

# SPACES FOR PEOPLE ATTITUDINAL SURVEYS WAVE 9 REPORT (SURVEY UNDERTAKEN BETWEEN 15TH MARCH AND 23RD MARCH 2021)



tactran



**SYSTRA**



# SPACES FOR PEOPLE ATTITUDINAL SURVEYS

WAVE 9 REPORT (SURVEY UNDERTAKEN BETWEEN 15TH MARCH AND 23RD MARCH 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 9 of 10 Waves. The data was collected between 15th March and 23rd March 2021.

1.2.2 A total of 305 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 (26%), Angus (27%), Perth and Kinross (31%), and Stirling (17%).

1.2.3 The Covid-19 guidelines for the Stay at Home protection level during the Wave 9 survey period included<sup>1,2</sup>:

- 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;
  - 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;

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

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

- 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;
- 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;
- From January 16<sup>th</sup>, click and collect could only operate for essential and certain non-essential retail only;
- Close contact services (i.e. hairdressers) remained closed;
- 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;
- Outdoor gyms could remain open;
- 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.

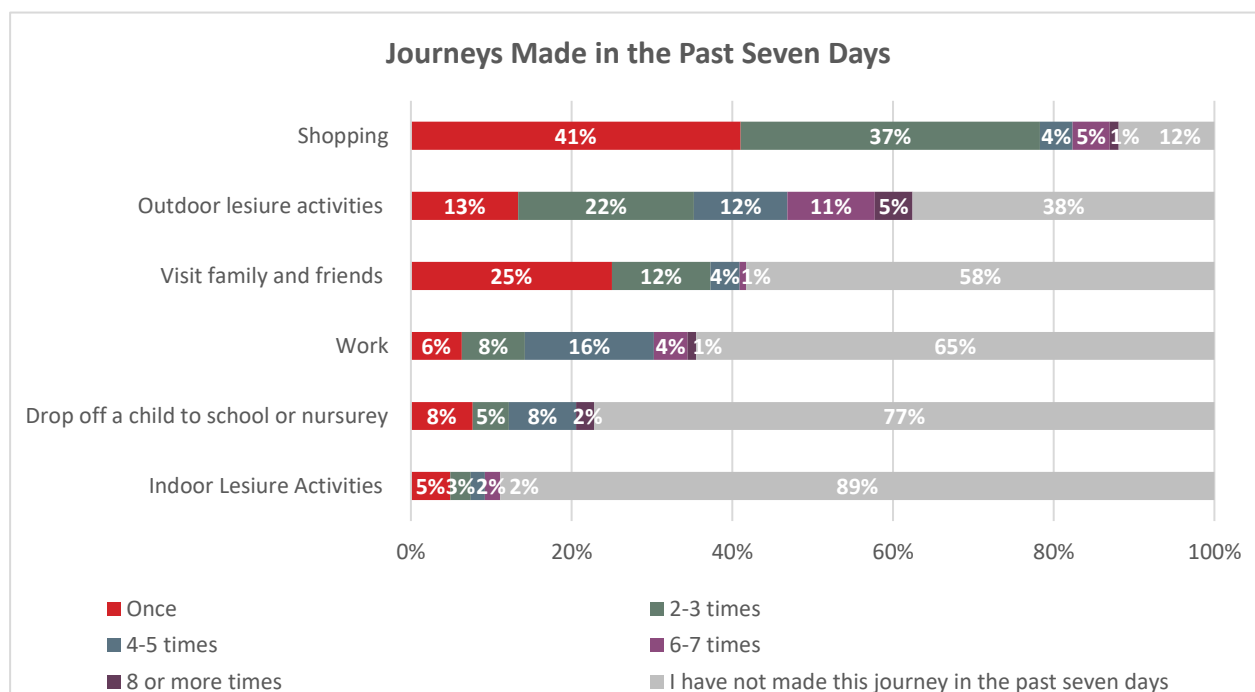
#### 1.2.4 Changes in guidance at the time of the Wave 9 survey included:

- Up to four adults from up two households could meet outdoors but were still required to stay as close to home as possible;
- Adults can take part in indoor non-contact sport and organised group exercise in groups of up to 15 people; and
- Young people aged 12 to 17 could meet outdoors in groups of up to four people from four different households and could take part in outdoor non-contact sports and other organised activities in groups of up to 15 people, and could travel across local council boundaries to take part in these activities.

## 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 just under nine in ten respondents (88%) making this trip at least once, and just over three quarters (78%) making it between one and three times. Respondents from cities, large town centres or suburbs were more likely to have made a shopping trip at least once in the last seven days, compared to those from small towns, villages or rural areas (94% vs 83%).
- 2.1.3 Just over six in ten respondents (62%) took part in outdoor leisure activities in the last seven days and over four in ten (42%) travelled to visit family and friends, an increase from Wave 8 (35%).
- 2.1.4 Over a third of respondents (35%) had travelled to work at least once in the last seven days. Respondents from cities, large town centres or suburbs were more likely to have made a journey to work at least once in the last seven days, compared to those from small towns, villages or rural areas (43% vs 28%).
- 2.1.5 Just under a quarter (23%) had dropped off a child at school or nursery, and just over a tenth (11%) had travelled to an indoor leisure activity in the last seven days.
- 2.1.6 These journeys are broadly similar to those made in Wave 8.

