

SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 8 REPORT (SURVEY UNDERTAKEN BETWEEN 22ND FEBRUARY AND 2ND MARCH 2021)



tactran



SYSTRA



SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 8 REPORT (SURVEY UNDERTAKEN BETWEEN 22ND FEBRUARY AND 2ND MARCH 2021)

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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 8 of 10 Waves. The data was collected between 22nd February and 2nd March 2021.

1.2.2 A total of 305 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 (27%), Angus (26%), Perth and Kinross (32%), and Stirling (15%).

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 period. The restrictions were expected to stay in place until the end of February¹.

1.2.4 The Covid-19 guidelines for the Stay at Home protection level during the Wave 8 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 (working on home was the default position);
 - For education including, school, college, university;
 - Regulated early learning and childcare was open to children of key workers and vulnerable children only;
 - 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;

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

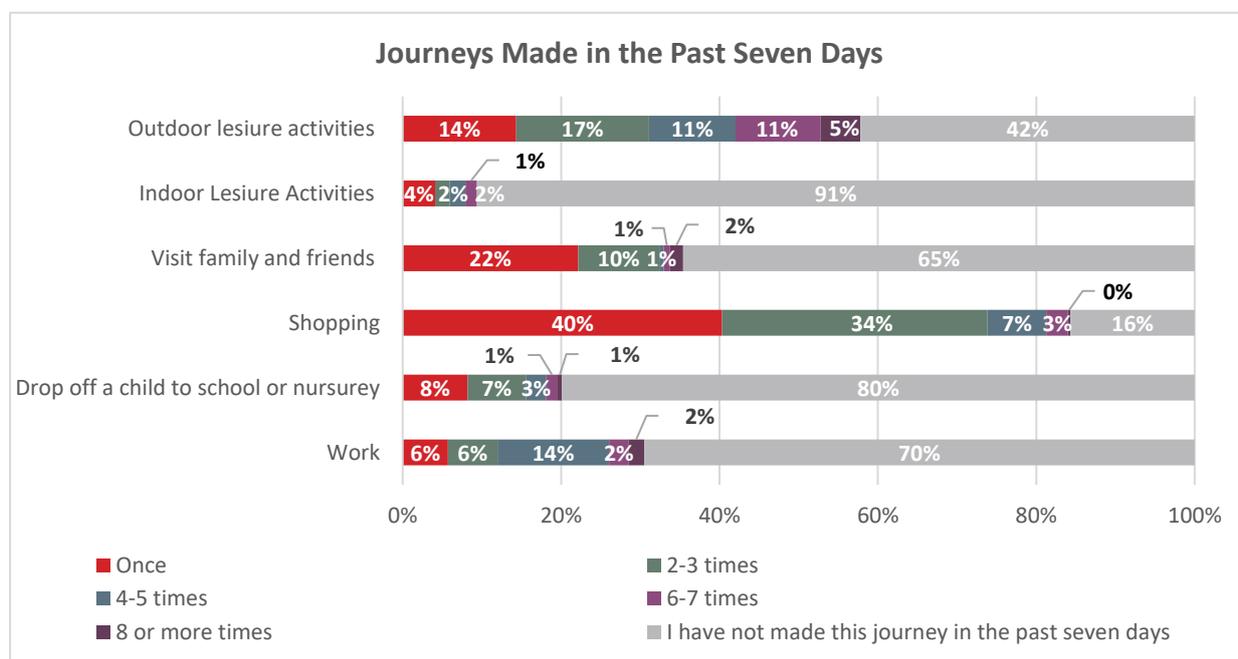
² <https://www.gov.scot/publications/coronavirus-covid-19-stay-at-home-guidance/>

- 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;
- 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;
- 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;
- Businesses providing takeaway food must operate on a 'non-entry' basis only;
- From January 16th, click and collect could only operate for essential and certain non-essential retail only;
- Close contact services (i.e. hairdressers) remained closed;
- 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;
- Leaving home to go on holiday in Scotland, the UK or abroad was not permitted;
- Outdoor gyms could remain open;
- 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.

2. JOURNEYS IN THE LAST SEVEN DAYS

2.1 Journey Types

- 2.1.1 All (100%) 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 over eight in ten respondents (84%) making this trip at least once, and just under three quarters (74%) making it between one and three times. Respondents from cities, large town centres or suburbs were more likely to have made a shopping trip at least once in the last seven days, compared to those from small towns, villages or rural areas (91% vs 76%).
- 2.1.3 Just under six in ten respondents (58%) took part in outdoor leisure activities in the last seven days and over a third (35%) travelled to visit family and friends.
- 2.1.4 Three in ten respondents (30%) had travelled to work at least once in the last seven days. Respondents from cities, large town centres or suburbs were more likely to have made a journey to work at least once in the last seven days, compared to those from small towns, villages or rural areas (40% vs 17%).
- 2.1.5 A fifth (20%) had dropped off a child at school or nursery, and just under a tenth (9%) had travelled to an indoor leisure activity in the last seven days.
- 2.1.6 These journeys are broadly similar to those made in Wave 7.



