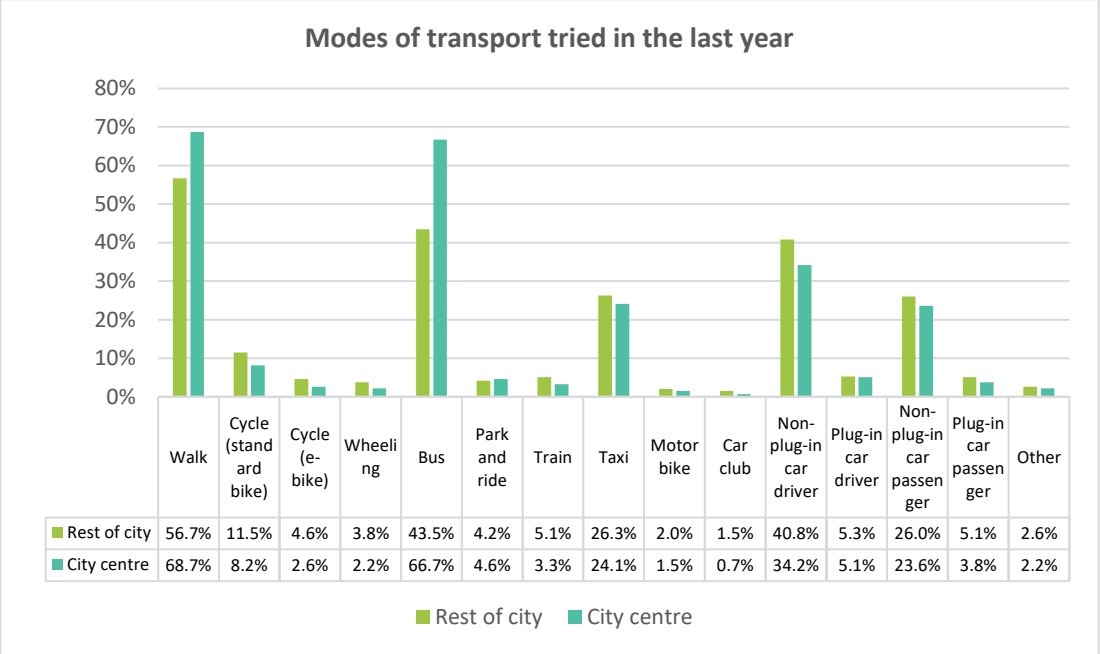
Bases: walk = 423, cycle = 400, wheeling = 389, public transport = 420, taxi = 402, motorbike = 388 and car = 424

If participants rated any of the modes as difficult, they were given the opportunity to tell us why. A total of 209 comments were received and were passed to the service for full consideration. A small sample of issues raised is given below.

- Bus gates/road closures/route changes make driving into city centre difficult
- Uneven pavements make it difficult to walk/wheel
- Lack of safe cycle paths/cycle paths not continuous
- Buses unreliable/expensive/all go to city centre so need to change buses
- Taxis expensive/not enough

3.5. Modes of transport tried in the last year

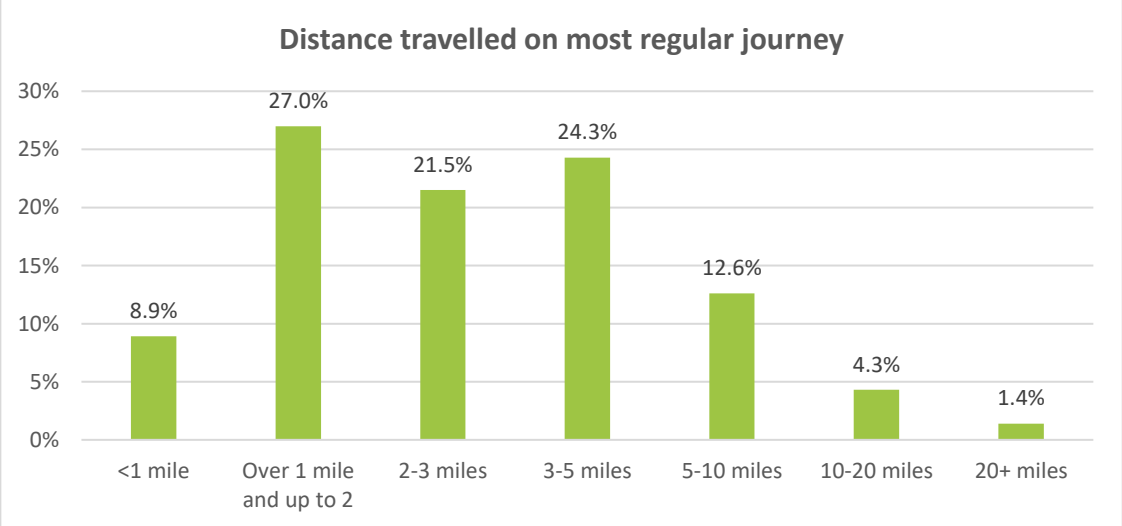
Participants were asked which modes of transport they had tried in the last year in either the **City Centre** or the **Rest of the City. Walking** was the most common mode of transport for both areas in the last year with **bus** being the second most common. **Non-plug-in car as driver, taxi and non-plug-in car as passenger** were also relatively common modes of transport tried in the last year in both areas.



	Walk	Cycle (standard bike)	Cycle (e-bike)	Wheeling	Bus	Park and ride	Train	Taxi	Motor bike	Car club	Non-plug-in car driver	Plug-in car driver	Non-plug-in car passenger	Plug-in car passenger	Other
Rest of city	56.7%	11.5%	4.6%	3.8%	43.5%	4.2%	5.1%	26.3%	2.0%	1.5%	40.8%	5.3%	26.0%	5.1%	2.6%
City centre	68.7%	8.2%	2.6%	2.2%	66.7%	4.6%	3.3%	24.1%	1.5%	0.7%	34.2%	5.1%	23.6%	3.8%	2.2%

3.6. Most regular journey – how far?

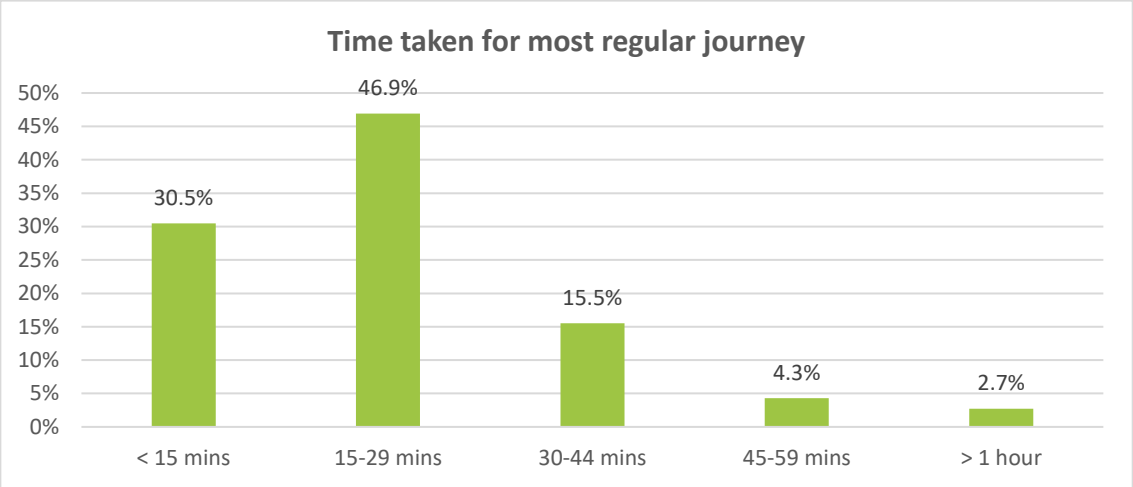
The next questions asked participants about their most regular journey. Firstly participants were asked approximately how far they travelled for this journey. Most participants (72.8%) reported travelling between 1 and 5 miles for their most regular journey with the most common distance being between 1 and 2 miles.



Base = 437

3.7. Most regular journey – how long?

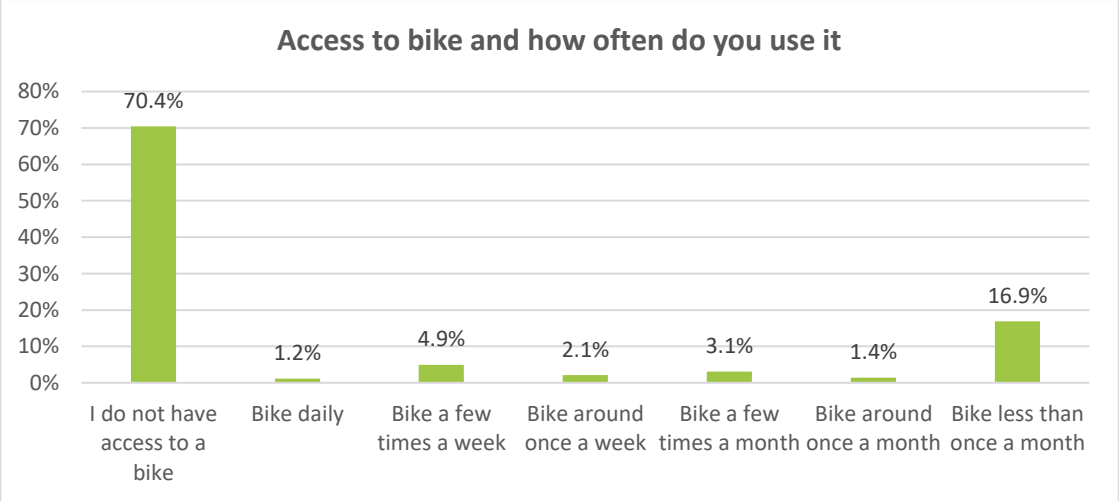
When asked how long this journey takes, the most common response (46.9%) was 15-29 minutes with over three quarters (77.4%) of all journeys being less than half an hour.



