

SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 6 REPORT (SURVEY UNDERTAKEN BETWEEN 11TH AND 18TH JANUARY 2021)



tactran



SYSTRA



SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 6 REPORT (SURVEY UNDERTAKEN BETWEEN 11TH AND 18TH JANUARY 2021)

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TABLE OF CONTENTS

1.	INTRODUCTION	4
1.1	APPROACH	4
1.2	THIS REPORT	4
2.	JOURNEYS IN THE LAST SEVEN DAYS	6
2.1	JOURNEY TYPES	6
2.2	WAYS OF TRAVELLING	7
2.3	WALKING AND CYCLING BEHAVIOUR	8
2.4	CHANGES IN CURRENT WALKING AND CYCLING BEHAVIOUR	9
3.	ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING	11
3.1	POSITIVITY AND NEGATIVITY TOWARDS TRAVELLING BY DIFFERENT METHODS	11
3.2	REASONS FOR NEGATIVITY AND CONCERNS TOWARDS TRAVEL	11
4.	SPACES FOR PEOPLE: AWARENESS OF MEASURES	13
4.1	AWARENESS OF INTRODUCTION OF MEASURES	13
4.2	METHOD OF AWARENESS	14
4.3	IMPACT OF MEASURES ON JOURNEYS	15
5.	SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES	16
5.1	POSITIVITY AND NEGATIVITY TOWARDS DIFFERENT MEASURES	16
5.2	REASONS FOR POSITIVITY AND NEGATIVITY	17

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 6 of 10 Waves. The data was collected between 11th and 18th January 2021.

1.2.2 A total of 301 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 (30%), Angus (24%), Perth and Kinross (32%), and Stirling (14%).

1.2.3 On the 5th January 2021, following a continued increase in Covid-19 cases, Stay at Home Protection level guidance came into effect for the majority of Scotland, including Dundee, Angus, Perth and Kinross, and Stirling, and was in place for the entirety of survey period¹.

1.2.4 The Covid-19 guidelines for the Stay at Home protection level during this survey period included²:

- Individuals were told to stay at home as much as possible to minimise the risk of spreading Covid-19;
- By law, individuals in a level 4 area could only leave their home for essential purposes;
- Individual were encouraged to shop online or use local shops and services where possible, and to avoid all unnecessary travel;
- Essential reasons for leaving homes included:
 - For work/employment, or to provide voluntary or charitable services, where it cannot be done from home;
 - For education including, school, college, university;
 - For essential shopping, including essential shopping for a vulnerable person;
 - To obtain or deposit money, where it is not possible to do so from home;
 - For healthcare;
 - For childcare or support services for parents or expectant parents;
 - For essential services, including services of a charitable or voluntary nature such as food banks, alcohol or drug support services;
 - To access public services where it is not possible to do so from home;
 - To provide care, assistance, support to or respite for a vulnerable person;

¹ Source: <https://www.gov.scot/publications/coronavirus-covid-19-protection-levels>

² <https://www.gov.scot/publications/coronavirus-covid-19-stay-at-home-guidance/>

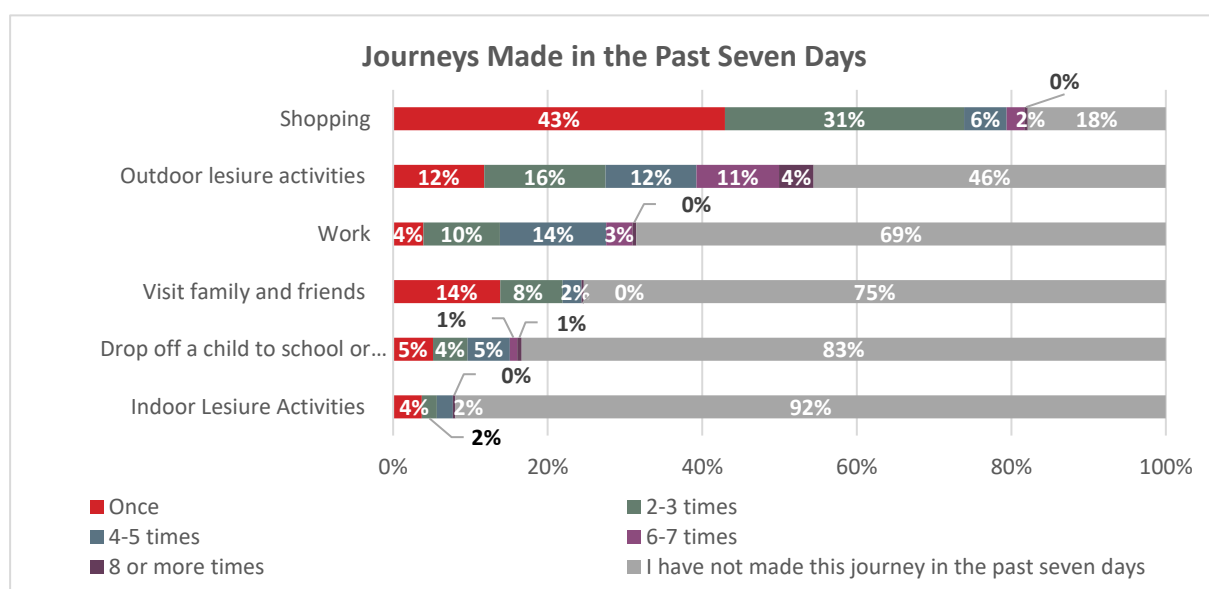
- To provide or receive emergency assistance;
 - To meet a legal obligations;
 - For essential animal welfare reasons;
 - Local outdoor recreation, sport or exercise, walking, cycling, golf, or running that starts and finishes at the same place (which can be up to 5 miles from the boundary of an individual's local authority area) as long as the individual can abide by the rules on meeting other households;
 - To attend a marriage ceremony or registration of a civil partnership
 - To attend a funeral or for compassionate reasons which relate to the end of a person's life;
 - Whilst it is permitted to leave the house for activities in connection with moving home (including viewing a property), or for activities in connection with the essential maintenance, purchase, sale, letting, or rental of residential property that the person owns or is otherwise responsible for, at this time it is advisable to postpone, if possible;
 - To avoid injury, illness or to escape a risk of harm;
 - For those involved in professional sports, for training, coaching or competing in an event;
 - To visit a person receiving treatment in a hospital, staying in a hospice or care home, or to accompany a person to a medical appointment;
 - To register or vote in a Scottish or UK Parliament, Local Government or overseas election or by-election, including on behalf of someone else by proxy.
- On the 13th January, it was announced that lockdown restrictions would be further strengthened, which changes including³:
- Working from home became the default position for businesses and services;
 - Non-essential click and collect retail services became prohibited;
 - Businesses providing takeaway food also had to operate on a 'non-entry' basis only; and
 - Restrictions banning the consumption of alcohol in public places.

