

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 SEPTEMBER 2021****SPACES FOR PEOPLE MONITORING****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report asks the Partnership to note the outcome of the Spaces for People monitoring to end of May 2021 and agree to receive a further report at a future meeting.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the outcome of the Spaces for People monitoring to end of May 2021; and
- (ii) agrees to receive a further report on Spaces for People monitoring at a future Partnership meeting.

2 BACKGROUND

- 2.1 At its meeting on 15 September 2020 the Partnership was informed that Tactran had been awarded £250,000 from Sustrans' Spaces for People initiative to monitor the impact of Covid-19 pandemic on travel in the Tactran region. Consultants Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken (Report RTP/20/29 refers).
- 2.2 Various update reports have been provided to the Partnership at its meetings since September 2020. At its meeting on 15 June 2021 the Partnership noted that the initial award had been supplemented by a further £52,000 from Sustrans to undertake further monitoring during 2021/22. The Partnership was also informed that it was intended to provide a report on the monitoring undertaken up until the end of May 2021 at the Partnership meeting in September (Report RTP/21/14 refers).

3 DISCUSSION

- 3.1 Tactran was awarded funding in July 2020 from Sustrans' Spaces for People initiative to monitor the impact of the Covid-19 Pandemic. Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken. The monitoring has had three main purposes:

- to assist in assessing the impact of Spaces for People infrastructure implemented by Tactran’s constituent Councils;
- assessing trends in our towns/cities; and
- undertaking behaviour and attitude monitoring.

3.2 Monitoring surveys were undertaken over 3 periods October/November 2020, February/March 2021 and May 2021 and attitudinal surveys were undertaken in monthly ‘waves’. The monthly ‘wave’ attitudinal surveys reports are available on the [Active Travel page](#) of the Tactran Website.

3.3 Reports on the Spaces for People survey monitoring for each constituent Council area and a Wave 1 to 10 Attitudinal Survey report are available in the [Members area](#) of the website.

3.4 It should be noted that these reports are interim reports as monitoring is continuing and not all data collected has been analysed.

3.5 The covid-19 travel guidelines in place during the duration of the monitoring is provided in appendix A.

1. Impact of Spaces for People infrastructure

Angus

3.6 Spaces for People measures monitored were:

- 20mph speed restrictions – Arbroath town centre, Forfar town centre, Edzell

20mph Arbroath Town Centre

3.7 20mph speed restrictions were introduced during September 2020. Three locations were surveyed: West Port (Site 1), Millgate (Site 2) and Commerce Street (Site 3) with each locations surveyed for a 1 week period in October 2020; March 2021; May 2021. Note all sites are one-way streets. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Mar-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1851	18.6	1571	19.2	1923	18.3
Site 2 Eastbound	1309	17.0	1062	18.3	1370	17.5
Site 3 Westbound	3688	17.9	3284	18.0	4484	17.0

3.8 In addition to speed surveys, classified counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; March 2021; May 2021. The table below provides the daily average over the 3-day period.

Location	Oct-20		Mar-21		May-21	
	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles
Site 1 Eastbound	2041	22	1803	42	2008	21
Site 2 Eastbound	1478	30	1232	38	1458	20
Site 3 Westbound	3271	10	3678	27	3350	13

3.9 The mean traffic flows show that Arbroath town centre traffic was at its lowest in March 2021 when Scotland remained in full lockdown. The average speeds range between 17.0 and 19.2mph, with the highest speeds at site 1 West Port. The decrease in vehicular traffic in February 2021 coincides with an increase in cycling.

20mph Forfar Town Centre

3.10 20mph speed restrictions were introduced during September 2020. One location was surveyed: Castle Street north of Myre Road (Site 1), surveyed for a 1 week period in October 2020; March 2021; May 2021. Note site is on one-way street. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Mar-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Southbound	3359	14.5	3203	17.2	4406	16.3

3.11 The mean traffic flows show that Forfar town centre traffic was at its lowest in March 2021 when Scotland remained in full lockdown. Traffic volumes in May 2021 are significantly higher than October 2020 and February 2021. The average speeds range between 14.5mph and 16.3mph.

20mph Edzell

3.12 20mph speed restrictions were introduced during September 2020. One location was surveyed: B966 High Street at Primary School (Site 1), surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	839	29.3	623	29.9	845	28.2
Site 1 Southbound	909	25.7	658	26.6	899	25.3

3.13 The mean traffic flows show that Edzell traffic was at its lowest in February 2021 when Scotland was in full lockdown. Traffic volumes in May 2021 are comparable with October 2020. The average speeds range between 25.3mph and 29.9mph.

- 3.14 In delivering the Spaces for People measures Angus Council officers have noted that due to the limited time available to deliver these interventions and the use of delegated authorities, where consultation was not necessary, there was very limited opportunity to carry out formal public engagement and obtain tangible feedback. Angus Council has responded to issues raised directly and through media channels and has used this engagement to review the effectiveness of the interventions and make adaptations as appropriate. In addition, Angus Council officers had regular meetings with their elected members to go over the intervention proposals prior to implementation, gain feedback and implement any legitimate changes. Some temporary footway widening was removed early on due to the lack of support and limited parking nearby. This was primarily due to public and elected members concerns.
- 3.15 Due to the time constraints no committee reports were prepared prior to the implementation of the interventions. However, a report to committee on the Angus Active Travel Strategy, Action Plan and pipeline of active travel projects was approved in February 2021.
- 3.16 Lack of resources was a significant issue in the timing and demand for early implementation of interventions required by Scottish Government. Therefore, Angus Council appointed a consultant to assist with delivering the programme in terms of developing the design of the interventions. The Contractor also had resource issues and material supply issues which ultimately led to the delay in delivering the interventions on the ground. An example of this was there was a supply issue fabricating signs, thereby delaying the installation of the 20mph areas within Angus' towns and villages.
- 3.17 In addition to the Spaces for People monitoring undertaken by Tactran, Angus Council in conjunction with their consultant for the Arbroath A Place for Everyone Project carried out additional monitoring on Burnside Drive, Arbroath. This consisted of route inceptor surveys, traffic counts and camera surveys to assess the impact of the street trial which was carried out between 14th June and 9th July 2021.

Dundee

- 3.18 Spaces for People measures monitored were:
- 20mph Speed restrictions - Perth Road, Fintry, Douglas and Broughty Ferry
 - Road closure – The Esplanade, Broughty Ferry
 - Pedestrianisation of Union Street

20mph Perth Road

- 3.19 20mph speed restrictions were introduced during July 2020. Three locations were surveyed: Step Row (Site 1) Art School (Site 2) and Nethergate (Site 3) with each location surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	2649	17.6	2340	18.4	2779	17.2
Site 1 Westbound	2450	17.8	2123	18.7	2508	16.07
Site 2 Eastbound	1728	24.3	1388	24.8	1908	24.9
Site 2 Westbound	1999	24.6	1629	25.3	2269	25.4
Site 3 Eastbound	2290	17.8	1754	20.6	2590	17.9
Site 3 Westbound	2409	16.8	1827	20.0	2751	18.0

3.20 In addition to speed surveys, classified counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; February 2021; May 2021. The table below provides the daily average over the 3-day period.

Location	Oct-20		Feb-21		May-21	
	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles
Site 1 Eastbound	2835	56	2360	65	3012	48
Site 1 Westbound	2489	61	2100	66	2770	50
Site 2 Eastbound	1801	67	1458	79	2082	61
Site 2 Westbound	1989	62	1657	79	2184	60
Site 3 Eastbound	2379	91	1885	97	2868	68
Site 3 Westbound	2502	91	1972	102	2851	79

3.21 The mean traffic flows show that Perth Road traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 17.2mph and 25.4mph, with the highest speeds at site 2 Art School. The decrease in vehicular traffic in February 2021 coincides with a slight increase in cycling.

20mph Fintry

3.22 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Findowrie Street at Finchapel Place (Site 1), Fintry Road at Fintry Gardens (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1010	19.7	947	22.1	1153	21.2
Site 1 Westbound	1091	20.6	995	23.0	1254	21.2
Site 2 Eastbound	1144	19.6	1088	26.6	1155	25.3
Site 2 Westbound	1469	20.2	1293	26.4	1472	26.0

- 3.23 The mean traffic flows show that Fintry traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 19.6mph and 26.6mph, with the highest speeds at Site 2 Fintry Road.

20mph Douglas

- 3.24 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Balunie Drive east of Ballindean Road (Site 1), Ballindean Road east of Ballindean Place (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1772	24.6	1606	24.7	2528	24.8
Site 1 Westbound	1927	26.5	1778	26.2	2991	25.8
Site 2 Eastbound	2837	24.1	2764	26.4	3232	24.1
Site 2 Westbound	2569	22.9	2466	23.6	3077	23.0

- 3.25 The mean traffic flows show that Douglas traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 22.9mph and 26.4mph, with the highest speeds at Site 2, Ballindean Road.

