

SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 7 REPORT (SURVEY UNDERTAKEN BETWEEN 1ST FEBRUARY AND 8TH FEBRUARY 2021)



tactran



SYSTRA



SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 7 REPORT (SURVEY UNDERTAKEN BETWEEN 1ST FEBRUARY AND 8TH FEBRUARY 2021)

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1	Author	Marianne Woodyard	Project Manager	15/02/2021	
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2	Author	Marianne Woodyard	Project Manager	08/03/2021	
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1. INTRODUCTION

1.1 Approach

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

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

1.2 This Report

1.2.1 This report covers the main findings found in Wave 7 of 10 Waves. The data was collected between 1st and 8th February 2021.

1.2.2 A total of 308 respondents took part in the survey. The data used in this report has been weighted to ensure the sample is representative of the Tactran region by age and gender. The sample comprised of respondents from Dundee (31%), Angus (26%), Perth and Kinross (30%), and Stirling (13%).

1.2.3 On the 5th January 2021, following a continued increase in Covid-19 cases, Stay at Home Protection level guidance came into effect for the majority of Scotland, including Dundee, Angus, Perth and Kinross, and Stirling, and was in place for the entirety of survey period. The restrictions were expected to stay in place until the end of February¹.

1.2.4 The Covid-19 guidelines for the Stay at Home protection level during the Wave 7 survey period included²:

- Individuals were told to stay at home as much as possible to minimise the risk of spreading Covid-19;
- By law, individuals in a level 4 area could only leave their home for essential purposes;
- Individual were encouraged to shop online or use local shops and services where possible, and to avoid all unnecessary travel;
- Essential reasons for leaving homes included:
 - For work/employment, or to provide voluntary or charitable services, where it cannot be done from home (working on home was the default position);
 - For education including, school, college, university;
 - Regulated early learning and childcare was open to children of key workers and vulnerable children only;
 - For essential shopping, including essential shopping for a vulnerable person;
 - To obtain or deposit money, where it is not possible to do so from home;
 - For healthcare;
 - For childcare or support services for parents or expectant parents;

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

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

- For essential services, including services of a charitable or voluntary nature such as food banks, alcohol or drug support services;
- To access public services where it is not possible to do so from home;
- To provide care, assistance, support to or respite for a vulnerable person;
- To provide or receive emergency assistance;
- To meet a legal obligations;
- For essential animal welfare reasons;
- Local outdoor recreation, sport or exercise, walking, cycling, golf, or running that starts and finishes at the same place (which can be up to 5 miles from the boundary of an individual's local authority area) as long as the individual can abide by the rules on meeting other households;
- A maximum of two people could meet outside their home for recreation and exercise if they are not from the same household;
- To attend a marriage ceremony or registration of a civil partnership
- To attend a funeral or for compassionate reasons which relate to the end of a person's life;
- To avoid injury, illness or to escape a risk of harm;
- For those involved in professional sports, for training, coaching or competing in an event;
- Businesses providing takeaway food must operate on a 'non-entry' basis only;
- Non-essential click and collect retail services was prohibited;
- To visit a person receiving treatment in a hospital, staying in a hospice or care home, or to accompany a person to a medical appointment;
- Leaving home to go on holiday in Scotland, the UK or abroad was not permitted;
- To register or vote in a Scottish or UK Parliament, Local Government or overseas election or by-election, including on behalf of someone else by proxy.

2. JOURNEYS IN THE LAST SEVEN DAYS

2.1 Journey Types

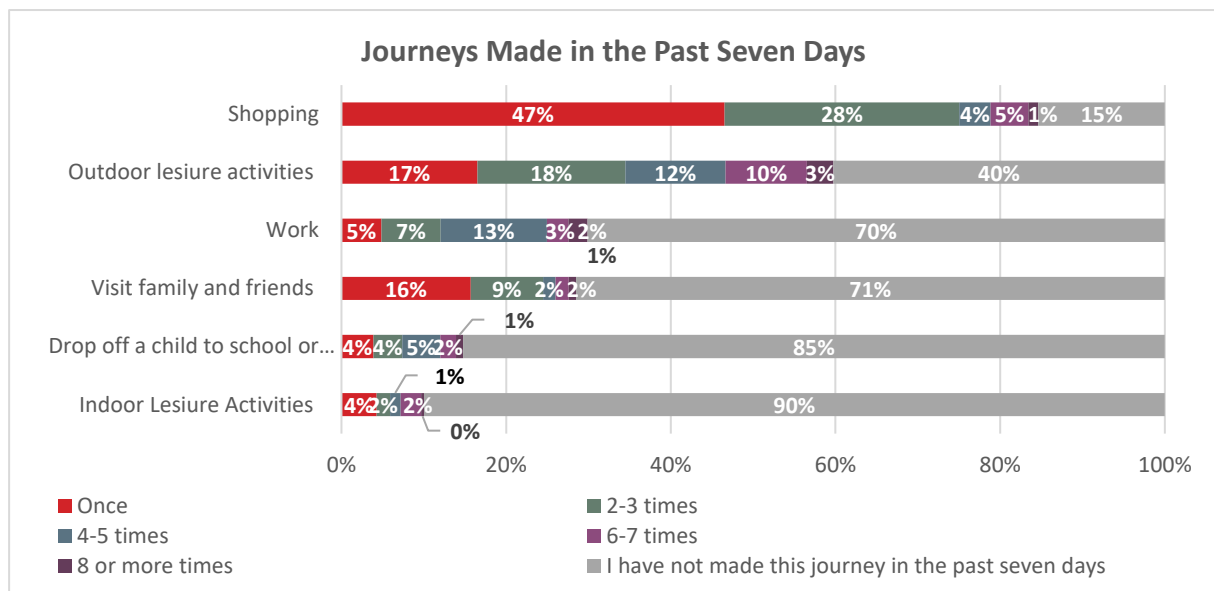
2.1.1 All (100%) respondents made a least one type of journey in the last seven days.

2.1.2 Within this time, the most frequently made trip was for shopping, with over eight in ten respondents (85%) making this trip at least once, and three quarters (75%) making it between one and three times. Respondents from cities, large town centers or suburbs were more likely to have made a shopping trip at least once in the last seven days, compared to those from small towns, villages or rural areas (91% vs 78%).

2.1.3 Six in ten of respondents (60%) took part in outdoor leisure activities in the last seven days and almost three in ten (29%) travelled to visit family and friends. Respondents from cities, large towns centers or suburbs were more likely to have visited friends at least once in the last seven days, compared to those from small towns, villages or rural areas (34% vs 22%).

