

SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 10 REPORT (SURVEY UNDERTAKEN BETWEEN 5TH APRIL AND 14TH APRIL 2021)



tactran



SYSTRA



SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 10 REPORT (SURVEY UNDERTAKEN BETWEEN 5TH APRIL AND 14TH APRIL 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 April 2021).

1.2 This Report

1.2.1 This report covers the main findings found in Wave 10 of 10 Waves. The data was collected between 5th April and 14th April 2021.

1.2.2 A total of 300 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 (31%), Angus (24%), Perth and Kinross (28%), and Stirling (17%).

1.2.3 During the Wave 10 survey period, mainland Scotland was at a Level 4 protection level, and Covid-19 guidelines included¹:

- Individuals were told to stay local in their own council area (except for essential reasons like going to work or visiting an extended household);
- Individuals could meet in groups of up to 4 people from two households outdoor;
- Individuals could go into someone else's home for certain reasons such as to carry out essential work, to join their extended household or to care for a vulnerable person;
- Individuals could provide informal childcare, for example to look after a grandchild, but only where essential;
- Tradespeople could carry out only essential work and repairs in homes;
- Individuals were told to work from home wherever practicable.

1.2.4 Places and businesses which could open in Level 4 included:

- Non-mobile hairdressers and barbers by appointment only (from 5 April);
- Essential shops and stores;
- Places of worship.

1.2.5 Places and businesses which had to stay closed in Level 4 included:

- Hospitality venues like cafes, pubs and restaurants (except for delivery and takeaway);
- Close contact services (except for non-mobile hairdressers and barbers);
- Gyms and swimming pools;

¹Source: <https://www.gov.scot/publications/coronavirus-covid-19-protection-levels/pages/protection-level-4/>

- Non-essential shops and stores (click and collect allowed);
- Libraries (except for pre-booked computer access and click and collect);
- Holiday accommodation (except for essential customers);
- All indoor visitor attractions (outdoor areas can remain open).

2. JOURNEYS IN THE LAST SEVEN DAYS

2.1 Journey Types

2.1.1 All (100%) respondents made at least one type of journey in the last seven days.

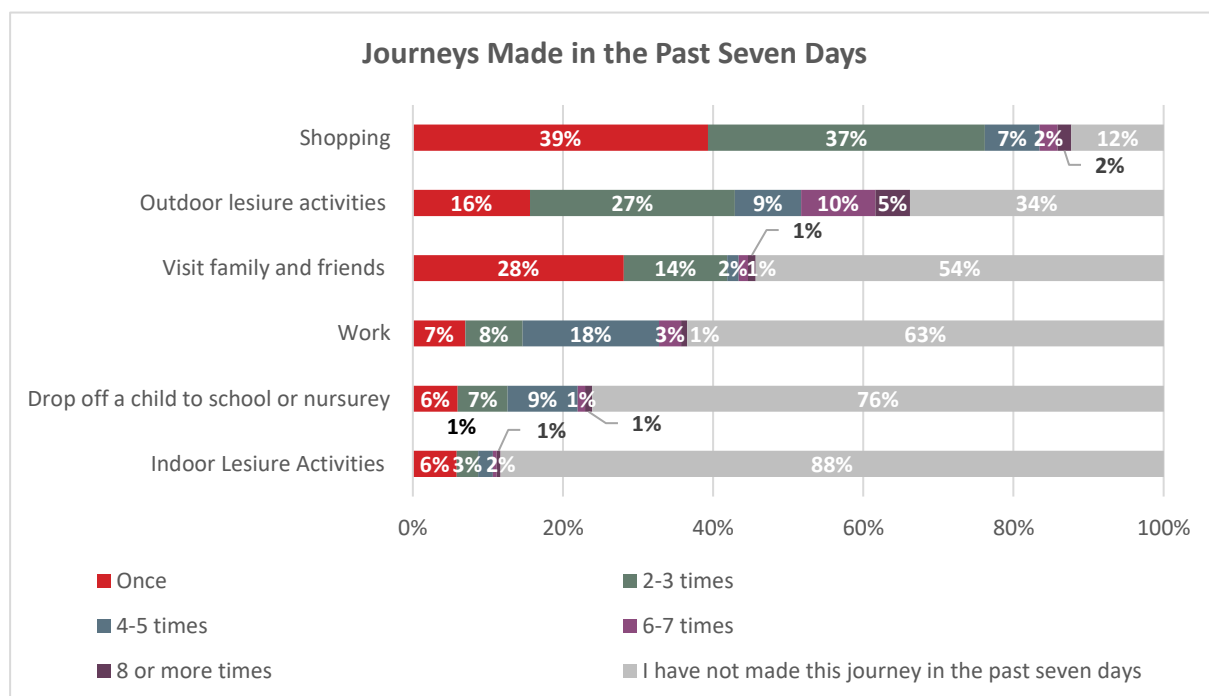
2.1.2 Within this time, the most frequently made trip was for shopping, with just under nine in ten respondents (88%) making this trip at least once, and just over three quarters (76%) making it between one and three times. Respondents from cities, large town centres or suburbs were more likely to have made a shopping trip at least once in the last seven days, compared to those from small towns, villages or rural areas (94% vs 80%).

2.1.3 Two thirds of respondents (66%) took part in outdoor leisure activities in the last seven days and just under half (46%) travelled to visit family and friends, an increase from Wave 9 (42%) and Wave 8 (35%).

2.1.4 Over a third of respondents (37%) 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 (43% vs 28%).

2.1.5 Just under a quarter (24%) had dropped off a child at school or nursery, and just over a tenth (12%) 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 9.