Base = 439

3.8. Cycling

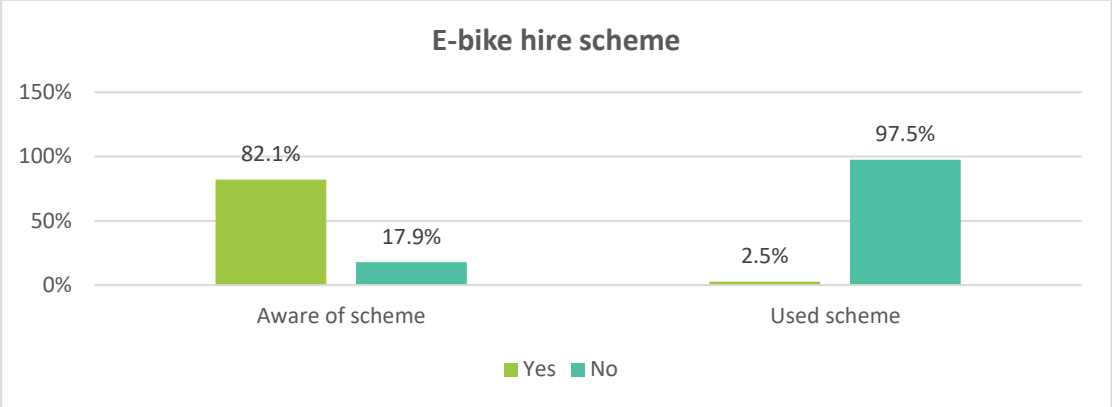
3.8.1. Participants were then asked if they had access to a bike and, if so, how often they use it. Most respondents (70.4%) reported they did not have access to a bike. Of those who did have access to a bike, most (57.1%) reported cycling less than once a month.



Base = 426

3.8.2. When asked 'can you cycle?', 80.5% of respondents answered **Yes.** (Base = 435.)

3.8.3. Most respondents (82.1%) reported being aware of the Big Issue e-bike hire scheme that was introduced in November 2022. When asked if they had used the scheme, only 2.5% said they had used it.



Bases: Aware = 435, Used =436

Participants were also asked if there was anywhere they would like to see additional bikes made available as part of the scheme. A free text box was provided and 74 comments were received. Some of these were suggestions for alternative sites, but a number of comments were about the scheme itself. These will be passed to the Service for full consideration, however a small sample of comments is given below:

- Good idea
- More bikes around schools/parks/bus stops/shops
- Too expensive to use
- Bikes are unsightly (lying around in a heap) and a hazard to sight impaired or for wheelchairs/prams
- Road conditions/traffic/weather make cycling difficult/unsafe
- Don't need more sites – the system seems under-used as it is

3.9. Walking

The next question asked participants how often they go walking (a continuous walk for at least 15 minutes outdoors). Most respondents (82.2%) reported walking at least once a week with 43.8% reporting they walked daily.

Base = 438

3.10. Changes in choices of travel since COVID-19

This question asked how travel choices had changed since COVID-19. Participants were given the options of 'more frequently than pre-COVID', 'same as pre-COVID', 'less frequently than pre-COVID' and 'not applicable' for each mode of travel. As well as modes of travel, the question also asked about 'working/studying from home' and 'shopping/accessing services online rather than in physical spaces'.

Most respondents chose 'not applicable' for almost all of the options with the exception of **walking, bus, shop/access services online** and **non-plug-in car as** driver.

The most common options reported as being done **more frequently** since COVID-19 were **shop/access services online** (33.9%), **walk** (21.6%), **work/study from home** (18.7%) and **bus** (15.6%). Over half of respondents reported **walking** (60.9%) and using the **bus** (51.3%) at the **same level** as pre-COVID, while around a third reported **driving non-plug-in car** (38.5%), **taxi** (35.3%) and **non-plug-in car as passenger** (32.1%) at the same level. Almost a fifth (19.3%) of respondents reported using the **bus** less frequently the pre-COVID. Percentages for each option are shown in the chart below and given in Table 3.2.

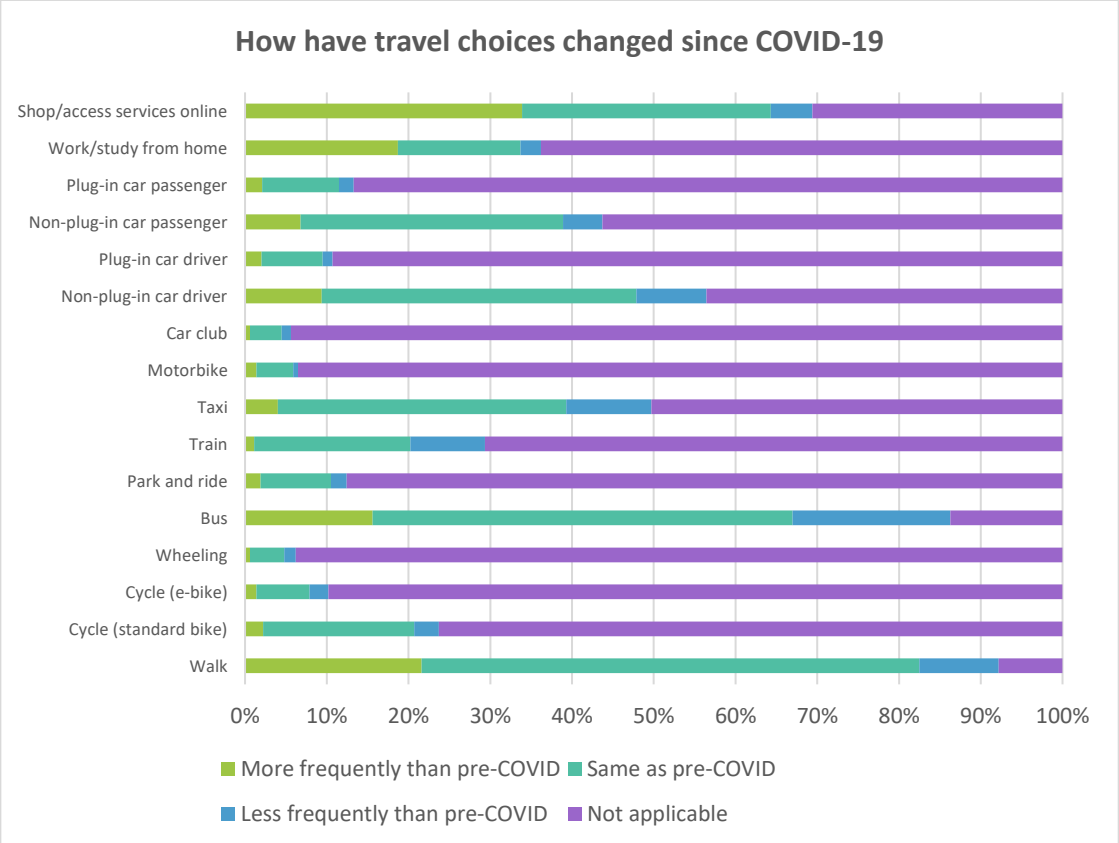
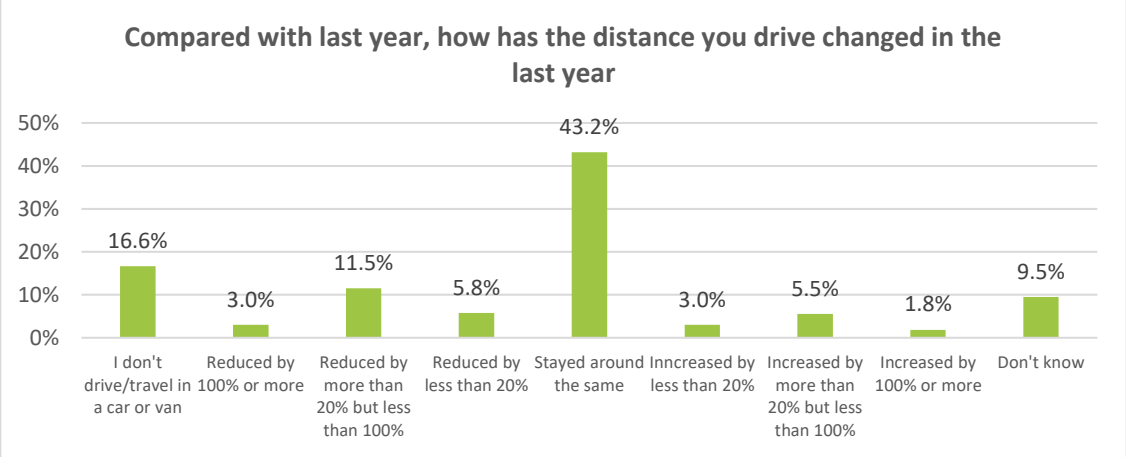