2.1.4 Three in ten respondents (30%) had travelled to work at least once in the last seven days. Respondents from cities, large towns centers or suburbs were more likely to have made a journey to work at least once in the last seven days, compared to those from small towns, villages or rural areas (36% vs 23%).

2.1.5 Around a sixth (15%) had dropped off a child at school or nursery, and a tenth (10%) had travelled to an indoor leisure activity in the last seven days.



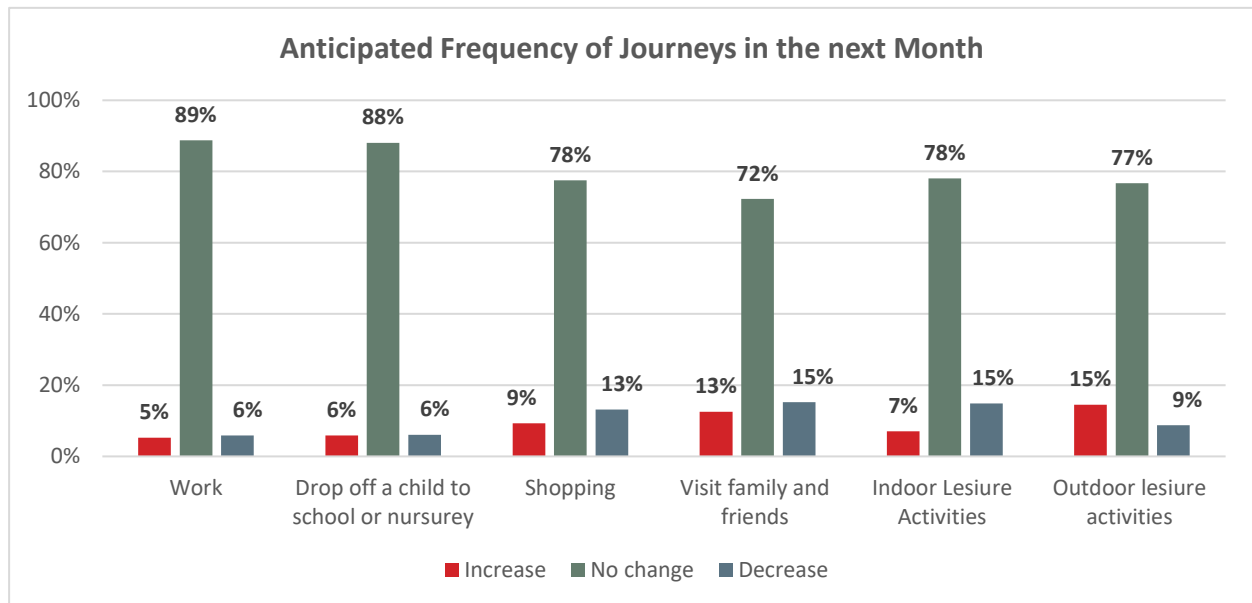
2.1.6 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- Over one and half times as many average journeys to work;
- Almost twice as many average trips to drop off a child to school or nursery;
- Almost three times as many average visits to family and friends; and

- Over five times as many average 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. Just under a sixth anticipated an increase in outdoor leisure activities (15%) and visits to family and friends (13%).

2.1.8 Conversely, just under a sixth anticipated a decrease in visiting friends and family (15%); indoor leisure activities (15%); and shopping (13%).

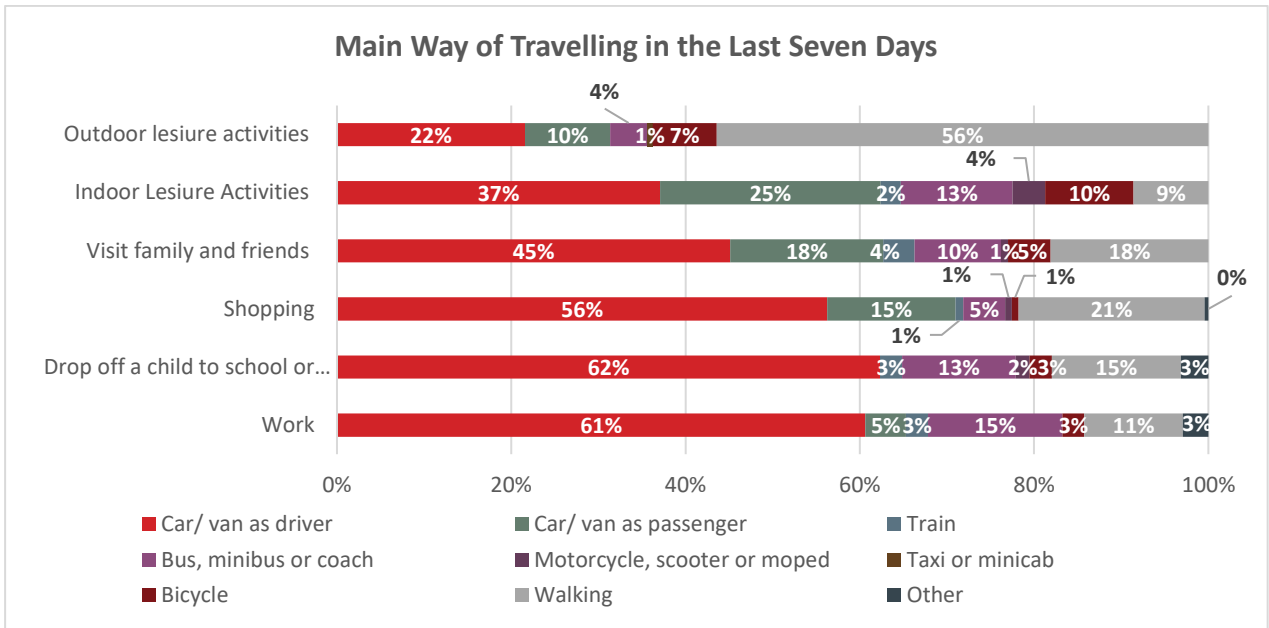


2.2 Ways of Travelling

2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types in the last seven days, with the exception of journeys for outdoor leisure activities, where the majority of journeys were made by walking (56%), compared to the car (31%).