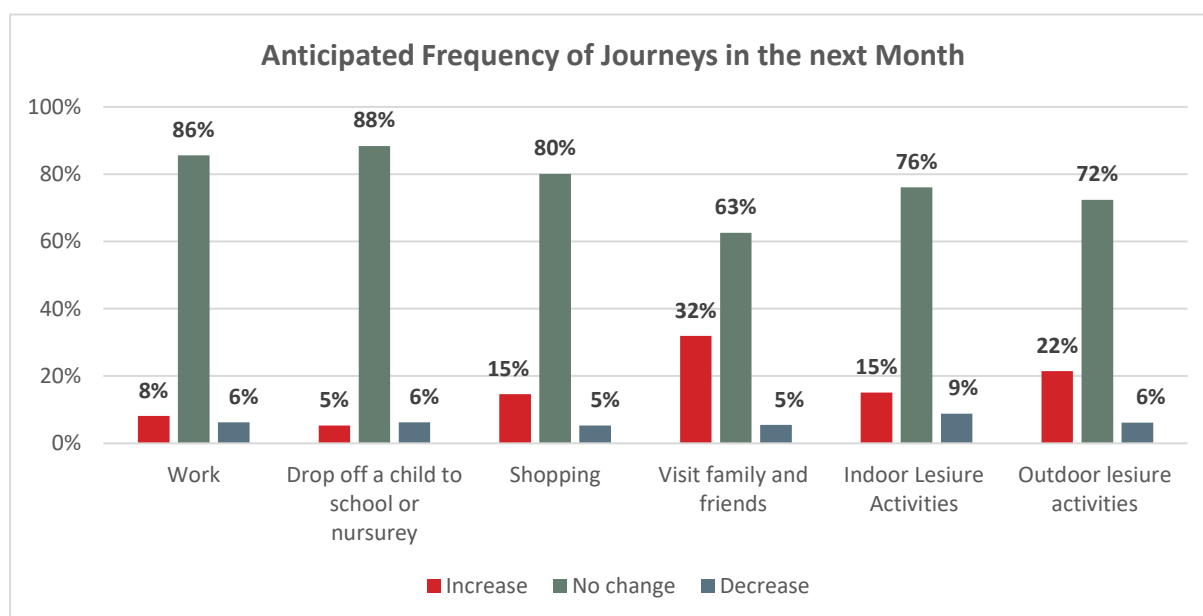


- 2.1.7 If Covid-19 travel restrictions and guidance were not in place, respondents reported that they would have made more journeys in the last seven days. This includes:

- One and half times as many average journeys to work;
- Twice as many average visits to family and friends; and
- Over five times as many average trips to indoor leisure activities.

2.1.8 The majority of respondents did not anticipate a change in how frequently they would undertake the majority of these types of journeys in the next month or so. Notably however, around a third anticipated an increase in visits to family and friends (32%) and around a fifth anticipated an increase in outdoor leisure activities (22%).

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

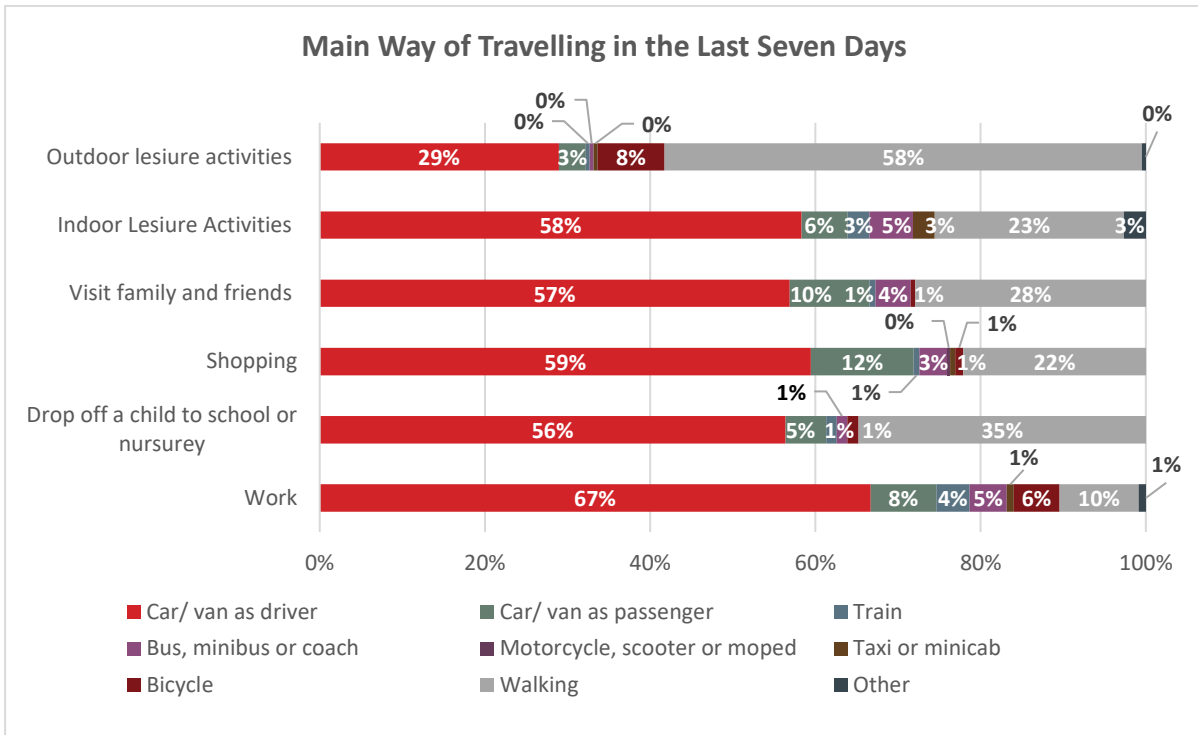


## 2.2 Ways of Travelling

2.2.1 Travelling by car, as a driver or passenger, was the most frequently used way of travelling for all journey types in the last seven days, with the exception of journeys for outdoor leisure activities, where the majority of journeys were made by walking (58%), compared to the car (32%).