³ <https://www.gov.scot/news/strengthening-lockdown-restrictions/>

2. JOURNEYS IN THE LAST SEVEN DAYS

2.1 Journey Types

- 2.1.1 The vast majority (99%) of respondents made a least one type of journey in the last seven days.
- 2.1.2 Within this time, the most frequently made trip was for shopping, with just over eight in ten respondents (82%) making this trip at least once, and three quarters (74%) making it between one and three times.
- 2.1.3 Over half of respondents (54%) took part in outdoor leisure activities and a quarter (25%) travelled to visit family and friends. This is a continued decreased in those who visited their family and friends from previous waves, including Wave 5 (38%) and Wave 4 (43%).
- 2.1.4 Just under a third of respondents (31%) had travelled to work at least once in the last seven days, less than a fifth (17%) had dropped off a child at school or nursery, and less than a tenth (8%) had travelled to an indoor leisure activity.
- 2.1.5 This is a general decrease in respondents undertaking activities from Wave 5, and is most likely due to the stricter Covid-19 guidelines which were in place during the Wave 6 survey, where individuals were told to stay at home as much as possible.
- 2.1.6 Respondents from small towns, villages or rural areas were more likely than respondents from cities, large towns centres or suburban areas to have not made any trips at all to work (79% vs 61%) or to go shopping (24% vs 13%) in the last seven days.



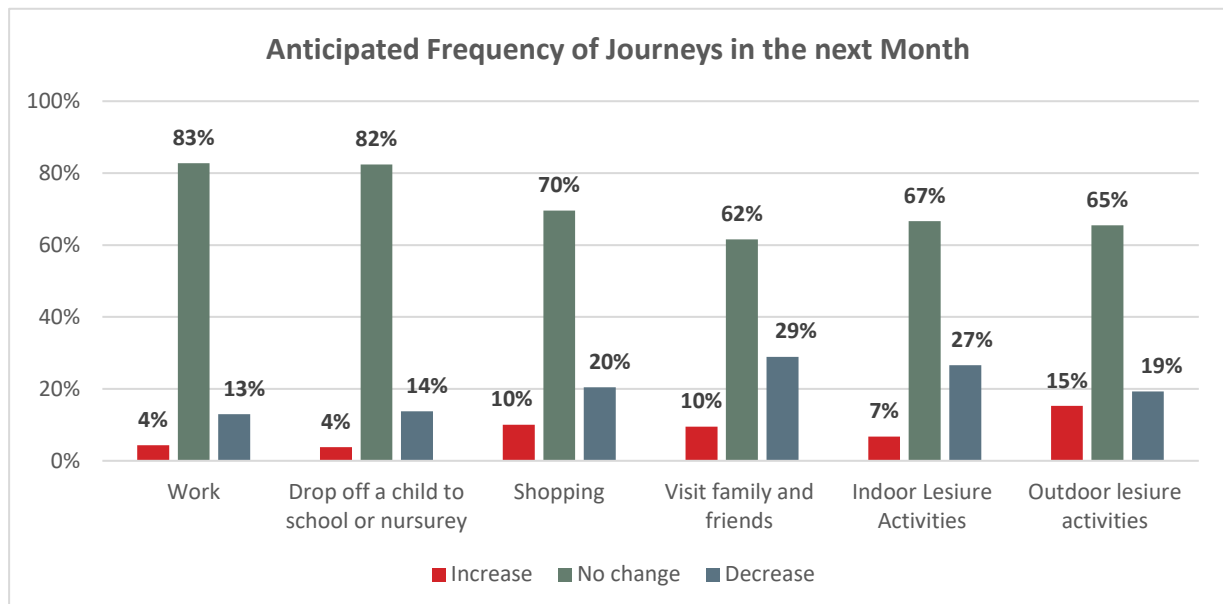
2.1.7 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- One and a half times as many average journeys to work;
- One and a half times as many average trips to drop off a child to school or nursery;
- Over three times as many average visits to family and friends.

2.1.8 The majority of respondents did not anticipate a change in how frequently they would undertake these types of journeys in the next month or so. Around one in six did anticipate an increase in trips to outdoor leisure activities (15%) and around one in ten anticipated an increase in trips to visit friends and family (10%) and shopping trips (10%).

2.1.9 Conversely, more people anticipated a decrease than an increase in trips for all trip purposes with the purposes which had the most people expecting a decrease in journeys being visits to family and friends (29%), trips to indoor leisure activities (27%) and shopping trips (20%).

2.1.10 Respondents from cities, large towns centres or suburban areas were more likely than respondents from small towns, villages or rural areas to have anticipated a decrease in visiting friends and family (34% vs 21%) and in undertaking outdoor leisure activities (23% vs 14%).

