

SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 3 REPORT (SURVEY UNDERTAKE BETWEEN 19TH OCTOBER AND 29TH OCTOBER 2020)



tactran



SYSTRA



SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 3 REPORT (SURVEY UNDERTAKE BETWEEN 19TH OCTOBER AND 29TH OCTOBER 2020)

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1. INTRODUCTION

1.1 Approach

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

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

1.2 This Report

1.2.1 This report covers the main findings found in Wave 3 of 10 Waves. The data was collected between 19th October and 29th October 2020.

1.2.2 A total of 293 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 (24%), Perth and Kinross (35%), and Stirling (14%).

1.2.3 The guidelines for Covid-19 during this survey period included¹:

- Individuals should not meet people from any other households in their home or another person's home socially, unless they are in their extended household;
- Individuals can meet people outside, in their garden or a public space, in groups of up to six people, from no more than two households (not counting under-12s);
- A maximum of six people from two households can meet in public indoor spaces such as cafes, pubs and restaurants;
- Individuals should only car share with members of their own, or extended, household;
- Customers must wear a face covering in shops and other retail premises;
- Indoors: all premises may only open indoors between 6am and 6pm, with no sale of alcohol;
- Outdoors: all premises may open outdoors until 10pm, including for the sale of alcohol, if licensed to do so;
- Current meeting rules apply in hospitality settings: maximum of six people from two households;
- Individuals should minimise public transport use as much as possible;
- Individuals living in the five health board areas (Lothian; Lanarkshire; Forth Valley; Ayrshire & Arran; Greater Glasgow and Clyde) are advised not to travel outside the health board area they live in, unless they need to. People in other parts of Scotland should not travel to these areas unless they need to;
- Individuals are asked to walk, drive and cycle when they can to save space on public transport for those who need it;
- Individuals are asked to work from home if they can;

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

- If individuals have booked a holiday during this period then they can still go - but they should only travel with and stay with people from their own or extended household group;
- Everyone using public transport in Scotland must wear a face covering;
- Individuals must quarantine (self-isolate) for 14 days if they arrive in Scotland from a country outside the Common Travel Area, unless they are travelling from a country that is exempt;
- Primary, secondary and special schools re-opened in August;
- To support physical distancing, colleges and universities will deliver blended learning;
- Sports and leisure facilities such as gyms, swimming pools, skating rinks and dance studios can re-open, with physical distancing and enhanced hygiene;
- Weddings, civil partnership ceremonies and funerals should have no more than 20 people indoors or outdoors.

2. JOURNEYS IN THE LAST SEVEN DAYS

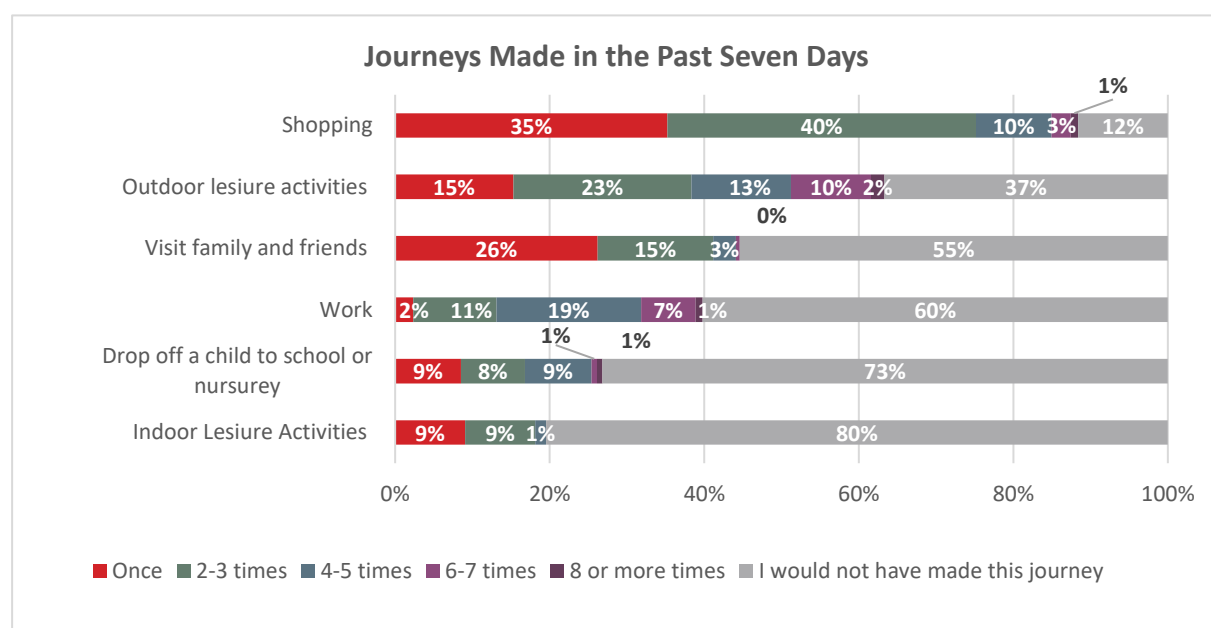
2.1 Journey Types

2.1.1 All but one respondent reported that they 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 around nine in ten respondents (88%) making this trip at least once, and three quarters (75%) making it between one and three times.

2.1.3 Almost two thirds of respondents (63%) took part in outdoor leisure activities and almost half (45%) travelled to visit family and friends. There has been a continued decrease in those who visited their family and friends over time with 60% in Wave 1 and 51% in Wave 2. This is likely to be as a result of the stricter Covid-19 measures which were introduced before the survey period.