20mph Broughty Ferry

- 3.26 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Brook Street west of St Vincent Street (Site 1), King Street east of Union Street (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	2138	16.2	1951	17.7	2457	16.4
Site 1 Westbound	901	17.3	740	19.1	1080	18.3
Site 2 Eastbound	827	17.3	636	18.5	976	17.2
Site 2 Westbound	2262	18.9	2054	19.8	2723	18.9

- 3.27 The mean traffic flows show that Broughty Ferry traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 16.2mph and 19.8mph, with the highest speeds at Site 2, King Street.

The Esplanade – Road Closure

- 3.28 A road closure was introduced at the eastern end of The Esplanade between June 2020 and end of October 2020 and again between January 2021 and April 2021 meaning that it was no longer a through route during these periods. One location to the west of the road closure was surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20 (Road closed)		Feb-21 (Road closed)		May-21 (Road open)	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	225	17.0	254	17.8	398	18.8
Site 1 Westbound	176	16.7	198	17.6	232	18.5

- 3.29 The mean daily traffic flows at The Esplanade are low throughout the closure periods, ranging between 176 and 254 vehicles. This increases to between 232 and 398 vehicles when road was re-opened and surveyed in May 2021. This represents a 57% increase from October 2020 to May 2021. The average speeds range between remains between 16.7mph and 18.8mph.

Union Street – Pedestrianisation

- 3.30 Union Street in Dundee city centre was closed to general traffic between 11:00 and 16:00 and pedestrianised from July 2020. Classified vehicle count surveys were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020 and February 2021. The table below provides the daily average over the 3-day period.

Union Street	Oct-20			Feb-21		
	Cars	Goods Vehs	Cycles	Cars	Goods Vehs	Cycles
Southbound (No.)	7	3	23	6	4	34
Southbound (%)	20.4%	9.1%	70.4%	13.7%	8.4%	77.1%
Northbound (No.)	20	14	27	20	9	44
Northbound (%)	32.1%	23.3%	44.6%	27.1%	11.9%	60.1%

- 3.31 The average daily flow shows very few vehicles travelling on Union Street, with more cycles than vehicles recorded. The pedestrian surveys are in the process of being analysed and will be reported as part of the final report.
- 3.32 In addition to the Spaces for People monitoring undertaken by Tactran, Dundee City Council officers have reported that residents in the city have raised issues regarding the Spaces for People projects and there has been a mixed response to some of the individual schemes, particularly those that have reduced space for cars. The 20mph speed limits have been generally welcomed and this has raised awareness of them throughout the city. The Council are considering expanding 20mph zones into other areas of Dundee.

- 3.33 In advance of the pedestrianisation of Union Street, extensive engagement was undertaken with traders and residents. These discussions helped inform the final designs, and the timings of the vehicle prohibitions. Further engagement was undertaken several months into the closure and clear majority supported extension of temporary arrangements and further prohibitions on loading vehicles.
- 3.34 Dundee City Council officers used Facebook and targeted on-line Smart Surveys to try and gauge level of support for some of the Spaces for People interventions that had been introduced and also other interventions that were being considered for implementation.
- 3.35 The District Centre work in Stobswell and Hilltown (delivered summer 2021) was informed following extensive community consultation.

Perth & Kinross

- 3.36 Spaces for People measures monitored were:
- 20mph speed restriction at Tay Street, Perth

Tay Street, Perth

- 3.37 20mph speed restrictions were introduced during June 2020. Speed surveys were undertaken at 2 locations on Tay Street: Between South Street and High Street (Site 1) and South of Canal Street (Site 2) with each location surveyed for a 1 week period in November 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Nov-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	2502	22.5	2115	22.6	2855	22.0
Site 1 Southbound	2907	20.9	2406	20.5	2994	20.8
Site 2 Northbound	2421	23.8	2428	23.9	2959	23.5
Site 2 Southbound	4057	24.5	4116	24.5	4838	24.2

- 3.38 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at 4 sites on Tay Street: North of High Street (Site 1); North of South Street (Site 2); South of South Street (Site 3); North of Marshall Place (Site 4). The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Nov-20			Feb-21			May-21		
	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All
Site 1 - Northbound	1236	343	1613	1088	372	1467	1380	437	1829
Site 1 - Southbound	2755	692	3487	2267	674	2975	3039	808	3884
Site 2 - Northbound	1944	526	2598	1603	493	2170	2154	657	2890
Site 2 - Southbound	2149	586	2749	1847	564	2419	2415	655	3081
Site 3 - Northbound	2109	585	2711	1789	633	2433	2320	729	3066
Site 3 - Southbound	5372	1391	6854	4388	1244	5693	5748	1570	7410
Site 4 - Northbound	2219	610	2846	1830	630	2471	2397	748	3165
Site 4 - Southbound	3616	990	4631	3206	942	4158	4005	1185	5217

Location	Nov-20		Feb-21		May-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 - East Kerbside	728	96	1219	125	827	100
Site 1 - West Kerbside	300	2	242	8	224	5
Site 2 - East Kerbside	566	91	1017	104	662	65
Site 2 - West Kerbside	304	5	339	14	419	6
Site 3 - East Kerbside	458	87	825	104	544	63
Site 4 - East Kerbside	275	62	487	69	411	46
Site 4 - West Kerbside	543	8	680	0	9	581

* Site 3 - West Kerbside omitted from survey due to proximity with Court House

- 3.39 The mean traffic flows show that Tay Street traffic was at its lowest in February 2021 when Scotland was in full lockdown, with the highest traffic volumes recorded in May 2021. The average speeds at the 2 sites recorded range between 20.5mph and 24.5mph. The decrease in vehicular traffic in February 2021 coincides with a slight increase in pedestrians and cyclists. The number of LGV/HGVs recorded at the 4 sites remains similar in November 2020 and February 2021, with a slight increase in May 2021.
- 3.40 In addition to the Spaces for People monitoring undertaken by Tactran, Perth and Kinross Council officers have reported that residents and businesses in the city centre of Perth have raised issues regarding some of the Spaces for People projects and that there has been a mixed response to some of the individual schemes. The 20mph speed limits have been generally welcomed and this has raised awareness of them throughout the city and around the Council area.
- 3.41 As a result of the Spaces for People funding 65 No. 20mph speed limits and 40 No. 40mph speed limits (buffers approaching a 20mph speed limit in some rural areas) have or are in the process of being installed throughout the Perth and Kinross area. These have been in the main welcomed by the residents of these areas and speed monitoring and a public perception study has been carried by Perth & Kinross Council officers.

- 3.42 A number of School Exclusion Zones were proposed throughout the Perth and Kinross area as part of the Spaces for People project. In advance of the delivery of a number of these School Exclusion Zones extensive engagement was undertaken with schools, elected members, parent councils and residents within the proposed zones. These discussions helped inform the final designs, and the timings of the vehicle prohibitions. Further engagement has been undertaken and there is clear support for the restrictions from these interested parties. Some zones have been introduced, four further zones are due to be implemented on 1 September 2021 and the remaining zones are due to be activated following the installation of associated engineering measures. Monitoring has been carried out before the zones were activated and further monitoring will be carried out during the period when the zones are active by Perth and Kinross Council officers.
- 3.43 Three “Green Routes” to promote cycling and walking and to highlight the use of these routes by vulnerable road users were installed during the summer of 2020. Two routes were in Comrie and one in Glenfoot area and were installed as a result of requests received from elected members, community councils and following community consultation. Permanent traffic counters are due to be installed on two of the Green Routes which will allow ongoing monitoring to be carried out by Perth and Kinross Council officers.
- 3.44 Perth and Kinross Council officers consulted with elected members, community councils, local businesses, schools, parent councils and affected residents to try and gauge the level of support for some of the Spaces for People interventions that had been or are being introduced and also other interventions that were being considered for implementation.

Stirling

- 3.45 All Spaces for People measures were implemented at end of May-June 2021. Therefore, the surveys reported in this report were undertaken before Spaces for People measures were installed in the Stirling Council area.
- 3.46 Surveys were undertaken at the following locations:
- 5 sites in Stirling – Murray Place at McDonalds; Upper Craigs; Millenium Way; Murray Place at Ian Gallacher Jewellers; Causewayhead Road
 - 3 sites in Dunblane – High Street, B8033 Perth Road, B8033 Stirling Road
 - 1 site in each of the following – Bridge of Allan; Aberfoyle; Fallin; Plean; Callander; Kilearn; Gargunnoch

Stirling

- 3.47 Five locations were surveyed: Murray Place at McDonalds (Site 1), Upper Craigs (Site 2), Millennium Way (Site 3), Murray Place at Ian Gallacher Jewellers (Site 4) and Causewayhead Road (Site 5) with Sites 1 and 2 surveyed for a 1 week period in October 2020; February 2021; May 2021 and Sites 3, 4 and 5 in February 2021 and May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	310	10.0	295	10.8	538	10.5
Site 1 Southbound	897	11.1	879	12.6	1419	11.4
Site 2 Eastbound	551	12.1	392	13.7	673	12.4
Site 2 Westbound	538	10.9	397	12.5	703	11.8
Site 3 Northbound			4533	43.4	5627	40.3
Site 3 Southbound			3655	43.0	7374	37.9
Site 4 Southbound			614	10.1	1009	9.8
Site 5 Southbound			4311	25.7	7867	23.8
Site 5 Northbound			4173	26.5	6181	27.8

- 3.48 The mean traffic flows show that traffic at the five Stirling sites was at its lowest in February 2021 when Scotland was in full lockdown, with a significant increase in May 2021. The average speeds range at sites 1,2 and 4 was between 9.8mph and 13.7mph. At site 3 where the speed limit was 40mph the average speed was between 37.9mph and 43.4mph. At site 5 where the speed limit was 30mph average speeds of between 23.8mph and 27.8mph were recorded.