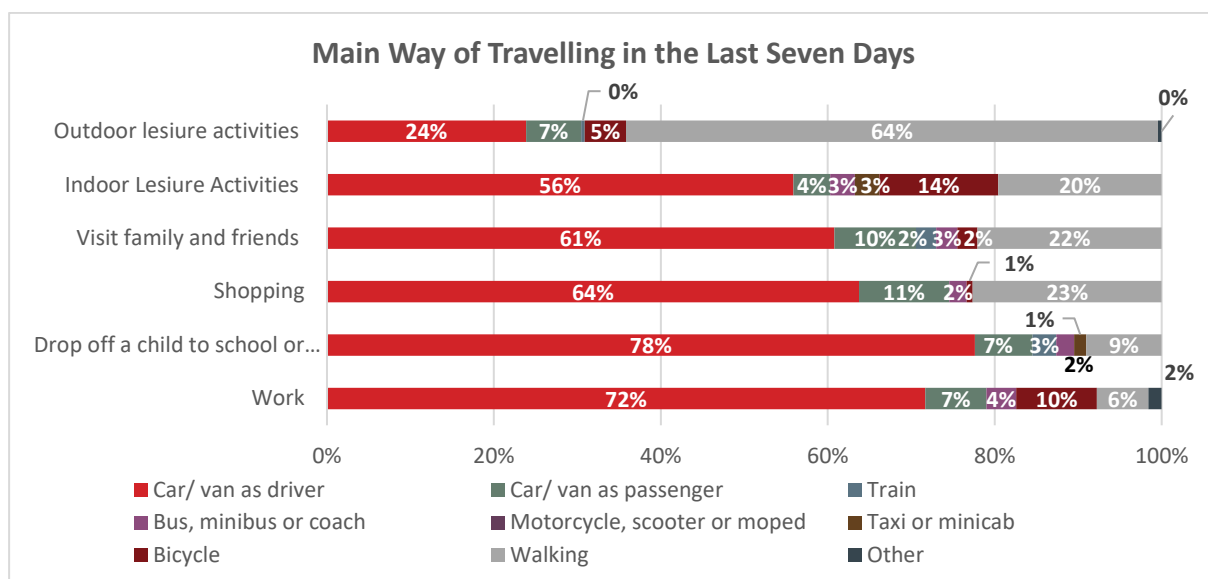


2.2 Ways of Travelling

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 the majority of journeys were made by walking (64%), more frequently than by car (30%).

2.2.2 Walking was the main way of travelling for just under a quarter of respondents who went shopping (23%), visited friends and family (22%) and for indoor leisure activities (20%) in the last seven days.

2.2.3 10% travelled by bicycle for work, but few respondents travelled by bicycle for the other journey purposes (between 1% and 5%).



2.2.4 For the most part, the majority of respondents did not think they would change how much they use different ways of travelling in the next month or so. Notably, around a quarter (25%) did anticipate an increase in how much they would walk in the next month or so, while around a quarter anticipated a decrease in how much they would travel by bus, minibus or coach (26%); train (22%); or by taxi or minicab (19%).

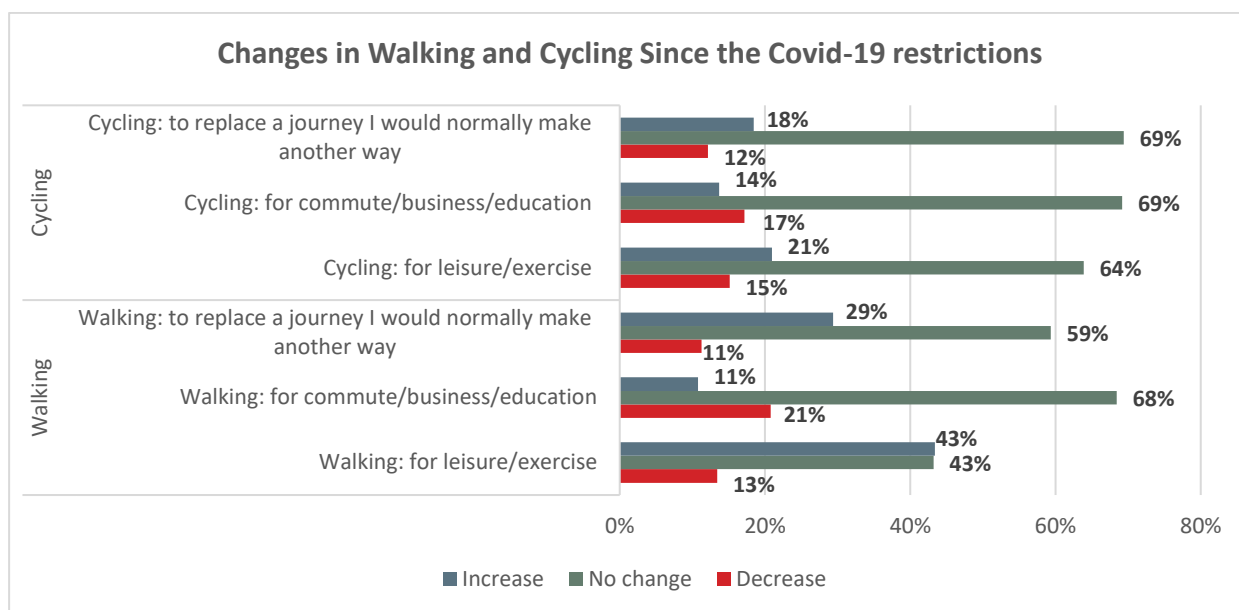
2.2.5 Respondents from cities, large towns centres or suburban areas were more likely than respondents from small towns, villages or rural areas to have anticipated a decrease in train use (25% vs 18%) and in travelling by bicycle (16% vs 10%).

2.3 Walking and Cycling Behaviour

2.3.1 Of respondents who walked and cycled for leisure/exercise before Covid-19 restrictions, over two fifths (43%) reported an increase in the amount of time they spent walking since Covid-19 restrictions were introduced, and around a fifth (21%) reported an increase in the amount of time they spent cycling for this reason.

