# SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 1 REPORT (SURVEY UNDERTAKE BETWEEN 19TH AUGUST AND 31ST AUGUST 2020)


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# SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 1 REPORT (SURVEY UNDERTAKE BETWEEN 19TH AUGUST AND 31ST AUGUST 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 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 1 of 10 Waves. The data was collected between 19th August and 31st August 2020.

1.2.2 A total of 312 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.

1.2.3 Comparisons are made to Transport Scotland's COVID-19 Public Attitudes survey wave 7 data, collected between 19th and 25th August 2020[1].

1.2.4 The guidelines for COVID-19 in this survey period included[2]:

- 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;
- Remote working should remain the default position for those who can do so. Where that is not possible businesses and organisations are encouraged to manage travel demand through staggered start times and flexible working patterns;
- In Phase 3 you can meet people from up to 2 other households at a time indoors. You should stay at least 2 metres apart from people from other households at all times;
- Shopping: Non-essential shops in indoor shopping centres may re-open; Hairdressers and barbers can re-open, in line with guidance;
- Tourism: All holiday accommodation can reopen, in line with guidance.

[1] Source: https://www.transport.gov.scot/publication/covid-19-public-attitudes-survey-data-wave-7/
[2] Source: https://www.gov.scot/publications/coronavirus-covid-19-phase-3-staying-safe-and-protecting-others/

# 2. JOURNEYS IN THE LAST SEVEN DAYS

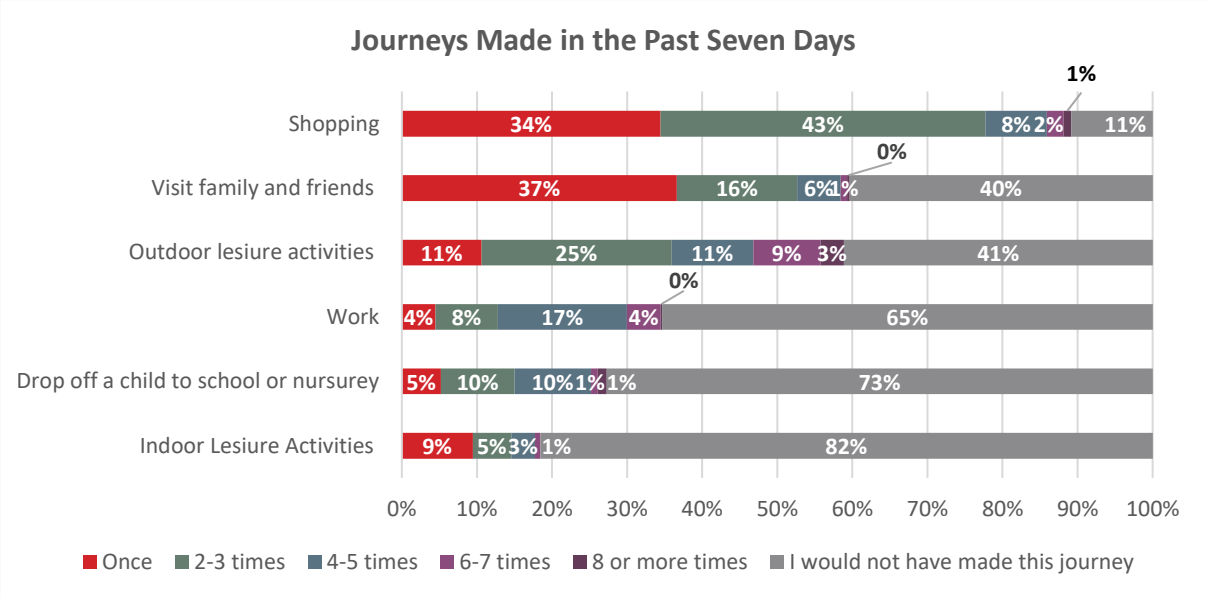
## 2.1 Journey Types

2.1.1 All but one respondent 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 nine out of ten (89%) respondents making this trip at least once, and around four fifths (78%) making this trip between one and three times.

2.1.2 Respondents in the Tactran region were more likely to have undertaken a trip for shopping, compared to the rest of the Scottish population. Only one in ten respondents (11%) in the Tactran region did not make this trip at all, compared to around four in ten (38%) in the Scottish population.