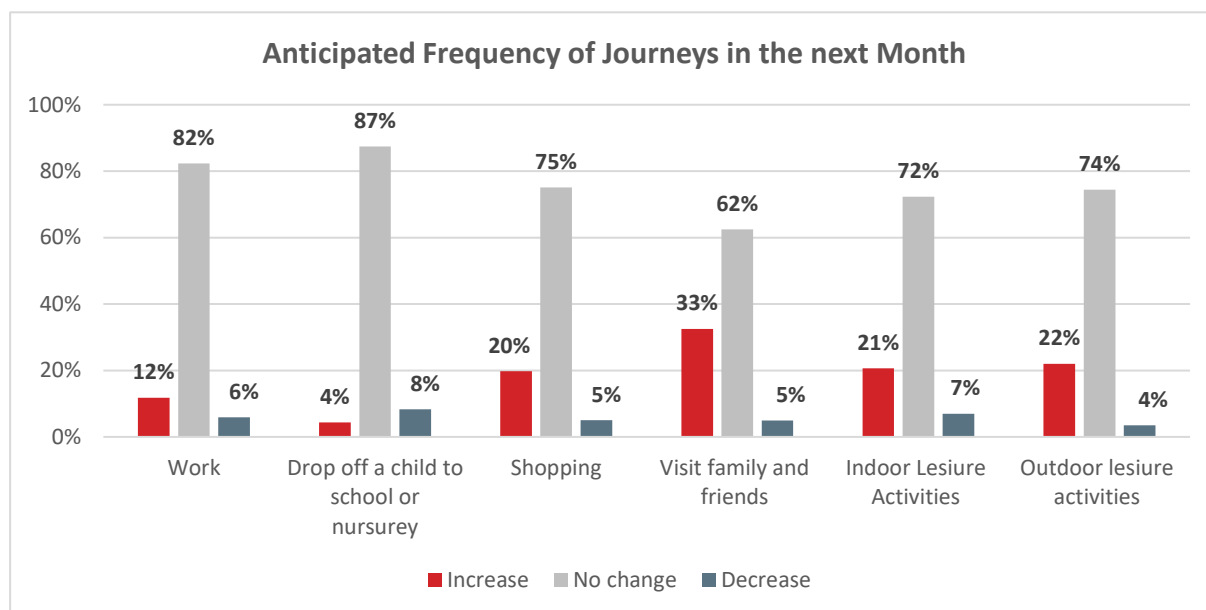


2.1.7 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- One and half times as many average journeys to work;
- Almost twice as many average visits to family and friends; and
- Over five 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 third anticipated an increase in visits to family and friends (33%) and around a fifth anticipated an increase in outdoor leisure activities (22%) and indoor leisure activities (21%).

2.1.9 Few (less than 10%) anticipated a decrease in journeys made in the next month or so.

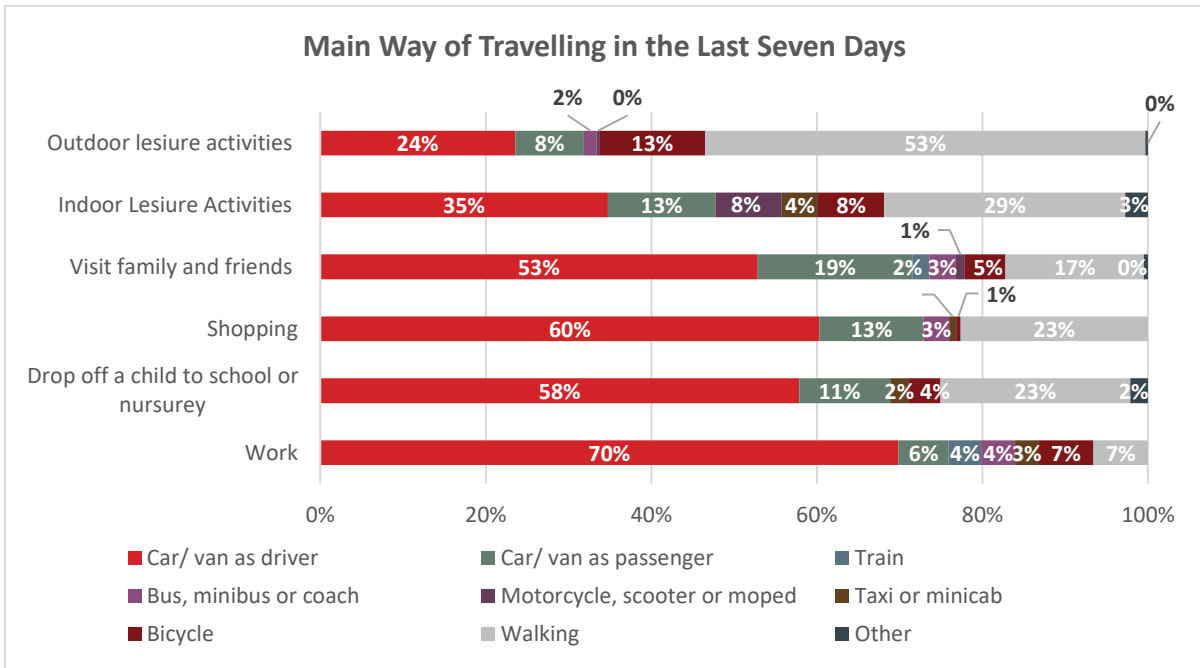


2.2 Ways of Travelling

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 (53%), compared to the car (32%).