2.1.4 Four in ten respondents (40%) had travelled to work at least once in the last seven days, over a quarter (27%) had dropped off a child at school or nursery, and a fifth (20%) had travelled to an indoor leisure activity.



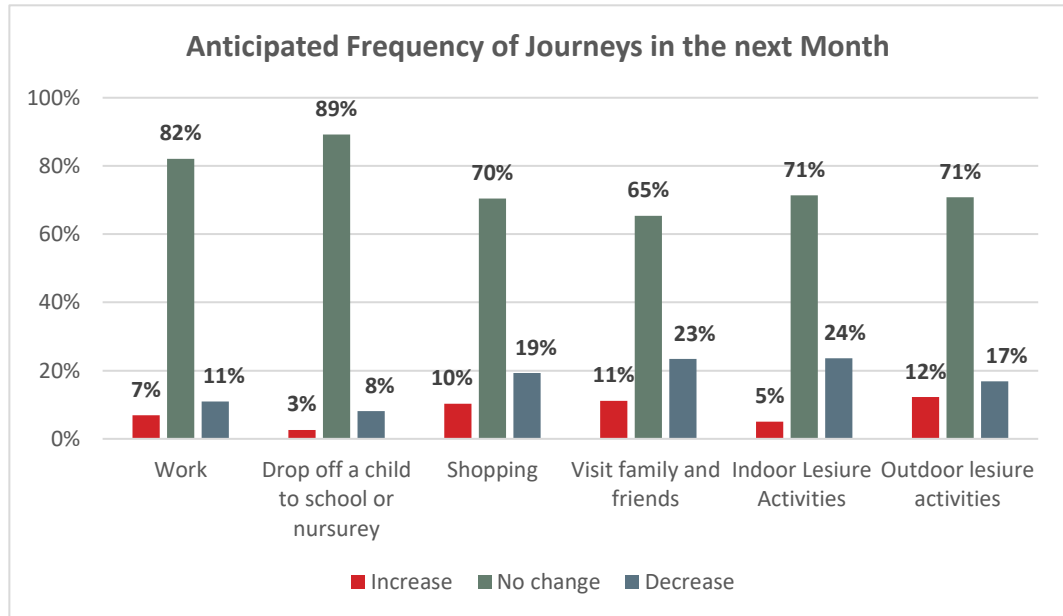
2.1.5 Respondents from cities, large towns or suburban areas were more likely to have made at least one trip to drop off their child at school or nursery in the last seven days compared to those from small towns, villages or rural areas (30% vs 22%).

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

- Almost one and half times as many trips to work;
- Almost twice as many trips to visit family and friends;
- Almost three times as many trips to indoor leisure activities.

2.1.7 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 a quarter, however, did anticipate a decrease in how often they would travel to indoor leisure activities (24%) and to visit family and friends (23%). Around a fifth anticipated a decrease in how often they would go shopping (19%) and travel to outdoor leisure activities (17%).

2.1.8 This anticipated decrease is likely to be as a result of the stricter Covid-19 measures which were in place during the survey period.



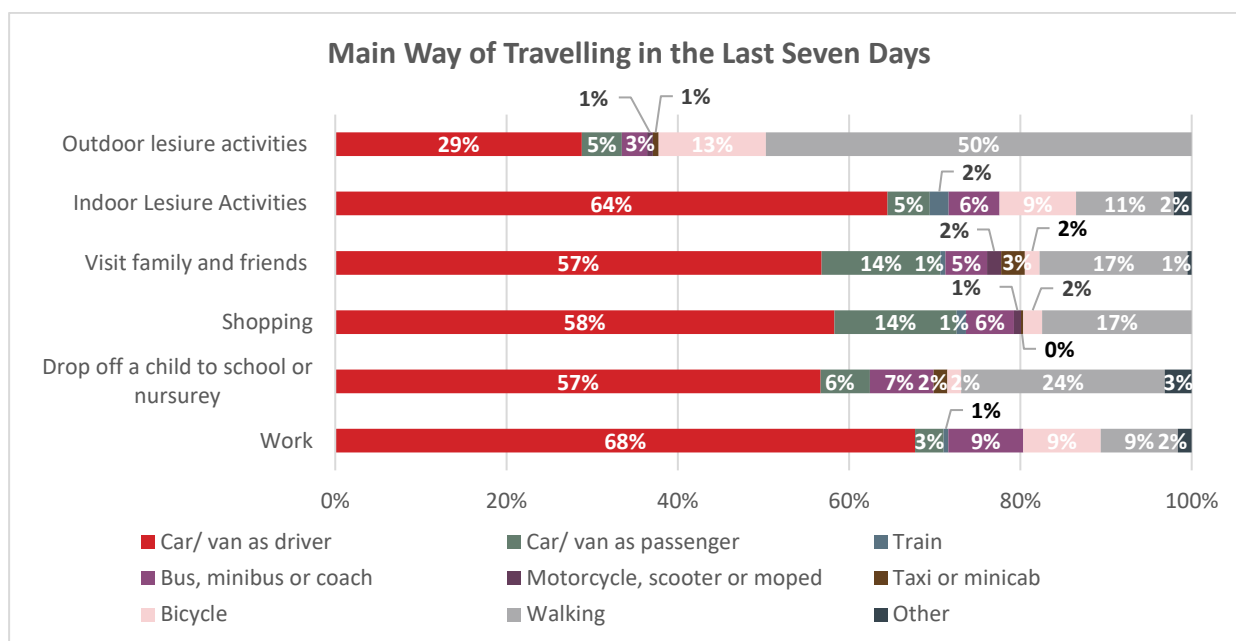
2.2 Ways of Travelling

2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types, with the exception of journeys for outdoor leisure activities, where journeys were made by walking (50%) more frequently than by car (33%).

