

# SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 2 REPORT (SURVEY UNDERTAKE BETWEEN 24TH SEPTEMBER AND 6TH OCTOBER 2020)



tactran



**SYSTRA**



# SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 2 REPORT (SURVEY UNDERTAKE BETWEEN 24TH SEPTEMBER AND 6TH OCTOBER 2020)

IDENTIFICATION TABLE	
Project owner	Tactran
Project	Spaces for People Attitudinal Surveys
Study	Wave 2 Report (Survey undertake between 24 <sup>th</sup> September and 6 <sup>th</sup> October 2020)
Type of document	Final Report
Date	27/10/2020
File name	20201026_Tactran_SfP_Survey_W2_Final Report.docx
Reference number	110064/12
Number of pages	19

APPROVAL					
Version	Name		Position	Date	Modifications
1	Author	Marianne Woodyard	Project Manager	15/10/2020	
	Checked by	Evelyn Robertson	Project Director	16/10/2020	
	Approved by	Evelyn Robertson	Project Director	16/10/2020	
2	Author	Marianne Woodyard	Project Manager	26/10/2020	
	Checked by	Evelyn Robertson	Project Director	27/10/2020	
	Approved by	Evelyn Robertson	Project Director	27/10/2020	

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## 1. INTRODUCTION

### 1.1 Approach

1.1.1 Tactran, supported by Sustrans, commissioned an attitudinal and behavioural survey to measure the effectiveness of the Spaces for People (SfP) programme in the Tactran region and the specific measures within it.

1.1.2 Attitudinal surveys, delivered online and administered through a panel, will be issued by SYSTRA every month for 10 months (commencing August 2020, through to May 2021).

### 1.2 This Report

1.2.1 This report covers the main findings found in Wave 2 of 10 Waves. The data was collected between 24<sup>th</sup> September and 6<sup>th</sup> October 2020.

1.2.2 A total of 296 respondents took part in the survey. The data used in this report has been weighted to ensure the sample is representative of the Tactran region by age and gender. The sample comprised of respondents from Dundee (32%); Angus (20%); Perth and Kinross (34%); and Stirling (15%).

1.2.3 The guidelines for Covid-19 during this survey period included<sup>1</sup>:

- People must by law wear a face covering in shops, on public transport and public transport premises such as railway and bus stations and airports, and in certain other indoor public places such as shops, libraries and places of worship;
- People must not make indoor social visits to other households unless they are an extended household;
- Pubs, bars and restaurants must close at 10pm.
- People may meet people outside, in a garden or a public space, in groups of up to 6 people from no more than 2 households;
- Primary, secondary and special schools re-opened in August;
- Everyone who can work from home should continue to do so;
- Sports and leisure facilities such as gyms, swimming pools, skating rinks and dance studios can re-open, with physical distancing and enhanced hygiene.

<sup>1</sup> Source: <https://www.gov.scot/publications/coronavirus-covid-19-what-you-can-and-cannot-do/>

## 2. JOURNEYS IN THE LAST SEVEN DAYS

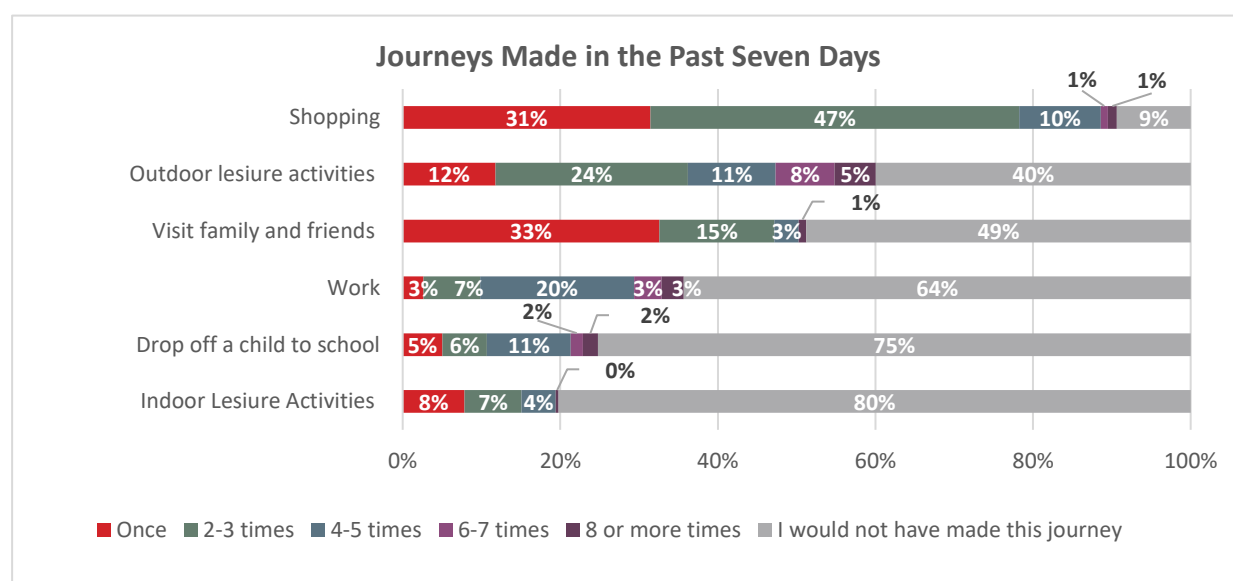
### 2.1 Journey Types

2.1.1 All but two respondents reported making at least one type of journey in the last seven days. In the past seven days, the most frequently made trip was for shopping, with around nine out of ten (91%) respondents making this trip at least once, and around four fifths (78%) making this trip between one and three times.

2.1.2 Around three fifths (60%) took part in outdoor leisure activities and half (51%) travelled to visit friends and family. This is 9% decrease in those who visited friends and family from Wave 1, which is likely due to stricter Covid-19 measures which were implemented during the survey period, including people no longer being allowed to make indoor social visits to other households.