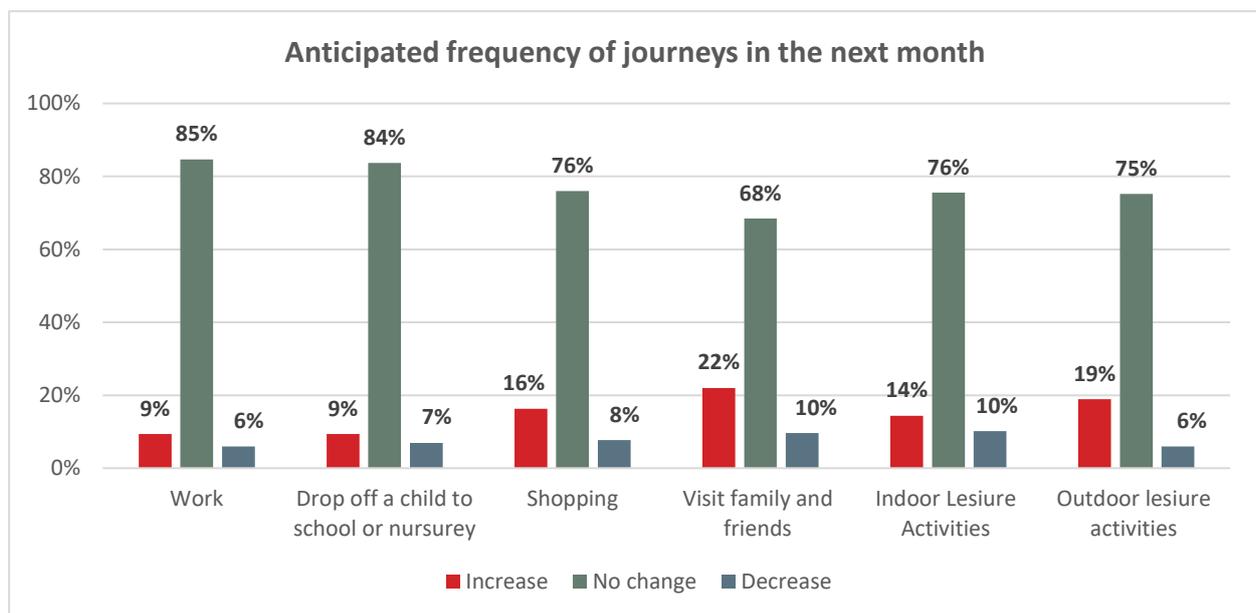
2.1.7 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- One and half times as many average trips to drop off a child to school or nursery;
- Over one and half times as many average journeys to work;

- Almost two and a half times as many average visits to family and friends; and
- Over six times as many average trips to indoor leisure activities.

2.1.8 The majority of respondents did not anticipate a change in how frequently they would undertake the majority of these types of journeys in the next month or so. Notably however, around a fifth anticipated an increase in visits to family and friends (22%) and outdoor leisure activities (19%). Respondents from Dundee and Stirling (29% and 27%) were more likely to have anticipated travelling to visit family and friends in the next month or so compared to respondents from Angus and Perth and Kinross (17% and 18%).

2.1.9 Conversely, a tenth anticipated a decrease in visiting friends and family (10%); indoor leisure activities (10%) in the next month or so.

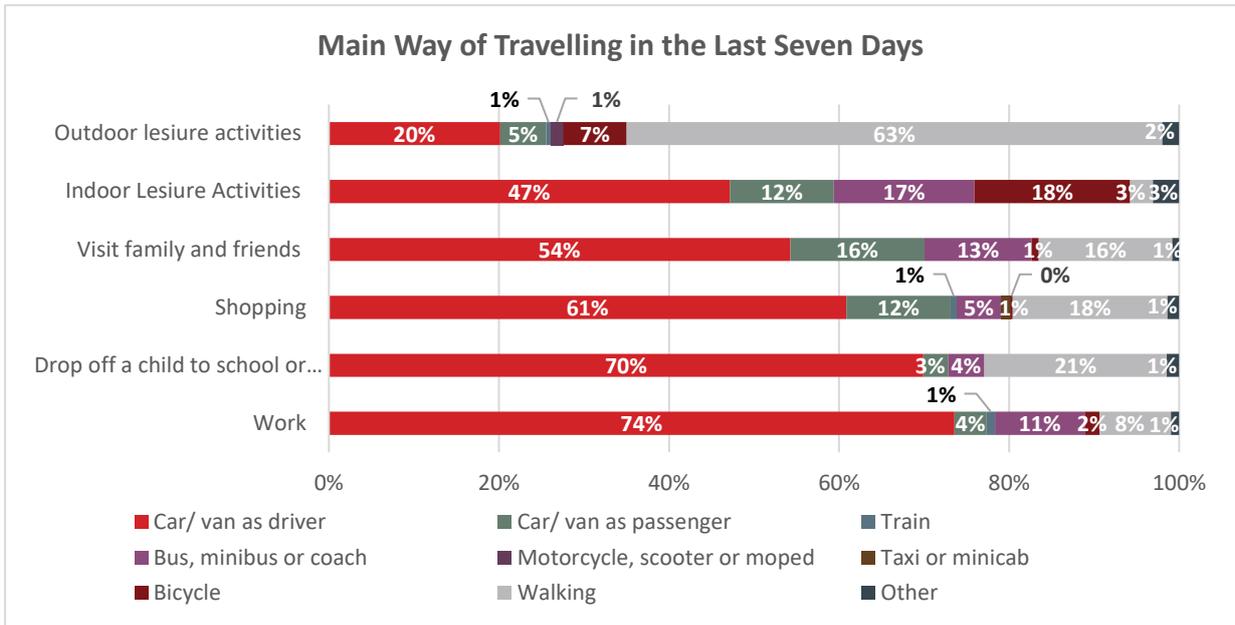


2.2 Ways of Travelling

2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types in the last seven days, with the exception of journeys for outdoor leisure activities, where the majority of journeys were made by walking (63%), compared to the car (26%).