2.2.2 Walking was the main way of travelling for around a quarter (24%) of respondents who dropped off their child at school or nursery, and for just under a fifth of those who went shopping (17%) and visited family and friends (17%).

2.2.3 Cycling was the main way of travelling for around one in ten respondents when making a journey to work (9%), indoor leisure activities (9%), and outdoor leisure activities (13%).

2.2.4 Respondents reported that their main way of travelling was similar to before Covid-19 restrictions were in place.



2.2.5 Respondents from cities, large towns or suburban areas were more likely to have travelled to work by bicycle or walking, compared those from small towns, villages or rural areas (25% vs 8%), and were also more likely to travel this way when undertaking shopping trips (25% vs 12%).

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. Notably however, around a fifth anticipated a decrease in how much they would use the train (23%), a taxi or minicab (20%), and a bus, minibus or coach (19%), in the next month or so.

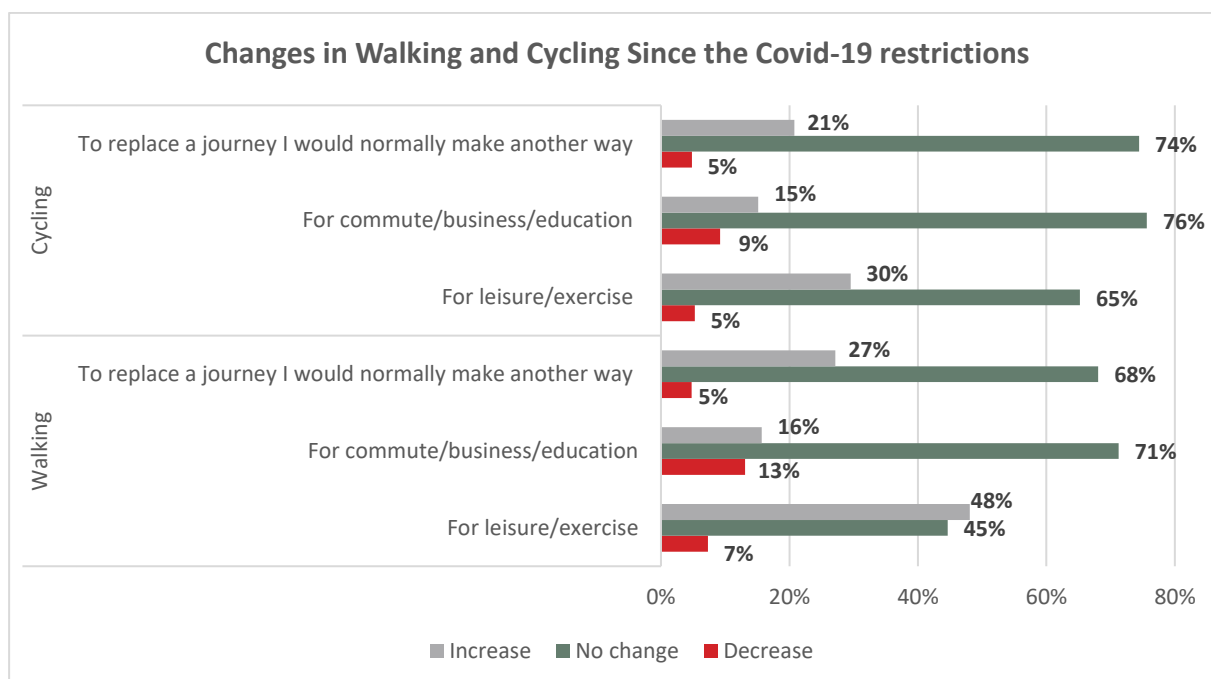
2.2.7 Around a quarter of respondents (24%) anticipated an increase in how much they will walk over the next month or so, while one in ten (10%) anticipated an increase in how much they will travel by car or van as a driver.

2.3 Walking and Cycling Behaviour

2.3.1 Of respondents who walked and cycled for leisure/exercise, almost half (48%) reported an increase in the amount of time they spent walking since Covid-19 restrictions were introduced, and three in ten (30%) reported an increase in the amount of time they spent cycling for this reason.

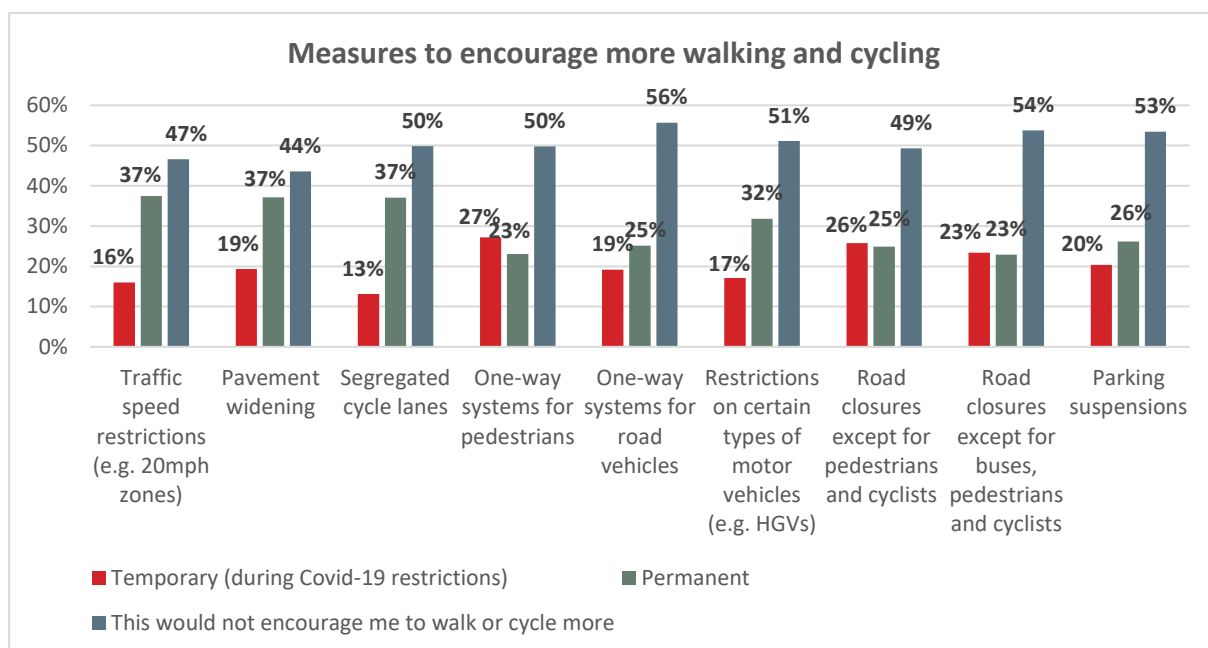
2.3.2 Over a quarter of respondents (27%) reported an increase in walking to replace a journey normally made another way, and over a fifth (21%) reported an increase in cycling for this same purpose.