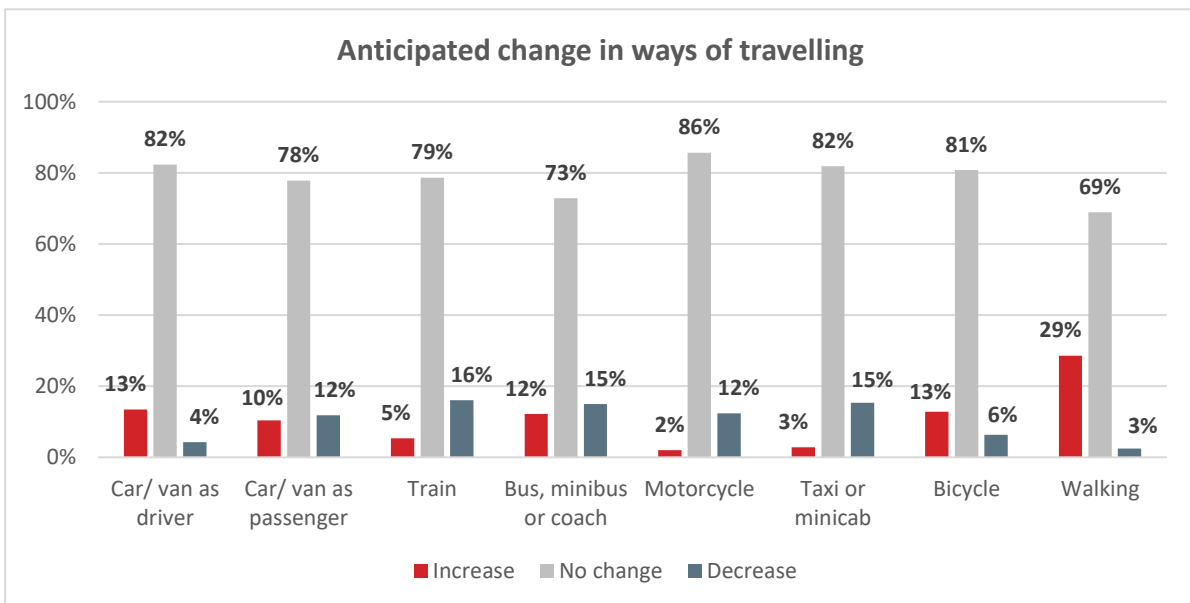
2.2.2 Walking was the main way of travelling for around one in four respondents who went to indoor leisure activities (29%); to drop off a child to school or nursery (23%); and shopping (23%).

2.2.3 Few respondents travelled by bicycle for any of the specified journey purposes (less than 14%).



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 anticipated increase in walking over the next month or so (29%).

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



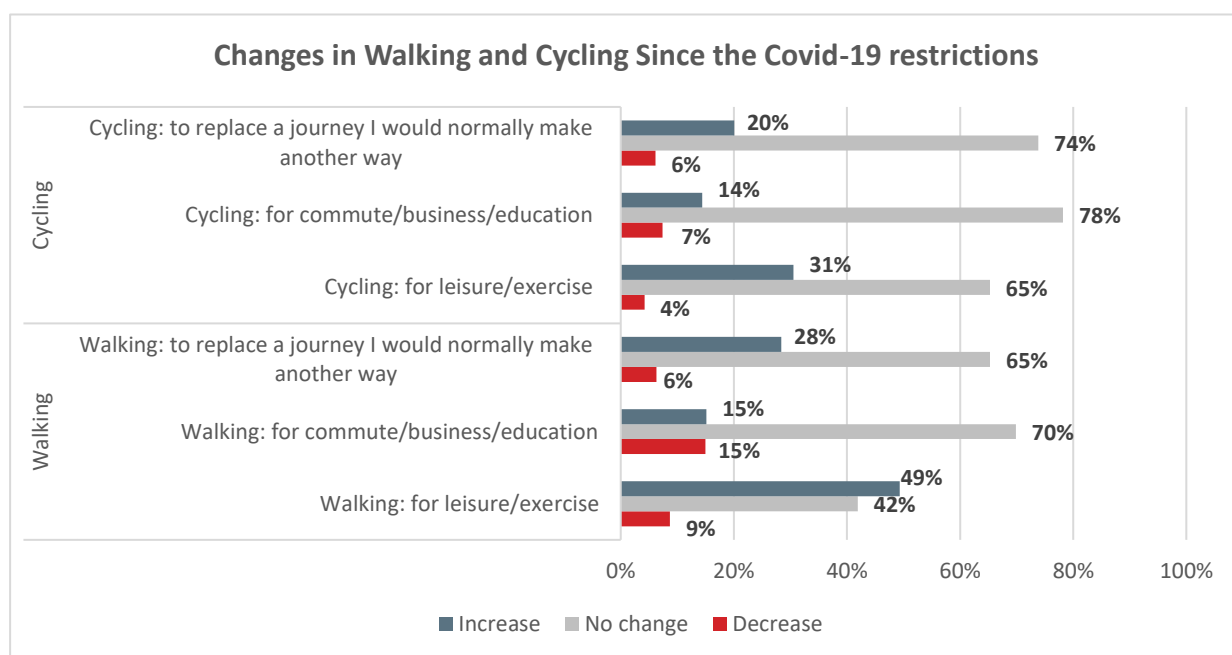
2.3 Walking and Cycling Behaviour

2.3.1 Of respondents who walked and cycled for leisure/exercise before Covid-19 restrictions, just under half (49%) reported an increase in the average amount of time they spent

walking per week since Covid-19 restrictions were introduced, and around three in ten (31%) reported an increase in the amount of time they spent cycling for this reason.