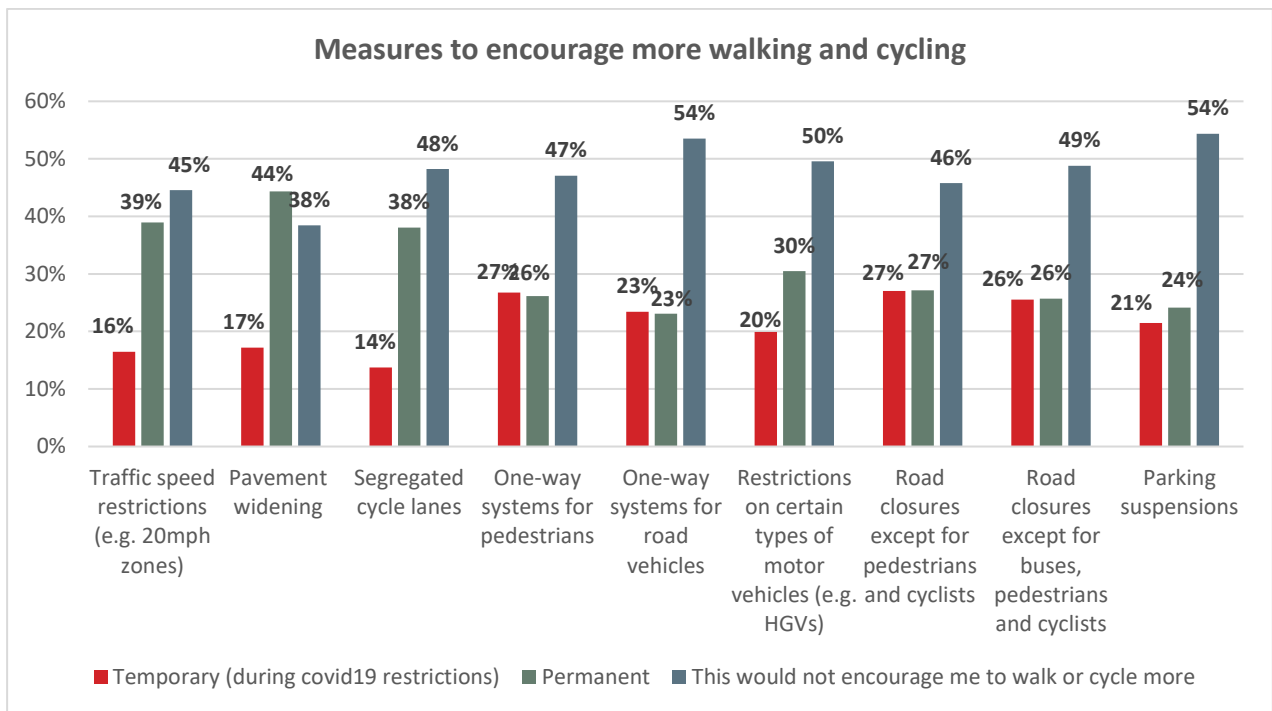
2.3.2 Almost a third of respondents (29%) reported an increase in walking to replace a journey normally made another way, and just under a fifth (18%) reported an increase in cycling for this same purpose.

2.3.3 Positively, the majority of respondents suggested that they would continue their reported increased amount of walking (86%) for leisure/exercise purposes after Covid-19 restrictions are lifted.



2.4 Changes in Current Walking and Cycling Behaviour

- 2.4.1 Of those who reported awareness of the Spaces for People measures and an increase in the amount they already walked since Covid-19 restrictions for leisure/exercise reasons, around half (52%) suggested that the introduction of the Spaces for People Measures has an impact on their increased leisure/exercise walking.
- 2.4.2 All respondents were asked if certain measures would encourage them to walk and cycle more, and whether they would want the measures on just a temporary basis (i.e. during Covid-19 restrictions) or on a longer term, more permanent basis. For each of the different measures, around half of respondents suggested that the measures (either on a temporary or permanent basis) would encourage them to walk or cycle more.
- 2.4.3 More specifically, over half suggested that pavement widening (62%); traffic speed restrictions (e.g. 20mph zones) (55%); road closures except for pedestrians and cyclists (54%); and one-way systems for pedestrians (53%) would encourage them to walk and cycle more.
- 2.4.4 Of those who reported that the measures would encourage them to walk or cycle more, for most of the measures, more suggested that they would prefer the measures in place on permanent basis rather than on a temporary basis.



3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

3.1 Positivity and Negativity towards Travelling by Different Methods

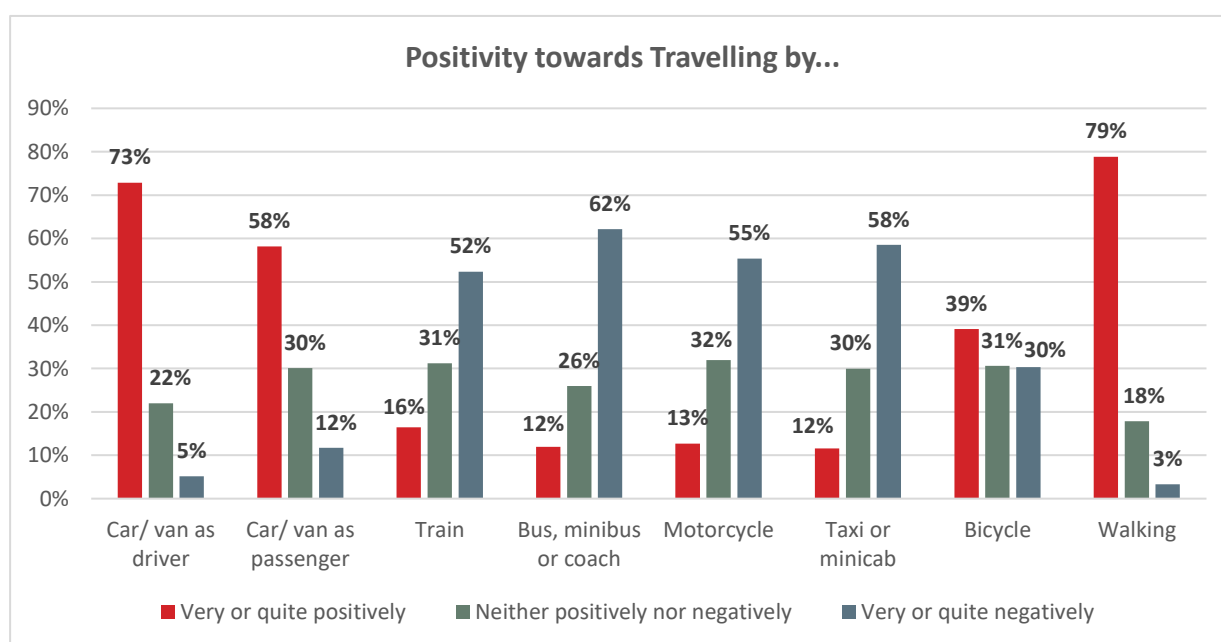
3.1.1 Just over seven in ten (73%) felt positively towards travelling by car or van as a driver, and over half (58%) felt this way towards travelling by car or van as a passenger.