2.3.3 Respondents from cities, large towns centres or suburban areas were more likely to report an increase in how much they walk for leisure/exercise purposes compared to those from small towns, villages or rural areas (54% vs 40%), and were almost twice as likely to report an increase in walking to replace a journey they would have otherwise made another way (33% vs 18%).



2.4 Changes in Current Walking and Cycling Behaviour

- 2.4.1 Positively, around nine in ten respondents reported they would continue their increased amount of walking (90%) and cycling (86%) for leisure purposes.
- 2.4.2 Of those who reported awareness of the measures and an increase in cycling, half (50%) suggested that the Spaces for People measures had an impact on their increased leisure walking. Over two thirds (67%) reported the measures had an impact on their increased leisure cycling.
- 2.4.3 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.
- 2.4.4 For each of the different measures, around half of respondents suggested that the measure would encourage them to walk or cycle more, and would prefer the measures to be in place either on a temporary or permanent basis.
- 2.4.5 More specifically, over half suggested that pavement widening (56%), traffic speed restrictions (e.g. 20mph zones) (53%), and road closures except for pedestrians and cyclists (51%), would encourage them to walk or cycle more.



3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

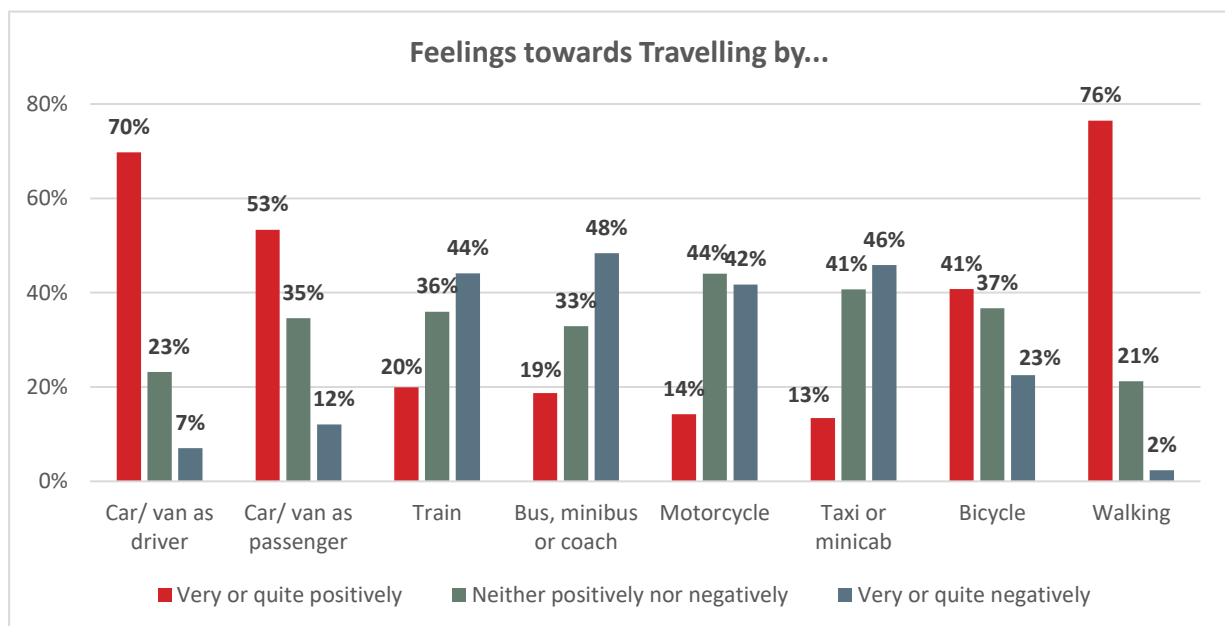
3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Seven in ten (70%) felt positively towards travelling by car or van as a driver, and over half (53%) felt this way towards travelling by car or van as a passenger.

3.1.2 Over three quarters (76%) felt positively towards travelling by walking, while less than half of respondents (41%) felt positively towards cycling.

3.1.3 Respondents from cities, large towns centres or suburban areas were more likely to report feeling positively towards travelling by bicycle compared to those from small towns, villages or rural areas (48% vs 31%).