2.1.3 Over a third (36%) had travelled to work at least once in the last seven days.

2.1.4 A quarter (25%) had dropped off a child to school or nursery, while a fifth (20%) had travelled to an indoor leisure activity in the last seven days.



2.1.5 Respondents from small towns, villages or rural areas were less likely to have made at least one trip to go shopping in the last seven days compared to those from cities, large towns or suburban areas (84% vs 96%).

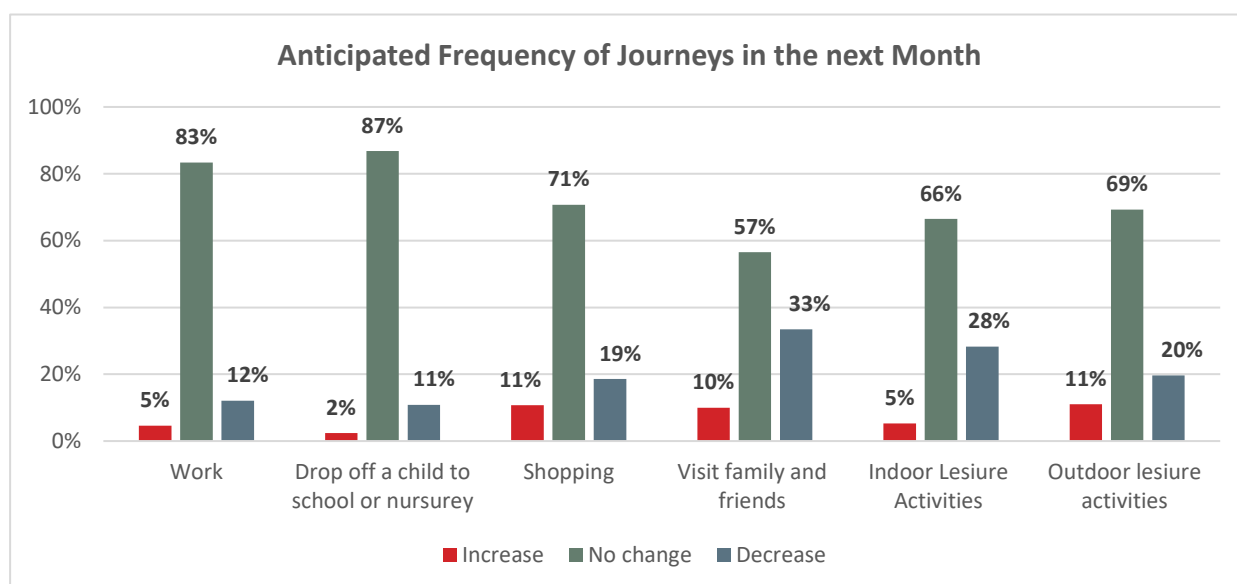
2.1.6 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- One and half times as many trips to work;
- One and a half times as many trips to visit family and friends;
- Three times as many trips to an indoor leisure activity.

2.1.7 Whilst the majority of respondents did not anticipate a change in how frequently they would undertake these journeys in the next month or so, notably, around a fifth

anticipated a decrease in how much they would go shopping (19%) and travel to outdoor leisure activities (20%). Over a quarter (28%) anticipated a decrease in travelling to indoor leisure activities, while a third (33%) anticipated a decrease in how much they would visit friends and family.

2.1.8 This anticipated decrease in journeys is likely due to the stricter Covid-19 measures implemented during the survey period.

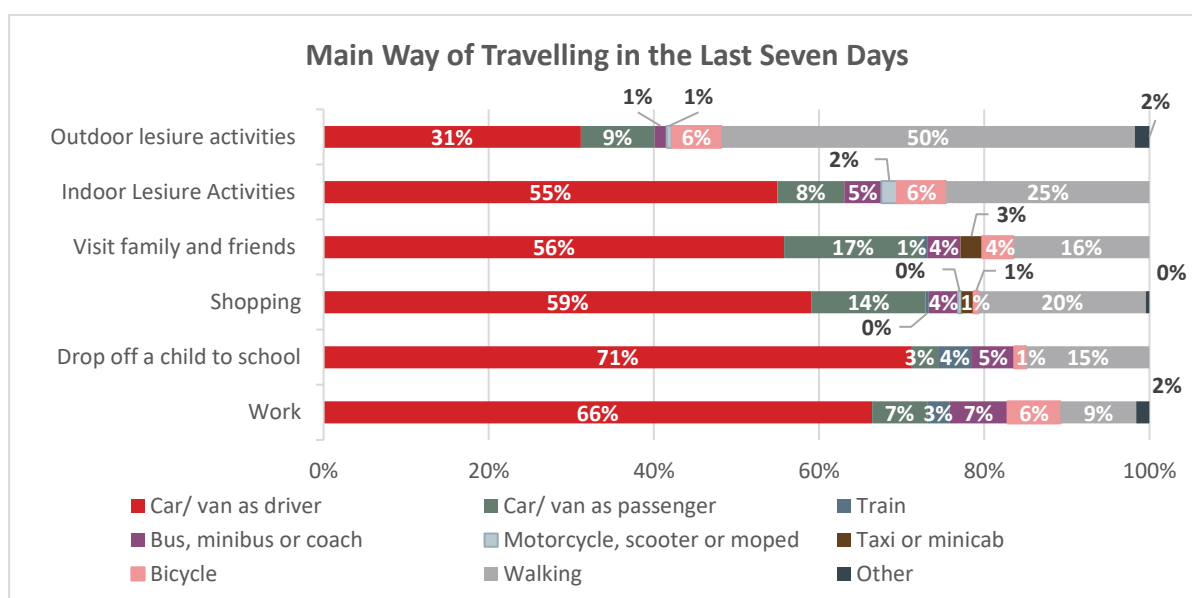


## 2.2 Ways of Travelling

2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types, with the exception of journeys for outdoor leisure activities, where journeys were made by walking (50%) more frequently than by car (40%).