2.2.2 Walking was the main way of travelling for around a fifth of respondents who dropped off their child to school or nursery (21%); and shopping (18%). Around a sixth visited their friends and family by walking (16%).

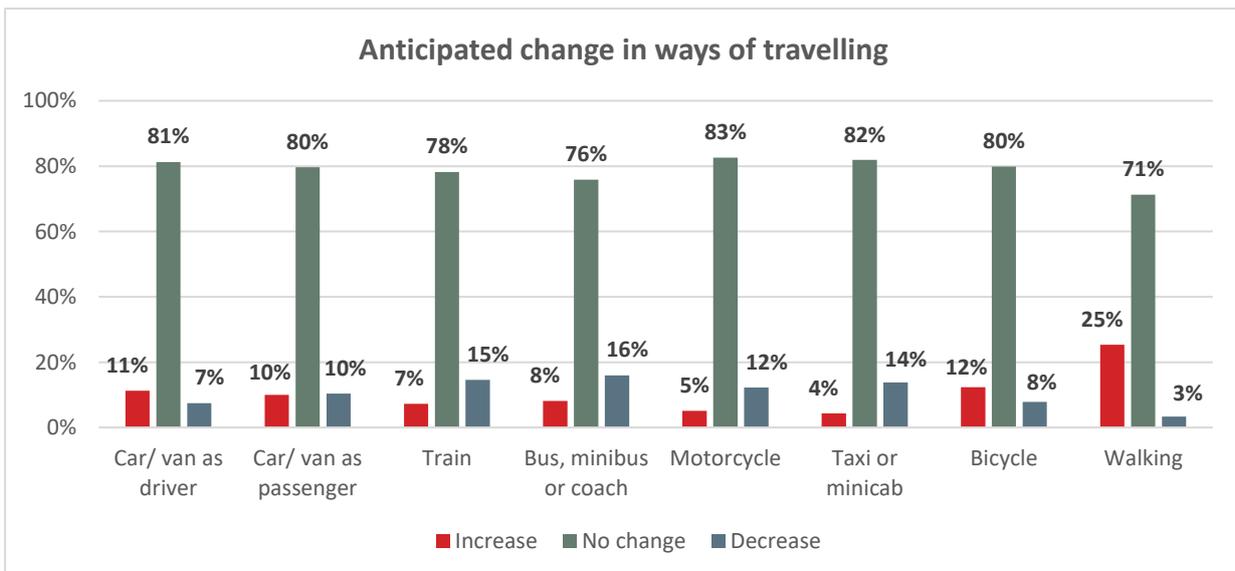
2.2.3 Few respondents travelled by bicycle for any of the specified journey purposes (between 1% and 7%), with the exception of journeys undertaken for indoor leisure activities where 18% of those who travelled to indoor leisure activities (9%) had cycled.



2.2.4 The majority of respondents did not think they would change how much they use different ways of travelling in the next month or so. The largest anticipated change was an increase in walking over the next month or so (25%).

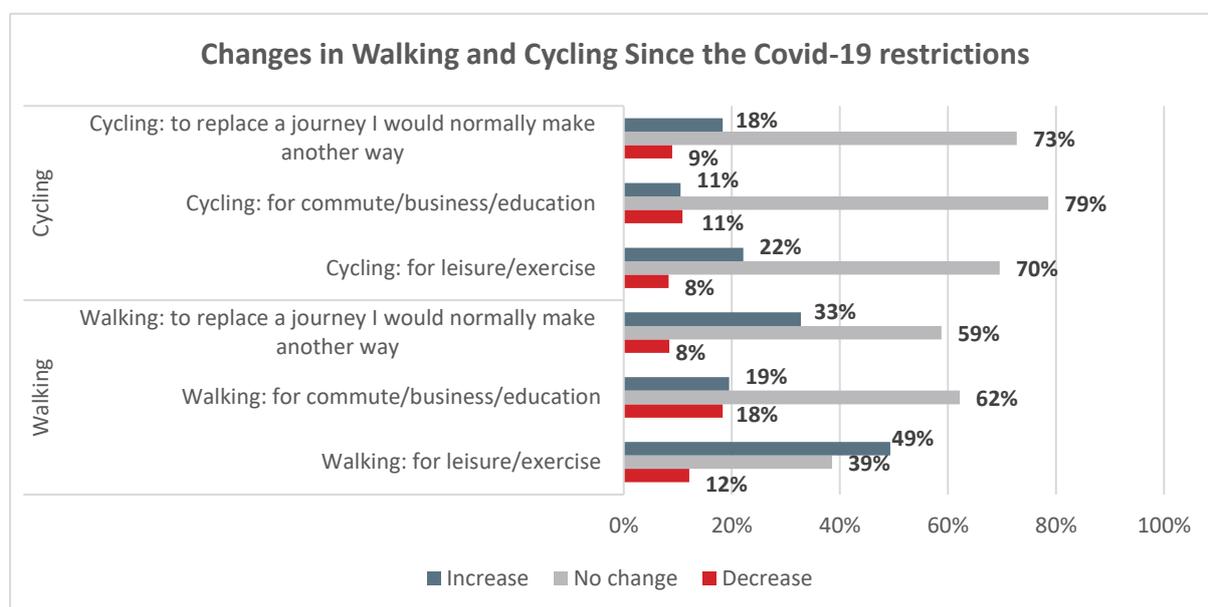
2.2.5 Respondents from cities, large town centers or suburbs were more likely to have anticipated traveling by bus, minibus or coach in the next month or so compared to those from small towns, villages or rural areas (12% vs 3%).