3.1.2 Three quarters (79%) felt positively towards travelling by walking, while around two fifths of respondents (39%) felt positively towards cycling.

3.1.3 Respondents from cities, large towns centres or suburban areas were more likely than respondents from small towns, villages or rural areas to have reported feeling positively towards travelling by bicycle (45% vs 31%).

3.1.4 More than twice as many respondents felt negatively towards travelling by public and shared transport, than felt positively. Specifically, over half of respondents reported feeling negatively towards travelling by bus, minibus or coach (62%), taxi or minicab (58%), and train (52%).

3.1.5 These findings are broadly similar with previous waves.



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 were:

- Concern over catching coronavirus/other illness (60%);
- Concerns over ability to maintain social distancing (46%);
- Concerns that social distancing may not be in place (41%);
- Cost/too expensive (40%); and
- Behaviour of other passengers (35%).

3.2.2 Of those who reported negative attitudes towards travelling by bus, the common reasons were:

- Concern over catching coronavirus/other illness (58%);
- Concerns over ability to maintain social distancing (55%);
- Concerns that social distancing may not be in place (46%);
- Behaviour of other passengers (40%); and
- Travelling by car is easier/more convenient (40%).

3.2.3 Around three quarters of respondents reported being strongly or somewhat concerned about people spreading or contracting the virus whilst using the train (81%) and the bus (87%).

3.2.4 Conversely, around a fifth of respondents suggested they were concerned about the spreading of the virus while walking (25%) and cycling (22%).

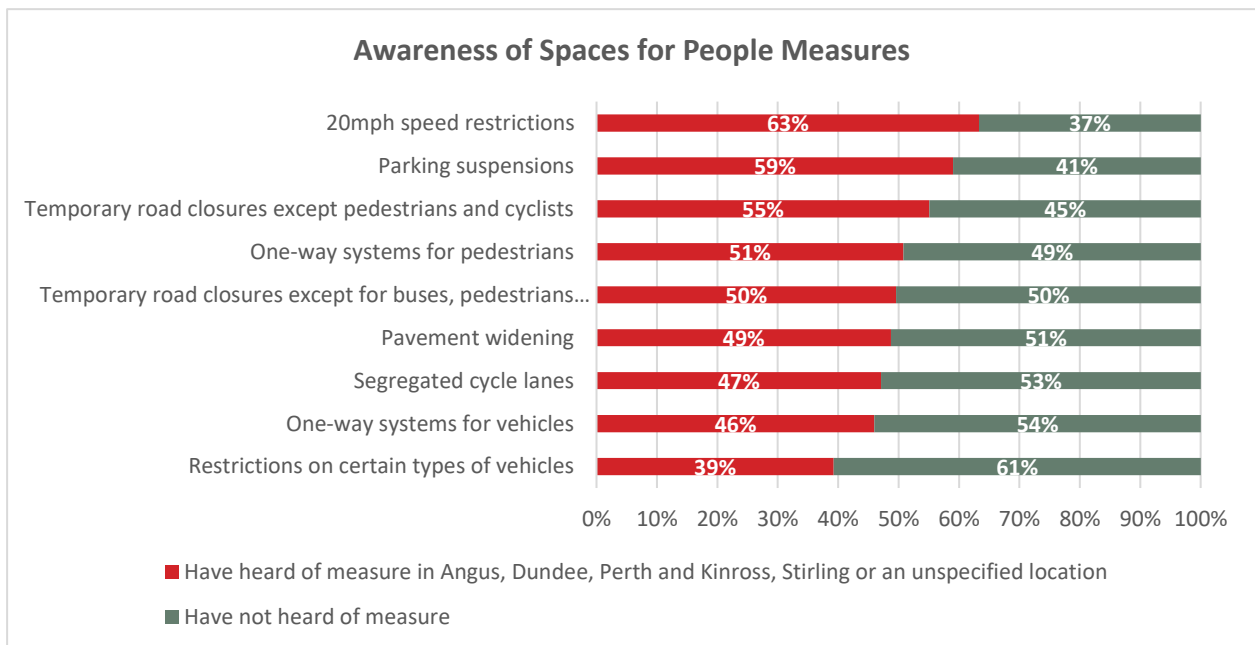
4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

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 The highest level of awareness amongst respondents was for 20mph speed restrictions, with almost two thirds (63%) 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 (39%).