2.2.2 Walking was the main way of travelling for a quarter (25%) of respondents who travelled to indoor leisure activities; a fifth (20%) who undertook a shopping trip in the last seven days; 16% of respondents who visited friends and family; and 15% of respondents who dropped of a child to school or nursery.

2.2.3 If Covid-19 restrictions were not in place, respondents reported that their main way of travelling would still have been similar.



2.2.4 Respondents from cities, large towns or suburban areas were more likely to have travelled to work by bicycle or walking, compared those from small towns, villages or rural areas (26% vs 4%).

2.2.5 The majority of respondents did not think they would change how much they use different ways of travelling in the next month or so.

2.2.6 Notably, around a quarter anticipated a decrease in how much they would use the bus (26%); train (25%); or taxi (25%) over the next month or so.

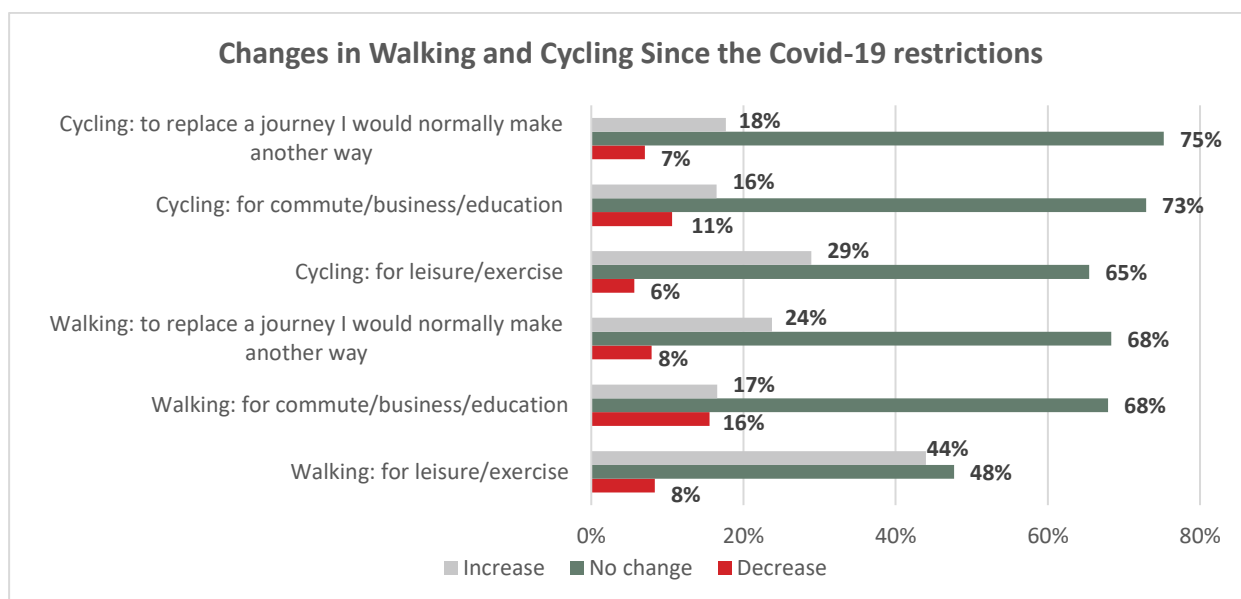
2.2.7 A quarter (25%) anticipated an increase in how much they would walk in the next month or so, while around one in ten (11%) anticipated they would increase how much they would cycle.

## 2.3 Walking and Cycling Behaviour

2.3.1 Over two fifths (44%) of respondents reported an increase in the amount of time they have spent walking for leisure purposes since Covid-19 restrictions were introduced, and around three in ten (29%) reported an increase in cycling for the same purpose.

2.3.2 Interestingly, around a quarter (24%) reported an increased in walking to replace a journey normally made another way, and around a fifth (18%) reported an increase in cycling for the same purpose.

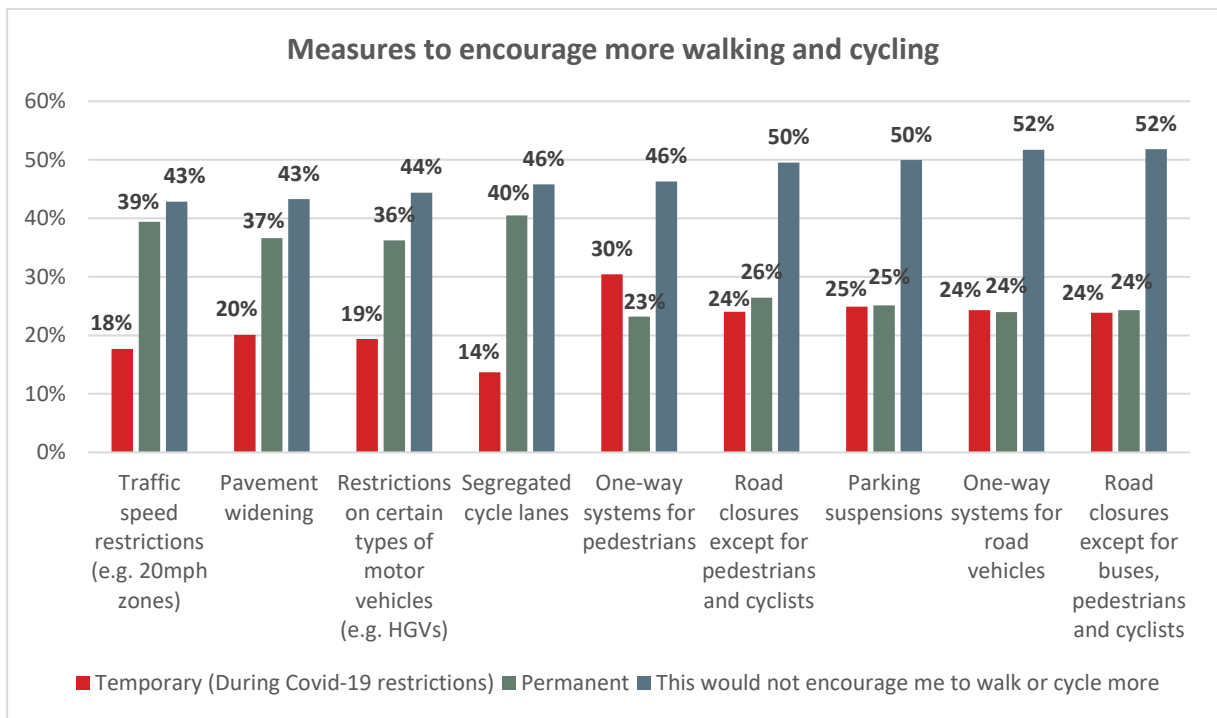
2.3.3 Respondents from cities, large towns or suburban areas were more likely to have reported an increase in cycling to replace a journey that would have otherwise been made another way compared to those from small towns, villages or rural areas (25% vs 9%).