3.1.4 More than twice as many respondents felt negatively towards travelling by public and shared transport, than felt positively. Specifically, more than four in ten respondents reported feeling negatively towards travelling by bus, minibus or coach (48%), taxi or minicab (46%), and train (44%). There was, however, around a 10% decrease in those who felt negatively towards these ways of travelling compared to Wave 2.



3.1.5 Respondents from cities, large towns or suburban areas reported feeling more positively towards travelling by bicycle compared to respondents from small towns, villages or rural areas (48% vs 31%).

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 (54%);
- Concerns that social distancing may not be in place (46%);

- Concerns over ability to maintain social distancing (46%);
- Behaviour of other passengers (45%);
- Cost/too expensive (39%).

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

- Concern over catching coronavirus/other illness (60%);
- Concerns over ability to maintain social distancing (49%);
- Concerns that social distancing may not be in place (45%);
- Behaviour of other passengers (42%);
- 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 the bus (80%). Conversely, less than a fifth of respondents suggested they were concerned about the spreading of the virus while cycling (20%) and walking (17%).

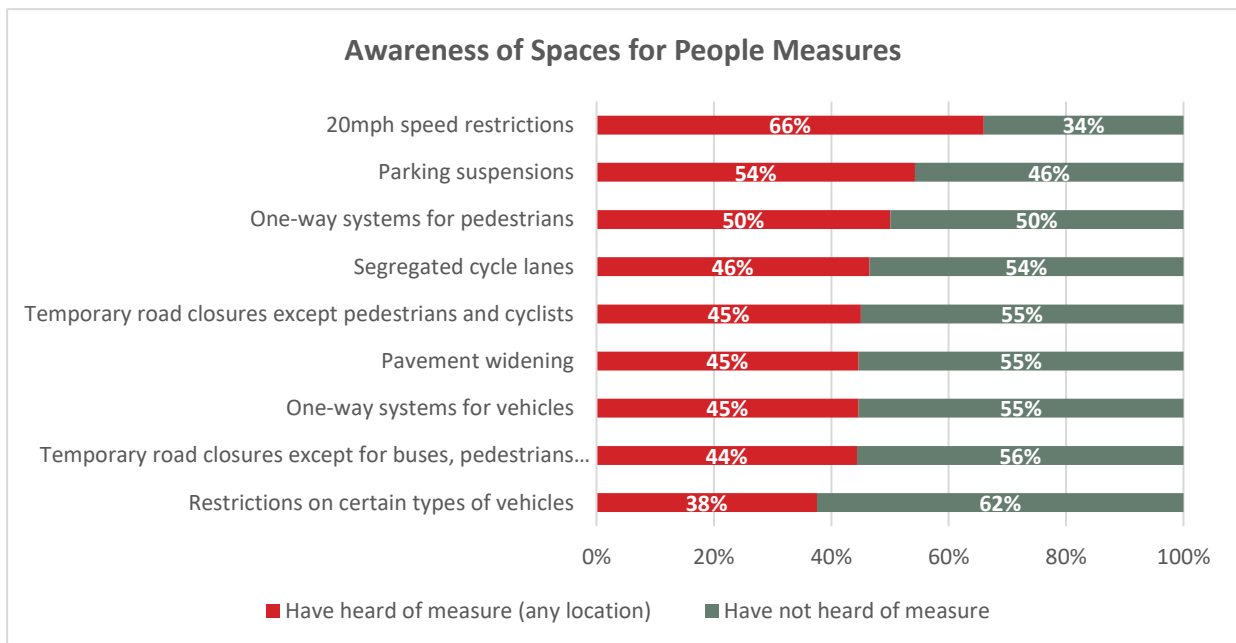
4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

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 restriction measures, with two thirds (66%) 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 (38%).

4.1.3 Awareness of the majority of the measures was higher compared to Wave 2.



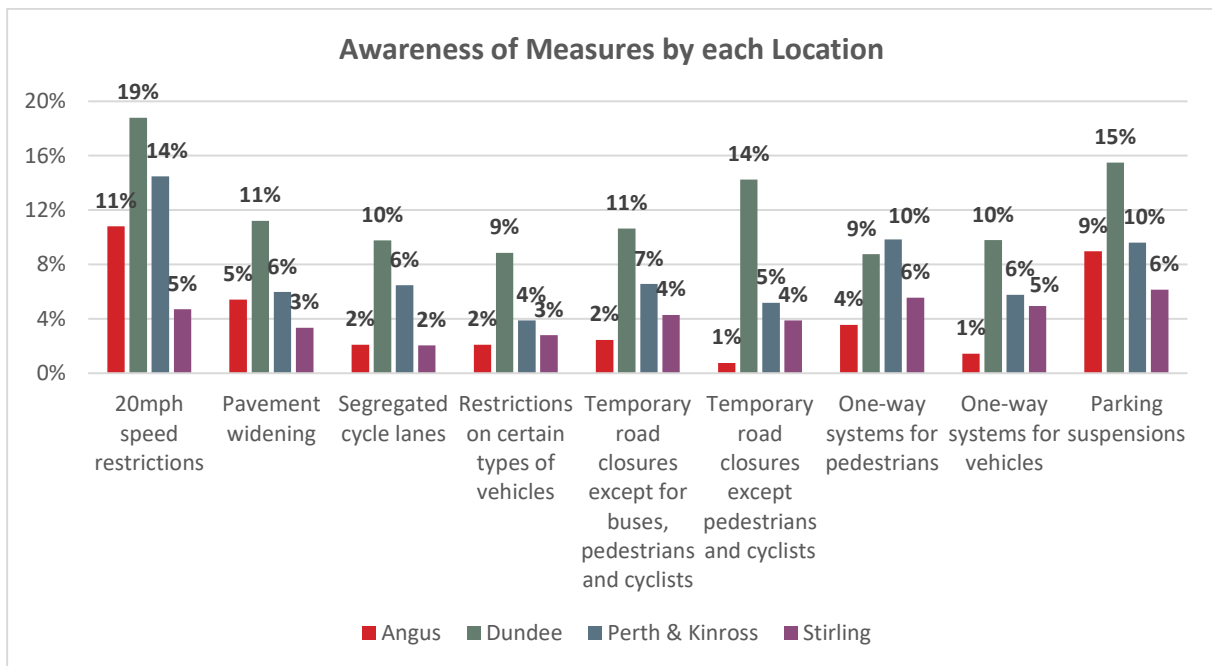
4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally, the majority of respondents who did have awareness of the measures, were unable to specify the location of them.