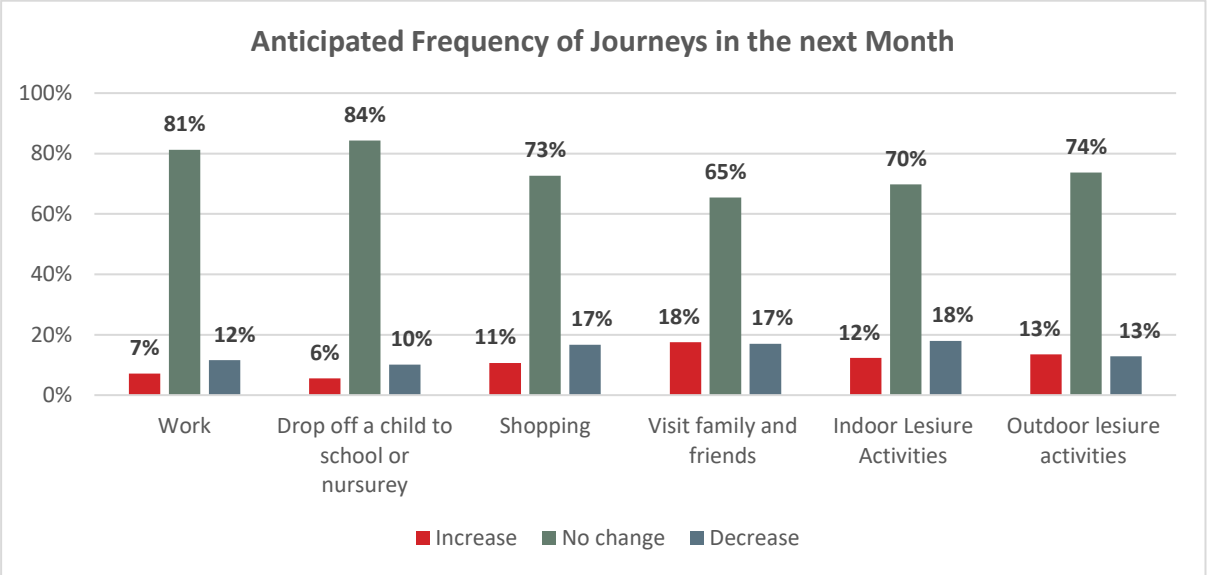
2.1.3 Around three fifths of respondents visited family and friends (60%) and travelled to outdoor leisure activities (59%), while around a third (35%) travelled to work. Respondents in city or large town centre/suburb areas were more likely to report travelling to work at least once in the last seven days compared those in small town, village or rural areas (40% and 28% respectively).

2.1.4 Over a quarter (27%) dropped off their child to school or nursery, while less than a fifth (18%) travelled to indoor leisure activities.




2.1.5 If COVID-19 restrictions were not in place, respondents reported that they would have made more journeys in the last seven days, 96% suggested that they would have made at least one shopping trip (compared to 89% with COVID-19 restrictions in place). Four fifths (81%) suggested that they would have visited their friends and family at least once if restrictions were not in place (compared 60%).

2.1.6 The majority of respondents reported that they did not think they would change how frequently they made these journeys in the next month or so. Similar proportions of respondents suggested an increase and a decrease.




## 2.2 Ways of Travelling

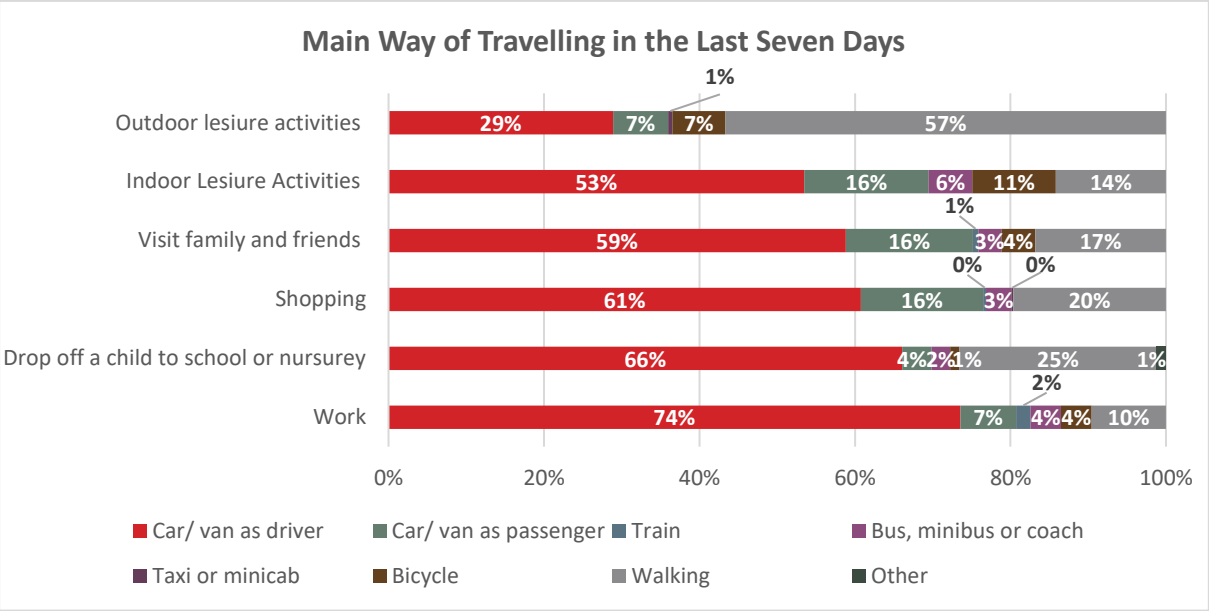
2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types, with the exception of journeys for outdoor leisure activities, where journeys were made by walking (57%) much more frequently than using the car (36%).