4.1.3 Level of awareness is broadly similar to Wave 5.

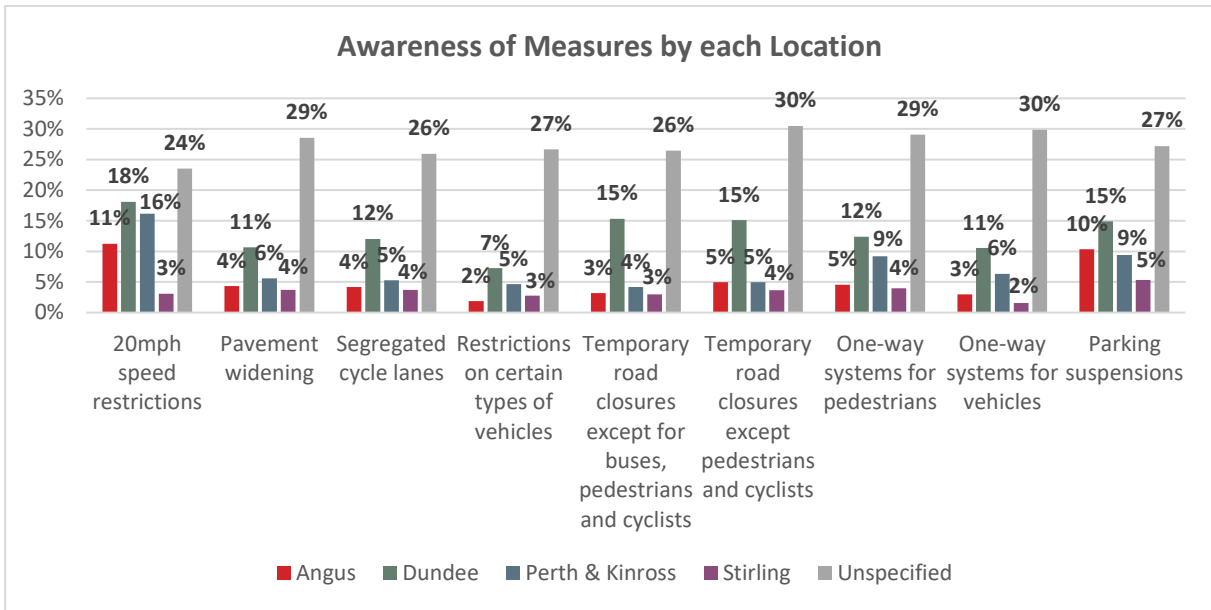


4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally, the majority of respondents who did have awareness of the measures, were unable to specify the location of them.

4.1.5 In general, awareness of the measures in Dundee was highest, with 18% aware of 20mph speed restrictions, 15% aware of temporary road closures except pedestrians and cyclists, and 15% aware of temporary road closures except for buses, pedestrians and cyclists.

4.1.6 Measures in Perth and Kinross had the second highest level of awareness, with 16% aware of 20mph speed restrictions, and around one in ten (9%) were aware of one way systems for pedestrians and parking suspensions in the area.

4.1.7 Measures in Angus and Stirling had the lowest level of awareness. No more than 11% of respondents were aware of any specific measures in Angus, while no more than 5% were aware of specific measures in Stirling.

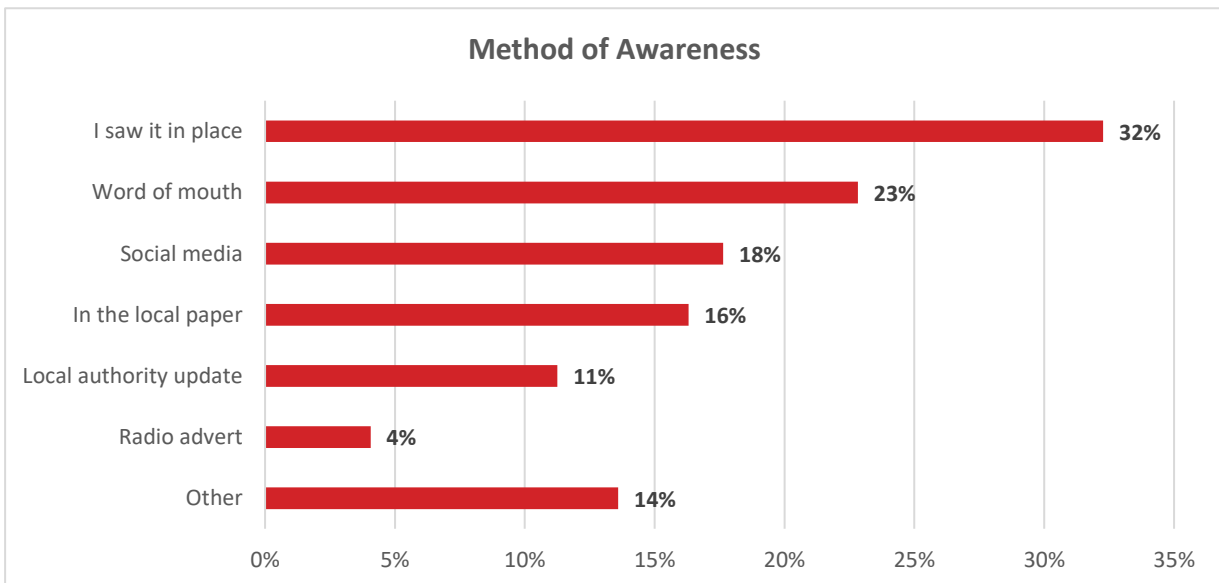


4.2 Method of Awareness

4.2.1 On average, the most common way respondents reported becoming aware of the measures was by seeing them in place (32%) and just over a fifth were made aware by word of mouth (23%). Fewer were made aware by social media (18%), while 16% were made aware of the measures in the local paper.

4.2.2 Just over one in ten (11%) were made aware via a local authority update and just 4% had become aware from a radio advert.