4.1.5 In general, awareness of the measures was highest in Dundee, with 19% aware of 20mph speed restrictions, 15% aware of parking suspensions, and 14% aware of temporary road closures except pedestrians and cyclists.

4.1.6 Awareness of the measures was second highest in Perth and Kinross, with 14% aware of 20mph speed restrictions, and one in ten (10%) were aware of one-way systems for pedestrians and parking suspensions in the area.

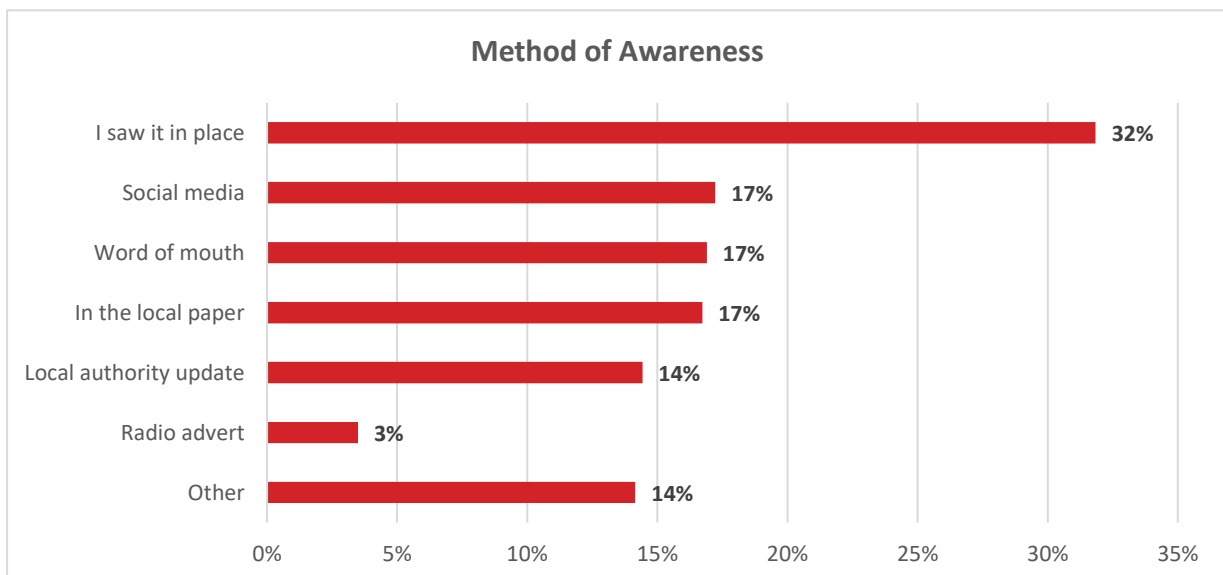
4.1.7 Awareness of measures was lowest in Stirling, with no more than 6% aware of any specific measures in the area.

4.1.8 The level of awareness by location is similar to the findings found in Wave 1 and Wave 2.



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%). Almost a fifth were made aware via social media (17%), word of mouth (17%), and the local paper (17%).
- 4.2.2 Over one in ten (14%) were made aware via a local authority update and only 3% had become aware from a radio advert.