Table 3.2: How have travel choice changed since COVID-19

	More frequently than pre-COVID	Same as pre-COVID	Less frequently than pre-COVID	Not applicable	Base
Walk	21.6%	60.9%	9.7%	7.8%	412
Cycle (standard bike)	2.2%	18.5%	3.0%	76.3%	363
Cycle (e-bike)	1.4%	6.5%	2.3%	89.8%	354
Wheeling	0.6%	4.2%	1.4%	93.8%	353
Bus	15.6%	51.3%	19.3%	13.7%	409
Park and ride	1.9%	8.6%	1.9%	87.5%	359
Train	1.1%	19.1%	9.1%	70.6%	361
Taxi	4.0%	35.3%	10.4%	50.3%	374
Motorbike	1.4%	4.5%	0.6%	93.6%	358
Car club	0.6%	3.9%	1.1%	94.4%	356
Non-plug-in car driver	9.4%	38.5%	8.6%	43.6%	374
Plug-in car driver	2.0%	7.5%	1.2%	89.3%	347
Non-plug-in car passenger	6.8%	32.1%	4.8%	56.3%	355
Plug-in car passenger	2.1%	9.4%	1.8%	86.7%	339
Work/study from home	18.7%	15.0%	2.5%	63.8%	359
Shop/access services online	33.9%	30.4%	5.1%	30.6%	372

3.11. How has the distance you drive changed

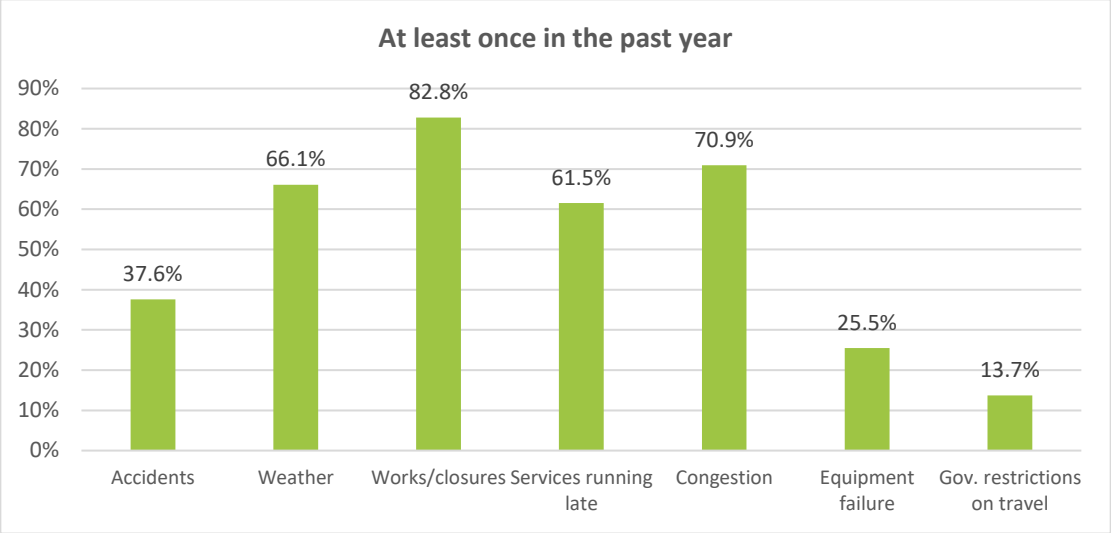
Participants were then asked how the number of miles travelled by car/van changed compared to the previous year. The most common response (43.2%) was that the distance travelled had **stayed around the same**. A fifth (20.3%) reported that the distance travelled had reduced, and 10.4% said the amount they travelled had increased. 16.6% reported that they don't travel by car/van.



Base = 433

3.12. Journey disruption

The next questions related to travel disruption. Firstly participants were asked how often their journeys over the last year had been affected by a range of external factors. The factor most commonly reported as resulting in travel disruption was **works/closures** on transport networks with 82.9% of respondents reporting that this had impacted them at least once in the past year.



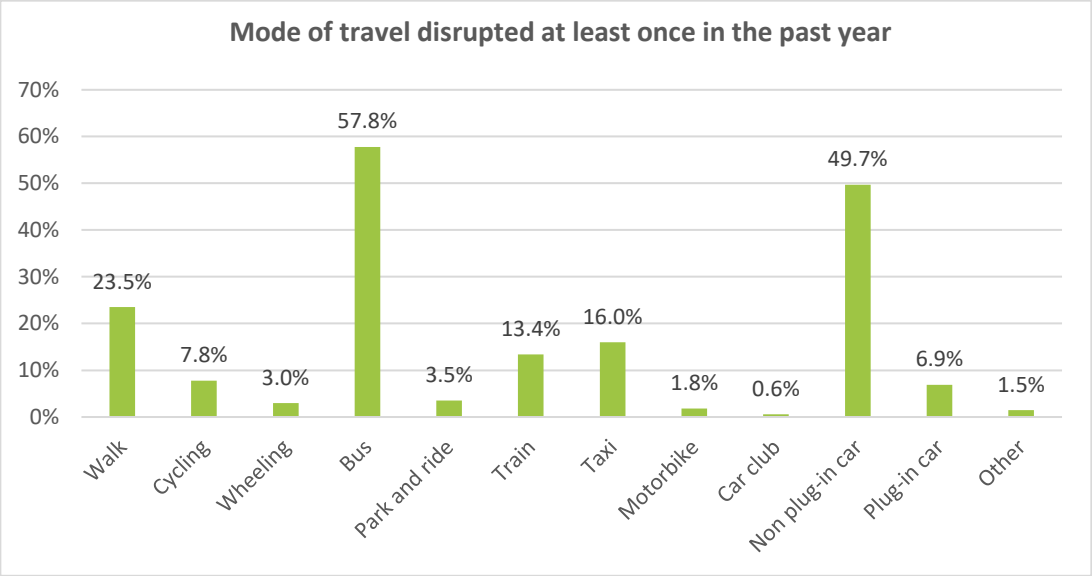
Bases = mixed

The factors most commonly reported as causing frequent (at least once every two weeks) disruption were **services running late** (31.1%), **congestion** (30.9%) and **works/closures** (28.7%). Table 3.3 below details disruption frequency for all factors.

Table 3.3: Frequency of disruption for external factors

	Daily	At least once a week	At least once a fortnight	At least once a month	At least once every 6 months	At least once a year	Never	Not applicable	Base
Accidents	1.2%	2.4%	1.7%	3.7%	10.3%	18.3%	48.4%	13.9%	409
Weather	0.7%	1.5%	3.9%	5.6%	25.7%	28.7%	25.5%	8.3%	408
Works/ closures	5.6%	8.5%	14.6%	22.4%	20.0%	11.7%	9.7%	7.5%	411
Services running late	8.1%	14.2%	8.8%	13.2%	10.3%	6.9%	10.3%	28.2%	408
Congestion	8.5%	11.6%	10.8%	19.1%	12.6%	8.3%	14.1%	15.1%	398
Equipment failure	0.5%	1.0%	2.0%	3.1%	6.6%	12.3%	29.4%	45.0%	391
Gov. restrictions on travel	1.0%	0.5%	0.8%	1.3%	2.8%	7.3%	34.7%	51.6%	395

Participants were then asked which modes of transport this disruption had affected for them. The most commonly reported modes of transport disrupted by external factors were **bus** (57.8%) and **non-plug-in car** (49.7%).



Bus and **non-plug-in car** were also the most common frequently (at least once every two weeks) affected modes of travel with 21.6% and 18.9% respectively of journeys affected. Table 3.4 shows the results for all modes of travel.