2.2.2 Walking was the main way of travelling for a quarter (25%) of respondents who undertook journeys to drop of their child to school or nursery, and for a fifth (20%) of respondents who went shopping. Cycling was the main mode of transport used to undertake journeys for less than 15% respondents.

2.2.3 Respondents from city or large town centres/suburbs were more likely to undertake shopping trips by walking cycling (24%) compared to those from small town, village or rural areas (13%).

2.2.4 Respondents in the Tactran region were slightly more likely to undertake their journeys to work by car or van (81%) compared to the Scottish population (76%).

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



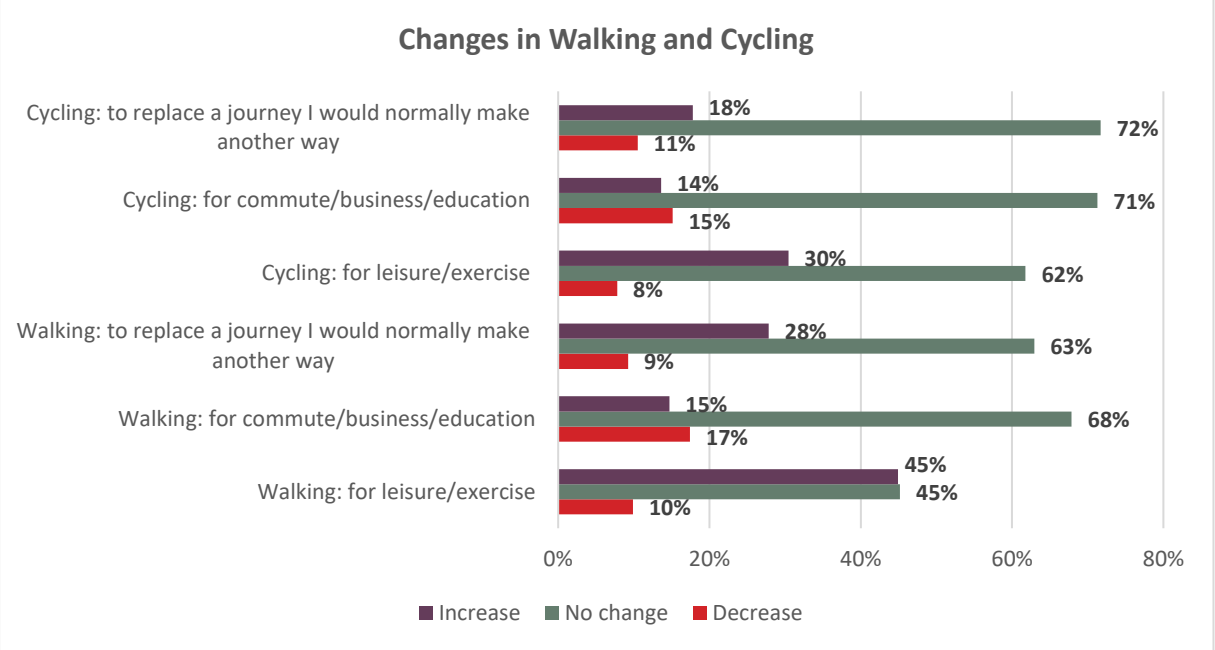

2.2.6 The majority of respondents did not think they would change how much they use different ways of travelling in the next month or so. Around a tenth of respondents anticipated that they would increase the amount they drive (10%) and cycle (9%), while a quarter (25%) of respondents anticipated increasing the amount they walk.

2.2.7 Notably however, around a fifth of respondents did anticipate a decrease in how much they use the train (22%); bus or minibus (22%); motorcycle (19%) or taxi or minicab (19%).

## 2.3 Walking and Cycling Behaviour

2.3.1 Almost half (45%) of respondents reported an increase in the amount of time they spend walking for leisure purposes since COVID-19 restrictions, and around a third (30%) reported an increase in cycling for the same purpose.

2.3.2 Interestingly, over a quarter (28%) 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.




## 2.1 Changes in Current Walking and Cycling Behaviour

2.1.1 Positively, almost nine in ten respondents reported they would continue their increased amount of walking (87%) and cycling (86%) for leisure purposes.

2.1.2 Around half (49%) of respondents suggested that the Spaces for People measures had an impact on their increased leisure walking. Around three fifths reported the measures had an impact on their increased leisure cycling (61%).

2.1.3 When respondents were asked if there was anything which would encourage them to walk and cycle more, the most commonly cited reasons were as follows:

- Pavement widening (44%);
- Segregated cycle lanes (32%);
- One-way systems for pedestrians (21%);
- Traffic speed restrictions (e.g. 20mph zones) (20%);
- Temporary road closures except for pedestrians and cyclists (17%).

2.1.4 Respondents in Dundee (52%) were more likely to suggest that pavement widening would encourage them to walk and cycle more, compared to Angus (45%); Perth and Kinross (34%); and Stirling (41%).