## 2.1 Changes in Current Walking and Cycling Behaviour

- 2.1.1 Positively, over eight in ten respondents reported they would continue their increased amount of walking (85%) and cycling (87%) for leisure purposes.
- 2.1.2 Over half (57%) of respondents suggested that the Spaces for People measures had an impact on their increased leisure walking. Over three quarters (76%) reported the measures had an impact on their increased leisure cycling.
- 2.1.3 Respondents were asked if there was anything which would encourage them to walk and cycle more, and whether this would be on just a temporary basis (i.e. during Covid-19 restrictions) or on a longer term more permanent basis.
- 2.1.4 Around three fifths of respondents suggested that traffic speed restrictions (e.g. 20mph zones) (57%), pavement widening (57%) and restrictions on certain types of motor vehicles (e.g. HGVs) (56%) would encourage them to walk or cycle more on a temporary or permanent basis.
- 2.1.5 Around half suggested that segregated cycle lanes (54%), one-way systems for pedestrians (54%) and road closures except for pedestrians and cyclists would encourage them (50%) to walk or cycle more on a temporary or permanent basis.



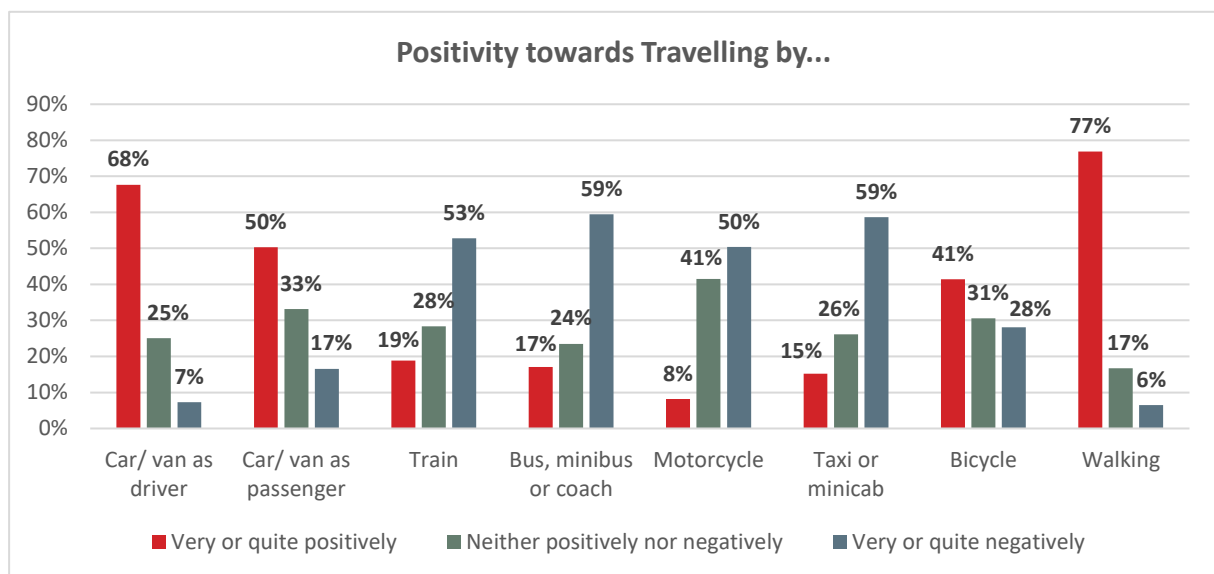


### 3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

#### 3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Around seven in ten respondents (68%) felt positively towards travelling by car or van as a driver and half (50%) felt this way towards travelling by car or van as a passenger. Over three quarters (77%) felt positively towards travelling by walking, while two fifths (41%) felt this way towards cycling.

3.1.2 Respondents generally felt negatively towards travelling by public and shared transport. Specifically, over half of respondents reported feeling negatively towards travelling by bus, minibus or coach (59%); taxi or minicab (59%); and train (53%).



3.1.3 Around one in ten respondents (11%) from cities, large towns or suburban areas reported feeling negatively towards travelling by car or van compared to 2% of respondents from small towns, villages or rural areas.

3.1.4 Conversely, those from cities, large towns or suburban areas were more likely to report feeling positively towards travelling by taxi or minicab, compared to those from small towns, villages or rural areas (20% vs 9%).

#### 3.2 Reasons for Negativity and Concerns towards Travel

3.2.1 Of those who reported negative attitudes towards travelling by train, the most common reasons cited included:

- Concern over catching coronavirus/other illness (57%);
- Concerns that social distancing may not be in place (56%);
- Concerns over ability to maintain social distancing (51%);
- Cost/ too expensive (48%);
- Behaviour of other passengers (44%).

3.2.2 Of those who reported negative attitudes towards travelling by bus, reasons given included:

- Concern over catching coronavirus/other illness (59%);
- Concerns over ability to maintain social distancing (55%);
- Concerns that social distancing may not be in place (51%);
- Behaviour of other passengers (45%);
- Travelling by car is easier / more convenient (44%).