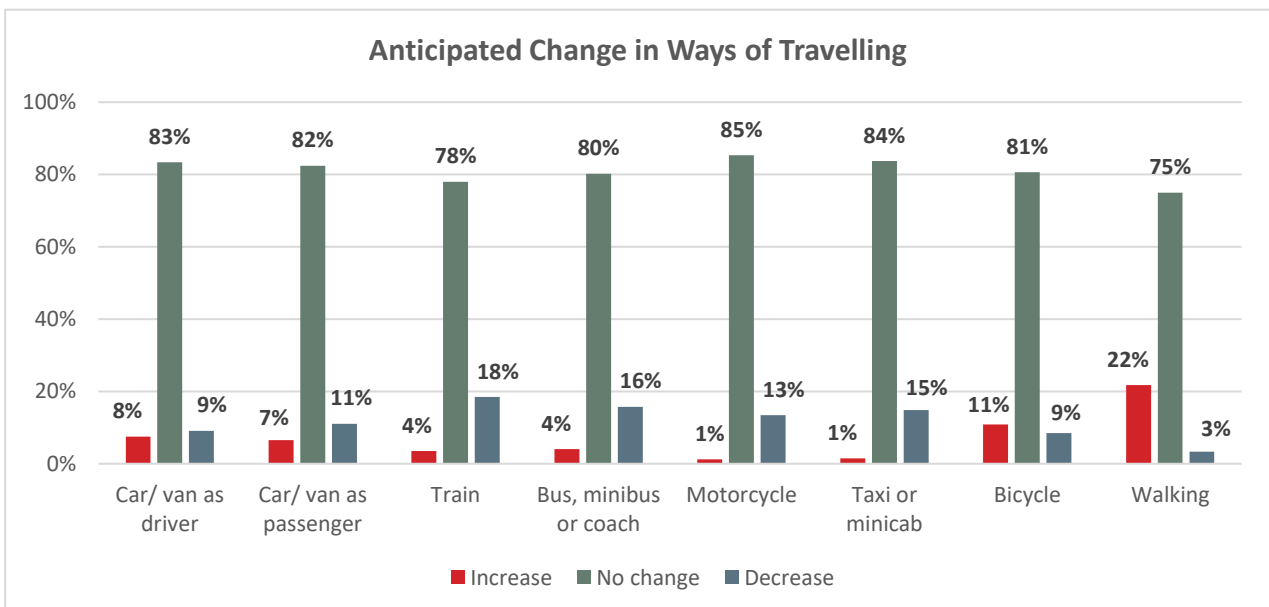
2.2.2 Walking was the main way of travelling for a fifth (21%) of respondents who went shopping, and around a sixth of respondents who visited family and friends (18%) and to drop off a child to school or nursery (15%) in the last seven days.

2.2.3 Few respondents travelled by bicycle for any of the specified journey purposes (between 1% and 10%).



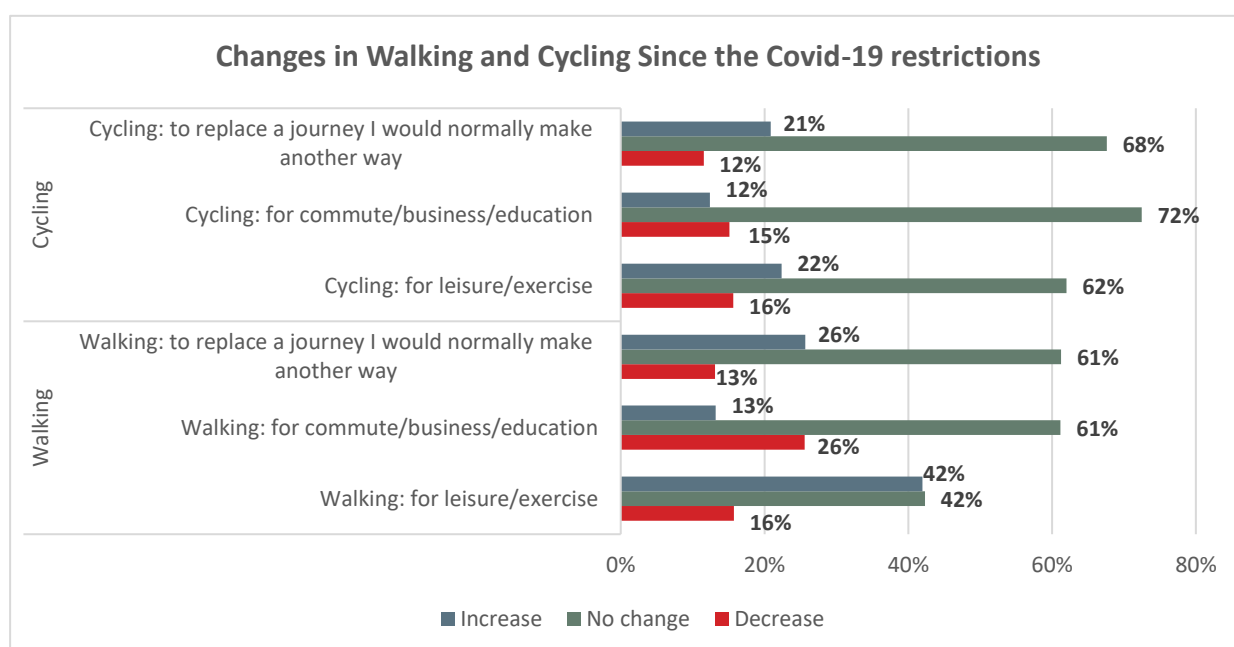
2.2.4 The majority of respondents did not think they would change how much they use different ways of travelling in the next month or so. The largest anticipated change was an increase in walking over the next month or so (22%). Around a sixth anticipated a decrease in how much they would travel by train (18%); bus, minibus or coach (16%); and taxi or minicab (15%).

2.2.5 Respondents from cities, large towns centers or suburbs were more likely to have reported an anticipated increase in walking over the next month or so, compared to those from small towns, villages or rural areas (25% vs 18%).