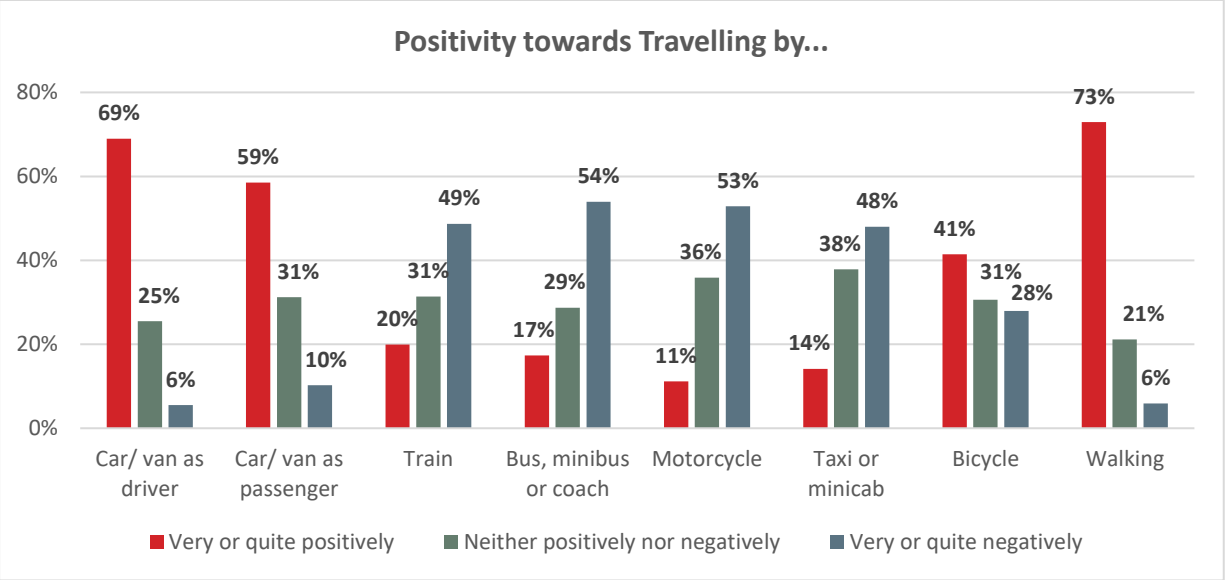
2.1.5 Respondents in Angus (36%) were more likely to suggest one-way systems for pedestrians would encourage them to walk and cycle compared to those in Dundee (19%); Perth and Kinross (17%) and Stirling (17%).

# 3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

## 3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Around two thirds of respondents felt positively towards travelling by car or van as a driver (69%) or passenger (59%). Almost three quarters (73%) felt positively towards walking, while two fifths (41%) felt positively towards travelling by bicycle.

3.1.2 Respondents generally felt negatively towards travelling by public and shared transport. Specifically, around half of respondents reported feeling negatively towards travelling by bus, minibus or coach (54%); train (49%); and taxi or minicab (48%).




## 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:

- Concerns over ability to maintain social distancing (50%);
- Concern over catching coronavirus/other illness (48%);
- Cost/ too expensive (48%);
- Concerns that social distancing may not be in place (44%);
- Travelling by car is easier / more convenient (40%).

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

- Concern over catching coronavirus/other illness (60%);
- Concerns over ability to maintain social distancing (50%);
- Concerns that social distancing may not be in place (47%);
- Behaviour of other passengers (44%);
- Travelling by car is easier / more convenient (41%).

3.2.3 Over three quarters of respondents reported being strongly or somewhat concerned about people spreading or contracting the virus whilst using the train (77%) and bus (79%).

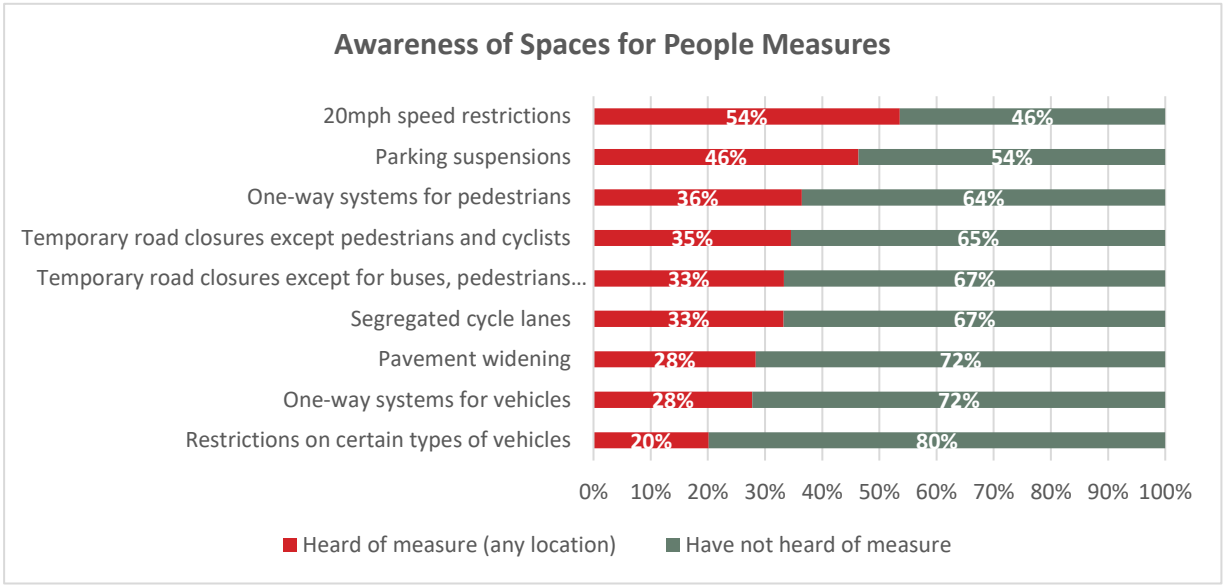
3.2.4 Conversely, less than a quarter of respondents suggested they were concerned about the spreading of the virus while walking (22%) and cycling (19%). Notably, those in Angus (69%) were more likely to have reported concern about people spreading or contracting the virus whilst walking compared Dundee (48%) and Stirling (49%) and Perth and Kinross (59%).