Dunblane

- 3.49 Three locations were surveyed: High Street near Gold post box (Site 1), B8033 Perth Rd north of Bridge (Site 2), B8033 Stirling Rd south of Central Scotland jewellery (Site 3), with all locations surveyed for a 1 week period in February 2021 and May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound			718	13.2	1026	12.9
Site 2 Northbound			3836	27.4	5619	26.5
Site 2 Southbound			3366	31.5	4722	29.8
Site 3 Northbound			3969	33.0	5202	33.2
Site 3 Southbound			3121	35.1	4185	35.5

- 3.50 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at the three Dunblane sites. The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Oct-20			Feb-21			May-21		
	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All
Site 1 - Northbound				646	112	759	844	122	968
Site 2 - Northbound				3469	570	4089	4895	631	5559
Site 2 - Southbound				3100	489	3631	4298	526	4883
Site 3 - Northbound				3596	659	4293	4565	660	5271
Site 3 - Southbound				3765	657	4456	4866	667	5585

Location	Oct-20		Feb-21		May-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 – Northbound			712	5	798	19
Site 1 - Southbound			681	4	727	8
Site 2 - Northbound			222	8	168	4
Site 2 - Southbound			250	44	201	36
Site 3 - Northbound			34	5	30	8
Site 3 - Southbound			21	34	15	30

- 3.51 The mean traffic flows show that traffic at the three Dunblane sites were significantly higher in May 2021, compared to February 2021 when Scotland was in lockdown. Pedestrian and cycle use remains broadly similar during February and May 2021. The average speeds at site 1 were around 13mph. At site 2 the average speed was between 26.5mph and 31.5mph. At site 3 where the speed limit changes from 50mph to 30mph average speeds of between 33.0mph and 35.5mph were recorded.

Bridge of Allan, Aberfoyle, Fallin, Plean, Callander, Killearn, Gargunnoch

- 3.52 Seven towns/villages with one location in each were surveyed. Bridge of Allan – Henderson Street (Site 1); Aberfoyle – Main Street (Site 2), Fallin – A905 (Site 3), Plean – Main Street (Site 4); Callander – Main Street (Site 5); Killearn (Site 6); Gargunnoch (Site 7), with all locations surveyed for a 1 week period in February 2021 and May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound			4286	20.0	5664	19.2
Site 1 Westbound			4702	20.2	6133	19.5
Site 2 Eastbound			834	19.6	1248	20.1
Site 2 Westbound			900	20.9	1296	21.9
Site 3 Eastbound			3184	28.1	4022	28.9
Site 3 Westbound			3124	28.5	3896	28.8
Site 4 Northbound			3650	25.1	4624	25.5
Site 4 Southbound			3761	23.8	4681	24.3
Site 5 Eastbound			2633	24.1	4396	22.5
Site 5 Westbound			2357	24.9	4029	22.9
Site 6 Northbound			1172	24.4	1487	24.8
Site 6 Southbound			971	27.6	1272	27.1
Site 7 Eastbound			207	24.4	311	25.6
Site 7 Westbound			101	21.3	126	23.1

3.53 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at 6 of the 7 towns/villages (i.e. all with the exception of Gargunnoch, Site 7). The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Oct-20			Feb-21			May-21		
	Cars	LGV/HGV	All	Cars	LGV/HGV	All	Cars	LGV/HGV	All
Site 1 Eastbound				3474	808	4316	4821	883	5760
Site 1 Westbound				3902	875	4811	5100	862	6013
Site 2 Eastbound				660	230	894	1028	234	1276
Site 2 Westbound				662	237	917	1063	273	1369
Site 3 Eastbound				2433	848	3315	3217	918	4188
Site 3 Westbound				2419	789	3249	3092	924	4090
Site 4 Northbound				3261	673	3988	3977	770	4863
Site 4 Southbound				3381	660	4095	4159	735	4990
Site 5 Eastbound				1717	755	2506	3048	828	3936
Site 5 Westbound				1551	684	2270	2846	810	3710
Site 6 Northbound				1016	195	1234	3997	770	4863
Site 6 Southbound				821	174	1020	4159	735	4990

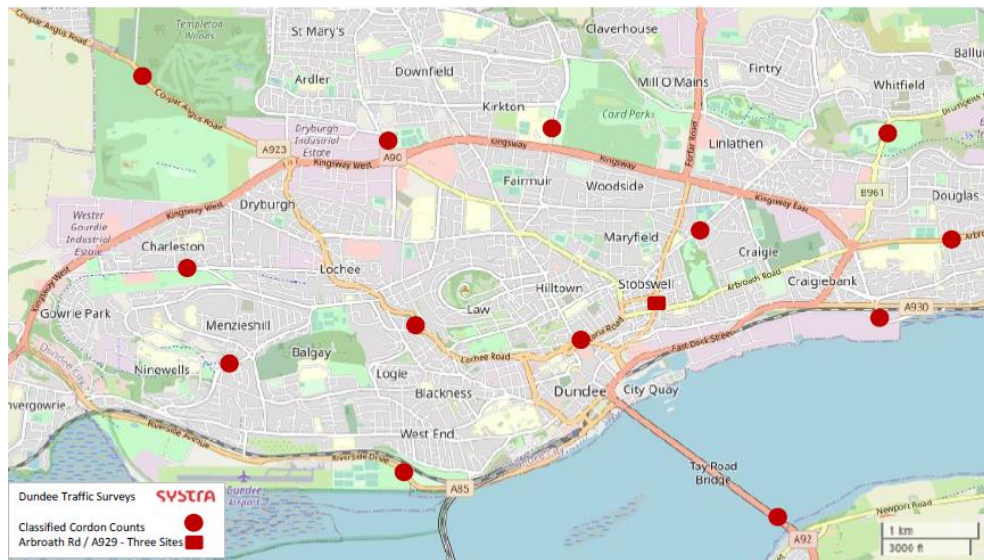
Location	Oct-20		Feb-21		May-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 Eastbound			886	11	1081	81
Site 1 Westbound			877	13	1031	102
Site 2 Eastbound			196	5	421	34
Site 2 Westbound			190	5	368	33
Site 3 Eastbound			126	6	139	33
Site 3 Westbound			89	10	93	19
Site 4 Northbound			385	9	578	28
Site 4 Southbound			356	7	610	29
Site 5 Eastbound			378	14	653	31
Site 5 Westbound			378	12	640	33
Site 6 Northbound			250	6	183	22
Site 6 Southbound			213	3	167	39

- 3.54 The mean traffic flows show that traffic at the 7 towns and villages sites were significantly higher in May 2021, compared to February 2021 when Scotland was in lockdown. Pedestrian and cycle use generally also increases in May 2021. The average speeds range at across the 7 sites is between 19.2mph and 28.9mph.
- 3.55 Prior to undertaking Spaces for People design work, Stirling Council undertook a consultation exercise with the community to determine how and where this money should be spent.
- 3.56 Council Officers, with Officers from Sustrans, assessed all responses to the consultation and developed proposals which were presented to the Council's Environment and Housing Committee. The development and delivery of the projects then proceeded under the delegated authority of the Chief Operating Officer for Infrastructure and Environment. Proposals were then presented to the community for comment before being finalised and installed during summer 2021.
- 3.57 This robust consultation exercise has so far minimised community concerns about the proposals, although a small number of complaints have been received; primarily related to minor snagging issues.
- 3.58 In addition to the SfP monitoring undertaken by Tactran, Stirling Council Officers will also be undertaking monitoring in November 2021, as well as attitudinal surveys targeting residents living nearby each intervention to determine whether it has impacted on their travel behaviour, as well as to obtain their views on whether the intervention should be made permanent.