2.2.6 Around a sixth anticipated a decrease in how much they would travel by bus, minibus or coach (16%); train (15%); and taxi or minicab (14%).



2.3 Walking and Cycling Behaviour

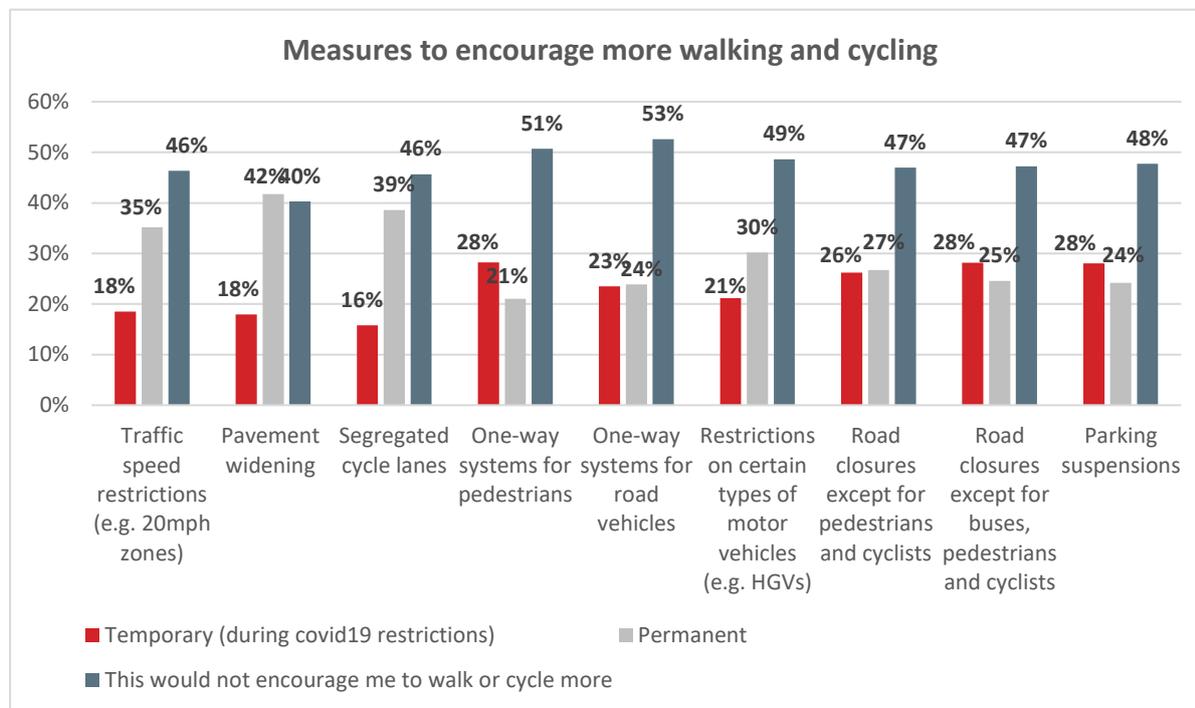
- 2.3.1 Of respondents who walked and cycled for leisure/exercise before Covid-19 restrictions, over two fifths (49%) reported an increase in the average amount of time they spent walking per week since Covid-19 restrictions were introduced, and around a fifth (22%) reported an increase in the amount of time they spent cycling for this reason.
- 2.3.2 Over a quarter of respondents (33%) 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%) and cycling (96%) 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, half (50%) suggested that the introduction of the Spaces for People Measures had an impact on their reported 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, over 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 (60%); segregated cycle lanes (54%); and traffic speed restrictions (e.g. 20mph zones) (54%) would encourage them to walk or cycle more.

2.4.4 Of those who reported that the measures would encourage them to walk or cycle more, for the majority of the measures, more suggested that they would prefer the measures in place on a permanent basis rather than on a temporary basis.