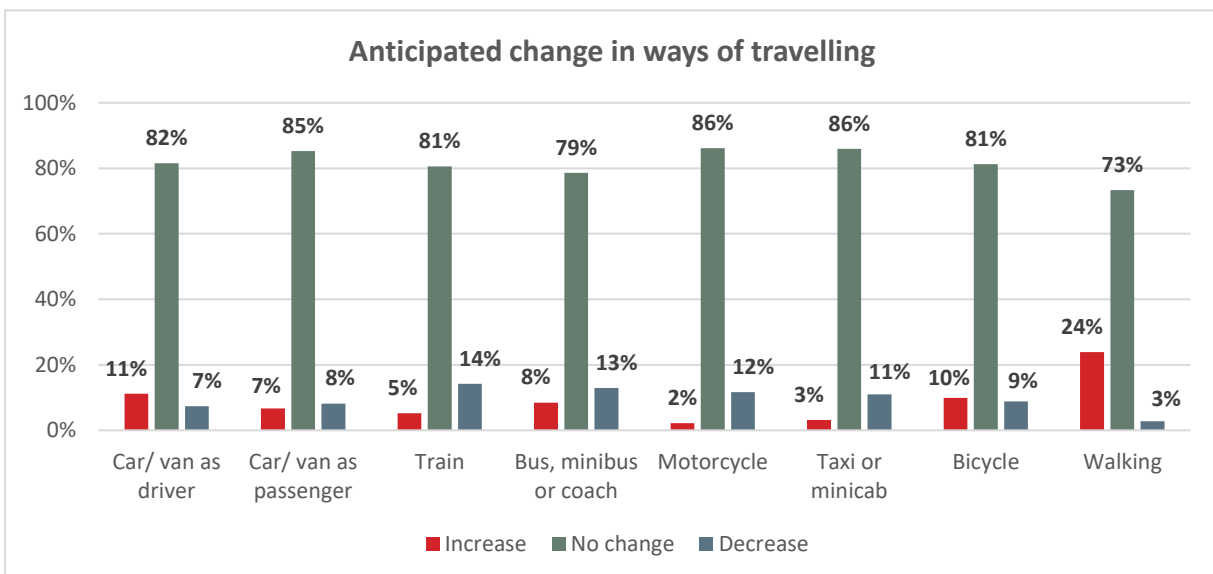
2.2.2 Walking was the main way of travelling for around a third of respondents who dropped of their child to school or nursery (35%); and around a quarter of those who went to visit friends and family (28%); to indoor leisure activities (23%) and went shopping (22%). This is a general increase in those who walked as their main way of travelling to undertake these journeys.

2.2.3 Few respondents travelled by bicycle for any of the specified journey purposes (less than 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 (24%).

2.2.5 Just under a sixth anticipated a decrease in how much they would travel by train (14%) and bus, minibus or coach (13%).



## 2.3 Walking and Cycling Behaviour

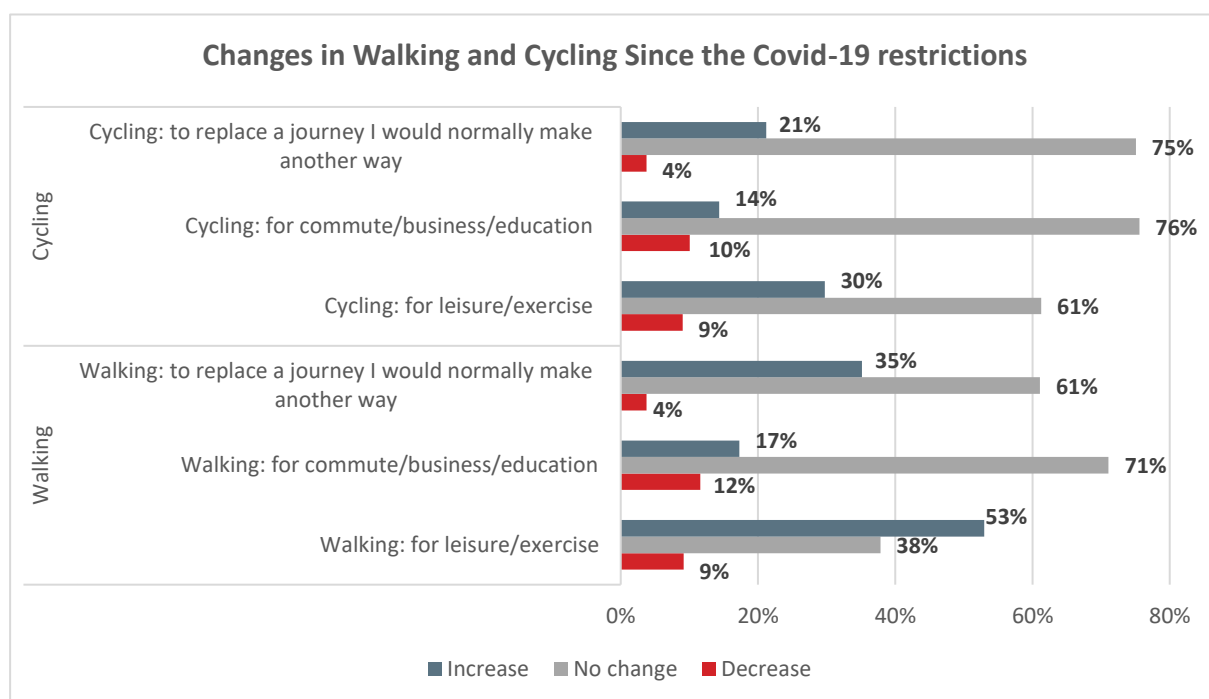
2.3.1 Of respondents who walked and cycled for leisure/exercise before Covid-19 restrictions, over half (53%) reported an increase in the average amount of time they spent walking



per week since Covid-19 restrictions were introduced, and around a third (30%) reported an increase in the amount of time they spent cycling for this reason.

2.3.2 Over a third of respondents (35%) 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 (81%) and cycling (82%) for leisure/exercise purposes after Covid-19 restrictions are lifted.