# 4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

## 4.1 Awareness of Introduction of Measures

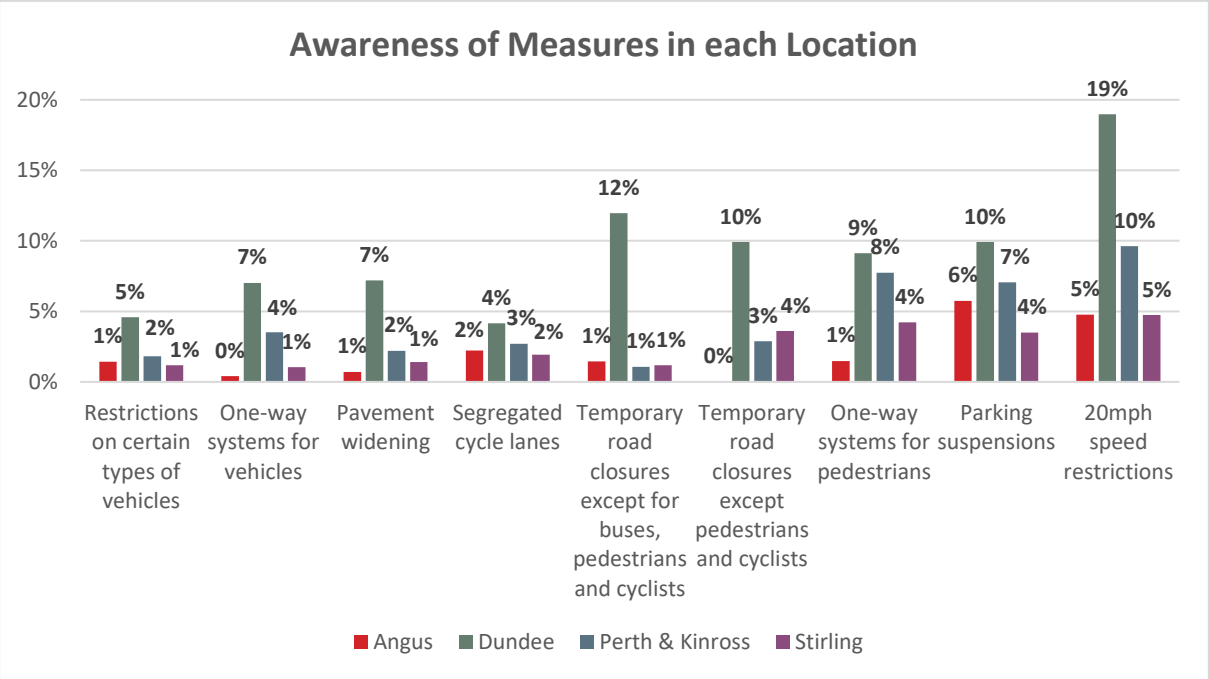
4.1.1 Respondents had different levels of awareness of the Spaces for People Measures, with differences also seen by area.

4.1.2 Respondents reported the highest awareness of 20mph speed restriction measures, with over a half (54%) being aware of the measure in either Angus, Dundee, Perth and Kinross, Stirling on an unspecified location. Restrictions on certain types of vehicles had the least amount of awareness, with only a fifth (20%) of respondents having awareness of the measure in place.