3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

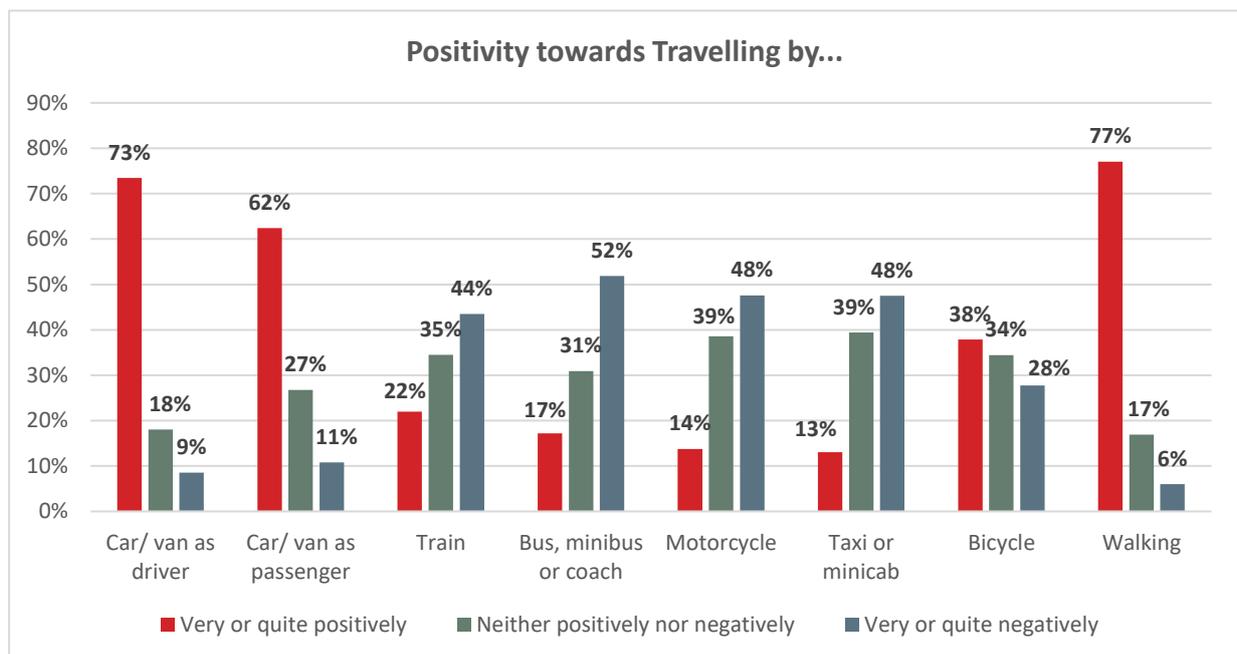
3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Just under three quarters (73%) felt positively towards travelling by car or van as a driver, and over half (62%) felt this way towards travelling by car or van as a passenger.

3.1.2 Over three quarters (77%) felt positively towards travelling by walking, while around two fifths of respondents (38%) felt positively towards cycling. Respondents from cities, large town centers or suburbs were more likely to have reported feeling positively towards travelling by bicycle compared to those from small towns, villages or rural areas (43% vs 31%).

3.1.3 More than twice as many respondents felt negatively towards travelling by public and shared transport, than felt positively. Specifically, around half of respondents felt negatively towards travelling by bus, minibus or coach (52 vs 17%), taxi or minicab (48% vs 13%), and train (44% vs 22%).

3.1.4 These findings are broadly similar with previous waves, with fewer respondents feeling negatively toward travelling by train, compared to Wave 7 (44% vs 51%).



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 (56%);
- Concerns over ability to maintain social distancing (44%);
- Cost/ too expensive (39%);
- Concerns that social distancing may not be in place (38%); and

- Travelling by car is easier/more convenient (33%).

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

- Concern over catching coronavirus/other illness (49%);
- Travelling by car is easier / more convenient (44%);
- Concerns over ability to maintain social distancing (39%);
- Concerns that social distancing may not be in place (35%); and
- Behaviour of other passengers (35%).

3.2.3 Around eight in ten respondents reported feeling strongly or somewhat concerned about people spreading or contracting the virus whilst using the bus (80%) and just under three quarters felt this way about the train (74%). This is similar to Wave 7.

3.2.4 Conversely, around a fifth of respondents suggested they were concerned about the spreading of the virus while walking (20%) and cycling (17%).

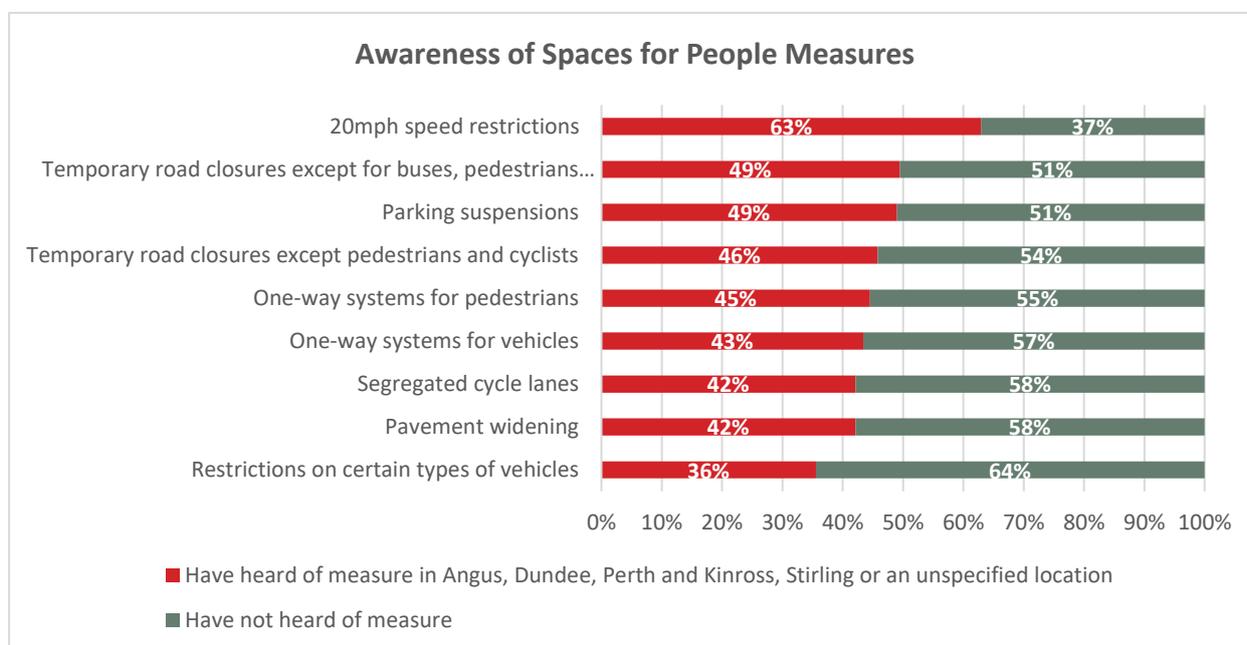
4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