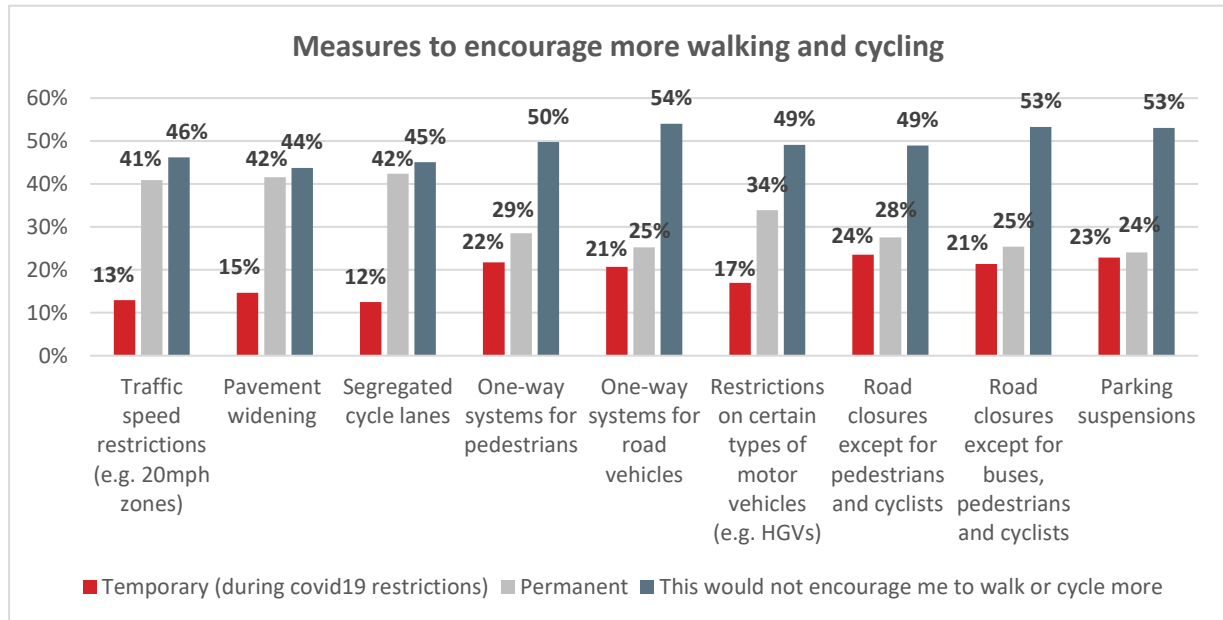
## 2.4 Changes in Current Walking and Cycling Behaviour

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 half (49%) suggested that the introduction of the Spaces for People Measures had somewhat of an impact on their reported increased leisure/exercise walking.

2.4.2 All respondents were asked if certain measures would encourage them to walk and cycle more, and whether they would want the measures on just a temporary basis (i.e. during Covid-19 restrictions) or on a longer term, more permanent basis. For each of the different measures, around half of respondents suggested that the measures (either on a temporary or permanent basis) would encourage them to walk or cycle more.

2.4.3 More specifically, over half suggested that pavement widening (56%); segregated cycle lanes (55%); and traffic speed restrictions (e.g. 20mph zones) (54%) would encourage them to walk or cycle more.

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



### 3. ATTITUDES TOWARDS DIFFERENT WAYS OF TRAVELLING

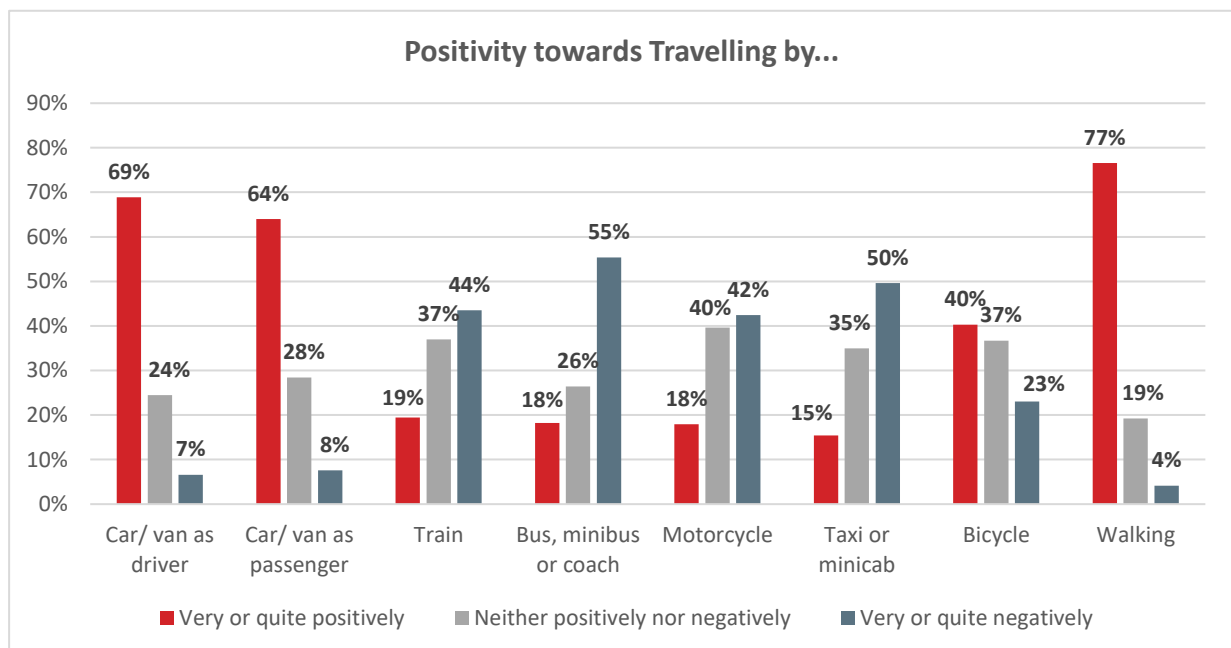
#### 3.1 Positivity and Negativity towards Travelling by Different Methods

3.1.1 Just under seven in ten (69%) felt positively towards travelling by car or van as a driver, and over six in ten (64%) felt this way towards travelling by car or van as a passenger.

3.1.2 Over three quarters (77%) felt positively towards travelling by walking, while four in ten of respondents (40%) felt positively towards cycling.

3.1.3 More than twice as many respondents felt negatively towards travelling by public and shared transport, than felt positively. Specifically, around half of respondents felt negatively towards travelling by bus, minibus or coach (55 vs 18%), taxi or minicab (50% vs 15%), and train (44% vs 19%). Respondents from Angus were more likely to feel positively towards travelling by bus (29%), compared to those from Dundee (18%); Perth and Kinross (14%); and Stirling (10%).