2.3 Walking and Cycling Behaviour

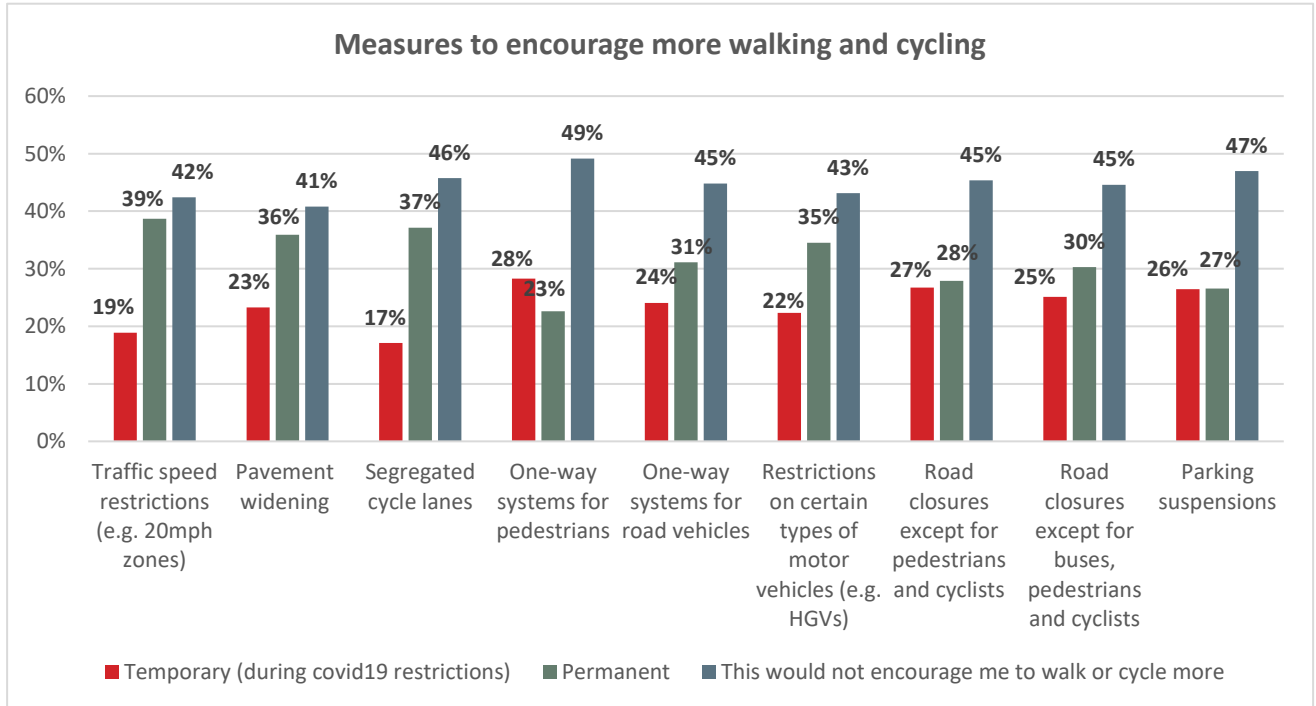
- 2.3.1 Of respondents who walked and cycled for leisure/exercise before Covid-19 restrictions, over two fifths (42%) reported an increase in the average amount of time they spent walking per week since Covid-19 restrictions were introduced, and around a fifth (22%) reported an increase in the amount of time they spent cycling for this reason.
- 2.3.2 Over a quarter of respondents (26%) reported an increase in walking to replace a journey normally made another way, and just over a fifth (21%) reported an increase in cycling for this same purpose.
- 2.3.3 Positively, the majority of respondents suggested that they would continue their reported increased amount of walking (87%) and cycling (91%) for leisure/exercise purposes after Covid-19 restrictions are lifted.



2.4 Changes in Current Walking and Cycling Behaviour

- 2.4.1 Of those who reported awareness of the Spaces for People measures and an increase in the amount they already walked since Covid-19 restrictions for leisure/exercise reasons, around six in ten (59%) suggested that the introduction of the Spaces for People Measures has had an impact on their increased leisure/exercise walking.
- 2.4.2 All respondents were asked if certain measures would encourage them to walk and cycle more, and whether they would want the measures on just a temporary basis (i.e. during Covid-19 restrictions) or on a longer term, more permanent basis. For each of the different measures, over half of respondents suggested that the measures (either on a temporary or permanent basis) would encourage them to walk or cycle more.
- 2.4.3 More specifically, over half suggested that pavement widening (59%); traffic speed restrictions (e.g. 20mph zones) (58%); and restrictions on certain types of motor vehicles (e.g. HGVs) (57%) would encourage them to walk or cycle more.

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



3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

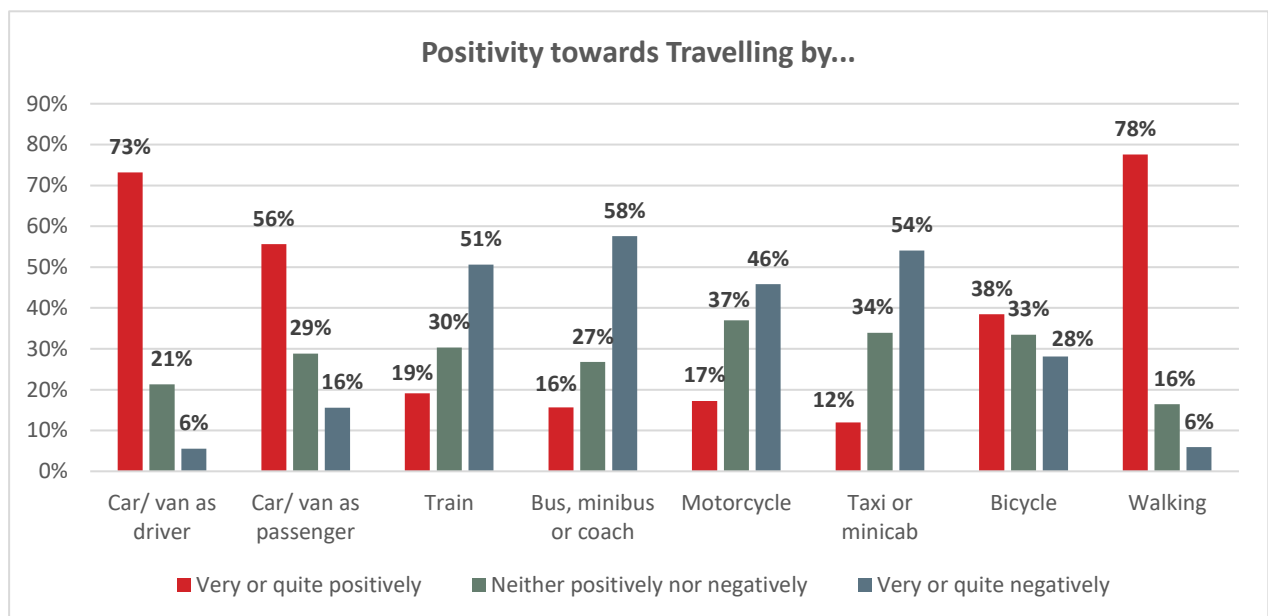
3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Just under three quarters (73%) felt positively towards travelling by car or van as a driver, and over half (56%) felt this way towards travelling by car or van as a passenger.

3.1.2 Over three quarters (78%) felt positively towards travelling by walking, while around two fifths of respondents (38%) felt positively towards cycling.