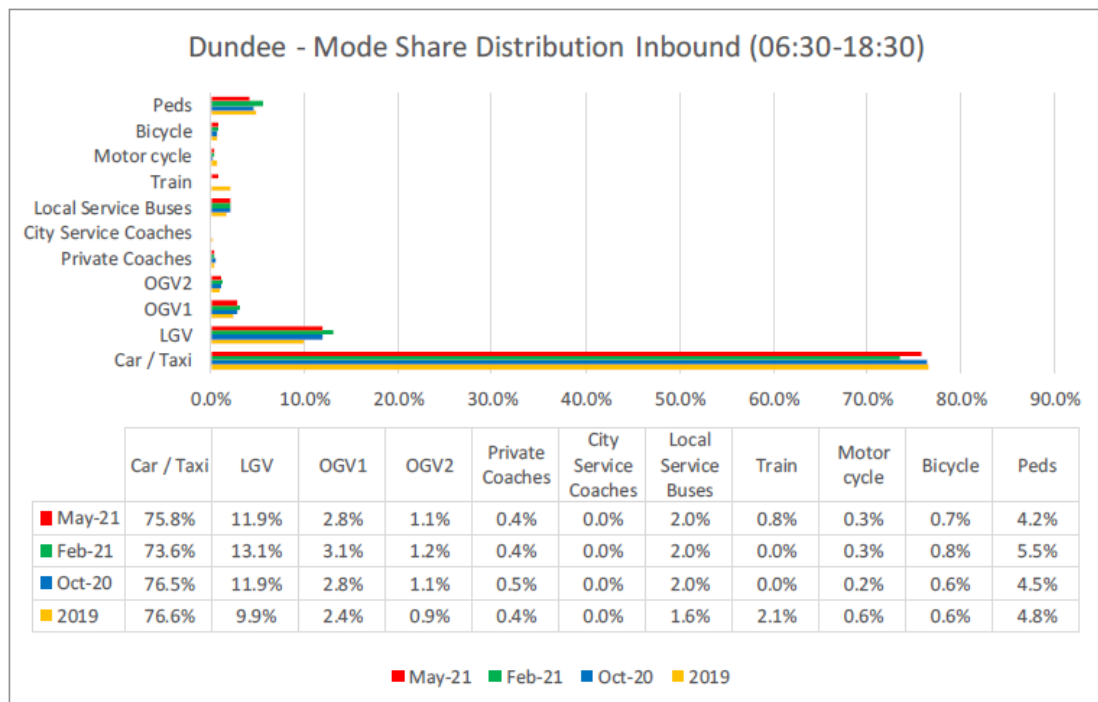
2. Trends in Towns and Cities

Dundee

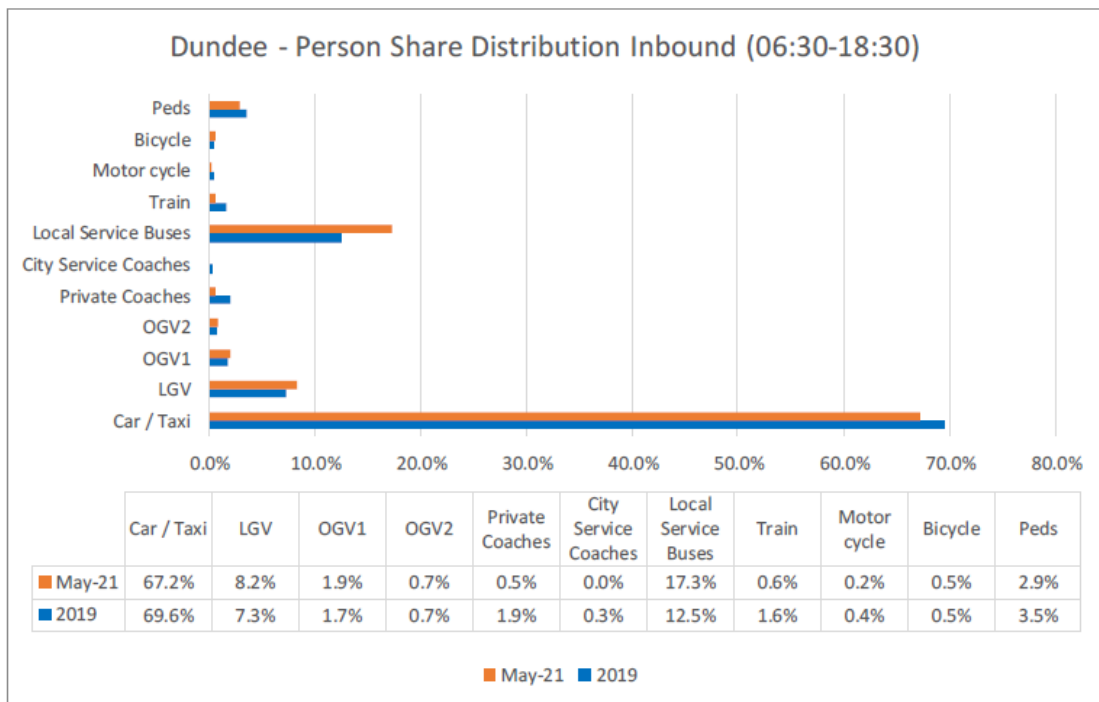
- 3.59 Classified cordon counts were undertaken at 14 sites around Dundee city centre. These sites were surveyed during May 2019 and again in October 2020, February 2021 and May 2021. Vehicle occupancy surveys were also carried out at these locations in May 2019 and May 2021.



- 3.60 The below figures provide the daily mode and person share figures at these cordon counts inbound to the city centre, over a 12 hour period (06:30 – 18:30).



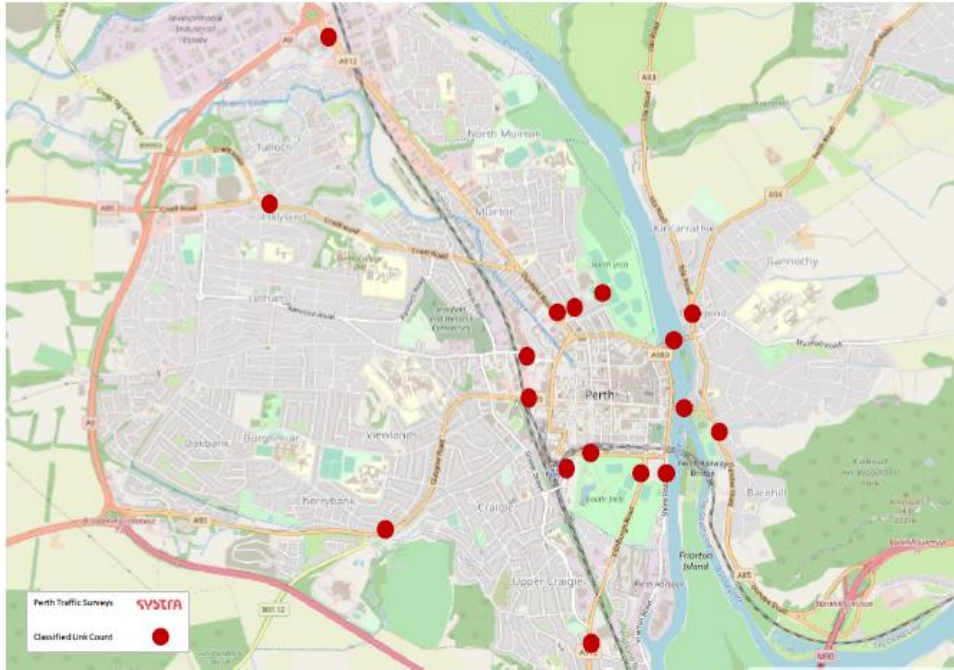
- 3.61 The total vehicle movements recorded in each survey period was 97,033 in May 2019, 87,407 in October 2020, 74,503 in February 2021 and 86,874 in May 2021
- 3.62 The above figure shows that the mode share of vehicles remained relatively consistent over the three survey periods. The proportion of LGVs has increased between 2019 and 2020/21.
- 3.63 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods.



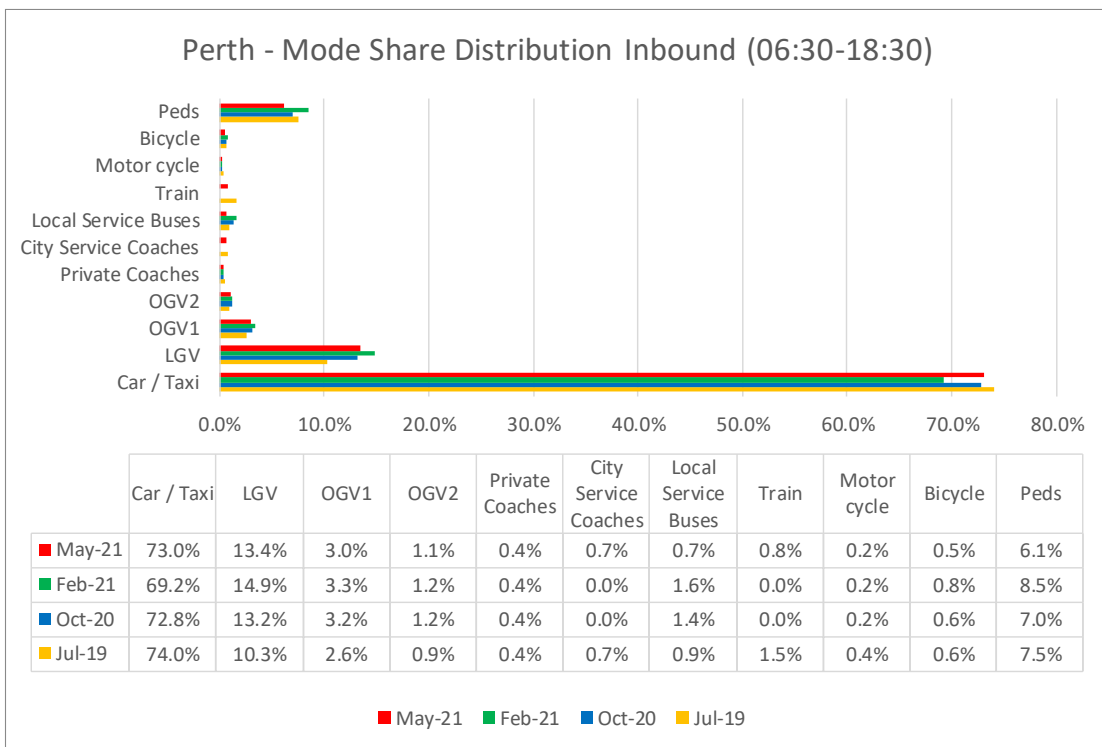
- 3.64 The total person movements recorded in each survey period was 132,618 in May 2019, and 125,442 in May 2021.
- 3.65 The above figure shows that across the day, the person mode share inbound remained relatively consistent over the survey periods. The result for rail shows a drop between 2019 and May 2021.