3.1.4 These findings are broadly similar with Wave 8.



#### 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 (53%);
- Travelling by car is easier/more convenient (47%);
- Cost/too expensive (45%);
- Concerns over ability to maintain social distancing (45%);
- Concerns that social distancing may not be in place (44%).

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

- Concern over catching coronavirus/other illness (51%);
- Travelling by car is easier/more convenient (45%);
- Concerns that social distancing may not be in place (42%);
- Concerns over ability to maintain social distancing (41%);
- Behaviour of other passengers (37%).

3.2.3 Around seven in ten respondents reported feeling strongly or somewhat concerned about people spreading or contracting the virus whilst using the bus (78%) and just under three quarters felt this way about the train (71%). This is similar to Wave 8.

3.2.4 Conversely, around a fifth of respondents suggested they were concerned about the spreading of the virus while walking (16%) and cycling (18%).

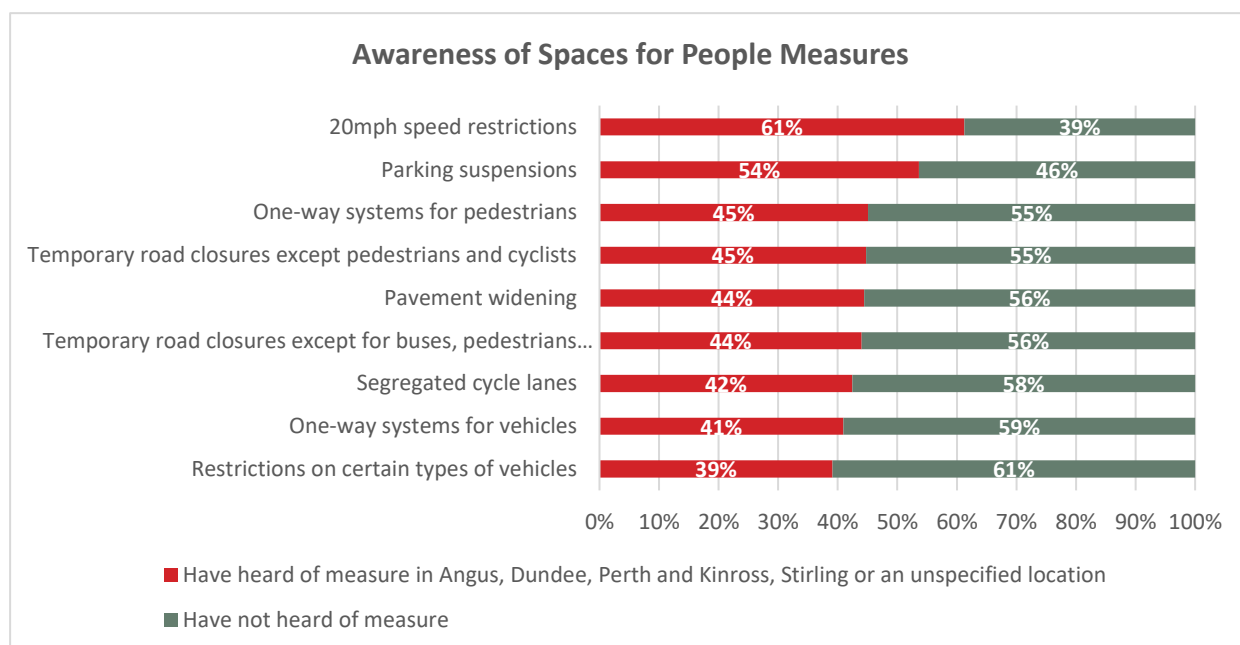
## 4. SPACES FOR PEOPLE: AWARENESS OF MEASURES

### 4.1 Awareness of Introduction of Measures

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

4.1.2 The highest level of awareness amongst respondents was for 20mph speed restrictions, with almost two thirds (61%) being aware of the measure in either Angus, Dundee, Perth and Kinross, Stirling or an unspecified location. Restrictions on certain types of vehicles had the lowest amount of awareness (39%).