2.3.2 Over a quarter of respondents (28%) reported an increase in walking to replace a journey normally made another way, and a fifth (20%) 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 (89%) and cycling (80%) for leisure/exercise purposes after Covid-19 restrictions are lifted.



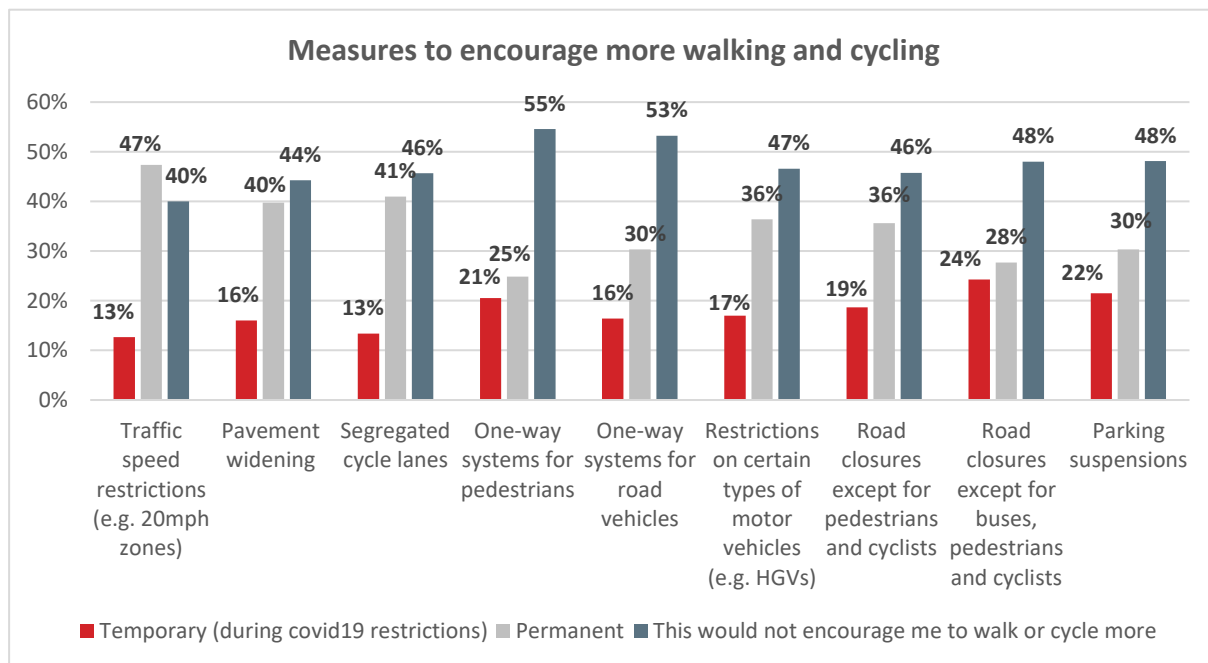
2.4 Changes in Current Walking and Cycling Behaviour

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, over six in ten (63%) 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, 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, six in ten (60%) suggested traffic speed restrictions (e.g. 20mph zones), while over half suggested pavement widening (56%); segregated cycle lanes (54%); and road closures except for pedestrians and cyclists (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

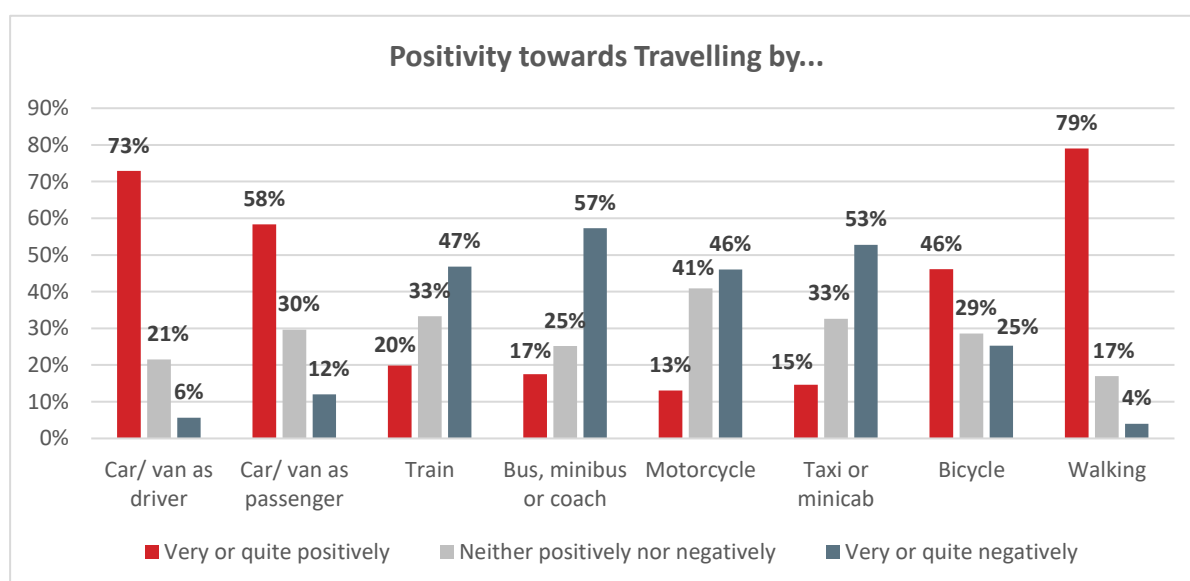
3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Just under three quarters (73%) felt positively towards travelling by car or van as a driver, and just under six in ten (58%) felt this way towards travelling by car or van as a passenger.