3.1.3 More than twice as many respondents felt negatively towards travelling by public and shared transport, than felt positively. Specifically, over half of respondents felt negatively towards travelling by bus, minibus or coach (58%), taxi or minicab (54%), and train (51%).

3.1.4 These findings are broadly similar with previous waves.



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 (55%);
- Concerns over ability to maintain social distancing (42%);
- Concerns that social distancing may not be in place (40%);
- Cost/too expensive (35%); and
- Travelling by car is easier/more convenient (32%).

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

- Concern over catching coronavirus/other illness (61%);

- Concerns over ability to maintain social distancing (50%);
- Concerns that social distancing may not be in place (49%);
- Behaviour of other passengers (42%); and
- Travelling by car is easier/more convenient (36%).

3.2.3 Respondents from cities, large towns centers or suburbs were more likely to have reported concern that social distancing may not be in place as a reason for them feeling negatively about travelling on trains, compared to those from small towns, villages or rural areas (56% vs 42%).

3.2.4 Around three quarters of respondents reported feeling strongly or somewhat concerned about people spreading or contracting the virus whilst using the train (75%) and the bus (80%). This is a slight decrease from Wave 6.

3.2.5 Conversely, around a fifth of respondents suggested they were concerned about the spreading of the virus while walking (22%) and cycling (19%).

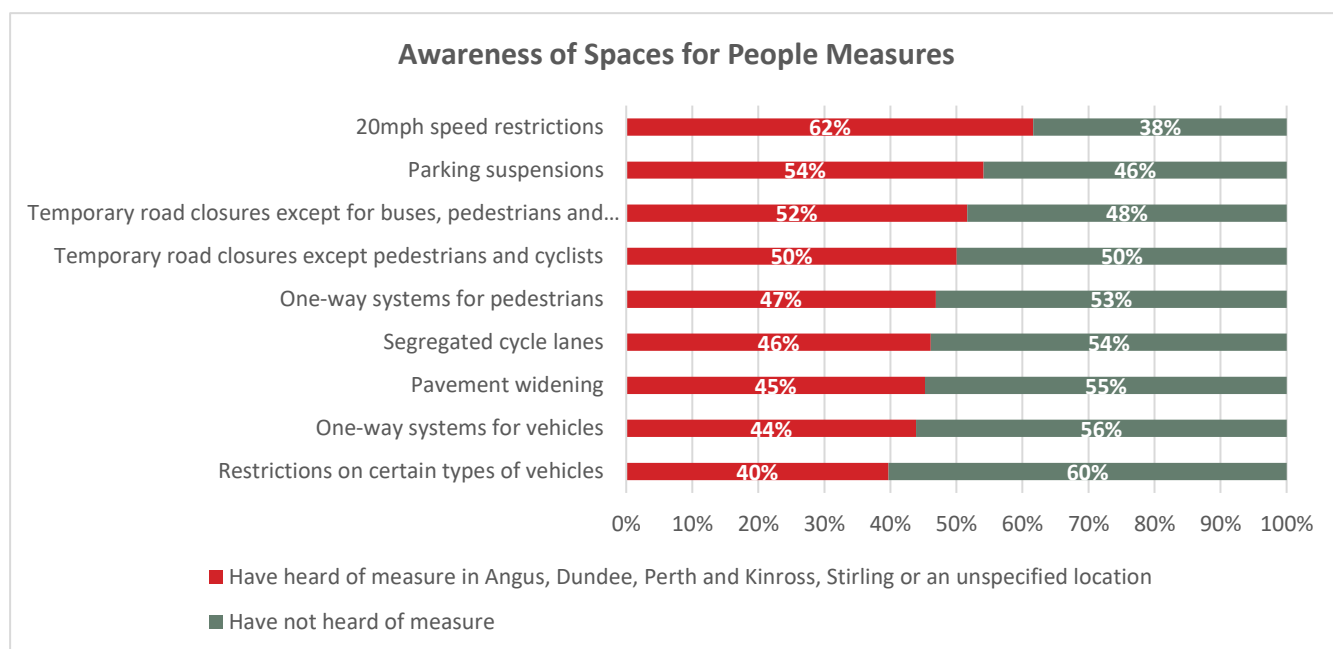
4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

4.1 Awareness of Introduction of Measures

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

4.1.2 The highest level of awareness amongst respondents was for 20mph speed restrictions, with almost two thirds (62%) 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 (40%).

4.1.3 Levels of awareness are broadly similar to Wave 6.

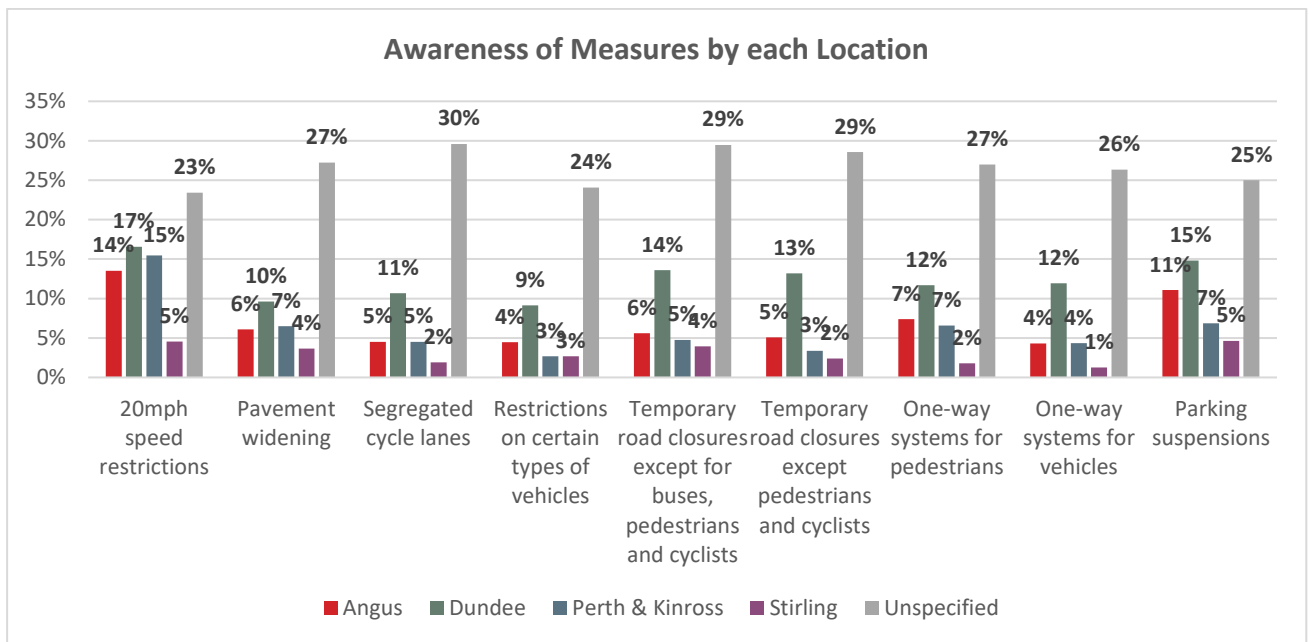


4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally, the majority of respondents who did have awareness of the measures, were unable to specify the location of them.