4.1.3 Levels of awareness are broadly similar to Wave 8.

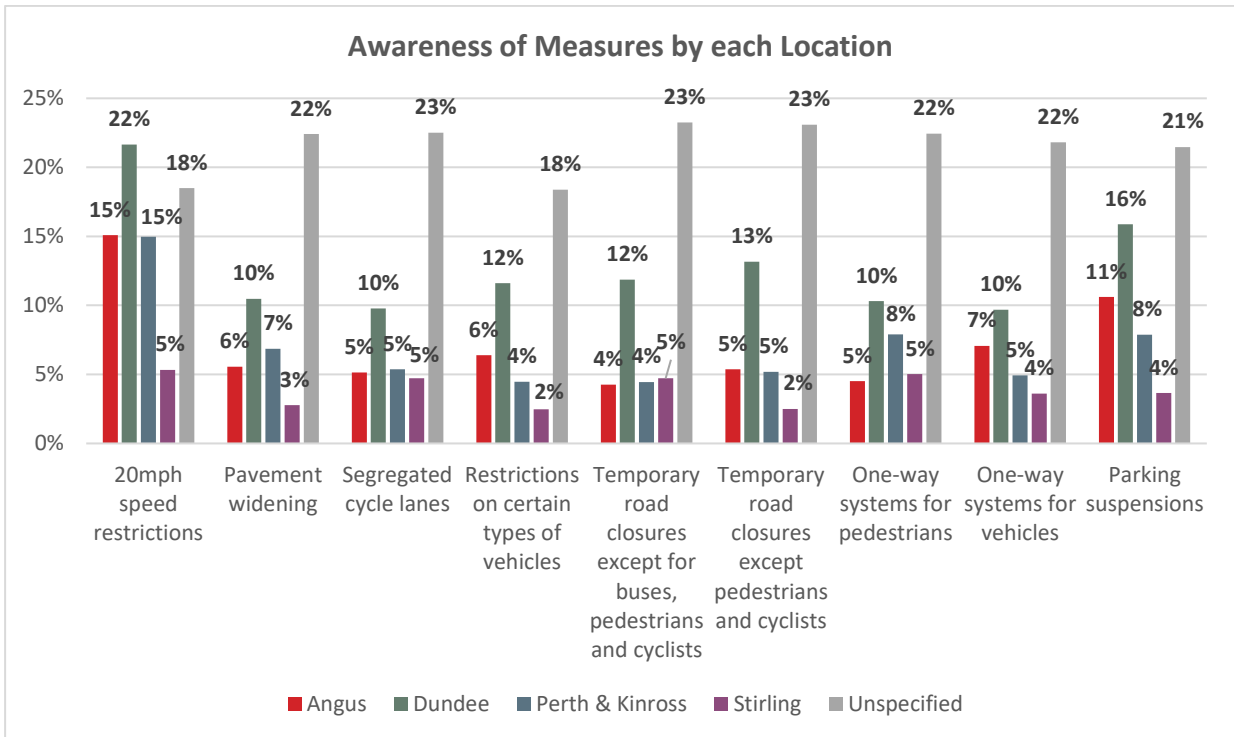


4.1.4 Awareness of the measures in the Angus, Dundee, Perth and Kinross and Stirling significantly differed. Generally the majority of respondents who did have awareness of the measures were unable to specify the location of them.

4.1.5 Measures in Dundee had the highest level of awareness of the four specified locations, with 22% aware of 20mph speed restrictions; 16% aware of parking suspensions; and 13% aware of temporary road closures except for pedestrians and cyclists.

4.1.6 Measures in Perth and Kinross and Angus had similar levels of awareness of the measures, including 20mph speed restrictions (15% and 15%); parking suspensions (8% and 11%); and one-way systems for pedestrians (8% and 5%).

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

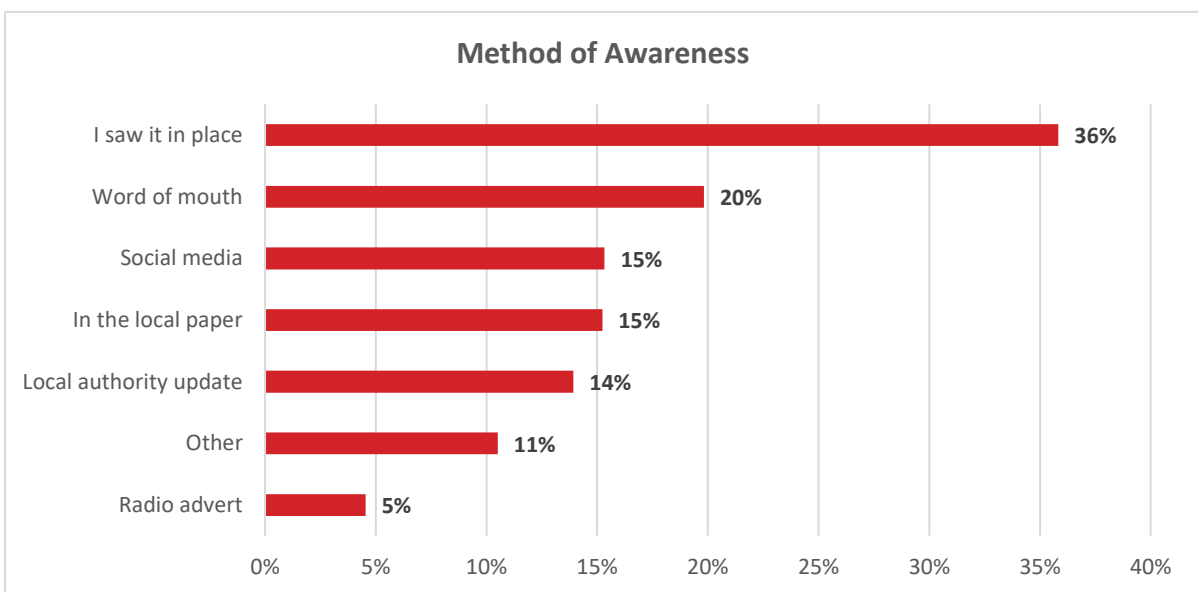


**4.2 Method of Awareness**

4.2.1 On average, the most common way respondents reported becoming aware of the measures was by seeing them in place (36%) and around a fifth were made aware of the measures by word of mouth (20%). Around a sixth were made aware via and social media (15%) and by local paper (15%).