3.1.2 Just under eight in ten (79%) felt positively towards travelling by walking, while just under half of respondents (46%) felt positively towards cycling.

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 (57 vs 17%), taxi or minicab (53% vs 15%), and train (47% vs 20%). Respondents from Angus were more likely to feel positively towards travelling by bus (31%), compared to those from Dundee (15%); Perth and Kinross (13%); and Stirling (9%).

3.1.4 These findings are broadly similar with Wave 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 were:

- Concern over catching coronavirus/other illness (52%);
- Concerns that social distancing may not be in place (48%);
- Cost/ too expensive (40%);
- Concerns over ability to maintain social distancing (39%); and
- Behaviour of other passengers (38%).

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

- Concern over catching coronavirus/other illness (48%);
- Travelling by car is easier / more convenient (46%);
- Concerns that social distancing may not be in place (44%);
- Concerns over ability to maintain social distancing (41%); and
- Behaviour of other passengers (37%).

3.2.3 Just under eight in ten respondents reported feeling strongly or somewhat concerned about people spreading or contracting the virus whilst using the bus (77%) and seven in ten respondents felt this way about the train (70%).

3.2.4 Conversely, around a sixth of respondents suggested they were concerned about the spreading of the virus while walking (16%) and cycling (15%).

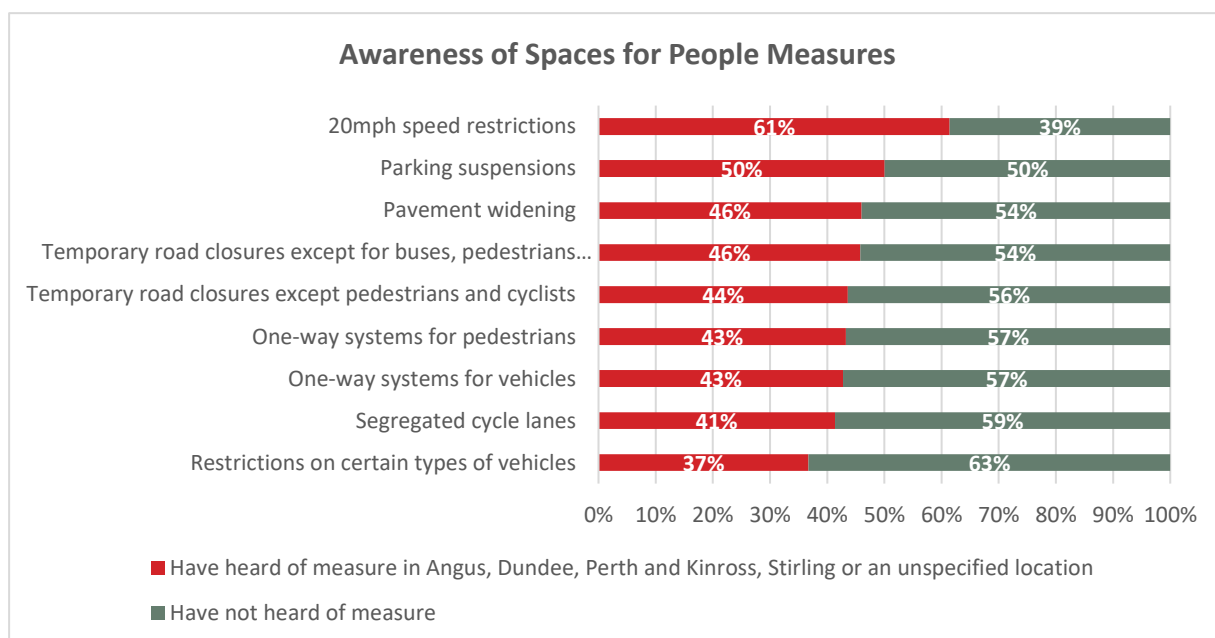
4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

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 (61%) 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 (37%).