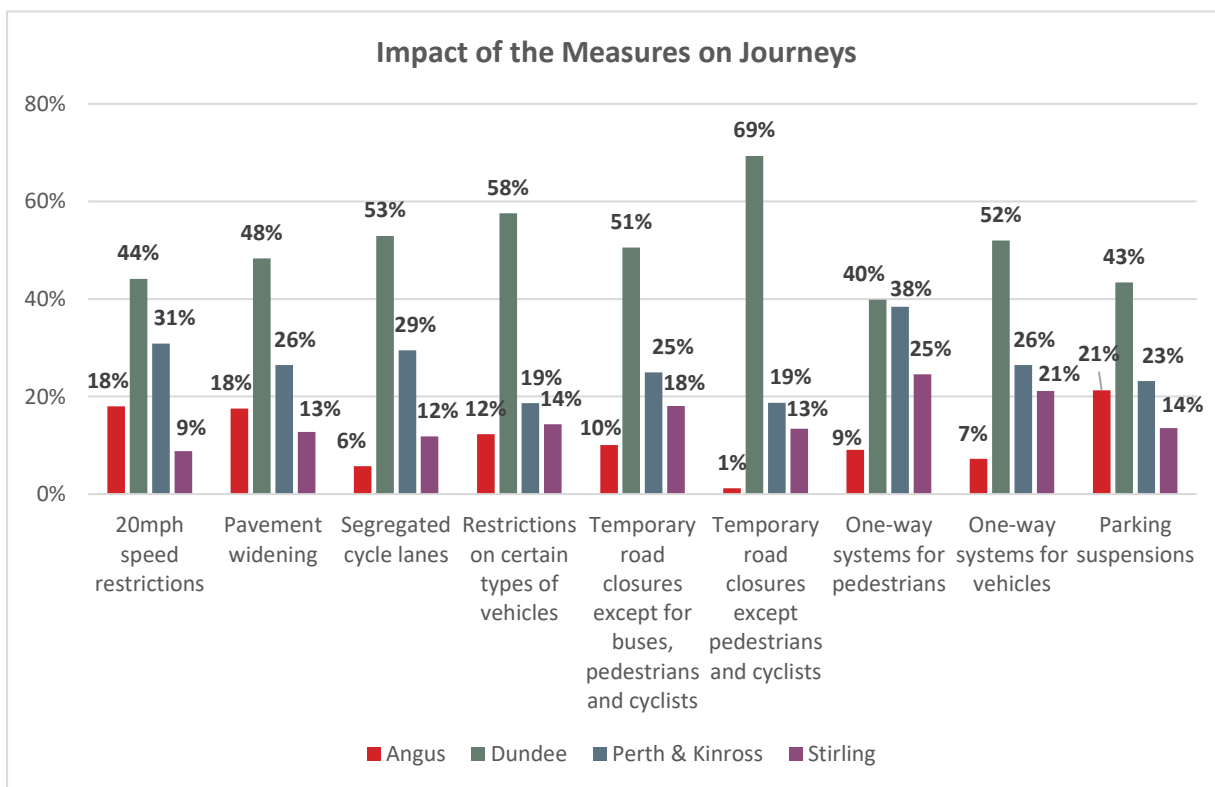


4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who had heard of a measure in at least one of the four locations (59%), 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. Almost seven in ten (69%) were impacted by temporary road closures except pedestrians and cyclists in Dundee, while over half were impacted by restrictions on certain types of vehicles (58%), segregated cycle lanes (53%), one-way systems for vehicles (52%) and temporary road closures except for buses, pedestrians and cyclists (51%).

4.3.3 Journeys were least impacted in Angus, with less than one in ten impacted by one-way systems for pedestrians (9%), one-way systems for vehicles (7%), segregated cycle lanes (6%), and temporary road closures except pedestrians and cyclists (1%).



5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

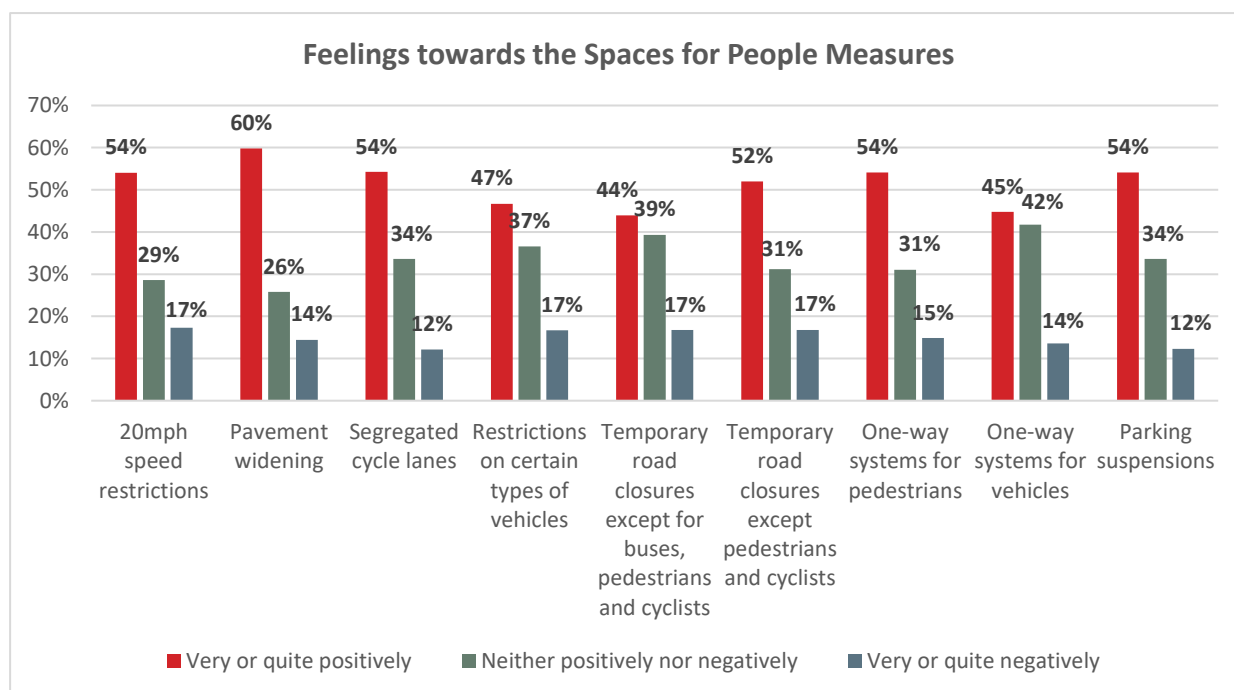
5.1 Positivity and Negativity towards Different Measures

5.1.1 Of those who had heard of the measures, 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 (60%) reporting feeling positively.

5.1.3 Over half of respondents felt positively towards: segregated cycle lanes (54%), one-way systems for pedestrians (54%), parking suspensions (54%), 20mph speed restrictions (54%), and temporary road closures except pedestrians and cyclists (52%).