Perth

- 3.66 Classified cordon counts were undertaken at 17 sites around Perth city centre. These sites were surveyed during July 2019 and again in October 2020, February 2021 and May 2021. Vehicle occupancy surveys were also carried out at these locations in 2019 and May 2021.

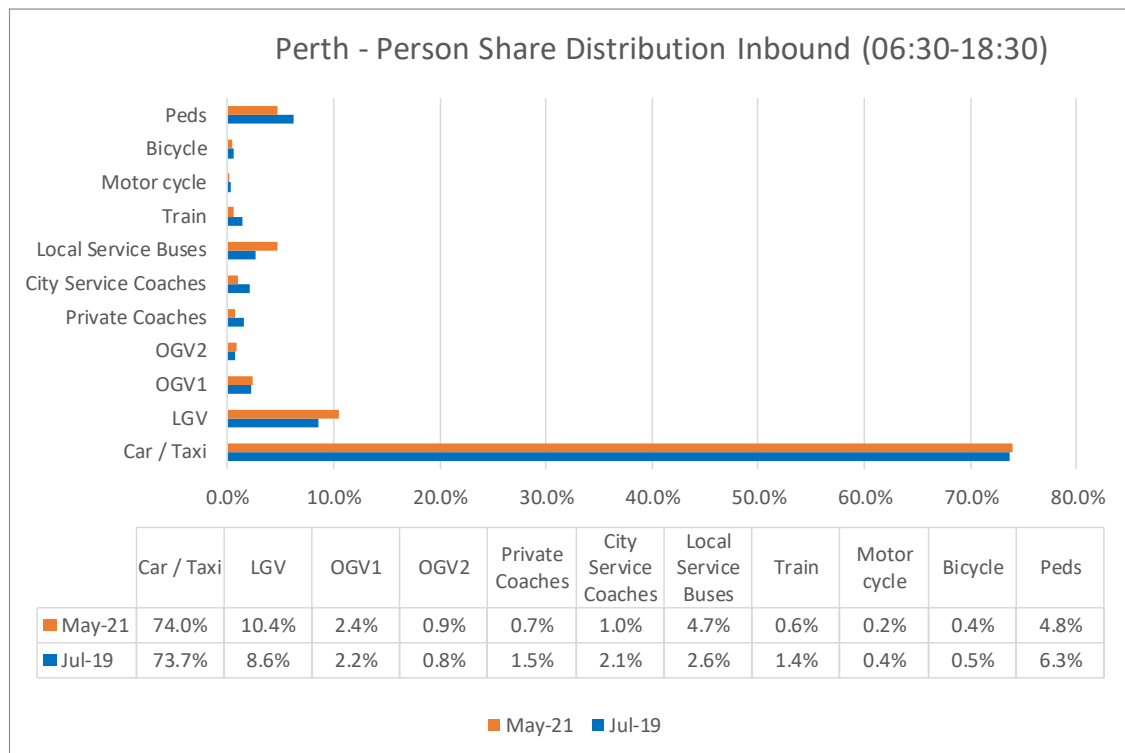


3.67 The below figures provide the daily mode share figures at these cordon counts inbound to the city centre over the 12 hour period (06:30 – 18:30).



3.68 The total vehicles and pedestrians observed was 84,981 in July 2019, 73,250 in October 2020, 62,732 in February 2021 and 76,786 in May 2021.

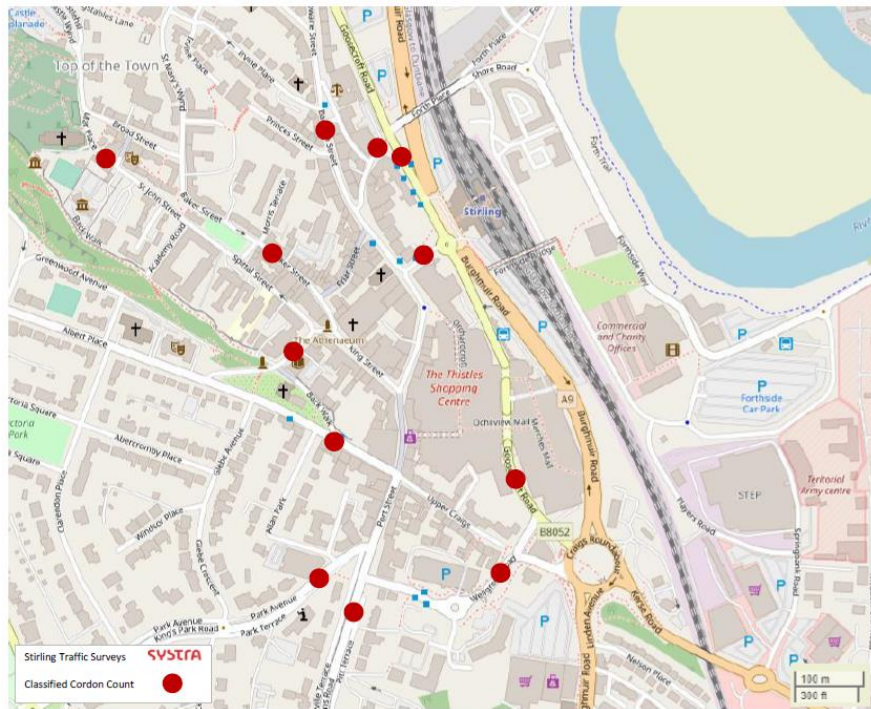
- 3.69 The above figure shows that the mode share of vehicles remained relatively consistent over the three survey periods. It should be noted that the July 2019 surveys were undertaken during school holidays so no school buses were observed at that point. The proportion of LGVs has increased between 2019 and 2020/21.
- 3.70 The proportion of pedestrians has remained relatively consistent across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods.



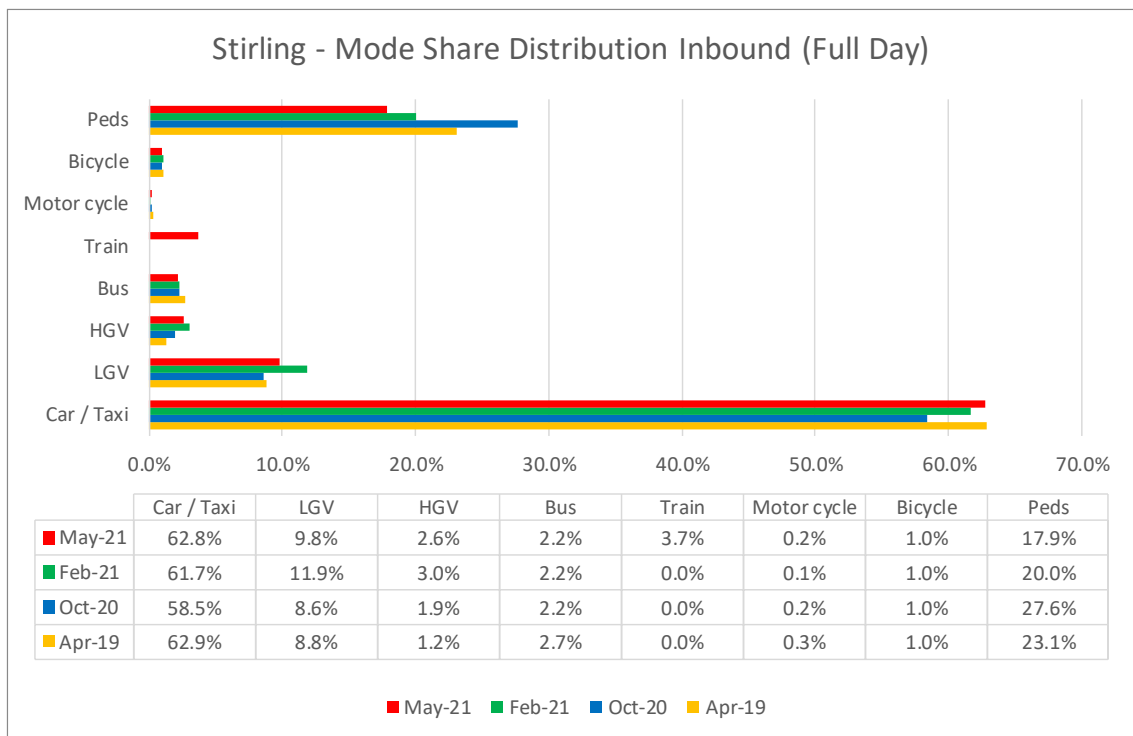
- 3.71 The total people observed was 101,912 in July 2019 and 98,714 in May 2021.
- 3.72 The above figure shows that the person mode share inbound remained relatively consistent over the survey periods. The results for local service buses are influenced by the 2019 surveys being undertaken during the school holidays, and rail shows a drop between 2019 and May 2021.