3.2.3 Over four fifths of respondents reported being strongly or somewhat concerned about people spreading or contracting the virus whilst using the train (83%) and the bus (85%).

3.2.4 Conversely, less than a quarter of respondents suggested they were concerned about the spreading of the virus while walking (23%) and cycling (18%).

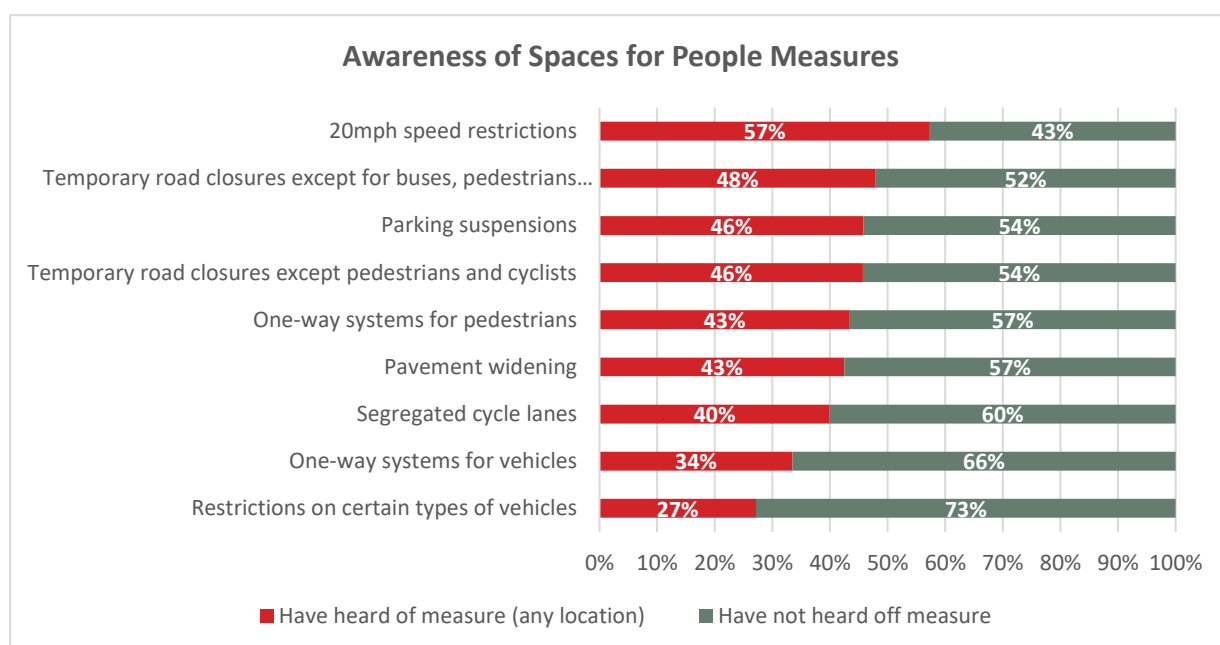
## 4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

### 4.1 Awareness of Introduction of Measures

4.1.1 Respondents had different levels of awareness for each of the Spaces for People Measures, with differences also seen by area.

4.1.2 Respondents reported the highest level of awareness for 20mph speed restriction measures, with over half (57%) being aware of the measure in either Angus, Dundee, Perth and Kinross, Stirling or an unspecified location. Restrictions on certain types of vehicles had the lowest amount of awareness (27%).

4.1.3 Awareness across all measure was higher during this wave compared to Wave 1.

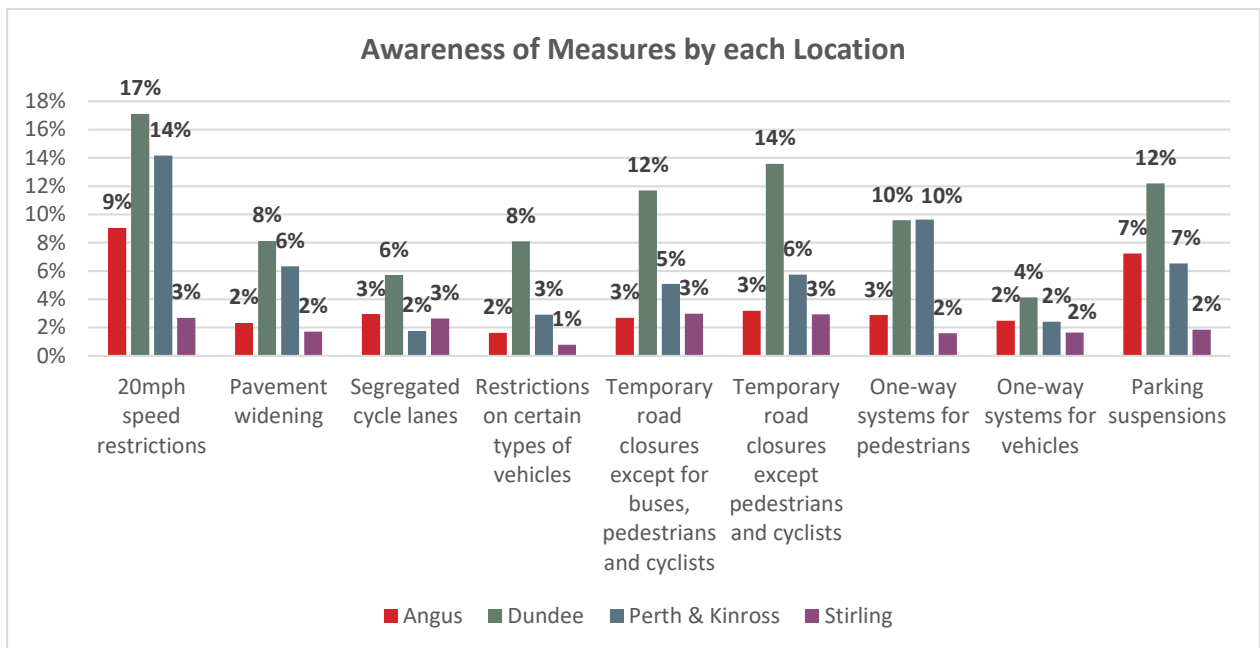


4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally, the majority of respondents who did have awareness of the measures, were unable to specify the location of them.