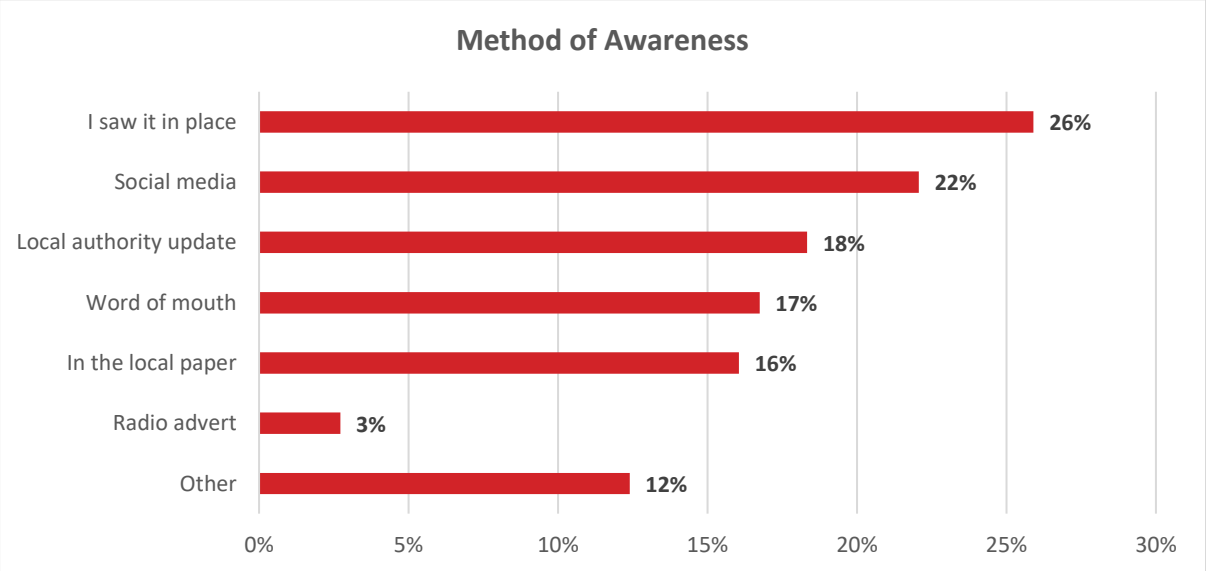

4.1.3 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. In general, awareness of the measures was highest in Dundee, with a fifth (19%) aware of the 20mph speed restrictions, and around one in ten were aware of temporary road closures except for buses, pedestrians and cyclists (12%); temporary road closures except pedestrians and cyclists (10%); parking suspensions (10%); and one-way systems for pedestrians (9%).

4.1.4 Around one in ten respondents were aware of 20mph speed restrictions (10%) and one way systems for pedestrians (8%) in Perth and Kinross.




## 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 (26%), closely followed by seeing the measures on social media (22%).




4.2.2 More specifically, seeing the measure in place was the most common way of hearing about 20mph speed restrictions (44%); one-way systems for pedestrians (31%); temporary road closures except pedestrians and cyclists (27%); and one-way systems for vehicles (25%).

4.2.3 Social media was the most common way of being made aware of segregated cycle lanes (29%); pavement widening (24%); and restrictions of certain types of vehicles (24%).

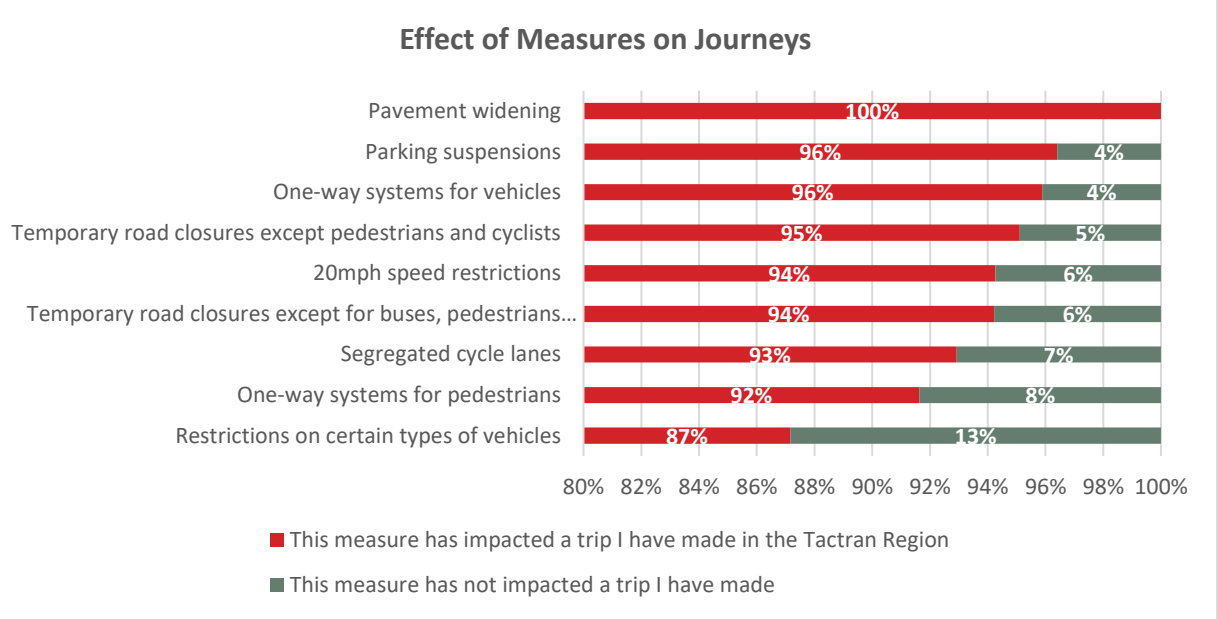
4.2.4 The most common way reported of hearing about parking suspensions was by word of mouth (27%).