Stirling

- 3.73 Classified cordon counts were undertaken at 12 sites around Stirling city centre. These sites were surveyed during April 2019 and again in October 2020, February 2021 and May 2021. Vehicle occupancy surveys were also carried out at these locations in May 2021.



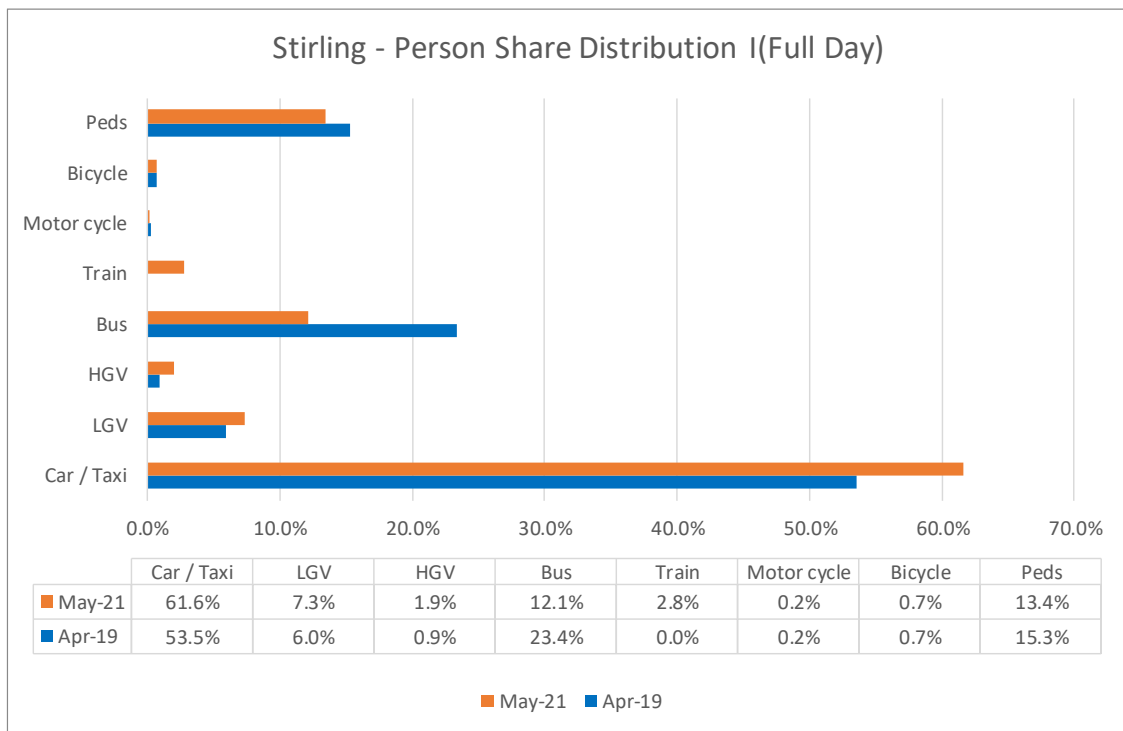
3.74 The below figures provide the daily mode share figures at these cordon counts inbound to the city centre over the 12 hour period (06:30 – 18:30).



3.75 The number of pedestrians and vehicles observed across each of the surveys was 18,102 in April 2019, 16,366 in October 2020, 13,477 in February 2021 and 20,019 in May 2021.

3.76 **Error! Reference source not found.** above figure shows that the mode share of vehicles remained relatively consistent over the three survey periods.

3.77 The proportion of pedestrians varied between 18% and 28% across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.

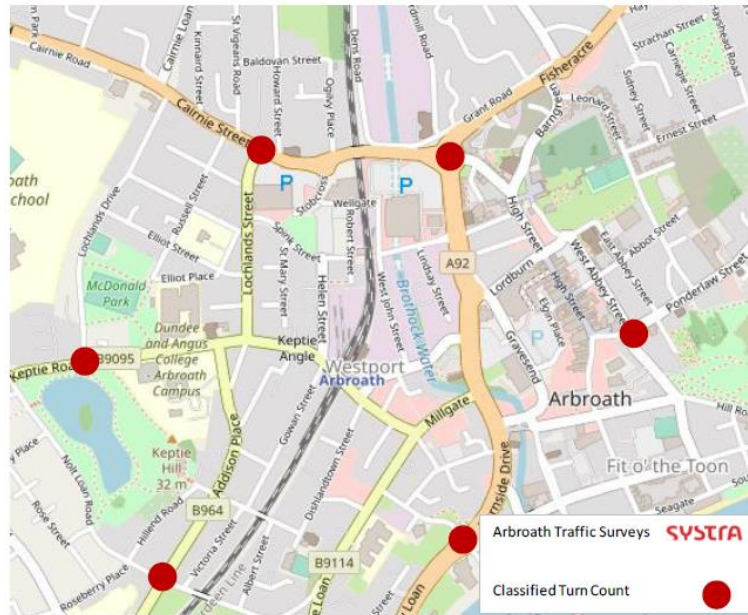


3.78 The number of people observed in each survey period was 27,292 in April 2019 and 26,648 in May 2021.

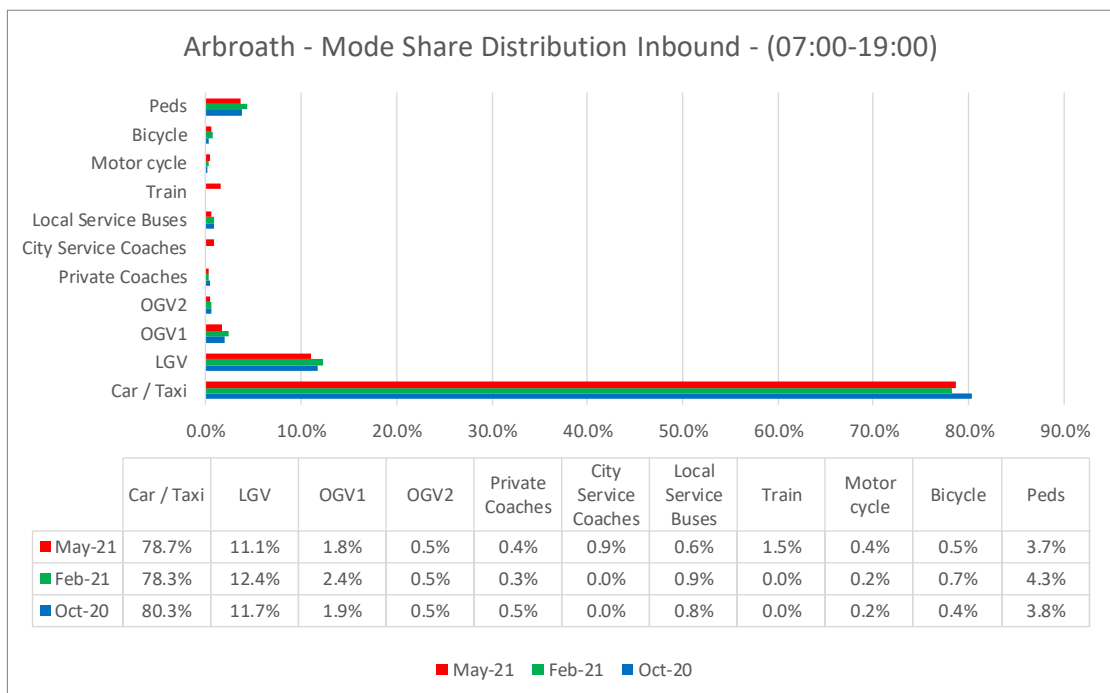
3.79 The above figure shows that across the day, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage, bus usage and walking between April 2019 and May 2021.

Arbroath

3.80 Classified cordon counts were undertaken at 6 sites around Arbroath town centre. These sites were in October 2020, February 2021 and May 2021. Vehicle occupancy surveys were also carried out at these locations in May 2021.