Table 3.4: Disruption frequency by mode of travel

	Daily	At least once a week	At least once a fortnight	At least once a month	At least once every 6 months	At least once a year	Never	Not applicable	Base
Walk	4.8%	3.5%	1.6%	4.8%	3.5%	5.3%	44.7%	31.8%	374
Cycling	0.0%	1.1%	0.3%	2.5%	2.2%	1.7%	17.1%	75.0%	356
Wheeling	0.6%	0.6%	0.3%	0.3%	0.3%	0.9%	9.0%	88.2%	346
Bus	5.2%	9.6%	6.8%	12.0%	13.8%	10.4%	13.8%	28.4%	384
Park and ride	0.3%	0.6%	0.3%	0.6%	0.6%	1.1%	10.1%	86.5%	348
Train	0.0%	0.3%	0.3%	1.4%	5.4%	6.0%	12.8%	73.8%	351
Taxi	0.6%	0.6%	1.1%	3.9%	4.2%	5.6%	18.8%	65.2%	356
Motorbike	0.3%	0.3%	0.3%	0.0%	0.3%	0.6%	8.9%	89.4%	350
Car club	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	7.3%	92.2%	344
Non plug-in car	3.8%	5.5%	9.6%	9.1%	14.8%	6.9%	12.4%	37.9%	364
Plug-in car	0.3%	0.6%	1.5%	2.1%	1.5%	0.9%	8.0%	85.1%	336
Other	0.6%	0.3%	0.3%	0.3%	0.0%	0.0%	8.1%	90.3%	308

3.13. Comments

Participants were given the opportunity to comment on this section of the questionnaire. A total of 71 comments were received. These will be passed to the Service for full consideration. A small sample is given below:

- Between bus lanes, road works and apparent lack of traffic management, getting from A to B has become increasingly difficult and frustrating. I travel into town only when I have to.
- High winds are increasing in frequency, possibly not once a month yet. very dangerous for cycling especially as drivers may not take the weather into consideration when approaching cyclists
- There has been a lot of road resurfacing over the last 6-9 months in Aberdeen City which has been a bit disruptive but the roads are much better once they have been redone so it's a price worth paying
- Most frustrating is Buses not turning up when scheduled (often at Union Square bus station).
- Road closures cause congestion and frustration. warning signage is often poorly positioned - difficult to read

3.14. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people, their choices and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy. These questions are also vital at giving us a clear picture of the transport network. Knowing how people access the city and how often they use different modes lets us know how people like to travel and see how this changes through time.

Given the changes going on in the city centre, it is useful to see how the way people access it changes annually. Bus being the most popular and walking second demonstrates that people don't feel dependent on the car to do this either.

Examining which mode of transport people regard as their main mode and how this changes for different situations – commuting to work/ study, accessing the city centre during the day, at night and for all other journeys is also useful to see how people's needs and preferences change depending on what they are travelling for. Again, while car remains the most popular choice, there are strong performances for walking for commuting to work/ study while bus has a good showing across all categories, especially travel at night where it pips walking to second place after car travel. Interestingly cycling is third most popular mode, after car then walking, for all other journeys.

Knowing why people pick the mode they do is also useful to understand and it is interesting to see convenience, quickest and most reliable as the top three, beating cost.

In terms of perceived ease of getting around, this allows us to see if there are any modes with issues and how they compare. Encouraging to see walking/ wheeling as the easiest, as it's the mode most accessible to the most people and also interesting to see car as the mode with the highest number of people finding it very difficult.

The next question, asking people which modes they have tried, allows a useful comparison with the previous questions to see if those who, for example, think a mode is difficult have

actually tried it recently to see. Again, a good number of people shown to be walking/ wheeling and taking the bus.

Asking people how far they travel for their most regular journey also indicates the journey suitability for different modes. The most popular distance was 1-2 miles with most journeys less than 5 miles. These are distances which are very active travel friendly suggesting that, if conditions were improved for these modes, more people may consider them.

Journey time also gives an indication of how long people are prepared to travel for a regular journey with most being under 30 minutes.

Given the Aberdeen City Local Outcome Improvement Plan (LOIP) commitments around encouraging greater uptake of cycling, knowing whether people have access to a bike and how often the use it is important to know so we can see if this is improving with time. 70% of people not having access to a bike is higher than we might have expected.

With the Bike Hire Scheme, run under Council contract, launching in 2022, it is useful to know if people are aware of it, if they have used it and how this may change with time. Awareness is encouraging but those who reported using it is still low.

As with cycling, improving walking levels is something which the LOIP looks to improve so knowing how this changes with time is useful. 75% of people walking at least a few times a week is encouraging.

Seeing how travel choices have changed since COVID is important too, in order to understand if people have changed travel behaviour longer term. Of particular note are the people who have continued to work and shop online more and also those who have continued to walk more.

The question asking people how the distance they drive has changed since the last year is a new question and fits with the Scottish Government's goals of 20% reduction in car km travelled by 2030. It's interesting to see that more people have decreased their distance travelled compared with those who have increased it.

Asking people how frequently their journey has been disrupted, and by what means, helps to see how resilient the transport network is to disruption and whether it is man-made or nature related disruption and also, if it was accidental or planned. This was another new question this year. Interesting to see works or closures where the most common, followed by congestion.

Leading on from this, another new question asked which modes are most likely to be affected, again helping to see which modes are potentially most resilient to disruption. By the results, bus is most likely to be disrupted and walking least.

We are yet to do comparisons with previous years but will be turning our attention to this next. It will be interesting to see if including more young people in this survey has impacted

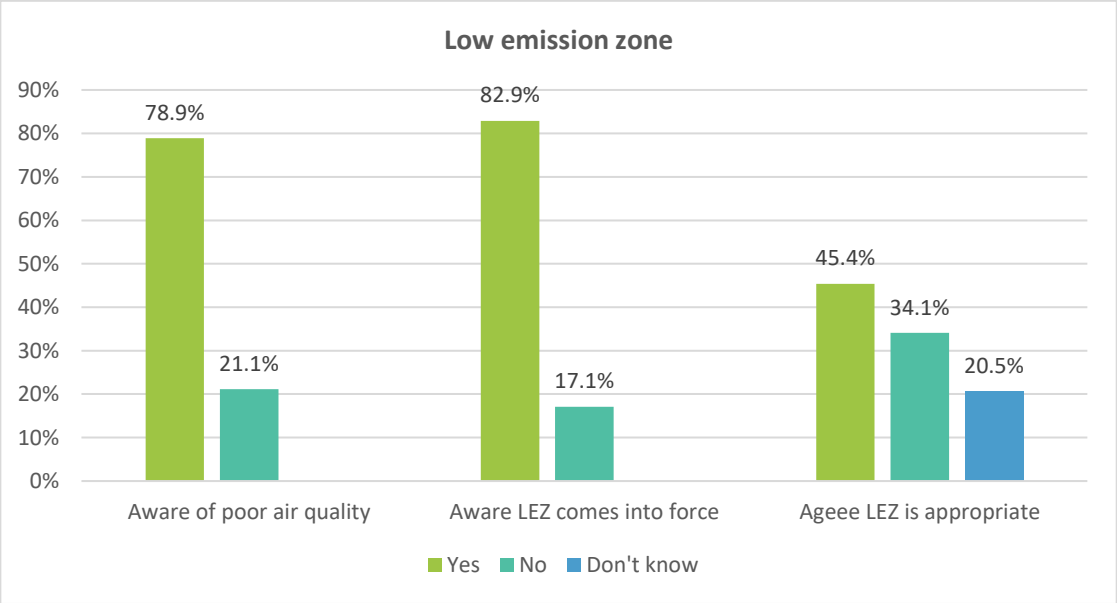
upon the results for this question, compared with previous years. We look forward to studying the comments in more detail to further understand the responses too.

4. Low Emission Zone

In 2022, Aberdeen City introduced a Low Emission Zone (LEZ). Enforcement of the LEZ is due to start on 1st June 2024. The questions in this section were aimed at understanding if people are aware of the LEZ and the reasons why it was brought in.

4.1. Introduction of LEZ

When asked, 78.9% of respondents reported that they were aware that parts of Aberdeen City regularly experience poor air quality and that this can be harmful to human health. 82.9% of respondents reported being aware that the LEZ comes into force on the 1st June 2024 however less than half (45.4%) agreed that the LEZ was an appropriate response to air quality problems.



Bases: Air quality = 445, LEZ into force = 444 and LEZ appropriate 443

4.2. Comments

A total of 173 comments were received for this section. These will be passed to the service for full consideration. A sample is given below:

- Generally speaking the low emission cars are new so this would adversely affect those who can't afford a new car.
- High polluting vehicles should not be allowed on any road.
- I am affected by this but I fully support this, for health and climate change mitigation. We must get people who can do it (including myself) out of petrol cars.
- I am only able to afford second-hand cars of 10+ years old. I am concerned they will not be permitted in the city centre and this will effectively close off the city centre to me. I

will have to travel to other towns to do things such as use the building society or charity shops, my main reasons for going into central Aberdeen.
- I don't agree with LEZ. The problem has just been moved from one area to another and evidence is coming to light that it isn't making much of a difference.

4.3. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people, their choices and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy.

The Low Emission Zone questions are important for us to ask to gauge if people are aware that there is an air quality issue in Aberdeen, to make sure they know about the low emission one coming in and also to see if they support it. While it is encouraging to see the high awareness of air quality issues and the knowledge of the Low Emission Zone, it is interesting to see that just over a third of respondents do not think an LEZ is an appropriate response.

It will be interesting to see how these change with time too.