4.2.5 The most common way of being made aware of temporary road closures except for buses, pedestrians and cyclists was via local authority updates (25%).

## 4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who specified that they had heard of at least one measure in one of the four locations (53%), the vast majority reported that they had experienced a journey which had been impacted by the measure.

4.3.2 More specifically, over eight in ten responded reported that a journey of theirs was impacted by the measures. All respondents who specified that they were aware of pavement widening in the Tactran region had experienced a journey impacted by pavement widening.




4.3.3 Respondents most frequently experienced a measure in Dundee, with on average over half (53%) of those who reported being aware of the measure, reporting that they had been affected by the measures. Conversely, on average, only 9% of respondents reported having a journey impacted in Stirling.

# 5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

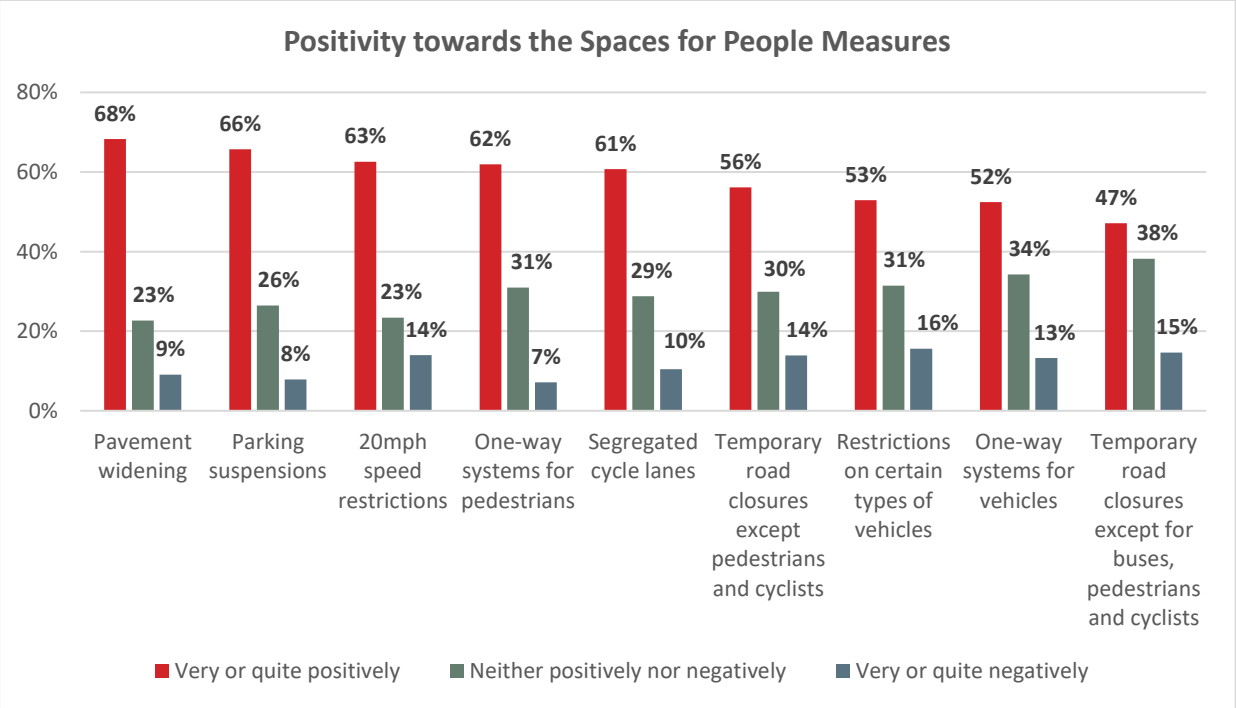
## 5.1 Positivity and Negativity towards Different Measures

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

5.1.2 Around two thirds reported feeling positively towards pavement widening (68%); parking suspensions (66%); and 20mph speed restrictions (63%).

5.1.3 Around three fifths reported feeling positively towards one-way systems for pedestrians (62%); segregated cycle lanes (61%); and temporary road closures except pedestrians and cyclists (56%).

5.1.4 Around half of respondents reported feeling positively towards restrictions on certain types of vehicles (53%); one-way systems for vehicles (52%); and temporary road closures for buses, pedestrians and cyclists (47%).