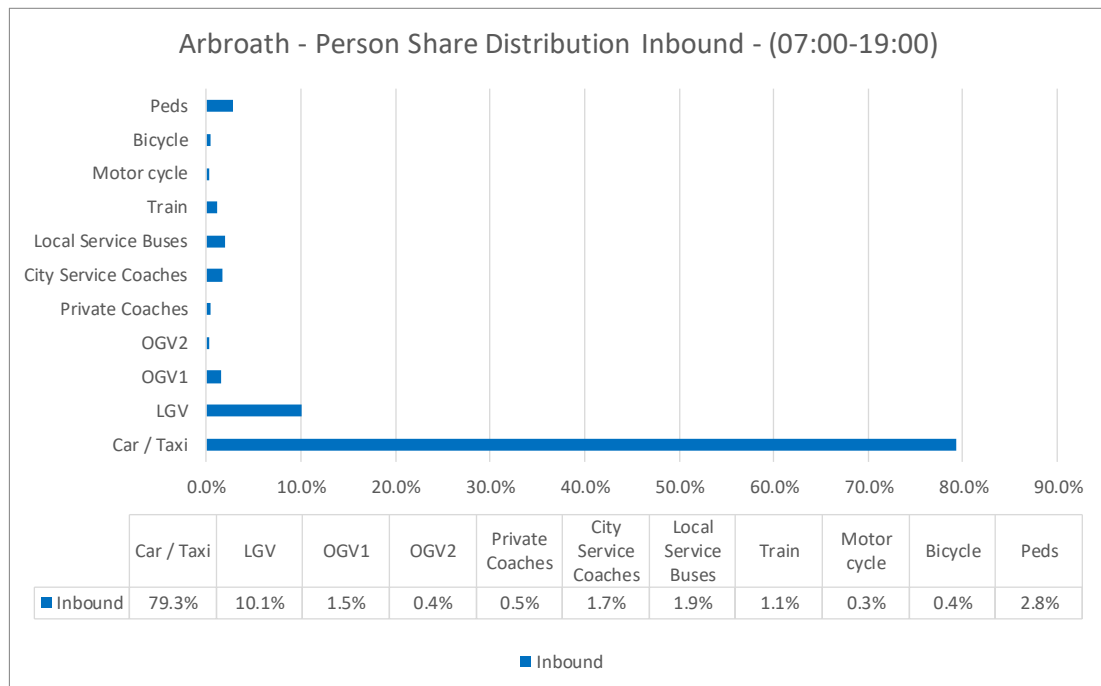
3.81 The below figures provide the daily mode share figures at these cordon counts inbound towards the town centre over the 12 hour period (07:00 – 19:00).



3.82 The number of vehicles observed was 20,824 in October 2020, 16,109 in February 2021 and 22,380 in May 2021.

3.83 The above figure shows that in the 12 hour period, the mode share of vehicles remained relatively consistent over the three survey periods. The results for city service coaches and rail were only included in May 2021 as bus station and rail station surveys were only undertaken at this point.

3.84 The proportion of pedestrians and cyclists remained consistent but was highest in February 2021 when Scotland was under lockdown conditions.



3.85 The number of people observed in the survey period was 29,877 in May 2021.

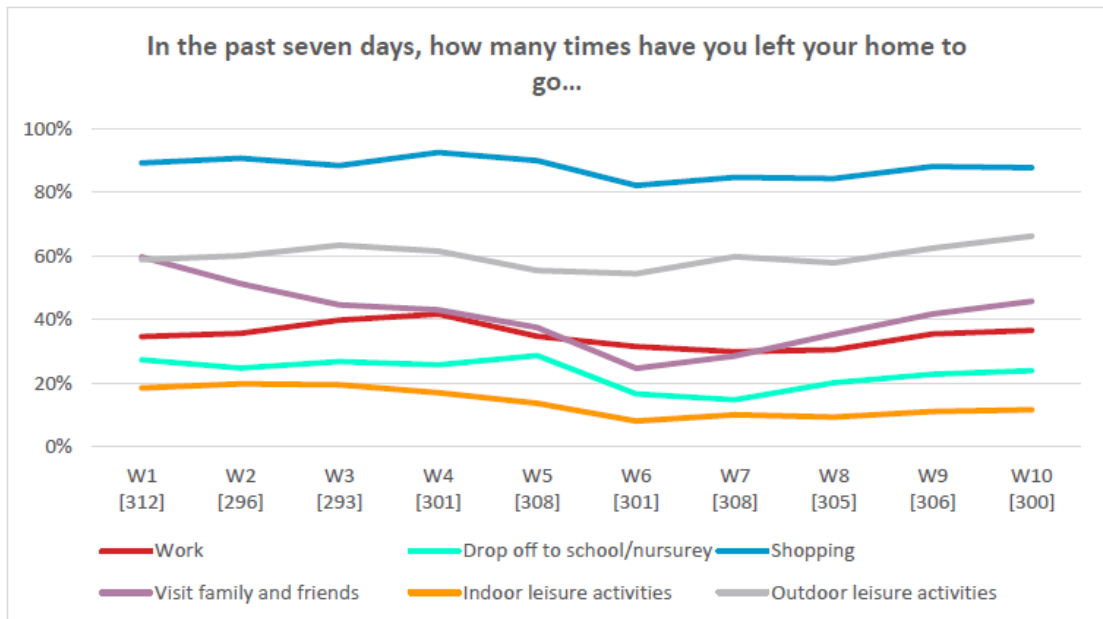
3.86 The above figure shows that most people heading into Arbroath did so by car and taxi. Total bus usage was just over 4%, rail just over 1%, bicycle 0.4% and walking almost 3%.

3. Attitudinal Surveys

3.87 Ten attitudinal and behavioural surveys were delivered through an online panel, issued approximately every month between August and April 2021. The sample was made up of respondents from Dundee, Angus, Perth & Kinross and Stirling. The data used has been weighted to ensure the sample is representative of the Tactran region by age and gender.

3.88 Key behavioural findings across the ten waves are described below:

3.89 In all waves, at least 99% of respondents made at least one trip during the last seven days. The most commonly undertaken journey was for shopping followed by outdoor leisure. The figure below provides information on reason for journeys across all 10 waves.



3.90 Respondents were asked about their main mode of travel for work, shopping and outdoor leisure:

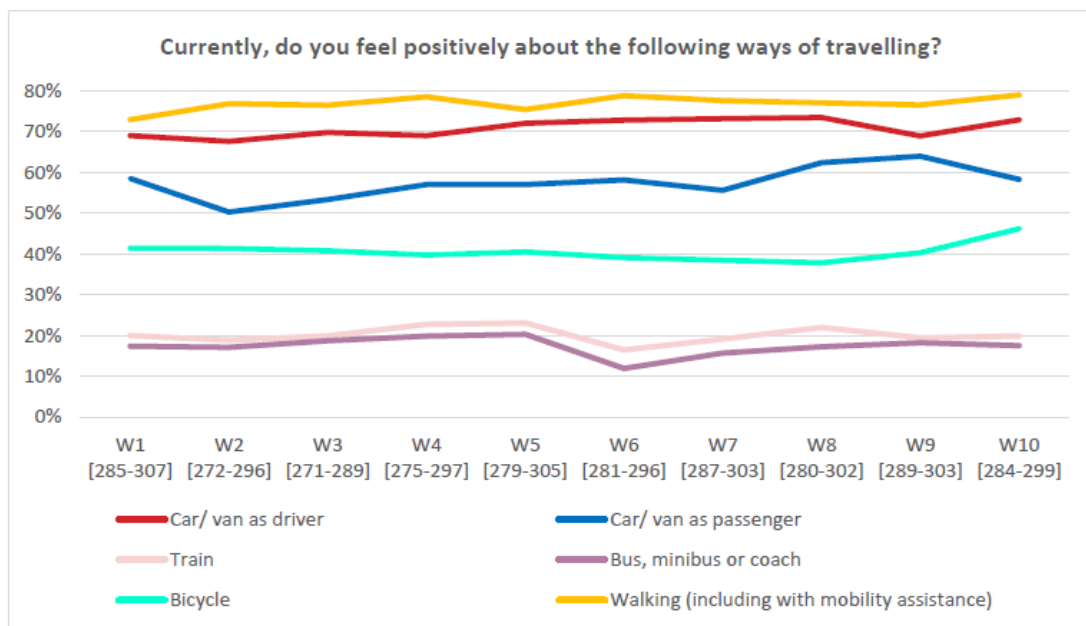
- Work – the most common way of travelling to work was consistently reported as by car or van as a driver or a passenger (65%-81%). With walking/cycling reported as between 10% and 19%. Use of public transport (bus or train) did drop to a low of 4% during Wave 6, which took place following the New Year and the commencement of the stricter Covid-19 protection level in January 2021, and subsequently to a high of 18% during the following wave, use was relatively consistent for the remaining waves (6%-12%).
- Shopping – travelling by car or van as a driver or a passenger was the most common main way of travelling to undertake shopping trips (71%-77%), around a fifth (18%-24%) consistently undertook this journey by foot or by bike, and less than a tenth used public transport (2%-7%).
- Outdoor Leisure – for all ten waves, walking or cycling was the most common way of travelling to outdoor leisure activities or exercise (56%-70%), while travelling by a car or van as a driver or as a passenger was the second most common main way of travelling across the ten waves (26%-40%). Use of public transport was minimal (0% - 4%)

3.91 Respondents were asked if they spent more time walking and cycling since the pandemic began. Across all 10 waves between 42% and 53% noted their walking had increased for leisure/exercise, while between 24% and 35% noted walking had replaced a journey they would normally make another way. The equivalent figures for cycling were between 18% and 31% increased cycling for leisure/exercise and 18% - 21% cycled instead of travelling another way.

3.92 Respondents were asked about their awareness of Spaces for People measures implemented. In summary, 20mph speed restrictions consistently had the highest levels of awareness across the ten waves, while restrictions on

certain types of vehicles consistently had the lowest levels of awareness. Respondents most commonly reported higher awareness of measures in Dundee across the measures, compared to levels of awareness in Angus, Perth & Kinross and Stirling. This may be due to the compact urban nature of the Dundee City Council area, with people more likely to come across a Spaces for People measure in place.