4.1.5 Measures in Dundee had the highest level of awareness of the four specified locations, with 17% aware of 20mph speed restrictions; 15% aware of parking suspensions; and 14% aware of temporary road closures except for buses, pedestrians and cyclists.

4.1.6 Measures in Perth and Kinross and Angus had similar levels of awareness of the measures, including 20mph speed restrictions (15% and 14%); parking suspensions (7% and 11%); and one-way systems for pedestrians (7% and 7%).

4.1.7 Measures in Stirling has the lowest level of awareness, with no more than 5% aware of any of the measures.

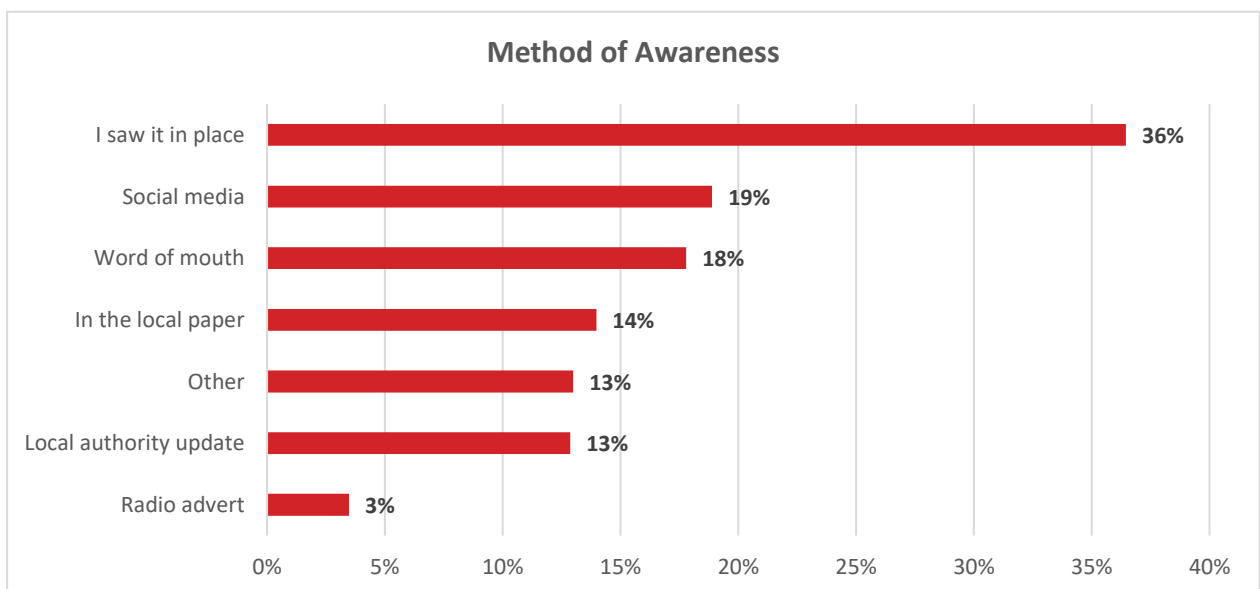


4.2 Method of Awareness

4.2.1 On average, the most common way respondents reported becoming aware of the measures was by seeing them in place (36%) and just under a fifth were made aware of the measures by social media (19%) and word of mouth (18%).

4.2.2 Fewer were made aware by local paper (14%); local authority updates (13%); and radio adverts (3%).

4.2.3 Method of awareness is broadly similar to Wave 6 findings, with slightly more reportedly being made aware of the measure by seeing them in place (36% compared to 32%).