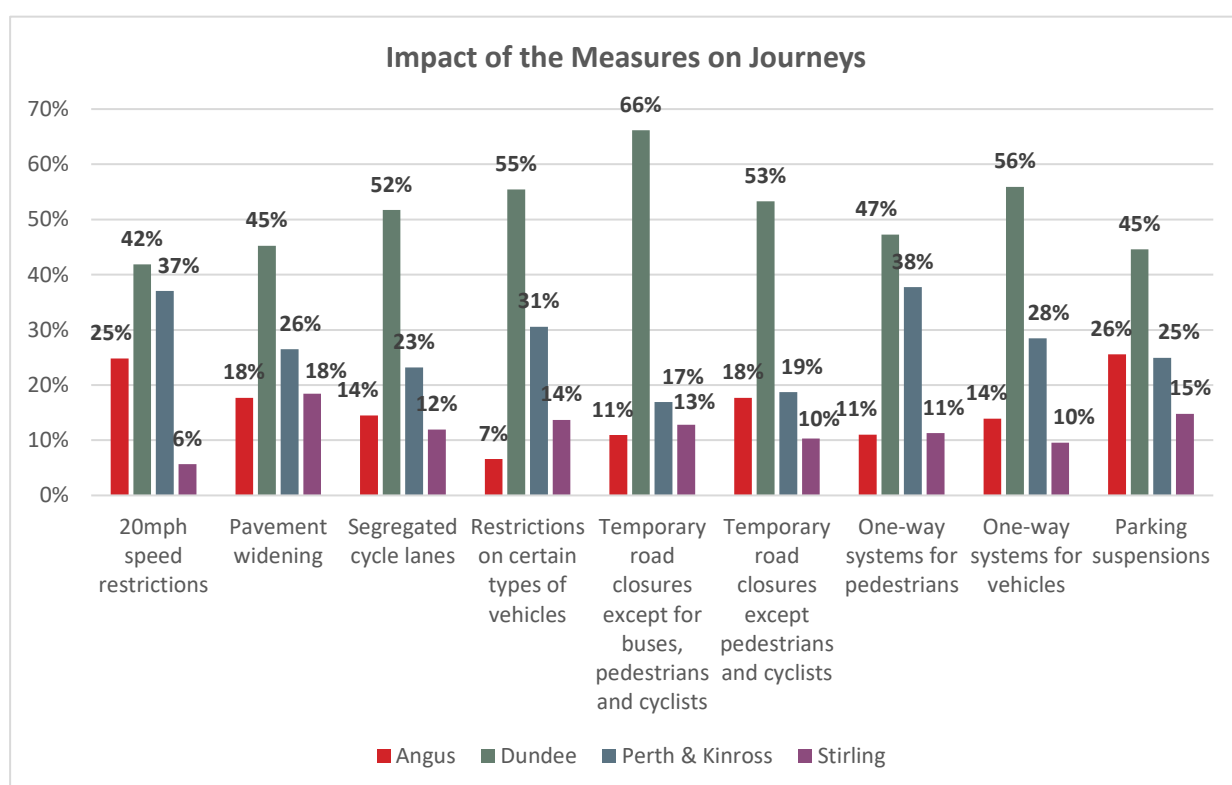
4.2.3 Method of awareness is broadly similar to Wave 5 findings.



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 (56%), all had experienced at least one journey which was impacted by at least one of the measures.

4.3.2 Of these respondents, the most frequently cited location in which respondents had experienced an impacted journey was Dundee. Two thirds were impacted by temporary road closures except for buses, pedestrians and cyclists (66%); while around half were impacted by one way systems for vehicles (56%), restrictions on certain types of vehicles (55%); temporary road closures except for pedestrians and cyclists (53%) and segregated cycle lanes (52%).



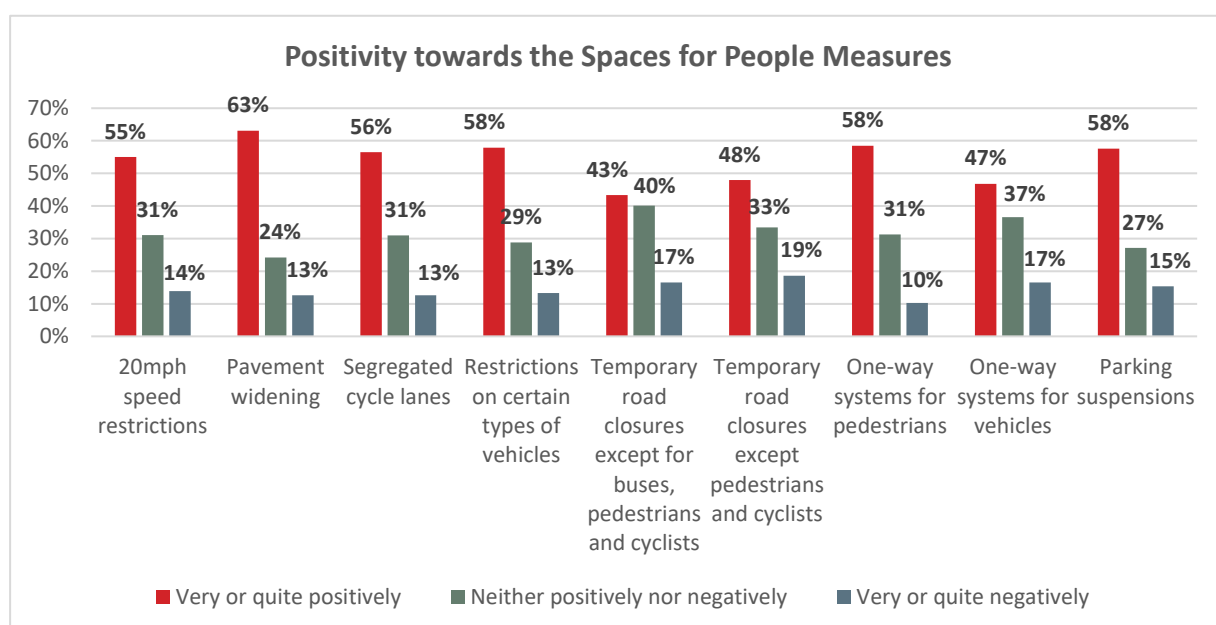
5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

5.1 Positivity and Negativity towards Different Measures

5.1.1 Of those who reported being aware of the measures in any location, at least twice as many respondents felt positively towards each of the measures than felt negatively, and for most measures three times as many people felt positively than felt negatively. At least a quarter felt neutrally towards the measures.

5.1.2 Pavement widening was the most positively rated measure, with nearly two-thirds (63%) reporting that they felt this way.

5.1.3 Over half of respondents felt positively towards: restrictions on certain types of vehicles (58%), one-way systems for pedestrians (58%), parking suspensions (58%), segregated cycle lanes (56%), and 20mph speed restrictions (55%).