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 (36%).

4.1.3 Levels of awareness are broadly similar to Wave 7, although certain measures had somewhat lower levels of awareness.



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 Measures in Dundee had the highest level of awareness of the four specified locations, with 19% aware of 20mph speed restrictions; 14% aware of parking suspensions; and 12% aware of temporary road closures except for pedestrians and cyclists.

4.1.6 Measures in Perth and Kinross and Angus had similar levels of awareness of the measures, including 20mph speed restrictions (13% and 14%); parking suspensions (5% and 7%); and one-way systems for pedestrians (7% and 5%).

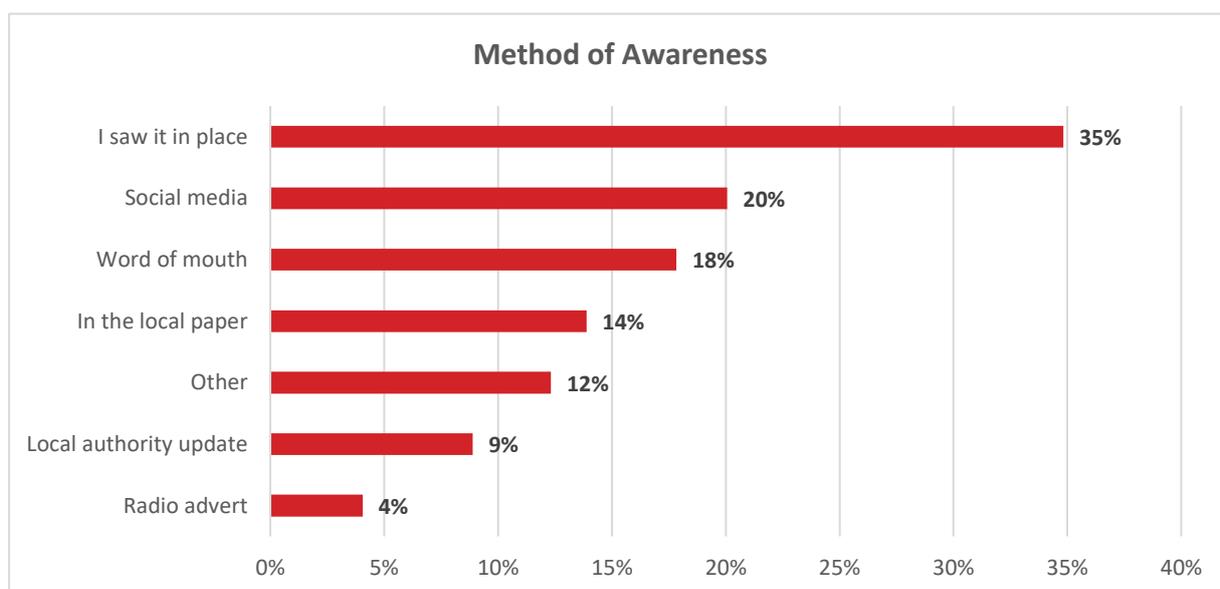
4.1.7 Measures in Stirling has the lowest level of awareness, with no more than 7% aware of any of the measures.

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 (35%) and around a fifth were made aware of the measures by social media (20%) and word of mouth (18%).