4.1.5 In general, awareness of the measures was highest in Dundee, with between 12% and 17% of respondents aware of 20mph speed restrictions (17%); temporary road closures except pedestrians and cyclists (14%); temporary road closures except buses, pedestrians and cyclists (12%); and parking suspensions (12%) in this location.

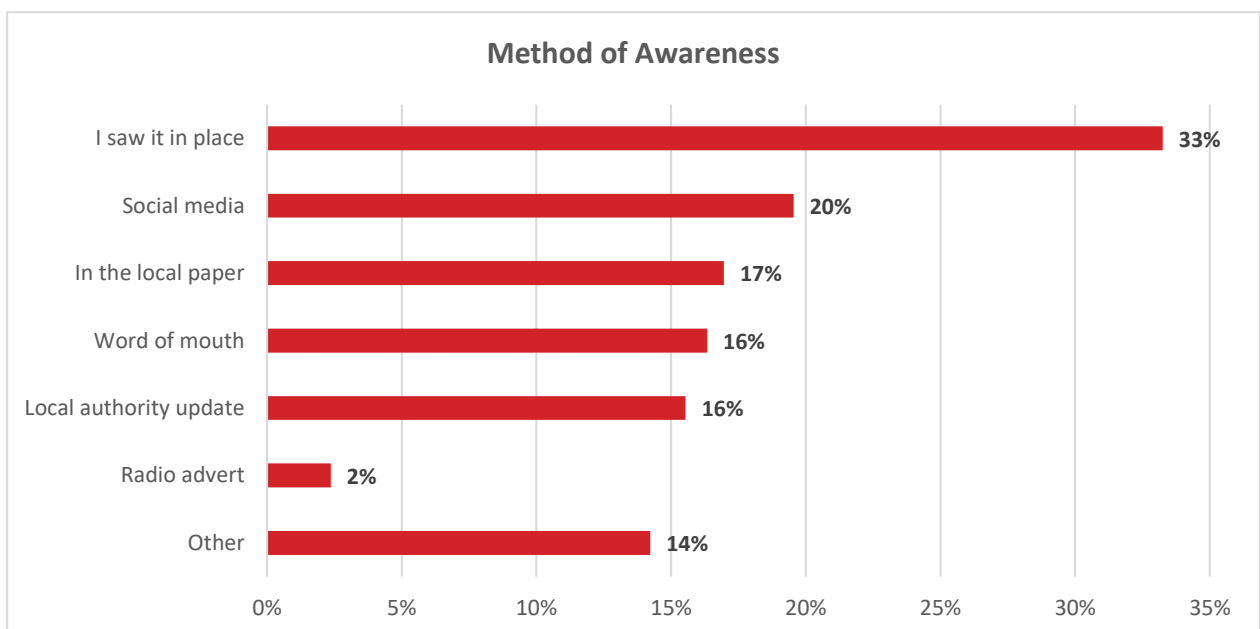
4.1.6 A tenth (10%) of respondents in Perth and Kinross were aware of one-way systems for pedestrians, while 14% were aware of 20mph speed restrictions.

4.1.7 These findings on level of awareness are similar to those of Wave 1.



## 4.2 Method of Awareness

4.2.1 On average, the most common way respondents reported becoming aware of the measures was by seeing them in place (33%), which is an increase from Wave 1 (26%). The second most common way being made aware of the measure was via social media (20%).



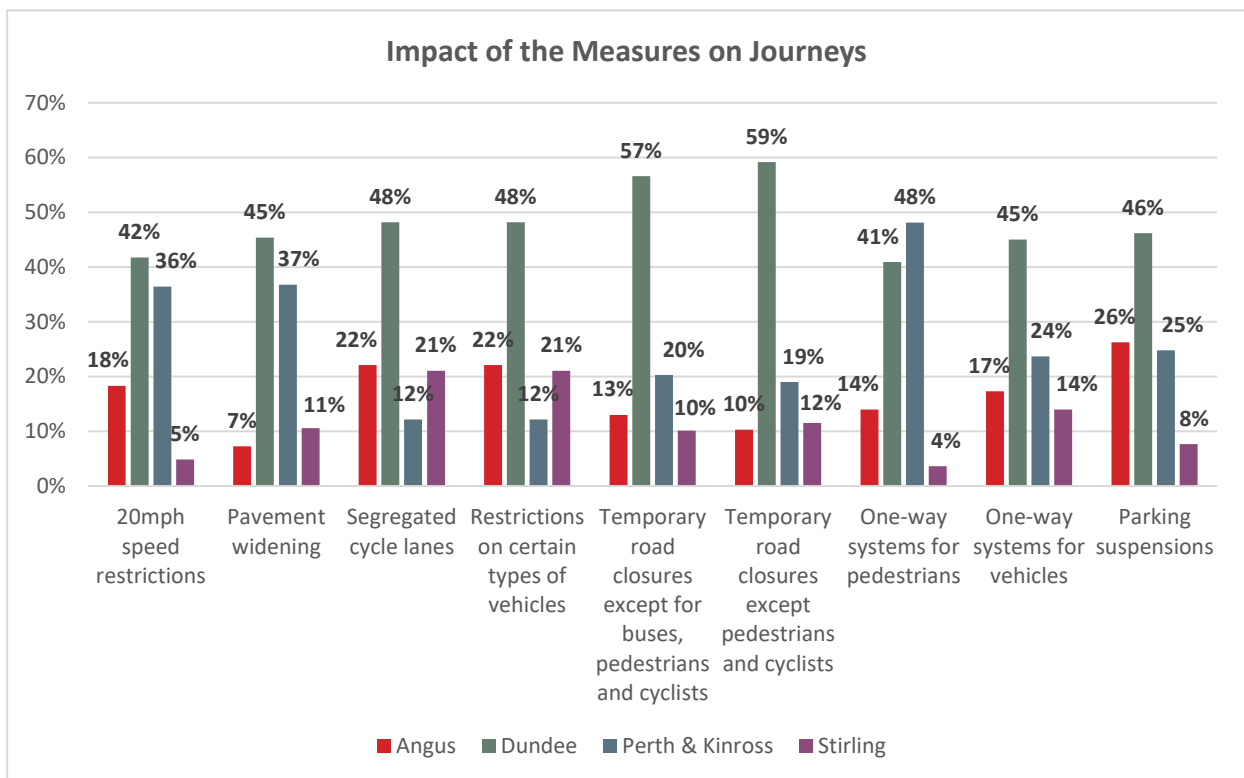
4.2.2 Specifically, seeing it in place was most commonly how respondents suggested they became aware of all the measures, with the exception of pavement widening, with respondents most commonly reporting that they became aware of the measure due to social media (23%).