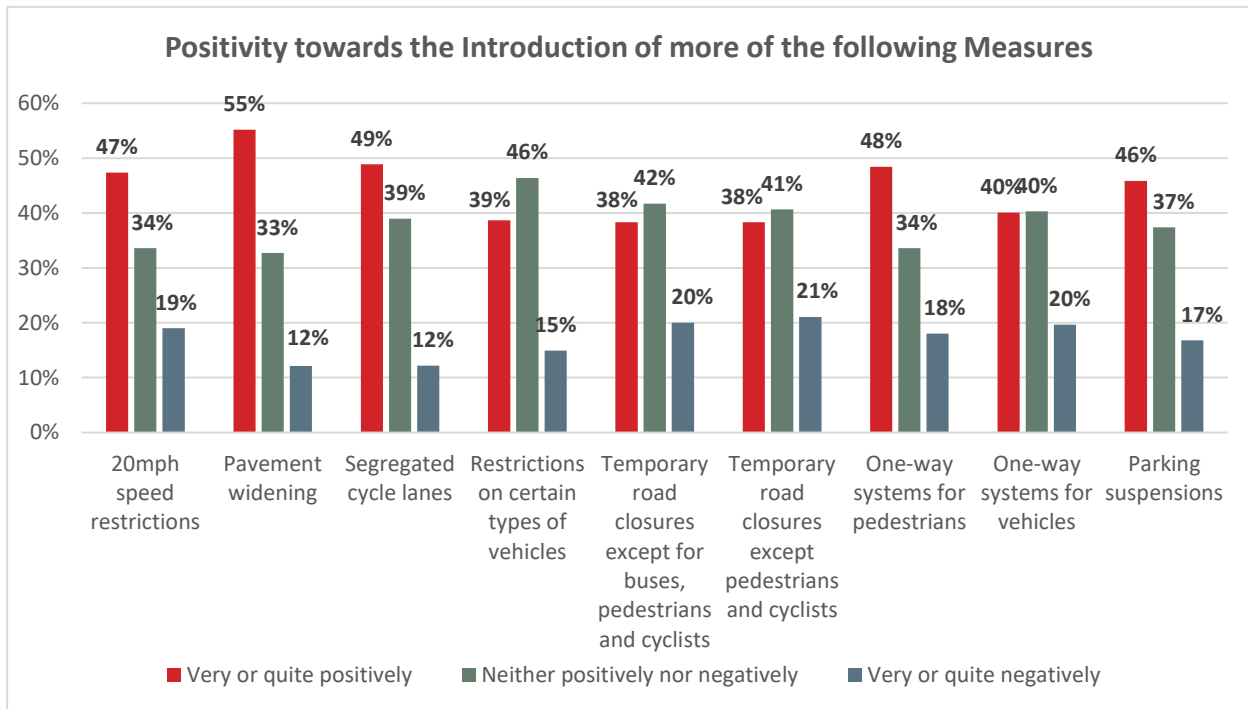
5.1.4 Respondents were also asked how they felt towards implementing more of each type of the Spaces for People measures, and at least a third felt positively, while at least a third felt neutrally.

5.1.5 Measures for which there was most positivity towards further introduction were: pavement widening (55%); segregated cycle lanes (49%); and one-way systems for pedestrians (48%).

5.1.6 Respondents from cities, large towns centres or suburban areas were more likely than respondents from small towns, villages or rural areas to feel positively towards the implementation of: one-way systems for pedestrians (56% vs 37%); one-way systems for vehicles (44% vs 35%); and parking suspensions (52% vs 37%).

5.1.7 Measures for which there was most negativity towards further introduction were: temporary road closures except for pedestrians and cyclists (21%); temporary road

closures except for buses, pedestrians and cyclists (20%); and one-way systems for vehicles (20%).



5.1.8 Levels of positivity towards the current and the implementation of more measures are broadly similar to Wave 5.

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 (more of) the measures cited a number of reasons for their feelings.

20mph speed restrictions

5.2.2 Reasons most frequently cited for feeling positively towards 20mph speed restrictions included: I feel safer walking (52%); improves air quality (28%); and I feel safer cycling (21%).

5.2.3 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (68%); it does not make me feel safer walking (15%); and increased traffic on roads (15%).

Pavement widening

5.2.4 Reasons most frequently cited for feeling positively towards pavement widening included: I feel safer walking (66%); it makes it easier to maintain social distancing when walking (49%); and encourages walking (30%).

5.2.5 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (64%); it does not make me feel safer walking (40%); and traffic moving too slowly (31%).

Segregated cycle lanes

- 5.2.6 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (52%); encourages cycling (47%); and it makes it easier to maintain social distancing when cycling (22%).
- 5.2.7 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (59%); traffic moving too slowly (40%); and it does not make me feel safer walking (22%).

Restrictions on certain types of vehicles

- 5.2.8 Reasons most frequently cited for feeling positively towards restrictions on certain types of vehicles included: it means there is less traffic on the roads (42%); improves air quality (40%) and I feel safer walking (20%).
- 5.2.9 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (24%); traffic moving too slowly (24%); and it does not make me feel safer walking (23%).

Temporary road closures except for buses, pedestrians and cyclists

- 5.2.10 Reasons most frequently cited for feeling positively towards temporary road closures except for buses, pedestrians and cyclists included: I feel safer walking (44%); encourages walking (41%); and improves air quality (37%).
- 5.2.11 Reasons cited for feeling negatively included: unable to park to access shops (45%); reduced road space for cars/motor vehicles (45%); and increased traffic on roads (36%).

Temporary road closures except pedestrians and cyclists

- 5.2.12 Reasons most frequently cited for feeling positively towards temporary road closures except pedestrians and cyclists included: I feel safer walking (51%); encourages walking (37%); and it means there is less traffic on the roads (29%).
- 5.2.13 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (43%); unable to park to access shops (35%); and it does not make me feel safer walking (25%).

One-way systems for pedestrians

- 5.2.14 Reasons most frequently cited for feeling positively towards one-way systems for pedestrians included: I feel safer walking (60%); it makes it easier to maintain social distancing when walking (43%); and encourages walking (27%).
- 5.2.15 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (42%); one-way systems are confusing (40%); and reduced road space for cars/motor vehicles (11%).

One-way systems for vehicles

- 5.2.16 Reasons most frequently cited for feeling positively towards one-way systems for vehicles included: it means there is less traffic on the roads (40%); I feel safer walking (27%); and improves air quality (24%).
- 5.2.17 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (69%); traffic moving too slowly (33%); and increased traffic on roads (27%).

Parking suspensions

- 5.2.18 Reasons most frequently cited for feeling positively towards parking suspensions included: it means there is less traffic on the roads (28%); encourages walking (19%); and I feel safer walking (17%).
- 5.2.19 Reasons most frequently cited for feeling negatively included: unable to park to access shops (71%); reduced road space for cars/motor vehicles (25%); and increased traffic on roads (17%).

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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