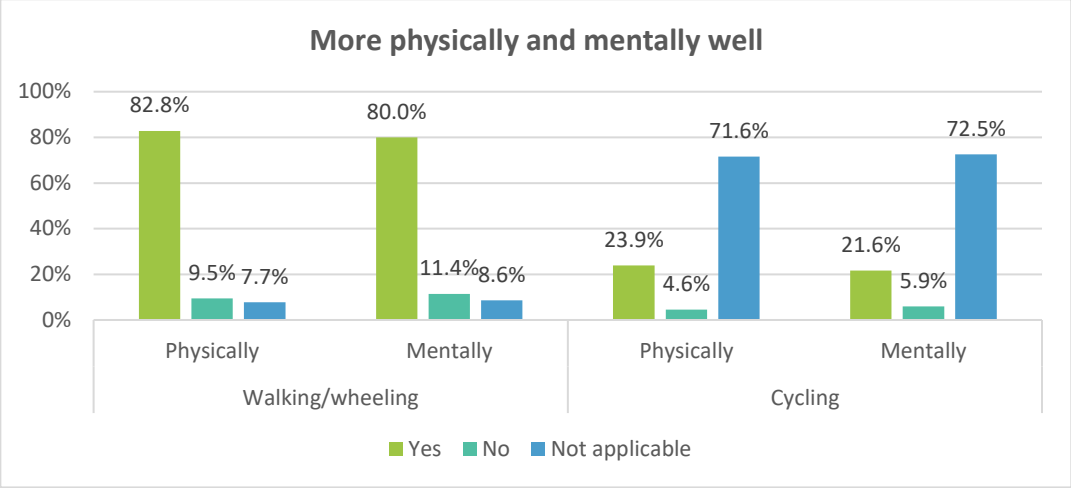
We look forward to studying the comments in more detail to further understand the responses too.

5. Health and Wellbeing

Studies have shown that as well as helping people get around, walking, wheeling and cycling can be really good for both physical and mental health. These questions asked about experiences at a local level. It also asked about how easy it was to access healthcare by different modes of travel and how safe people felt travelling at night by different modes of travel.

5.1. Walking/wheeling and cycling

Firstly participants were asked if walking/wheeling or cycling makes them feel more physically and mentally well. Most respondents reported that **walking/wheeling** makes them feel more physically (82.8%) and mentally (80.0%) well. While the most common response for **cycling** was 'not applicable', most of those who did cycle reported it made them feel more physically and mentally well.



Bases: walking physical = 443, walking mental = 431, cycling physical = 435 and cycling mental = 426.

5.2. Doctor appointments

Participants were then asked how easy (options of very easy, easy, neither easy nor difficult, difficult, very difficult, don't know and not applicable) they found it to travel to Doctor appointments by various modes of travel. The modes of travel most commonly reported as **easy** (very easy and easy combined) were **walking** (53.3%) and **non-plug-in car as driver** (43.2%). The modes most commonly rated as **difficult** for travelling to Doctor appointments were **bus** (20.7%) and **walking** (18.3%). **Walking** (12.2%) and **bus** (11.7%) were also the modes most commonly rated as **neither easy nor difficult**. The most commonly chosen option for almost all modes of travel with the exception of walking, bus and non-plug-car as driver was don't know/not applicable. The chart below shows a summary of ratings for all modes, with figures given for individual categories in Table 5.1.

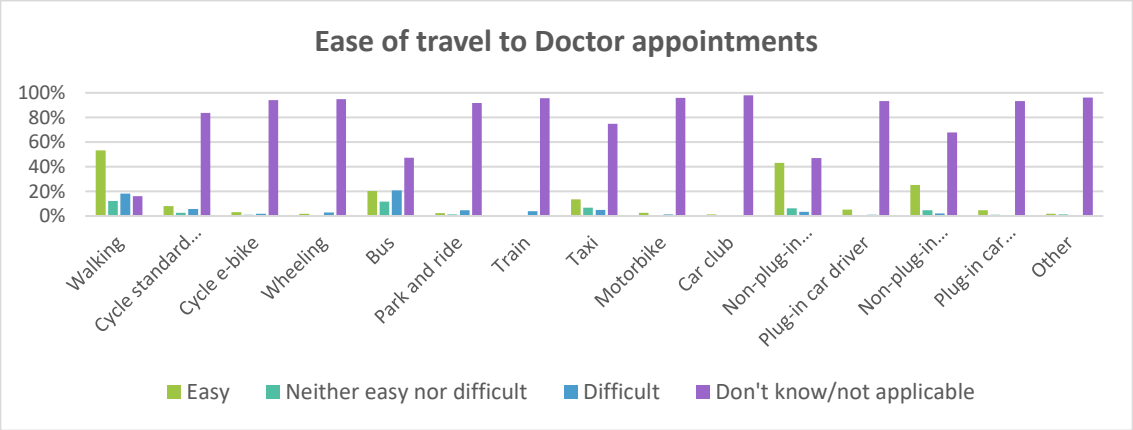


Table 5.1: Ease of travel to Doctor appointments

	Very easy	Easy	Neither easy nor difficult	Difficult	Very difficult	Don't know	Not applicable	Base
Walking	30.3%	23.0%	12.2%	8.7%	9.6%	1.6%	14.6%	426
Cycle standard bike	3.1%	4.9%	2.6%	3.1%	2.6%	3.6%	80.1%	386
Cycle e-bike	1.6%	1.6%	1.1%	0.5%	1.3%	5.3%	88.7%	380
Wheeling	1.0%	0.8%	0.3%	1.0%	1.8%	4.4%	90.6%	383
Bus	7.5%	12.9%	11.7%	11.2%	9.5%	4.6%	42.6%	411
Park and ride	1.3%	1.0%	1.3%	1.5%	3.1%	3.9%	87.9%	388
Train	0.3%	0.0%	0.3%	1.3%	2.6%	2.6%	93.0%	384
Taxi	5.9%	7.7%	6.7%	3.1%	1.8%	4.1%	70.7%	389
Motorbike	1.3%	1.3%	0.3%	0.8%	0.5%	3.4%	92.4%	384
Car club	0.8%	0.5%	0.3%	0.3%	0.3%	4.2%	93.7%	382
Non-plug-in car driver	27.3%	15.9%	6.3%	2.0%	1.3%	2.3%	44.8%	395
Plug-in car driver	3.2%	1.9%	0.5%	0.8%	0.3%	3.0%	90.3%	371
Non-plug-in car passenger	16.8%	8.5%	4.7%	1.0%	1.0%	2.6%	65.3%	386
Plug-in car passenger	2.7%	2.1%	1.1%	0.5%	0.3%	2.9%	90.3%	373
Other	1.9%	0.0%	1.3%	0.3%	0.3%	4.1%	92.1%	318

5.3. Hospital appointments

The next question asked about ease of travel to Hospital appointments by the various modes of travel. The modes of travel most commonly rated as **easy** (very easy and easy) for travel to hospital appointments were **non-plug-in car as driver** (36.7%) and **non-plug-in car as passenger** (26.2%). The modes most commonly rated as **difficult** (very difficult and difficult) were **walking** (36.8%) and **bus** (35.5%). **Walking**, **bus** and **non-plug-in car as driver** were the modes most commonly rated as **neither easy nor difficult**. Overall, the most common response for most modes of travel with the exception of walking, bus and non-plug-in car as driver was **don't know/not applicable.** The chart below shows a summary of ratings for all modes of travel and Table 5.2 giving figures for individual categories.