4.2.2 Fewer were made aware by local paper (14%); local authority updates (9%); and radio adverts (4%).

4.2.3 Method of awareness is similar to Wave 7.

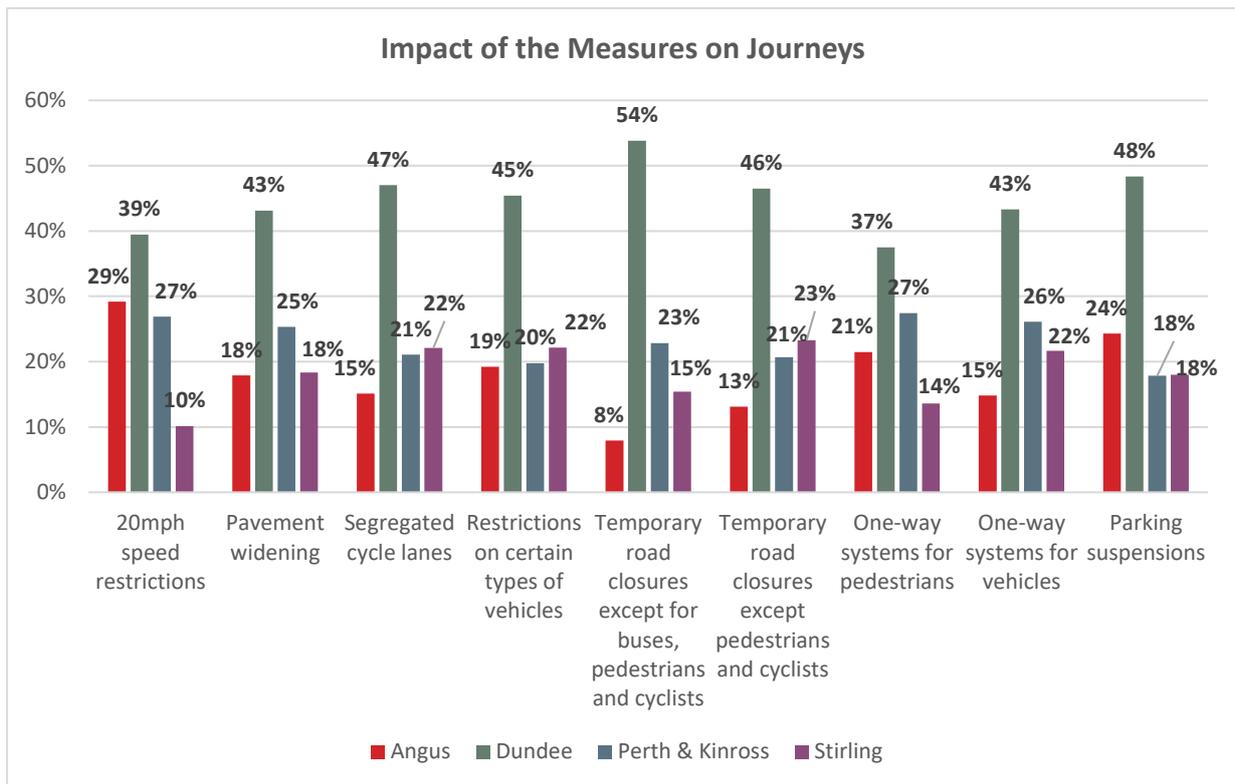


4.3 Impact of Measures on Journeys

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, with at least 37% reporting they were impacted by each of the measures. Over half (54%) were impacted by temporary road closures except for buses, pedestrians and cyclists, and over four in ten were impacted by parking suspensions (48%); segregated cycle lanes (47%); and temporary road closures except pedestrians and cyclists (46%).

4.3.3 Three in ten (29%) were impacted by 20mph speed restrictions in Angus; over a quarter (27%) were impacted by one-way systems for pedestrians in Perth and Kinross; and just under a quarter (23%) were impacted by temporary road closures except pedestrians and cyclists in Stirling.



5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

5.1 Positivity and Negativity towards Different Measures

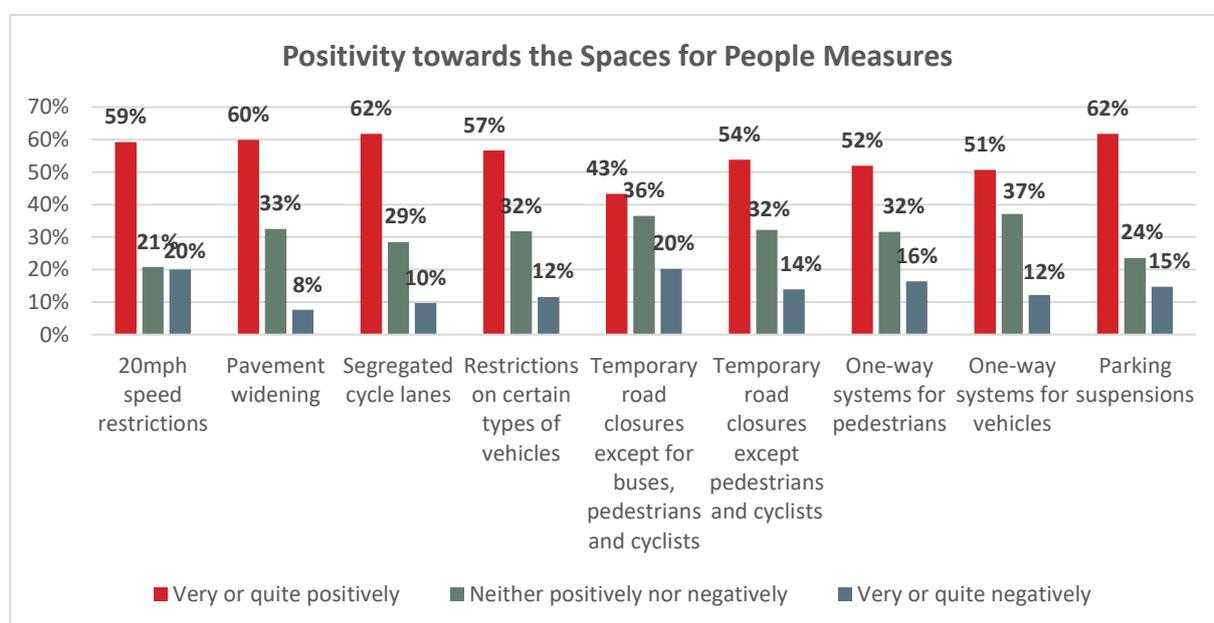
5.1.1 Of those who reported being aware of the measures in any location, at least twice as many respondents felt positively towards each of the measures than felt negatively, and for most measures three times as many people felt positively than felt negatively. At least a fifth felt neutrally towards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