4.1.3 Levels of awareness are similar to Wave 9.

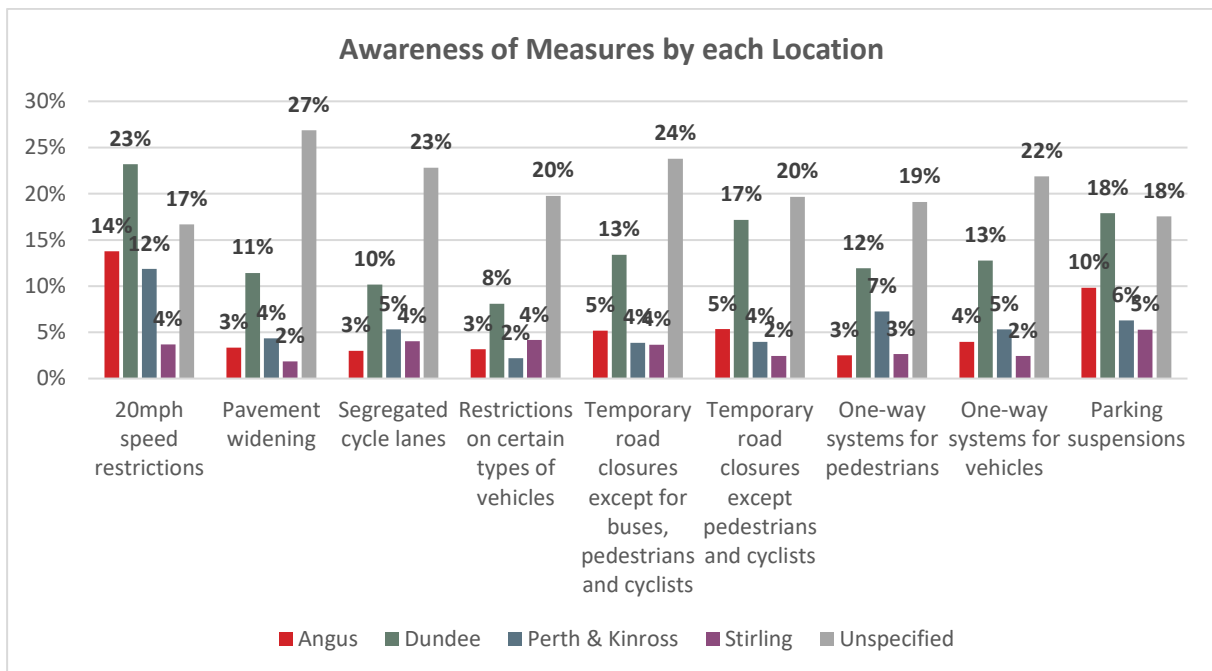


4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally the majority of respondents who did have awareness of the measures were unable to specify the location of them.

4.1.5 Measures in Dundee had the highest level of awareness of the four specified locations, with 23% aware of 20mph speed restrictions; 18% aware of parking suspensions; and 17% 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 (12% and 14%); and parking suspensions (6% and 10%).

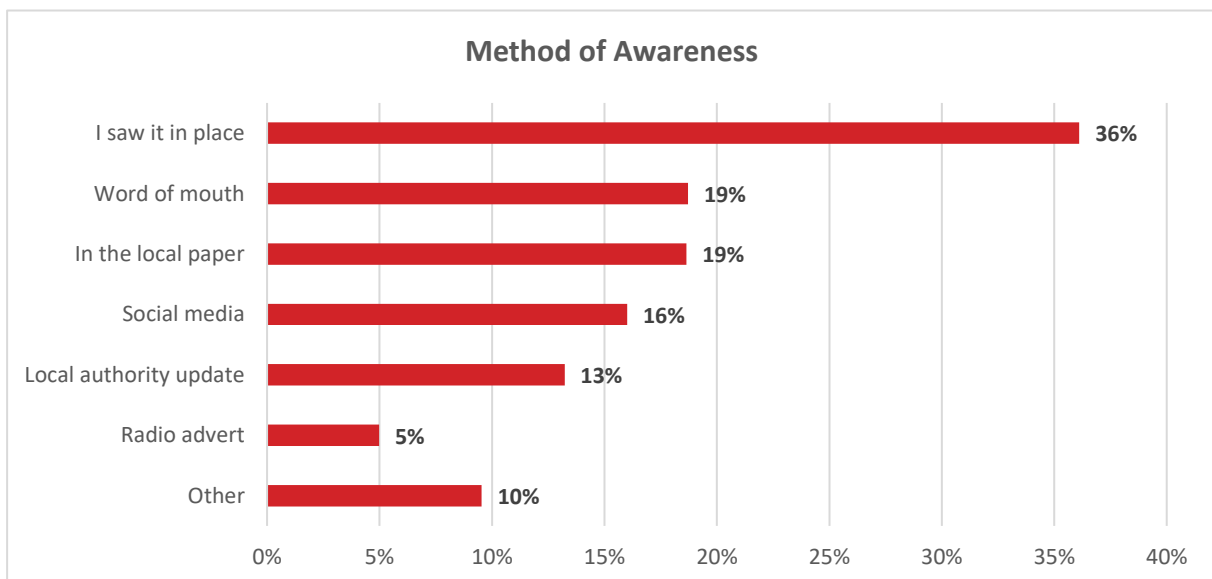
4.1.7 Measures in Stirling has the lowest level of awareness, with no more than 6% aware of any of the measures in this location.



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 (36%) and around a fifth were made aware of the measures by word of mouth (19%) and in the local paper (19%). Around a sixth were made aware via and social media (16%) and local authority update (13%). Fewer were made aware through radio adverts (5%).