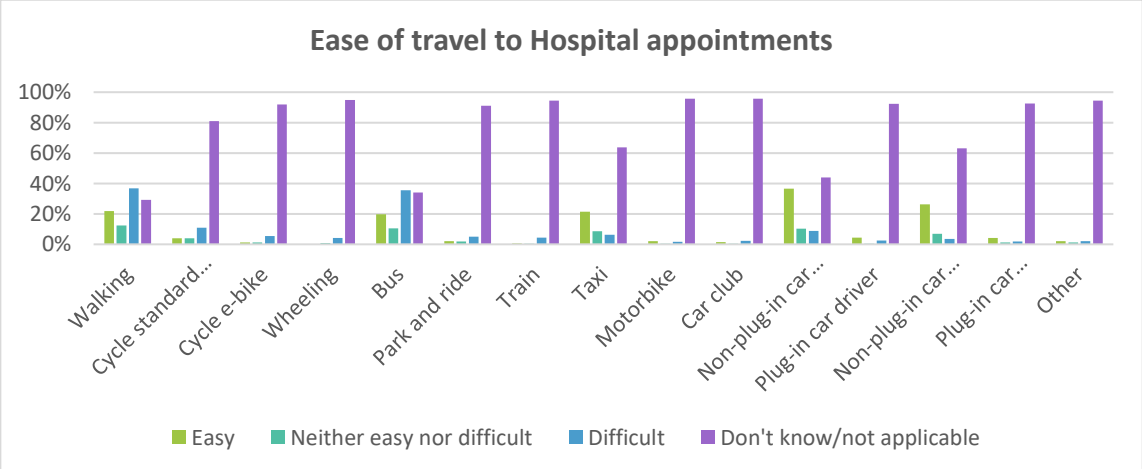


Table 5.2: Ease of travel to Hospital appointments

	Very easy	Easy	Neither easy nor difficult	Difficult	Very difficult	Don't know	Not applicable	Base
Walking	10.8%	11.0%	12.3%	10.8%	26.0%	3.7%	25.5%	408
Cycle standard bike	1.8%	2.1%	3.9%	4.7%	6.3%	3.1%	78.0%	381
Cycle e-bike	0.5%	0.8%	1.3%	2.1%	3.4%	4.0%	87.9%	379
Wheeling	0.0%	0.0%	0.8%	1.6%	2.6%	3.4%	91.5%	378
Bus	6.1%	13.7%	10.5%	18.6%	16.9%	4.4%	29.7%	408
Park and ride	0.5%	1.6%	1.8%	2.1%	2.9%	4.5%	86.6%	382
Train	0.3%	0.3%	0.5%	0.8%	3.7%	2.1%	92.3%	379
Taxi	10.0%	11.5%	8.7%	3.1%	3.1%	6.4%	57.3%	391
Motorbike	1.3%	0.8%	0.5%	0.5%	1.1%	2.6%	93.1%	379
Car club	1.1%	0.3%	0.5%	1.3%	1.1%	3.5%	92.3%	376
Non-plug-in car driver	18.1%	18.6%	10.4%	5.1%	3.8%	1.3%	42.7%	393
Plug-in car driver	1.6%	2.9%	0.5%	1.3%	1.3%	2.7%	89.6%	374
Non-plug-in car passenger	13.2%	13.0%	7.0%	1.8%	1.8%	2.3%	60.9%	386
Plug-in car passenger	2.1%	2.1%	1.3%	1.1%	0.8%	2.7%	89.9%	377
Other	1.2%	0.9%	1.2%	1.5%	0.6%	3.1%	91.3%	323

5.4. Safe travelling at night

The final question in this section asked how safe participants felt using various modes of travel at night. **Non-plug-in car as driver** (48.5%)**, taxi** (39.1%), **non-plug-in-car as passenger (37.8%)** and **bus** (35.3%) were the most commonly reported as **safe** (very safe and safe) by respondents. **Walking** and **bus** were the most commonly reported as feeling unsafe (unsafe and very unsafe) by respondents (28.7% and 19.9% respectively) and also **neither safe nor unsafe** (25.1% and 22.5% respectively). For all modes of travel with the exception of walking, bus and non-plug-in car as driver, the most common response was **don't know/not applicable.** The chart below shows a summary of ratings for all modes of travel and Table 5.3 giving figures for individual categories.

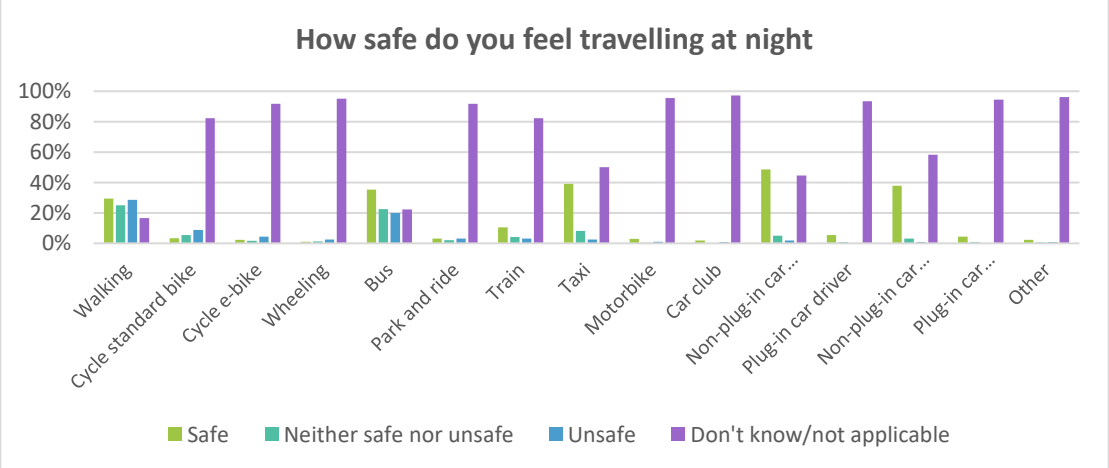


Table 5.3: How safe do you feel when using the following transport modes at night?

	Very safe	Safe	Neither safe nor unsafe	Unsafe	Very unsafe	Don't know	Not applicable	Base
Walking	4.8%	24.6%	25.1%	19.4%	9.3%	3.1%	13.6%	418
Cycle standard bike	1.0%	2.3%	5.4%	5.6%	3.3%	3.8%	78.5%	390
Cycle e-bike	0.3%	2.1%	1.6%	1.8%	2.6%	5.2%	86.5%	386
Wheeling	0.3%	0.8%	1.3%	1.0%	1.6%	4.7%	90.4%	386
Bus	7.0%	28.3%	22.5%	14.9%	5.0%	3.1%	19.2%	417
Park and ride	0.8%	2.4%	2.1%	1.6%	1.6%	5.8%	85.9%	382
Train	2.3%	8.2%	4.1%	2.6%	0.5%	5.4%	76.8%	388
Taxi	12.8%	26.3%	8.2%	1.8%	0.8%	4.6%	45.5%	391
Motorbike	0.8%	2.1%	0.5%	0.8%	0.3%	3.9%	91.6%	382
Car club	0.8%	1.1%	0.3%	0.3%	0.5%	4.2%	92.9%	379
Non-plug-in car driver	23.1%	25.4%	5.1%	1.5%	0.3%	2.6%	42.1%	390
Plug-in car driver	2.6%	2.9%	0.8%	0.0%	0.3%	3.7%	89.8%	382
Non-plug-in car passenger	18.9%	18.9%	3.1%	0.8%	0.0%	3.1%	55.2%	386
Plug-in car passenger	2.1%	2.4%	0.8%	0.0%	0.3%	4.2%	90.2%	377
Other	1.6%	0.6%	0.6%	0.6%	0.3%	4.4%	91.8%	318

5.5. Comments

Participants were given the opportunity to comment on any part of this section. A total of 92 comments were received. All comments were passed to the Service for full consideration. A small sample is given below:

- Hospital appointments are difficult to get to whether it be Woodend, ARI etc the bus services are awful and getting parked with a disabled person when you are elderly yourself is so very, very difficult.
- I do not feel safe now in the city - especially walking to and from a car park at night and the buses are too infrequent. There is also a lack of taxis.
- I will and do walk at night but not too late. Bus and train I use too , mainly train. At times it can be over-crowded and intimidating when people are drinking. Often no presence of staff can feel uncomfortable.
- Lack of safe cycle routes and supporting infrastructure are a major issue both in terms of safety and leaving a cycle at a destination.
- Unlicensed e-bikes and e-motorcycles, some fast food delivery agents and some anti-social teenagers can make road use problematic especially at night when dark.
- Don't go out at night, especially Union Street.

5.6. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people, their choices and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy.

The health and wellbeing section and associated questions were a new addition this year and are useful in helping evidence how the transport network, and certain modes, are able to help people stay healthy and have access to healthcare. This section is also important for monitoring of the next Local Transport Strategy where we have objectives around health, both mental and physical, and access to health.

The first question demonstrates the contribution that walking and wheeling can make to both physical and mental health and although cycling had a lower number of participants, more people again reported feeling more physically and mentally well as a result of doing it.

In terms of ease of travel to doctor appointments, doing so by walking scored highest with bus being the one showing the most issues. For hospital, car travel, whether driver or passenger, was the easiest and bus the least easy.

When asked how safe people feel travelling at night by different modes, car and taxi were, perhaps unsurprisingly, the modes that people felt safest in. Again it will be interesting to see how these change with time.

We look forward to studying the comments in more detail to further understand the responses too.

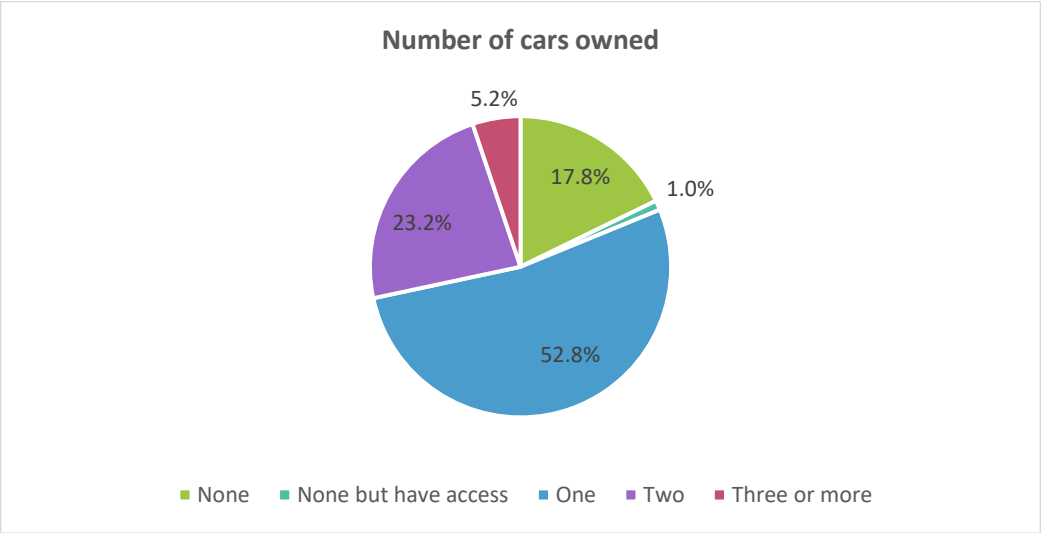
It is interesting to see if these change with time, as the focus would be on improving the feeling of health and also the access to it, especially without people needing to be car dependent.