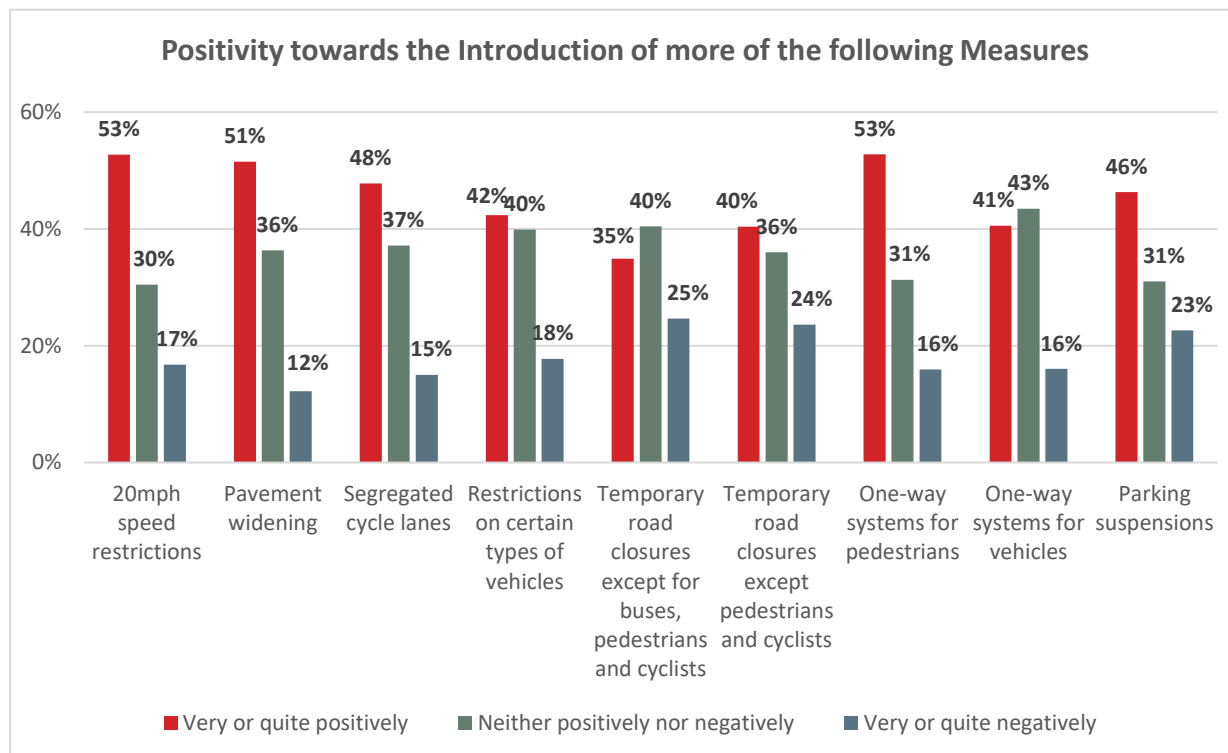
5.1.4 Respondents from cities, large towns or suburban areas were almost twice as likely to report feeling positively towards temporary road closures except for buses, pedestrians and cyclists than those from small towns, villages or rural areas (42% vs 26%). Respondents from small towns, villages or rural areas were almost twice as likely to report feeling negatively towards temporary road closures except pedestrians and cyclists than those from cities, large towns or suburban areas (31% vs 17%).



5.1.5 At least a third of respondents felt positively towards implementing more of each type of the Spaces for People measures and at least three in ten felt neutral.

5.1.6 Measures for which there was most positivity towards further introduction were: one-way systems for pedestrians (53%), 20mph speed restrictions (53%), pavement widening (51%).

5.1.7 Measures for which there was most negativity towards further introduction were: temporary road closures except for buses, pedestrians and cyclists (25%), temporary road closures except for pedestrians and cyclists (24%) and parking suspensions (23%).



5.2 Reasons for Positivity and Negativity

5.2.1 Respondents who reported feeling positively or negatively towards the current measures or towards the potential implementation of the measures (or more of them) cited a number 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 (53%); I feel safer cycling (23%); and improves air quality (22%).

5.2.3 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (84%); it does not make me feel safer walking (20%); 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 (56%); it makes it easier to maintain social distancing when walking (49%); and encourages walking (41%).

5.2.5 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (53%); it does not make me feel safer walking (47%); and traffic moving too slowly (37%).

Segregated cycle lanes

- 5.2.6 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (51%); encourages cycling (44%); and it makes it easier to maintain social distancing when cycling (29%).
- 5.2.7 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (48%); traffic moving too slowly (30%); and it does not make me feel safer walking (26%).

Restrictions on certain types of vehicles

- 5.2.8 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 (19%).
- 5.2.9 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (33%); unable to park to access shops (30%); and reduced road space for cars/motor vehicles (27%).

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 (34%); it means there is less traffic on the roads (33%); and improves air quality (32%).
- 5.2.11 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (53%); unable to park to access shops (42%); and traffic moving too slowly (33%).

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 (43%); improves air quality (36%); and encourages walking (35%).
- 5.2.13 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (46%); unable to park to access shops (43%); and traffic moving too slowly (34%).

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 (58%); it makes it easier to maintain social distancing when walking (51%); and encourages walking (33%).
- 5.2.15 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (55%); one-way systems are confusing (43%); and unable to park to access shops (12%).

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 (31%); I feel safer walking (29%); and I feel safer cycling (21%).

5.2.17 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (42%); one-way systems are confusing (40%); and increased traffic on roads (31%).

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 (37%); improves air quality (19%); and I feel safer walking (15%).

5.2.19 Reasons most frequently cited for feeling negatively included: unable to park to access shops (71%); increased traffic on roads (22%); and reduced road space for cars/motor vehicles (20%).

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, with the 'S' having a large, rounded top and the 'Y' having a wide, flat base. The 'T' is a simple vertical bar with a horizontal top, and the 'R' has a curved bottom. The 'A' is a simple, blocky shape with a horizontal top and a vertical stem.