4.2.2 Method of awareness is similar to previous waves.

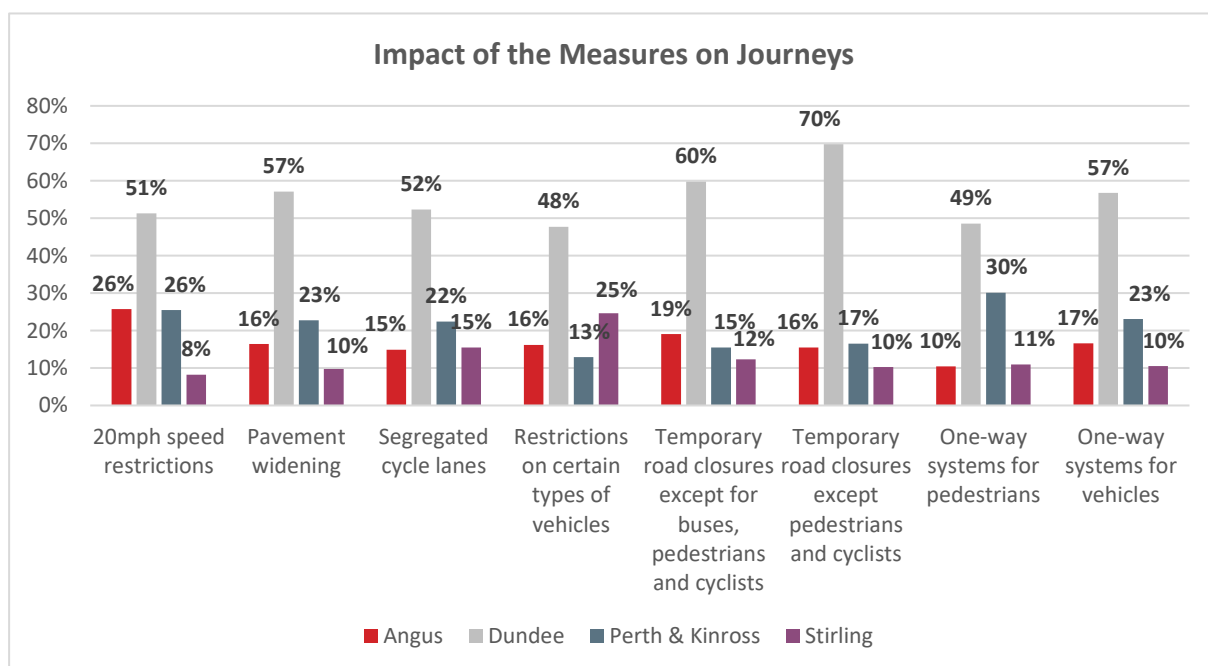


4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who had heard of a measure in at least one of the four locations (58%), 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 48% reporting they were impacted by each of the measures. Seven in ten (70%) were impacted by temporary road closures except pedestrians and cyclists, while over half are impacted by temporary road closures except for buses, pedestrians and cyclists (60%); pavement widening (57%); one-way systems for vehicles (57%).

4.3.3 Over a third (30%) were impacted by one-way systems for pedestrians in Perth and Kinross; over a quarter (26%) were impacted by parking suspensions in Angus; and quarter (25%) were impacted by restrictions on certain types of vehicles in Stirling.



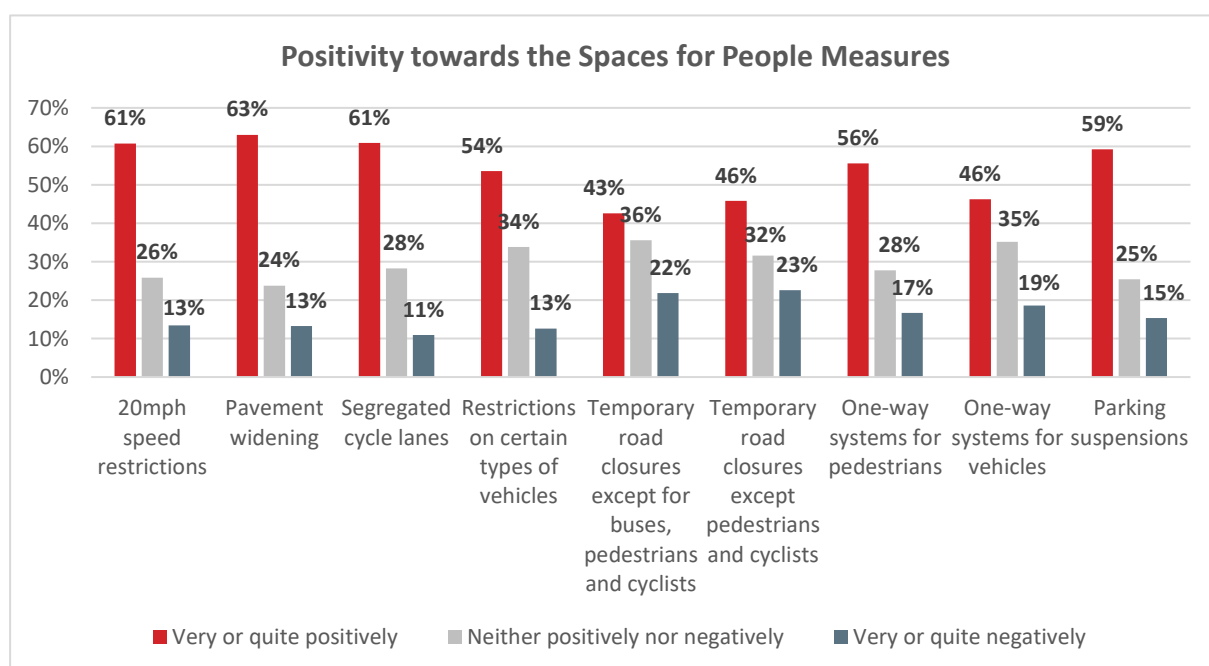
5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

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 quarter felt neutrally towards the measures.

5.1.2 Pavement widening was the most positively rated measure, with six in ten (63%) reporting that they felt this way, followed by segregated cycle lanes (61%); 20mph speed restrictions (61%); and parking suspensions (59%).

5.1.3 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. Measures including: pavement widening (69% vs 54%); segregated cycle lanes (65% vs 52%); temporary road closures except pedestrians and cyclists (48% vs 40%).