6. Parking

This section of the questionnaire was only given to panellists. The base number for this section is therefore 391 (rather than 453).

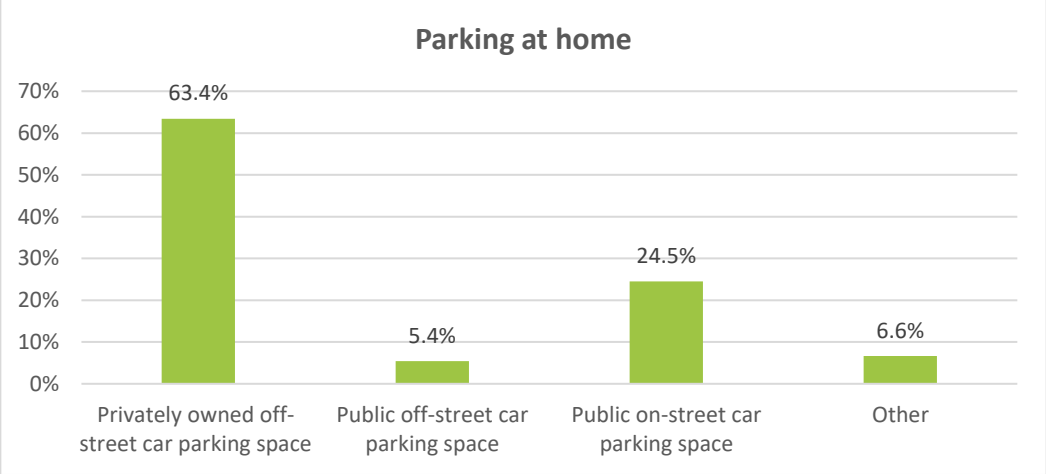
6.1. Car ownership and home parking

The first question in this section asked how many cars or vans were privately owned by the household. Over half (52.8%) of respondents reported their household had one car, with a further 23.2% having two cars. 17.8% of respondents reported that they did not have a car.



Base = 388

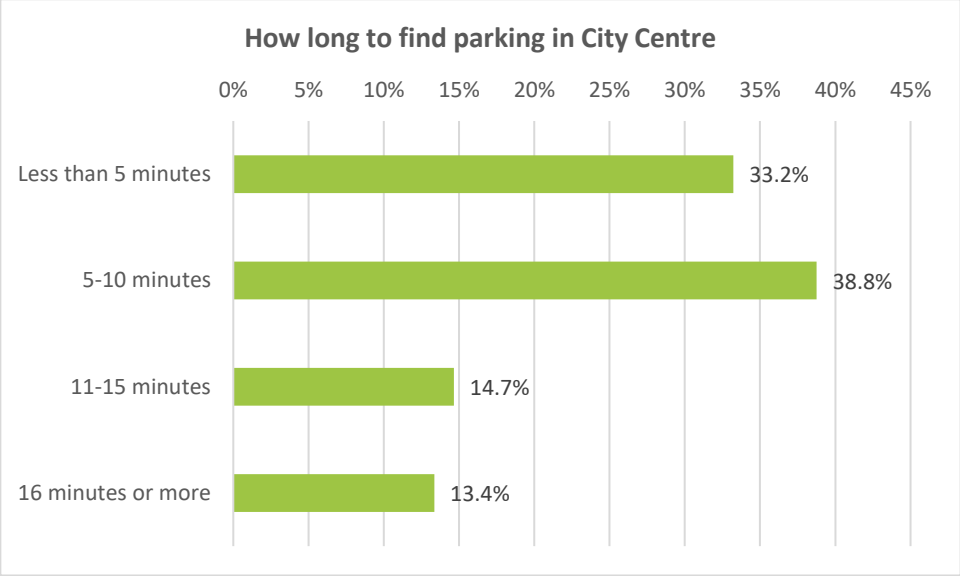
For those who had a car, the most common space for parking at home was **privately owned off-street parking** (63.4%) followed by **public on-street parking** (24.5%).



Base = 331

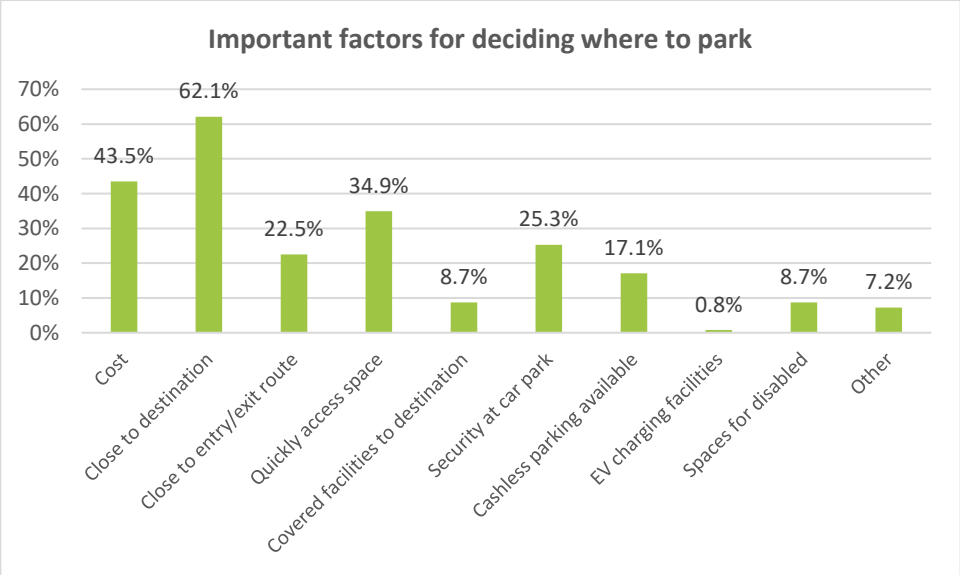
6.2. Car parking in city centre

6.2.1. When asked how long it normally takes to find parking in the City Centre, most respondents (72%) reported being able to find parking within 10 minutes.



Base = 307

6.2.2. The next question asked what the most important factors were when considering where to park in the City Centre. A range of options were given and participants could choose any that applied. The most important factor was **how close it is to my destination** with 62.1% of respondents choosing this option. The next most important factor was **how much it costs** (43.5%) followed by **how quickly I can access a space** (34.9%).



Base = 391

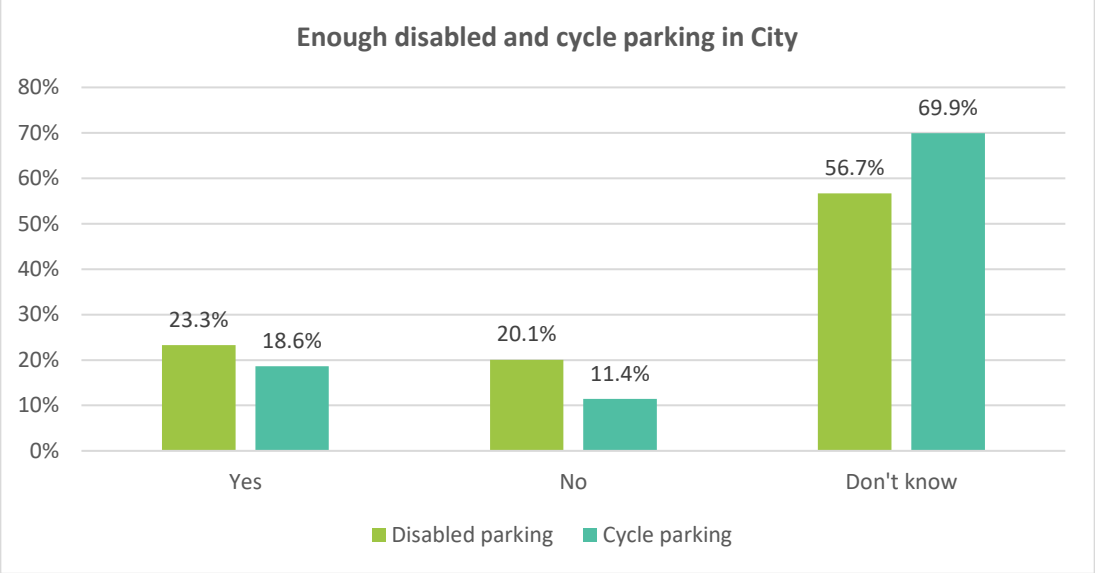
6.2.3. Participants were then asked if they thought there were enough disabled parking spaces in the City Centre. Most participants (56.7%) said **don't know** with 23.3% saying that **yes**, there were enough disabled parking spaces. However, a fifth (20.1%) said that they **didn't** think there were enough disabled parking spaces in the City Centre. Suggestions for additional spaces included:

- Beside venues e.g. theatre, art gallery etc.
- City centre areas – not just in multi-storey car parks

- Closer to amenities/where the main shopping centres are
- More enforcement to make sure people who are not disabled do not park in disabled areas

6.2.4. A similar question was asked in relation to cycle parking in the City. Again the most common response was **don't know** (69.9%). 11.4% of respondents thought there **wasn't enough** cycle parking in the City Centre. Suggestions for additional spaces included:

- In and around Union Street, restaurants, galleries and museums
- Unions Square but closer to shops
- I don't think the issue is particularly the amount but is more about secure parking and safe routes to access the centre



Bases: disabled parking = 374, cycle parking = 376

6.2.5. The next question was also in relation to cycling and asked if increased secure bike parking would encourage you to own and use a bike more often. 17.4% of respondents reported **yes** it would. Participants were then given the opportunity to indicate where they would like to see this. A total of 42 comments were received. These will be passed to the service for full consideration, however a sample is given below:

- Around the city. Currently I don't use my ebike to go anywhere I would be leaving it parked as I worry about its security.
- Car parks, vacant lots even inside vacant shop and office space
- City centre but also in Old Aberdeen on university campus
- If this was coupled with improvement to the roads and less traffic.
- Only a small fraction of the population will ever use a bike. The investment in cycle services is entirely disproportionate to the percentage of potential users

6.3. Comments

A free text box was available for participants to given any comments about this section of the questionnaire. A total of 86 comments were received and will be passed to the Service for full consideration. A sample is given below:

- I very rarely park in the city centre now - with all the bus gates it has made it extremely difficult, also parking charges are ridiculously high.
- I wouldn't leave my eBike in public as there are no secure spaces or charging facilities
- In Aberdeen many cyclists make use of pavements. This is understandable as there is lack of cycling paths. However, cycling on pavements is extremely dangerous to walkers!
- More mother and baby spaces - need room to open door sometimes have to take out child then park if got another adult or park and climb in back seat to take out other side
- The LEZ and city centre street closures mean that disabled, elderly and parents with buggies/young children struggle to get in and out of the city centre. These are the very people who you should be encouraging into the city centre!
- Without a good cycling infrastructure I would not opt to cycling as the preferred means of transport, in that respect walking is safer.
- Too much emphasis on cycling more needs to be done for motorists
- As an older person my best option is to use my car as the concept of cycling is laughable for me

6.4. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people, their choices and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy.

The first question allows us to see if the number of households which own a car is changing over time but also if initiatives like the car club are making a difference in giving people access without the need to own. Almost 18% not having access seems consistent with information that we're getting from other sources.

Knowing where people park when at home is useful to know too, to see the split of those with on and off street parking and to see how this changes through time.

Given that people still rely on cars to access the city centre, ensuring that they can easily find an appropriate car park is important too. With around 70% able to find a space within 10 minutes, this suggests this is working.

Interesting to see location of parking being more important than cost.

We are yet to do comparisons with previous years but will be turning our attention to this next. We look forward to studying the comments in more detail to further understand the responses too.

7. Environment and Sustainability

The final set of questions was around environment and sustainability. As public awareness and media coverage of climate change and emissions increases and national targets are set, these questions were aimed at understanding whether this has changed the way people move around.

As with the previous set of questions, this section of the questionnaire was only given to panellists. The base number for this section is therefore 391 (rather than 453).

7.1. Changes to travel choices

Participants were given a list of travel choices and asked whether this was something they **currently do,** were **prepared to do,** or **not prepared to do**. There was also a **not applicable** option.

The most common travel choices that respondents reported they **currently do** were **walking more** (57.3%), **use public transport** (35.4%), **fly less often less far** (14.6%) and **buy/use electric/hybrid vehicles** (11.5%).

Almost a third (31.3%) reported they would be **prepared to** use **public transport**, with 23.1% saying they would be prepared to **buy/use electric/hybrid vehicles,** 20.2% saying they would be prepared to **walk more** and 16.7% saying they would prepared to **cycle more**.

The travel choices that respondents most commonly reported they would **not be prepared to do** were **fly less often less far** (36.2%), **join/use the city's car club** (35.8%), **joint the city's bike hire scheme** (35.2%), **opt to car/journey share** (34.4%).

The chart below summarises choices with Table 7.1 showing the figures for all responses.

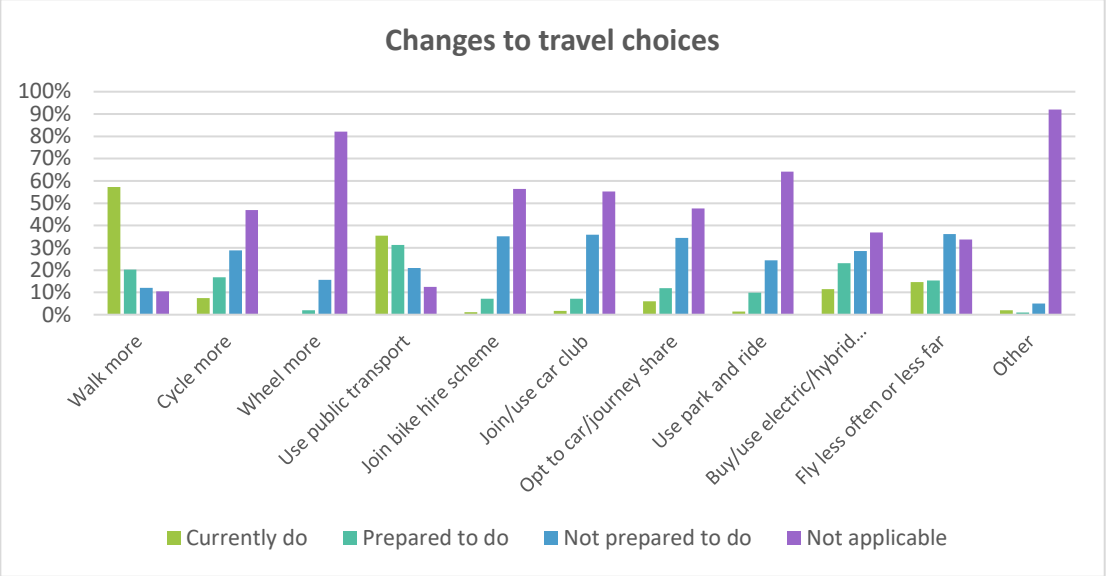


Table 7.1: Changes to travel choices

	Currently do	Prepared to do	Not prepared to do	Not applicable	Base
Walk more	57.3%	20.2%	12.1%	10.5%	372
Cycle more	7.5%	16.7%	28.9%	46.9%	360
Wheel more	0.3%	2.0%	15.6%	82.1%	346
Use public transport	35.4%	31.3%	20.9%	12.4%	364
Join bike hire scheme	1.1%	7.2%	35.2%	56.4%	349
Join/use car club	1.7%	7.2%	35.8%	55.3%	349
Opt to car/journey share	6.0%	11.9%	34.4%	47.7%	352
Use park and ride	1.4%	9.9%	24.4%	64.2%	352
Buy/use electric/hybrid vehicles	11.5%	23.1%	28.5%	36.9%	355
Fly less often or less far	14.6%	15.4%	36.2%	33.7%	356
Other	2.0%	1.0%	5.0%	92.0%	199

7.2. Comments

Participants were given the opportunity to comment on any aspects of this section. A total of 87 comments were received which will be passed to the service for full consideration. A small sample is given below:

- People will use public transport if it's less expensive and more convenient. At the moment, asking people to give up their cars is insane, because it's so inconvenient to get around by bus.
- Carbon penalties need to be applied to fuels to encourage the reduction of consumption
- Cycling too dangerous now a days...and only for the ABLE!

- Due to bus gates/LEZ I have to drive more miles to access places and return home so theoretically lower city emissions but increasing production of emissions. So one action cancelling out the other.
- Electric/hybrid vehicles far too expensive and infrastructure to support them is drastically inefficient
- I am prepared to walk and cycle more as it is great for physical and mental health. However for errands my car will still be the preferred option.
- I live in the city centre in a street where you take pot luck for finding a parking space. This makes it impossible for me to consider switching to an electric vehicle.

7.3. Service Response

These questions, and subsequent responses, are useful to us in understanding perceptions of people, their choices and the data is used to assist with the monitoring of the transport network as well as the monitoring for the next Aberdeen Local Transport Strategy.

Interesting to see people responding that they currently walk and take public transport more. Interesting also to see there is more appetite for people to want to take public transport more in the future too.

We are yet to do comparisons with previous years but will be turning our attention to this next. We look forward to studying the comments in more detail to further understand the responses too.

8. Finally

This report has provided an overview of the results from the 48th City Voice survey, the Citizens' Panel for Aberdeen. If you have any comments or queries about this report, please contact: cityvoice@aberdeencity.gov.uk

Opportunities for communities to get involved in our work

Join the Community Empowerment Network

Sign up for receiving more information through community update emails

Find out more about Community Planning Aberdeen