## 4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who had heard of a measure in at least one of the four locations (55%), all had experienced a journey which was impacted by the measure.

4.3.2 Of respondents who were aware of the measures, the most frequently cited location in which respondents most commonly experienced an impacted journey was in Dundee. On average, almost half (48%) were impacted.

4.3.3 On average, Stirling was the least commonly cited location to have had a journey impacted by a measure (12%).



## 5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

### 5.1 Positivity and Negativity towards Different Measures

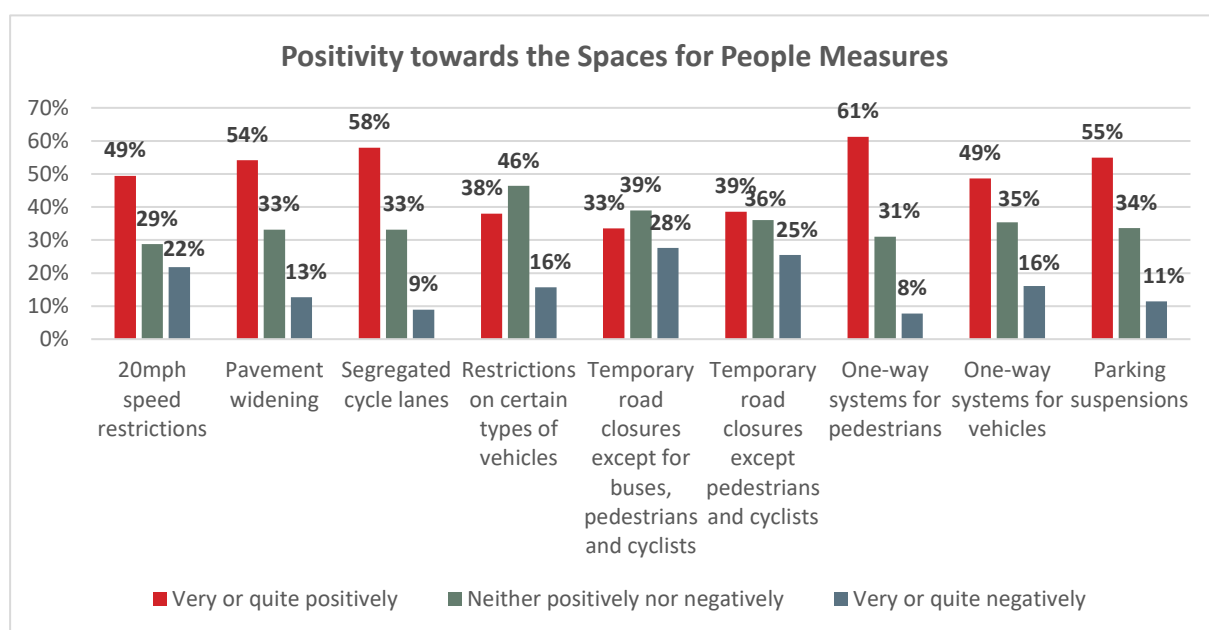
5.1.1 Generally, respondents who were aware of the measures reported feeling positively towards the measures.

5.1.2 One-way systems for pedestrians was rated most positively, with three fifths (61%) reporting that they felt positively towards the measure.

5.1.3 Around half felt positively towards segregated cycle lanes (58%); pavement suspensions (55%); pavement widening (54%); one-way systems for vehicles (49%); 20mph speed restrictions (49%).

5.1.4 Around a third felt positively towards temporary road closures except pedestrians and cyclists (39%); restrictions on certain types of vehicles (38%); and temporary road closures except for buses, pedestrians and cyclists (33%).

5.1.5 Respondents from small towns, villages or rural areas were around twice as likely to report feeling negatively towards certain measures compared to those from cities, large towns or suburban areas; specifically, temporary road closures except for buses, pedestrians and cyclists (40% vs 20%) and temporary road closures except pedestrians and cyclists (37% vs 17%).