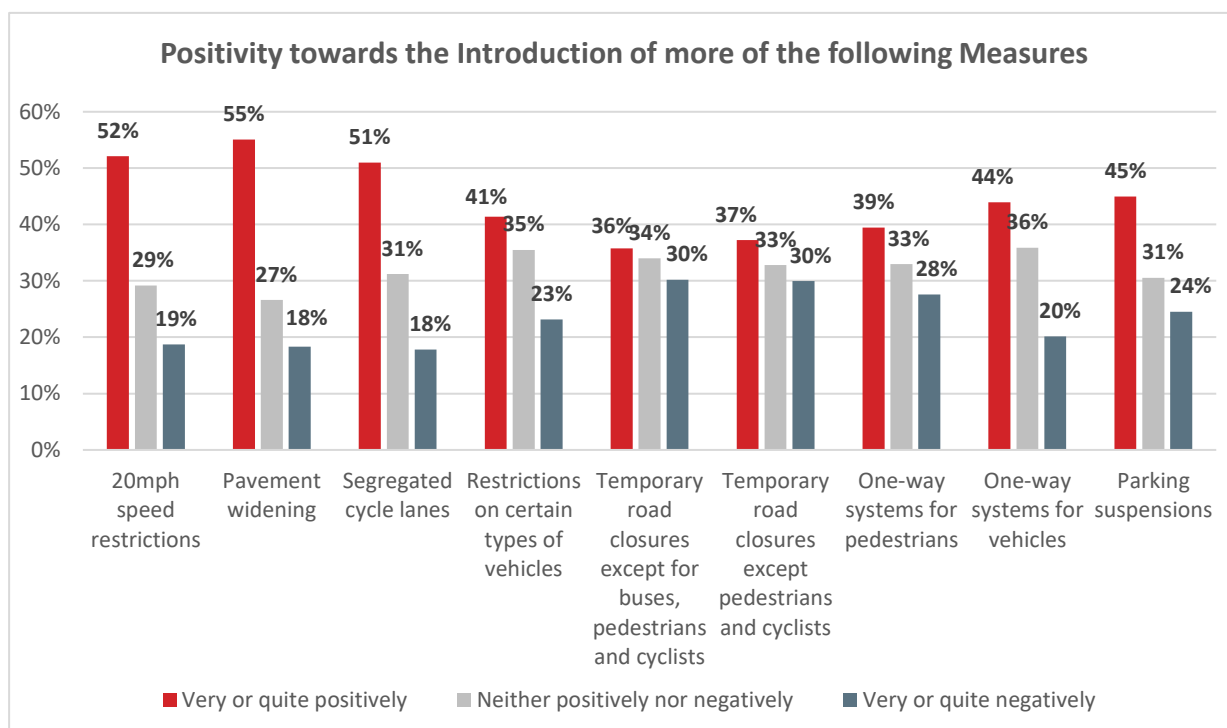


5.1.4 All respondents were also asked how they felt towards implementing more of each type of the Spaces for People measures, and between a third and over a half felt positively for each measure (between 36% and 55%), while in general a smaller percentage felt neutrally (between 27% and 36%). Less than a third reported feeling negatively (18%-30%).

5.1.5 Measures for which there was most positivity towards further introduction were: pavement widening (55%); 20mph speed restrictions (52%); and segregated cycle lanes (51%);

5.1.6 Measures for which there was the highest levels of negativity towards further introduction were: temporary road closures except for buses, pedestrians and cyclists

(30%); temporary road closures except pedestrians and cyclists (30%); and one-way systems for pedestrians (28%).



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%); I feel safer cycling (35%); and improves air quality (20%).

5.2.3 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (61%); it does not make me feel safer walking (16%); and reduced road space for cars/motor vehicles (16%).

Pavement widening

5.2.4 Reasons most frequently cited for feeling positively towards pavement widening included:

5.2.5 I feel safer walking (57%); it makes it easier to maintain social distancing when walking (49%); encourages walking (41%).

5.2.6 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (62%); it does not make me feel safer walking (35%); and unable to park to access shops (24%).

Segregated cycle lanes

- 5.2.7 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (55%); encourages cycling (43%); and it makes it easier to maintain social distancing when cycling (22%).
- 5.2.8 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (38%); it does not make me feel safer walking (34%); and it does not make me feel safer cycling (32%).

Restrictions on certain types of vehicles

- 5.2.9 Reasons most frequently cited for feeling positively towards restrictions on certain types of vehicles included: improves air quality (46%); it means there is less traffic on the roads (44%); and I feel safer walking (27%).
- 5.2.10 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (34%); reduced road space for cars/motor vehicles (27%); and unable to park to access shops (26%).

Temporary road closures except for buses, pedestrians and cyclists

- 5.2.11 Reasons most frequently cited for feeling positively towards temporary road closures except for buses, pedestrians and cyclists included: improves air quality (37%); I feel safer cycling (30%); and I feel safer walking (26%).
- 5.2.12 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (44%); unable to park to access shops (40%); and it does not make me feel safer walking (29%).

Temporary road closures except pedestrians and cyclists

- 5.2.13 Reasons most frequently cited for feeling positively towards temporary road closures except pedestrians and cyclists included: I feel safer cycling (41%); encourages walking (40%); and I feel safer walking (38%).
- 5.2.14 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (52%); unable to park to access shops (35%); and it does not make me feel safer walking (30%).

One-way systems for pedestrians

- 5.2.15 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 (50%); and encourages walking (18%).
- 5.2.16 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (40%); it does not make me feel safer walking (37%); and unable to park to access shops (16%).

One-way systems for vehicles

5.2.17 Reasons most frequently cited for feeling positively towards one-way systems for vehicles included: it means there is less traffic on the roads (36%); I feel safer walking (27%); and improves air quality (19%).

5.2.18 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (48%); unable to park to access shops (32%); and it does not make me feel safer walking (24%).

Parking suspensions

5.2.19 Reasons most frequently cited for feeling positively towards parking suspensions included: it means there is less traffic on the roads (28%); improves air quality (23%); and I feel safer walking (23%).

5.2.20 Reasons most frequently cited for feeling negatively included: unable to park to access shops (66%); reduced road space for cars/motor vehicles (25%); increased traffic on roads (20%).

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The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a modern, geometric feel. The 'S' and 'Y' are particularly prominent due to their size and the way they connect to the following letters.