4.2.2 Fewer were made aware through local authority updates (14%) and radio adverts (5%).

4.2.3 Method of awareness is similar to Wave 7.

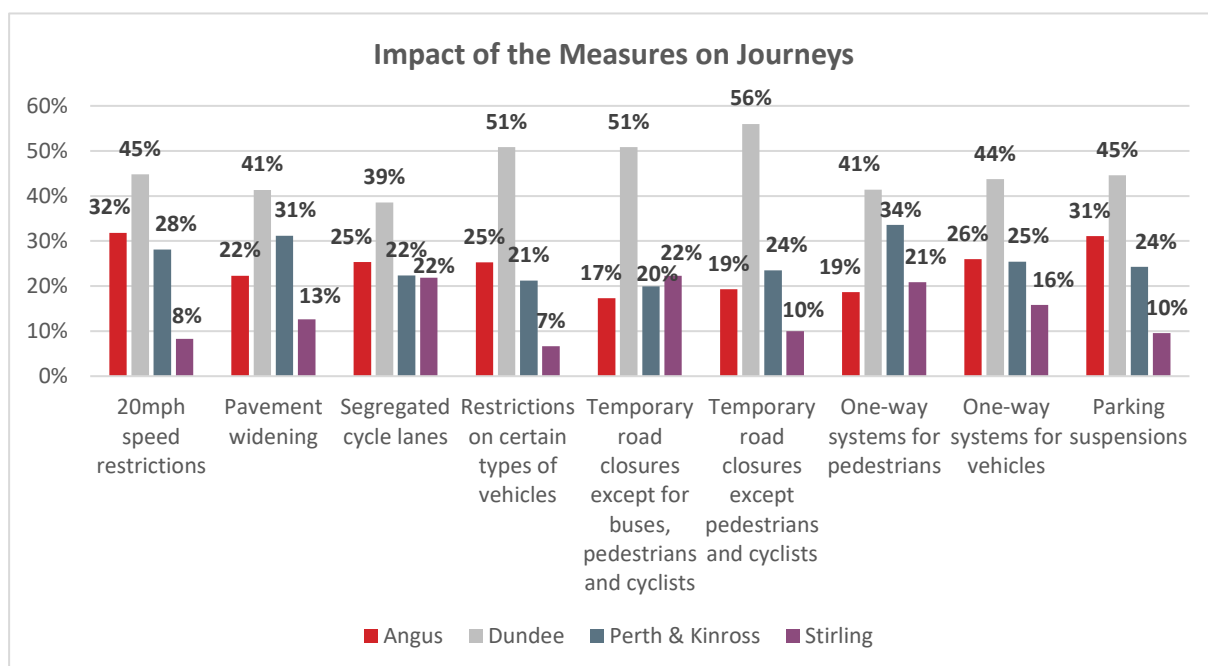


### 4.3 Impact of Measures on Journeys

4.3.1 Of the respondents who had heard of a measure in at least one of the four locations (61%), all had experienced at least one journey which was impacted by at least one of the measures.

4.3.2 Of these respondents, the most frequently cited location in which respondents had experienced an impacted journey was Dundee, with at least 39% reporting they were impacted by each of the measures. Over half were impacted by temporary road closures except for pedestrians and cyclists (56%); temporary road closures except for buses, pedestrians and cyclists (51%) and restrictions on certain types of vehicles (51%).

4.3.3 Over a third (34%) were impacted by one-way systems for pedestrians in Perth and Kinross; just under a third (32%) were impacted by 20mph speed restrictions in Angus; and over a fifth (22%) were impacted by temporary road closures except buses, pedestrians and cyclists in Stirling.

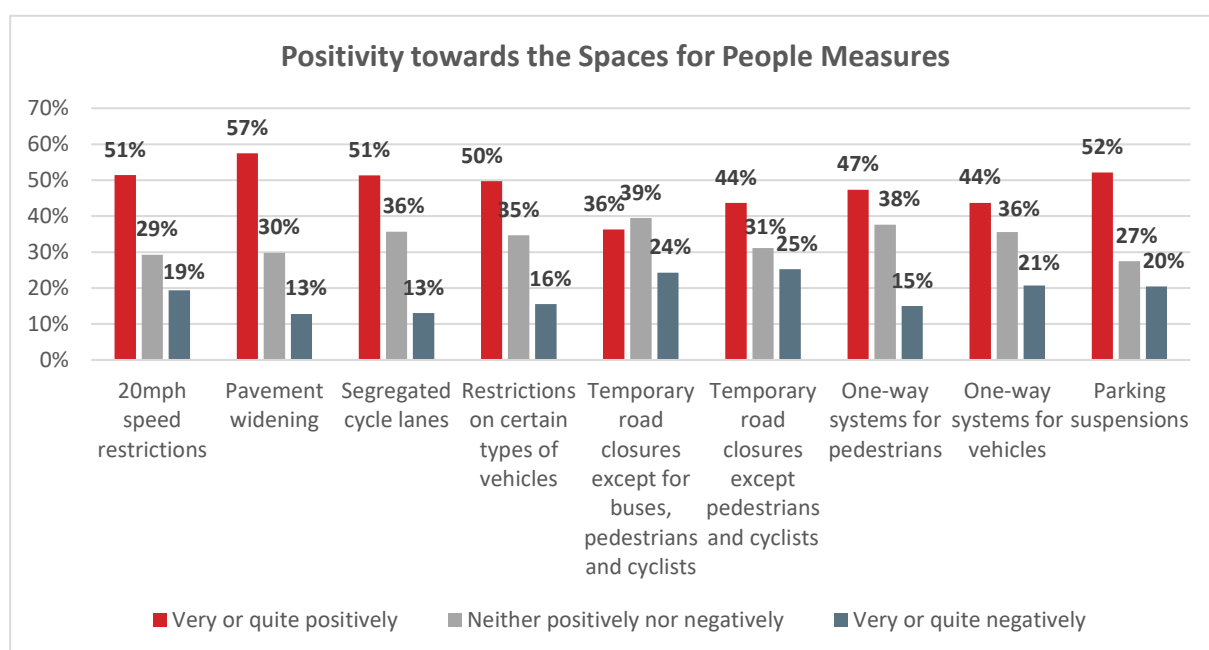


## 5. SPACES FOR PEOPLE: ATTITUDE TOWARDS MEASURES

### 5.1 Positivity and Negativity towards Different Measures

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

5.1.2 Pavement widening was the most positively rated measure, with over half (57%) reporting that they felt this way, followed by parking suspensions (52%); 20mph speed restrictions (51%); segregated cycle lanes (51%); and restrictions on certain types of vehicles (50%).



5.1.3 All respondents were also asked how they felt towards implementing more of each type of the Spaces for People measures, and between third and a half felt positively for each measure (between 31% and 51%), while in general a smaller percentage felt neutrally (between 30% and 44%). Less than a third reported feeling negatively (16%-27%).