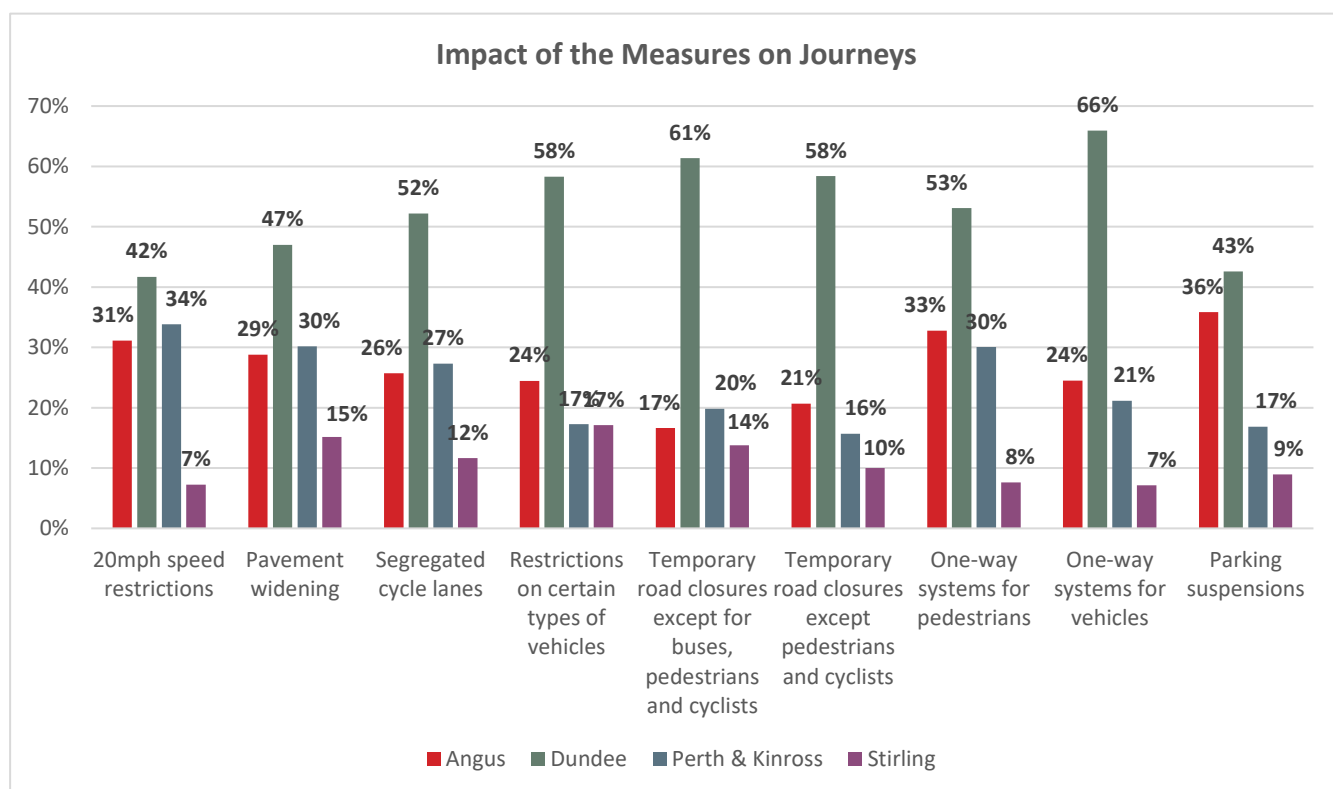


4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who had heard of a measure in at least one of the four locations (55%), all had experienced at least one journey which was impacted by at least one of the measures.

4.3.2 Of these respondents, the most frequently cited location in which respondents had experienced an impacted journey was Dundee, with over 40% saying they were impacted by each of the measures. Two thirds (66%) were impacted by one-way systems for vehicles; while around six in ten (61%) experienced journeys impacted by temporary road closures except for buses, pedestrians and cyclists.

4.3.3 Over a third (36%) were impacted by parking suspensions in Angus; just over a third (34%) were impacted by 20mph speed restrictions in Perth and Kinross; and around a sixth (17%) were impacted by restrictions on certain types of vehicles in Stirling.



5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

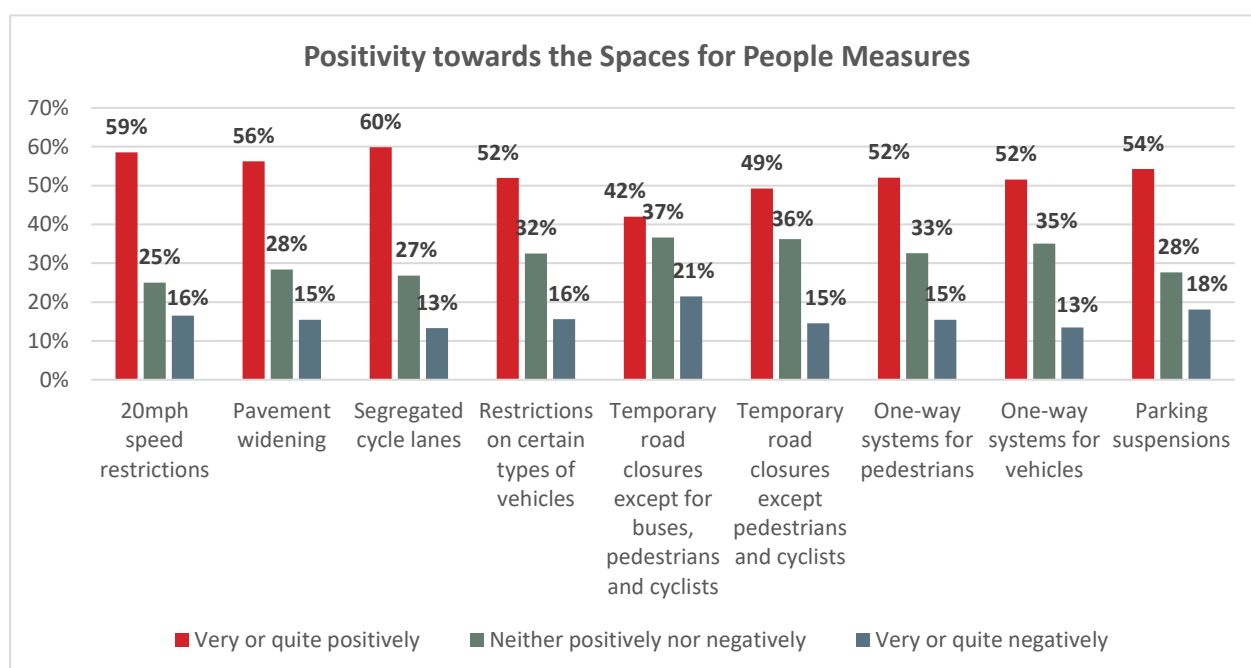
5.1 Positivity and Negativity towards Different Measures

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

5.1.2 Segregated cycle lanes was the most positively rated measure, with six in ten (60%) reporting that they felt this way, closely followed by 20mph speed restrictions (59%).

5.1.3 Over half of respondents felt positively towards: pavement widening (56%); parking suspensions (54%); one-way systems for pedestrians (52%); restrictions on certain types of vehicles (52%) and one-way systems for vehicles (52%).

5.1.4 Respondents from cities, large towns centers or suburbs were more likely than those from small towns, villages or rural areas to report feeling positively towards temporary road closures except for buses, pedestrians and cyclists (49% vs 35%) and temporary road closures except pedestrians and cyclists (56% vs 41%).