5.1.2 Segregated cycle lanes and parking suspensions were the most positively rated measure, with over six in ten (62%) reporting that they felt this way, closely followed by pavement widening (60%).

5.1.3 Over half of respondents felt positively towards: 20mph speed restrictions (59%); restrictions on certain types of vehicles (57%); temporary road closures except pedestrians and cyclists (54%); one-way systems for pedestrians (52%); and one-way systems for vehicles (51%).

5.1.4 Respondents from cities, large town centers or suburbs were more likely to have reported feeling positively towards certain measures compared to those from small towns, villages or rural areas. These measures were temporary road closures except for buses, pedestrians and cyclists (51% vs 31%) and one-way systems for vehicles (59% vs 37%).

5.1.5 Generally, a higher proportion of respondents reported feeling positively towards the measures compared to Wave 7.



5.1.6 All respondents were also asked how they felt towards implementing more of each type of the Spaces for People measures, and between third and a half felt positively for each measure (between 38% and 54%), while in general a smaller percentage felt neutrally (between 28% and 43%). Less than a quarter reported feeling negatively (11%-23%).

5.1.7 Measures for which there was most positivity towards further introduction were: pavement widening (54%); 20mph speed restrictions (52%); and segregated cycle lanes (50%).

5.1.8 Measures for which there was most negativity towards further introduction were: temporary road closures except for buses, pedestrians and cyclists (23%); temporary road closures except pedestrians and cyclists (22%); and one-way systems for pedestrians (22%).

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 (or 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 (51%); improves air quality (26%); and I feel safer cycling (24%).

5.2.3 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (78%); it does not make me feel safer walking (20%); and increased traffic on roads (10%).

Pavement widening

5.2.5 Reasons most frequently cited for feeling positively towards pavement widening included: I feel safer walking (64%); it makes it easier to maintain social distancing when walking (38%); and encourages walking (38%).

5.2.6 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (69%); it does not make me feel safer walking (41%); and unable to park to access shops (30%).

Segregated cycle lanes

5.2.8 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (45%); encourages cycling (36%); and it makes it easier to maintain social distancing when cycling (24%).

5.2.9 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (44%); it does not make me feel safer cycling (27%); and it does not make me feel safer walking (23%).

Restrictions on certain types of vehicles

5.2.11 Reasons most frequently cited for feeling positively towards restrictions on certain types of vehicles included: improves air quality (44%); I feel safer walking (38%); it means there is less traffic on the roads (35%).

- 5.2.12 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (36%); traffic moving too slowly (29%); it does not make me feel safer walking (27%).
- 5.2.13 **Temporary road closures except for buses, pedestrians and cyclists**
- 5.2.14 Reasons most frequently cited for feeling positively towards temporary road closures except for buses, pedestrians and cyclists included: I feel safer walking (42%); I feel safer cycling (35%); encourages walking (27%).
- 5.2.15 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicle (38%); unable to park to access shops (31%); and increased traffic on roads (27%).
- 5.2.16 **Temporary road closures except pedestrians and cyclists**
- 5.2.17 Reasons most frequently cited for feeling positively towards temporary road closures except pedestrians and cyclists included: I feel safer walking (47%); improves air quality (38%); and encourages walking (31%).
- 5.2.18 Reasons most frequently cited for feeling negatively included: unable to park to access shops (38%); reduced road space for cars/motor vehicles (34%); and increased traffic on roads (25%).
- 5.2.19 **One-way systems for pedestrians**
- 5.2.20 Reasons most frequently cited for feeling positively towards one-way systems for pedestrians included: I feel safer walking (52%); it makes it easier to maintain social distancing when walking (51%); and encourages walking (17%).
- 5.2.21 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (46%); one-way systems are confusing (42%); and reduced road space for cars/motor vehicles (10%).
- 5.2.22 **One-way systems for vehicles**
- 5.2.23 Reasons most frequently cited for feeling positively towards one-way systems for vehicles included: I feel safer walking (39%); it means there is less traffic on the roads (26%); and I feel safer cycling (22%).
- 5.2.24 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (55%); traffic moving too slowly (34%); and unable to park to access shops (30%).
- 5.2.25 **Parking suspensions**
- 5.2.26 Reasons most frequently cited for feeling positively towards parking suspensions included: it means there is less traffic on the roads (31%); I feel safer walking (18%); and improves air quality (15%).
- 5.2.27 Reasons most frequently cited for feeling negatively included: unable to park to access shops (70%); reduced road space for cars/motor vehicles (29%); and increased traffic on roads (19%).

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

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The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are thick and closely spaced, with a slightly irregular, hand-drawn appearance. The 'S' and 'Y' are particularly prominent.