3.93 Respondents were asked about their positivity towards different modes of travel. The figure below shows that people feel most positive towards walking, followed by car/van either as a driver or passenger, followed by bicycle. Both forms of public transport have a low positivity rating throughout of between 11% and 22%.



3.94 The three main reasons given for negativity towards using public transport are:

- Concern over catching coronavirus/other illness
- Concerns over ability to maintain social distancing
- Concerns that social distancing may not be in place

3.95 Key findings across the ten waves on the Spaces for People measures include:

20mph speed restrictions

- Awareness increased somewhat over the first three waves (54%-66%), and remained largely consistent over the latter seven waves (61%-64%);
- Respondents reported highest awareness of the measure in Dundee, followed by Angus and Perth & Kinross; Stirling had least awareness, due to measures not being in place until early summer 2021;
- Most people became aware of the measure by seeing it in place;
- Around half of respondents felt positively towards the 20mph speed restrictions (49%-63%). Less than a quarter of respondents felt negatively towards the measures (13%-22%);

- Around half (47%-53%) of all respondents felt positively towards the introduction of (more) 20mph restrictions;
- The majority of respondents (53%-60%) reported that 20mph speed restrictions would encourage them to walk or cycle more.

Pavement widening

- Awareness increased across the first five waves (28%-51%), and remained relatively consistent across the latter five waves (42%-49%);
- Awareness of the measure was fairly even across the region;
- The majority of respondents felt positively (54%-68%), while less than a sixth felt negatively (8%-15%);
- At least half (50%-61%) of all respondents felt positively towards the introduction of (more) pavement widening;
- The majority of respondents (55%-62%) reported that pavement widening would encourage them to walk or cycle more.

Segregated cycle lanes

- Awareness generally increased over the first seven waves (33%-48%) and decreased slightly across the latter three waves (41%-42%);
- The majority of respondents who reported that they were aware of segregated cycle lanes felt positively towards the measure (51%-62%), while around a tenth felt negatively (9%-13%);
- Around half (46%-53%) of all respondents consistently felt positively towards the introduction of (more) segregated cycle lanes;
- Around half of respondents reported that the segregated cycle lanes would encourage them to walk or cycle more (50%-55%).

Restrictions on certain types of vehicles

- Awareness steadily increased over the first four waves (20%-43%), and remained relatively consistent over the latter six waves (36%-42%);
- Around three to four tenths (31%-43%) of all respondents felt positively towards the introduction of (more) restrictions on certain types of vehicles.

Temporary road closures except for buses, pedestrians and cyclists

- While only a third (33%) were aware of the measure in Wave 1, around half were aware in the latter waves (44%-53%);
- Across the waves, respondents most commonly reported that they became aware of the measures by seeing them in place (18%-35%);
- Around a third (31%-41%) of all respondents felt positively towards the introduction of (more) temporary road closures except for buses, pedestrians and cyclists. Around a fifth felt negatively towards the measure (15%-28%);
- Around half (46%-55%) of respondents across the waves reported that these types of measures would encourage them to walk or cycle more.

Temporary road closures except pedestrians and cyclists

- Awareness increased over the first six waves (35%-55%); and remained relatively consistent over the latter four waves (44%-50%);
- Similar proportions of all respondents felt positively (34%-43%) as felt neither positively nor negatively (33%-41%) towards the introduction of

(more) temporary road closures except pedestrians and cyclists. Those who felt negative towards the measure varied between 21% and 30%;

- Between four and six in ten respondents from Dundee (40%-56%) felt positively towards the measure;
- Around half of respondents (48%-55%) reported that temporary road closures except pedestrians and cyclists would encourage them to walk or cycle more.

One-way systems for pedestrians

- Awareness increased over the first four waves (36%-52%), and somewhat decreased over the latter six waves (43%-51%);
- Around four in ten (37%-53%) of all respondents felt positively towards the introduction of (more) one-way systems for pedestrians, with positive responses falling in the latter waves.

One-way systems for vehicles

- Awareness increased over the first five waves (28%-47%), and remained relatively consistent over the latter five waves (41%-46%);
- Around four in ten (34%-44%) of all respondents felt positively towards the introduction of (more) one-way systems for vehicles, while a similar proportion felt neither positively nor negatively (36%-48%). Around a fifth (16%-25%) felt negatively.

Parking suspensions

- Around half (46%-59%) of respondents were aware of parking suspensions;
- Around half (47%-66%) of respondents who reported being aware of the parking suspensions felt very positively towards them, while less than a quarter reported feeling negatively (8%-23%);
- Around four in ten of all respondents (38%-48%) felt positively towards the introduction of (more) parking suspensions, while around a third (31%-40%) felt neither positively nor negatively.

- 3.96 Tactran, in partnership with our constituent Councils, is continuing to monitor Spaces for People measures and undertake attitudinal surveys during 2021/22 and a final report will be completed and reported to the Partnership at a future meeting.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with Tactran Regional Transport Liaison Group and other relevant constituent Council officers as well as Sustrans' officers.

5 RESOURCE IMPLICATIONS

- 5.1 Tactran was awarded 250,000 from Sustrans' Places for people initiative to monitor the impact of Covid-19 on travel in the Tactran region in 2020/21 and a further £52,000 in 2021/22.

6 EQUALITIES MPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Niall Gardiner
Senior Partnership Manager

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

Report to Partnership, RTP/20/29, 2020/21 Budget and Monitoring, 15 September 2020

Report to Partnership, RTP/21/14, Active Travel Progress Report, 15 June 2021

Covid-19 Guidelines throughout survey period

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
Wave 1 attitudinal survey	19th August - 31st August 2020	<ul style="list-style-type: none"> • Individuals could meet people from up to two households at a time indoors; • Individuals were required to wear a face covering in shops; public transport; on public transport premises (i.e. rail and bus stations); and other indoor public places; • Remote working was the default position for those who could; • Primary and secondary schools reopened in August 2020; • Non-essential shops could open in line with guidance; and • All holiday accommodation could open in line with guidance.
Wave 2 attitudinal survey	24th September - 6th October 2020	<ul style="list-style-type: none"> • Individuals could not make indoor social visits to other households unless they were an extended household; • Pubs, bars and restaurants were required to close at 10pm • Individuals could meet others outside (i.e. garden or public space) in groups of up to 6 people from no more than 2 households; and • Sports and leisure facilities could re-open in line with guidance.
Wave 3 attitudinal survey	19th October and 29th October 2020	<ul style="list-style-type: none"> • All indoor premises could only open between 6am and 6pm with no sale of alcohol; and • Individuals were advised to walk, cycle and drive where possible to save space of public transport.
Speed and vehicles count	October 2020	
Wave 4 attitudinal survey	9th November - 16th November 2020	<p>Angus and Perth & Kinross were in Protection Level 2 from 9th to 12th November 2020</p> <ul style="list-style-type: none"> • Restaurants, cafes, pubs and bars could open indoors for the consumption of food and non-alcoholic drinks. Last entry was 19:00 and all venues had to close by 20:00; <p>Angus and Perth & Kinross were in protection level 3 from 13th November 2020. Dundee and Stirling were in Protection Level 3 for entirety of the survey period:</p> <ul style="list-style-type: none"> • Restaurants, cafes, pubs and bars could open indoors and outdoors for the consumption of food and non-alcoholic drinks only, with table services; • Individuals were not allowed to travel into or out of Level 3 and 4 local authority areas except for essential reasons; and • Public transport was for essential purposes only.
Speed and vehicles count	November 2020	
Wave 5 attitudinal survey	30th November - 8th December 2020	<p>Protection Level 3</p> <ul style="list-style-type: none"> • Protection Level 3 guidance remained the same as during the previous wave.

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
Wave 6 attitudinal survey	11th January - 18th January 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • 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; • Individuals were encouraged to shop online or use local shops and services where possible, and to avoid all unnecessary travel; <p>Lockdown restrictions were further strengthened on January 13th 2021</p> <ul style="list-style-type: none"> • Working from home became the default position for businesses and services; • Non-essential click and collect retail services became prohibited; • Businesses providing takeaway food also had to operate on a 'non-entry' basis only; and • Restrictions banning the consumption of alcohol in public places.
Wave 7 attitudinal survey	1st February - 8th February 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Speed and vehicles count	February 2021	
Wave 8 attitudinal survey	22nd February - 2nd March 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Wave 9 attitudinal survey	15th March - 23rd March 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Wave 10 attitudinal survey	5th April and 14th April 2021	<p>Protection Level 4</p> <ul style="list-style-type: none"> • 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 were told to work from home wherever practicable; • Hospitality venues like cafes, pubs and restaurants; gyms; non-essential shops and stores; holiday accommodation; and all indoor visitor attractions had to remain closed.
Speed and vehicles count	May 2021	<p>Protection Level 3</p> <ul style="list-style-type: none"> • Individuals could meet in groups of up to 6 from 2 households in an indoor public place such as a café, pub or restaurant; • Individuals could meet in groups of up to 6 from 6 households outdoors, in a private garden or a public place like a park or an outdoor area of a café;

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
		<ul style="list-style-type: none">• Individuals could travel anywhere in Scotland and can stay in holiday accommodation - but you should not stay in someone else's house; and• Individuals were advised to work from home where possible.