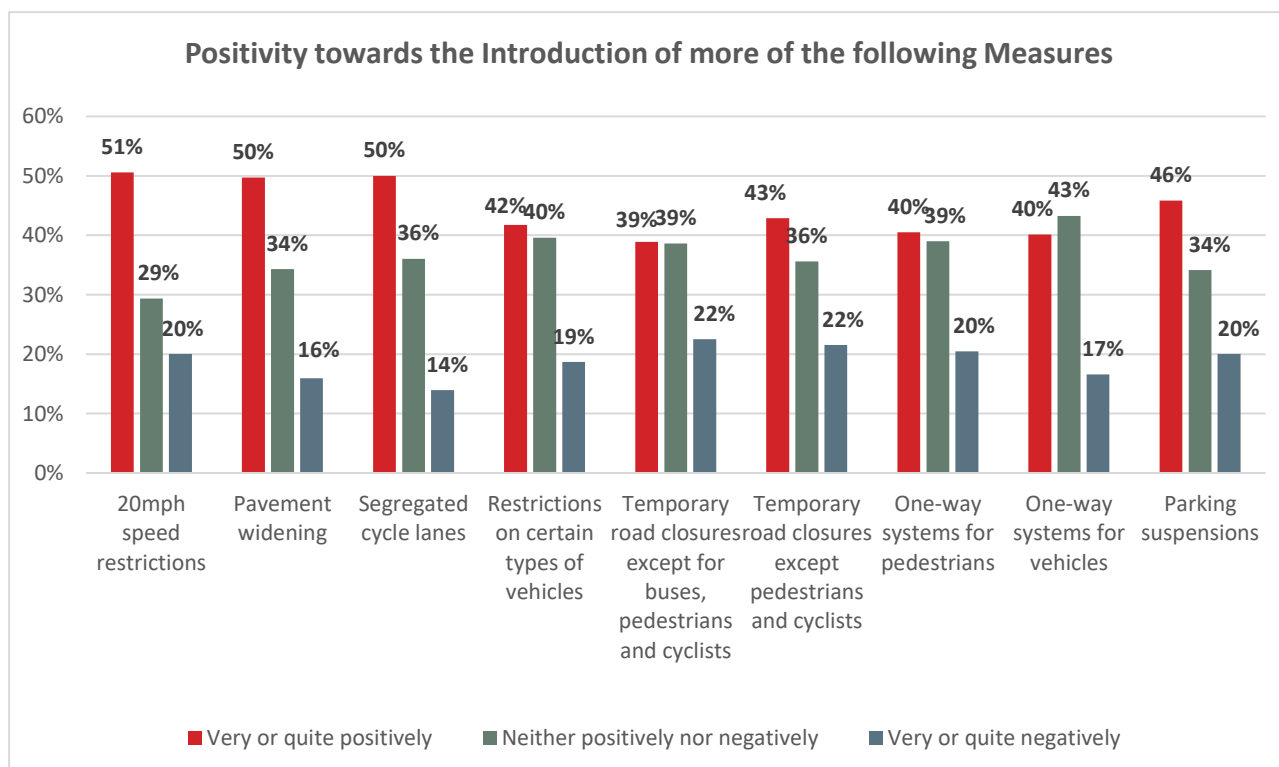


5.1.5 All respondents were also asked how they felt towards implementing more of each type of the Spaces for People measures, and between two-fifths and a half felt positively for each measure (between 39% and 51%), while in general a slightly smaller percentage felt neutrally (between 29% and 43%).

5.1.6 Measures for which there was most positivity towards further introduction were: 20mph speed restrictions (51%); segregated cycle lanes (50%); and pavement widening (50%).

5.1.7 Respondents from cities, large towns centers or suburbs were more likely than those from small towns, villages or rural areas to report feeling positively towards pavement widening (56% vs 42%); segregated cycle lanes (57% vs 42%); and temporary road closures except buses, pedestrians and cyclists (49% vs 35%).

5.1.8 Measures for which there was most negativity towards further introduction were: temporary road closures except for buses, pedestrians and cyclists (22%); temporary road closures except pedestrians and cyclists (22%); one-way systems for pedestrians (20%), 20mph speed restrictions (20%) and parking suspensions (20%).



5.2 Reasons for Positivity and Negativity

5.2.1 Respondents who reported feeling positively or negatively towards the current measures or towards the potential implementation of (or more of) the measures cited a number of reasons for their feelings.

20mph speed restrictions

5.2.2 Reasons most frequently cited for feeling positively towards 20mph speed restrictions included: I feel safer walking (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 (75%); it does not make me feel safer walking (19%); 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 (61%); it makes it easier to maintain social distancing when walking (51%); and encourages walking (34%)
- 5.2.5 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (54%); it does not make me feel safer walking (41%); and unable to park to access shops (21%).

Segregated cycle lanes

- 5.2.6 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (49%); encourages cycling (39%); and it makes it easier to maintain social distancing when cycling (22%).
- 5.2.7 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (42%); it does not make me feel safer walking (28%); and it does not make me feel safer cycling (25%).

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 (45%); I feel safer walking (38%); and it means there is less traffic on the roads (32%).
- 5.2.9 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (32%); it does not make me feel safer walking (29%); and traffic moving too slowly (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 (43%); it means there is less traffic on the roads (32%); and encourages walking (30%).
- 5.2.11 Reasons cited for feeling negatively included: Reduced road space for cars/motor vehicles (43%); unable to park to access shops (29%); and increased traffic on roads (27%).

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 (42%); encourages walking (36%); and encourages cycling (34%).
- 5.2.13 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (36%); unable to park to access shops (35%); and traffic moving too slowly (31%).

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 (60%); it makes it easier to maintain social distancing when walking (49%); and encourages walking (32%).
- 5.2.15 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (47%); one-way systems are confusing (35%); and traffic moving too slowly (15%).

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 (36%); I feel safer walking (33%); and improves air quality (26%).
- 5.2.17 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (59%); traffic moving too slowly (32%); and unable to park to access shop (22%).

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 (38%); encourages walking (22%); and improves air quality (19%).
- 5.2.19 Reasons most frequently cited for feeling negatively included: unable to park to access shops (56%); it does not make me feel safer walking (32%); and reduced road space for cars/motor vehicles (29%).

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

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For more information visit www.systra.co.uk

Birmingham – Newhall Street

Lancaster House, Newhall St,
Birmingham, B3 1NQ
T: +44 (0)121 393 4841

Birmingham – Suffolk Street

8th Floor, Alpha Tower, Crowne Plaza, Suffolk Street
Birmingham, B1 1TT
T: +44 (0)121 393 4841

Bristol

One Temple Quay, Temple Back East
Bristol, BS1 6DZ
T: +44 118 208 0111

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin 2, Ireland
T: +353 (0) 1 566 2028

Edinburgh

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
United Kingdom
T: +44 (0)131 460 1847

Glasgow – St Vincent St

Seventh Floor, 124 St Vincent Street
Glasgow G2 5HF United Kingdom
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

Liverpool

5th Floor, Horton House, Exchange Flags,
Liverpool, L2 3PF
T: +44 151 607 2278

London

3rd Floor, 5 Old Bailey, London EC4M 7BA United Kingdom
T: +44 (0)20 3855 0079

Manchester –City Tower

16th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 504 5026

Manchester – King Street

76 King Street
Manchester, M2 4NH
T: +44 161 697 3899

Newcastle

Floor E, South Corridor, Milburn House, Dean Street,
Newcastle, NE1 1LE
T: +44 (0)191 249 3816

Perth

13 Rose Terrace, Perth PH1 5HA
T: +44 (0)131 460 1847

Reading

Davidson House, Forbury Square,
Reading, RG1 3EU
T: +44 118 208 0111

Woking

Dukes Court, Duke Street
Woking, Surrey GU21 5BH United Kingdom
T: +44 (0)1483 357705

York

Meridian House, The Crescent
York, YO24 1AW
Tel: +44 1904 454 600

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