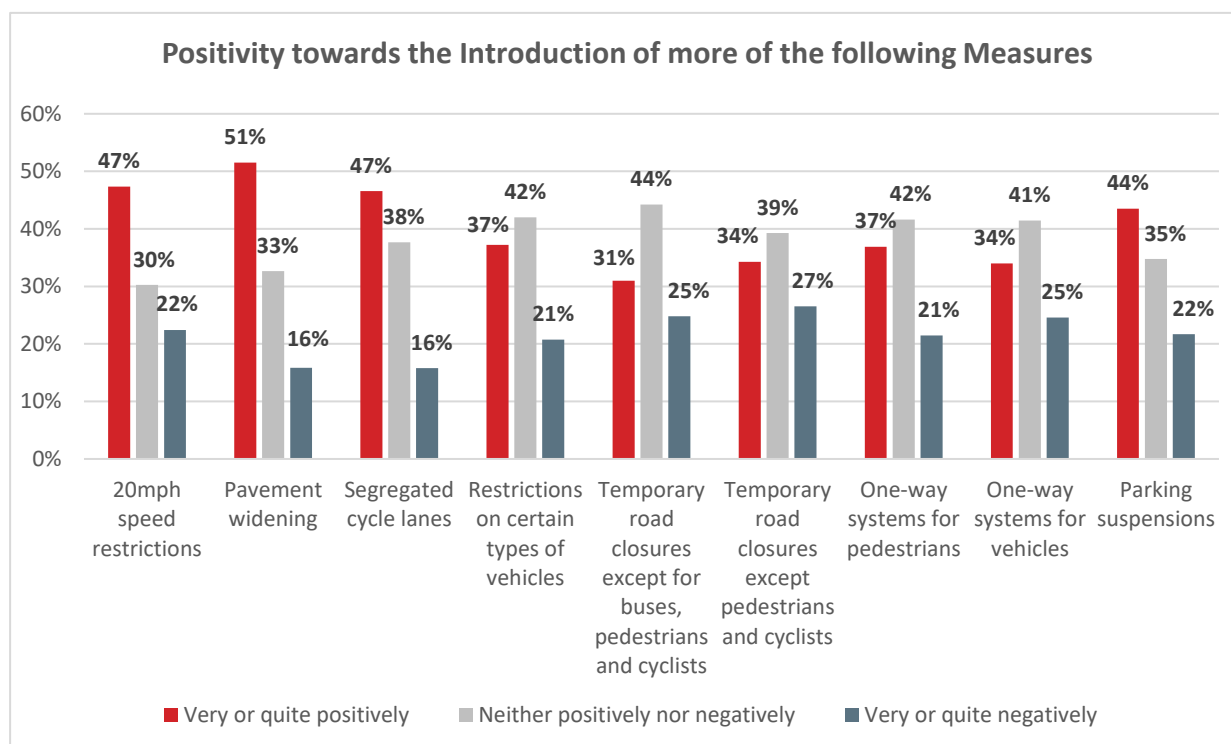
5.1.4 Measures for which there was most positivity towards further introduction were: pavement widening (51%); 20mph speed restrictions (47%); and segregated cycle lanes (47%).

5.1.5 Measures for which there was most negativity towards further introduction were: temporary road closures except pedestrians and cyclists (27%); temporary road closures except for buses, pedestrians and cyclists (25%); and one-way systems for vehicles (25%).

5.1.6 Respondents from cities, large town centers or suburbs were more likely to have reported feeling positively towards certain measures compared to those from small towns, villages or rural areas. Measures included: 20mph speed restrictions compared (50% vs 44%);



temporary road closures except pedestrians and cyclists (41% vs 27%); one-way systems for pedestrians (43% vs 31%).



## 5.2 Reasons for Positivity and Negativity

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

### 20mph speed restrictions

5.2.2 Reasons most frequently cited for feeling positively towards 20mph speed restrictions included: I feel safer walking (51%); improves air quality (29%); and I feel safer cycling (19%).

5.2.3 Reasons most frequently cited for feeling negatively included: traffic moving too slowly (68%); it does not make me feel safer walking (19%); and it does not make me feel safer cycling (14%).

### Pavement widening

5.2.4 Reasons most frequently cited for feeling positively towards pavement widening included: I feel safer walking (57%); it makes it easier to maintain social distancing when walking (44%); and encourages walking (42%).

5.2.5 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (74%); traffic moving too slowly (28%); and it does not make me feel safer walking (24%).

### Segregated cycle lanes

- 5.2.6 Reasons most frequently cited for feeling positively towards segregated cycle lanes included: I feel safer cycling (56%); encourages cycling (35%); and it makes it easier to maintain social distancing when cycling (18%).
- 5.2.7 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (50%); it does not make me feel safer walking (27%); and it does not make me feel safer cycling (17%).

### 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 (42%); it means there is less traffic on the roads (27%); and I feel safer walking (26%).
- 5.2.9 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (34%); unable to park to access shops (32%); and traffic moving too slowly (21%).

### 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 (40%); improves air quality (24%); and it makes it easier to maintain social distancing when walking (24%).
- 5.2.11 Reasons cited for feeling negatively included: reduced road space for cars/motor vehicles (49%); unable to park to access shops (34%); and traffic moving too slowly (31%).

### 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 (49%); encourages walking (33%); and it makes it easier to maintain social distancing when walking (31%).
- 5.2.13 Reasons most frequently cited for feeling negatively included: reduced road space for cars/motor vehicles (47%); unable to park to access shops (30%); and increased traffic on roads (27%).

### 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 (65%); it makes it easier to maintain social distancing when walking (42%); encourages walking (17%).
- 5.2.15 Reasons most frequently cited for feeling negatively included: it does not make me feel safer walking (45%); one-way systems are confusing (42%); and reduced road space for cars/motor vehicles (13%).

### 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 (38%); I feel safer walking (30%); and improves air quality (21%).

5.2.17 Reasons most frequently cited for feeling negatively included: one-way systems are confusing (48%); reduced road space for cars/motor vehicles (30%); and increased traffic on roads (27%).

**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 (31%); improves air quality (25%); and I feel safer walking (20%).

5.2.19 Reasons most frequently cited for feeling negatively included: unable to park to access shops (71%); it does not make me feel safer walking (20%); and reduced road space for cars/motor vehicles (15%).

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The SYSTRA logo is rendered in a bold, red, sans-serif font. The letters are thick and closely spaced, with a slightly irregular, hand-drawn quality to the strokes. The 'S' and 'Y' are particularly prominent, with the 'S' having a large, rounded top and the 'Y' having a long, straight vertical stem. The overall appearance is modern and professional.