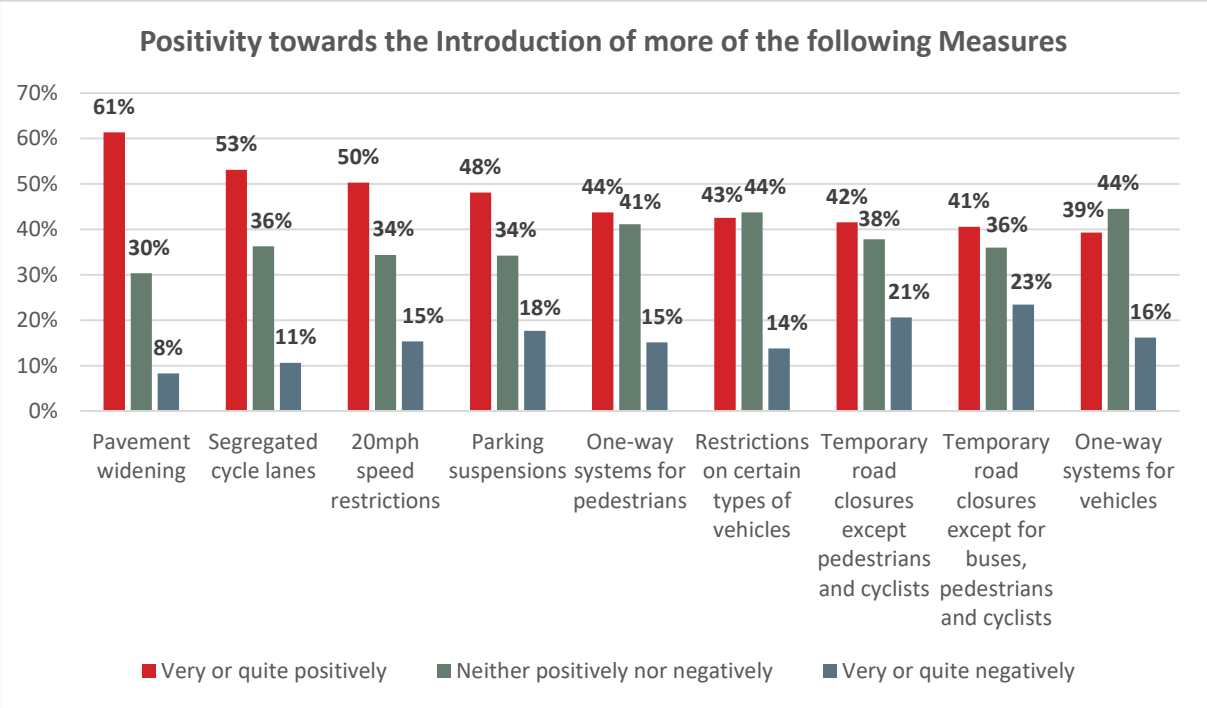



5.1.5 When all respondents were asked how positively they felt towards implementing more of each type of the Spaces for People measures, respondents generally reported that they felt positively towards this prospect.

5.1.6 The most positively rated measure was pavement widening (61%); followed by segregated cycle lanes (53%); 20mph speed restrictions (50%); and parking suspensions (48%).

5.1.7 The smallest proportions of respondents who felt positively towards a measure, was towards temporary road closures except for buses, pedestrians and cyclists (41%) and one-way systems for vehicles (39%).

5.1.8 Noteworthy, a significant proportion of respondents (30%-44%) reported feeling neutral to the prospect of implementing more measures.




## 5.2 Reasons for Positivity and Negativity

5.2.1 Respondents who reported feeling positively or negatively towards the current measures or 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 (53%); it means there is less traffic on the roads (25%); and I feel safer cycling (23%).

5.2.3 Reasons cited for feeling negatively included: traffic moving too slowly (81%); it does not make me feel safer walking (20%); and increased traffic on roads (14%).

**Pavement widening**

5.2.4 Reasons cited for feeling positively towards pavement widening included: it makes it easier to maintain social distancing when walking (57%); I feel safer walking (53%); and it encourages walking (37%).

5.2.5 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (32%); unable to park to access shops (30%); and it does not make me feel safer walking (18%).

**Segregated cycle lanes**

5.2.6 Reasons cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (51%); encourages cycling (41%); and it makes it easier to maintain social distancing when cycling (29%).

5.2.7 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (33%); it does not make me feel safer walking (27%); and traffic moving too slowly (23%).

**Restrictions on certain types of vehicles**

5.2.8 Reasons cited for feeling positively towards restrictions on certain types of vehicles included: it means there is less traffic on the roads (46%); improves air quality (39%); and I feel safer walking (26%).

5.2.9 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (30%); traffic moving too slowly (25%); and unable to park to access shops (17%).

**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 (37%); I feel safer walking (34%); and it improves air quality (29%).

5.2.11 Reasons cited for feeling negatively: reduced road space for cars/motor vehicles (42%); traffic moving too slowly (32%); and unable to park to access shops (31%).

**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 (44%); encourages walking (42%); and improves air quality (32%).

5.2.13 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (42%); traffic moving too slowly (29%); and unable to park to access shops (26%).

**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 (47%); and it encourages walking (23%).

5.2.15 Reasons cited for feeling negatively included: It does not make me feel safer walking (55%); one-way systems are confusing (36%); and unable to park to access shops (21%).

**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 (45%); I feel safer walking (25%); and improves air quality (19%).

5.2.17 Reasons cited for feeling negatively included: one-way systems are confusing (53%); traffic moving too slowly (32%); and reduced road space for cars/motor vehicles (20%).

**Parking suspensions**

5.2.18 Reasons cited for feeling positively towards parking suspensions included: it means there is less traffic on the roads (32%); encourages walking (26%); and improves air quality (23%).

5.2.19 Reasons cited for feeling negatively included: unable to park to access shops (53%); reduced road space for cars/motor vehicles (20%); and increased traffic on roads (14%).

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