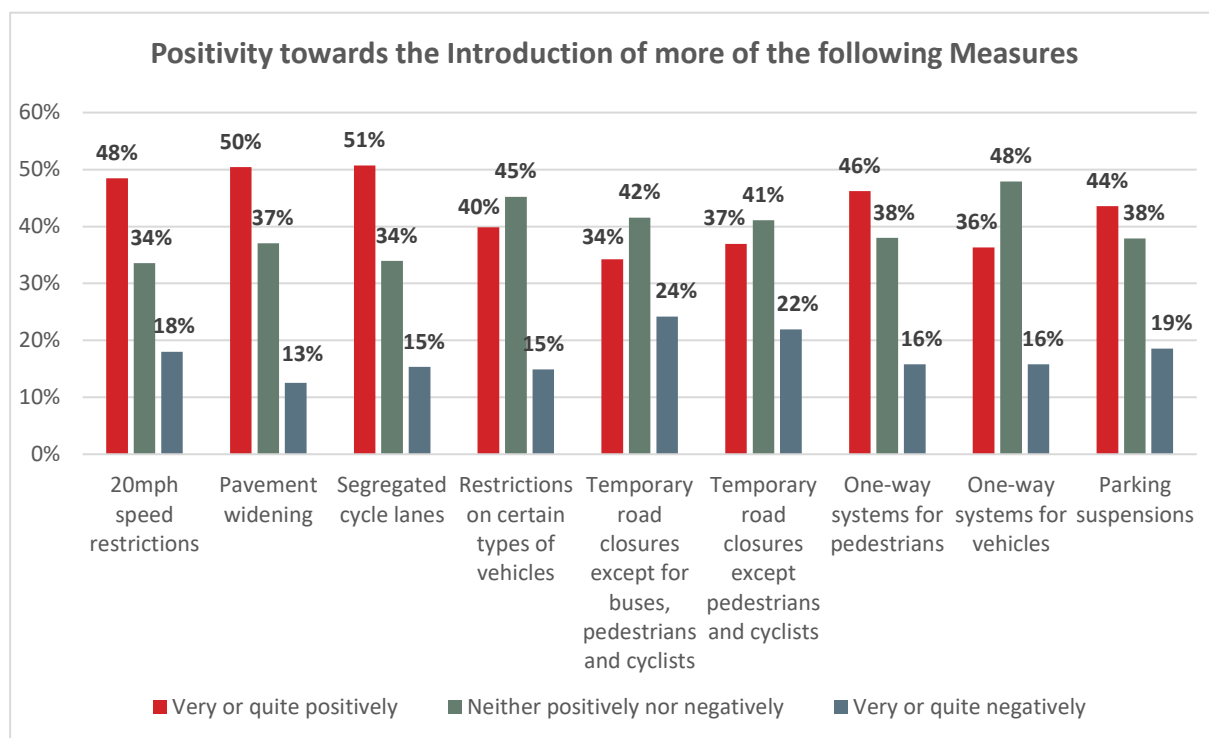


5.1.6 Respondents generally reported that they felt positively towards implementing more of each type of the Spaces for People measures.

5.1.7 The most positively rated measure were segregated cycle lanes (51%), followed by pavement widening (50%); 20mph speed restrictions (48%); and one-way systems for pedestrians (46%).

5.1.8 Around two fifths felt positively towards parking suspensions (44%); restrictions on certain types of vehicles (40%); and temporary road closures except pedestrians and cyclists (37%). Around a third felt positively towards one-way systems for vehicles (36%) and temporary road closures except for buses, pedestrians and cyclists (34%).

5.1.9 Notably, between 34% and 48% of respondents felt neutrally towards the measures.



## 5.2 Reasons for Positivity and Negativity

5.2.1 Respondents who reported feeling positively or negatively towards the current measures or towards the potential implementation of the measures cited a number reasons for their feelings.

### 20mph speed restrictions

5.2.2 Reasons cited for feeling positively towards 20mph speed restrictions included: I feel safer walking (54%); I feel safer cycling (30%); improves air quality (23%).

5.2.3 Reasons cited for feeling negatively included: traffic moving too slowly (69%); increased traffic on roads (23%); it does not make me feel safer walking (19%).

### Pavement widening

5.2.4 Reasons cited for feeling positively towards pavement widening included: I feel safer walking (58%); it makes it easier to maintain social distancing when walking (52%); encourages walking (41%).

5.2.5 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (50%); it does not make me feel safer walking (46%); unable to park to access shops (29%).



### Segregated cycle lanes

- 5.2.6 Reasons cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (51%); encourages cycling (51%); it makes it easier to maintain social distancing when cycling (25%).
- 5.2.7 Reasons cited for feeling negatively included: it does not make me feel safer walking (37%); reduced road space for cars/motor vehicles (32%); it does not make me feel safer cycling (19%).

### Restrictions on certain types of vehicles

- 5.2.8 Reasons cited for feeling negatively towards restrictions on certain types of vehicles included: it means there is less traffic on the roads (48%); improves air quality (39%); I feel safer walking (22%).
- 5.2.9 Reasons cited for feeling negative included: reduced road space for cars/motor vehicles (40%); unable to park to access shops (33%); traffic moving too slowly (19%).

### Temporary road closures except for buses, pedestrians and cyclists

- 5.2.10 Reasons cited for feeling positively towards temporary road closures except for buses, pedestrians and cyclists included: it means there is less traffic on the roads (40%); I feel safer walking (38%); encourages walking (29%).
- 5.2.11 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (53%); unable to park to access shops (35%); traffic moving too slowly (28%).

### Temporary road closures except pedestrians and cyclists

- 5.2.12 Reasons cited for feeling positively towards temporary road closures except pedestrians and cyclists included: I feel safer walking (41%); encourages walking (35%); encourages cycling (28%).
- 5.2.13 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (47%); unable to park to access shops (29%); increased traffic on roads (28%).

### One-way systems for pedestrians

- 5.2.14 Reasons cited for feeling positively towards one-way systems for pedestrians included: it makes it easier to maintain social distancing when walking (53%); I feel safer walking (53%); encourages walking (28%).
- 5.2.15 Reasons cited for feeling negatively included: one-way systems are confusing (44%); it does not make me feel safer walking (38%); reduced road space for cars/motor vehicles (12%).

### One-way systems for vehicles

- 5.2.16 Reasons cited for feeling positively towards one-way systems for vehicles included: it means there is less traffic on the roads (51%); I feel safer walking (23%); encourages walking (18%).

5.2.17 Reasons cited for feeling negatively included: one-way systems are confusing (55%); unable to park to access shops (33%); traffic moving too slowly (30%).

**Parking suspensions**

5.2.18 Reasons cited for feeling positively towards parking suspensions included: it means there is less traffic on the roads (43%); encourages walking (20%); improves air quality (19%).

5.2.19 Reasons cited for feeling negatively included: unable to park to access shops (69%); reduced road space for cars/motor vehicles (23%); increased traffic on roads (19%).

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